

DERBYSHIRE COUNTY COUNCIL

CABINET

20 December 2018

Report of the Strategic Director – Economy, Transport and Environment

**LOCAL GROWTH FUND PROGRAMME – UPDATE AND PROPOSALS
FOR WHITTINGTON MOOR ROUNDABOUT (HIGHWAYS, TRANSPORT
AND INFRASTRUCTURE)**

- (1) **Purpose of Report** To advise Cabinet of the progress and issues regarding planned improvements to Whittington Moor roundabout and implications for external funding and the Council's capital programme.
- (2) **Information and Analysis** Cabinet has received a number of previous reports on projects supported by the Local Growth Fund (LGF) programme of the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP). These include Buxton Crescent and Thermal Spa, the (now completed) Seymour Link Road at Markham Vale, Ashbourne Airfield Industrial Estate expansion and the Woodville-Swadlincote Regeneration Route.

The largest LGF contribution to Derbyshire projects (£16 million) is available for the A61 Growth Corridor Strategy, subject to completion of full business cases. The LGF will be supported by an additional £4.82 million local contribution, including Section 106 monies and Local Transport Plan monies. An update on delivery against the Strategy was most recently reported to Cabinet at its meeting of 11 October 2018 at which, a revised programme and Investment Strategy was approved (Minute No. 247/18 refers). It was also reported that the Cabinet Member for Highways, Transport and Infrastructure would receive a separate report on Whittington Moor roundabout, one of the key priorities in the A61 Strategy, now the subject of this report.

Cabinet will be aware from the October report that the overarching A61 Growth Corridor Programme is designed to bring forward key regeneration projects (new jobs and houses) at the Avenue site, Wingerworth and Chesterfield Station. It also seeks to manage the demand for travel generated by these and other developments adjacent the A61 such as Peak Resort, Waterside etc through providing better infrastructure for walking and cycling and through 'intelligent' traffic management. The signalisation of the Whittington Moor roundabout formed one of the key projects in this broad programme.

Planned improvements to the operation and road safety of Whittington Moor roundabout have been a long-held aspiration of the Council, having first been included in the Local Transport Plan 2011. Since this time, funding opportunities have been sought to help deliver these improvements. The substantial nature of the potential improvements (e.g. grade separation such as flyovers and underpasses) require significant amounts of money and there has been limited Government funding available for such work over the past few years. However, in efforts to address the increasing levels of congestion, delay and road safety issues at the roundabout, a number of interim and lower-cost improvement schemes have been explored and assessed.

These have included an unsuccessful bid to the Government's Local Pinch Point Fund in 2012 which was aimed at addressing bottlenecks on the local highway.

In 2013, LGF grant became available and agreement in principle was secured from this fund to support some moderate improvements at the roundabout. Road Safety Audits were carried out on the various, potential improvement schemes put forward, each identifying issues which needed to be addressed.

Of the numerous options considered, and against a background of increasing traffic levels, it was evident that none of the possible options could be introduced without some management of traffic over a wider highway network.

Over the last year, therefore, a signalisation option for the roundabout with associated traffic management at Sheepbridge and nearby roads has been designed and views sought from stakeholders over its acceptability.

The remainder of this report provides details on the proposed scheme for Whittington Moor, current delivery issues and proposals for moving forward

a) Proposed Improvements at Whittington Moor Roundabout

The Whittington Moor roundabout is one of three roundabouts along the A61 Chesterfield Inner Relief Road for which the County Council has been responsible since the road was 'de-trunked' in 2002. Over the intervening period two other roundabouts at Horns Bridge and Lockoford Lane have been improved through the installation of traffic signals, providing road safety benefits and also better control of queues and delays.

Similar improvements at Whittington Moor roundabout to address existing levels of congestion and road safety issues have been planned for six years and recently, have been subject to successful bids for external funding from the Local Growth Fund. As a result, a provisional grant offer of £3.24 million has been made from the LEP towards an appropriate improvement scheme (ring-fenced within the £16m A61 Growth Corridor programme), subject to a suitable business case being evidenced and monies being spent within an agreed timescale (by March 2020).

Whittington Moor roundabout is one of the more complex and well-used junctions on the northern section of the A61 corridor. It has a total of six entries and exits, some very short distances apart with limited capacity on some exits. The speed and volume of traffic approaching the roundabout from the A61 is also high and at peak hours, waiting times of up to four minutes are experienced.

Given the technical design complexity of the existing roundabout, substantial investigation and traffic modelling has taken place by external experts over the last six months or more on potential options for a suitable improvement scheme. It is important to note that in order to take advantage of the available LGF grant, any design solution needs to demonstrate a sound 'value for money' business case, particularly in relation to its effective impact on reducing journey times.

The numerous scheme options that have been explored have confirmed that reducing congestion through the installation of signals at the roundabout cannot be achieved without consequence to the entry/exit arrangements. The critical operational problem is the combination of heavy northbound flows on the A61 itself and on the parallel Sheffield Road. If these are to be accommodated without worsening queues on these approaches, traffic released from these entries cannot be held at further signals on the circulatory (roundabout) carriageway. For this reason, traffic entering the roundabout from the B5020, Dunston Road is particularly problematic when seeking a suitable scheme.

Over the course of the summer of 2018, a series of public engagement exercises, including face to face discussions, were held in the local vicinity and views were encouraged from a range of stakeholders such as elected members, businesses, residents, public transport providers, emergency services, local schools, church and health centres.

As a result of the extensive options assessment, the improvement scheme which best addressed the traffic issues and reflected the LGF value for money/ business case criteria proposed to signalise the roundabout and restrict access to Dunston Road through a Traffic Regulation Order. This proposal was shared at the public engagement events and was put forward alongside related improvements to signalise junctions at both ends of Sheepbridge Lane which would improve an alternative route for some current users of Dunston Road. Appendix 1 to this report provides a full analysis of the stakeholder comments received to these proposals, but these are summarised as follows:

The public engagement events were very well attended and resulted in a total of 389 responses were received via questionnaire, 87% of which were residents, 11% local businesses and 27% workers within the Chesterfield

area. A petition of 1,352 names was also received as a direct result of this proposal.

The vast majority of the questionnaire respondents (67%) agreed that improvements to the roundabout were necessary to ease congestion and expressed particularly concerns over the speed of circulating traffic and lane discipline.

However, strong views were also expressed regarding the proposed closure of Dunston Road entry and exit, along with the impacts of displacing Dunston Road traffic onto other local roads, including St John's Road, Peveril Road and Stand Road. The time, distance and inconvenience of alternative routes for displaced traffic was expressed strongly, as was the potential negative impact on local businesses, expressed by the Chamber of Commerce and amenity impact for local residents. Issues regarding the proposed limited access to the school, church and health centre was also well articulated. Similar issues were raised in the petition, along with concerns over air quality and impact on road safety and residential amenity.

In addition to the proposals to restrict access onto Dunston Road, further improvements to signalise the Sheepbridge Lane, and introduce traffic control at the Stand Road/Sheffield Road junction would add to cost to the overall scheme but would not necessarily provide commensurate benefits. For example, signalisation of the Stand Road/Sheffield Road junction would possibly be necessary for road safety reasons but could produce additional delay for traffic on Sheffield Road. This would negatively affect the value for money business case for LGF grant.

The strength of concern expressed by local residents would likely result in strong objections being placed on any subsequent TRO (a necessary statutory procedure required for a scheme of this nature) and potential public inquiry. Whilst this activity has been anticipated and programmed, it does put the overall delivery timescales in serious doubt, which is not in the best interests of the LGF programme.

On balance, whilst a suitable improvement scheme can be technically achieved at Whittington Moor roundabout that would reduce queues and delays and would improve road safety it is likely these would not be substantial enough to maintain a strong business case to satisfy external funding criteria once additional costs and potential user disbenefits are taken into account. In addition, given the likely objections to any subsequent TRO, it would not provide certainty of spend in the LGF programme. It is therefore proposed that a recommendation be made to D2N2 to remove Whittington Moor roundabout from the LGF programme.

However, to ensure the LGF programme continues to deliver and meet its overall delivery targets, Council officers are being tasked with exploring other potential schemes to present to the Infrastructure Investment Board (IIB).

Notwithstanding the above, conclusion in relation to an LGF-funded scheme at Whittington Moor, there are still highway network issues which remain to be resolved that could potentially be funded from local sources. These are set out below:

b) Whittington Moor Interim Scheme

Having full regard to the above, and specifically to the feedback received from local residents and businesses, further work has taken place to develop options for smaller-scale, lower cost solutions that would provide some amount of respite to the congestion (waiting times and road safety) at Whittington Moor. Potentially, this could include:

- Some kerblin alteration to achieve smoother exits from the roundabout but better deflection of entries, hence reducing the speed at which some traffic enters the circulatory carriageway.
- Introduction of improved lane markings and signs on the roundabout, intended to guide users to be in the correct lane for their intended exit, reducing lane changes and the potential for accidents on the roundabout itself.
- Improvement to 'at-grade' pedestrian crossing options and bus facilities on Sheffield Road, recognising the importance of the locality as an 'interchange' by the bus services stopping here.
- Improvements to walking, cycling and public realm infrastructure within the underpasses and central island which accommodate these.
- Signalisation of junctions at each end of Sheepbridge Lane to be programmed independently of any Whittington Moor roundabout, funded from a combination of the A61 Growth Corridor Strategy LGF, Local Transport Plan capital programme and developer contributions. These are important network interventions in the context of existing highway problems, particularly when considered against the backdrop of significant planned housing and employment development in the area. It is recommended these improvements proceed as planned.

Currently, a budget of £1.62 million is identified in the Economy, Transport and Environment Service Plan for 2018-19 as "[local] contribution to support delivery of D2N2 Local Growth Fund transport infrastructure improvements, including partial signalisation of the A61 Whittington Moor roundabout". It is proposed this existing scheme and funding proposal be amended to support the much-reduced, interim improvement scheme outlined above instead i.e. "the design and delivery of an traffic improvement scheme at the A61 Whittington Moor roundabout". It is recommended that the budget of £1.62

million be retained in full initially, with any savings being re-allocated in due course within the Local Transport Plan programme.

c) Whittington Moor Long-Term Options

Members will be aware that over the long term, a major improvement scheme for grade-separation at three roundabouts on the A61 Chesterfield Inner Relief Road (Whittington Moor, Lockoford Lane and Horns Bridge) is identified as a future scheme in the Derbyshire Local Transport Plan.

Such a scheme will inevitably require significant investment and to this end, an announcement is expected from Government over the definition of a national Major Road Network (MRN). The MRN is intended to form a top tier of local authority roads eligible for support from the National Roads Fund and typical would include classifications of roads such as the A61.

The Autumn Budget, 2018 has allocated £3.5 billion of this Fund to local roads over the period 2020-25 from which grants for MRN projects will be drawn. Although the defined MRN has yet to be confirmed by Government the draft consultation version released earlier this year identified a number of Derbyshire roads, including the A61, as potential schemes and there is no reason to expect this will change in the final version.

Initial assessment and sifting of potential schemes will be carried out through regional evidence bases, which for Derbyshire, will be carried out by Midlands Connect as the relevant sub-national transport area. It is therefore proposed to forward the grade separation of the three A61 roundabouts to Midlands Connect as a possible MRN scheme.

It is important for Cabinet to note that the extent to which the National Roads Fund for MRN projects will need to be supported by local contributions at this stage. However, no commitment to any funding is being made at this stage and without inclusion as a potential funded project, there will be no possibility of a funded scheme coming forward.

(3) Financial Considerations The County Council's existing commitment to any scheme at Whittington Moor roundabout falls within the Economy, Transport and Environment capital programme as scheme number C-15-0010-01-01. The proposal to not pursue LGF grant but undertake smaller-scale highway improvement works in the manner outlined above will result in no additional commitments against County Council budgets.

(4) Transport Considerations The assessment of impact on highways and transport matters are fully embedded in the recommendation of this report.

(5) **Environmental and Economic Considerations** The impact of the original proposals for A61 improvements on local residents and businesses have been considered in this report and are reflected in the resulting recommendations.

Other Considerations

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, health, property and social value considerations.

(6) **Key Decision** No.

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

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

(9) **OFFICER'S RECOMMENDATIONS** That Cabinet:

- 9.1 Notes that the A61 Whittington Moor roundabout scheme is proposed to be withdrawn from the Local Growth Fund programme of the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP).
- 9.2 Notes that programmed schemes for improvements at Sheepbridge Lane in Chesterfield will proceed as planned.
- 9.3 Agrees the inclusion of potential longer-term major improvements at Whittington Moor, Lockoford Lane and Hollis Lane in the County Council's initial submission of potential Major Road Network projects to Midlands Connect.
- 9.4 Agrees to the re-allocation of the existing £1.62 million local contribution to a revised Whittington Moor scheme within the existing Capital Programme to support "design and delivery of an improvement scheme at the A61 Whittington Moor roundabout".
- 9.5 Notes the undertaking of work to explore potential alternative schemes suitable for Local Growth Fund grant to be put to the Infrastructure Investment Board for approval.

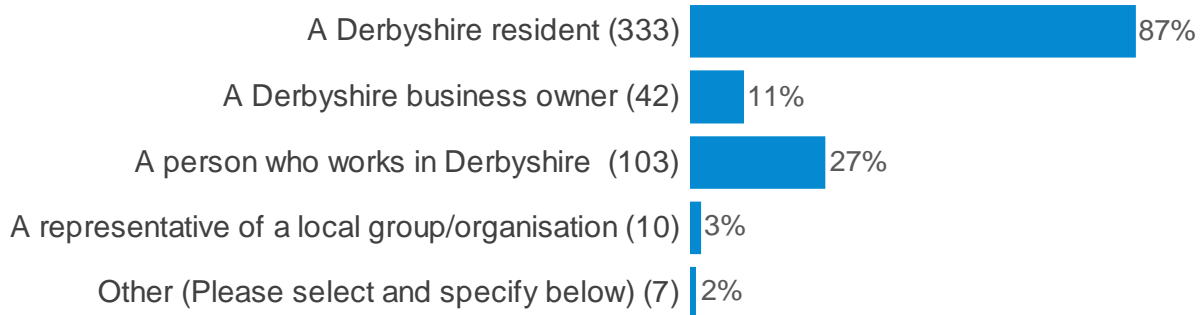
Mike Ashworth
Strategic Director – Economy, Transport and Environment

2016 DCC General Survey Template

This report was generated on 27/09/18. Overall 389 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

Are you answering this questionnaire as:



If 'Other', please specify:

Chesterfield taxi driver

Ex resident, but frequent visitor to see family

I have family in Chesterfield.

Come from Chesterfield originally. Family still there so visit quite alot

WORK ON DUNSTON ROAD, ALSO WORRIED ABOUT TRAFFIC ON RACECOURSE ROAD

Government approved driving instructor working in Chesterfield

Parent & governor at local school

If you are answering on behalf of a local group/organisation please provide the name below:

Cavendish Junior School

also Newbold Parish Church

I am Stuart Brittain DCC Councillor for Brimington ,Tapton and Hollingwood and am answering regding the implications for this.

Whittington Moor Methodist Church

Gilbert Heathcote Infant School

Whittington Moor surgery - Doctor and part owner of building

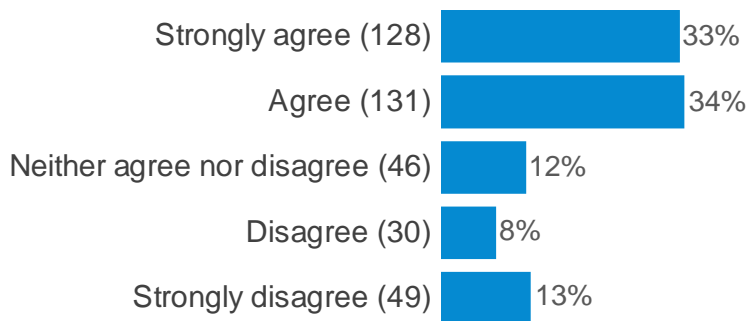
UKIP Chesterfield, Bolsover & NE Derbyshire branch

East Midland Chamber

Chesterfield and District Association of Driving Schools

1st/2nd and 3rd/4th Derbyshire Cubs and Scouts

2016 DCC General Survey Template

Improvements to the Whittington Moor Roundabout are required to ease congestion**If you 'disagree' or 'strongly disagree' please explain why:**

I think the improvements are needed to the roundabout but my issue is I don't think the impact in the local community of these changes has been properly considered - if at all. For example I'm sure the traffic model you have run shows a huge improvement to the roundabout but has it been run to show the increase on the volume of traffic around the Stand Road area - where there is a park and lots of children is increasing the flow of traffic around there the best thing to do?

People just need to learn how to use the roundabout, what about closing sheepbridge from going into Dunston Road? And stop people from sheepbridge parking on racecourse road!

No consideration has been given to residents who use Dunston Road to access Whittington. The 'improvements' to the road layout for the new Peak Resort are not conducive to any extra traffic. With traffic lights it will be possible for you to be the only car waiting for five minutes to enter the roundabout and at peak times only 3 vehicles will be able to enter the roundabout, similar to the Horn's Bridge experience. This scheme only appears to only be of benefit for passing traffic not residents.

Why isn't the option of building a flyover or underpass for traffic going straight over the bypass being thought of

Your own words say the proposal has been selected because it is the option "thought" most likely to succeed. Spending £5m of taxpayers money on something you "think" may work in a time of cutbacks and budget strains is a ridiculous waste of money. If the problem is traffic speed, then reduce it to 30mph, with a camera or two and repaint visible marks on the roundabout. To jump in with a £5m project before trying easier, cheaper and quicker alternatives first is a complete waste of money.

I don't think congestion comes into the frontline safety is the main reason why improvement should be made.

Volume of traffic on Racecourse Road would be increased and residents living on St Johns Road (lower) would not benefit

Went to Consultation on 4th August 2018 at Methodist Church-Discussed with AECOM representative that the representation of the traffic flow was unrealistic and based on the current roundabout at Hornsbridge island the traffic flow at peak times with the on island traffic light gates does not work. The main priority is for the through flow on A61 to Derby/Sheffield. The issues are that the interconnecting other accesses not Dunston are congested and the cars tail back at the traffic light gates .

The very fact that you've shut, again, the junction of Dunston Lane onto Foxwood Industrial estate means that EVERYONE has to go on the Whittington Moor roundabout causing more and more congestion. It has cost me more in time, mileage and petrol due to road closures since last year due to the new housing development.

2016 DCC General Survey Template

If you 'disagree' or 'strongly disagree' please explain why:

I personally have no issue with this round about I go on it sometimes 20 times a day. The problem is with people not using it correctly. The traffic is also not bad even during peak times. I run a local business on Sheffield Road and closing Dunston road will have a dramatic impact on my business something you have clearly not taken into consideration. A lot of our deliveries take place on that road and will take us twice as long to drive round and impact our sales potentially shutting us down

This is going to cause more traffic flow, to the surrounding routes & make built up areas a rat run and dangerous!!!

There is a maximum of 10 minutes delay along Dunston Road to the roundabout at peak times. This is not a significant problem.

I work off Dunston Road and live off of Avenue Road on Whittington Moor. Yes there are busy times when approaching the roundabout e.g 4:30 - 6:00 pm but I only ever have to wait 5-10 minutes to get on the roundabout which I think is perfectly reasonable for rush hour traffic and therefore does not justify the proposed spend on this project. Significantly longer waits are experienced in other towns/cities and I have never considered the volume of traffic at this roundabout to be a problem.

Traffic lights will only add to congestion. That evidence is clear when looking at the horns bridge roundabout. Traffic flows better when the lights are off.

Access restricted from our street to the bypass, other exits of the roundabout forcing us to queue through town adding to already congested areas.

Although it can back up traffic at busy times the roundabout works well, in fact I have more problems and near misses with other vehicles at the Derby Road roundabout which since lights were installed has caused so much confusion as to which is the correct lane. Please do not install lights at Whittington Moor as this will have all the same problems. I suggest you evaluate the traffic flow and accident rate at Derby Road first and see what the figures look like compared to Whittington Moor.

I think the proposals will make the queuing longer

With the closure of Dunston Road diverting traffic to roads already busy in residential areas.

shutting Dunston road just puts more pressure on the little roads and to schools

5 Million on a roundabout seems a bit excessive, steps need to be taken such as improved signage on each approach to the roundabout, and better road markings on the road. Yes Dunstan Road is probably not the best but adding slip roads to A61N would help as this would add a 3rd lane. I don't believe making this a bus only entrance onto the motorway would benefit, as your just going to move congestion elsewhere, especially when the new development at sheep bridge is finished!

Will make drive times longer to and from work. Will cause congestion in other places around the area at peak times

Shutting off a Dunston Road, a major road that is busy is ridiculous. Why not put a 10 mph speed limit on roundabout, that wouldn't cost much! It will put extra traffic into surrounding residential streets.

Yes improvements are needed but it is not the congestion that worries me it is the speed of the motorist who use it like a race track and if anyone is to get out on to the roundabout they have to become racing drivers too. A flyover is the best solution. I strongly disagree that the traffic be diverted by the proposed routes. I also disagree with the yellow lines around that area as this will create serious problems with the Doctors, Church and the School or are we going to have to close that?

the issue here is the traffic both ways on the A61. A solution for that needs to be found and funded. it is unacceptable to move the queues of traffic and the problem of too much traffic into residential areas causing rat runs through estates that are populated with children. Originally it should have had a flyover, I am old enough to remember that. Find the money for that or a road bridge over the hole in the road /or under the road.

Rush hour is a fact of our lives today. Instead of spending a bit of money now a plan should be made for in another 5 years from a saved pot of money.

2016 DCC General Survey Template

If you 'disagree' or 'strongly disagree' please explain why:

Take the bypass under the roundabout , surely this is the best option.

Closing of Dunston Road will merely result in more traffic travelling through sheepbridge estate, Old Whittington and Whittington Moor as means of getting to the roundabout. I also fail to see how traffic lights will ease congestion. Take the Hornsbridge roundabout as an example. This roundabout already has traffic lights and can often cause traffic to gridlock up Derby Road and beyond Storforth Lane, let alone half way back along Chesterfield bypass.

Congestion is not the problem - lack of knowledge of how to drive on the roundabout is the problem, coupled with people not knowing other routes they could take instead.

Congestion at the round about is a perfectly normal level for a large round about that connects a large commuter town to a major city

Have never had a problem with the roundabout and feel if speed limits were properly enforced then you would get the speed of cars around the roundabout down. We have already seen how traffic lights at other major roundabouts in Chesterfield, such as Hornsbridge, have created additional queuing for drivers.

Lights will only back traffic up.

How many buses have seen coming down. I live near the roundabout for 40 years and have only seen 1. No speed limits have ever been put on the roundabout since it was built on any of the roundabout since it was built on both directions and that is what caused the barriers to be crushed. This needs doing immediately.

I do not feel traffic lights will ease congestion. Look at hornsbridge the roundabout flows better when the lights are out of use. This will cause more congestion onto Whittington moor as cars will go via racecourse and stand road to join Whittington moor to get to places like old Whittington including myself as this would be the easiest option and less miles for someone like myself whose GP practice this will affect and childrens school. Will have an effect on doctors and community nurses.

Traffic lights on the roundabout would only increase the queues to get on the roundabout

I work on Dunston Road and the traffic leaving in the evening is already bad. Forcing traffic onto local roads in order to get back onto the A61 will drastically increase travel times and pollution from waiting cars to the local residents. The only route if heading south goes straight through residential housing estates before rejoining at Tesco and are not suitable for the volume of traffic they would be expected to take.

You will just be pushing the congested traffic towards other already congested areas in the area. Where do you expect this traffic to go?

BLOCKING THE ACCESS FROM DUNSTON ROAD WILL NOT EASE CONGESTION BUT ADD TO IT. THE TRAFFIC FLOW WILL WORSEN, BY DIRECTING THE TRAFFIC SOLELY TOWARDS SHEEPBRIDGE OR INDEED TOWARDS THE RESIDENTIAL ROADS AROUND DUNSTON ROADS WHICH ARE ALREADY CONGESTED.

Will put more traffic from dunston and newbold into estates

Education of drivers will be more effective

The impact on surrounding residential areas, creating rat runs and increased danger to residents.

Limiting access to round about will affect business also traffic lights on round about don't help the traffic flow always the one at Derby Road is often blocked solid

all you will be doing is pushing the congestion to another area of chesterfield

Because it's not going to help anything just make more traffic

I work on Sheepbridge industrial estate and it will cause a huge inconvenience for me to get home, there is no way I can get home other than via Whittington Moor roundabout.

I think the proposals will just move congestion elsewhere

Congestion won't be eased it will purely be moved to a more congested area

2016 DCC General Survey Template

If you 'disagree' or 'strongly disagree' please explain why:

This is going to add more congestion onto surrounding roads and roads even further away due to re directing traffic

Has anybody monitored the normal level of evening traffic on Dunston Road in Term Time? There is always a queue for the Dunston Road exit onto the A61 roundabout and if you go the other way, on a bad night you will be queuing to get onto the Sheepbridge Trading estate and on a good night you get as far as the Snap Cabin! Add the additional houses and a 15-20 minute nightly queue could be 30+ mins. So the traffic will be turning up the Racecourse Road - this poses a risk to pedestrians/school ch

I disagree with the changes being proposed it will make no difference to the congestion problems. All the alterations will do when they go ahead will push more traffic (DCC statement) onto the surrounding residential streets where children live and which have already been traffic calmed with speed humps. The whole of Newbold is going to be horrendous and pollution levels will skyrocket.

traffic lights cause congestion and build up of traffic. there will be queues of traffic building up at each section of lights

Just going to move the problem elsewhere ie local streets to the roundabout

Only money spent by the council will improve the roundabout.

The problem is the arterial route that crosses the roundabout. The proposed "improvements" will NOT resolve the problem.

Should have been done properly in the first place.

Closing the Dunston Rd entry to the roundabout will force much more traffic into urban roads - Peveril/Racecourse/St Johns & Stand Rd . These roads were not designed to take this traffic. Recent road closures forcing traffic onto Stand Rd/Racecourse became gridlocked with Peveril queuing from Whitmoor to Highfield lane

No because you are just moving the problem to residential streets. No thought given to the impact on surrounding area.

The congestion is only at peak times and if you are aware of this you can allow extra time for your journey

Making Dunston Rd one way for buses only will cause terrible traffic congestion in the surrounding area.

Because there is not a lot of buses and there is enough traffic on Dunston Lane already, and there is too many accidents already at the traffic lights on Dunston Rd

This has always been a very busy road the improvements to the roundabout will make no difference as the diverted traffic will have to come back onto the roundabout

Current model does not take into account; AECOM data false in traffic movements priority only given to A61 traffic. Traffic will jump lights due to this happening. Collisions will happen due to this failing. Improvements do not consider this

The improvements will cause further congestion to subsequent islands away from Whitmoor. Pedestrian crossing points nearby will cause tailbacks up Sheffield Rd past Proact stadium and beyond. Congestion will be increased!

Traffic from Newbold/Sheepbridge will use Racecourse Rd and Stand Rd where there is a park etc children, animals. Newbold people will have to use this to or from roundabout

Lights have a proven record of increasing queues. It will not improve safety, show your proof, you are taking the cheap short term fix

I disagree because of the road closure on Dunston Road exit. All this will do is move congestion to Stand Rd and Peveril Rd which are already bad enough at peak times. This roundabout is no worse than any other at busy times.

Traffic has to go somewhere

There are more congested areas that need attention first

2016 DCC General Survey Template

If you 'disagree' or 'strongly disagree' please explain why:

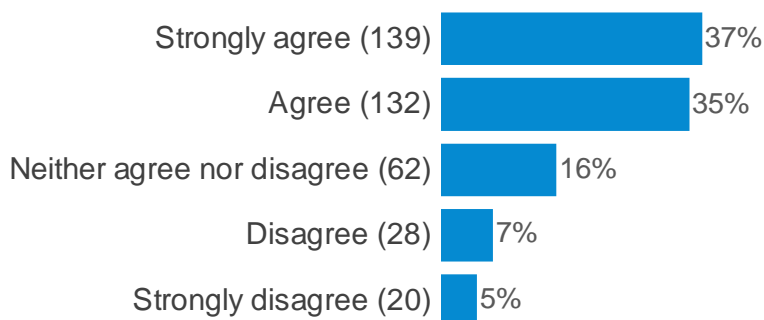
This will cause extensive build up in other nearby areas and cause my journey time to increase significantly

Not allowing traffic, other than buses, to enter the roundabout from Dunston Rd/Scarsdale Rd

Speeding traffic a real problem

A traffic light system will increase traffic build up on the oncoming roads and on the roundabout itself

The reason for high speed on the roundabout is that it is the national speed limit instead of a 30/40 mph limit approaching the roundabout at such high speeds, cameras would be a deterrent. Another issue is the bus stop outside the dance school. This used to no issue, but since the Council moved the kerbs out towards the centre of the road the buses are now stopping in the middle of the road which blocks off the road causing traffic to come to a stop on the island which again stops traffic.....

Improvements to the Whittington Moor Roundabout are required to improve safety**If you disagree or strongly disagree please explain why:**

Hornsbridge is more dangerous

It is not the fault of the roundabout but drivers. Enforcement of speed limits would be more helpful.

Proposed improvements do not seem to be improving matters. As regards to buses is it only the 44A that goes along Dunston Road

The improvements only slow down the risks -the health and safety issues remain as cars will not get in the right lanes as is happening on the local 'Hornsbridge island' and collisions occur due to lane changes. The reported collisions /events putting the case together for the improvements only highlight road safety and the type of vehicles using the routes this is where the danger lies allowing the HGV etc to traffic the smaller narrower accesses to the island.

Traffic lights or not people still speed and are in the wrong lane etc, just take a look at Hornsbridge roundabout.

As above people cannot use the roundabout but people use roundabouts incorrectly all over.

35 minor accidents in 5 years is not a large amount !!! How many of these are cars late at night driving into the barrier due to speeding ?

it fine as it is

I agree work needs to be done but apart from redoing all the road markings to make things clearer, traffic lights will not stop drivers being in the wrong lane or be more impatient waiting for the lights.

Improper driving causes accidents

As above

35 accidents is small given that this is a major road into chesterfield; and the volume of traffic that passes through the route each day.

2016 DCC General Survey Template

If you disagree or strongly disagree please explain why:

There have been as many accidents on the Hornsbridge island which has uses traffic lights but have been synchronized badly and only holds traffic up.

It's more about how people drive that's the problem and the fact it's not a flat roundabout. Find a way to monitor speeds on it.

i have worked off Dunston road and it may be pot luck but during peak times I have yet to off seen an accident on this round about (8-9am) (4.30-5pm)

The safety is only an issue because there are reckless drivers on the road. What would be better would be to install cameras on the roundabout and give points to those drivers or take the licences off people who cause these accidents to make the roads safer for all users.

Reducing the speed limit of the roundabout may improve safety but the biggest issue on this roundabout is the incompetence of drivers on the roundabout. £5 million seems an incredible waste of money when I'm teaching larger class numbers with less support and cannot even get my bins collected when scheduled! I use this roundabout on a daily basis and not once have had safety issues with this roundabout. The biggest danger is hesitant drivers and drivers who cannot follow lanes!

The round about itself is largely fine for a major roundabout. A big issue is on the approach to the roundabout and the speed at which some cars can approach from the bypass

Cannot remember, EVER, hearing of an accident on Whittington Moor, especially fatal/serious ones.

If people can't use roundabouts without lights on they shouldn't be on the road

I have been travelling on this route for may years now and i have never experieneced any danger.

THE EXISTING ARRANGEMENT PROVIDES A SUFFICIENT SOLUTION.

Traffic lights on roundabout I agree will help show traffic coming around the roundabout bit not closing the entrance to dunston lane will be stupid

Only way that roundabout will be safe is if you could slow traffic approaching

I've never seen an issue with this roundabout

Education of drivers will be more effective

I think it would in essence for the actual roundabout but as stated previously would move congestion to other roads and cause rat-runs

Putting lights on the roundabout are all that is required . No further works are necessary . All you will do will be to move the traffic to another area and increase congestion somewhere else

As a user of the A61 roundabout the biggest danger comes from cars entering from Brimington. I can't believe anybody who doesn't use that [Brimington] road for access would want to keep it open. They start from zero onto a steep part of the roundabout with cars coming around at speed - Can't get comment in if I don't press Disagree

The changes that are being implemented in my view will cause more accidents with traffic ignoring red lights due to the increased congestion on the approaching roads. Giving priority to the A61 traffic will grid lock the residential areas there will be more frustration from drivers causing ill judged decisions.

Since traffic lights put on Horns bridge there are so many accidents as drivers do not know which lane they should be in. If drivers drive with care and respect for other drivers no lights would be required putting more traffic on local streets you are not improving safety

There have been NO fatalities or serious injuries at the roundabout.

The proposed "Improvements" are only tinkering around the problem and at best MAY achieve less accidents but will not solve the problem. Closing Dunston Rd will make other roads more dangerous

This plan will make roads surrounding Whittington Moor a death trap so how will that improve safety?

35 accidents on this busy road in 5 years is not a high number

2016 DCC General Survey Template

If you disagree or strongly disagree please explain why:

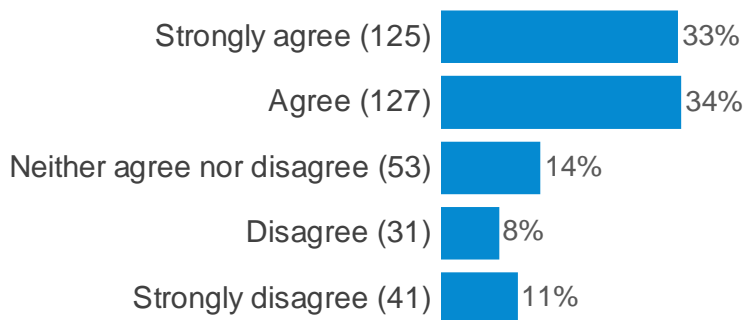
Safety is not the issue, the amount of increased traffic and attracting traffic to this island with these improvements will cause greater congestion. Outer infrastructure roads need to divert traffic away from the island - not too it!

Safety is at further risk with improvements encouraging greater traffic flow. Model (AECOM) does not show extent of impact and model just shows through traffic increased to Sheffield. What about other accesses from Dromfield, Whitmoor, Brimington? Safety is made less to outlying residential areas.

Show your proof show the accidents before and after lights on other local roundabouts

I use this roundabout regularly and it is not the roundabout that is at fault it is some of the people that use it who have no lane discipline and I don't think traffic lights will alter that

Reduced speed will stop accidents

Installation of traffic lights on entrances to the roundabout**If you disagree or strongly disagree please explain why:**

I disagree as priority is been given to traffic on the A61. There will be a build up of congestion on other routes, particularly B6052

Will result in more confusion as seen on the Derby Road horns Bridge roundabout

Due to the rapid increase in traffic and population forecast for the next decade or two in Derbyshire. The money is spent preparing for the future instead of mitigating the problems of the present

They're not needed. Traffic flows as well as can be expected on such a big roundabout. Speed restrictions on the bypasses would be better

Because this does nothing to relieve congestion on the major roads joining the roundabout. It causes traffic to bunch up, resulting in delays to emergency vehicles and much cheaper alternatives can be trialled before this wasteful project goes ahead.

Lights are not needed. Just drop the speed limit on approach and on it, put some hi-tech up to date speed cameras up, SORTED !

The only comparable roundabout in the Chesterfield area is at West Bars. (The Tesco one has less breakout traffic) Because the traffic lights there are not monitored by cameras, jumping the lights on red is endemic. As a frequent user of all three main "bypass" roundabouts I suggest that traffic lights, if not enforced with cameras, will encourage speeding traffic to jump lights and given the high speeds encouraged by the roundabout layout, more accidents will ensue.

The installing of Lights at accesses will cause tailbacks into Whittington Moor both sides-The AECOM representation only show tailbacks on A61 main route--False representation is forcing an ill conceived idea which needs more thought. Spending this money does not remove this congestion which will tail back and cause issues -Moving the health and safety issues into the local community away from the island.

2016 DCC General Survey Template

If you disagree or strongly disagree please explain why:

There are two key safety issues on the roundabout: 1: Traffic approaching without slowing from the bypass onto the roundabout, in particular traffic approaching from the south as vision is restricted and vehicles tend not to slow down from bypass speeds. A 30mph restriction on this section backed by speed cameras would solve this. 2: Vehicles either taking the wrong lane or changing lanes without due care. Clear signage is lacking which indicates the appropriate lane to get in for which route.

Didn't help on Horns Bridge.

This will cause extensive queues much like what is currently happening on the Tesco and Horns Bridge islands. All 3 roundabouts are too small to have effective traffic lights on as only a small number of vehicles are let through at a time meaning that accidents are caused by drivers jumping the lights as they go to red. Lane markings and signage are also unclear and too late for arrival at roundabout as to what lane you should be in.

This is not needed

Traffic lights will have no effect on the volume of traffic, increase the risks drivers take to 'beat them' and unless cameras are installed will still have a significant number going through on red (as at Horns Bridge). Effective lane control (better visible signs showing which lane to get in) and lower speed limit and speed cameras on approach to roundabout from bypass..

will cause massive delays.

Traffic moves fairly freely on this roundabout and as expressed above, any wait time is wholly reasonable for town traffic.

See above. It will add to more traffic, more delays and more chaos. It will achieve nothing except more traffic at peak times and more accidents. See hornsbridge.

Not enough space on the roundabout to allow better movement of traffic.

I am concerned that installing traffic lights will bring the same chaos as the lights on Horns Bridge roundabout do. These do not allow the traffic to flow nor create gaps in fact exactly the opposite.

Traffic lights increase standing traffic times and therefore pollution levels, drivers become irritated by the long wait times especially when there are so many exits. As a driver I feel I am more than capable of negotiating the roundabout as it is with safety using my own judgement.

Traffic lights are proven often to disrupt the flow of traffic rather than improve it.

We have seen how "successful" this was the last time Derbyshire County Council installed traffic lights at the Cineworld roundabout. Congestion has never been worse.

Traffic lights defeat the idea of a roundabout, better lane approach from Sheffield Road would make the roundabout safer, for example for Whittington Hill and junctions past use the outside lane not the middle one. make lane one left and A61, centre lane A61.

A large amount of traffic from the A61 and Sheffield Road passes by Dunston Road to get on to the A61 north towards Sheffield. This is because Sheepbridge Lane is a nightmare to get out of. Improve this with lights and/or a roundabout and see if it improves. The parking spot(s) opposite the turning to Lidl means traffic trails on to the roundabout at busy times when vehicles are waiting to turn right, this needs a filter lane. Lights will not help when cars are still blocking the roundabout.

See answer about.

I believe better signage is required, road markings and layout. If the traffic lights fail then you need a good road layout while the issue is fixed which could take weeks.

The best option would be a flyover not this temporary cheap bodge

A flyover for the A61 traffic makes more sense. There is no disruption to the roundabout, and no bus gate required on Dunston road. A flyover means ALL traffic can flow more quickly and easily, causing less pollution than accumulating standing traffic from all directions to the roundabout. As a resident of Sheffield road, and a business owner on Dunston road, I fear my health is at risk as a consequence of standing traffic.

It will increase congestion

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If you disagree or strongly disagree please explain why:

It doesn't improve flow or reduce accidents in Tesco or Hornsbridge so I don't know how you can make that claim.

I don't think lights will improve flow only slow it .But if you add sub mini roundabouts where you can travel left or right on each exit this would not slow the traffic too much and give you a alternative direct route off the roundabout. This has worked in other locations eg Colchester. See link www.youtube.com/watch?reload=9&v=6OGvj7GZSlo

I think horns bridge is always an accident waiting to happen I've been closer to collision on that and Tesco roundabout than ever on Whitt moor.

Traffic lights definitely aren't necessary on the roundabout as the proposed works would cost so much money and could cause more congestion at all entrances, that when the traffic lights are broken, it would only cause more issues, road works and lane closures.

You say that doing nothing is not an option, but make no mention as to why you have done nothing to improve the poor/non-existent road markings and signage on some approaches to the roundabout, notably from Whittington Hill, causing some drivers to drift across lanes on the roundabout, as they don't know which lane they should be in. If the rate of accidents is really such an issue, surely that should be addressed before anything else, yet there's no mention of it in your proposal.

Take the bypass under the roundabout.

Lights have no impact. Go and visit Hornsbridge roundabout at 5pm from Chesterfield bypass or Derby Road why don't you? And as for safety... Did the traffic lights stop the moronic driver from pulling out on a HGV causing it to overturn?

This will not stop accidents from happening - I have mainly seen accidents occur before the roundabout and on roundabouts already with traffic lights (due to drivers speeding between sets of lights and/or quickly changing lanes between lights).

Traffic lights on all entrances will do little to aid congestion and the main cause of accidents is down to reckless drivers which lights will do little to effect.

Local residents are well versed on how to enter the roundabout given the above-average speed of cars and do not need traffic lights to help them make the decision on when to go. Furthermore, traffic lights on each entrance would just serve to have people queue whilst a few cars from one entrance get the chance to go.

Lights will only cause tail backs. I have worked in Sheffield for over 40 years commuting from Chesterfield every day and I can see what effect the lights have on roundabouts. At least Sheffield switch them on ONLY for thrush hours - the rest of the time the lights are off. PLEASE do this with ALL the Chesterfield roundabout lights. I sit at West Bars roundabout at 7am each morning with the lights on red and no traffic coming round and in the early hours of the morning.

Though cost is a consideration I feel the best option would be to bridge over the existing 'hole in the road' to create a straight through route and feed other roads onto this is - the best way to maintain through traffic flow, which is the main aim? However if traffic lights are the cost option available this MUST be supported by proper lane signage and clear road markings - this is a major cause of problems on Whitt Moor, Tesco and Horns Bridge islands. Road markings are poorly maintained.

It will only increase queues onto the roundabout

Traffic lights will likely make the waiting time longer as they will impede the free flow of traffic. A classic example of this is the change to lights and then back to a roundabout again in Hasland after the awful problems lights caused at peak times and to the local schools.

I don't think Traffic lights will help anything - the roundabout needs a flyover

TRAFFIC LIGHTS ON ROUNDABOUT ENTRANCES LEAD TO QUEUING AND STATIONARY TRAFFIC BEHIND THEM, THUS POLLUTING THE ENVIRONMENT BY RUNNING ENGINES.

2016 DCC General Survey Template

If you disagree or strongly disagree please explain why:

Because the currently plans, especially the plans to close the end of Dunston Road, will do NOTHING but shunt the traffic problems on to the back roads of Racecourse Road and Stand Road, neither Road is great now. Traffic regularly queues up on Stand road on match days, it will just become a parking lot if this idiocy comes to pass

This will increase traffic congestion not decrease it

Create delays due to lag period of light changes - consider the farce of the M1 A38 exit

Better signage would improve which lane people use and improve traffic flow cutting down on people changing lanes halfway round the roundabout.

See about statement

It doesn't need traffic lights, it just needs signs and better road markings to make it clearer what lane to be in and also a reduced speed limit.

Again I can't see it helping anything, just more time and money wasted

It should be a flyover for a61 traffic as this will stop all entrances meeting at one place. A61 traffic continue on without having to hit the roundabout and accessing traffic to a61 on and off as needed via junctions it is major but it is needed.

Doesn't solve the root problem of congestion. Merely back up traffic and does not allow good flow. Flyover is the way.

Traffic lights will only cause more congestion along Sheffield road during peak times

They also cause drivers to jump amber lights as they don't want to wait for the next sequence. Traffic coming off the by pass seeing green and not slowing down because they don't know the junction. Lights wont change the the queuing on the roundabout to get on to Whittington Moor (which happens a lot in the mornings with the buses and cars waiting to exit the roundabout)

I would only agree to the installation and use of traffic lights if they were use PART TIME only; 07:00 to 10:00 and 15:30 to 19:00 weekdays. At other times SWITCH THEM OFF - global warming !!!! Burning electricity and motorist's fuel to hold traffic on what will otherwise be an empty roundabout is not good for journey times nor the environment. Why not put a single lane each way flyover (cars only) too??

Again no consideration is being given to the local people who are going to suffer through these changes not only are we going to suffer more at peak times but also through the day when traffic is lighter and the roundabout normally flows freely we will have increased waiting times. It appears that no consideration has even been given to the idea of part time traffic lights. These have worked well in other areas.

The roundabout is too small to fully benefit from installing traffic lights, never mind the fact that traffic lights on a roundabout is a contradiction in the first place. Very few roundabouts benefit from lights and at best peak-time flow will improve marginally while off-peak flow and pollution from traffic forced to stop and wait will increase considerably. Part-time lights should be considered if a more sensible option can't be funded.

I have no problem with this roundabout. if drivers drive with caution and respect there is no need to spend money on lights. How many years have we been using this roundabout without lights?

Causing more traffic on local streets

There are typically only traffic queues on approaches during weekday morning/afternoon rush hour - relatively short periods. The majority of the time traffic flows well. Installing traffic lights may/may not improve journey times across the roundabout during these peak flow periods. It will definitely increase journey times at non-peak times, i.e the majority of the time. As with many traffic-lighted roundabouts, such as Hornsbridge, the lights will quickly go out of phase and cause delays.

Temporary measure only. Not as a long term solution.

No because this will make matters worse not better.

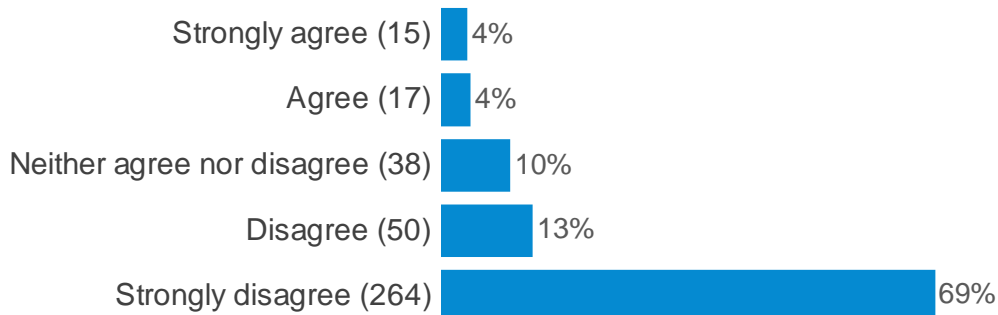
You can't make traffic flow quicker by stopping it.

If you disagree or strongly disagree please explain why:

The traffic lights at the entrances and on the island 'gates' will cause greater congestion, as is the case at Hornsbridge Island. AECOM have not factored this in.

Traffic lights at the entrances on their own is not a problem the gates with lights on island is. The tailbacks with queues at the gates will cause congestion and traffic to change lanes causing collisions. Check Hornsbridge this happens all the time!

Short term fix will cause more traffic on surrounding roads build the flyover

Restricting access to the Whittington Moor Roundabout from Dunston Road for buses only**If you disagree or strongly disagree please explain why:**

The closing of Dunston lane is not acceptable Major business units, church etc will not be supported

A lot of businesses on the Dunston Rd estate, where will the traffic go? around residential areas. Will put off investment in this business area

WTF only 2 realistic exits off the estate and you intend blocking 1 Council run by morons

why do you need a bus gate for 6 buses a day only buses coming from sheepbridge estate would use it Buses not coming from the sheepbridge estate use the bypass to Whittington Moor according to the stagecoach timetable

Its just moving busy time traffic from Sheepbridge etc onto other minor roads which will make it dangerous. Some of these minor roads have lots of children living there

Moving traffic onto local streets

This will only serve to increase traffic on already busy residential streets in the locality and increase traffic on other approaches, such as Sheffield Road, which is already congested. It seems unlikely that improvements to Sheepbridge Lane junctions will be able to deal with increased traffic not only as a result of the Dunston Rd closure, but from new developments underway and proposed in the next 5 years in the Dunston area. This does not seem to have been considered.

I disagree because DCC don't appear to have thought through what is going to happen on the other roads in the area. This is likely to cause more congestion and accidents in the surrounding roads than the improvements to the roundabout (which are clearly aimed at through traffic and not to Derbyshire residents?)

When tapton bypass was built u closed all side roads pottery lane etc, which would have taken a lot of the traffic off the round about now closing Dunston road access will send more traffic on to estate roads polluting residential areas and making it dangerous and in healthy for our children.

No alternative for Dunston Road access to roundabout id offered

I live in the Dunston area and access to all other exits on the roundabout means more detours for me and other residents and will mean more traffic going through residential areas

2016 DCC General Survey Template

If you disagree or strongly disagree please explain why:

7,800 patients registered at surgery. The current plan will require all patients who do not walk to use the roundabout on coming or going journey, increasing journey time. It will hamper urgent doctor visit

What buses? What would be the impact on residents?

This will push traffic onto smaller roads eg Racecourse. Peveril, Stands Roads, which are already congested. It will increase commuter time for Dunston / Newbold residents.

This road is a major artery used by all, traffic only stand for 1/2 hour top at home time! Only 4 busses a day and all traffic would go through residential areas and past school!!

You have not thought about where the traffic will go. Very bad plan

Alternatives should be looked at, even if more expensive. Traffic will re route through local estates and residential streets (even if not directed to) causing, pollution, risk, noise, health and safety threats etc.

This is a dangerous junction. Traffic lights will make it safer. The restrictions will take traffic onto unsuitable streets that the bypass was supposed to take.

Not thought through. Only 4 buses an hour use this access road - restricting car usage will cause chaos in local residential streets.

This will push traffic onto already busy residential roads with increased risk of accident, pollution, noise. See attached sheet {Img_0001 & 2}

This will only send traffic to residential roads and therefore causing congestion elsewhere

Redirecting traffic down the narrower roads, with more parked cars will just move the problem. From a personal point of view, I live at 64 and would much prefer the restriction to start after our house

There will be long and hazardous alternative routes e.g. Stand Rd is full of parked cars, Racecourse Rd/Stand Rd is difficult + road/junction + Broomhall Rd is narrow and has parked cars making access to Whittington very difficult.

Disagree because the existing traffic will go through local estates, causing rat runs and distress to those residents.

This send out negative impressions to those considering investigating in Chesterfield on Dunston's industrial estates, let alone the inconvenience these plans will have on those already working there.

It will cause so much traffic going through the residential streets.

Accident waiting to happen. Alternative routes not suitable for volume of traffic. Proposed routes have high concentration of children and at least one child will end up being killed as a result of this ill thought proposal. Also there are no buses coming down Dunston Rd.

This would serve no purpose. The roundabout will still be just as busy and dangerous and traffic from Dunston Rd would just divert into the residential areas of Newbold making it more difficult and dangerous for the drivers and especially for the people who live there

NO buses run up to Dunston now only works bus early morning and returning tea time with the workers.

The traffic entering the roundabout from Dunston Rd is only busy Monday to Friday at peak times i.e. morning, lunch and tea time

This measure will distribute through traffic onto surrounding residential streets and such traffic is only likely to increase given the new housing development around Dunston that would feed in traffic

All the vehicles coming down Dunston Lane will be forced into a bottleneck at Stand Rd junction and Sheepbridge Lane junction. Totally unfair to all concerned. Think about the impact on residents. Journey times will be lengthened for all. Extra pollution and frustration for all. Please re-think this option.

It will only send the traffic elsewhere then back on to roundabout.

2016 DCC General Survey Template

If you disagree or strongly disagree please explain why:

This will force traffic normally destined for the roundabout up St Johns or Racecourse Rd - already very busy at Peak times. Stand Rd and Peveril also affected. I cannot believe a traffic study has not been carried out for this area. Shortsighted to only look at the roundabout

Because people will use small side streets causing more problems

This will make traffic go down Racecourse Rd, Stand Rd, Peveril Rd which are residential streets. Stand Rd has a park with children's play areas.

Residents in this area need to use this access. People using the facilities i.e. church, school, doctors surgery will find this change difficult and unnecessary

It will be an absolute disaster on already congested local roads where will the displaced traffic get pushed to

As stated in Q2 this will cause traffic congestion in all surrounding routes

Cause they would back up to Racecourse Rd

Traffic congestion on local roads will be made significantly worse

An awful lot of traffic that goes down Dunston Rd is going to end up pouring down Racecourse Rd (which is already clogged up), Stand Rd (a park where lots of children play), Sheffield Rd and Peveril Rd. A lot of industrial traffic on residential streets.

Because that would, mean traffic would go along St Johns Rd onto Racecourse Rd then onto Sheffield Rd. Occupation Rd is a one way system so people living there will have only one way out, the 4 way traffic is bad enough it doesn't need to be any worse.

Only 6 buses a day. Another set of lights need at Dunston Rd. All local roads through residential areas will be congested. So allow as now onto roundabout

It would force South and East bound traffic through residential areas (Racecourse Rd, Station Rd and Peveril Rd) Note . Peveril Rd is already a "rat run" and dangerous enough

Someone else is going to have the doubtful pleasure of the re-routes traffic in an area most probably where there are children

No thought has been given with regard to local residents and how closing Dunston Rd will affect nearby roads. Traffic lights -- yes.

It makes no sense, it is not a major bus route so little impact on that. It will force traffic into "rat runs" in local areas. It does not solve anything, only pushes the issue onto other streets and then other accesses to the roundabout.

There isn't enough buses use this road.

This will affect my ability to access my mothers home who has complex health issues giving me 2 extra miles on way to work daily 10 extra miles per week her home is adjacent to roundabout

Only about 4 buses a day would use the bus. It would make other roads congested.

Only work buses to Sheepbridge about 3 a day. If traffic can't get onto roundabout it is going to make Stand Rd very busy and Whittington Moor back up to the roundabout also it may stop people coming to the shops

This will cause traffic to increase on all local roads e.g. Stand Rd Racecourse Rd

This would help no-one especially the close residents as traffic would just build up on smaller streets nearby which are already congested and difficult to navigate through residents cars etc as it is.

The plan in place will stop the public going to the doctors, church and school in one direction. Plus makes a lot of businesses use residential roads to get home and their trucks

I live adjacent to roundabout but not being given access you might as well block th Dunston Rd off even for buses

Cutting off traffic to Whittington Moor. Making journey times longer. Moving problem to other roads.

2016 DCC General Survey Template

If you disagree or strongly disagree please explain why:

Firstly no buses exit from Dunston Rd. If it can be made for buses public should be able to use it, instead of people from Newbold having to make long detours

Allowing buses only on at Dunston Rd, still have six entrances accessing. Buses and traffic being routed through residential and on to Dunston to Sheepbridge will increase traffic flow through Littlemoor.

The rerouting of this traffic to Sheepbridge will encourage "rat runs" through the back of Newbold through residential and school areas. Where is the funding to make sure these roads are safe with the improvements at Whitmoor?

Hardly any buses on that stretch of road, also making it awkward for residents and businesses

Because it will cause too much congestion on other roads e.g. Racecourse and Stand Rds. I is not a busy bus route as no more than 5/6 buses daily

The proposal to close Dunston Rd and divert traffic to Racecourse Rd and Stand Rd is dangerous and not solving the problem but moving it. There is a park on Stand Rd across from a residential area.

There are no buses using this road. No 44 was taken off years ago. So no need for bus gates. That's why trade on Whit Moor has dropped off. People who live in this area catch buses to go into town by a different route and if they want to go on Whittington Moor they have to catch a bus in town to come down onto Whit Moor and that's usually Whittington bus or X17 that goes on to Sheffield

As Q2

Your only doing this because you know putting lights on will make more traffic so your trying to reduce traffic coming on

Stopping traffic on Dunston Rd will just divert congestion elsewhere on roads which cannot cope with excess traffic

It would take me longer to get to work and back. Restrict me to get to the shops on Sheffield Rd and also the doctors.

This will do nothing to ease any congestion as it only happens twice a day that is once in the morning at 8:30 - 9:15 and 16:30 - 17:30

I need access to Whittington Moor surgery without having to travel up Racecourse Rd, then Stand Rd, then Sheffield Rd etc

My wife is disabled and we need access to the doctors and quick access to the A61 to to get her to hospital without having to drive long way round and probably have to queue on Sheffield Rd

Access should not be denied to Whittington Moor roundabout. All other roads to the roundabout are being allowed access - why not this one

This would force mre traffic onto residential streets, which are not fit for larger vehicles

A large amount of traffic uses Dunston Rd to access the roundabout which would be sent in other directions causing chaos on many residential roads and especially Whittington Moor. The new housing developments in the area will also increase traffic especially at peak times.

Why should it be buses only

Deliveries and pick-ups from Millennium Way will be severely disrupted. We routinely get articulated trucks and access for them will be difficult

Access to B6057 massively restricted. Employees would be unable to access A61 North bound easily. Delivery lorries, including articulated lorries, would be unable to access A61 South or North without affecting local estates.

Where is all the traffic that uses Dunston Rd going to go? How are people who use the Methodist Church, Doctors surgery, school etc going to return home?

This will make other routes more congested and not improve journey times or road safety on minor roads i.e. Stand Rd, Peveril Rd, Racecourse Rd , Dunston Lane.

2016 DCC General Survey Template

If you disagree or strongly disagree please explain why:

By restricting to buses only it will force traffic from Brampton/Newbold down Highfields Lane and Peveril Rd and also Stand Rd which are both school routes. The extra traffic will pose an added risk to school children

The alternative routes suggested would create traffic congestion and "rat runs" in residential areas. According to bus timetable the only bus to enter with roundabout is no 44 - there is only one per hour!!

This will push traffic onto residential areas. This traffic will include HGV lorries that these roads cannot cope with

The alternatives for the area - access A61 via Sheepbridgee is already a pinch point with tailbacks. Dunston Lane is often congested at both ends and narrowed by parking near the new housing development.

If this road is to be blocked off it should include all traffic from doctors surgery church offices and buses.

Congestion, causing rat runs. Pushes safety issues onto surrounding roads.

See Q7

Dunston Rd gives an extra option at peak times; it would only make other areas more congested

Preventing the cars from entering the roundabout is only moving the problem elsewhere

The excessive traffic already there + extra from the new housing estates will diverted and head for the roads already suffering from traffic problems particularly at certain time of the day and night. Peveril Rd will be used more creating more noise, pollution and more frequent accidents. Already my garden wall has been knocked down twice + it is virtually impossible to get of my drive at times

Why should a small amount of buses be given access

It will turn the local roads into rat runs.

I live nearby and it would impact on any journey I take. It would mean I would not visit Whittington Moor to shop, because it would not be local to where I live anymore.

We are a busy GP surgery, dealing with young, elderly, vulnerable and poorly patients. We would be very concerned if our patients have further to travel to access our services. Many patients are on-the-day emergencies and need quick and easy access

Such a restriction/prohibition as (a) monstrous (b) totally unnecessary. I use that junction a lot, in and out. Exiting is NOT a problem for anyone with proper driving skills. Also, in a group of the 'minor' feeds [see not at Q7(b)(ii)] all the 'minor' feeds will equally have started from stationary, so there will be no limited-view "hustle" factor from the by-pass "flyers".

This proposal will cause untold amounts of traffic on Stand Rd and Dunston Rd. Most of the traffic will go onto Stand Rd and back up to the roundabout, causing even more congestion

Traffic exit from Dunston Rd builds up to a standstill peak time only and accident on the roundabout NOT caused by vehicles exiting Dunston Rd

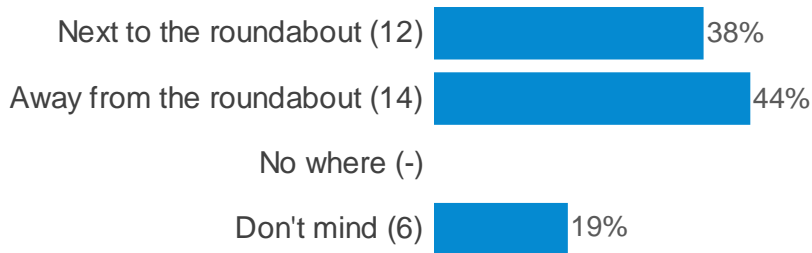
Closure of the road will cause more problems on adjoining busy roads

Surely closing or restricting access will just cause more congestion in the residential areas nearby, thus creating a rat run.

Closing a road in this area is madness. The traffic will have to go into very congested built up areas where the residents are struggling with the amount of traffic already

Has a survey been done on this issue as very few buses use Dunston Rd onto roundabout

2016 DCC General Survey Template

Where would you prefer the Dunston Road traffic restriction?**If you have any further comments you would like to make in relation to the scheme please detail below**

As County Councillor for a nearby seat of Brimington I welcome the fact that D2/N2 funding was secured in the previous administration to improve this dangerous roundabout and would like improvements as a matter of urgency. I am not commenting in my other role as Mayor of Chesterfield. I have been approached, not least by 5 people as I went INTO the consultation event, to sign a petition regarding the proposals to the access to close traffic access for non commercial vehicles from Dunstan lane but have not done so. I regard as this is a matter for my colleague who represents the area, Councillor Jean Innes to comment. I have also been contacted by the Reverend Margaret Mahlou Minister of Whittington Moor Methodist church (who is my Mayor's chaplain) regarding in particular a proposed TRO to install yellow lines outside her church. I have advised her to make this point to yourselves or contact Councillor Innes. Again I make no comment myself on this issue.

Whittington Moor Church (and church hall) have facilities that serve the wider community, with users coming from all directions across the town. Most people will use the roundabout as part of their journey and easy access to and from it are integral elements of their journey time. Closing access to the roundabout from Dunston Road will have a noticeable impact on the other local roads that will be forced to take all this Dunston Road traffic. There are bound to be queues of traffic at busy times on these alternative routes too. By trying to minimise / solve one problem, another is being created. Volume of traffic at busy times is part of everyday life and at least with lights on the roundabout it should be safer. Surely there can be an acceptable traffic flow with adjustments to the timing of the lights once installed. Re-bus only access - this seems odd as there are so few buses each day anyway.

It seems that the main benefit of traffic lights is to allow for four lanes round the roundabout, increasing capacity and flow. I was surprised to discover this, and wonder why it wasn't stressed in the proposal. If the number of lanes is not increased with signalization, then I oppose the plans, as it will slow traffic and extend access times to the roundabout. Ideally, the lights would be part-time, and the time on green dependent on traffic flows in real time. At 2 a.m. and no traffic, flashing amber lights (or no lights at all) might keep violations of red lights to a minimum.

Q6 is missing. I would like my objection to these proposals noted. I attended one of the exhibitions and no representatives were able to answer questions put to them. From Mr. Wild all I got was I have only been in the job 6 months and don't know all the facts. In light of current policies to improve air quality and reduce pollution in residential areas has a study been done on the impact on children's and adult health through all the increased pollution due to increased traffic. I am astounded that it was classed as public consultation when only people on Sheffield Road were notified of this scheme when it impacts more into Newbold. I feel that the local residents and of Chesterfield in general are going to be disadvantaged with these proposals so that DCC can be seen to improve the A61 corridor traffic in line with the HS2 requirements to be able to access further funding, of which Chesterfield will not benefit.

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If you have any further comments you would like to make in relation to the scheme please detail below

Also, if traffic is going to increase north of the roundabout due to proposed building schemes, then surely pushing more traffic in that direction will cause congestion in that area in the future. I am sure that by adjusting the timing of the lights slightly, or co-ordinating Dunston Rd. traffic with that exiting Brimington Rd., a solution can be found that will enable traffic to enter and exit all roads onto the roundabout?

I've got to say this is just another example of choosing the cheapest possible scheme to tick the box of 'doing something' which is prevalent in Chesterfield at the moment. No joined up planning and doing the bare minimum rather than doing the job properly. Rather than putting lights on, Whittington Moor needs rebuilding completely. A traffic light junction would give much better flow than a roundabout and might even free up space. Using this approach you could have a single exit on each side of the A61 which splits once off in to the individual roads. Similarly, on Sheepbridge Lane rather than traffic lights which will add to the delays for the majority, new junctions should be built at either end. I can't see why a roundabout was built at one side of the A61 while the busier junction the other side was left untouched for example and the top of Sheepbridge has been a major problem for years. However, a wider bypass plan for all sides of Chesterfield is sorely needed.

Dunston rd does not need to have its exit blocked surely for one thing a bus does not operate throughout the whole of the day. So closing the road to normal traffic would just cause serious congestion through surrounding residential areas. Planners should realise this. Myself and others I have spoken to are in agreement with not closing the exit.

Build a flyover the problem is the A61 so remove the real problem rather than put a plaster on that wont work

why has no risk assessment been done on local roads We were told at a meeting that none had been done and they would look at the problems when they arise. Very poor. If a risk assessment has been done I would like a copy for Peveril road please.

Please stop wasting money tinkering with the local road network. The money saved from repeatedly changing more minor junction layouts and installing and then changing 'traffic calming' measures could be put to better use. Get it right first time by listening to the local residents.

Doing nothing is not an option. It became clear when visiting the 'roadshow' at WMMC that the effects of this scheme on the surrounding area has not been thought out, as your consultants were unable to answer any questions when we asked them! Closing access from Dunston Road to the roundabout will cause traffic to divert via Racecourse Road and St Johns Road, and probably along Peveril Road to go South. Traffic from St Johns Rd will probably divert down Stand Road to get to Whittington (maybe a few will go via Dunston Lane to go North). This will cause more congestion on Whittington Moor. I understand that HGVs are to be diverted up St Johns Rd. Is this a good idea? St Johns Road is now traffic calmed and not suitable for HGVs (and needs more, especially at the Junction with Dunston Rd). Racecourse Rd is now a B road while St Johns Road is unclassified. This 'consultation' exercise is meaningless as I understand a contractor has already been appointed and I've run out of space here!

Positive suggestions for the roundabout and ease congestion on local streets, please consider: - Take A61 straight through centre of the roundabout, level with the roundabout, with traffic lights, eg A52 Bramcote roundabout. - Block off the bottom of St Johns Road or make it access only (eg Nelson St) so traffic uses B roads instead of side-streets, also increasing safety for local schools. - Roundabout at Stand Rd/Racecourse Rd junction. - Additional (partial) A61 junction between the roundabout & Sheepbridge. - New toucan crossing on Dunston Rd. Thank you. St Johns Rd is narrow with houses having little or no front gardens, no driveways and on-street parking, so is highly unsuitable for increased traffic, especially HGVs. The Dunston Rd/St Johns Rd corner is notorious for accidents. A serious accident happened today when a car went across the pavement smashing into private property. Luckily no one was on the pavement at the time, but school children could have been injured.

Having will in centerfield highways for 24years i think in my opinion opening side roads would make more sense than closing Dunston road

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All 3 facilities on Scarsdale RD - school, health centre, church - are essential and staff/customers need to be able to access them with ease - no delays. 6 seconds on green (traffic lights) are nowhere near long enough to access the roundabout.

Please do not restrict the Area of Dunston Rd outside Whittington Rd Surgery in any way. Increasing traffic will increase our already above average cases of Chronic Obstructive Pulmonary disease due to pollution, as well as our already 3rd highest in N Derbyshire mental health illness. We require urgent ambulance access, ability for doctors to urgently go on on-call visits - we have a 40 bed dementia nursing home in Old Whittington. Do not put double yellow lines outside the church - patients park here (there is no facility to build a 2nd tier of car parking on the surgery car park).

1 Why has this been done when most people are on holiday? 2 No impact assessment on the Newbold and Dunstone traffic has been made. 3 No other proposals have been put forward. 4 A 6 way traffic light scheme is perfectly possible. 5 DCC complain about CBC being underhand about transferring responsibility of roads to Sheffield. We expect you to be transparent. 6 Increase consultation period until Oct at minimum.

A flyover in the future is the best solution. Light controlled junction needed on Stand Rd / Whittington Moor junction. Only 2 buses a day would use the bus gate, therefore it is pointless. HGVs should not be using St Johns RD currently but they regularly do. Better signage/restrictions needed. Closing Dunston access would put far too much pressure on Sheepbridge & other routes, which already struggle, particularly at rush hour.

Do not close Dunston Road

Very badly planned. No count of traffic on by pass. You could block off A 6057 by Lidl This has been a very badly thought out report. No mention of Horns Bridge roundabout or Tesco's.

Dunston Lane is already under pressure - speeding traffic entering/leaving 30 mph area - difficulties and dangers at school gate. Junction at Sheepbridge Lane/ Dunston Road is unsuitable, major realignment needed, not just lights. Most vehicles struggle to turn left out of Sheepbridge Rd, especially lorries. Increased traffic will cause chaos. Most drivers will not want to go over St Johns Rd / Racecourse Rd junction, so will choose Dunston Lane, increasing problems above. Drivers will choose to short cut through Dunston Estate, increasing risks and health threats to residents. Stand Rd/Sheffield Rd junction is already difficult - Stand RD is already unsuitable for current traffic levels. Option 1 - Lights on Dunston Road entrance and keep open. Option 2 - Restructure junction completely e.g. fill in centre of roundabout and have "through road" for A61

There seems to be a lot of unnecessary changes. IE traffic lights at Dunston and Sheepbridge. Traffic diverted away from the Dunston entrance onto side streets. There will be no reduction in congestion. It may be safer. It may not. As drivers struggle to cope with the fewer lanes we have now.

The amount of traffic using the A61 inner relief road will only increase - so long term solution is urgently required. Three flyovers should be installed at Whittington Moor, Tesco and Horns Bridge roundabouts to segregate local traffic from all through traffic journeying mainly from S Yorkshire and Sheffield to J29 of M1. The A61 inner relief road is being used as a trunk road so Ministry of Transport should assist DCC in developing this longer-term plan - urgently!! As a priority sources of funding should be identified and plans drawn up. This is now an election issue.

See attached sheet {Img_0001 & 2}

We live above Brimington Road North on Station Rd. We notice that the traffic lights only let out about 4 cars each change, we are very concerned for ourselves and neighbours, as there appears to be long tailbacks on this road waiting to get out. We can only use Whittington Moor or Tesco roundabout to get to Chesterfield or Newbold area, where our Doctor's surgery is and we are concerned about the waiting times especially at busy times going to work and schools.

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If you have any further comments you would like to make in relation to the scheme please detail below

While agreeing to the installation of traffic lights to the roundabout I am totally in disagreement to the proposed plan to send traffic including HGVs on to residential roads, causing danger to schoolchildren crossing at local schools as well as residents. By directing traffic this way it only serves to place congestion at another roundabout i.e. Peveril Rd/Sheffield Rd as any lorries will be unable to access Stand Rd due to residents parking and the ability to pull out on to Sheffield Rd

If the scheme goes ahead as planned and I can no longer access Whittington Moor roundabout as I currently do, I would like to make the following comments - If Scarsdale Rd is going to have double yellow lines installed, what will stop all the cars parking along Dunston Rd? - Can we have double yellow lines installed between the Racecourse Rd traffic lights and St Johns Rd to stop this? - Cars and motorbikes 'race' up Dunston Rd from the roundabout, well above the speed limit, already. Is it possible to incorporate some traffic calming on Racecourse Rd traffic lights to St Johns Rd section?

Speed limit should also be reduced as per Tesco/Casa and Hornsbridge roundabouts. Lane signs should also be installed as having just road paint lane numbers does not work in heavy traffic

Safety is the priority issue - this is an extremely dangerous roundabout; I've experienced an (inevitable) accident there myself. What the proposals don't take into account of is the reckless and irresponsible drivers who are often in the wrong lane and will attempt to 'jump' the lights to gain an advantage. For this reason, road lane markings will inevitably be obscured by the volume of standing traffic; so I suggest "Get In Lane" signs on all approaches to the remodelled roundabout. Dunston Rd businesses will experience unacceptable inconvenience through these plans, creating appalling 'rat runs' through Racecourse Rd and Stand Rd. This aspect needs a rethink.

As already mentioned scheme is ill advised are proposing that traffic that currently uses Dunston Rd avoid it by taking a 'rat run' through narrow residential streets that are not wide enough to take extra traffic. A child will end up being killed! Why create an exit for buses only when no buses have come down Dunston Rd in over 20 years! Why does exit have to be closed 24/7, why not during peak times only - like the ones in Sheffield, although this would not solve the above problem of alternative routes not being fit for purpose. Would make much more sense to restrict Brimington Rd North exit at peak times, as the alternative routes do not involve areas of high concentration of children.

The traffic coming from Sheepbridge at peak times would still be there but would just divert through the smaller residential streets and housing estates in Newbold. These streets are already blocked during busy times and would get even worse. Blocking off the road would stop people getting to the school and doctor's surgery is not appropriate. These are public buildings and should be accessible to all. People would feel free to park on neighbouring streets in the area causing extra problems for the residents who already suffer with this. This problem would only get worse. All the roads around this area are too small and densely populated for all this extra traffic and parking problems.

With about 100 new homes being built at Dunston Rd/Lane making more cars on road it will cause bottle neck around without closing part of road near Island at Whittington Moor. People will try to find better ways to get around when busy, e.g. Racecourse Rd, Stand Rd, Peveril Rd, St Johns Rd to Newbold. Being able to get to get to Doctor's on Moor, shops, church. A flyover would be better to keep traffic moving on A61 by pass

I work in one of the units near the roundabout on Dunston Rd i.e. opposite the surgery and it makes no sense to my staff and myself to block traffic travelling down Dunston Rd to the roundabout until after Scarsdale Rd thus allowing people to access the doctor's, church school and business units without interfering with access to the roundabout.

My wife and I use Dunston Rd via car quite a lot. Our Doctors are on this we also use it to go onto St Johns Rd to get to Littlemore shops and vets. Also my daughter lives near Matlock and we use it again to visit her and also we are gardeners and use it to visit Dunston Hall Garden Centre. I also feel for the people if this road is cut off who work higher up on the lovely new office blocks that may use Dunston Rd. If it is to become a bus lane, we had this in Sheffield where we lived and they closed Holme Lane and there was a £60 fine I believe if it was used

If you have any further comments you would like to make in relation to the scheme please detail below

The original plan for the junction was for a flyover for the A61. That was scrapped and the fudge of a roundabout was used instead. We are now experiencing the outcome of that fudge. It was and is inevitable that any other "solution" will end in the same result, having spent millions of pounds to achieve it. Closing Dunston Rd to most vehicles might help congestion and accidents on the roundabout but it would distribute the traffic onto several unsuitable roads for the weight of extra traffic which is likely to increase. This would mean more traffic past a school and along residential streets

We believe by closing Dunston Rd, that this will create an excessive volume of traffic to use an already busy road namely Peveril Rd which is not mentioned in your briefings, what with a mini roundabout, school pick ups and drop offs at peak times plus pedestrians trying to cross, will cause a major hazard for local residents, and what about the Scarsdale Surgery. Leaving the doctor's in a car the patient will have to go all the way round and back on to the Whittington moor chemists for their medications. Why restrict Dunston traffic to cause mayhem elsewhere? Why would we want traffic in a built up area?

Consider putting a speed limit with cameras on it. Surely in this day and age it is possible to implement a scheme using 7 sets of traffic lights, which would include access to the roundabout from Dunston Lane. It seems to me that the easiest option is being forced on us, or possibly the cheapest option. Why has this consultation arisen when most people are away on holiday? Why have we only been given until 31/08/18 to get these forms back to you when the problem with the roundabout stems from it's inception (yes I can remember it being built). A bad design

If you've ever tried to get onto Sheffield Rd from Stand Rd it's almost impossible . Recent road closures forced traffic down Stand Rd and queues stretched past the Cricketers Inn. Queues on Peveril Rd to the Sheffield Rd roundabout already queue to the top of the hill in peak times with a difficult exit due to fast traffic from the Chesterfield exit onto roundabout. St Johns Rd is already extremely busy I find it difficult already to exit my drive in a morning where cars seem to come in a regular stream.

Can we see a copy of the risk assessment that proves that this will make this safer and risk assessments for the impact on safety on the surrounding roads Stand Rd Occupation Rd Peveril Rd what effect it will have on child safety etc there is a park and several schools which will be effected has this been thought through.

1 The increased traffic onto residential streets will increase noise and pollution also safety issues with pedestrians. 2 Many children live in this area and frequently access Racecourse & Stand Rd to visit the local park. 3 Patients at doctor's surgery will have increased journeys. 4 Couriers and delivery drivers are concerned about increased times/distances and narrow residential routes

Totally agree the roundabout needs to change, but so do drivers! I feel that a trial with traffic lights would give further evidence one way or another. I do feel that lots of people use the facilities at the roundabout and where would they have to go? Sheepbridge doesn't have the necessary road structure to cope with heavy traffic so the problem will be moved rather than solved. Maybe we could look into a slip road along side?

I live on St Johns Rd at the bottom at the junction of Dunston Lane there is a sign that informs drivers that the road is unsuitable for HGVs, this does not stop them using the road as a short cut . HGVs use it all the time, articulated lorries, skips, concrete mixer, tractors, 8-10 wheel trucks because they can go straight over the roundabout at the junction of Racecourse Rd. Beyond the junction of St Johns Rd and Dunston Lane there is a weight restriction sign of 7.5 tons, we need this sign at the junction of St Johns Rd to stop the HGVs using our road, that is narrower than Racecourse Rd

A flyover would be the best solution, although I appreciate it would be expensive. A slip road onto the bypass could be opened up at the end of Racecourse Rd for northbound traffic, which would help with congestion on the roundabout. Road markings could actually be improved and junction reprofiled to help with traffic flow.

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If you have any further comments you would like to make in relation to the scheme please detail below

Closing Dunston Rd entry onto the roundabout will make life very difficult for those using the school, church, doctor's surgery and office buildings nearby. In the long run, it would be much better to pay out for a flyover to keep the traffic flowing than to tinker about with lights and pointless traffic closures. Closing Dunston Rd entry will cause havoc on local roads, will greatly increase the chances of a local roads accident and they will do very little to improve traffic flow on the roundabout. The main queues are found heading North out of Chesterfield on the A61. Dunston Rd (an exit on the left as you head north) does not slow down the northbound traffic, the A61 North causes queues on Dunston Rd, not the other way round!

I am really pleased that these improvements are taking place. I am a Chesterfield resident and a driving instructor so I use this roundabout frequently during the week. It is a very dangerous roundabout which is challenging for experienced drivers let alone people learning to drive. Actually joining the roundabout can be horrendous particularly at peak times. I find the Dunston exit is the worst one to actually enter the roundabout because of the volume of traffic travelling towards Sheffield (A61). Another factor is the speed the traffic travels around the roundabout making it difficult to join the stream of traffic safely. Thanks again for these improvement plans

Traffic going down Dunston Rd passes 7 private houses fronting Dunston Rd. On asking what road changes were being made (while at the meeting on 20/08/18) my question was answered with "none". Presumably all the traffic currently proceeding down Dunston Rd from the industrial units plus the expansion with the 2 new estates will be directed up Racecourse Rd across St Johns Rd & down Stand Rd or towards Dunston Lane - This will involve going through housing estates involving far more than 7 properties & schools. This will include twice the distance & twice the fuel - thus twice the emissions which the Government is trying to cut & the fact someone who seems to be nameless or at least unknown to the representatives who were at the meeting has devised an idea to solve one road problem without taking other issues into mind rings of total incompetence. It seems the people travelling through Chesterfield are being put before the the people who reside there.

Access needed to surgery/church/school from Newbold Moor/Dunston. If NOT allowed onto roundabout from Dunston Lane which routes are alternatives? How will you get out of Stand Rd to go up Whitt. Moor to roundabout? Already a queue to get out now To go to bypass do we go up Racecourse Peveril Rd? i.e. 3 mini roundabouts & Stand Rd to cross already congested to get out of Peveril Rd across Sheffield Rd Whitt. Moor will be congested with traffic going up to Whittington & Brimington. Double yellow lines on Scarsdale Rd will cause big problems. Where do people park who are using the surgery/church/church hall/school? Just because a factory is allowed to be built when large industrial estates nearby. Close the factory and move it. Therefore yellow lines will not be needed. At the consultation where would people have parked if yellow lines in place?

Closing off the exit to the bypass from Dunston Rd is absolutely ridiculous! What about emergency services having to take longer? Funerals are on a time scale to the crematorium. How much longer will it take having to re-route and in busy time periods? No thought has been given to cars parked on local roads, especially around Stand Rd Park and on match days at the Pro-Act, or when there is a festival or fireworks on the park. Taxi fares will increase. Shops on Sheffield Rd (Lidl, chemists etc) will be affected too.

I am strongly against the closure of Dunston Rd. This will impact the road I, and other family live on by causing traffic to attempt to bypass the roundabout. I live on a residential street with a children's park, I am very concerned for the safety of children playing/visiting that park and area with increased traffic. I travel frequently between Newbold and Old Whittington, this proposal will make my travelling very difficult. I appreciate when the peak resort opens traffic levels will increase but feel that this closure is a waste of time and money which will just push the safety issue into another area. Lights and proper signage will improve the roundabout!!

I would like a pelican crossing near the crossing near the roundabout

Use other traffic calming measures cameras traffic lights speed bumps

Traffic lights on all junctions. A flyover should have been done in the first place and the roads should not have been closed, so all the traffic had to go to the roundabout.

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If you have any further comments you would like to make in relation to the scheme please detail below

If you make Dunston Rd bus only to the roundabout people who need to go to Whittington Brimington will have to go down Stand Rd come back across Whittington Moor to the roundabout or through Sheepbridge Lane to underpass and go up Broomhill Rd to reach Whittington What bird brain thought about bus gate

The traffic around this roundabout needs to keep moving as the 'backing up' which happens at present is difficult for close residents. The traffic is dangerous and blocks the smaller roads leaving us with no way of leaving our street. Closing the road altogether would be horrendous for the residents. This would mean the entrance to the school and doctors surgery would be blocked off. We already have problems with school traffic blocking our drives /road & making the street dangerous to drive down (at the back of school). The road closure would encourage more of this and also encourage the doctors patients onto our street. As our street is a small cul-de-sac this would not make our own journeys any better or any easier to navigate our own street during school hours. The traffic which usually uses this roundabout would divert onto the smaller streets such as Racecourse Rd or St Johns Rd which is a one way street . This would cause severe problems for the whole area. The traffic

Having the public go onto the roundabout to gain access to the school & doctors will increase traffic on the roundabout. What about making Dunston Rd access to the A61 North only, block off the rest of the road and give everyone access onto Dunston Rd from Sheffield Rd. This way everyone can get on and off Dunston Rd by access of Sheffield Rd. Also there is no need of traffic lights on the end of Dunston Rd. This is a waste of time and money

To allow small vehicles access on Dunston Rd to roundabout All you want to do is to send more traffic up St Johns Rd, Racecourse Rd on to Stand Road where children play in the park. If a final result in place why were new road signs erected last week then removes near Whittington Moor roundabout

You must not obstruct access to the Methodist Church or GPs surgery

A lot of people use the Dunston Rd exit coming from work, school, doctors or business

AECOM model is flawed, as viewed at consultation. The priority of traffic flow will cause more traffic to be attracted to this route, as it stands now before any future developments. The future developments of Peak Resort, housing estates on Lockford Lane will increase further occupancy on the roads. Develop older roads! Lessons have not been implemented from the Hornsbridge signalisation. Traffic gates encourage tailback on the island. The use of splitter islands to guide will cause lane jumping due to drivers not realising till later on they are in the wrong lane; collisions will happen; if not allowed for. AECOM model needs to be reviewed on statements on "website" as assuming "vast amount of traffic travel to and from Sheffield" - this is wrong - causes of congestion on this route putting traffic lights.

The improvement of other roads accessing Whitmoor island could be done to divert traffic away from the roundabout for instance Brimington Rd could link almost as a bypass to the Whitmoor island. This would future proof island rather than throw money at traffic lights.

It will cause a lot of hassle for residents to get to places if Dunston Rd is closed off. It only gets busy in a morning when people use it to get to work and coming home from work. Otherwise it's quite a quiet road

Access is needed to the school, doctor and church. Restriction could be after the church. Would be easiest option

I think improvements to Whittington Moor roundabout are definitely required. I have been involved in two non-fault accidents at this roundabout. In both case, vehicles have run into the back of my vehicle, whilst I have been stationary at junctions of the roundabout, waiting for the road to clear.

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If you have any further comments you would like to make in relation to the scheme please detail below

It is an ill thought out proposal. It is moving congestion from Whittington Moor to the surrounding areas , many of which are residential. It is a BAD idea on many levels - environment, safety and congestion. Dunston Rd is an artery to Sheepbridge, yet only 5-6 buses per day use it, other vehicles do. As I understand it from your information it is already a 'done deal' so why the so called consultation

I walk my grandson to and from school because it is safer and quicker than going by car. But this winter the underpass/subway was like an ice rink and was very dangerous to cross through the middle. A little bit of grit sprinkled would have made a huge difference. Lots of children were falling over and hurting themselves. Also cyclists need to be more careful at school times they just come up behind you but again their lanes have been worn away.

I would consider it both practical and beneficial if Avenue Road could be re-opened for through traffic thus providing a direct link with Sheffield Rd. I am a little concerned with regard to the school crossing service on Dunston Rd. There is currently a strong possibility that the patrol crossing service will be withdrawn meaning a lengthy walk to the traffic lights at the junction of Racecourse Rd. I sincerely hope that such action might be re- considered in the light of such changes.

During peak times traffic from/to Sheepbridge will be more for the roads Racecourse Rd, Stand Rd, Peveril Rd, Dunston Lane, Newbold Lane. Moving us from the roundabout only creates more traffic in the above roads which are housing estates etc. Heavy traffic vehicles would be most unsuitable

Putting this forms out is just a gesture you will not listen to anyone just like you have already said you are doing the roundabout anyway. This is no democracy. Stop cheaping out build the flyover for once listen to the people who put you in power stop being ungrateful and corrupt

The bus gate scheme would be a bad idea. Only 5 or 6 buses per day use this route, but hundreds of other vehicles use it.

I think if you make it wider at the Dunston Rd junction as it narrows to one lane so that's why it causes back up of traffic

I work as a mobile school crossing patrol officer and have worked at this site many times. Traffic congestion only happens twice a day with little impact at this junction. Not many buses use this road so closing this section off is not going to make any difference. Except to cause local residents trouble in gaining access to the doctors, the church and Whittington Moor shops. A better solution would be to widen the road to 3 lanes on the approach to the roundabout as at the moment it is only 2 lanes but due to the narrowest part is down to 1 lane thus causing the congestion.

Making the Dunston Rd buses only will cause congestion in Newbold raising concerns about road safety in the area for pedestrians and residents

It will be a major detour for everyone coming from the doctors or church who live in Old/New Whittington if this access is denied it will cause rat runs through Newbold and Old Whittington streets apart from the carbon footprint of all the vehicles involved. It makes no sense to close this road to the roundabout . It would be useful to know why this has been suggested and who is responsible for this. Perhaps they do not live on Dunston Rd or Old Whittington

Would the alternative routes like Sheepbridge Lane and the routes to Station Rd or Racecourse Rd to Stand Rd and the B6057 be gritted in winter when the snow comes, because they are not now.

Have there been any traffic studies carried out in the area recently? Do any buses use Dunston Rd to access the roundabout? Have risk assessments been carried out? e.g. traffic that would use Dunston Rd moving down residential roads e.g. Stand Rd and Peveril Rd. What are the views of the police and other emergency services? My personal view is that traffic lights along with speed cameras would probably reduce accidents on the roundabout. A fluid scheme as apposed to a fixed plan would probably be better as traffic management could be tweaked once the scheme is operational. I am totally against closing off access to the roundabout from Dunston Rd. I feel that the installation of traffic lights at the junction of Sheepbridge Lane/Dunston Rd would cause more traffic problems than it would solve and traffic lights in this area should be left alone until the roundabout is operational and more studies have been carried out

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If you have any further comments you would like to make in relation to the scheme please detail below

Local residents and businesses will be badly affected by the alternative route from A61 to Millennium Way. Traffic lights on Whitmoor roundabout are an excellent idea but restricted access on Dunston Rd is very poor.

If the access from Dunston Rd to the roundabout is restricted it would have the following implications.
 1 Staff would be unable to access the services on the B6057 such as shopping, post office, barbers.
 2 Racecourse Rd is not suitable for heavy traffic and already has speed bumps.
 3 Visibility splays are not good enough on Racecourse Rd and the entrance to the B6057 from Stand Rd are very busy and impossible for easy access for large trucks.
 4 If an articulated lorry wants to access the A61 from Dunston Rd it would have to be substantially remodelled to allow safe, repeat, safe, access for large lorries.
 Traffic lights at Whittington Moor roundabout - excellent. Stopping access to the roundabout from Dunston Rd - a very very poor idea.

There is a lot of housing development on Dunston Lane & Dunston Rd currently, hence, more traffic. Stopping access to the roundabout will push the current traffic plus the extra stuff on to residential roads which are already congested and obstructed with parked cars - result chaos! Re Sheepbridge Lane - this is a 'dodgy' junction where it meets Dunston Rd. It is a dip on a narrow, bendy, undulating road - more accidents? Sheepbridge Lane is narrow and bendy it will just block at busy times. This is not a good proposal - a much better scheme needed!

Speed bumps on Dunston Lane (opposite end to Littlemoor) as traffic will be heavier and people speed already.

The alternative routes suggested by restricting access to the roundabout would cause problems in residential areas e.g. drivers would divert and go down Dunston Lane to get to Sheepbridge Lane, Dunston Lane is very congested at present especially with parked cars near to school 8:30 -9am and 3:00 - 3:15pm. Also at 5pm the exit from the lane to Littlemoor is congested. The situation will become worse with the number of cars and the new residential area/houses will also use the road

I live on Peveril Rd and I already struggle to get in and out of my drive safely without having more traffic added to it. I very often (9 times out of 10) have to go the opposite way off my drive, because of traffic speeding from both directions, to get to where I want to be

The chevrons near Dunston Rd need to be raised to prevent lane switching. A lower speed limit on approach is necessary with camera enforcement and red light cameras for effectiveness. An ADI has raised concerns about lane discipline travelling from Sheffield Rd to Station Rd and from Brimington to A61 towards Sheffield

The Stand Rd/Racecourse option for accessing the roundabout is NOT feasible. Whoever looked at the map needs to drive down from St Johns road and up again a) to see the mini roundabout and often the sudden need to stop as you leave it b) to get out into the stream of traffic at the bottom. Parking for the allotments (and opposite) often reduces the road to single track. The roundabout needs clear lane markings and directions - not a free for all as at present.

Living on the mini roundabout on St John with kids, this is going to cause chaos and a lot more traffic.

Open up old Dunston Rd to filter on to bypass If Dunston Rd is closed it will block up other roads onto the roundabout

I strongly disagree with the Dunston Rd closure. This will impact on residents greatly. It will push traffic into more residential areas creating more problems than it will solve. I have big concerns about the safety of our road. I think it will create more congestion and lead to frustrated drivers making rash decisions etc. I support the installation of traffic lights, but ask if they will be switched off during "off peak" hours - the main junctions in Sheffield operate in this way successfully (Bramhall Lane/Eccleshall Rd)

I would prefer to continue using Dunston Rd to get to and from my doctor also activities at the Methodist Church. I attend St Johns church in Newbold and would like to continue going up St Johns Rd from Dunston Rd. Restricting access at Dunston Rd at Racecourse Rd would be a compromise

I think it might ease congestion leaving the roundabout on to Sheffield Rd if the bus stop was moved a bit further from the roundabout

2016 DCC General Survey Template

If you have any further comments you would like to make in relation to the scheme please detail below

Traffic lights are needed on the roundabout but by blocking one access will concentrate the same problem elsewhere. Congestion, delays, inconveniencing residents of other roads - more accidents!! There have been many accidents on Peveril Rd! - motorcyclists being hit, walls demolished, just missing pedestrians (luckily), crashes into stationary cars caused by miscalculation by the motorists between the bollard and the pavement, crashes caused by icy roads or drunk drivers! Drivers come round the corner too fast and only recently a bus had to be diverted due to an overturned car on the road! We don't want any more traffic but will get it when your proposed alternatives to reach Sheffield Rd get too congested (e.g. Stand Rd, Racecourse, St Johns) Why not put the original plan of a flyover A61 in place - it was known to be needed in the first place. Money well spent(?)

Leave it as it is now or close it to ALL traffic buses cars lorries

Put the A61 flyover in like they should have done in the first place

As a resident at the bottom of St Johns Rd, if there needs to be restrictions, I would prefer them at the traffic lights at Racecourse Rd. Allowing some local residents access to the roundabout Couldn't there be traffic lights first and play about with their timings first before introducing other restrictions. It seems very extreme when other ideas have not been tried, to introduce buses only on a major road. It could also be (if it is going ahead) that restrictions are only in force during rush hour, the rest of the time, the roundabout is ok. Why has there been no research into the public impact? Has any consideration been made as to the cost of countless traffic lights in the residential areas affected

We agree that safety on this roundabout needs to be improved and the number of accidents reduced. Speeding vehicles are the main problem and lights in situ will slow down the traffic accessing the roundabout. However, we do not feel that all access points should have lights in situ - priority should be given to the A61. We don't see any need to have lights at the Dunston Rd access point. We would also be concerned about other side roads being congested in order to access surgery from another direction

By restricting access except for buses, onto the roundabout from Dunston Rd/Scarsdale Rd it will increase traffic on Stand Rd & Peveril Rd which is currently busy at peak times. It would be detrimental to residents - noise & pollution levels would be increased. Traffic queues to enter 'old' Sheffield Rd onto Whittington Moor are now long at busy times and would be even worse if the current solution is implemented

(a) Q4 is somewhat dishonest, in the light of the "traffic lights specialist" [REDACTED] at the consultation meeting who persisted in the assertion that the roundabout would then also "have to include (I quote him) circulatory-control lights on the actual roundabout itself. That is not so (just because that's the way he/you/they have been trained) - it is an absolutely barmy idea which will by their very nature increase the congestion on the roundabout itself with intermittent halts on it. Have you learned nothing from "Hornsbridge"? Forget "circulatory control" lights!! (b) The only sensible way is to keep the control system as simple as possible:- (i) Use entrance-only traffic lights to control entry feed only into a normal give and take roundabout process. No other system devised will change the need for entering vehicles to yield to those wanting to leave by the next-neighbouring exit. (ii) Keep the division between the N & s bound A61 and the 4 minor roads simple! Give each....

If as your people have told us in the consultations, traffic lights will only let 2/3 vehicles at any time, and at the moment, the same is happening, why would lights on this junction cause a problem?

You must install rumble strips on all the approaches to the roundabout to alert drivers to restrictions ahead i.e. the roundabout. You must remove the A61 from the roundabout with a flyover - if you don't do it now you will have to do it within 10 years. Install traffic lights to the remaining 4 minor roads. You must resite Sheffield Rd South bus stops as they cause standing traffic on the roundabout. You must also resite Station Rd North bus stop to OAP bungalows. This stop also contributes to standing traffic on the roundabout. We have lived/worked in this precise area for over 60 years and the plans are short sighted. This roundabout is too small to allow six sets of lights which will only allow a handful of vehicles at a time to negotiate. Please see attached letter {IMG_004.pdf}

If you have any further comments you would like to make in relation to the scheme please detail below

I have been going round my neighbours with a petition and they have problems getting out of their drives (as I do). We cannot do with any more traffic. You are just moving the problem half a mile away. This is not the answer

A flyover bridge should be built over the roundabout so travelling traffic bypasses the roundabout completely. Plus the old road behind Autoworld should be linked back up to Dunston Rd so some of traffic travelling to Old Whittington also bypass the roundabout

I use this roundabout several times a week and often find it perilous. Users travelling South down the A61 can enter it very fast. Failing to implement these proposals now will only delay the inevitable. A safer roundabout, possibly some inconvenience may be what we need to think how we make our journeys and slow the ever increasing traffic entering Chesterfield

The biggest problem is traffic approaching from Sheffield are doing 70mph up to roundabout and have a good view of traffic from right therefore just speed straight across fastest route ignoring lane discipline making other vehicles from Whittington Brimington stop as they go straight across. This happens every day. Also HGVs entering roundabout from Brim Rd and N/bound bypass have steep incline to pull away from. As you should know a loaded HGV does have the acceleration of a car so the cars have to slow down with horn blowing. This is also very dangerous for any foreign vehicle with LHD as with HGVs close viewing proximity is very limited but the idiots in cars don't understand and a lot of car drivers need educating, as the driving round here is atrocious, this also includes taxi drivers who are idiots.

What is your home postcode?

[illegible]