

Consultation results for the Traffic Regulation Orders for Crow Lane and Chatsworth Road in association with the Chesterfield East West Walking and Cycling Route, Active Travel Fund 2 Project

A consultation exercise was undertaken for three Traffic Regulation Orders relating to two sections of the Chesterfield East West Walking and Cycling Route which is funded through the Department for Transport (DfT) Active Travel Fund 2 award received by Derbyshire County Council. These were for Crow Lane and Chatsworth Road, the former being for a road closure, with the latter being for both a speed limit reduction to 30mph and a new cycle lane order.

Due to the previous significant public interest shown in the scheme, a consultation much the same as the initial whole scheme one (March 2021) was undertaken. It ran from 30th June to 5th August 2022.

Over 4000 houses received a leaflet with detail of the proposals and a link to the online questionnaire to allow residents to object or support the scheme. The leaflet also had contact details if respondents wished to receive a paper copy of the questionnaire or feedback via phone or email to the project officer.

Adverts were posted on lampposts along the proposed routes with additional large signage used at Crow Lane directing people to the website questionnaire with contact details encouraging people to have their say.

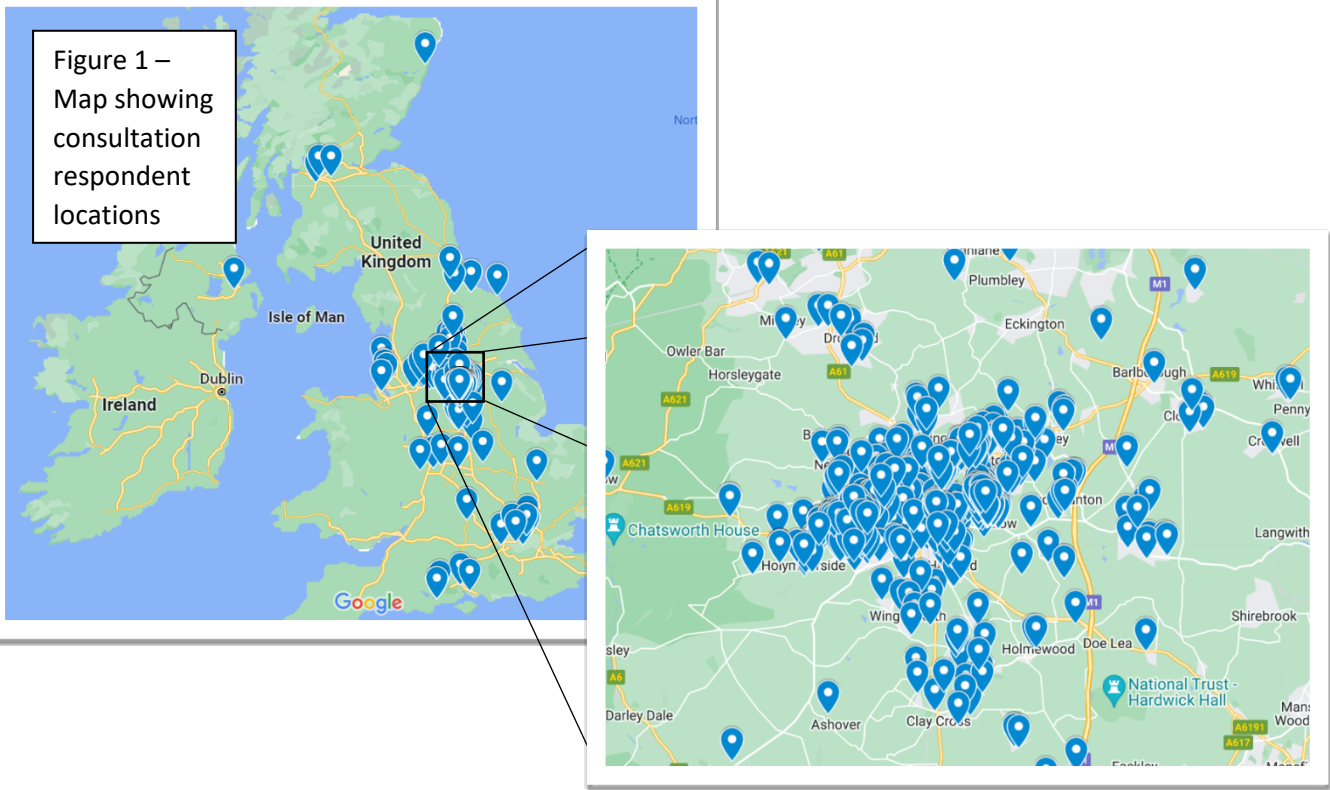
Nearly 200 statutory consultees and other interested parties were directly emailed the scheme details with an opportunity to respond to the proposals. Media releases were issued to local press and Derbyshire County Council used their social media and website to further publicise the consultation. This was picked up by local media outlets and the Chesterfield Civic Society to spread the message.

In total, 1240 people responded to the consultation. This exceeded the initial consultation in March 2021 which had a total number of 1182 respondents.

The results of the consultation broken down per traffic order and further by relevant geographical data are discussed in this report.

The geographical spread of respondents to the consultation are shown on the map in Figure 1, the vast majority being based within Derbyshire and living in Chesterfield.

Figure 1 –
Map showing
consultation
respondent
locations



PROPOSED TRAFFIC REGULATION ORDER:

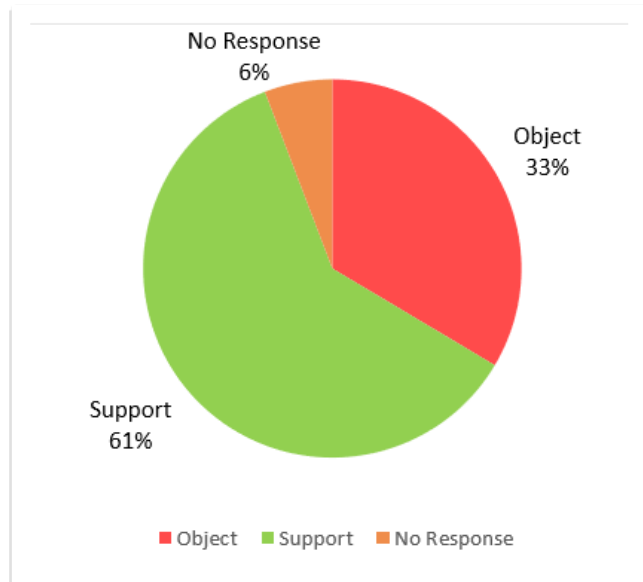
CROW LANE - PROHIBITION OF MOTOR AND HORSE DRAWN VEHICLES (EXCEPT TWO WHEELED MOTORCYCLES) ORDER 2022

The consultation results in table and chart 1 show a 61% majority in favour of closing Crow Lane, with 34% against and 6% with no response.

Table 1 - Crow Lane Consultation Results

	Responses	Percentage Splits
Total	1240	-
Objectors	416	34%
Supporters	752	61%
No Response	72	6%

Chart 1 – Crow Lane Consultation Results

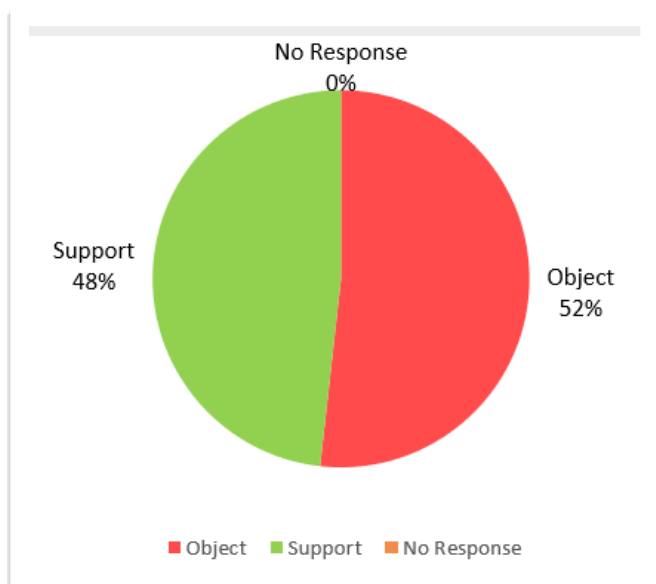


No actual properties front the Crow Lane section of the route, however, a geographical breakdown using only respondents living in Brimington and Calow, for who this would be the most direct route into town is shown below in Table and chart 2, it is almost evenly split with only 10 more objectors than supporters a difference of only 4%.

Table 2 - Crow Lane Consultation Results – Filtered by Brimington and Calow Residents

	Responses	Percentage Splits
Total	282	-
Objectors	146	52%
Supporters	136	48%
No Response	0	0%

Chart 2 – Crow Lane Consultation Results - Filtered by Brimington and Calow Residents



In addition to the above results the Council received two petitions; one in support and one in objection to the closure of Crow Lane.

A petition to “Re-open Crow Lane Chesterfield to Traffic” was submitted to the council on 6th August 2022. It had 744 signatories. Many of these also submitted responses to the consultation. For clarity, it is understood that the petition is being used to highlight that people wish the lane to remain open, as it was originally setup when the lane was closed temporarily.

Assessment was undertaken on the two data sets and 84 people signed the petition who also participated in the consultation.

The spread of respondents for this petition is shown on the map in Figure 2.

A petition stating ‘We support the closure of Crow Lane to through traffic to create a walking and cycling route from Chesterfield to the Royal Hospital and beyond.’ Was received by the Council on 6th August 2022. It had 522 signatories. Many of these also submitted responses to consultation and assessment was undertaken on the two data sets finding 98 people signed the petition who also participated in the consultation.

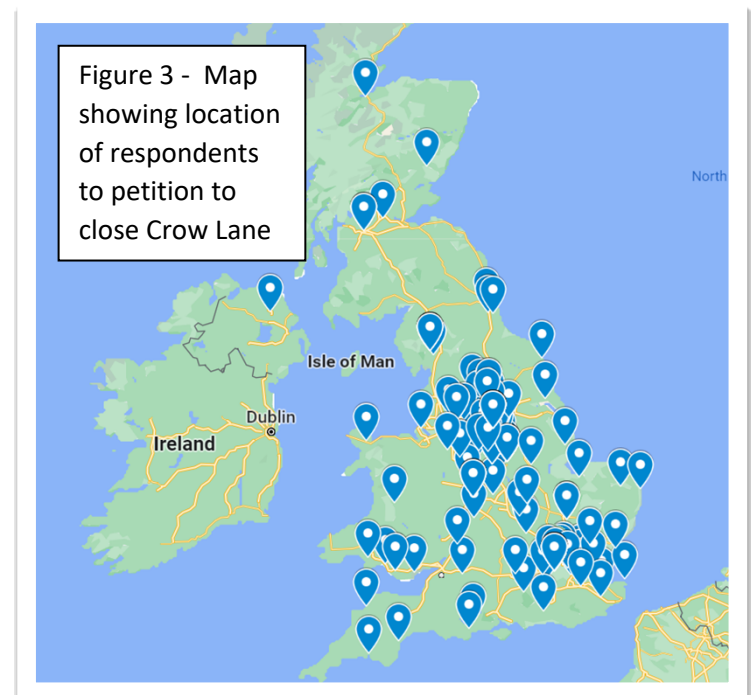
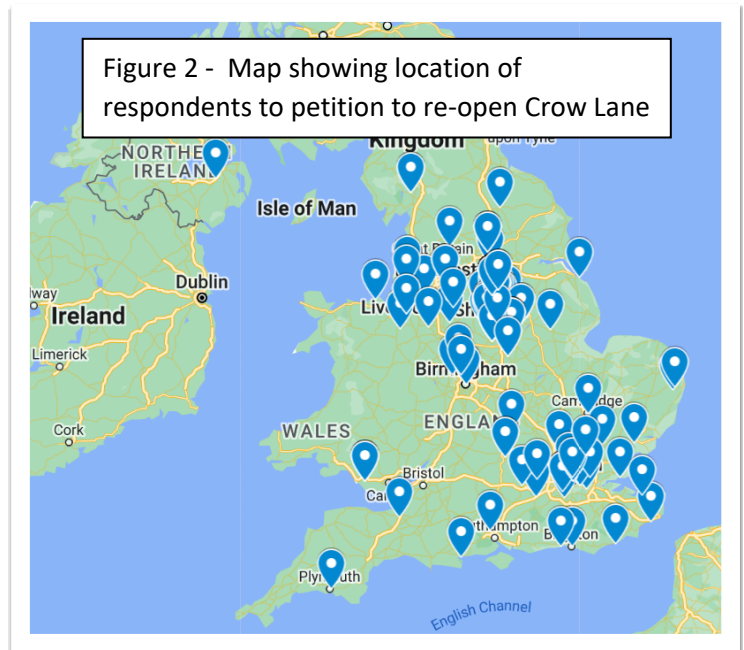
The spread of respondents for this petition is shown on the map in Figure 3.

Despite there being no facility to comment on the proposals for those who support the proposed order, many chose to email in to highlight their concerns about the safety of the lane, complain about near misses and actual incidents along with voicing concerns about antisocial behaviour.

Many people were concerned about motorcycles still being permitted to use the route, especially given that the area is subject to a national speed limit. There is a clear conflict of interest between users on a motorbike able to travel legally up to 60mph in the same space where a walking and cycling route is present. Should the proposal for closure pass, then a speed limit restriction should be examined and progressed swiftly, prior to the scheme being constructed.

The Trans Pennine Trail Executive had the following to say on the proposal;

“there is an opportunity to provide a better alignment for the Trans Pennine Trail as part of works to Crow Lane.” And;



“This scheme could provide an opportunity for a more direct route for all Trail users to the station and a circular route connecting to existing network”

The police responded to say that it was a very little used route and they had no objections to the closure. No response was received from the ambulance or fire service. However, the Executive Medical Director of the Chesterfield Royal Hospital gives his full support to the closure on both health (mental and physical) and safety grounds.

Many alternatives were put forward by residents and not all were completely feasible, however, those that were have been included below;

Making Crow Lane One Way (into Town)

Whilst simplifying the dangers to pedestrians and cyclists with only one direction of vehicle traffic to contend with, this does not address the issue of the lack of road space for multiple users and would require pedestrians or cyclists to continue to stop and move out of the way onto a grass verge while a vehicle passes

Widen the route to allow for a cycle lane

This would require considerable extra cost to construct over the road space re-allocation of the existing proposal which is mostly a lining and signing exercise. Any construction would likely be within the tree root protection zone of all the trees lining the road and would require removal of trees to implement. Additionally, the highway boundary does not give sufficient space to create the amenity within it so would require landowner permissions or use of compulsory purchase powers at an even larger cost.

Use alternative routes for the cycle track – Dark Lane / Golf Course route / Hady Hill etc

The gradient on the alternative routes are worse than Crow Lane. They are also significantly longer routes and the Council wishes for people to view the route as the most direct and choose to make that change to their mode of travel. A slightly longer route for a car user is not as off-putting as it is to a walker or cyclist.

Do nothing

Crow Lane has been identified in the early stages of the project as a candidate for a walking and cycling route due to the links it provides between the station and Chesterfield Royal Hospital. The emergency closure during the Covid pandemic saw a large increase in use by walkers and cyclists. Without closure there is insufficient space to create a facility whereby users other than vehicles can travel safely along the lane due to the limited road width available.

Reduce speed limit to 30mph / 20mph – Introduce Speed Humps and discourage HGVs

Crow Lane is so narrow and in places overgrown that speed surveys show that the majority of vehicles do not travel with excessive speeds, see table 3 below;

Table 3. Average Speeds on Crow Lane

	Eastbound (uphill) Average Speed (mph)	Westbound (Downhill) Average Speed (mph)
March 2017	19.3	15.3
January 2022	21.5	18.4

With such low average speeds the introduction of lower speed limits is not seen as a requirement, those that choose to travel faster would likely do so anyway and enforcement would be difficult to implement in this area.

Installation of speed humps would increase the potential for loss of control incidents on a hill for vehicles and cyclists alike so this would be undesirable on a safety front.

Additional signs to discourage HGVs using the route is a possibility, however, very few HGVs use the route due to the single lane nature with limited passing places – analysing vehicle data from September and October 2022; 0.25% of vehicles using the route were HGVs.

With any combination or all of the interventions above it would still be impossible to create a safe walking and cycling route alongside vehicles due to the limited road space available.

PROPOSED TRAFFIC REGULATION ORDER:

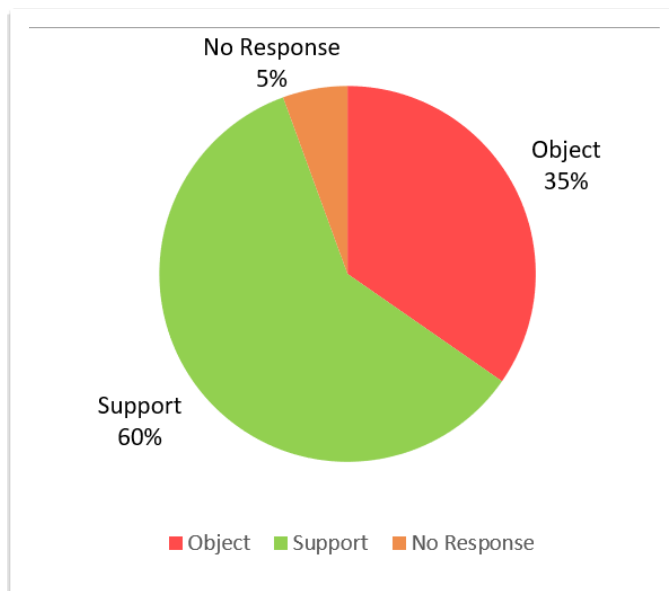
A619 BASLOW ROAD / CHATSWORTH ROAD, CHESTERFIELD) MANDATORY CYCLE LANE ORDER 2022

The mandatory cycle lane received a majority of support with 60% and 34% against it, with 6% not responding. The results can be seen in table 4 and chart 3.

Table 4 – Chatsworth Road Mandatory Cycle Lane Consultation Results

	Responses	Percentage Splits
Total	1240	-
Objectors	430	35%
Supporters	741	60%
No Response	69	5%

Chart 3 – Chatsworth Road Mandatory Cycle Lane Consultation Results

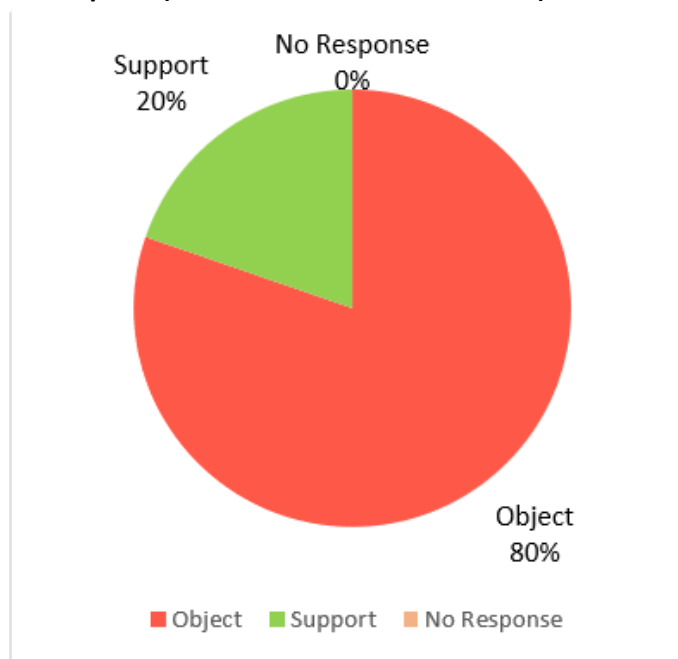


Filtering using only those properties that front the route gave a total of 71 respondents. A majority of 80% objected with 20% in support of the proposal. The results can be seen in table 5 and chart 4.

Table 5 – Chatsworth Road Mandatory Cycle Lane Consultation Results – Those Fronting the Proposal (Residents of Chatsworth Road)

	Responses	Percentage Splits
Total	71	-
Objectors	57	80%
Supporters	14	20%
No Response	0	0%

Chart 4 – Chatsworth Road Mandatory Cycle Lane Consultation Results - Those Fronting the Proposal (Residents of Chatsworth Road)

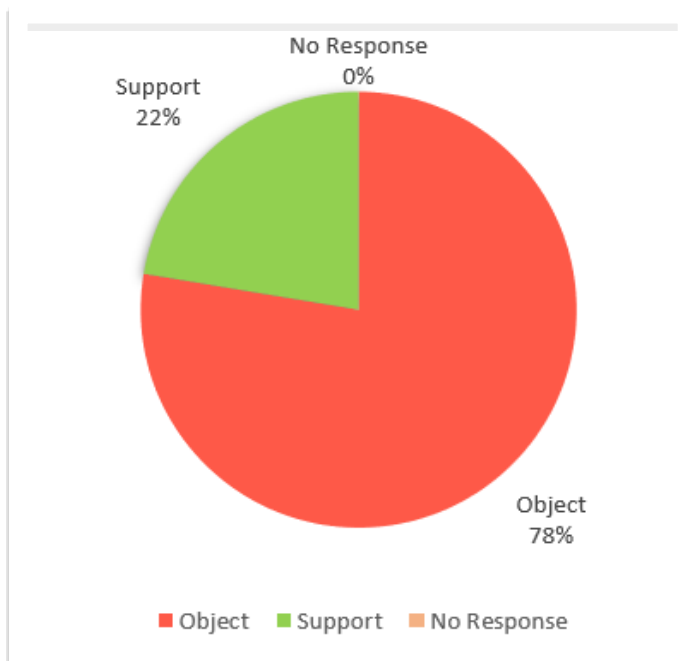


Adding in all of the respondent addresses that are on an adjoining side road to the route section increased the number of overall respondents; giving a total of 170. A majority of 78% objected with 22% in support of the proposal. The results can be seen in table 6 and chart 5.

Table 6 – Chatsworth Road Mandatory Cycle Lane Consultation Results – Those Fronting the Proposal (Residents of Chatsworth Road) and all adjoining side roads.

	Responses	Percentage Splits
Total	170	-
Objectors	132	78%
Supporters	38	22%
No Response	0	0%

Chart 5 – Chatsworth Road Mandatory Cycle Lane Consultation Results - Those Fronting the Proposal (Residents of Chatsworth Road) and all adjoining side roads.



It is not particularly surprising that a facility which impacts some residents directly should be unpopular, however, such a facility as this is not only for the usage of those fronting it and the remaining 741 people (60% of the whole consultation) who supported the proposal and who may also stand to benefit from the amenity will need due consideration.

The fire service and ambulance service had no comment, however, the Police stated

“Thank you for submitting this proposal for the cycle lane on A619 Baslow Road/ Chatsworth Road, Chesterfield

I have reviewed this and it will be supported by the Police”

Many alternatives were put forward by residents and not all were completely feasible, however, those that were have been included below;

Do nothing

Chatsworth Road has been identified in the early stages of the project as a candidate for a segregated cycle path. Full segregation from pedestrians and vehicles gives cyclists better progression and hence shorter journey times, be that for leisure or commuting and makes the facility more attractive to users. The Covid pandemic saw a large increase in walkers and cyclists and Derbyshire County Council wish to enable these users to have a safe route to use that is not on the highway and not in conflict with each other where space is available; Chatsworth Road presented the only viable section of the route to achieve this on.

Creating a Somersall Lane – Greendale Avenue rural route.

This has already been looked at by the Council as a project. Extensive work was undertaken getting it to the point of legal negotiations between landowners. Some were willing to sign the creation orders which would limit the Council's liability in the event of damage from farm machinery, others were not. This is not a liability the Council can take on as an unlimited maintenance budget from the public purse would not be economical. The project stalled at the legal impasse and has since been closed with funding reallocated.

Creation of a route to the north of Chatsworth Road across fields.

Much of this land is outside of the ownership of DCC and as such would require landowner agreement, leading to potentially the same issues as the above suggestion.

All other feedback was comment only rather than suggestion and a collated summary selection is shown below;

Conduct a scheme trial before deciding on a permanent facility.

The scheme uses some items which could well be temporary in nature / could be easily removed or changed cheaply, namely; screw down rubber bollards with wands, overlaid contrast surfacing and road marking adjustments.

The aspects of the scheme which are more permanent / expensive is the removal of the existing central refuges and the roadside signage. These items would need to be introduced for a trial to replicate the full scheme.

Signage is also something which could be temporary, however, having temporary signs in place for a long period can actually cost more than a permanent install as they are hired equipment and may need maintenance if they blow over or are vandalised.

Create uni-directional cycleways on each side of the road.

The costs of a uni-directional cycleway are significantly more than that of a two-way cycle way. It would also lead to conflict between more than double the number of house frontages and busier side roads such as Somersall Lane and Queen Mary Road on the southern side.

Bring cyclists out at Queen Mary Road and not Linden Avenue.

To safely cross cyclists across Chatsworth Road traffic signal control is required. Installing another set of traffic lights here in close proximity to the existing set at Storrs Road / Linden Avenue would create increased levels of congestion far above that of the proposal.

All other feedback was comment only rather than suggestion and a collated summary selection is shown below;

- This will increase congestion
- Nowhere for delivery / other vehicles to park
- Too dangerous
- New road will be too narrow
- Too narrow to take a cycle lane
- Removal of central hatched areas will cause congestion and safety issues
- Poor visibility leaving junctions
- Less crossing points
- Crossing the road will be more dangerous
- Two-way cycle paths are dangerous

- Residents use the road for parking
- Connecting electric vehicles will be penalised
- Bus stops more difficult to access
- Bus journey times may increase
- More difficult for emergency vehicles to get past queuing vehicles
- Concern regarding yellow hatching near Queen Mary Road
- Concern regarding vehicles pulling out of side roads and driveways
- Road too busy, better to ban cyclists
- No cyclists use the route now or will when built
- No cyclists use other cycle lanes so won't use this one
- Waste of money
- Unfairly affects properties on northern side
- Hazardous cycle lane if not maintained
- Not everyone can cycle to work, majority drive
- Cyclists going through traffic lights will create longer delays
- Will increase traffic density and pollution
- Increase in rear end collisions likely without turning space
- Will affect parking for local businesses
- Lorries come close to the pavement already this will be worse
- School children will be at risk from cyclists
- Brookfield School parents parking will block the road
- Markings and signs will confuse the public
- Too much traffic to accommodate cyclists / cycle lane
- Cycle route should not be on Chatsworth Road
- Flexible bollards are not sufficient barrier
- Wide loads won't fit down the route
- Broken down vehicles will block the road completely
- Will need a speed camera to slow vehicle enough to be safe
- School parking will be worse
- Alternative routes would take more traffic off this road
- School access will be dangerous
- More cyclists could lead to accidents with the amount of lorries
- Tourism should not be more important than job and wealth generation
- Will clog up major arterial route for Peak District

PROPOSED TRAFFIC REGULATION ORDER:

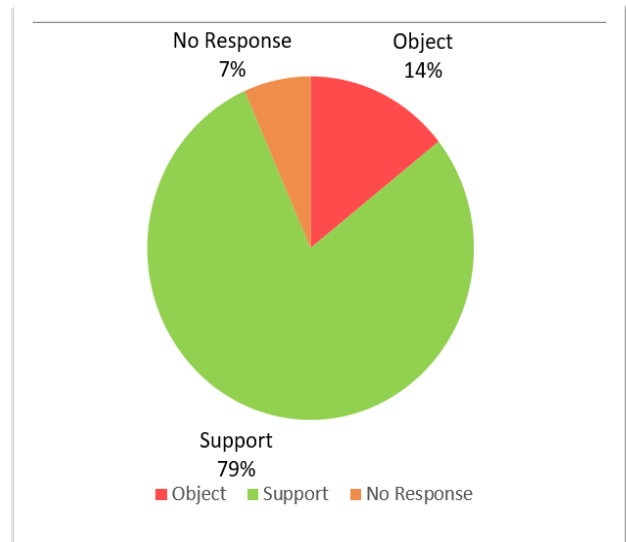
A619 CHATSWORTH ROAD, CHESTERFIELD (30MPH SPEED LIMIT) ORDER 2022

The TRO for altering a 40mph section of Chatsworth Road to 30 mph received a majority of support with 79% and 14% against it, with 7% not responding. The results can be seen in table 7 and chart 6.

Table 7 – Chatsworth 30mph Consultation Results

	Responses	Percentage Splits
Total	1240	-
Objectors	178	14%
Supporters	980	79%
No Response	82	7%

Chart 6 – Chatsworth 30mph Consultation



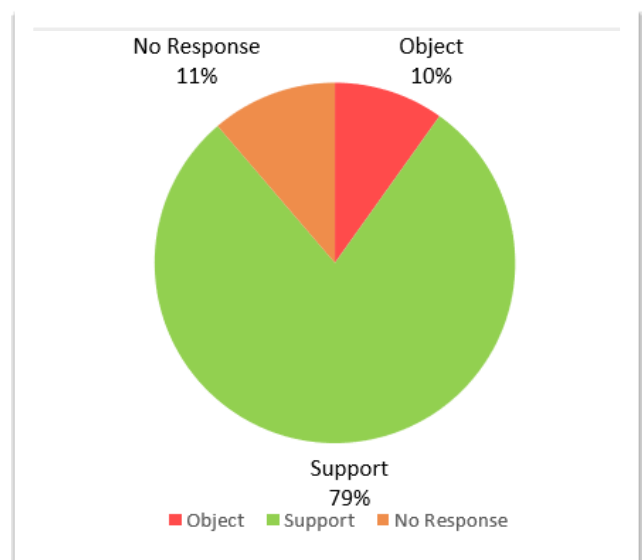
Data was then considered by applying the same filter as the mandatory cycle lane order to include those living on Chatsworth Road. It is noted that the 30mph area being consulted on does not cover the same length of road as the cycle lane, however, those included on the Chatsworth Road filter would be most relevant to the proposal.

As can be seen in table 8 and chart 7; the proposal is considered favourably by 79% which is in line with the wider consultation results for this TRO.

Table 8 – Chatsworth 30mph Consultation Results

	Responses	Percentage Splits
Total	71	-
Objectors	7	10%
Supporters	56	79%
No Response	8	11%

Chart 7 – Chatsworth 30mph Consultation Results



This proposed Traffic Regulation Order has a large majority (980 from 1240) of support from those who responded to the consultation. This includes those who live directly alongside the proposed area where the speed limit would be lowered.

A minority of people (178 from 1240) were against this proposal for many reasons, however, there were no realistic and publishable suggested alternatives.

Do Nothing

In creating a cycle facility within the highway boundary, the road space has to be reallocated. Vehicles will be passing closer to one another and while cyclists may be further away than when they shared the carriageway, there may be greater numbers with more varied abilities and confidence; those less confident are more likely to use the facility if the environment for them to do so in is more comfortable. This can be achieved by lowering the speeds at which vehicles pass. The feel of the road space will also change significantly with the proposed infrastructure and would lend itself to a more urban feel where a lower speed limit would be more appropriate.

One suggestion for example was to limit cycle users instead of motorist users.

Obviously DCC do not in this instance wish to limit either cyclist or motorists, merely to lower the speed and thereby increase the safety of all road users. Cyclists are allowed to ride on all roads but motorways / clearways in the UK and Chatsworth Road has neither designation.

All other feedback was comment only rather than suggestion and a collated summary selection is shown below;

- There is enough road space / pavement space for 40mph.
- This will increase congestion
- Plenty of space for cars
- Setback of houses is quite far with decent visibility
- Not very built up
- No safety benefit
- Not everyone can cycle to work, majority drive
- Will increase traffic density and pollution
- Cycle route should not be on Chatsworth Road
- Too few cyclists to reduce speed
- Extension too far out of the built up area
- More cyclists could lead to accidents with the amount of lorries
- Exacerbating congestion problems
- It is wide enough
- Tourism should not be more important than job and wealth generation
- Will clog up major arterial route for Peak District
- If using an alternative route there would be no need
- People will not follow the speed limit
- Little housing, little foot traffic, wide pavements, good visibility
- Impossible to enforce, need a speed camera
- People and lorries will ignore the speed limit as they do now
- Too dangerous

The police expressed their concern regarding the lowering of the speed limit; their belief is that it will; “create difficulties with compliance and increase the burden on the Police and CREST to enforce this length of road unless there is traffic calming put in place.”

It is the belief of The Council that the cycle lane will fundamentally change the feel of the road from an open faster rural environment to a more closed urban environment and that speeds will naturally lower. DCC will be monitoring the scheme as part of the funding commitment from the DfT; should speed compliance be an issue there are various measures that could be taken to reduce speed and increase compliance. This was communicated to the Police and they agreed that the road environment would feel different and that monitoring would be useful.

Summary

A consultation for the three Traffic Regulation Orders took place from 30th June to 5th August 2022. Over 4000 houses received a leaflet with detail of the proposals, adverts were posted on lampposts along the proposed routes with additional large signage used at Crow Lane, nearly 200 statutory consultees and other interested parties were directly emailed the scheme details with an opportunity to respond to the proposals. Media releases were issued to local press and Derbyshire County Council used their social media and website to further publicise the consultation. This was picked up by local media outlets and the Chesterfield Civic Society to spread the message.

In total 1240 people submitted responses to the consultation which was more than the initial consultation in March 2021 (1182) The responses were received in numerous formats;

- Online questionnaire
- Paper copy questionnaire
- DCC main website contact submission
- Email to project officer
- Phone call to project officer
- Email to TRO specific address
- Letters to head of highways

The responses were collated and filtered for duplicates and the data processed to summarise results outcomes for each TRO including geographically where required.

There is a majority in support for each of the three Traffic Regulation Orders;

- Crow Lane Closure with **61%** for vs 34% against
- Chatsworth Road 30mph Extension with **79%** for vs 14% against
- Chatsworth Road Mandatory Cycle Lane with **60%** for vs 35% against

The results are broadly in line with those of the initial consultation in March 2021, indicating public opinion to be unchanged.

Notably the split on the Chatsworth Road Mandatory Cycle Lane when broken down geographically to focus on those fronting the route receives a **majority against** with **80%** and only 20% for of those who responded. This counts for **57 (13%)** of the 430 total objectors, 741 support the proposal with 14 supporting who front the relevant sections of the scheme. When this area was widened to account for all those who adjoin the route from a side road, the number drops slightly to **78% against** and 22% in support with **132 (31%)** of the 430 total objectors, with 38 in this area supporting the proposal.

Should the Crow Lane and/or Chatsworth Road Cycle Lane TRO not receive approval there would likely be some consequences to consider;

It would be viewed by the Department for Transport (DfT) / Active Travel England (ATE) as a considerable variation to the project; both the Crow Lane and Chatsworth Road section make up the bulk of the “on-road” portions of the route. The DfT /ATE have been forthright about their advice to

Local Authorities and DCC lost out on funding of the ATF3 scheme due to the proposals not being “bold” enough (albeit this would have been impossible due to the largely off road nature of the proposals). The DfT / ATE consider measures such as road closures and road space reallocation for fully segregated routes to be “bold”. They have stated in numerous briefings and published materials that they would be willing to “claw back” funding from authorities whose schemes do not achieve these aspects of the design as agreed when funding was allocated.

The clear risk here is that the DfT / ATE may approach DCC to recoup all or part of the scheme grant should these key sections of the route not proceed to construction. This would be an immediate issue for the ongoing project funding and for the Council as grant money has been spent to date on design and management, engagement, monitoring equipment installation and mobilising for none TRO sections to begin construction.

The DfT / ATE have also stated that in their allocation of future funds, consideration will be undertaken of an authority’s past success in implementing similar projects. The success of the ATF2 implementation (this project) will be key to unlocking funding for the recently submitted ATF4 preliminary bid and beyond.