15.0 **Transport**

15.1 Core Strategy policy CS20 Major Transport Infrastructure highlights the need for the council to safeguard land for transport schemes within this Sites and Boundaries document.

**Land for safeguarding of transport schemes**

15.2 Derbyshire County Council is the highway authority and it is responsible for producing and implementing the Local Transport Plan. The County Council has asked that the only route within the Borough which the County Council would wish to see safeguarded is the A619 Staveley-Brimington Bypass.

15.3 The land required to be safeguarded has been reduced from what was safeguarded previously in the 2006 Replacement Chesterfield Borough Local Plan. Land is still required to be safeguarded from the A619 ‘Sainsbury’s’ roundabout to the Staveley Northern Loop Road Phase 2. The section of the Bypass east of the Northern Loop Road is no longer required by the County Council for safeguarding.

15.4 Land has also been identified for the Whitting Valley Link Road, this alignment as been part of the development plan since 1996. As part of Issues and Options we are seeking your views on whether this potential link should continue to be pursued.

<table>
<thead>
<tr>
<th>Sites and Boundaries Ref:</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>SBTRANS1</td>
<td>A619 Staveley-Brimington Bypass</td>
</tr>
<tr>
<td>SBTRANS2</td>
<td>Whitting Valley Link Road</td>
</tr>
</tbody>
</table>

**Questions for Consideration**

Q59. Is it appropriate to continue to safeguard land for the transport schemes highlighted in Table 1?

Q60. Should any of the transport schemes consider different alignments?

**Chesterfield Strategic Cycle Network**

15.5 Following a need identified in the accessibility strategy for North Derbyshire and demands from the Chesterfield Cycle Campaign the Derbyshire County Council (DCC) has developed a wider strategic cycle network for Chesterfield and made it part of the Local Transport Plan.
15.6 The Core Strategy states that, wishes to identify and improve a network of cycling routes (paragraph 5.85). Policy CS19 (b) confirms this intention and links it to the way that development proposals will be handled.

15.7 An initial meeting identified potential strategic routes between generators of demand for cycle routes e.g. residential areas and attractors e.g. shops schools and businesses. Officers from relevant sections of the county and borough councils and members of the Chesterfield Cycle Campaign then met on site to painstakingly identify potential strategic routes on the ground.

15.8 The proposed Chesterfield Strategic Cycle Network consists of ten routes:-

- Route 1 Chesterfield Trading Estate to Storforth Lane
- Route 2 Dunston to Walton
- Route 3 Holme Hall to Hady
- Route 4 Ashgate to Duckmanton
- Route 5 Walton to Hollingwood
- Route 6 Orbital
- Route 7 Old Whittington to Hasland
- Route 8 Dunston to Walton
- Route 9 Trans Pennine Trail
- Route 10 New Whittington to Hasland

15.9 It is important to stress that this is a considerable project which will take many years to complete and is dependent on resources, available funding and also land-use re-development. Therefore the production of these strategic routes marks the start of a long-term project, the aim is to ensure that links are delivered as and when the opportunity arises, in a consistent manner, in order to deliver a complete cycle network.

15.10 The Chesterfield Strategic Cycle Network will be shown on the Sites and Boundaries Proposals Map as a consideration for new development.

Questions for Consideration

Q61. Are there further routes or links which would improve the strategic cycling network and are practically achievable? (Please indicate where these would run).
Network of Walking Routes

15.11 The Core Strategy states that, as with the Strategic Cycling Network, the council wishes to identify and improve a network of walking routes (paragraph 5.85). Policy CS19 (b) confirms this intention and links it to the way that development proposals will be handled.

15.12 The current network of walking routes is the existing pattern of footpaths, bridleways, highways and other rights of way. These are all the responsibility of the local highway authority, Derbyshire County Council, but the borough council has a role to play as local planning authority and as an owner of land (including many parks and recreation grounds) throughout the borough.

15.13 Map 3 onwards shows the current Footpaths and Bridleways which are believed to be available within the borough for the use of walkers. Derbyshire County Council has not made a statutory map of these rights of way so this map is a working document that should not be used for any formal purposes; the borough council’s best attempt to represent the network. Under the Countryside and Rights of Way Act 2004 the county council produces both a managed plan for the network and an improvement plan. These can be viewed on the county council’s website.

15.14 To help the borough council in its work as a partner in facilitating these improvements and as local planning authority, the network could be shown on the Sites and Boundaries Proposals Map as a consideration for new development. To that end, key improvements need to be identified, whether to be achieved through formal additions to the network, or through permissive agreements and informal measures.

Questions for Consideration

Q62. Are there further routes or links which would improve the network of walking routes and are practically achievable? (Please indicate where these would run).
Map 3 Strategic Cycling and Walking Routes
Map 6 Strategic Cycling and Walking Routes

KEY
- Strategic Cycle Network
- Strategic Walking Network

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Map 9 Strategic Cycling and Walking Routes
Map 10 Strategic Cycling and Walking Routes

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Map 11 Strategic Cycling and Walking Routes

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- Strategic Cycle Network
- Strategic Walking Network

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Map 12 Strategic Cycling and Walking Routes
Map 13 Strategic Cycling and Walking Routes