

Agenda Item No.4(e)

**DERBYSHIRE COUNTY COUNCIL**

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

**11 January 2018**

Report of the Strategic Director – Economy, Transport and Environment

**RESULTS OF CONSULTATION FOR A NEW SHARED USE CYCLE PATH,  
B6057 BETWEEN DRONFIELD AND UNSTONE**

(1) **Purpose of Report** To consider the results of a public consultation exercise on a highway improvement scheme to provide a new, shared-use cycle path at the side of the B6057 between Dronfield and Unstone.

(2) **Information and Analysis** The County Council is promoting and preparing several major transport projects for implementation across the County, supported by Local Growth Fund (LGF) grant available through the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) Local Enterprise Partnership's (LEP).

As previously reported to Cabinet on 10 January 2017, the LGF Growth Deal has allocated £5.8 million grant towards a Sustainable Travel Programme (STP) for the D2N2 LEP area, supported by local contributions to each individual project. The STP is a programme of measures designed to encourage a shift to walking and cycling, which will help reduce congestion, support access to jobs, but more importantly unlock capacity for economic growth and improve quality of place. At the meeting, Cabinet approved implementation of a package of pedestrian and cycling infrastructure measures in Chesterfield, Dronfield and Ilkeston. A scheme was added to the capital programme for the provision of a new, shared footway between Dronfield and Unstone (Minute No. 8/17 refers), and preliminary design of the project was undertaken during the summer 2017.

**The Proposal**

The proposal will improve the provision for cyclists travelling along the B6057 between Cemetery Road, Dronfield and the entrance to Peak Resort in Unstone village (see Map in Appendix 1). It will involve construction of a shared footway for use by pedestrians and cyclists by converting existing footways on the eastern side of the B6057 (from Dronfield), to north of Loundes Road, Unstone and then on the western side to connect to bridleways within the proposed Peak Resort development site. A new toucan

crossing is proposed in the centre of Unstone to enable the shared path to cross from the eastern to western side and enhance connectivity in the village centre. The intention is to widen existing footways by converting highway verge where possible. Where no highway verge is available either the carriageway width will be reduced and rationalised to make better use of available road space, or localised footway width restrictions will be required (but within acceptable limits). Localised carriageway narrowing will have an additional positive effect by reducing vehicle speeds and enhancing road safety. Additional wayfinding infrastructure will be provided in Dronfield to direct cyclists to key destinations in the town centre.

Two existing side road junctions with the B6057 at Church Street and Old Whittington Lane in Unstone are to be closed to traffic to provide priority to cyclists and pedestrians. Raised plateaux set back from road junctions will be constructed to provide a safe crossing area for cyclists and pedestrians where the route crosses busy side roads. Other minor junctions and business entrances are proposed to be modified by use of new kerbing and green coloured surfacing to ensure that road users are clearly aware of pedestrian and cycle activity on the route. All existing bus stops will remain but the layby near Cemetery Road, Dronfield will be removed and the bus shelter and signs moved to enable the shared path to pass behind and therefore, eliminate conflict between bus users and cyclists. A similar arrangement is proposed in Unstone near Old Whittington Lane (subject to approval by Unstone Parish Council as land owner). However, the bus layby will be retained as it is used as a layover by bus operators.

### **Results of Consultation**

Consultations have been carried out, including a letter drop to households overlooking and adjacent to the proposed route, and also with local stakeholders including Dronfield Town Council and Unstone Parish Council. The route proposals were also discussed at a meeting with representatives from Chesterfield and Dronfield cycling groups and North East Derbyshire District Council. Officers have also attended Unstone Parish Council meetings and agreed draft proposals for connections into Peak Resort with the site developers. During the consultation period, 31 responses were received. Fourteen of these make statements in support of the proposal and a further five have no objections but make queries or highlight concerns. Twelve responses make objections to the proposal. Some responses were made from joint email accounts or contained additional signatories; in total, the consultation generated over 100 separate comments or queries about the proposals. Officers have responded to everyone that made comments and have met individual residents where requests for further public discussion have been received. Appendix 2 summaries the Officer responses made.

Comments in support of the proposals include:

- General support for opening the cycle route.
- Support for closing Old Whittington Lane and Church Street junctions.
- Cycle link is a good idea, particularly due to fast moving traffic on the B6057.
- Being able to cycle safely, especially during the darker mornings and evenings is essential.
- Choice to leave the car at home is much easier when there is a safe alternative that will benefit health and wellbeing.

Local cycling groups and North East Derbyshire District Council officers are in support of the proposals.

A summary of the main objections and concerns about the proposal are as follows:

- Localised road narrowing will have a negative impact on congestion, pollution and road safety.
- A route alongside the B6057 would be too dangerous for families due to a high volume of traffic and significant gradients.
- Risk of collisions between pedestrians and cyclists on the shared path, particularly in regard to cycle speeds.
- Concern about the impact of the proposals on the Post Office during the construction phase and as a consequence of road narrowing.
- Concern about conflict outside Unstone Junior School.
- Other route options should be considered.
- More detail required about how the route would be provided under the railway bridge on Unstone Hill, and concern about cycle speed.
- Loss of the bus layby on Chesterfield Road, Dronfield.
- The money would be better spent elsewhere, e.g. supporting local bus services, improving crossings, etc.
- Whether there is evidence of need and the business case for providing a route.

In addition, a number of queries on requests were also made:

- Requests for visibility improvements at Cheetham Avenue junction.
- Requests to retain the pedestrian refuge at Cheetham Avenue.
- Request for more detail of proposals at Crow Lane junction and impact on volume of traffic.
- Queries about facilities for turning traffic associated with closure of Church Street junction.
- Queries about onward cycle connections to leisure attractions.
- Queries about impact on trees and vegetation.

- Request for more detail for proposals at the footbridge across the railway line.

### **Commentary**

The following subject areas expand upon some of the key areas of concern and are also considered relevant in determination of the proposals.

### **Objection: Localised road narrowing will have a negative impact on congestion, pollution and road safety**

The proposal seeks to widen existing footways by utilising road verges, where possible, for the creation of a cycle path. However, in several locations the lack of adequate highway verge requires the road to be narrowed to a minimum width of 6.5 metres to achieve a satisfactory shared footway width.

Officers have considered whether a reduction in road width would negatively impact on the operation of the B6057 and on pollution and road safety. Traffic surveys were carried out over a weekly period at three locations in Unstone village and show that the route supports average daily traffic flows between 10,000 and 11,000 vehicles and reflects its status as a local connection between Dronfield and Unstone communities and the A61 and Chesterfield.

Several objections made during the consultation were about the impact of road narrowing on road safety. Whilst road narrowing does not restrict the flow of traffic, it is recognised as a tool to improve road safety by encouraging people to drive slower or at a more consistent speed. Speed surveys have been undertaken and these show that the 30mph speed limit is regularly being exceeded, as follows:

- 39mph average speed (85<sup>th</sup> percentile) at Unstone Hill.
- 36mph average speed (85<sup>th</sup> percentile) at Unstone School.
- 33mph average speed (85<sup>th</sup> percentile) at Unstone Village centre.

It is therefore considered that the opportunity to provide physical measures to narrow the road where there is good forward visibility will introduce a more positive, physical effect to help reduce vehicle speeds and will help improve safety for all road users.

Respondents also raised concerns about increased danger from heavy goods vehicles passing in locations where the road was narrowed. It is concluded that the risk of conflict is low along the straighter sections of highway where localised road narrowing is proposed. It is not intended to narrow the carriageway width on sharper bends where vehicle trailers could overrun the centre line.

The speed surveys also show that average speeds exceed the speed limit during both the morning and evening peak periods, indicating that traffic is

largely free flowing. It is considered that a reduction in road width to 6.5 metres is unlikely to impact significantly on the free-flow of traffic along the B6057 and therefore unlikely to increase congestion. Furthermore, the principal objective of the proposal is to increase the number of pedestrian and cyclist journeys which will positively impact on reducing the number of journeys made by motorised vehicles.

The Department for Environment, Food and Rural Affairs (DEFRA) has carried out an evidence review on the effectiveness of transport measures in reducing nitrogen dioxide (2016). This report indicates that free-flowing traffic is likely to minimise air pollution as the highest emissions of air pollutants tend to occur at low average speeds (<20km/h). Encouraging smoother driving styles that limit stopping and starting will help reduce particulates released from braking and tyre wear. It is therefore considered that a combination of more people travelling by sustainable travel modes, and opportunities to encourage smoother driving styles as an outcome of road narrowing will offer positive benefits to minimising air pollution.

**Objection: A route alongside the B6057 would be too dangerous for families due to a high volume of traffic**

The County Council has now installed shared cycle paths in many locations, around the County, and are now commonplace across the UK. Many of these are located alongside busy roads, for example the A61 Derby Road, Chesterfield. The Royal Society for the Prevention of Accidents (RoSPA) has recently released (September 2017) a policy paper about cycling and this strongly supports measures which encourage healthy and sustainable travel and advocates a range of cycle infrastructure measures, including segregated and shared routes. It notes a research project that found that risk of collision per mile decreased by 28% where segregated routes were provided, compared to streets without tracks. The road casualty database has been examined and there are no recorded incidents of collisions on shared cycle paths in the County. It is therefore considered that the proposed shared cycle path will provide a safer cycle route alongside the B6057.

**Risk of collisions between pedestrians and cyclists on the shared path, particularly in regard to cycle speeds**

The RoSPA policy paper on cycling recognises that increasing interaction between cyclists and pedestrians can sometimes, but not always, cause issues for example, cyclists behaving inconsiderately. The County Council has a strong track record in providing safe shared cycle paths across the County and the design of this route has been given careful consideration. The preferred width for unsegregated shared use is 3.0 metres but 2.0 metres is acceptable and can be achieved on the majority of the route. At the locations where the standard width cannot be achieved, a revised compromise design will be introduced to limit the effects of the reduced widths. An independent Stage 2 Road Safety Audit will be carried out on completion of detailed design

and before any measures are implemented. Several respondents referred to concern about high cycle speeds. It is recommended that additional signage (“Slow”) and cycle markings are provided where appropriate to advise cyclists to slow down and to take extra caution.

### **Objection: concern about pedestrian and cycle conflict outside Unstone Junior School**

The existing footway outside Unstone Junior School is narrow (1.3 metres useable footway width) and is protected from traffic by a short section of pedestrian guardrail along the school’s frontage. The offset from the kerblines is substandard but guidance is given to passing motorists in the form of hatched road markings in compensation. Respondents are concerned that there would be increased risk of conflict between cyclists and pedestrians due to limited space available to create a shared cycle path. Careful consideration has been given to the design of the route outside the school and provision of a 1.9 metres, shared cycle path can be achieved by removing existing highway white hatching; this would formalise existing road narrowing in this location. It is considered that shared use is appropriate in this location given good forward visibility for approaching cyclists and the ability to provide additional footway width, bearing in mind that school children and parents will be present only at specific times of the school day. At all other times of the day, and days when the school is not open, the potential for conflict is significantly reduced. The design relocates the pedestrian guardrail to the edge of the road to maximise the footway width available at this pinch point, which will ensure that parents and children are protected from traffic. A reflective bollard will also be installed at either end to improve awareness of the guardrail to passing motorists.

### **Objection: Concern about the impact of the proposals on the Post Office during the construction phase and as a consequence of road narrowing**

Unstone Post Office is the only retail business located in Unstone village and concerns have been expressed about access and impact on the business during road works. The shared cycle path can be implemented in a phased approach and disruption kept to a minimum in the vicinity of the Post Office for a large proportion of the construction phase. However, temporary road works will be required to ensure the safety of Council staff and road users during construction of the shared path and the closure of Church Street junction. Discussions have taken place with the business owner and a further meeting is intended to discuss the programme of works, access needs and options to minimise loss of trade prior to work commencing in the general vicinity. Several respondents expressed concern that parking outside the Post Office will be disruptive to passing traffic following narrowing of the road causing unnecessary delays. Parking restrictions exist on the B6057 during the period 8am to 7pm which prevents on-road parking during the Post Office business hours. The Post Office provides two off-road parking spaces for use by

customers at the rear of the premises. On balance, it is considered that disruption to traffic will be minimal given the existing restrictions in place.

The Parish Council expressed concern that the closure of Church Street will affect those visiting the Post Office, but who park in Church Street and then cross on foot. A survey was undertaken in November 2017 which identified that only three vehicles parked on Church Street, during a 10 hour period, to access the Post Office. Therefore, it is considered that the closure of Church Street will not significantly impact on access to the Post Office.

### **Closure of B6057/Church Street Junction**

Church Street junction currently joins the B6057 at an acute angle on a steep uphill gradient. There was full support for the closure of Church Street junction during the consultation due to safety concerns about the current exit and rat-running traffic. However, queries and concerns have been raised about provision for turning traffic, the impact on parking in the area and impact on the Crow Lane junction once Church Street junction is closed. The proposals seek to close the junction by constructing the shared footway across it, but maintaining pedestrian and cycle access to Church Street. There are no proposals to provide facilities for a turning space due to lack of available space. It is considered to be acceptable as Church Street provides access only to a small number of residential properties and all have off-street parking available.

Concerns have been raised that the closure will increase parking levels in Crow Lane and requests for resident-only parking signs have been made. Whilst highway standards do not allow residents-only signs to be provided without the adoption of a much wider area residents parking scheme, traffic and safety officers will continue to monitor parking issues in the area on completion of the scheme.

A traffic survey has been carried out at Church Street junction and a small increase in traffic diverting to use Crow Lane junction is anticipated once Church Street is closed. It is considered though that this offers a better solution as Crow Lane offers a better and safer junction with the B6057. The construction of the shared footway on the approaches to Crow Lane junction will improve visibility by bringing the give way line further forward. A plateau, identical to one recently installed on Trevorrow Crescent, Chesterfield (see Appendix 3) will be installed on Crow Lane to enable pedestrians and cyclists to cross safely. This plateau arrangement has received positive feedback from local cycling groups.

### **Junction of Cheetham Avenue with the B6057**

The preliminary design proposes the installation of a plateau, as proposed at Crow Lane, set back from the B6057 junction, to provide an improved crossing for pedestrians and cyclists. Comments received have requested further

consideration of the impact on visibility at the junction for motorists joining the B6057, for retention of pedestrian crossing facilities and clarification of connections to Peak Resort bridleways.

Each are separate issues, but consideration has been given within the context of needing to these in combination establish a design that improves the junction for all users. The purpose of this proposal is to improve priority for pedestrians and cyclists and therefore it is intended to retain the pedestrian refuge in the vicinity of Cheetham Avenue junction. To improve visibility at the junction, it is recommended that the design for the creation of the shared route to the south of this junction is provided by utilising the highway verge rather than narrowing the B6057. This proposal will require an existing fence and hedgerow to be removed. However, the scheme would include a replacement fence and a new hedgerow planted to the rear of the shared route; this proposal is supported by adjacent property owners. Agreement has been reached with the developer of Peak Resort to connect the B6057 shared cycle path with public bridleways within the site; a request to seek a connection via Cheetham Avenue could not be achieved because land assembly could not be secured. A separate report to Cabinet will be required in due course to approve land assembly associated with works to secure appropriate connections to Peak Resort bridleways.

### **Unstone Hill**

Several respondents to the consultation requested further details about the proposals for the section of shared path where it passes under the railway bridge at Unstone Hill. Consideration has been given to road narrowing at this location to widen the shared path to 3.0 metres, however, Traffic and Road Safety officers recommend that a short section of substandard cycle path is installed at this location to retain satisfactory road width to enable heavy goods vehicles to safely manoeuvre the bend under the railway bridge which is on a slight radius. On balance, it is considered that a short section of substandard shared path width in this location is acceptable as there is good forward visibility and additional signage ("Slow") and cycle markings can be installed to advise cyclists to slow down and to take extra caution.

### **Objection: Other route options should be considered**

An alternative route following the broad alignment of the former railway line to the east of the B6057 has previously been considered by the County Council. This route option could provide a direct connection to Callywhite Lane Industrial Estate. However, there are considerable requirements for land assembly and initial feasibility investigations concluded that the Authority did not have certainty in securing all the land necessary to achieve such a route. It would also be likely that a shared footway would still need to be provided within Unstone, to secure an acceptable connection to the former rail line due to the alignment of the existing main railway line. This option was scoped out

of the project as land assembly would be unaffordable and undeliverable within the grant timescales.

The Peak Resort development is due to provide an alternative leisure route from Unstone, via the bridleway network, to Hallows Golf Club at Dronfield. A feasibility study has been undertaken to consider whether a cycle route could be connected to this route from Dronfield town centre. However, opportunities for improvements that would encourage people of all abilities to cycle are limited, largely due to narrow residential roads and the need to negotiate significant gradients.

The implementation of a cycle path alongside the B6057 has been identified by the local community and stakeholders in Dronfield to improve ease of movement to support regeneration in the area (as set out in Dronfield 2035: A vision for the town). This route has emerged as the preferred option as it provides a relatively low gradient route which is accessible all year round and supports economic growth plans and an enhanced visitor economy by providing a direct connection into Peak Resort, and would enable a future connection, via a potential new access from the B6057, to an extended Callywhite Lane Industrial Estate. It is also on land that the County Council controls, requiring only minor acquisitions or dedications.

### **The money would be better spent elsewhere, e.g. supporting local bus services, improving crossings, etc**

As set out earlier in this report, this proposal is part of a wider project to improve sustainable travel infrastructure across the D2N2 area and is predominantly funded by a grant from the D2N2 LEP. The funding has been allocated to this project by the D2N2 LEP to support economic outcomes and therefore, should this project not proceed for any reason, the funding would need to be returned to the D2N2 LEP.

### **Whether there is evidence of need and the business case for providing a route**

To secure D2N2 LEP funding, the D2N2 STP project was required to demonstrate a robust business and economic case through a full HM Treasury Green Book assessment which tests value for money. The business case also required an assessment of the potential use of the route to be undertaken; which was estimated using an economic spreadsheet model that considered evidence from the 2011 Census, alongside housing and employment growth proposals in the area, and projected targets for the growth of cycling levels set out by Sustrans (the cycle and walking charity) and Government. The business case was independently assessed by the D2N2 LEP and concluded that the STP project would deliver a very high value for money return on public investment, by supporting local economies, improving public health and the environment, and from more people walking and cycling.

### **Road safety audit**

Many of the objections and concerns about the proposed changes raised in this report are connected to road safety. Although it is considered the proposals will have a positive impact on casualty reduction and level of danger, an independent road safety audit is to be undertaken before the proposals proceed to implementation. To enable implementation to take place from spring 2018, the Cabinet Member is requested to delegate authority to the Strategic Director - Economy, Transport and Environment to proceed with implementation of the proposals, subject to receipt of a satisfactory road safety audit and inclusion of any appropriate changes required to mitigate any concerns raised.

(3) **Financial Considerations** The D2N2 STP has allocated £2.1 million LGF grant funding to Derbyshire projects from the £5.8 million total available for the D2N2 LEP area. Cabinet has previously approved the acceptance of this grant and allocated £900,000 towards the design and construction of the Dronfield and Unstone cycle route (Minute No. 8/17 refers). The grant is profiled for spend during 2017-18 and 2018-19.

(4) **Legal considerations** The grant funding is for the provision of infrastructure improvements and therefore falls within the General Block Exemption Regulations (GBER) in relation to State Aid.

(5) **Social Value Considerations** Sustainable transport investment will provide better connectivity along the B6057 corridor and improve access by local residents' jobs and services. The shared cycle path will improve connectivity to new employment growth sites and will help support the visitor economy by making Derbyshire a safer and more accessible place to visit.

(6) **Property Considerations** A future Cabinet report will be required to approve land assembly associated with works to secure appropriate connections to Peak Resort bridleways.

(7) **Transport Considerations** The Derbyshire Local Transport Plan supports the development of cycling and pedestrian networks. The proposals support the delivery of economic growth associated with new employment and leisure development by seeking to manage travel demand by prioritising walking and cycling improvements within the early build out period of new development.

### **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 and considerations.

(8) **Key Decision** No.

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

(10) **Background Papers** Held on file within the Economy, Transport and Environment Department. Officer contact details - Jim Seymour, extension 38557.

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

11.1 The new, shared-use cycle path on the B6057 between Cemetery Road, Dronfield and Peak Resort entrance at Unstone be implemented as suggested, subject to a satisfactory independent road safety audit and inclusion of any appropriate mitigation measures raised during the audit.

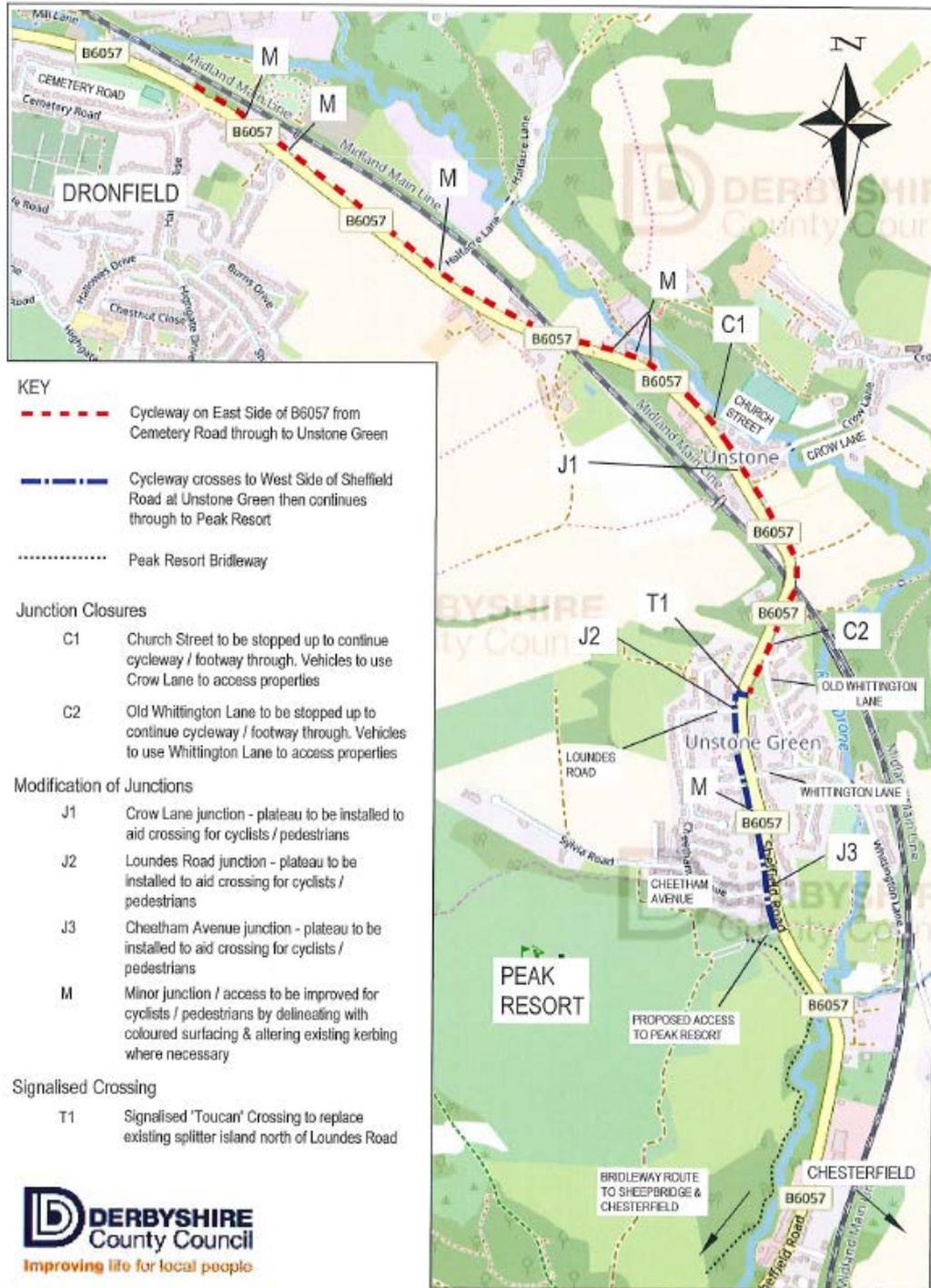
11.2 The Strategic Director - Economy, Transport and Environment be delegated authorisation to implement the proposals, subject to a satisfactory independent road safety audit and inclusion of appropriate mitigation measures raised during the audit.

11.3 Respondents to the consultation be notified accordingly.

**Mike Ashworth**  
**Strategic Director – Economy, Transport and Environment**

Appendix 1 Consultation Drawing

Unstone to Dronfield Cycle Link - Consultation Drawing



## Appendix 2 Consultation Responses/ Officer Comments

Summary of comments from respondents to the public consultation on the proposals and officer comments.

### Key to comment references.

Letters denote individual respondent.

Numbers relate to the number of comments made by the respondent.

### General Comments of Support

Ref	Respondent Comment	Officer Response
A1	Fully supportive of the proposals for the area.	Noted
A2	Support the closure of Old Whittington Lane due to rat-running and speed of traffic.	Noted
E1	Support the proposal.	Noted
H2	Pedestrian cycle link is a good idea, particularly due to speed of traffic.	Noted
K1	Support for the inclusion of the signalised crossing to assist safe crossing of the road for parents accessing Unstone Junior School.	Noted.
M1	What a fantastic recommendation. Fully support the closure of Old Whittington Lane as it was an accident waiting to happen.	Noted.
M2	Having lived in Holland are privy to the health, lifestyle and social benefits of access to cycle/ pedestrian pathways.	Noted.
M3	A fantastic boost for the community. Well done for the fabulous design and for gaining the funding.	Noted.
N1	Excellent proposal, well done for planning it.	Noted.
O1	Looks an exciting project, the B6057 is a death trap for cyclists as the road surface is lethal.	Noted.
P1	Think it's great and cannot wait for it to be built.	Noted.
P8	It would be helpful to also build a similar track on Dyche Lane to the Sheffield boundary at Coal Aston.	Noted. But out of scope for this project.
R1	Pleased that Church Street junction is finally being closed at the B6057 end, as there are safety concerns.	Noted.
S1	It's a positive proposal and one that I welcome as an occasional cyclist.	Noted.
W2	In favour of closing Church Street junction.	Noted.
Y2	The proposal is a good idea and more people would cycle if the facility is installed.	Noted.
Z1	Support for closure of Church Street junction to traffic.	Noted.
AC1	As cyclists, welcome the off road cycle path. Being able to cycle safely during darker mornings and evenings is	Noted.

	essential, and to take the choice to leave the car at home.	
AC2	To join up Dronfield with the Chesterfield Canal and other quieter roads in the area would be a massive boom to the community.	Noted.
AC3	Road surfaces are poor which means cyclists have to cycle towards the middle of the road, therefore the route will benefit car users as well.	Noted.

### Questions/ Concerns and Suggested Design Changes

Ref	Respondent Comment	Officer Response
B1	To consider improved visibility for traffic exiting Cheetham Avenue – due to speeding traffic, but also associated with existing narrow footway and boundary wall. Ensure that location of the raised plateau crossing does not interfere with exiting traffic.	Proposals for Cheetham Avenue junction are described in the main report.
B2	Request for a central pedestrian refuge to cross between bus stops near Whittington Lane.	
C2	Narrowing of the carriageway outside the post office means that parking will disrupt traffic flow. Closing Church Street is supported, but as some customers park here, what facilities will be provided to enable people to turn around?	Comments on proposals for Church Street and the Post Office are provided in the report.
C3	Proposal seems to be aimed at commuters and families, has an assessment been done?	Comments on the business case are provided in the report.
C6	Peak Resort bridleways will require a different type of cycle that can be used on the share path. Queried what are the other leisure sites to be accessed?	Peak Resort cycle route surfaces will be constructed to greenway standards and suitable for most cycles. The County Council is working with partners to develop connections to the wider Chesterfield network and destinations such as the TransPennine Trail.
C7	Queried the proposals for the footbridge across the railway and narrow footpath to Old Whittington Lane?	There are no proposals to replace the footbridge as part of this scheme. Therefore, as bridge parapets are sub-standard in highway terms for cycling, signs will be erected at both ends of the bridge to advise cyclists to dismount. Officers have carefully considered the design of the route in these locations and are satisfied that minimum requirements for widening can be achieved, and are in locations with good forward visibility.
C8	Queried the proposals for the narrow footway near Cheetham Avenue and would it affect crossing refuges?	Officers recommend the retention of the traffic island at this location as it is used by local residents to cross to the bus stop and public house. There is no remaining road space to make the western footway wider so this section will be sub-standard. However, there is good forward visibility in both directions over this section to mitigate any conflict between pedestrians and cyclists.
C9	Where is there a safe access into the Peak Resort facility by bike?	Proposals for the entrance to Peak Resort are provided in the main report.

D10	Queried how a sufficiently wide shared facility will be provided under the railway bridge at Unstone Hill?	Comments about route provision on Unstone Hill are provided in the main report. It is recommended that additional signage and “Slow” text and cycle markings are provided in locations where appropriate to advise cyclists to slow down and to take extra caution.
D11	Queried how cycle speeds on Unstone Hill will be managed to avoid conflict with heavy goods vehicles entering/ exiting the works site?	Officers have carefully considered the design of the route in these locations and are satisfied that minimum requirements for widening can be achieved, and are in locations with good forward visibility.
D12	Concerned that traffic congestion and increased air pollution will be caused by stationary buses as a consequence of proposals to remove the southbound bus stop layby near Dronfield.	Public transport officers have advised that the bus stop is not well used and therefore impact on traffic flows likely to be infrequent.
D13	Noted that residents currently park on the highway verges being proposed for use to create the shared path. Queried what additional parking will be provided for residents?	The scheme will not impact on any existing legal parking arrangements. Additional parking provision will be provided between Loundes Road and Whittington Lane on the west side where traffic islands are proposed to be removed.
D15	Whilst proposing to close Church Street, there are no proposals for a facility to enable vehicles to turn around e.g. refuse lorries or delivery vehicles?	Comments about the closure of Church Street junction are provided in the main report.
D2	Queried how many cyclists and pedestrians will use the route, and given times of austerity, are the proposals based on a robust business case?	Comments about the business case are provided in the main report.
D3	The consultation map suggests a route to Chesterfield, where is the route and how many people use it?	The County Council is currently working with partners to develop a proposal for a new route between Sheepbridge and Whittington Moor roundabout to connect the Dronfield-Unstone route to the wider cycle network.
D5	Queried what are the other leisure sites to be accessed?	See D3, connection to the wider cycle network will enable access to routes including the TransPennine Trail, Hipper Valley etc.
D8	Queried the proposals for the narrow footway near Cheetham Avenue as it is bounded by a stone wall?	See response to C8.
D9	Queried whether the Peak Resort development support the proposal given the proposal will increase usage and maintenance requirements of their bridleways?	The route entry to bridleways within the Peak Resort development has been agreed with the landowner. Diversions to existing bridleways are being provided by the Peak Resort development, but the County Council is responsible for the ongoing maintenance of the bridleway surfaces.
G1	Concerned that the proposals do not segregate between cyclists and pedestrians and requested more detail of proposals to avoid worsening conflicts.	Comments about segregation between pedestrians and cyclists are provided in the main report.
G10	Query about any changes or removal of heritage stone walling alongside the shared route.	No removal of heritage stone walling is proposed.
G11	Query to whether routes through Peak Resort will be maintained and accessible for local cycle users?	Outside of the scope of this project. Peak Resort routes are on the Definitive Map as bridleways. The developer will construct these to greenway standards, and ongoing surface maintenance will be the responsibility of the County Council.

G2	Request for more information about minimising conflict outside Unstone Junior School.	Comments about facilities at Unstone Junior School are provided in the main report.
G3	Query about ensuring visibility for all road users at the Garden Centre entrance?	Where vehicular traffic is likely to be higher e.g. across minor junctions or business accesses, it is recommended that the design includes the use of green coloured surfacing across accesses with associated cycle markings to emphasise the status of the route.
G4	Request clarification on whether the new access being formed south of the railway bridge will receive treatment as a minor junction.	The Yorkshire Water entrance is a temporary feature and is needed for construction work at the treatment facility off Half Acre Lane. There are no plans to install a plateau as the shared route will be reinstated after the water works are complete. However, in the interim, green coloured surfacing will be installed as detailed within the report.
G5	Query about plans to avoid damage to or removal of trees and hedgerows, particularly as the area is green belt.	There are no proposals for general clearance of vegetation. In some locations part of the existing grass verge will be converted to create the shared route. An existing hedge near Cheetham Avenue will be removed, but a replacement hedge will be planted to the rear of the new route. Vegetation at the back of the footway will also be trimmed back to establish the full footway width which has diminished due to encroachment. Some minor trees will also need to be removed to provide an adequate footway width close to the bus lay by south of Cemetery Road and on the downhill approach to the railway bridge.
G6	Query about plans for the cycle route in the layby, south of the nature park entrance.	The shared route will enter the layby, and cyclists directed to use the layby area, whilst pedestrians will continue to use the existing footway. The layby is a low trafficked section and suitable for use by cyclists. The lay-by is open to two-way use.
G7	Query about the width of the shared route and visibility of pedestrians and cyclists under the railway bridge where light levels will be lower. Will the road be narrowed or shared route squeezed into pedestrian space?	Comments on route provision on Unstone Hill are provided in the main report.
G8	Query about the status of the shared route over the existing narrow footbridge across the railway line.	There are no proposals to replace the footbridge as part of this scheme. Therefore, as bridge parapets are sub-standard in highway terms for cycling, signs will be erected at both ends of the bridge to advise cyclists to dismount.
G9	Request that trees in the grass verge, south of 'Hallowes' bus stop in Dronfield are protected as they are an asset to the environment.	There are no plans to remove trees within the section indicated by the respondent.
H1	Request consideration to improving visibility of traffic approaching from the left when exiting Cheetham Avenue and to avoid any impact on pedestrian crossings.	Comments on Cheetham Avenue junction are provided in the main report.
I4	Request for a controlled crossing to access the Post Office due to high volumes of traffic.	A signalised crossing at this location does not meet current intervention criteria. A dropped crossing with tactile paving exists already and this will be replicated in the new arrangement.
K10	What safety procedures are in place for access around Unstone Junior School?	Comments on the proposals at Unstone Junior School are set out in the main report.
K2	How much is the project going to cost?	The budget for the proposal is £900,000.

K3	Is the route a known risk for cyclists?	Two accidents have occurred along the route involving cyclists. One was located at the Church Street junction involving a cyclist using the footway and crossed in front of a turning vehicle. The other was a conflict with a vehicle south of the roundabout junction with Cemetery Road. This represents 15% of all accidents along the route.
K4	Will the use of the cycle path be compulsory or will those that choose to travel on the road be penalised?	The proposals are designed to encourage cycling by more people of all ages and abilities. Experienced cyclists may continue to use the road, but the shared footway will offer a route that will be suitable for a wider range of users.
K5	Can you confirm that cyclists will have to walk across the railway footbridge?	See G8.
K6	Why does the route cross to the western side at Loundes Road and not at the entrance to Peak Resort? The footway appears wider on the eastern side.	The location of the Toucan crossing in the centre of Unstone has been selected to maximise its usage by both the local community and route users – based on public feedback received prior to this proposal.
K7	Will narrowing the carriageway be more effective at reducing speeding traffic than the little effect of the current features?	Comments on the effect of reducing the road width are provided in the main report.
K8	Is the path one-directional and require northbound cyclists to remain on the road?	No, the cycle path will be available for travel in both directions.
K9	Will narrowing of the road make provision for those using Unstone Post Office? Further narrowing will make parking a more hazardous procedure.	Comments on the proposals at Unstone Post Office are set out in the main report. Parking is not permitted on the highway outside the Post Office during business hours.
L1	Use of Cheetham Avenue as a new entrance to Peak Resort is not acceptable. Request that the existing footpath is widened and a new fence and hedge provided at its rear.	Agreed. The recommended design change is set out in the main report.
L2	Loss of the central island near Cheetham Avenue would not be a good idea.	Refer to C8.
P2	Please ensure when sealing off Church Street that bikes can get on and off the new track from Church Street.	Comments on proposals for the closure of Church Street are set out in the main report. Access for cyclists will be maintained.
P3	If Church Street effectively becomes a cul-de-sac, it could be quite challenging to create space for vehicles to turn round near the cycle path.	Comments on proposals for the closure of Church Street are set out in the main report.
P4	Concern about the narrow pavement outside Unstone Junior School and query how the path will be widened. Concern about pedestrians and cyclists using the path at this location. Concern about parents parking on the path and request measures to prevent this happening, especially near the bus stop, south of the school up the hill to the railway bridge.	Comments on proposals outside Unstone Junior School are set out in the main report. Parking deterrents will be installed within the verge areas to discourage access to the footway. The area will also be monitored for parking problems post completion.
P5	Request for hedges and overhanging trees to be trimmed north of the Car Wash up Unstone Hill as far as the pub at the end of the proposed route. Concern about use of paths near the lay-by being not usable by pedestrians, let alone being wide enough for cyclists as well.	Adjacent vegetation will be cut-back as necessary as part of the delivery of the project. See G6 about use of the layby.

P6	Request for path surface improvements at the entrance to the car wash, due to it being potholed.	The area will be resurfaced as part of the scheme proposals.
P7	Concern about accessing B6057 from Crow Lane in snow conditions without alternative exit via Church Street. Request for a design that doesn't make it worse, and suggests a plateau for waiting vehicles.	Discussed with the Traffic And Safety Section and a solution to be designed that should not negatively impact on this concern.
Q1	Request for equestrian access to Peak Resort bridleways via grass verges along Cheetham Avenue and new entrance through Peak Resort boundary.	The County Council does not have the necessary land ownership or agreements to be able to consider this route. Alternative access arrangements to Peak Resort alongside the B6057 has been agreed with landowners.
R2	There are many non-resident vehicles that park on Church Lane. Request for a sign for a 'parking for residents only' sign, on closure of Church Street.	Comments on the proposals at Church Street are provided in the main report.
S2	Serious safety concern about visibility and measures to slow cyclists on a downhill section near the car wash site at Unstone, particularly for a vehicle access that has visibility impaired by walls either side.	The shared path has been designed in accordance with highway design standards to provide the necessary route width to enable cyclists, pedestrians and drivers adequate visibility of each other, and minimise any potential for conflict. The design incorporates road markings to minimise conflicts on downhill sections and drives at the bottom of downhill sections. Details are provided in the main report.
T1	Request for more detail to how footway widening would be achieved near Cheetham Avenue, and to request that the traffic island north of Cheetham Avenue is retained.	Comments on the proposals at Cheetham Avenue are set out in the main report.
U1	Resident queried whether yellow lines would be installed outside their residence.	Confirmed to resident that there are no proposals for yellow lining at their property.
U2	Requested more detail of the proposed road plateau at Crow Lane and reason to why Church Street would be closed to traffic, as it is a busy location for traffic.	A photograph of a similar plateau recently installed at Trevorrow Crescent in Chesterfield is provided in Appendix 3. Comments on the proposed closure of Church Street are provided in the main report.
U3	Have heard that a road is being proposed from the B6057 to Callywhite Lane industrial estate which will increase HGVs.	Out of scope for this project. A new road to serve an expansion of Callywhite Lane Industrial Estate is being promoted by North East Derbyshire District Council, but it is not programmed or a funded project at this time.
U5	Queried where the route terminates in Dronfield.	The route will terminate at Cemetery Road and onward direction signing will be provided. The County Council has aspirations to provide further off-road connections in the future.
U8	Request for vegetation to be trimmed back at bus stop near Lane Cott near Crow Lane.	Issue forwarded to public transport officers.
U9	Request for residents parking scheme on street.	Not within scope of project. Resident parking schemes are usually considered across a wider area than individual streets.
U10	Follow up to U1 - resident queried whether yellow lines will be installed on the Crow Lane plateau?	No additional yellow lines will be introduced with the plateau or at the B6057 junction. White lines at the edge and the centre of the plateau will be provided to comply with the Traffic Signs and General Directions as information to drivers.

W1	Queried whether the closure of Church Street junction was temporary or permanent. Favoured permanent closure.	Closure would be permanent. Comments about closure of Church Street junction are set out in the main report.
W3	Concerns about increased parking by parents and teachers on Church Street once it is closed – requested double yellow lines.	Comments about Church Street are provided in the main report.
X4	Query about the level of congestion will there be when the bus pull in areas have gone and the road is down to one carriageway.	See D12.
X5	Query about how the route will be established under the railway bridge, pass the school gates, over the railway bridge.	Comments about Unstone Hill are provided in the main report.
X6	Queried whether the layby near Half Acre Lane will be reduced in width and trees cut down?	The layby will be unchanged. No trees are anticipated to be lost at this location.
Y1	Query whether the route would impact on existing access to driveways.	The provision of the route will not prevent any existing access to properties.
Z2	Queried whether double yellow lines could be installed on Church Street to minimise parking once the junction is closed.	Comments about Church Street are provided in the main report
AA4	Query and concern about whether the cherry trees along the road between Loundes Road and Cheetham Avenue are to be removed?	See response to G9.
AA5	Query to whether the pedestrian refuge at the end of Cheetham Avenue will remain? Concern that removal will increase danger.	Comments about Cheetham Avenue junction proposals are provided in the main report.
AA6	Query to whether houses at Chesterfield Road/ Cheetham Avenue lose part of their garden. Request for more information about the cycleway at this location.	There are no proposals to take land in this location that is not already adopted highway. Comments about the cycle path at Cheetham Avenue are provided in the main report.
AB1	Request that the bus layby on Chesterfield Road is not removed to avoid unnecessary traffic congestion and delay to emergency service vehicles.	See D12.
AD1	Clarification of proposed route in relation to resident's property, as concerned about visibility.	Resident advised of the route which addressed their concerns.
AD2	Queried whether the route was for use in one-direction?	The route would be two-way.

## Objections

Ref	Respondent Comment	Officer Response
C1	Recognise that there is a need for traffic speeds to be reduced (proposed by narrowing the road) and a safer crossing in Unstone provided, the proposals are fraught with outweighing danger issues and the money should be spent elsewhere.	The main report responds to concerns about narrowing the road and safety considerations. The report notes that grant funding cannot be spent elsewhere.
C10	Consider the proposal an ill-thought out plan, would prefer the money to be spent on a new crossing for Unstone village and let commuters who cycle to continue and pedestrians have their pavements back.	The report notes that grant funding cannot be spent elsewhere.

C4	Cyclists who are already commuters are already travelling on the road. These would not use the shared footpath, nor would it be safe due to speed of cyclists.	The proposal is aimed at increasing the number of people of all ages and abilities to cycle. Existing experienced cycle commuters may continue to use the road, but it will offer a safer alternative. Report responds to concerns about cycle speeds.
C5	Consider that the route would be too dangerous for families due to volume and speed of traffic and significant gradients.	Comments are provided in the main report indicating that segregated shared cycle paths improve road safety.
D1	The project should not be proposed on the basis of Peak Resort.	The business case has been made on the assessment of existing and future demographics of the area and not solely on the Peak Resort happening. See main report for more detail on the business case.
D14	Considers that the narrowing of the road will increase peak time congestion and be an increased risk of head-on collisions as vehicles are forced to pass stationary vehicles.	Comments on proposals to narrow the B6057 are provided in the main report.
D16	What other options have been considered, a better option would be to use existing public rights of way via Highgate Lane and Ouzle Bank and be more attractive for family groups.	Comments on consideration of alternative routes are provided in the main report.
D17	Believe that the scheme is naïve, it has fundamental flaws and is unlikely to justify the level of public funding needed. There will be significant negative impact to air quality as a result of increased traffic congestion.	Comments on the business case and impact on congestion and air quality provided in the main report.
D4	The scheme does not improve routes for elderly people to access the post office, the scheme seems to be putting them at increased risk of a serious collision with cyclists at the bottom of Unstone Hill. A crossing is needed for people accessing the post office.	The location does not meet current intervention criteria to install a signalised crossing. A dropped crossing with tactile paving exists currently and will be replicated within the new design.
D6	On what basis do you believe family groups will be prepared to use a cycle route adjacent to a busy arterial route where emergency vehicles travel above 30mph? People more likely to use routes in Dronfield or drive to other routes.	Extensive research shows that segregated cycle routes encourage people more cycling by people of all ages and abilities, including families. The proposals for the route have emerged through consultation with local cycling groups.
D7	What evidence do you have that cycle commuters will use a mixed surface as you propose? They are likely to use lightweight bikes not suitable for Peak Resort bridleways.	Comments on the business case are provided in the main report. Peak Resort cycle route surfaces will be constructed to greenway standards and suitable for most cycles.
F1	Support schemes that are designed to enhance the area and prosperity. However have major concerns about impact on the Post Office, from disruption during the construction phase, and afterwards when the road has been narrowed in this location.	Comments on the impact on the Post Office are provided in the main report.
G12	The proposal seems to be a bad compromise to support private development at a risk to vulnerable footway users. Have alternative routes been considered e.g. via the disused rail line or via Sheepbridge to Dronfield?	Comments on consideration of alternative route options are provided in the main report.

I1	The path is already narrow in places, and feel that it could become dangerous to have cyclists travelling in both directions at considerable speed in close proximity to pedestrians.	Comments on consideration of potential conflict between pedestrians and cyclists provided in the main report.
I2	Making the road narrower will make existing congestion problems considerably worse and increase pollution. This scheme will result in dangerous levels of traffic. For this reason, doubt many people would use it and there are far quieter and safer places where people can cycle already.	Comments on impact of road narrowing and congestion are provided in the main report.
I3	Funding should be used elsewhere e.g. maintenance, improvement of layby near Dronfield, trimming vegetation, and removal of litter.	The report notes that grant funding cannot be spent elsewhere.
J1	Concern about road safety from narrowing the road, given concern about the existing levels of traffic and potential for additional traffic from the Peak Resort development.	Comments on impact of road narrowing and congestion are provided in the main report.
L3	Concerns about road narrowing - overtaking cyclists will be more dangerous, and parking will be major problem and impact on post office business.	Comments on impact of road narrowing are provided in the main report.
L4	Plan has major flaws, other safe alternatives have been taken out of the equation.	Comments on road safety implications and lack of suitable alternative routes available have been made in the main report.
L5	Why not just paint cycleways along each side of the road?	There is insufficient road width to achieve a standard cycle lane in each direction i.e. on each side of the road.
U4	Traffic calming is mentioned, but if anything it will increase traffic pollution.	Comments on impact on air pollution are provided in the main report.
U6	Why have alternative routes not been considered such as the Old Unstone railway track or via Ouzle Bank Farm?	Comments on consideration of alternative route options are provided in the main report.
U7	Please can you tell us what the advantage of this scheme is as it seems to lead nowhere.	This facility is part of a connection between Dronfield and Unstone and more widely between Sheffield and Chesterfield. Other cycle routes are in development to compliment and compelte this wider aspiration.
U11	Closing the end of Church Street is not a problem, but increased traffic associated with this is.	Comments on the closure of Church Street junction are provided in the main report.
U12	Regarding pollution, many Councils are getting rid of speed humps, which the plateau on Crow Lane is by another name.	The plateau is to be installed close to the junction and the effect on vehicles will be similar to what they do currently as they approach the junction. A similar plateau installed at Trevorow Cresent in Chesterfield has changed driver behaviour where motorists are more likely to give way to pedestrians and cyclists than previously.
U13	The turning into Crow Lane is very dangerous and will cause further problems if you carry on with this cycle trail.	Comments about Crow Lane junction are made in the main report. Proposals will improve visibility at the junction.
V1	The B6057 was a main road and took a lot of traffic and narrowing it would make it more dangerous.	Comments on road safety implications from road narrowing are made in the main report.

X1	Not considered social impact, increased congestion, safety aspects of increasing pavement size and reducing road widths.	Comments on road narrowing, congestion and road safety are set out in the main report.
X2	None of the proposals seem practical given restrictions e.g. boundaries, walls, existing pavements and not clear it would be adequate for increased use of traffic.	Comments on road narrowing, congestion and road safety are set out in the main report. The context of additional traffic accessing the Peak Resort development via local roads has been subject to an approved Traffic Impact Assessment by Chesterfield Borough Council as part of the planning consent for the development.
X3	Mixture of cycles, dog walkers, children and pedestrians is unsafe and putting alongside a busy trunk road is not sensible.	Comments on pedestrian and cycle conflict, and road safety implications of segregated cycle paths are provided in the main report.
X7	Need to come back to residents with more detail about main pinch points and what the path widths will be at different points.	We have met with all the respondents that requested more detail following the consultation.
X8	Why do we need this now when Peak Resort is at least 3 years before completion and any meaningful occupation?	The bridleways through the Peak Resort site provide a connection through to the A61 corridor and wider cycling opportunities around Chesterfield. The facility is not dependent upon the Peak Resort development itself but needs the bridleways to make onward connections.
AA1	More consultation information is required before I decide to object.	All residents have received the same information. Some, such as this respondent, have also had a more detailed response.
AA2	Cyclists are expected to dismount at the railway bridge, they will continue on the footway as now, putting pedestrians at risk.	Please see the response to C7.
AA3	Most cyclists will not dismount at the Loundes Road crossing to activate and wait for the green light to cross. They will continue on the pavement or drop onto the road.	This is currently not an issue as the facility does not exist. The County would have to determine user behaviour once the facility opens for use.
AE1	Resident had not received consultation material and was concerned that residents had not received the consultation to avoid receiving disagreements.	The consultation leaflet was hand delivered to approximately 650 addresses. It is possible that discreet properties were missed if the route of access was not clear from the highway. The respondent was contacted and an offer made to post a leaflet to them if they gave their address. No response to this offer was received.

**Appendix 3 Photos of Trevorrow Crescent Plateau, Chesterfield**

The two photos below provide an example of the raised plateau crossings proposed across Crow Lane and Cheetham Avenue in Unstone.

