



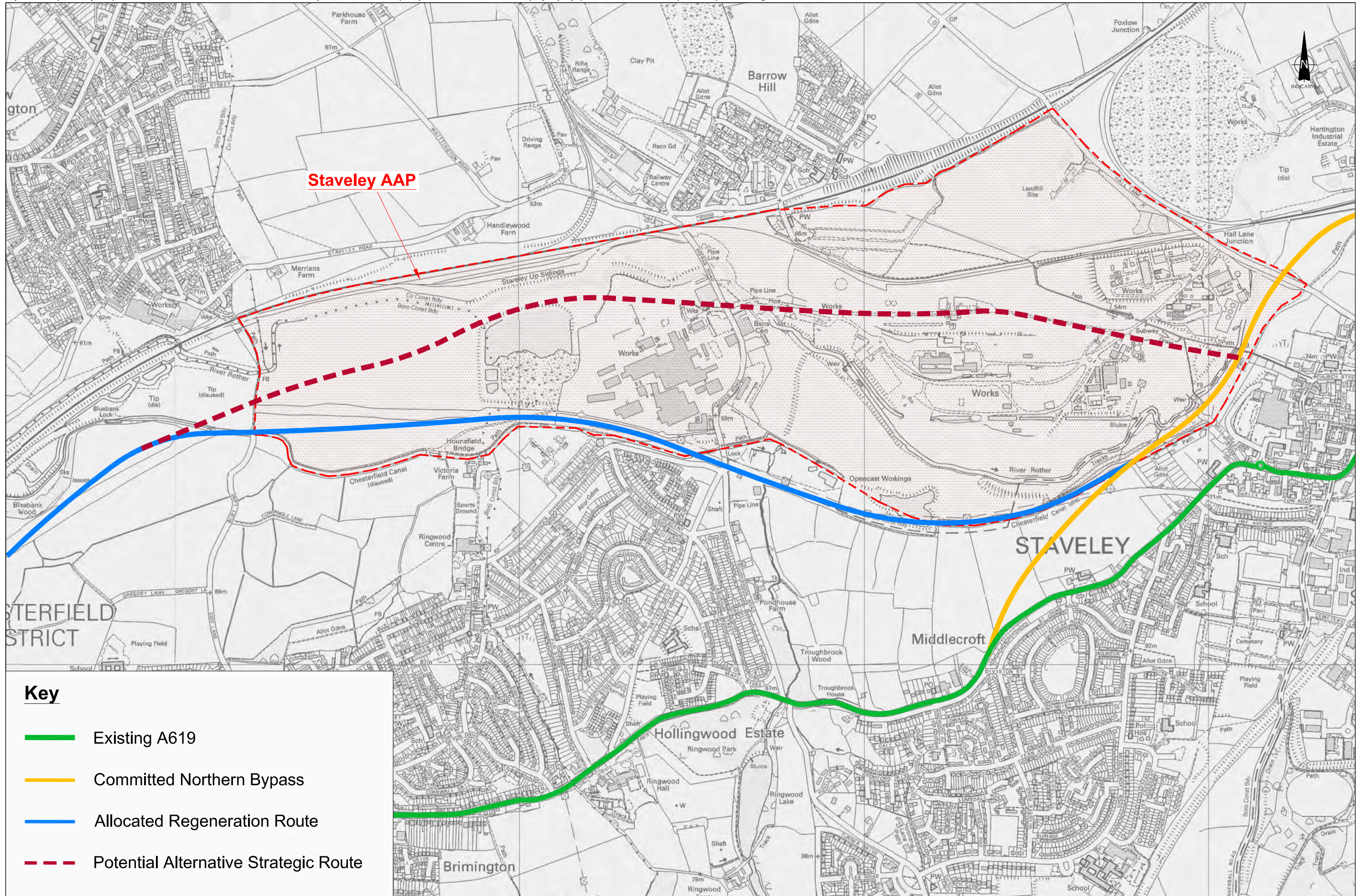


Key

-  Existing Traffic Access Point
-  Existing Green Access Point
-  Potential Traffic Access Point
-  Potential Green Access Point

SCALE	1:10000	DATE	Mar 2009
LOCATION	F:\TProj\		

Staveley AWP Existing and Future Access Points



Key

- Existing A619
- Committed Northern Bypass
- Allocated Regeneration Route
- - - Potential Alternative Strategic Route

SCALE	DATE	TITLE
1:10000	Mar 2009	Existing & Potential Future Traffic Routes - Staveley - Chesterfield
LOCATION	F:\TProj\	

Existing & Potential Future Traffic Routes - Staveley - Chesterfield

FABER MAUNSELL AECOM

FIGURE NO.

Figure 5.5

- 5.12 The primary public transport corridor through Staveley follows the A619 route east – west through the town with small individual route variations serving residential neighbourhoods to both north and south.
- 5.13 Due to the limited number of highway links into the Staveley AAP study area itself, the majority of the site is not served by any direct public transport provision. A local bus service – Route 90 - travels along Works Road, however, passing through Brimington before heading south east along Hall Lane. This operates a half hourly daily frequency but terminates during the early evening providing no late evening public transport access to the site at all.
- 5.14 A number of bus services also serve the Whittington residential area to the north west of the site. The poor connections into the AAP area at present make these of limited use currently, however there may be scope in future to extend these routes to serve the site to some extent.
- 5.15 Stagecoach is the primary operator of commercial routes with some supported routes offered by TM Travel.
- 5.16 The attached plan (Plan 5.3) shows the routings and respective frequencies of these bus services

Walking and Cycling Accessibility

- 5.17 With the exception of the Transpennine Trail which stretches the length of the site, footpaths within the AAP area are largely confined to the eastern side of the study area connecting Barrow Hill with Staveley town centre.
- 5.18 The Transpennine Trail follows the Chesterfield Canal through the site, forming the southern boundary of the AAP area. The trail is well used by walkers and cyclists alike and will feature heavily in plans to improve the canal environment and bring the amenity back into regular commercial and leisure based use.



- 5.19 Footpath access to the east of the site is also provided with a link connecting the Works south of Whittington with Bilby Lane, passing under the railway. Bilby Lane is a continuation of this and forms a public bridleway into the site with Cow Lane to the south. This is gated to prevent general traffic access just north of the allotment gardens in Brimington. A further footpath leads west from the site passing under and following the freight railway alignment south west towards Chesterfield.
- 5.20 There are no walking or cycling routes within the site boundary possibly due to unfavourable topography especially between the AAP area and the town centre, the large number of physical barriers including the railway and the large former industrial sites, and the fact that this area has for some years been given over to landfill and other uses unsuitable for recreational activity.

Servicing Access

- 5.21 HGV servicing for the industry currently occupying the Staveley AAP area predominantly occurs to the east via Hall Lane. These vehicles follow a direct route from the A619, turning onto Hall Lane at Lowgates and servicing the Works and Landfill sites. Large HGV vehicles cannot serve Works Road directly due to height and weight restrictions, however there is scope for HGV access to the Clocktower and Staveley Works from the east via a network of service roads passing through the (now largely unused) industrial zone north of the River Rother.
- 5.22 Plan 5.4 summarises the AAP area access points both current and potential. These relate to future highway proposals, planned canal towpath improvements, and future linkage proposed specifically for the AAP.
- 5.23 The Chesterfield / Staveley Regeneration Route is a highway scheme first proposed some considerable time ago to create a strategic link between Chesterfield and junction 30 of the M1. The alignment agreed received approval in principal from planners.
- 5.24 Over the intervening period, improvement plans for the Chesterfield Canal have progressed to the extent that the alignment is now protected to safeguard the waterway for increased commercial and leisure activity, and it has been noted by Derbyshire County Council that using the alignment for a strategic highway link may not be compatible with these aspirations.
- 5.25 The County Council is, therefore, prepared to examine potential alternative alignments as part of the AAP exercise. A key consideration for this however, is that the lack of identified funding for a link of this nature would mean that it may have to be largely development led.

5.26 Plan 5.5 shows the alignments of committed, agreed, and potential routes adjacent and across the Staveley AAP site.

Conclusions and Key Emerging Improvement Options

5.27 The baseline investigation for the Staveley AAP area has highlighted the need for further investigation and improvement in the following areas:

- Traffic access into the Staveley AAP area is currently poor with direct access available from only Works Road and Hall Lane. In addition, the condition of Works Road and the various weight and height restrictions along this link effectively negate large volumes of mixed traffic from using this link. A key improvement option would be to create a new highway access into the site either following the alignment of the Chesterfield / Staveley Regeneration Route or otherwise. This would provide relief for the A619 and would ensure adequate accessibility for the site for normal and servicing traffic;
- Public Transport penetration into the site is poor with only one regular bus service performing a local role in connecting Brimington and Barrow Hill with Chesterfield and Staveley. As such, journeys are circuitous and journey times are correspondingly long between the site and the main local centres. With development, a business case could more easily be made for additional public transport services including fast shuttles into Staveley and Chesterfield. In addition, the option of reopening one or more of the rail lines for passenger services cannot be discounted and may be a more long term option.
- Walking and cycling routes within the site are mostly provided along the Chesterfield Canal alignment as a result of the Transpennine Trail. Whilst this route is of a high quality and is well used (with future enhancement of the canal corridor expected), there is little other walking and cycling provision within the site itself, especially towards the western side where footpaths skirt the perimeter of the site. The creation of new direct walking and cycling access links from Brimington, Barrow Hill, Whittington, and Hollingwood are therefore considered essential for the development of the site;
- Over trafficking problems on the A619 currently exist with the majority of the route between Staveley and Chesterfield denoted as an Air Quality Management Area. In addition, the junctions at the Chesterfield end of this route are approaching capacity and may act as a development constraint in the near future. Careful consideration is therefore needed to ensure that access to the Staveley AAP area is as sustainable as possible with multiple alternatives to the private car available. A key aim of the plan will be to avoid generating additional traffic on the A619 as much as possible and to promote sustainable modes;
- Linkage between adjacent areas within the site is poor due to the large number of physical barriers including the rail lines, canal, unfavourable topography, and the large scale of the former industrial sites;
- There is a fundamental issue of local need against strategic demand within the site. It is clear that the Area Action Plan must address this issue to create an offer that offers benefits to each of these key user groups.



