

Agenda Item No. 4(b)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAY, TRANSPORT AND
INFRASTRUCTURE**

10 October 2019

Report of the Executive Director for Economy, Transport and Environment

**PETITION: CHESTERFIELD, HEATON STREET – REQUEST FOR ONE
WAY TRAFFIC SYSTEM**

(1) **Purpose of Report** To consider a petition requesting a one way traffic system for Heaton Street in Chesterfield.

(2) **Information and Analysis**

Background

The petition was reported to the Cabinet Member on 18 April 2019 (Minute No. 16/19 refers). It contained 77 signatures and reads as follows:

“The Council refuse to take action over severe Heaton Street traffic problems unless a majority Residents opinion is clear. Local campaigner Paul Niblock and your Lib Dem Cllrs, Howard Borrell and Shirley Niblock, are calling for the implementation of a one way system (running down Heaton Street to Chatsworth Road) on Heaton Street as the only effective solution to the nightmare traffic”.

An accompanying e-mail reads:

“As you’ll be aware the problems of Heaton Street don’t go away with almost daily confrontations taking place.

As with most problems, there is rarely one answer and, in the past, there have been many proposals put forward but none that had majority approval. The residents have consistently told us that a one-way scheme is the only way to eliminate the stand-offs that are now a regular feature of life on Heaton Street, particularly in the section above the junction with Rhodesia Road. We decided to ask the Heaton Street residents to confirm their support by signing a petition that proposed a one-way solution - from Old Road to Chatsworth Road as a counter-balance to the two adjacent roads with opposite traffic flow. We also liaised with the County Councillor, John Boulton, who assured us he would support the consensus view.

Every house was visited. Those that were present signed; subsequently re-visits took place and others posted their paperwork to us. Supportive responses have now been received from just over 60% of the occupied properties on the street; in our view this is a very positive consensus that deserves consideration."

Heaton Street and St Thomas Street are residential streets with predominantly semi-detached or terraced style properties, the majority of which do not have the benefit of off-road parking. This culminates in parking down both sides of the road, therefore narrowing the useable width of the road. As both Heaton Street and St Thomas Street are both well used in the morning and evening peak times, this can occasionally create a 'give and take' situation where, in some cases, vehicles are forced to reverse back to allow a vehicle in the opposing direction to pass. Whilst this situation at busier times can be frustrating to those travelling along it, it is not detrimental to road safety as there are a number of junctions which can be used as passing places. The daily traffic flows taken after previous complaints do not demonstrate large numbers of through traffic, but it is acknowledged that the route is used more than similar residential streets in the peak periods.

Heaton Street and St Thomas Street have, for a significant number of years, been subject to various consultation exercises and debate upon various traffic management proposals, with a proposal to provide waiting restrictions and a no left turn from Heaton Street onto Chatsworth Road, which prompted a review of alternative schemes that had been suggested at the time. These included one way systems, and reports were presented to previous meetings of the Cabinet Member for Highways and Transport on 2 July 2009 (Minute No. 4/09 refers) and 10 February 2011 (Minute No. 20/11 refers). These reports gave careful consideration to all options and are attached as Appendix 2 to this report.

The results of further consultation, following the Cabinet Member report in 2009, was to consider the appropriateness of the provision of traffic calming measures along Heaton Street, St Thomas Street and Rhodesia Road to try to deter through traffic. The results of the consultation on traffic calming were not conclusive and the scheme was not implemented. However, in 2017, it was agreed to revisit the situation to provide traffic calming, as there was an opinion that the residents of Heaton Street and St Thomas Street should be given a further opportunity to express their views and, as such, it was added to the Capital Programme of Local Transport Plan schemes in the financial year 2017-2018. Again, the consultation proved inconclusive and residents wanted the Council to revisit alternative measures, including a one way system, access only restrictions and additional waiting restrictions around junctions. As the capital funding was specifically for traffic calming, it was removed from the Capital Programme.

Officer Comment

Whilst the lead petitioner consulted with the residents of Heaton Street and got support from 77 residents at 51 properties, the proposed one way system would actually effect around 340 properties. Officers accept that the residents of Heaton Street are directly affected and do experience the most disruption from the through traffic. There are also wider network implications and impacts upon other residential areas.

There were also concerns raised, during the recent consultation process, about the existing one way systems on Old Hall Road and Victoria Street West and many respondents wanted these removing or reversing, as this would alleviate some of the congestion on Heaton Street. Currently, both systems operate in the direction from Chatsworth Road to Old Road and were originally provided following a collision which involved vehicles emerging out of Old Hall Road onto the Chatsworth Road roundabout, and were intended to deter through traffic movements across the town. If Victoria Street West had not also been one way in the same direction, then through traffic would simply have transferred onto it with it being very close to Old Hall Road. Victoria Street West would have been unsuitable for the large volumes of traffic that previously used Old Hall Road. Bearing this in mind, it is not intended to reverse these one way controls.

Local Borough Councillors have been proactive in gaining support for a one way system along the whole length of Heaton Street, with the surrounding streets remaining two way. This would effectively prohibit all access into the residential area from Chatsworth Road, would stop through traffic in one direction and potential conflict along the route. However, it would also cause quite a long detour for residents along Chatsworth Road to Storrs Road and along Old Road, and increase the volume of traffic using St Thomas Street. It would also leave only two routes out of the residential area instead of three and doubling of the traffic emerging out of Heaton Street onto Chatsworth Road. Such increases in traffic flow would increase the risk of conflict, bearing in mind the busy nature of Chatsworth Road and the limited gaps in the traffic flow to emerge onto the main road.

Officers conducted a bluetooth vehicle recognition survey in 2015 to establish how many vehicles were entering and leaving Heaton Street and St Thomas Street in the morning and evening peaks and these results are shown in Appendix 1.

There are a few discrepancies in the corresponding figures which leaves some vehicles unaccounted for, however, these are minimal.

It can be seen from the results of this survey that in both am and pm peaks the majority of through traffic is travelling from Old Road to Chatsworth Road with very few travelling in the opposite direction. The traffic currently using

Storrs Road may transfer to Heaton Street should there be reduced opposed flow, and generally, vehicles speeds do increase with the introduction of one way streets.

Having looked at the speed data taken in 2006, it can be seen that vehicles speeds along Heaton Street have not increased and the collision history is very good, with only one slight injury collision reported along Heaton Street.

In light of the above, there is no overwhelming evidence to suggest that further funding should be provided for traffic management solutions here and it is recommended that the request for a one way system be declined.

Local Member Comment

Councillor John Boulton, for West Ward, has been notified but no response has been received.

(3) **Financial Considerations** There are no financial considerations associated with this report.

(4) **Legal Considerations** Section 122 of the Road Traffic Regulation Act 1984 states that it shall be the duty of every Local Authority exercising the functions in that Act (so far as practicable having regard to the matters listed below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The matters referred to above are-

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- 2ii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 3) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- 4) any other matters appearing to the Local Authority to be relevant.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human

resources, environmental, health, property, social value and transport considerations.

(5) **Key Decision** No.

(6) **Call- In** Is it required that call in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(8) **OFFICER'S RECOMMENDATIONS** That:

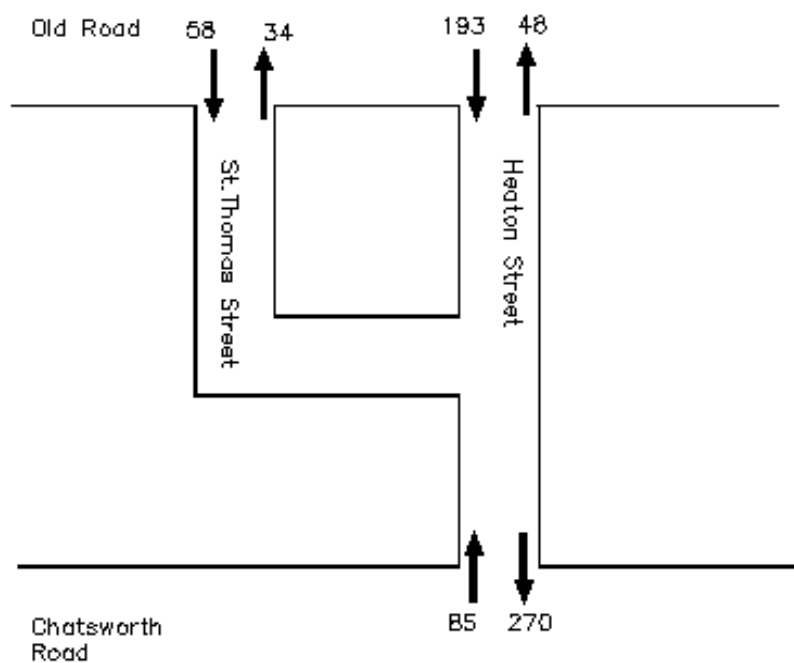
8.1 The proposed One Way Traffic Order for Heaton Street, Chesterfield be refused.

8:2 The Local Member and Head Petitioner be advised accordingly.

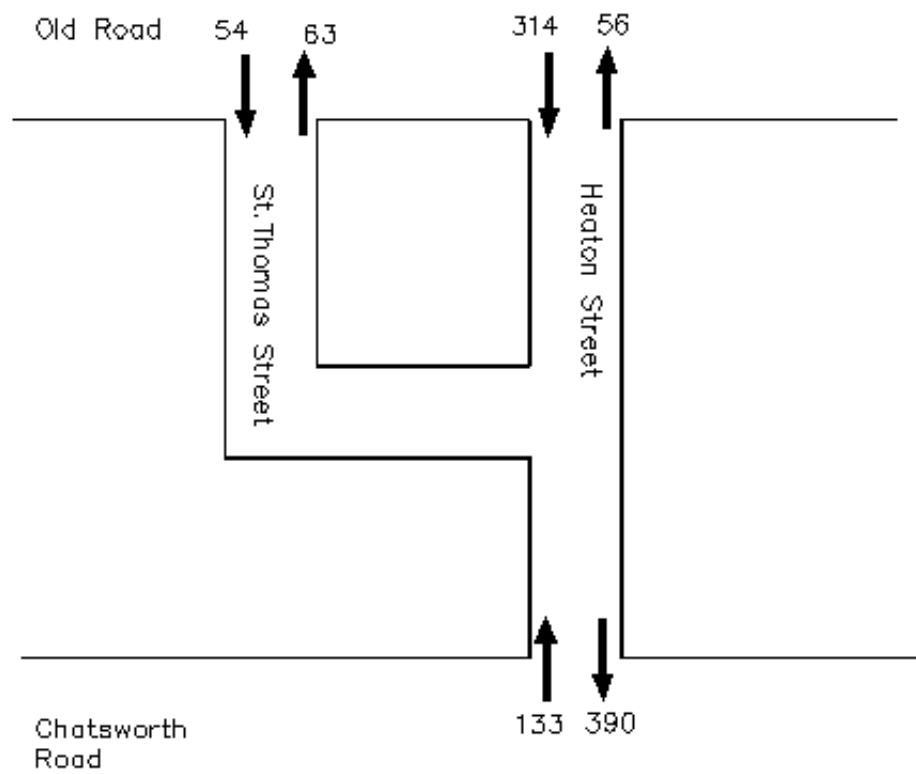
Mike Ashworth
Executive Director for Economy, Transport and Environment

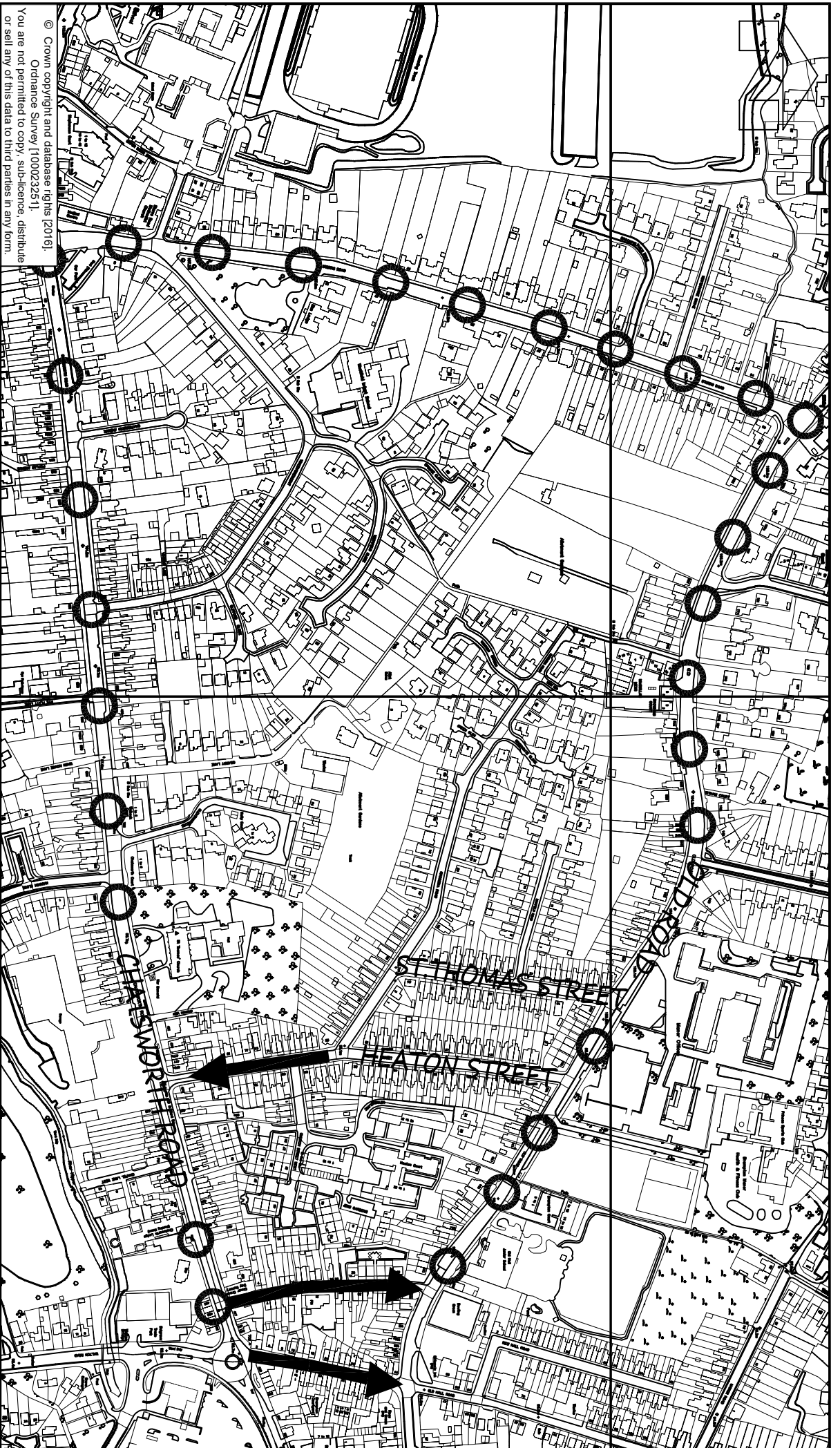
APPENDIX 1

AM PEAK



PM PEAK





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Improving life for local people

MIKE ASHWORTH

Executive Director
Economy, Transport and Communities



FW641223 / FW641224

KEY

○ Diversion Route

PROJECT TITLE

HEATON STREET, CHESTERFIELD

DRAWING TITLE

ONE-WAY REQUEST

DRAWN

B.GOULD

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S. TRANTER

APPROVED

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Date

JUNE: 19

Date

JUNE: 19

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JUNE: 19

Project / Confirm
Reference No.

SCALE

Drawing
Number HMT/BG/242/19

N.T.S.

ORIGINAL DRAWING SIZE 297 x 210 (A4)

Derbyshire County Council

Meeting of Cabinet Member – Highways and Transport

10 February 2011

Report of the Strategic Director – Environmental Services

Proposed Traffic Calming Scheme – Heaton Street, St Thomas Street and a Section of Rhodesia Road, Brampton, Chesterfield

(1) **Purpose of Report** To inform the Cabinet Member of the results of the consultation of the proposed Traffic Calming Scheme on Heaton Street, St Thomas Street and a section of Rhodesia Road, Brampton, Chesterfield.

(2) **Information and Analysis** In October 2008, the County Council carried out a consultation on a proposed traffic scheme for Heaton Street at its junction with Chatsworth Road. This proposal included prohibition of waiting restrictions and 'No Left Turn' from Heaton Street onto Chatsworth Road. A report to the Cabinet Member's meeting dated 2 July 2009 was produced following receipt of petitions and letters in both support and objection to this proposal.

In light of the objections and comments received, officers reviewed the design of this original scheme and other possible options. Details of these options and the advantages and disadvantages are detailed in the report attached as Appendix A.

The outcome of the Cabinet Member meeting of 2 July 2009, was that the County Council was to consider the appropriateness of the provision of traffic calming measures along Heaton Street, St Thomas Street and Rhodesia Road to try to deter through traffic from using these routes.

Due to residents concerns regarding the amount of through traffic using Heaton Street, a total of four traffic surveys have been carried out since 2001. The latest survey was carried out on 6 October 2009, a total of 2,145 vehicles over a 12 hour period (7.00am – 7.00pm) used Heaton Street. This is a reduction of 37% when compared with 6 June 2001 survey, an increase of 5.7% on 21 May 2004 survey and an 8% reduction when compared with 9 May 2006 traffic survey.

The County Council carried out a further consultation exercise between 19 November and 17 December 2010 (see Appendix B). The proposal was for the introduction of a Traffic Calming Scheme on Heaton Street, St Thomas

Street and a section of Rhodesia Road (see drawing No 050207/CONS1 Appendix B).

The consultation on this latest proposal was carried out over a wide area. A total of 405 consultation letters were delivered and, during the consultation period, 134 responses (33%) were received. Of the 134 responses, 76 did not support the proposals (57%) and 58 supported the proposals (43%).

Officers also considered the feedback received from residents who would be directly affected by these proposals on Heaton Street, St Thomas Street and a section of Rhodesia Road. Approximately 156 properties would be affected and 57 completed questionnaires/comments (37%) were received. Of the 57 responses, 25 did not support the proposals (16% of the 156 properties affected) and 32 supported the proposals (21% of the 156 properties affected).

For a scheme of this nature to go ahead, the County Council requires a return of approximately 65%, of which there would need to be a majority in favour, again in the region of 65%. Bearing these points in mind the results of the consultation are not considered conclusive.

Comments received mention some of the options previously considered in the report dated 2 July 2009 and in particular the parking on Heaton Street at its junction with Chatsworth Road. It is therefore recommended that the County Council provides additional double yellow lines subject to the appropriate consultation procedure at this location.

The Police did not support the traffic calming proposal stating that there was little opportunity for motorists to speed due to the parking arrangements in this area.

Some comments received have mentioned the poor condition of the highway in this area. Officers can confirm that a resurfacing scheme is scheduled for Heaton Street and will take place this year.

As considered in the report of 2 July 2009, the injury accident record for this area has identified one reported slight injury accident on Heaton Street over the last three years. This accident involved an emergency stop by a bus due to a car reversing from a side street. Clearly, traffic calming measures could not be supported by the accident reduction. It may be possible to provide traffic calming measures as a deterrent to through traffic. However, it is debateable whether traffic calming measures in this area would deter through traffic and the majority of vehicles are not currently travelling at excessive speed for a road with a 30mph speed limit.

In view of the poor response to the consultation and the fact that a scheme of this nature may not necessarily achieve a reduction in through traffic, it is recommended that the Traffic Calming Scheme is not implemented.

(3) **Financial Considerations** The approximate cost of the works was expected to be in the region of £25,000 and was to be met from the Capital allocation 2010/2011.

In preparing this report the relevance of the following factors has been considered; legal, prevention of crime and disorder, equality of opportunity; and environmental, health, human resources, property and transport considerations.

(4) **Background Papers** Held on file 44XT in Environmental Services Department. Officer contact details – Lee Wright, extension 38674.

(5) **Key Decision** No.

(6) **Officer Recommendations** That:-

- 6.1 The proposed Traffic Calming Scheme on Heaton Street, St Thomas Street and a section of Rhodesia Road be abandoned.
- 6.2 The County Council investigates the appropriateness of an extension to the double yellow lines on Heaton Street at its junction with Chatsworth Road.
- 6.3 The residents who have commented on the proposal be advised accordingly.

APPENDIX A

Derbyshire County Council

Meeting of Cabinet Member – Highways and Transport

2 July 2009

Report of the Strategic Director – Environmental Services

Petition – Heaton Street Junction Chatsworth Road, Chesterfield – Prohibition of Waiting and No Left Turn from Heaton Street

(1) **Purpose of Report** To inform the Cabinet Member of investigations undertaken following the receipt of petitions and letters in both support and objection to the proposed prohibition of waiting restrictions and no left turn from Heaton Street onto Chatsworth Road.

(2) **Information and Analysis** Correspondence has been received from residents of Heaton Street and Chatsworth Road as part of the original consultation, in October 2008, to the proposal.

The Cabinet Member – Environmental Services on 29 January 2009, acknowledged receipt of a petition. It contained 128 signatures and a covering letter asking that residents on surrounding streets be included in this consultation. In acknowledgement and response to this a wider consultation with surrounding streets was undertaken and consequently a further petition was acknowledged on 12 February 2009. This contained 38 signatures and a covering letter informing the County Council of their objections to the proposals. The latest petition was acknowledged on 26 March 2009 and contained 50 signatures and a covering letter requesting that the County Council carry out works on Heaton Street and surroundings.

Officer Comments

The initial consultation was carried out in September 2008 with Statutory Consultees and then in October 2008 with residents of Heaton Street and Chatsworth Road (adjacent to the proposed scheme).

A total of 61 out of 116 responded to the consultation of which 50 were in favour and 11 objected to the proposals.

A newsletter was also sent to residents of the surrounding streets in December 2008. As a result of this, objections from a number of surrounding streets were received, together with the two petitions outlined above.

Further correspondence was received from three residents of Heaton Street objecting to the consultation being widened to the surrounding streets.

The Local Member, Councillor Russell, has also commented on the scheme and felt that Heaton Street was busiest and used as a rat run during the afternoon/evening rush hour and parking could be very difficult at the Chatsworth Road junction due to the all-day parking of staff at Bristol Street Motors and short term parking of customers to the Coffee Shop on Chatsworth Road.

His constituents also advised him that speed is a problem, although speed readings carried out by the County Council will confirm the scale of the problem.

He also mentioned that there were mixed feelings for the scheme with residents of the surrounding areas being 'very unhappy' about the scheme, whilst there are quite a number, but not all, on Heaton Street who support the scheme. Their main concerns seem to be the relatively frequent local journeys to some places (eg Morrisons) which would increase journey times and, due to an increase in traffic, could possibly worsen the safety record at the Chatsworth Road/Heaton Street junction.

The Local Member ended by explaining that there was a feeling that the scheme proposed would do nothing at all to resolve the parking congestion at this junction, but felt that something needed to be sorted to address the problems. It is, however, emphasised that any other proposals should be worked up quickly to ascertain the pros and cons to find a way forward.

A summary of the comments referred to above and suggestions made by local people is detailed in Appendix A.

Officers believe that it was appropriate to consult with residents of the surrounding streets as the proposed measures directly impact on their daily journeys. Officers also understand that residents of Heaton Street have concerns with traffic using the Street. In light of the objections / comments received, Officers have reviewed the proposed design and all other possible options. Details of these options and the advantages and disadvantages are provided below:

Proposed left turn ban from Heaton Street onto Chatsworth Road (except cycles).

After further analysis and consideration, the effectiveness of this scheme is debateable as after more detailed design it would prove to be very difficult to engineer the scheme to physically prevent vehicles carrying out the left turn manoeuvre, whilst still allowing vehicles to turn in to and right out of Heaton Street. In the long term, once drivers realise that they can make this left turn

manoeuvre, traffic volumes may not see a significant reduction and a traffic safety problem may be introduced at the junction.

Another issue is that vehicles may turn right out of Heaton Street onto Chatsworth Road looking for a junction to undertake a turning manoeuvre enabling them to travel east along Chatsworth Road. Bristol Street Motors access, Church View, Haddon or Glenthorne Close may be used by these motorists potentially creating a safety problem.

One-Way - Heaton Street from its junction with Rhodesia Road in a Northerly Direction to its junction with Old Road.

This option would prevent traffic from Old Road travelling along Heaton Street through to Chatsworth Road. The disadvantages are the increase in vehicle speeds and that residents affected by the one-way on Heaton Street need to travel along Old Road, St Thomas Street, Rhodesia Road and back onto Heaton Street to gain access to their properties. St Thomas Street would still be open to two-way traffic and would see an increase in traffic flows. Therefore this option would require additional measures on St Thomas Street.

One-Way – St Thomas Street from its junction with Mayfield Road and Heaton Street from its junction with Rhodesia Road in a Northerly Direction to its junction with Old Road.

This option would prevent traffic from Old Road travelling along the residential streets of both St Thomas Street and Heaton Street onto Chatsworth Road. Residents affected by the one-way on Heaton Street and St Thomas Street would also need to travel along either Old Road, Storrs Road, Chatsworth Road and onto Heaton Street / Rhodesia Road or Old Road, Chatsworth Road and onto Heaton Street / Rhodesia Road to gain access to their properties. Therefore, this option would lead to an increase in both journey times and traffic movements at the Heaton Street / Chatsworth Road junction, which could lead to potential increase in injury accidents due to its extended usage.

Closure of Heaton Street

Investigations have taken place with regard to closing Heaton Street at the junction of Church Street West. Due to limited highway land, a turning head cannot be provided on both Church Street West and on Heaton Street. If Heaton Street was closed at its junction with Church Street West and an appropriate turning head was not provided this would lead to vehicles reversing into live traffic. Clearly this is not suitable and a dedicated facility (turning head) must be provided with a scheme of this nature.

Access only Streets

Access only orders and the accompanying road signs are intended to act as a deterrent to motorists. To be effective, they should require little or no enforcement. Unfortunately, it is our experience that such orders rarely achieve their intended purpose; they are open to misinterpretation and are

often ignored, either deliberately or through ignorance on the driver's part who are unsure as to their exact meaning.

Once access only orders are granted, they tend to raise the expectations of residents and lead to frequent demands for Police enforcement. Traffic Wardens cannot be deployed for this purpose because they are not permitted by law to enforce such orders.

The deployment of Police resources has to be prioritised. For traffic patrol units, this priority has to be the many sites where excessive speed, or the condition of vehicles, threatens the lives of members of the community. For other uniformed staff, the priority has to be dealing with crimes of violence, burglaries and vehicle crime. For this reason the Police are not enthusiastic about this type of order and have asked that all existing restrictions provided for the purpose of restricting access to residents are removed. Indeed, Derbyshire County Council has removed this type of restriction in the Matlock area.

Changing the one-way system on Old Hall Road to two-way traffic

In the past Old Hall Road was a two-way street, traffic would regularly queue from the roundabout on Chatsworth Road back to the crossroads junction of Old Hall Road and Old Road and visa versa from the crossroads to the roundabout. This would lead to delays on Chatsworth Road and on the Old Road leg of the crossroads junction (in particular for right turning vehicles approaching from the west).

Changing the one-way system on Victoria Street West to two-way traffic

Victoria Street West is very narrow in places with fronting properties being accessed directly from the road (no front gardens). Officers believe that this road is not appropriate for two-way traffic and this suggestion would be met with strong objections from local residents.

Traffic Calming on Heaton Street, St Thomas Street and Rhodesia Road

Traffic calming is normally provided as an accident reduction measure. The injury accident record for this area has identified one reported slight injury accident on Heaton Street over the last three years. This accident involved an emergency stop by a bus due to a car reversing from a side street. Clearly, traffic calming measures could not be provided solely for the purpose of accident reduction. However, it may be possible to provide traffic calming measures as a deterrent to through traffic.

It is debateable whether traffic calming measures would deter through traffic, as the majority of vehicles are not currently travelling at excessive speed for a road with a 30mph speed limit. However, it may be desirable to physically prevent traffic travelling at an inappropriate speed with the introduction of traffic calming measures.

Waiting Restrictions

Concerns have been raised regarding the parking which takes place near the junction of Heaton Street and Chatsworth Road. It is suggested that the majority of this parking is associated with the Café and employees of Bristol Street motors. This parking can cause problems for vehicles exiting and entering Heaton Street. It is therefore proposed, that additional waiting restrictions are provided. This will of course be subject to consultation. In previous years, officers successfully approached the manager of the motor company requesting that his staff try to park within their own grounds in the interests of being a good neighbour. It is, however, some considerable time since the last approach so it is felt that another letter could be sent as a further reminder.

Traffic Survey Information

Three traffic surveys carried out over a 12 hour period have been undertaken. The first survey was undertaken on 6 June 2001, before installation of traffic signals at Storrs Road junction with Chatsworth Road. The results show a total of 3420 vehicles used Heaton Street in a 12 hour period.

The second survey undertaken on 21 May 2004 (after the installation of traffic signals at Storrs Road junction with Chatsworth Road), showed a total of 2022 vehicles used Heaton Street in a 12 hour period. Since the installation of traffic signals at the junction of Storrs Road and Chatsworth Road, traffic on Heaton Street has reduced by 1,398, a 41% reduction. The survey also showed a reduction in the volume of traffic using Heaton Street in every hour period, when compared to the original survey carried out in 2001.

The third survey undertaken on 19 May 2006, showed a total of 2339 vehicles used Heaton Street in a 12 hour period. Traffic has increased slightly by 317 vehicles (16% increase) when compared to the second traffic survey. However, there is still a reduction of 1081 (32% reduction) when compared with the first survey carried out in 2001 (For further details see Appendix B).

It has been identified that temporary road works have been undertaken frequently in the surrounding area since February 2006 to the beginning of 2009. This may have adversely affected the collected traffic survey data.

A speed survey was carried out on Heaton Street and St Thomas Street over a period of days from 19–21 April 2006 which showed the mean speed to be in the region of 22–25mph and the 85%ile to be in the region of 25–28mph (For further details of the speed survey see Appendix C).

After carefully reviewing the survey information and from continued site observations, Officers believe the majority of traffic is travelling at an appropriate speed for a road with a 30mph speed limit.

In preparing this report the relevance of the following factors has been considered; legal, financial, prevention of crime and disorder, equality of opportunity; and environmental, health, human resources, property and transport considerations.

(3) **Background Papers** Held on file 44XT in Environmental Services Department.

(4) **Key Decision** No.

(5) **Officer Recommendations** That:-

- 5.1 The scheme suggested on Heaton Street Junction Chatsworth Road, Chesterfield be abandoned due to likely enforcement difficulties and the safety implications on the surrounding network.
- 5.2 Approval be given for a letter to be sent to Bristol Street Motors requesting that staff try and use existing parking facilities within the premises.
- 5.3 The County Council undertakes a further traffic survey at a time when no temporary works are taking place on surrounding streets.
- 5.4 The County Council, using the collected traffic data, considers the appropriateness of the provision of traffic calming measures along Heaton Street, St Thomas Street and Rhodesia Road to try to deter through traffic from using the route.

(APPENDIX A)

COMMENTS IN FAVOR OF HEATON STREET SCHEME

- 1 Comment was made regarding the through traffic being horrendous.
- 2 One resident expressed delight at the proposals returning a safe and quiet street.
- 3 Comments was made regarding wing mirrors being hit, damage to vehicles and the speed that traffic travels down the street
- 4 Comment was made regarding street getting busier and the delays at getting out of the street because of heavy traffic.
- 5 Comment was made that traffic issues do not directly affect streets off Heaton Street and that the only issue for these residents is one of convenience i.e. they will not be able to turn left onto Chatsworth Road.
- 6 Concern was expressed that petitioners had informed people that they will not be able to turn right onto Heaton Street off Chatsworth Road
- 7 Comment was made regarding there being larger issues as to why the scheme was proposed in the first place and the reasons that the scheme should proceed far outweigh the selfish of a few who do not suffer any traffic nuisance.
- 8 Comment was made that although the proposals may be inconvenient for those that object, it will also be inconvenient for the people that are in favour, but it will benefit the area as a whole.
- 9 See comments made by [REDACTED] in his letters dated 9 January and 22

OBJECTIONS TO HEATON STREET SCHEME

- 1 The proposals do not address all of the issues in the area for example the streets being too narrow, parking and cycling issues, and Heaton Street remaining a two-way street.
- 2 One resident expressed concern that the installation of the proposed scheme would make travelling to Walton Road and Chatsworth Road more complicated than is necessary for residents living on Rhodesia Road and that an attempt is being made to solve a traffic problem that does not exist.
- 3 Several comments were made regarding visibility being poor at the junction of Church Street West and Heaton Street, and at the junction Rhodesia Road and Heaton Street.
- 4 Many comments were made regarding that Heaton Street is the only remaining direct route from Old Road to Chatsworth Road (A619). The alternative route is to travel via Storrs Road or along Old Road towards Barker Lane and then make a right-turn back up Chatsworth Road.

- 5 Several comments were made that related to the impact on the environment due to the increased length of journey for residents wishing to travel to Walton Road and Chatsworth Road, west of Old Road.
- 6 Comments were made regarding the extra travel expense and about the increase in time to make a journey.
- 7 Concern was expressed that by making local residents travel further to local amenities they were being penalised and inconvenienced for the increasing number of non residents and passing traffic choosing to use Heaton Street as an easy access option to Chatsworth Road. One resident pointed out that whilst traffic is using Heaton Street as a link between Old Road and Chatsworth Road this is limited to a specific time frame whereas the proposed prohibition of turn at the junction of Heaton Street would impact on residents all the time.
- 8 Several comments were made regarding residents being delayed by having to go through several sets of traffic signals, when travelling to Walton Road and Chatsworth Road west of Old Road.
- 9 Much concern was expressed about the danger of traffic having to turn right out of Heaton Street onto the busy Chatsworth Road at a junction where the visibility is restricted by the presence of vehicles parked in bays on Chatsworth Road at the east side of the junction of Heaton Street. With regards to traffic having to turn right at the junction of Chatsworth Road and Heaton Street, one resident was particularly concerned that provision has not been made to have advanced signs installed, at the junctions of Heaton Street and St Thomas Street with Old Road, to warn motorists of the prohibition of left-turn that is ahead. Another resident pointed out that the consequence of the proposals to restrict traffic into making a right-turn out of Heaton Street onto Chatsworth Road would be to restrict traffic from turning right into Heaton Street from Chatsworth Road.
- 10 One resident suggested that turning right out of Heaton Street can be made difficult by vehicle transporter deliveries to Bristol Motors on Chatsworth Road.
- 11 Concern was expressed that the proposals would result in traffic queuing at the junction thereby restricting the flow of traffic travelling in the opposite direction and increasing congestion on Chatsworth Road.
- 12 Comment was made that the proposals would result in more congestion on Heaton Street and St Thomas Street due to an increase in the traffic travelling in a northerly direction towards Old Road. One resident pointed out that there would be an increase in vehicles making three point turn manoeuvres.

- 13 Concern was expressed that St Thomas Street, is only wide enough for vehicles to travel in one direction at any one time due to the presence of parked vehicles on both sides of the carriageway.
- 14 Several comments were made regarding the difficulties of making safe egress onto Old Road from St Thomas Street and Heaton Street due to the visibility being restricted by parked vehicles.
- 15 Comment was made from a resident that the proposed changes at the junction may restrict elderly residents from having access to the local bus service as the proposed prohibition of left-turn out of Heaton Street onto Chatsworth Road would consequently lead to a diversion of the existing route.
- 16 The Passenger Transport Unit of Derbyshire County Council after consultation with the operator of the bus service was concerned that proposals to prohibit traffic making a left-turn would have a potential implication to resources. The operator pointed out that there would be little opportunity for this service to recover the time that would be lost as a consequence of having to change the route.
- 17 Concern was expressed regarding the effect that the proposals would have on local businesses.
- 18 Concern was expressed about there being no exemption for emergency vehicles
- 19 Comment was made that the reason that an excessive amount of traffic is using Heaton Street to travel between Old Road and Chatsworth Road is due to a decision taken a few years ago to turn Victoria Street and Old Hall Road into one-way streets in the same northerly direction.
- 20 The effect of the prohibition of the left turn out of Heaton Street onto Chatsworth Road is that drivers wishing to travel in an easterly direction will turn right onto Chatsworth Road and then make u-turns using, the junctions of Haddon Close and Glenthorne Close, or the entrances to Bristol Motors and St Thomas Church.
- 21 Some residents were concerned that the scheme would result in a redistribution of traffic elsewhere and other road safety and environmental problems. One such concern was that there would be an increase of traffic going past the Old Hall junior school on Old Road and near to the Westfield and Brookfield schools in the vicinity of Storrs Road. Comment was made that the increase of right-turn manoeuvres out of junctions on the estate would create the danger of drivers having to cross an additional lane of traffic. A further concern was that an increase of traffic using the junction of Old Road and Chatsworth Road would impede the flow of traffic travelling in an easterly

direction towards Chatsworth Road as the right-turn lane approaching this junction cannot cope with many vehicles.

- 22 Concern was expressed regarding the benefits of the proposed realignment works at the junction of Chatsworth Road and Heaton Street and also at the necessity for the construction of pedestrian refuge on Chatsworth Road close to the existing signal controlled pedestrian crossing. Further comment was made regarding this refuge being a potential hazard for cyclist.
- 23 Comments were made questioning the justification of the scheme in relation to traffic and accident surveys.
- 24 Comments were made regarding the possibility that the traffic order would not be enforced by the Police and the prohibition would be widely ignored, despite the proposed alterations to the junction of Heaton Street and Chatsworth Road.
- 25 Comment was made that the documents relating to the order and provided for inspection by the public, contained no background information. It was pointed out that no details were given regarding why so many vehicles use Heaton Street to turn left onto Chatsworth Road or what the impact of the proposals will be to the surrounding area.
- 26 Concern was expressed regarding the proposal to make Heaton Street one-way in the same direction as Victoria Street and Old Road.
- 27 Comment was made that the proposals would increase journey times to Chesterfield for drivers towing caravans as it is impossible to turn left out of Rhodesia Road into Heaton Street or St Thomas Street when parked vehicles are present in the vicinity of these junctions.

SUGGESTIONS

- 1 Many suggestions of a varied nature were made to make Heaton Street and other streets in the vicinity one way. One proposal was to make Heaton Street become a one-way street in a southerly direction to allow traffic to flow easily. Another resident suggested this but also suggested making traffic turn left onto Chatsworth Road. Other suggestions included one-way circular routes. One resident made the suggestion to have a one-way circular route and also make Heaton Street 'access only' at the junction of Rhodesia Road. Another resident believed that one-way proposals would be more cost effective.
- 2 Introduce resident's parking schemes on Heaton Street and surrounding streets
- 3 Make Heaton Street and St Thomas Street, into 'Access only' streets.

4. Relieve traffic using Heaton Street by changing the direction that traffic travels on the one-way street at Victoria Street and changing Old Hall Road back to a two-way street.
5. Traffic Calming measures to slow down traffic and thereby deter traffic using Heaton Street as a cut through between Old Road and Chatsworth Road.
6. Restricting traffic from entering into Heaton Street from Chatsworth Road.
7. Prohibiting traffic from making right-turns on to Old Road from the junctions of Heaton Street and St Thomas Street and from Heaton onto Chatsworth Road.
8. Extending and providing additional waiting restrictions on junctions.
9. A traffic system could be installed whereby all traffic is made to turn left out of Heaton Street onto Chatsworth Road. Traffic wishing to travel in a westerly direction would be able to travel a short distance in an easterly direction and then use the roundabout at the junction of Chatsworth Road and Walton Road to make a u-turn back up Chatsworth Road.

(APPENDIX B)

RESULTS COMPARISON
CHESTERFIELD: HEATON STREET, BRAMPTON

Direction	Hour	Wed 06-Jun-01	Fri 21-May-04	% Change	Fri 19-May-06	% Change On Change	% Change On Blue
N	07:00	44	10	-77%	89	51%	89%
N	08:00	114	59	-48%	163	30%	64%
N	09:00	70	42	-40%	139	50%	70%
N	10:00	72	34	-53%	95	24%	64%
N	11:00	90	42	-53%	116	22%	64%
N	12:00	100	44	-56%	130	23%	66%
N	13:00	66	46	-30%	119	45%	61%
N	14:00	62	32	-48%	126	51%	75%
N	15:00	114	62	-46%	170	33%	64%
N	16:00	128	74	-42%	176	27%	58%
N	17:00	192	93	-52%	192	0%	52%
N	18:00	152	73	-52%	134	-12%	46%
S	07:00	120	84	-30%	24	-80%	-71%
S	08:00	252	123	-51%	58	-77%	-53%
S	09:00	190	104	-45%	55	-71%	-47%
S	10:00	126	89	-29%	44	-65%	-51%
S	11:00	124	103	-17%	55	-56%	-47%
S	12:00	146	106	-27%	60	-59%	-43%
S	13:00	146	118	-19%	42	-71%	-64%
S	14:00	166	82	-51%	45	-73%	-45%
S	15:00	204	147	-28%	83	-59%	-44%
S	16:00	252	166	-34%	72	-71%	-57%
S	17:00	304	176	-42%	84	-72%	-52%
S	18:00	186	113	-39%	68	-63%	-40%
TOTALS:		3420	2022	(-41%)	2339	(-32%)	(+14%)

(APPENDIX C)

Survey Results – Heaton Street, Brampton
Undertaken over a period of days in April 2006 (19th to 21st – Wed to Fri)
Between 7am and 2pm

Vehicle Speeds

St Thomas Street – Both Directions

85% Percentile = 25.7 mph
Mean Speed = 22.5 mph

Heaton Street – North Bound Only

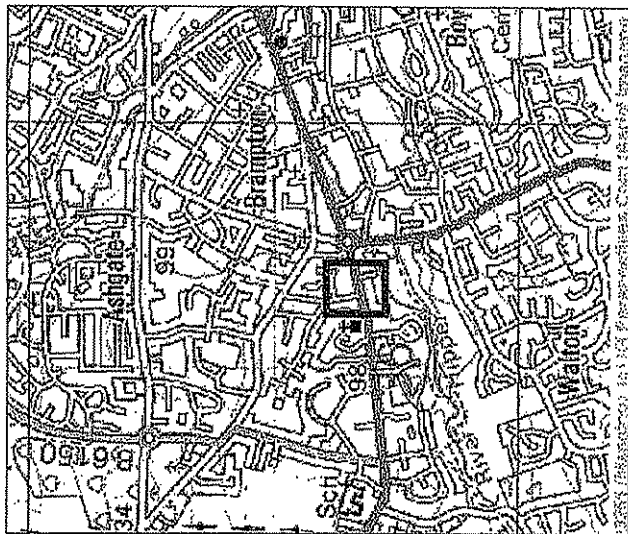
85% Percentile = 26.7 mph
Mean Speed = 22.8 mph

Heaton Street – South Bound Only

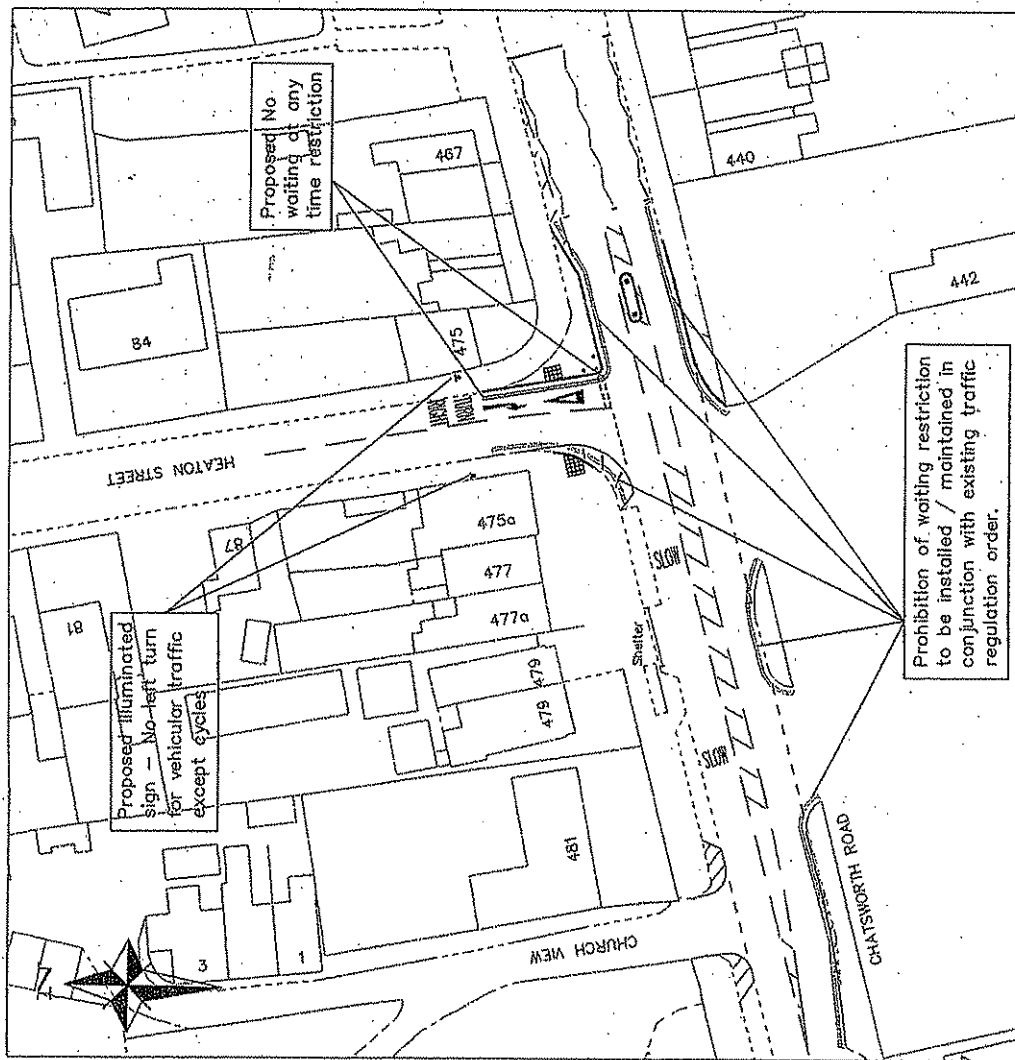
85% Percentile = 27.9 mph
Mean Speed = 24.1 mph

Summary


Mean Speed 22 – 25 mph
85% Percentile 25 – 28 mph



LOCATION PLAN (ABOVE)



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 DERBYSHIRE County Council IAN STEPHENSON Strategic Director of Environmental Services	DRAWN A Siddall Date Nov 08	CHECKED TJ Flintham Date Nov 08	APPROVED TJ Flintham Date Nov 08
	PROJECT TITLE Heaton Street / Chatsworth Road Chesterfield		
DRAWING TITLE Traffic Regulation order			
DCE Project Reference No. 32904		SCALE 1:500	
Drawing Number 32904/3		DATE 15/11/08	

APPENDIX B

Ian Stephenson
Strategic Director

FILE

Environmental Services Department
County Hall
Matlock
Derbyshire DE4 3AG

See attached list

Minicom: 01629 533240
Telephone: 01629 538562
Ask for: Mr T R Mather
Our ref: CHS/TRM/050207
Your ref:
Date: 19 November 2010

Heaton Street Area, Chesterfield - Traffic Calming

Please find attached a copy of Drawing No. 050207/CONS1 showing the proposals for the above scheme.

The scheme is programmed for the current financial year and any comments you may have regarding these works should be sent in writing prior to 17 December 2010.

C Allwood
Senior Project Engineer – C&C

cc: Secretariat

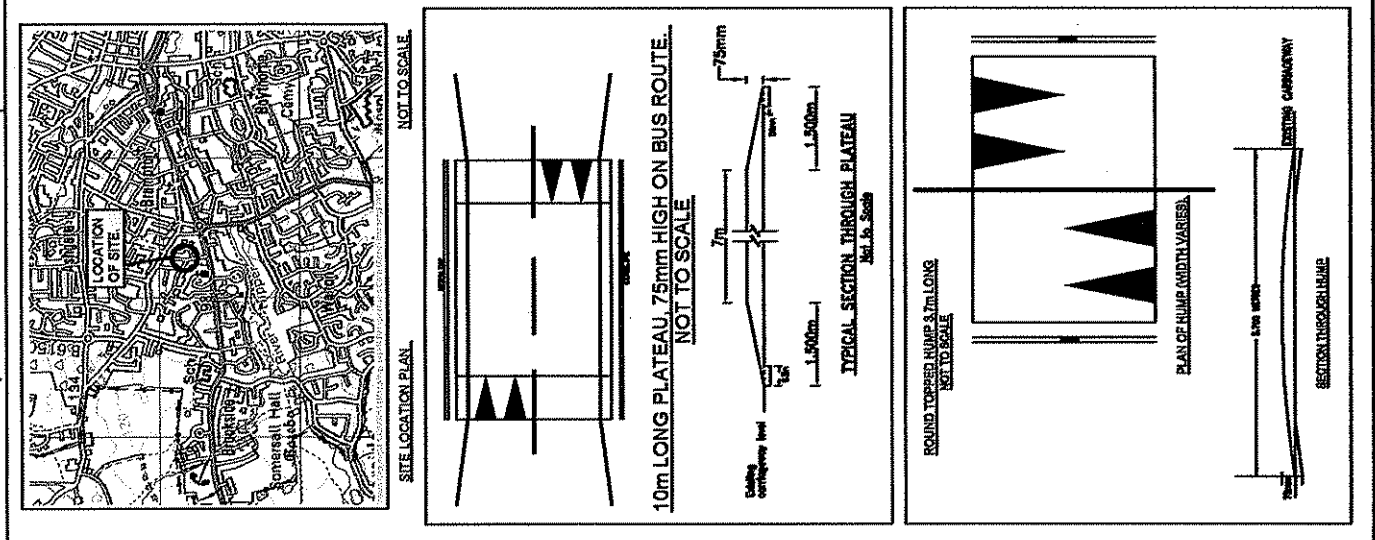
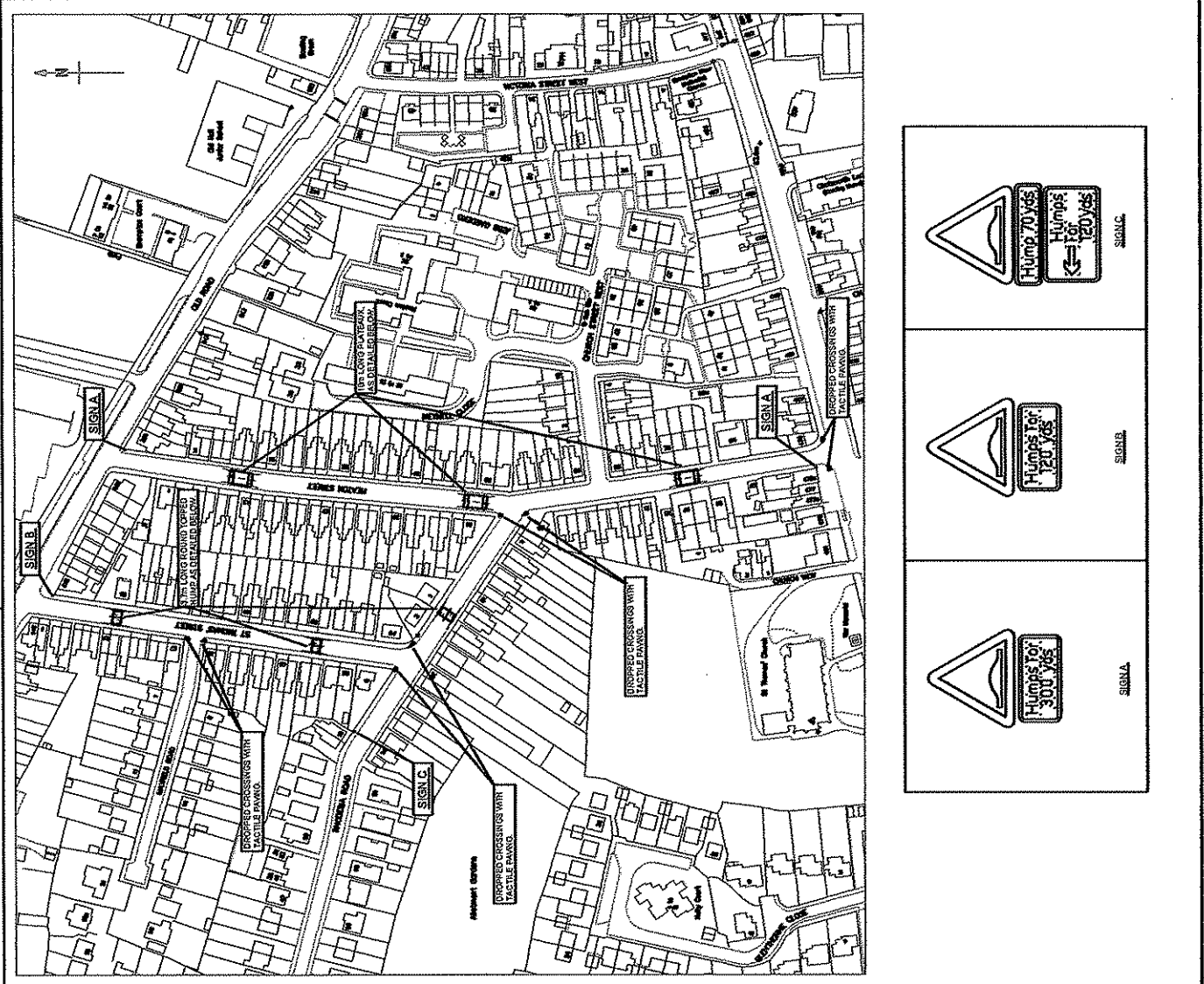
Enc

NOTES:

1. NO DIMENSIONS TO BE SCALED FROM THE DRAWING.
2. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED.
3. AMENDMENTS TO EXISTING LIGHTING MAY BE NECESSARY.

 DERBYSHIRE COUNTY COUNCIL <small>Improving life for local people</small>	
IAN LUTHERSON <small>Strategic Director - Environmental Services</small>	
DERBYSHIRE CONSULTING ENGINEERS	
PROJECT TITLE HEATON STREET CHESTERFIELD	
DRAWING TITLE TRAFFIC CALMING CONSULTATION	
DSE Ref: 050207	Drawn By: 050207/CONS1

MEASUREMENT DETAILS DRAWN BY: IAN LUTHERSON CHECKED BY: IAN LUTHERSON DATE: 14/10/10 SCALE: 1:1000	By Date 14/10/10 Scale 1:1000	NTS
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The Location: Heaton Street, Chesterfield, Derbyshire, S41 1JH
 File Created: 14-10-2010 - 10:00 AM
 Last Saved: 14-10-2010 - 10:00 AM

To: Consultancy and Contracting
Minor Schemes
County Hall
Matlock

Ref: CHS/TRM/050207

Location: Heaton Street Area, Chesterfield

Subject: Traffic Calming

I refer to your consultation letter of 19 November 2010 regarding the proposed scheme.

I can confirm that:

I support the proposal*

I do not support the proposals*

I have the following comments to make:-

.....

.....

.....

.....

Signed Date

Print Name

Address

.....

*delete as appropriate



