

Impact on
Chesterfield Canal

Canal

The Chesterfield Canal is an important leisure and wildlife area. It is also a key part of our walking and cycling network, with the towpath also being used by horse riders. There will be several locations at which pedestrians and cyclists can move between the Chesterfield to Staveley Regeneration Route and the canal towpath.

It is proposed that three new bridges will be built to carry the new road across the canal, with access onto the towpath for pedestrians and cyclists.

In order to do this, we would need to divert the canal slightly at two of these locations to minimise the impact of the proposed route. Diverting the canal in this way reduces the length of the bridges, shortens construction duration, lessens the impact on the landscape, and shortens the required closure time for the towpath.

Drawings showing the canal diversions are provided in the virtual consultation.

Changes to
Duke Street Roundabout

Duke Street

The Duke Street roundabout (junction of Duke Street, Hall Lane and Lowgates (Staveley)) will be amended as part of the proposal. With the Chesterfield to Staveley Regeneration Route in place, it is expected that much more traffic would route to and from Hall Lane, rather than along the existing A619 (past the Healthy Living Centre). To accommodate this change, the Duke Street roundabout will see remodelling and remarking of lanes. The improvements will impact land to the north east of the junction (including the felling of several large trees) for which mitigation will be proposed.

Way Forward

Once we have your views, these will be included in a submission to the Government to confirm funding. This submission will detail the benefits and costs of the Chesterfield Staveley Regeneration Route, as well as showing how the proposed route would be delivered. Your views will constitute an important component of this submission. We would therefore encourage a high response to the consultation by residents and businesses that are likely to be impacted by the proposed route. If funding is confirmed, we will then submit a formal planning application with a view to starting work in 2025.

We need your views!

Tell us what you think about our latest proposals to build a new road between Chesterfield and Staveley.

Most of the consultation will be held via an **Online Consultation** (see below).

Please ensure your views are submitted by **Sunday 10th April 2022**, when our consultation ends.



You can find out more information, or submit your views via the following methods:

Online

Take part in our **Online Consultation** to view the public information boards and complete the consultation response form.

<https://csrr.consultation.ai>



Questions

If you would like to **ask our project team a question** after you've looked at the consultation material, please email your query to travelinfo@aecom.com

Your Views

If you do not have internet access and would like printed copies of the consultation materials, a limited number will be available to collect at the following locations:

- Healthy Living Centre, Barlow Road, Staveley S43 3XR
- Chesterfield Town Hall, Rose Hill, Chesterfield S40 1LP
- Staveley Library, Hall Lane, Staveley S43 3TP
- Chesterfield Library, New Beetwell Street, Chesterfield S40 1QN
- Brimington Library, 54A Church Street, Brimington S43 1JG



Chesterfield to
Staveley
Regeneration Route

Public Consultation

March / April 2022



Why do we need improvements?

During peak times, the A619 through Staveley and Brimington experiences regular journey time delays.

If a new road isn't built, delays are likely to increase along the A619 and surrounding area in the future.

Delays on the A619 also lead to problems elsewhere on the wider network as road users seek alternative routes, using local roads that aren't designed for large numbers of vehicles. This 'rat running' affects the quality of life for residents, causes disruption, and adds to a range of environmental issues.

Building a new road would add resilience to the A619 corridor and would reduce the amount of traffic on the A619 through Staveley and Brimington.

As the project progresses, further transport analysis will be undertaken to assess the potential impacts of the route. We will publish a Transport Assessment with our planning application which will set out more detailed traffic information.

We assessed a number of options before deciding that the current proposals were the best to address existing issues on the A619 and provide new infrastructure fit for the future. Some of the other options we considered but have not included in the current proposals are:

■ Upgrade the Existing A619

Reducing delays on the existing A619 by improving existing junctions would require building demolition, and change the character of Brimington, Hollingwood and Staveley. The steep crest north of Troughbrook Road also limits the ability to improve the junction with Inkersall Green Road. As such, improvements at existing junctions are not considered a realistic alternative to building the new road between Chesterfield and Staveley.

■ Encourage more walking, cycling and bus use

We're committed to increasing the number of trips made by walking, cycling and public transport but this alone wouldn't be enough to address problems on the A619, now and in the future.

■ Construct a Longer Route

There are some additional traffic benefits of bypassing Lowgates (Staveley); however, this also comes with additional costs and has large impacts on the Chesterfield Canal and sites of local environmental importance. As such, this was not included in the preferred option.

In addition to the issues noted above (for bypassing Lowgates), the costs of extending the route even further to M1 Junction 30 are prohibitive. The protected line of such an extended scheme was removed in the early 2000s.

■ Construct a Shorter Route

We could build a road from Station Road (B) to Hall Lane (D), and not continue the route to Sainsbury's (A—B). A shorter route would enable access to development, but would remove fewer trips from the A619 and add more delays at Whittington Moor. As such, this was not considered more attractive than the preferred option shown in this consultation.

What is the proposed route?

The proposed route of the Chesterfield to Staveley Regeneration Route is shown in the diagram below.

The proposed route starts at its western end at the 'Sainsbury's' roundabout (A). It then proceeds past the Heritage Green housing development to a new roundabout (B) at Brimington Road North / Station Road. The route then runs north of Brimington and Hollingwood to a new double roundabout junction on Works Road (C) before reaching Hall Lane (D) which allows access to the Staveley Northern Loop Road (Ireland Close) and / or the existing A619. Junction improvements are also proposed at the Duke Street roundabout (E).

We're proposing to build a two-way single carriageway measuring 7.3m wide. The proposed route will be designed to the latest highway standards.

The design allows for widening to 10m at certain points to allow for right-turn lanes at any side roads where housing or other development might be built in the future.

The proposed route will have sections of either 40mph or 50mph speed limits, similar to the design of the Staveley Northern Loop Road that opened in 2010.

Walking and Cycling: The proposed route will include a 2m footway on both sides of the carriageway, and a segregated cycle track. Connections to the Chesterfield Canal towpath will also be provided at several points along the route.

More detailed plans of the route are available within the virtual consultation.

Housing and Employment Development: The proposed route will open up land for new housing and employment development on brownfield land north of Brimington and Hollingwood. This is in accordance with the Chesterfield Borough Council Local Plan, which was adopted in 2020.

