



**Cycle
Chesterfield**

***Chesterfield
Cycle Audit
2025/6***

**A review of Chesterfield's cycling and wheeling
infrastructure**

Proposals and recommendations

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Executive Summary

There is considerable evidence from numerous studies in support of the benefits of active travel. It is well documented that active travel projects have a very high return on investment (Active Travel Investment 2019¹ and Walking and Cycling the Economic Benefits 2019²). Supporting and encouraging active travel reduces the risk of inactivity and associated health and wellbeing issues. Active travel is a low cost, low impact transport mode that can help to tackle economic and health inequality as well as making communities more pleasant and safer places to live (for example, by reducing pollution and congestion). Despite government guidance being clear on these benefits, local authorities are yet to see this translate into a consistent well resourced funding model for councils to implement coherent and sustained local active travel strategies and infrastructure improvements.

Chesterfield has some excellent infrastructure for walking, wheeling and cycling but many routes are poorly maintained, have limited connections to the wider area and/or other transport links and have low quality sections along their length. These factors discourage use of these routes as genuine viable alternatives to the car for shorter journeys.

This Report provides a number of practical suggestions to enhance and improve the active travel network so that it can reach its full potential as a genuine alternative choice. There are many simple and low-cost options that could make a big difference and these are highlighted throughout this Report as “Quick Wins” (indicated with a  symbol. This can include such things as improved signage, resurfacing a short section of existing path, more regular routine maintenance or installing additional cycle parking stands.

This Report also includes suggestions for additional connections or primary routes within Chesterfield so that the network becomes more coherent with genuine connections to enable residents and visitors to travel across and through the town on safe high-quality routes. This would require significant capital investment to develop a number of additional key routes. However, many additional connections through and between communities can be achieved at relatively low cost by using simple traffic and highway engineering and improved signage on existing streets and paths. See **Section 5** and suggestions in **Appendix B**

There is a short case study in **Section 6** that illustrates how a number of small and relatively modest improvements and additions to an existing community (with an ongoing large new residential development) can enhance connectivity within that community and beyond into a wider network.

This document will be regularly updated in light of new information. This document provides a basis for developing a cohesive, integrated and high-quality network of well-connected walking, wheeling and cycling routes and associated facilities in the Chesterfield area

¹ [common-misconceptions-of-active-travel-investment.pdf](#)

² [Walking and cycling: the economic benefits](#)

Section 1: Introduction

The purpose of this Cycle Audit Report is to highlight where local and regional decision makers can make informed choices that will have a positive impact on people's lives by adopting plans, policies and investments in support of active travel (walking, wheeling and cycling). Making travel by bike and on foot safer, more convenient, and more appealing to a wider range of people has many benefits.

There is significant evidence (2020 YouGov Survey³) that the general public want safe and healthy travel choices. Chesterfield can achieve this by developing a network of routes accessible to all. This would support the needs of local residents, businesses and visitors and contribute to better public health outcomes for residents who choose to walk, wheel or cycle rather than drive. This would also contribute to reducing local traffic congestion, the harmful effects of vehicle pollution and damage to road infrastructure as well as making local neighbourhoods, communities and public space, safer and more attractive and inviting to use. The routes and improvements suggested would help to reduce inequality across the borough with access to employment and training improved by providing genuine options for safe, accessible active travel for all.

Active travel routes should aim to be separate where necessary and mixed where possible (low speeds and low traffic density). Evidence suggests that users need cycle, walking and wheeling routes to be direct, cohesive, safe, attractive and to inspire confidence. When these aspects work together, people want to use these routes and see them as a genuine and viable alternative to motor vehicles for local journeys.

This Report looks at improvements that could be made to walking, wheeling and cycling infrastructure for day-to-day journeys (e.g. going to work, going to school, going to the local shops etc). However, improvements to local walking, wheeling and cycling infrastructure would also support leisure and recreational opportunities. This Report principally refers to cycling infrastructure but it is implicit within that description, that much of the cycling infrastructure is designed to be shared with pedestrians and other types of wheeling so benefitting all active travel users.

Increased investment in cycle networks in Chesterfield will contribute to Derbyshire's ambition to be the most connected and integrated county for cycling in England, and the Government's target that 50% of all trips in towns should be walked or cycled by 2030. Derbyshire County Council has already adopted a Local Cycling and Walking Infrastructure Plan (LCWIP), which was developed in collaboration with the authorities of Derbyshire, Derby, Nottingham, and Nottinghamshire. The LCWIP suggests a core network of routes to connect Derbyshire but does not describe detailed proposals within specific conurbations to

³ [active travel funding - reasons to be brave.pdf](#)

support local active travel opportunities. This document attempts to fill that gap for cycling, walking and wheeling in Chesterfield

This report contains a variety of short and long term proposals, site specific options, quick wins, relative low cost solutions as well as larger investment proposals supporting active and sustainable walking, wheeling, and cycling journeys in Chesterfield.

The proposals provide a basis for a significant increase in walking, wheeling, and cycling within the town. The proposals can be adopted flexibly, such that individual components can be taken forward separately or as part of a package if funding becomes available either at local, regional, or national level.

Section 2: Equality Impact Observations

In Chesterfield 21.6% (2021 Census⁴) of the population are over the age of 65 which is higher than the national average (18.4%). Walking and cycling in older age are essential for maintaining independence, improving cardiovascular health, boosting mental well-being, and reducing the risk of chronic conditions like dementia and diabetes.

Infrastructure should also be designed with the need for accessibility in mind.

A higher proportion of the Chesterfield population (21.6%) has a disability than England as a whole (17.7%) with 9.9% identified as having a disability that limited daily activities 'a lot', and 11.7% identified as having a disability that limited daily activities 'a little' (Census 2021). A 2020 report from the Department for Transport⁵ found that only 55% of disabled adults had a full driving licence compared to 83% of the non-disabled population. In addition, 39% of disabled people don't have access to a car, compared to 19% of the total population. This highlights the importance for alternative suitable adapted travel options for disabled people.

It is important to recognise that older persons and persons with a disability can benefit massively by improvements to walking, wheeling and cycling improvement. According to recent research by Transport for London (TfL) and Wheels for Wellbeing⁶, 78% of disabled people are able to cycle, while 15% sometimes use a bike to get around. For two out of three disabled cyclists, riding a bike is easier than walking; easing joint strain, aiding balance and relieving breathing difficulties.

Based on the 2025 English Indices of Deprivation 2025⁷, Chesterfield faces higher than average deprivation, with 12% of its neighbourhoods classified as highly deprived. The ranking for health and disability deprivation has worsened significantly with some areas now placed in the 5% most deprived nationally. People in more deprived areas are less likely to own a car, are more likely to be impacted by air pollution and are much more likely to have

⁴ [Census 2021: General report for England and Wales - GOV.UK](#)

⁵ [Transport: disability and accessibility statistics, England: 2020 - GOV.UK](#)

⁶ [Disability-and-Cycling-Report-of-2021-national-survey-results.pdf](#)

⁷ [English indices of deprivation 2025: research report](#)

cost barriers associated with travel. Providing safe and accessible cheaper alternatives through walking, wheeling and cycling routes could help the mobility of those most impacted by deprivation.

A 2021 Office for National Statistics Survey⁸ into perceptions of safety and experiences of harassment found that one in two women felt unsafe walking alone after dark in a quiet street near their home in comparison to one in seven men. Safety concerns when walking (and cycling) can result in women using public transport and relying on more expensive and less sustainable methods of transport such as taxis. When planning new routes and upgrading existing routes, this factor should be considered, particularly in respect of route location, lighting and CCTV requirements. Routes through well-lit populated areas should be preferred. As women make up 50.9% of the Derbyshire population, making active travel safer for women could result in an uptake of sustainable active transport journeys.

Section 3: Audit Methodology

The methodology used to develop the audit includes:

- Initial scoping meeting with members of Cycle Chesterfield
- Four on the ground audits of existing walking, wheeling and cycling networks detailed below
- Further Cycle Chesterfield scoping meetings and audit rides
- Planned engagement with local elected representatives and interested parties seeking feedback on the proposals.

⁸ [Perceptions of personal safety: June 2021 - GOV.UK](#)

Section 4: Chesterfield Key Cycle Infrastructure Proposals

This Report provides proposals for local walking, wheeling and cycling network improvements which would improve connectivity across the town. This Audit identifies new routes connecting neighbourhoods to key destinations such as shops and transport. It also identifies improvements that could be made to existing routes in order to make them more user friendly, safe and cohesive. The Report also considers the development of a secondary network through and between neighbourhoods, waymarking / sign-posting improvements and improved bike parking provision. Each proposal will need to be subject to further detailed design work and will be dependent upon the availability of funding.

The compact size of Chesterfield means that most utility journeys are under 5 miles, which is ideally suited for cycling, but the lack of a comprehensive and connected network of convenient routes that feel safe and cohesive discourages many people in the use of wheeling and cycling as a viable option

Key destinations in Chesterfield include the town centre shopping area, Chesterfield bus station and railway station, Queens Park and Queens Park Sports Centre, local schools and colleges, local area shops and a number of key employers such as Chesterfield Borough Council, the Royal Hospital, Calow and Chesterfield College.

Primary routes

There are a number of existing key cycling / walking routes within Chesterfield connecting communities to the town centre and transport hubs. However, they do not provide a comprehensive network of safe, accessible and cohesive routes for all communities across Chesterfield

North West Chesterfield

The existing key route in the NW of Chesterfield connects Queens Park with Holmebrook Valley Park (Holmebrook Valley Trail). This is a route that uses shared paths and some quiet roads. The route is not of a suitable standard throughout its entire length and requires a number of design improvements to achieve its' full potential (see Section 5 below)

The Newbold area is poorly served with no safe, accessible and cohesive route into the town centre / transport hubs. A new route should be considered utilising quiet roads and shared and segregated paths (indicative route options shown in red on map below). Such a route would need detailed planning and ground investigations. Such a route could include design options as indicated in Appendix B



North East Chesterfield

There is 1 key route in central north Chesterfield. This is part of the national cycle network (NCN 67). This route arrives in Chesterfield at the Railway Station after following the canal towpath from Rother Valley / Sheffield. This route should continue to the south of Chesterfield towards Clay Cross. See South Chesterfield Section below.

The NCN 67 utilises the canal bank until it emerges onto Brimington Road. There has been a long standing ambition for the NCN to continue alongside the canal / river through the new Waterside development. Some of the required cycling / walking infrastructure has been added into the Waterside development such a shared tarmac path but the bridge over the river / canal and the final section of path bringing the route back out onto Brimington Road near to the train station has not been progressed as part of the original Waterside development Masterplan. This project requires further funding and impetus to connect a key cycle route into the town.

The Brimington area is poorly served with no safe, accessible and cohesive route into the town centre / transport hubs. A new route should be considered utilising key roads and shared and segregated paths (indicative route options shown in red on map). Such a route would need detailed planning and ground investigations. Such a route could include design options as indicated in Appendix B



South Chesterfield

The existing key route from the south of Chesterfield to the town centre runs broadly parallel to the A61 corridor from the Avenue Washlands residential development off Derby Road. This route is not cohesive and requires improvements. It also lacks good quality connections to the town centre. In the south, through the Avenue Washlands the route should be part of the National Cycle Network with an aspiration to continue south to Clay Cross and on to Derby. The route through Avenue Washlands is not designed to national network standards and so remains unadopted as part of the national network. This route requires surface treatment in compliance with national guidance LTN1/20 and the removal of barriers. Further transport development is planned on the A61 corridor south of Chesterfield through Wingerworth and towards Clay Cross. This would be an opportune time to add a continuation cycle route south from Chesterfield to Clay Cross. This route could use a combination of quiet roads, main roads, bridleways and dedicated paths connecting each development with a safe, accessible and cohesive route to Chesterfield and Clay Cross.

The existing north south route leaves Chesterfield via Derby Road and the Rother Rec (Rother Recreation Ground) before crossing Storforth Lane. It runs via Railway Terrace onto a poorly surfaced track owned by Network Rail running over the main line railway before doubling back into the Avenue Washlands. This route is poorly maintained and indirect. Work should be undertaken to redirect the route through MacGregor's Ponds as it leaves Chesterfield, to make it more cohesive and direct (indicated by a red line on the below map)

The other key route runs from near to Holymoorside in the west of Chesterfield through to the train station (the East West route). This route continues up to Calow. This route was developed as part of the Government's Active Travel Fund Tranche 2 in 2021 but was never fully completed as per the design brief and further work is required to make it safe, accessible and cohesive. (see Section 5 below).

The Hasland area is poorly served by safe active travel infrastructure with no safe, accessible and cohesive route into the town centre / transport hubs. A new route should be considered utilising key roads and shared and segregated paths (indicative route option shown in red on map). Such a route would need detailed planning and ground investigations. Such a route could include design options as indicated in Appendix B



The ultimate aim for Chesterfield should be to have a comprehensive framework or structure of routes linking Chesterfield communities to key destinations. A coherent, joined up network of high quality, safe and accessible routes would link each community with the town centre and transport hubs and would incorporate secondary routes linking communities together and with local shops, schools and services on quiet roads and paths or tracks

Section 5: Existing Primary routes - suggested improvements

Many of the existing routes in Chesterfield have sections of excellent infrastructure but due to poor maintenance or sections that were never completed or completed to a low standard, they lack coherence. This in turn undermines the principles for successful active travel infrastructure that routes need to be cohesive, need to be safe and attractive and so inspire the confidence to use them.

Cycle Chesterfield have conducted a number of audits or reviews of some of the walking, wheeling and cycling infrastructure routes in Chesterfield and in many cases, a relatively simple fix at low cost could make a significant difference to the attractiveness and useability of a route. We have called these Quick Wins and they are indicated in the rest of this report with the symbol 

Signposting can also play a big role in opening up the knowledge of available routes to more people. Signage in Chesterfield needs improvement in order to highlight what is available and to raise the profile of the opportunities to get from one place to another other than by motor vehicle. Improved signage is another relatively low cost option that could make a big difference. Signage options are indicated in this report by the following symbol 

Hipper Valley / EW Route / station link

	Location	Fault	Action Required
1  	End of Chatsworth Road Scheme on pavement into Holymoore Rd	Poor / dangerous transition to and from carriageway	Warning signage on main carriageway Holymoore Rd in both directions for cycles joining/crossing. Right turning box for cycles in centre of Holymoore Road onto pavement route into Chatsworth Road
2 	Oakfield Ave/Linden Road exit from Somersall Park	No signage for cycle route to Chatsworth Road	Install direction signs on both roads
3 	Somersall Park link spur to Oakfield Ave	Rough and unsurfaced	Surface link path with appropriate covering
4	Bridge over stream into Somersall Park at the Oakfield Road junction	Path surface loose	Tarmac path over the bridge to connect with Somersall Park tarmac path
5	Bobbin Mill Lane from Grove Cottages	Dangerous and busy junction	Widen and adopt southern pavement on Bobbin Mill Lane from Grove Cottages as shared cycle route to a point beyond the Morrisons car park entrance. Dropped kerb and cycle lane markings and

			roadway warning signs for bike route to re enter carriageway
6 	Walgrove Road	No signage / road surface poor condition	Repair carriageway, add directional signs for bike route, add cycle paint markings in carriageway to indicate bike route to traffic
7	Passageway between Walton Fields Rd and Goytside Road	Surface broken and in poor state, overgrown, unlit. Entry and exit barriers to narrow for full accessibility	Resurface in coloured tarmac, install lighting, widen access barriers
8	Goytside Rd near Factory St	Poor tarmac surface, no indication of cycle route on carriageway, vehicle danger emerging from Factory Steet	Consider a marked cycle lane out of the passageway and across the carriageway of Goytside Road to the southern pavement. Pavement along southern side of Goytside Rd to be made wider into a 2 way cycle route for whole or part of length of Goytside Road with option to swap to N side after housing and factory entrance.
			Alternatively Goytside Road to have clear road cycle markings in carriageway, coloured tarmac strips along length to indicate bike route and speed limit to be reduced to 20mph. Also warning signs of bike route on Factory St and on approach from Central Ave
9 	Goytside Road junction with Central Ave		Consider altering traffic priorities so that Central Ave into Goytside Road is a give way and Goytside Rd / Dock Walk becomes through route
10	Dock Walk from Boythorpe Rd	Cycle route not clearly indicated. Dangerous HGV movements	Widen southern pavement of Dock Walk to make a shared walking and cycling path up to Walton Walk Alternatively

 			<p>Dock Walk to have clear road cycle markings in carriageway, coloured tarmac strips along length to indicate bike route and speed limit to be reduced to 20mph.</p> <p>Road marking to continue in any event from Walton Walk to Goytside Road</p>
11	Dock Walk junction with Boythorpe Road (Start of Holmebrook Valley Park cycle route)	Busy junction across Dock Walk, not clearly identified as cycling route	Create a raised table cycle crossing with coloured tarmac and signage and road markings
12	Toucan crossing over Boythorpe Road	Lack of space on pavement on East side of Boythorpe Road for cyclists and pedestrians	Widen the pavement by using some space from the adjoining car park
13	 Queens Park North Car Park Cycle route	Cycle lane markings faded and in a dangerous position making cyclists vulnerable to manouvering cars	<p>Relocate cycle lane into centre of car park carriageway and indicated with coloured tarmac.</p> <p>Alternatively</p> <p>Move the cycle route to follow the park edge of the car park segregated from the parking bays</p>
14	 Shared path, skate park / rear of Ravenside	No signposts indicating destinations	Install signage indicating routes to station, west to QP, south towards Derby Road and into Ravenside
15	 Path from skate park area over bridge into Ravenside Retail Park	Path not recognised as a cycle route	Path to be adopted as a cycle route to Ravenside and the bike racks
16	 Station link shared path	Overgrown for large parts of year	Arrange regular cutbacks
17	From Station link path into station approach road just adjacent to Station car park	Lack of continuous safe direct route to station. Bikes vulnerable to emerging traffic from car park.	Bike lane to continue from station link path on a 2 way segregated cycle path on the east side of the station road into the first station short stay car park near to the external bike racks
18	 Station approach roadway	Lack of signage indicating route to TPT / canal or to Walton / Peak District	Install direction signage outside station

19  	Junction station approach road with Crow Lane	Dangerous right turn into Crow Lane from station	Install advance warning signs of cycle route for traffic on Crow Lane, lower speed limit to 20mph, add bike road markings to carriageway
20 	Crow Lane towards Picadilly Road	Insufficient indication of bike route	Paint bike markings in carriageway
21	Crow Lane concrete barriers		Consider replacement with bollards or planters
22 	Crow Lane walking, cycling, bridlepath	Overgrowth and organic debris in carriageway danger to bikes	Regular sweeping

Holmebrook Valley Trail

	Location	Fault	Action Required
1 	Dock Walk junction with Boythorpe Road. (Start of Holmebrook Valley Park cycle route)	Busy junction across Dock Walk, not clearly identified as cycling route	Create a raised table cycle crossing with coloured tarmac and signage and road markings
2  	Boythorpe Road shared pavement from toucan crossing to A619 Chatsworth Road	Cycle route not clearly indicated	Paint cycle markings on pavement
3 	Approach to toucan crossing on Chatsworth Road	Both sides (Wickes and Matalan) suffer vegetation overgrowth	Cut back foliage
4 	Toucan crossing on Chatsworth Road	No signage to indicate continuation of route	Install sign indicating route in each direction
5	Chatsworth Road shared path (Matalan side)	Next to the toucan the path is too narrow (under 1 metre)	Extend pavement to encompass the outside lane as it enters Chatsworth Rd from the roundabout. This would make the entry to Chatsworth Road single lane. The second lane could be restarted a short distance further up Chatsworth Road as a filter Lane to Matalan and other right turns etc
6 	Link path alongside the roundabout between the 2	Overgrown and narrowed by vegetation	Cut back and reduce vegetation

	section of Chatsworth Road		
7 	Shared path rear Mecca Bingo junction with shared path below allotments	No direction signage	Install signage for HVP
8 	Shared path exit onto Chester Street	No direction signage	Install direction signage
9 	Shared path exit onto Chester St	Dropped pavement regularly blocked by parked cars	Replace solid white line restriction with double yellow lines
10 	Chester St junction with Ashgate Rd	Lack of signage	Direction signage required to indicate cycle route. Advance warning signs for traffic on Ashgate Road to indicate cycle route crossing
11 	Chester Street and Holmebank West	Lack of signage to indicate cycle route	Install road side blue cycle route signs and paint bikes in carriageway
12 	Ashgate Valley Road transition to shared path alongside Brockwell Infant School	Cyclists dismount sign not appropriate	Remove cyclists dismount sign
13	Shared path alongside Brockwell Infants School	Path narrow, pitted and poorly lit	Resurface path, widen to 2.5metres or more and install lighting
14  	Shared path crossing over Purbeck Ave	No indication to vehicles of cycle route crossing	Install raised coloured road surface for crossing with advance warning signs on Purbeck Ave of cycle route crossing. Consider reducing Purbeck Ave speed limit to 20mph
15	Shared path bridge over brook prior to Pennine Way	Bridge narrow and encroached by vegetation	Install new bridge suitable for shared use Alternatively Cut back overgrowth and install signs for pedestrian priority over bridge, cycle to give way
16 	Shared path crossing Pennine Way	No indication to vehicles of cycle route crossing	Install coloured road surface for crossing with advance warning signs on Pennine Way of cycle route crossing

17 	Shared path as it enters park from Pennine Way towards HVP	Narrow, muddy and pitted	Widen and resurface shared user path to Loundsley Green Road underpass
18	Shared pathways next to Loundsley Green Rd underpass	Poor state of feeder paths to Newbold, Holme Hall and Loundsley Green and lack of signage	Resurface and widen where appropriate feeder paths. Install direction signage
19 	Underpass under Loundsley Green Road	Dangerous drainage grate, poor lighting	Turn grate 90 degrees, improve lighting
20 	Shared path alongside Linacre Road as it crosses Holmebrook Valley Park Lower Car Park	Lack of warning for vehicles of shared path crossing	Create raised platform for crossing with advance warning signs for vehicles and paint cycle and pedestrian signage in carriageway
21 	Shared path link into Etwall Close	No dropped curb, no direction signage	Install dropped curb, install direction signage. Adopt spur as bridleway
22	Bridleway from HVP near lake up to Brockwell Lane, Cutthorpe	Muddy and narrow in places	Improve surface and widen as necessary

A61 / Sheffield Road shops

	Location	Fault	Action Required
1 	Station approach road to shared foot / cycle bridge over A61 towards Corporation St	Shared path not clearly marked for cycles	Clearly mark cycle path with paint markings or coloured surface
2	Shared path from station to shared foot / cycle bridge to Corporation Street as it crosses car park entrance and A61 slip road	Dangerous junctions for cycles. A61 slip road crossing acute angle for cycles towards town requires over shoulder checks	Install raised platform crossings with coloured tarmac and advance warning signs for traffic. Re engineer path so approach to shared bridge crossing is not at an acute angle.
3 	Shared bridge over A61 junction with Durrant Rd shared path	No direction signage for cycle route	Install direction signage
4	Durrant Rd shared path	Signage poles in centre of path	Move signage poles to side of shared path

5 	Cycle route through Durrant Road car park to Brewery St	Poorly marked and risk from manouevering vehicles	Relocate cycle route to edge of car park, segregated from vehicles Alternatively clearly mark a cycle route with coloured tarmac, cycle paint on road and signage.
6	Exit from Durrant Rd car park to Brewery St	Acute left turn	Soften left turn by utilising small part of car park edge
	ALTERNATIVE TO 3 to 6 ABOVE Brewery Street		There is potential to create a new more direct shared cycle / walking route from the end of Crow Lane / station approach up to the Brimington Rd roundabout and on up to the Toucan crossing on Brewery St using the pavement on the west side of the A61 slip, the bus bay next to the roundabout and Brewery St
7	Shared path exiting into Pottery Lane West	Narrow left hand turn next to carriageway	Widen pavement on left hand turn
8 	Pottery Lane West into Thompson Street	Shared path on pavement of Pottery Lane West into Thompson St - no dropped kerb and no indication of bike route on carriageway or warning signs for vehicles. Inappropriate Cyclists Dismount sign	Install dropped kerb. Add road markings and signage and coloured tarmac to indicate bike route. Remove cyclists dismount sign Alternatively Consider using the east side pavement of Thompson Street, suitably engineered as the continuation of the shared route
9 	Queen St North	Parked cars on pavement restricting cycle route	Section of double yellow lines to prevent pavement parking
10	Chapel Street up to Sheffield Road	Narrow road and conflict with cars	Widen north side pavement and make it the cycle route continuation
11 	Whittington Moor roundabout / underpass	Uninviting, threatening and feels poorly maintained. No directional signage	Install signage, lighting and general refurbishment to make it a more inviting public space
12 	A61 route	Sections narrow and overgrown	Regular programme of cutbacks and maintenance

Town Centre

1	West Bars, near to shared path exit from Queens Park via A619 bridge	Inadequate bike lane markings and conflict with pedestrians	North side West Bars, move bike lane from toucan closer to kerb edge before turning to enter West Bars towards New Sq
2  	West Bars towards New Square	Poor cycle markings	Add bike route signs and carriageway markings on West Bars and direction sign for bike route across New Square. Ensure bike route across New Square is clearly identifiable with slabs rather than cobbles plus cycle markings, away from shop fronts. Remove bollards blocking cycle route
3 	Park Road	Make access to and from the shared path crossing Park Road from Queens Park towards New Square an easy safe route to access town	From QP direction – advance stop box across A619 needs to be divided between a left turn lane and a straight ahead lane. Where Park Road meets New Beetwell Street, add a straight ahead cycle lane to New Square, install a dropped kerb and cycle markings up to New Square From New Square direction, ensure that the traffic light across A619 towards QP is cycle activated
4 	Low Pavement	No cycle route signage.	Add cycle direction signs for Low Pavement one way and then direction signs up Packers Row or down South St

5 	Soresby St	No cycle route signage	Install direction signage at top of Soresby St indicating bikes can turn left to Rose Hill or right to Knifesmithgate
6 	Elder Way	No cycle lane towards Donut roundabout from Knifesmithgate	Install shared path on western side pavement of Elder Way
7	Donut roundabout between Elder Way and Newbold Road	Dangerous cycling route from town to Newbold Road	Elder Way pedestrian crossing over Saltergate to be Toucan and pavement on western edge of Donut to be widened for a shared path round to the roundabout just prior to Newbold Road. Newbold Road towards roundabout junction with Sheffield Road, install central filter lane for bikes to turn right onto the shared path around the donut to Elder Way
8	Knifesmithgate	Little indication of cycle route	Add signage to indicate cycle lane and road markings. Remove traffic lights at Knifesmithgate junction with Cavendish St, Stephenson Place and make Knifesmithgate a through road into Stephenson Place as a direct route from town towards the station for bikes
9	Donut	Busy dangerous roads from Station / Corporation Street towards Newbold	Add left hand segregated cycle lane on Saltergate as soon as carriageway passes Cavendish Street. This lane to cross Elder Way on raised platform to join route on Elder Way just prior to proposed toucan crossing
10	Corporation St		Pedestrianise or segregate for bikes from station to junction with St Marys Gate
11 	Mill Street route from station to town centre	Not signed or clear	Add road markings, direction signs and carriageway cycle route signs to this route into the town centre. Mill street

			to Spa Lane and Church Way. Also Mill St to Hollis Lane
12 	Burlington St	Unnecessary cycle restrictions	Make two way for bikes
13 	Lordsmill Street between Markham Rd and Beetwell St	Shared path from Lordsmill roundabout on west side pavement ends part way	Continue shared path up Lordsmill Street and right into Beetwell Street
14 	Hipper Street South from Markham Road	Incomplete route and incorrect signage	Cycle route to continue from A619 Hipper St crossing down Hipper Street South onto shared path. Remove cyclists dismount sign
15 	Braidwood Way toucan to Hipper Street toucan	Cycle connection missing	Convert pavement alongside A617 to shared path from Braidwood Way toucan to Hipper Street toucan

Section 6: Secondary routes and Local Case Study

Secondary routes should radiate off the primary routes and be used to connect communities with one another and with local facilities such as shops, schools and essential services.

Schools especially are important community facilities and are key trip attractors within any town. According to the National Travel Survey⁹, 14% of trips on a weekday are associated with education and encouraging active travel would have a positive impact on the mental and physical health of young people. Safety is a key issue for many when using transport, with children and young adults particularly vulnerable (WHO, 2018¹⁰). There is therefore a need for these sites to be well-connected to their local communities and catchment areas. In many cases, access to schools can be compromised through poor crossing facilities or obstructive pavement parking. Quality routes and safety measures can help to build confidence in people walking, wheeling and cycling, and help to support behaviour change to more sustainable modes over the longer term. Access to schools by active travel modes in Chesterfield is generally poor, with limited quality provision for pedestrians and cyclists. Several school locations also have poor provision for drop-off / pick-up by car, causing parking and safety issues so that increases in active travel represent a potential solution to school-related congestion.

Many secondary route improvements can be achieved at relatively low cost with minimal disruption. These sorts of route improvements could involve a variety of neighbourhood schemes linking communities together using a variety of relatively low cost methods as well as engineering solutions. Quiet, safe and accessible routes on existing streets and paths can be designed and built using options such as:

- Traffic calming and modal filters



- Parking restrictions
- Speed limits
- School traffic free zones
- Direction signage for walking and cycling

⁹ [Transport Statistics Great Britain: 2024 Domestic Travel - GOV.UK](#)

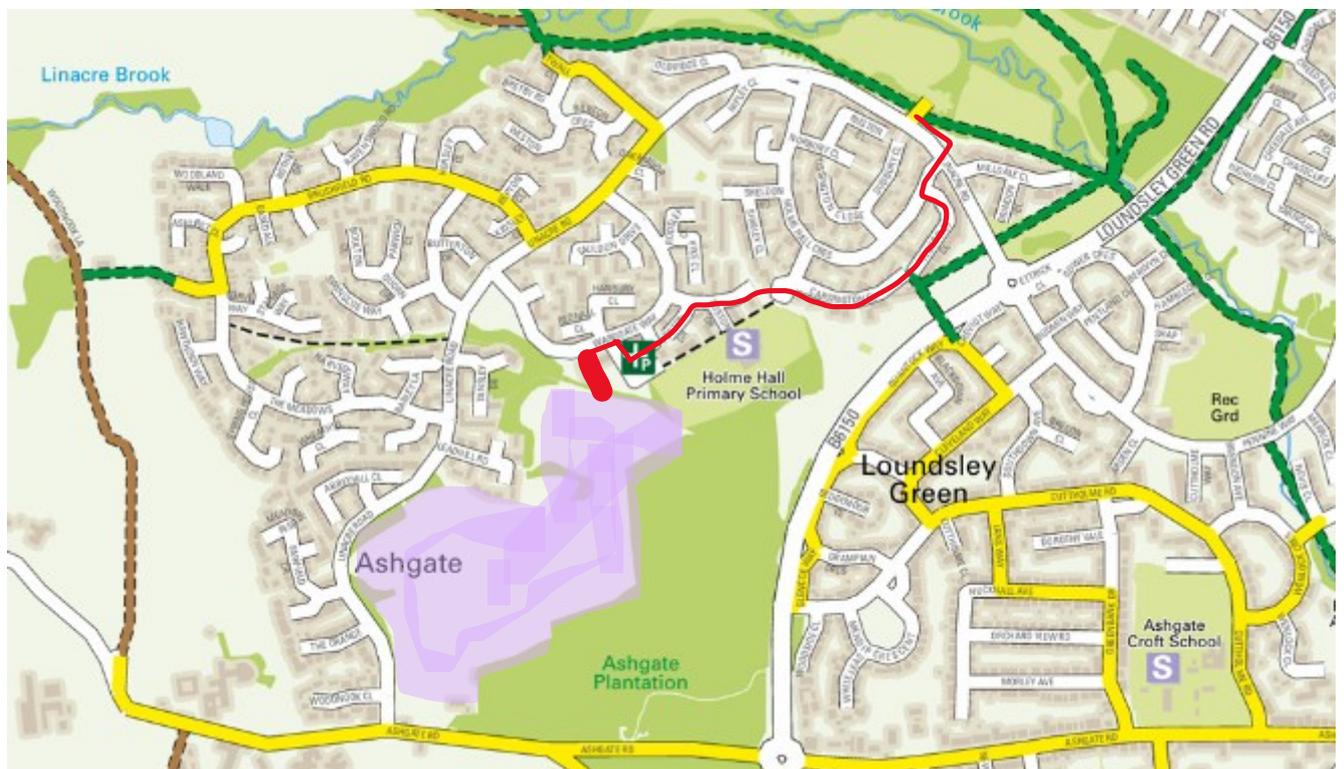
¹⁰ [Global status report on road safety 2018](#)

- Cycle parking
- Cycle friendly employers / cycle friendly buildings schemes

Case Study - Holme Hall

Holme Hall is a community on the western edge of Chesterfield. It is a mixed community with some areas of residential deprivation and some more affluent areas. It is also undergoing a large-scale new housing development. It is served by a local school, a small shopping area with doctor surgery and dentist. There are some nearby cycling and walking routes. However it lacks some of the necessary requirements to encourage and facilitate more local cycling and walking opportunities. There is limited cycle parking at the shopping area; there is no clearly signposted direct, safe and cohesive route to reach the nearby existing routes into Chesterfield or Holmebrook Valley Park; there is no quality connection to the school; and there is no link into the new estate that is being developed.

The map below indicates how a number of relatively modest improvements would have the potential to make a significant difference to this estate and its residents by connecting the new estate (in purple) with the shops and school via a cycle / walking link and then using minor roads (shown in red) with suitable traffic calming and waymarking to connect the shopping hub with the routes into town and Holmebrook Valley Park. This could be mirrored across Chesterfield with similar modest schemes to connect into existing primary routes and serving local shops, facilities and schools.



Section 7: Wayfinding / Signposting

Wayfinding / signposting is a key requirement for a successful network of walking and cycling routes in order to promote local active travel choices and route options for both residents and visitors. Signage provides the sense of a joined up and cohesive network. This assists in promoting walking, wheeling and cycling as a viable alternative method to travel in and around Chesterfield.

Signage in Chesterfield is incomplete and there are several key routes and junctions with little or no signage. Increasing directional signage and cycle route indicators and road markings would be a simple and fairly low cost way of promoting the existing network and supporting route finding.

The route surveys detailed above indicate locations where signage is missing. There are several key locations that should be prioritised for signage  :

- Outside Chesterfield Train Station
- On the cycle / walking routes next to Chesterfield skatepark / Spire Retail Park
- Through the A61 underpasses at the Tesco roundabout and the JE James roundabout

Section 8: Cycle Parking

A lack of cycle parking is a key barrier to people cycling. Indeed, Investing in Cycling & Walking: Rapid Evidence Assessment (Source: DfT, 2016¹¹) states that “the provision of bicycle parking has been found to increase levels of cycling, mainly in the context of commuting and public transport access trips.”

Cycle parking across Chesterfield is of variable quantity and quality. Additional cycle parking should be adopted across the town to help to remove the final ‘end-point’ barrier by ensuring people have secure places to leave their cycles whilst accessing employment, services and facilities.

There is a lack of cycle parking, and in particular secure cycle parking within the town centre. The minimum requirement for a cycle parking point is a Sheffield stand which consists of a bent metal rack secured into the ground. These stands are robust and fairly inexpensive. Front wheel only stands and the type of racks found on Elder Way, Chesterfield, using a flimsy metal structure are insufficient and ineffective.

The town centre and the bus and train station should have a range of secure cycle parking as well as Sheffield stands so that residents / visitors can confidently and safely leave their bikes. It would be beneficial to have a secure bike locker system with electronic locks and app based activation and booking at these locations. There are companies that run successful secure bike locker schemes across many towns and cities

¹¹ [Investing in cycling and walking: rapid evidence assessment](#)

A simple initial step would be to move the existing padlock only bike racks from Vicar Lane to the Town Hall. At the current time these lockers located at Old Ship Lane need booking via the Town Hall reception. Efforts should be made to convert these lockers to a key code lock bookable online or by phone. 

Section 9: Maintenance

The upkeep, maintenance and quality of footways, shared paths and dedicated cycle routes is a crucial factor in encouraging and persuading people that cycling and walking are viable alternative forms of transport for local journeys. Poorly maintained routes reduce confidence and negatively impact the sense of safety of the users.

Maintenance activities should include the regular removal of overgrown vegetation and trimming grass verges / hedges, ensuring there are no surface defects (like potholes), and ensuring that any signs and road/path markings are clearly visible. Given the general nature of these concerns, this Audit calls for maintenance of all existing and proposed routes as an integral part of an annual programme. In Chesterfield, Derbyshire County Council is the Highways Authority responsible for virtually all adopted highways, public rights of way and street lighting.

Maintenance of the cycle network needs to become a priority for Derbyshire County Council. If routes are poorly maintained and feel neglected, they feel less safe and discourage use by new and existing walkers, wheelers and cyclists.

The maintenance issues on the routes inspected by Cycle Chesterfield are detailed within Section 5 above. Many of those maintenance issues could be described as Quick Wins

Appendix A

Benefits flowing from improved walking, wheeling and cycling connectivity

- Develops the D2N2 Local Cycling and Walking Infrastructure Plan.
- Builds on the Derbyshire Key Cycle Network and Local Cycle Network.
- Supports Government's Net Zero ambition that 50% of all trips in towns should be walked or cycled by 2030.
- Supports Derbyshire County Council's Net Zero strategy and Chesterfield Borough Council's declared climate emergency
- Supports both the Derbyshire Local Transport Plan and Chesterfield Borough Council Local Plan objectives
- Supports the aims of the forthcoming East Midlands Combined County Authority Transport Plan.
- Supports the Derbyshire Health and Wellbeing Strategy's ambition to create healthy and sustainable places.

Appendix B

Infrastructure Improvement Examples

There are many options that can be utilised to create high quality walking, wheeling and cycling infrastructure. Not all of these options require complex and costly engineering solutions. Detailed design guidance for cycling infrastructure exists within a Department for Transport document LTN 1/20¹² as well as in documents produced by the Walk Wheel Cycle Trust and Active Travel England.

See overleaf

¹² assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf

Options for developing safe, accessible and cohesive infrastructure can include:

- Making existing paint only lanes into vertically segregated lanes to increase separation and safety



- Developing cycle routes and shared routes on suitable width or widened pavements



- Installing traffic filters, speed restrictions and cycle and walking friendly routes in neighbourhoods

