



## COUNCIL CABINET 6 APRIL 2004

### Report of the Director of Development and Cultural Services

## Connecting Derby Approval of Design and Associated Matters

### RECOMMENDATION

- 1.1 To note the results of the King Street and Five Lamps area consultation process, as summarised in Appendix A.
- 1.2 To note and approve the proposed actions, set out in paragraphs 3.5 to 3.7, in relation to bus priorities, Strutt's Park and Darley Abbey.
- 1.3 To approve in principle the proposed Option 1 design, as shown in Appendix B, for the Five Lamps and King Street Link Road scheme, to be taken forward within the overall design for the completion of the Connecting Derby Project.
- 1.4 To approve in principle the proposal to make St Michael's Lane one-way from Sowter Road to the 'pinch' point at the corner of Christchurch Court, leaving the remainder as two-way.
- 1.5 To approve in principle the overall design and associated traffic management measures for the remainder of the Connecting Derby Project so that a Planning Application can be submitted in late April/May 2004, with the associated traffic management orders being progressed at an appropriate time thereafter.
- 1.6 Subject to approval of funding, to approve the making of Compulsory Purchase Orders in respects of all interests and/or new rights in the land required for the completion of the Connecting Derby Project, pursuant to Sections 239, 240, 249 and 250 of the Highways Act 1980.
- 1.7 Subject to approval of funding, to approve the making of any necessary Side Road Orders required for the completion of the Connecting Derby Project pursuant to Sections 14, 124 and 125 of the Highways Act 1980.

### REASON FOR RECOMMENDATIONS

- 2.1 It is important that we provide feedback on the results of the consultation process to both Members and the public, so that people are made aware of the range of views that have been expressed.
- 2.2 Subject to Members approving in principle, an option to take forward for Five Lamps and the King Street Link Road Scheme, the proposal for St Michael's

Lane and the remaining proposals for the completion of Connecting Derby Project, the scheme is ready to move forward to the next stage. A planning application, supported by a detailed environmental statement, needs to be made in order to progress the project and to meet timescales agreed with government. Traffic Regulation Orders will need to be progressed in due course to implement some of the traffic management measures included in the scheme.

- 2.3 Some land not in the ownership of the Council will be required in order to secure the implementation of Connecting Derby. Single ownership is required to enable the development to succeed. Compulsory Purchase will enable certainty for programming. There may also be circumstances in which the Council will need to create new rights over land in order to secure the implementation of Connecting Derby.
- 2.4 In order to secure the implementation of the Connecting Derby Scheme Side Road Orders will be necessary to stop up, divert, improve, raise, lower and otherwise alter highway that crosses or enters the route of a classified road that is required for improving or which is to be used in connection with improving a highway and to stop up private means of access to premises and to provide new means of access to premises.

## **SUPPORTING INFORMATION**

### **Consultation**

- 3.1 In November and December last year public consultation events took place at venues in the Five Lamps, Allestree and Darley Abbey areas. Approximately 14000 personal invitations were distributed to local residents inviting them to these events.
- 3.2 The consultation focussed on four main issues:
  - The Five Lamps and King Street Link Road Scheme
  - Ideas for bus lanes and priorities on Duffield Road and Kedleston Road
  - Feedback on traffic management and calming features installed in Strutt's Park and Darley Abbey
  - Proposals for changes in St Michael's Lane
- 3.3 Around 700 questionnaires were distributed at the exhibitions and we have received 274 responses within the consultation period.
- 3.4 An analysis of the results of the consultation on the four areas is given in Appendix A. Leaflets setting out the results of the consultation process have been produced to be distributed through area panels and to be sent to people that responded to the consultation exercise. The

leaflets will be made available in the Members' rooms. As well as being available from the Council, this report will also be made available on the Council's website at [www.derby.gov.uk/HiRes/Travel/ConnectingDerby](http://www.derby.gov.uk/HiRes/Travel/ConnectingDerby).

### **Bus priorities, Strutt's Park and Darley Abbey Issues**

- 3.5 Responses to the ideas on bus priorities in the Kedleston Road and Duffield Road areas were generally very positive. Though concerns were raised about potential impacts on businesses and parking, and these would need to be addressed as the scheme designs are progressed.
- 3.6 At the Cabinet meeting on 16 March 2004 Members approved the LTP Capital programme for 2004/05. This included funding to investigate and carry out detailed design of bus priorities in this corridor. Officers will therefore be developing and bringing forward schemes for further consultation over the next year, with a view to implementation in 2005/06, subject to funding being available.
- 3.7 The responses on feedback on the traffic management and calming measures that have been implemented in the Strutt's Park and Darley Abbey areas were mostly positive. Overall people felt that traffic speeds had reduced and it was easier to cross the road. However, although in Strutt's Park most people felt the rat-running had reduced this was not considered the case in Darley Abbey. There was a strong view however that no work to reduce rat-running further should be carried out at this time. It is therefore proposed that no further action is taken on specific measures in these areas, but that we will continue to monitor the situation.

### **Five Lamps and King Street Link Road Scheme**

- 3.8 There is a significant amount of history to the development of this scheme, especially in the Five Lamps area. The current and emerging local plans both reserve land and properties in this area for highway purposes, significantly in excess of the areas proposed in these options.
- 3.9 In June 2001 Policy Committee approved the introduction of traffic signals at the Five Lamps junction as an interim solution and authorised officers to commence the necessary procedures to achieve the then Option 3 solution, now shown as Option 1.
- 3.10 Since 2001 a significant amount of further detailed design, analysis and consultation has been carried out. The most recent consultations in November and December put forward two options for further consideration, as well as the 'do nothing' option. The results of the consultation are set out in Appendix A. People were asked for their detailed comments, as well as being asked to indicate which option they would prefer to be implemented. The detailed comments are included in Appendix A. In relation to the simple option choosing exercise the consultation results showed;

Option 1	75	27%
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Responses in Favour		
Option 2 Responses in Favour	104	38%
Do Nothing Responses in Favour	62	23%
No Choice Made	33	12%
Total	274	100%

- 3.10 The results are fairly mixed and although there is no clear consensus on which improvement option is preferred, the survey results show that 65% of those replying want to see some further improvements compared with 23% who prefer to do nothing.
- 3.11 Appendix B sets out in more detail the technical and environmental issues that have been considered in developing a preferred scheme. It includes the advantages and disadvantages of the schemes put forward as options 1 and 2, and also some other suggestions that came out of the consultation process.
- 3.12 One of the key issues was the need for improved pedestrian access between the Strutt's Park area and the city centre. With both of the options the proposals would include the commitment to maximise footway widths wherever possible and to improve pedestrian crossing facilities. Specifically we will work with the developer of the former BMW site on King Street to provide an at-grade crossing on the King Street slip road to link St Mary's footbridge to Queen Street and to provide improvements to the subway including Closed Circuit Television, CCTV and improved lighting.
- 3.13 It has taken officers some time to reach a conclusion on this issue as the transport and environmental considerations in this area are very complex. However having given significant consideration to the results of the consultation and the further technical analysis and assessment work officers have concluded that Option 1, drawing No. ST2/CAB/01, shown in Appendix B, with West Avenue remaining one way in as it is now, should be the preferred scheme.
- 3.14 Members are asked to approve this scheme in principle and agree that it be taken forward as part of the Connecting Derby project by the submission of a planning application. This application will have to be accompanied by an Environmental Statement, giving details of the environmental impact assessment, but it is not necessary for Cabinet to have that level of detail when deciding on whether to submit such an application, provided it is aware of and considers in general terms the main environmental issues, which are set out in the Appendices.

### **St Michael's Lane Proposals**

- 3.15 Within early proposals for Connecting Derby it was proposed that St Michael's Lane be closed to through traffic. In addition to this a petition was received in November 2002 by residents of Christchurch Court also requesting the closure. However, at other consultation exercises concerns

had been raised, primarily from residents of the Strutt's Park area, about the likely increases in rat-running that this closure would lead to and access issues for themselves. Residents from Chester Green had also raised concerns about access routes.

- 3.16 To respond to these issues a number of options were suggested for changes to St Michael's Lane and included as part of the consultation processes in November and December. The proposals were to make the road one-way from Sowter Road to Queen Street, simply to leave things as they were or to close the route to through traffic.
- 3.17 The results of the consultation are included in Appendix A. They showed a slight majority in favour of making St Michael's Lane one-way, over leaving things as they are.
- 3.18 Further analysis of the situation has led us to recommend a slight amendment to the one-way option; that is to make St Michael's Lane one-way from Sowter Road to the 'pinch' point at the corner of Christchurch Court, but leave the remainder as two-way to maintain access to the Cathedral and businesses in the area. It would also be proposed to improve the facilities for pedestrians along the route with improved footways and crossing points. Members are asked to approve this proposal.

## **Design and Traffic Management**

- 3.19 The June 2000 Policy Committee approved a report recommending that a City Centre Transport Strategy be submitted to government for approval as a major integrated transport scheme bid as part of the July 2000 Derby Joint Local Transport Plan.
- 3.20 In December 2000 Government approved the Connecting Derby Project and funding was made available.
- 3.21 Since December 2000 a significant amount of detailed design and public consultation has taken place. This has now culminated in the new road and junction layouts shown in Drawing No. WP42/GEN/78A and the proposals for associated traffic management changes set out in Table 1 and drawing number WP42/ES/01, which will be available in Members' rooms and on display at the meeting. Members are asked to approve in principle the scheme and traffic management arrangements so that Connecting Derby can progress through the appropriate statutory procedures.
- 3.22 The new road links and areas of improvement require planning permission and it is proposed to submit a planning application, together with an Environmental Statement, in late April/ May 2004. The traffic management measures associated with the scheme design may require traffic regulation orders to be implemented and this will be progressed at the appropriate stages.
- 3.23 The majority of the alignment for the new and improved highways is contained within the current safeguarded route as detailed in the City of Derby Local Plan.

- 3.24 Where the alignment is outside the current Local Plan we have proposed to include it within the emerging Local Plan, currently being considered at Public Inquiry.

### **Compulsory Purchase Orders**

- 3.20 In June 2001 Policy Committee approved the acquisition of land associated with the Connecting Derby Project through negotiation and also through the preparation and implementation of Compulsory Purchase Orders. (CPO's).
- 3.21 The detailed design has now advanced to a stage where the properties required by the scheme can be identified with certainty. The areas of land not currently in the ownership of the council have now been identified, and are shown on Drawing Nos. AS/CAB/01–09, which will be available in the Members' rooms and on display at the meeting. These properties are likely to be subject to CPO.

### **Side Road Orders**

- 3.22 The roads that are proposed to be cut-off by the Connecting Derby Project and the private means of access affected have now been identified. Side Road Orders will be necessary to stop-up these roads and accesses. Members are therefore asked to approve the making of any necessary Side Road Orders associated with Connecting Derby.

## **OTHER OPTIONS CONSIDERED**

### **Connecting Derby – Preferred Scheme**

- 4.1 A number of options were considered before the Council approved the City Centre Transportation Strategy in June 2000. Since that time the design has been subject to extensive consultation and wherever possible has been amended to incorporate the views of the people concerned.
- 4.2 The detailed options considered in relation to the Five Lamps and King Street Link Junctions and St Michael's Lane are reported and assessed within Appendices A and B.
- 4.3 The option of abandoning all or parts of Connecting Derby and Five Lamps junction has been considered. However, this option is not recommended as delivery of the scheme is fundamental if Derby is to move forward and deliver the integrated transport system that the City needs to support its vision and objectives.

### **Compulsory Purchase Orders**

- 4.4 We have purchased land by agreement, however, where we have not been successful or where purchases are not yet complete, we will need to put in place the Compulsory Purchase Order.

- 4.5 We could continue with the process of negotiation, but sufficient funds to complete all of the purchases would not be available, as the Government will not release the majority of the funding until the statutory procedures for Connecting Derby have been completed, and this includes CPOs. Also this would have serious timing implications for progressing the scheme.

### **Side Road Orders**

- 4.6 There are no other options with regard to the Side Road Orders.

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<b>Background papers:</b>	None
<b>List of appendices:</b>	Appendix 1 – Implications Appendix A Appendix B

## IMPLICATIONS

### Financial

- 1.1 Funding of design fees and preliminary work on statutory procedures at recommendations 1.6 and 1.7 has been secured and approved within the Connecting Derby 2004/05 capital programme of £1,243,000. This was approved by Cabinet on 16 March 2004
- 1.2 We have applied to government for additional funding to cover the increase in costs of the Connecting Derby Project and we hope to have a decision on this application at the end of April. Future implementation proposals including King Street Link, St Michael's Lane, the actual cost of statutory procedures and the progression of the remainder of the Connecting Derby Scheme is subject to government funding approval. No commitment to actual works can be commence until funding is confirmed and agreed by the Director of Finance.
- 1.3 Investigation and detailed design on bus priorities estimated at £20,000 is funded from the LTP capital programme for 2004/05, approved by Cabinet 16 March 2004.
- 1.4 Implementation of the Five Lamps proposals, estimated at £500,000 will have to be funded from future years LTP block allocation. No commitment to actual works can commence until future years budget and funding is approved.
- 1.5 As the recommendations are to proceed with design and other preliminary work only, the normal scheme commencement requirements set out in financial procedure rules apply for actual commitments to the proposed works. Reports will be brought back to Cabinet as necessary when funding is confirmed.
- 1.6 Members need to be aware that there is no guarantee that the funding will be approved and therefore there could be abortive costs, but these proposals are after considering the balance of risks to ensure that the scheme is proceeding to the next stage.

### Legal

#### Compulsory Purchase Order

- 2.1 The Council have power under Sections 239, 240, 249 and 250 of the Highways Act 1980 to acquire land and new rights compulsorily that is required for improving or which is to be used in connection with improving a highway.
- 2.2 The acquisition procedure is governed by the Acquisition of Land Act 1981, the Compulsory Purchase of Land regulations 1994, the Compulsory Purchase of



Land regulations 1994 and in some circumstances the Compulsory Purchase of Land (Vesting Declarations) Regulations 1990.

- 2.3 The Compulsory Purchase Order must be advertised locally and copies served on all owners, lessees (except tenants of a month or less) and occupiers. If any statutory objections are not withdrawn, the Secretary of State must hold a public inquiry and consider its findings before determining whether or not to confirm the order.
- 2.4 Any dispute as to the amount of compensation to be paid is referred to the Lands Tribunal for determination.
- 2.5 The sections of the Convention of Human Rights applicable to the making of the Order are Articles 1, 6 and 8 of the First Protocol.
- 2.6 Whilst occupiers and owners will be deprived of their property if the Order is confirmed, this will be done in accordance with the law. It is being done in the public interest as required by Article 8 and Article 1 of the First Protocol.
- 2.7 The proposals will be extensively publicised in the planning application. As stated earlier, affected owners will be informed and will have the right to make representations to the Secretary of State and to be heard at a public inquiry.

#### Side Road Orders

- 2.8 The Council has power under Sections 14, 124 and 125 of the Highways Act 1980 to stop up, divert, improve, raise, lower or otherwise alter a highway that crosses or enters the route of a classified road that is required for improving or which is to be used in connection with improving a highway and to stop up private means of access to premises and to provide new means of access to premises.
- 2.9 The Side Roads Order must be advertised in the London Gazette and locally. All objections will be considered before a decision is made by the Secretary of State. If any statutory objections are not withdrawn, the Secretary of State must hold a public inquiry and consider its findings before determining whether or not to confirm the order.

#### **Personnel**

- 3. None directly arising.

#### **Corporate Objectives and Priorities for Change**

- 4. Connecting Derby is one of the ten new priorities of the Council

**TABLE 1 Traffic Management Proposals included in Connecting Derby**

Street	Effect of new road & associated measures
Abbey Street	New signalised junction with ring road. All manoeuvres will be allowed with the exception of no left turn from the ring road to the city centre.
Alma Street	Alma Street will become the main exit from the Drewry Lane area as Monk Street will terminate either side of the ring road. There will be a single lane exit from Alma Street onto Abbey Street.
Babington Lane	Babington Lane will become one-way from its junction at the new roundabout through to Gower Street. A contraflow cycle lane will be formed from Gower Street to The Spot.
Becket Street	Becket Street will be closed at its junction with Wardwick
Bramble Street	Bramble Street will be made one-way from Curzon Street to Becket Street
Bridge Street	Bridge Street between Friar Gate and Agard Street will be reduced to one lane.
Brook Street	Brook Street will be closed at its junction with Ford Street/St Alkmund's Way and a new link road constructed joining it to Willow Row/St Helen's Street
Burton Road	The service road from Mount Street to Normanton Road will be lost and Burton Road will become two-way from Mount Street to the new signalised roundabout. A Bus Lane will be introduced from Gerard Street
Charnwood Street	Charnwood Street will be closed at its junction with Osmaston Road and will become a cul-de-sac. Access will be via Leopold Street and The Avenue. Charnwood Street between The Avenue and Osmaston Road will become two-way with the section from The Avenue to Normanton Road remaining one-way.
Curzon Street	The junction with Uttoxeter New Road will be at the new roundabout, but will not be signal controlled. The length of road to Friary Street will become two-way
Drewry Lane	Drewry Lane will end at its junction with Dunkirk.
Forester Street	Will become divided by the ring road and become two culs-de-sac

Friar Gate	There will be a contraflow Bus Lane from Bridge Street to Cheapside and ahead only movements allowed at its junction with Ford Street/Stafford Street
Friary Street	Will become a cul-de-sac
Gerard Street	Will become divided by the ring road and become two culs-de-sac
Great Northern Rd	There will be no right turn at its junction with Uttoxeter New Road.
Green Lane	Will remain one-way and have an exit onto the new roundabout
Leopold Street	Will become a cul-de-sac with access off Normanton Road
Macklin Street	Will be reopened to two way traffic
Melbourne Street	It will be possible to turn both left and right at its junction with Normanton Road
Mill Hill Lane	Will become two-way
Monk Street	Will become divided by the ring road
Mount Street	Will become two-way except at its junction with Burton Road where it will be one-way out onto Burton Road. There will be a left turn only allowed at this junction.
Normanton Road	Will become two-way and incorporate a bus lane from Mount Street to the new roundabout. The slip road access to Mount Street will be closed except cyclists.
Sacheveral Street	Will become divided by the ring road and becomes two culs-de-sac
Stafford Street	Will become two-way with no access into Friary Street
Swinburne Street	Cul-de-sac proposed.
Talbot Street	Becomes cul de sac
The Avenue	Will become one-way from Leopold Street into Charnwood Street
Uttoxeter New Road	Will be widened to allow a two lane approach and a bus lane to the new roundabout

Wilmot Street	Will become divided by the ring road and becomes two culs-de-sac
Wilson Street	Will become divided by the ring road and becomes two culs-de-sac
St Michael's Lane	Will become one-way from Sowter Road to its 'pinch point' at Christchurch Court
Queen St	There will be no right turn into Cathedral Rd and no right turn into Full Street
Cathedral Rd	There will be no ahead movement to Full St except for cyclists
Gower Street	A contra-flow cycle lane.
King Street	A bus lane from Queen Street to St Helen's Street
St Helen's Street	One-way towards new link road except cycles
King Street	Existing length between Garden Street and St Alkmund's Way to become one-way.
New Link Road	To be one-way from St Helen's Street to Lodge Lane
St Mary's Gate	Allow left turn for cyclists
Junction of Wardwick and Curzon Street	Buses/taxis/cyclists ahead only from Wardwick and Curzon Street

## **Appendix A Results of the Five Lamps and King Street Area Consultation Exercises, November and December 2003**

### **1. Introduction**

- 1.1 Public consultation events took place at venues in the Five Lamps, Allestree and Darley Abbey areas on 24, 25, 26 and 27 November followed by the 5 and 6 December 2003.
- 1.2 Approximately 14,000 personal invites were sent to local residents inviting them along to the events, unfortunately the initial distribution was not completed satisfactorily for the November events, so the exercise was repeated for the December events.
- 1.3 The consultation focussed on four main issues:
  - King Street Link and Five Lamps Options
  - Ideas for bus lanes and priorities on Duffield Road and Kedleston Road
  - Feedback on traffic management and calming features installed in Strutts Park and Darley Abbey.
  - Proposals for St Michaels Lane
- 1.4 In total around 700 people attended the events and at the time of writing this report 274 responses have been made.

### **2. Five Lamps and King Street Link Road Scheme**

- 2.1 The results from the consultation contained a number of detailed comments, as well as a simple option choosing exercise.
- 2.2 The more detailed comments range over a whole spectrum of views including:
  - People chose Option 1 as they believe this creates the simplest and most conventional junction layout
  - A significant number of people chose Option 2 principally to avoid the demolition of 40 West Avenue
  - A significant number of people chose Option 1 as they thought that it would provide more capacity and reduce queues. (Both options would have a similar capacity; they just work in different ways).
  - There were concerns over current levels of rat-running in Strutt's Park and the effects that any further changes would have on this
  - There was concern over creating a new road across the scrubland, and increasing pedestrian crossing points to access the city centre
  - There was concern over the overall impact on the conservation area
- 2.3 Other than those people selecting the Do Nothing option, there was little comment about the construction of the King Street Link. Discussions at the exhibition seemed to suggest that people felt it would provide bus priority and enable traffic to flow better through the area and away from the city. A

number of people asked about the impact on the Marble Works and Seven Stars public house. We were able to explain that the proposals in the King Street area do not affect the original Marble Works building, but would affect others. The Seven Stars walls of the car park require demolition. They are included in the Grade II listing of the building, plus the car park would need to be changed. The availability of the scrubland adjacent to the Seven Stars should provide an alternative area for this car park.

- 2.4 In relation to the simple option choosing exercise the consultation results showed;

Option 1 Responses in Favour	75	27%
Option 2 Responses in Favour	104	38%
Do Nothing Responses in Favour	62	23%
No Choice Made	33	12%
Total	274	100%

- 2.5 Although there is no clear consensus on which improvement option is preferred, the survey results show that 65% of those replying want to see some further improvements compared with 23% who prefer to do nothing.

- 2.6 The consultation exercise was very useful as it provided an opportunity for people living and using the area to see and comment on the proposals. However the level of response is disappointing bearing in mind all of the publicity that the exhibitions had.

- 2.7 Detailed consultation responses:

75 people (27%) who completed a response form thought that option one was the best option. Of these,

- 37% felt that it would help traffic move more easily around the area
- 20% felt that the design was simpler than option two
- 17% liked the fact that the option didn't create an island on the scrubland area next to the Seven Stars pub
- 5% felt that it would involve less road building
- 4% thought it seemed better for the green environment
- 3% thought that it was the better option for buses
- 3% were pleased it would mean demolishing 40 West Avenue.

- 2.8 Some people thought that we should consider making traffic go in the opposite direction on Kedleston Street. This would allow traffic to u-turn from Garden Street into Duffield Road towards the city centre.

- 2.9 Some people liked option one because of the three lanes in Garden Street. People thought that this made option one better than option two - but our research shows that the options are similar in terms of traffic efficiency.

- 2.10 104 people (38%) who completed a response form thought that option two was the best option. Of these,
- 36% liked this option because it meant that 40 West Avenue would not be demolished
  - 30% felt that it would help traffic move more easily around the area
  - 11% felt that it used the scrubland sensibly
  - 8% felt that it was less damaging to the area
  - 5% felt that it would reduce traffic in the area
  - 5% thought it would help provide better cycle routes
  - 2% thought it offered more choices for cars.
- 2.11 Some people thought that this option would help West Avenue, but may encourage rat-running through Strutts Park. Some people thought that we should consider making traffic go in the opposite direction on Kedleston Street. This would allow traffic to u-turn from Garden Street into Duffield Road towards the city centre.
- 2.12 63 people (23%) who completed a response form wanted us to do nothing in the King Street and Five Lamps area. Of these 63,
- 32% felt that the impact on buildings in the area would be too great
  - 16% felt that both options one and two would create more traffic
  - 16% felt the area is fine as it is
  - 6% felt that options one and two do not provide alternatives to car use.
- 2.13 Some people thought that by not going ahead with either option we would save money. Someone also said that a better school bus service would be useful.
- 2.14 12% of the people who returned questionnaires to us didn't specify which option they preferred.

### **3. Bus Lanes and Bus Priority**

- 3.1 We asked people what they felt about our plans for the bus lanes and bus priorities on Kedleston Road. 226 people responded and 24% felt the facilities were fine but 76% felt that things could be better
- 3.2 We asked people whether there should be improvements to the current bus facilities. 214 people felt there should be improvements made. Of those that responded we asked what sort of degree of improvements they would like to see and they said:
- 45% wanted to see extensive improvements
  - 34% wanted to see minimal improvements
  - 21% didn't want any changes made to the current arrangements
- 3.3 We asked what people felt about our plans for the bus lanes and bus priorities on Duffield Road. 215 people responded and 32% felt the facilities were fine but 68% felt that things could be better

- 3.4 We asked people whether there should be improvements to the current bus facilities. 211 people felt there should be improvements made. Of those that responded we asked what sort of degree of improvements they would like to see and they said:
- 43% wanted to see extensive improvements
  - 31% wanted to see minimal improvements
  - 26% didn't want any changes made to the current arrangements
- 3.5 Some people made comments and these included subsidising bus travel, no loss of green verge spaces, and provide off road parking facilities so traffic flow is not impeded.

#### **4. Strutt's Park and Darley Abbey**

- 4.1 We asked people about traffic management arrangements in Strutt's Park. The questions and responses were:

86 people responded to the question "Has speed reduced in this area?"

- 53% said yes
- 47% said no

91 people responded to the question "Is it easier to cross the road?"

- 70% said yes
- 30% said no

85 people responded to the question "Is there less through traffic?"

- 62% said yes
- 38% said no

89 people responded to the question "Do you want further improvements?"

- 40% said yes
- 60% said no

- 4.2 We asked people about traffic management arrangements in Darley Abbey. The questions and responses were:

87 people responded to the question "Has speed reduced in this area?"

- 67% said yes
- 33% said no

81 people responded to the question "Is it easier to cross the road?"

- 51% said yes
- 49% said no

76 people responded to the question "Is there less through traffic?"



- 34% said yes
- 66% said no

86 people responded to the question “Do you want further improvements?”

- 27% said yes
- 73% said no

## **5. Proposals for St Michaels Lane**

5.1 We asked people about our proposals for St Michael’s Lane. 160 responses were received. Of these:

- 46% people wanted us to make it one-way
- 45% people wanted us to leave it as it is
- 9% people wanted us to close it altogether.

## **Appendix B Technical Assessment of Five Lamps and King Street Link Road Scheme**

### **1.0 Introduction**

1.1 On 7 October 2003 a report was approved by Cabinet which set out two options for schemes in the King Street and Five Lamps area, to form the basis of public consultation. The option of doing nothing was also included in the consultation questionnaire. A description of the options is set out below, and the results of the consultation are included in Appendix A, of the Cabinet report.

#### **1.2 Option 1, Drawing No. ST2/CAB/01**

- a) To construct the King Street Link from St Helen's Street to Lodge Lane, with the inclusion of a bus lane from Queen Street to St Helen's Street and bus priority measures at signalled junctions to provide bus priority up to Five Lamps.
- b) The provision of a two-lane approach from Kedleston Road to enable better management of traffic at the junction. This requires the reduction in the size of the gardens fronting Nos 5-13 Kedleston Road.
- c) At the Five Lamps junction this option has a three-lane approach in Garden Street. The offside lane would be long enough to make sure that U-turning vehicles would not normally block across the ahead movement into Duffield Road, thus ensuring that traffic flow is maximised. This option would require the demolition of 40 West Avenue.
- d) The original option showed West Avenue being made a cul-de-sac with the turning area at the east end adjacent to Garden Street. The current design includes keeping West Avenue access open off Garden Street.

#### **1.3 Option 2, Drawing No. ST2/CAB/02**

- a) As a) in Option 1
- b) The provision of a two-lane approach from Kedleston Road to enable better management of traffic at the junction. This requires changes to the kerb alignment on Garden Street and associated with this is a more significant reduction in the size of the gardens fronting Nos 5-13 Kedleston Road than in Option 1. Number 5 Kedleston Road would lose its entire front garden and the retaining wall.
- c) At the Five Lamps junction this option retains the existing two lane approach on Garden Street. In order to reduce the amount of U-turning traffic at Five Lamps this option would entail the reversal of traffic at Lodge Lane enabling traffic to turn right from Bridge Street/Lodge Lane into King Street. A new road would be provided across the scrubland between King Street and the new King Street link adjacent to the Seven Stars public house to give traffic currently turning off Duffield Road into

Lodge Lane/Bridge Street a new route into Lodge Lane/Bridge Street. The Garden Street approach at Five Lamps would remain as two lanes and as a result 40 West Avenue would not need to be demolished.

d) West Avenue would remain as it is now, one-way in from Garden Street

1.4 From the 274 response forms that we received the results showed a diverse range of views. The detailed comments covered a whole range of issues including;

- People chose Option 1 as they believe this creates the simplest and most conventional junction layout
- A significant number of people chose Option 2 principally to avoid the demolition of 40 West Avenue
- A significant number of people chose Option 1 as they thought that it would provide more capacity and reduce queues. (Both options would have a similar capacity; they just work in different ways).
- There were concerns over current levels of rat-running in Strutt's Park and the effects that any further changes would have on this
- There was concern over creating a new road across the scrubland, and increasing pedestrian crossing points to access the city centre
- There was concern over the overall impact on the conservation area

1.5 Looking at the levels of people that 'voted' for each option, although there was a slight majority in favour of Option 2, there does not appear to be an overall consensus for any of the options, including doing nothing. What is apparent is that 65% of those replying wanted to see some improvement, that is either option 1 or 2, compared with 23% who would prefer to do nothing and 12 % that made no choice at all.

## **2.0 Technical Assessment of Options**

2.1 Since the public consultation officers have been carrying out further technical assessments of both Options 1 and 2 and of other alternative suggestions made during the consultation exercise.

2.2 Of the alternatives suggested there were two main ones. The first of these alternatives was to:

- make Kedleston Road one-way from its junction at Five Lamps to Broadway, make Broadway two-way
- make Duffield Road one-way from Broadway to Five Lamps.

2.3 It was suggested that this would enable bus priorities, retain parking and reduce conflicts at Five Lamps for motor traffic. Whilst it is acknowledged that there would be some benefits to implementing this type of solution officers consider that the disbenefits outweigh the benefits quite considerably. This type of solution has been considered before and rejected for the following reasons:

- Long sections of one-way roads can increase traffic speeds and potentially increase accidents and the fear of danger
- The Kedleston Road bus service would be separated and bus journey time would be increased
- There would need to be significant changes in local traffic management. Access for local residents would be made more difficult and travel distances would increase. This in turn could create problems with rat-runs on residential roads linking Duffield Road and Kedleston Road
- It is also likely that residents in Broadway would see significant increases in traffic flows.

2.4 The second alternative that was suggested would:

- reverse the direction of flow in Kedleston Street (east), between Garden Street and Duffield Road in order to accommodate U-turning vehicles at Five Lamps,
- U-turns would be banned at the Five Lamps junction itself
- make Kedleston Street (west) one way between Parker Street and Garden Street, in that direction, and
- retain West Avenue access from Garden Street as it is now

2.5 The main significant benefit of this option is that it would mean that the building at 40 West Avenue would not be required as the right turn at the Five Lamps junction would be banned and transferred to Kedleston Street (east). However, the gardens at 5-13 Kedleston Road would be required to the same extent as Option 2 and some land from the Five Lamps public house car park would be required to enable the right turn into Kedleston Street from Garden Street. The King Street Link Road would be as Option 1.

2.6 Whilst the option does have merit, further consideration of this solution identified the following disadvantages, which led officers to conclude that it could not be satisfactorily implemented:

- It greatly intensifies the use of Kedleston Street, which at present is a heavily used pedestrian and cycle route
- Existing pedestrian and cycle crossings on Garden Street and Duffield Road would need to be relocated to the north of Kedleston Street
- This route forms part of the strategic cycle network and is also well used by pedestrians
- Because of the close proximity of the petrol station and relatively short length of Garden Street there would be some difficulty in placing traffic signs to direct drivers to use Kedleston Street. This may result in some drivers, particularly strangers being confused by the arrangements who then may attempt to U-turn at Five Lamps or carry out other undesirable manoeuvres elsewhere
- There would be some difficulty in relocating traffic signal poles particularly outside Grove Bank due to the narrowness of the existing footway
- It would require land outside that reserved within the Local Plan.

- 2.7 In relation to the original options, following more detailed consideration and analysis, officers are concerned that with Option 2, the new link road across the scrubland creates a potential new 'rat run' through Strutt's Park and additional sets of traffic signals along King Street towards the city centre also potentially increases the number of crossing points for pedestrians walking into the city centre. Also a number of people commented on the need to create a simple and understandable traffic system. Option 2 is more complex than Option 1. Option 2 would also bring a further, albeit minor, road link closer to the Seven Stars Public House. Also, whilst the main significant benefit of Option 2 is to preserve 40 West Avenue, it does have a more significant impact on the gardens on Kedleston Road. Number 5 Kedleston Road would lose the whole of its front garden and the retaining wall.
- 2.8 There is no doubt that, in comparison with the other options considered, the main disadvantage of Option 1 is the need to demolish 40 West Avenue and the adverse effect that this would have on the townscape in this area. However Option 1 does allow for an overall simpler and in officer's opinion a safer design, both at the Five Lamps junction location, and at the King Street Link Road.
- 2.9 Table 2.1 summarises the pros and cons of the two options. There is no doubt that the loss of 40 West Avenue would significantly alter the townscape in the Five Lamps area of the conservation area. Also there are significant archaeological issues that need to be recognised and mitigated against in the area proposed for the King Street Link Road scheme. However after much consideration of the issues, both transport and environmental, officers have concluded that Option 1 should be recommended to Members for implementation as part of the Connecting Derby project.
- 2.10 As a matter of detail we are proposing a slight change to the original Option 1 to recommend that West Avenue remains as it is now, one-way in. We feel that this is operating satisfactorily now and that restricting access any further will not provide any significant benefits.



**Table B1 Five Lamps and King Street Link Road Scheme – Advantages and Disadvantages**

<b>Option 1: All moves junction at Five Lamps, King Street Link Road and associated bus priorities, Drawing No. ST2/CAB/01</b>	
<b>Advantages</b>	<b>Disadvantages</b>
<p><b>Five Lamps Junction</b></p> <ul style="list-style-type: none"> <li>Traditional junction, with all moves allowed, improved forward visibility, U-turn and left turn to Kedleston Rd better catered for.</li> <li>Widening of Garden St to three lanes allows Kedleston Rd bound traffic, Duffield Rd bound traffic and U-turning traffic each to have their own lane. Kedleston Rd bound traffic will have their own stop line and set of signals.</li> <li>Garden St widening and realignment allows inter-visibility between Garden Street and Kedleston Rd. This will aid road safety.</li> <li>Road alignment into Kedleston Rd will be improved, especially for buses.</li> <li>Widening of Kedleston Rd to two lanes will provide improved capacity on the main bus routes in the area. This will enable better success of any future bus priorities.</li> <li>The operation of the junction, while improved in terms of capacity and safety, remains largely unchanged. This is likely to require less time for users to adjust and will be simple to sign.</li> </ul> <p><b>King Street Link Road</b></p> <ul style="list-style-type: none"> <li>Providing the King Street Link Rd will enable existing King St to become two lanes towards the city centre. This will maximise use of two lane approaches on Duffield Rd and Kedleston Rd to improve traffic flow. It will allow buses easier access into the city centre</li> <li>The King Street Link Rd scheme includes provision of a bus lane from Queen St to St Helens St, then buses will have priority at signals to advance into the King Street Link Rd in advance of other traffic.</li> <li>Crossing facilities for pedestrians and cyclists will be improved in the area near St Helens House/ St Helens St.</li> <li>Cycle routes into and out of the city will be improved.</li> </ul> <p><b>General pedestrian access</b></p> <ul style="list-style-type: none"> <li>Working with the developer of the former BMW site on King Street, an at-grade pedestrian and cycle crossing will be provided across the King Street slip road, to link St Mary's footbridge to Queen Street, and the sub-way will be improved with new materials, CCTV and better lighting.</li> <li>In order to improve facilities for pedestrians we will wherever possible maximise footway widths throughout the scheme.</li> </ul>	<p><b>Five Lamps Junction</b></p> <ul style="list-style-type: none"> <li>Widening of Garden Street requires the scheme to demolish 40 West Avenue. This will have an adverse impact on the townscape in the area. This land and property is reserved in the Local Plan for highway purposes. Careful urban design and landscaping features will be incorporated into the scheme to mitigate the effects.</li> <li>Widening of Kedleston Road to two lanes, requires taking some of the gardens from numbers 5-13 Kedleston Road. This land and property is reserved in the Local Plan for highway purposes. The wall would be rebuilt as it is now, but in a new position.</li> <li>There may be slight increases in vehicle speeds of traffic travelling from Garden St into Kedleston Rd, however this could be controlled to some degree by signal timings.</li> </ul> <p><b>King Street Link Road</b></p> <ul style="list-style-type: none"> <li>King Street Link Road does pass through some areas that have cultural and archaeological merit. The scheme requires the demolition of 2-8 St Helens St and some small units behind them and adjacent to King St. The main Marble works will not be affected, though the original engine house would need to be demolished. There may also be some underground medieval archaeological remains. The scheme also extends through the yard of the Seven Stars Public House and requires the demolition of walls to the yard. These walls are included within the Grade II listing of the property and we will need to apply for specific consent to progress with this. A full assessment will be included in the Environmental Statement accompanying the planning application. Completing the scheme will facilitate archaeological surveys and full recording of the area.</li> <li>Although traffic flows will be improved, it is still anticipated that congestion and associated queues and delays will occur at peak times.</li> </ul>

Option 2: All moves junction at Five Lamps, new link road to facilitate a reduction in U-turns at Five Lamps, King Street Link Road and associated bus priorities, Drawing No. ST2/CAB/01	
Advantages	Disadvantages
<p><b>Five Lamps Junction</b></p> <ul style="list-style-type: none"> <li>• Widening of Kedleston Rd to two lanes will provide improved capacity on the main bus routes in the area. This will enable better success of any future bus priorities.</li> <li>• Provision of the new small link road facilitates an alternative route for vehicles currently U-turning at Five Lamps. Reductions in U-turns will improve traffic flow through the junction, and safety.</li> <li>• Does not require the demolition of 40 West Ave.</li> <li>• New small link road improves access from Lodge Lane to Ring Rd.</li> <li>• Signal timings can be improved to reduce conflicts and improve safety and traffic flow through the junction, though not to the same degree as Option 1.</li> </ul> <p><b>King Street Link Road</b></p> <ul style="list-style-type: none"> <li>• Providing the King Street Link Rd will enable existing King St to become two lanes towards the city centre. This will maximise use of two lane approaches on Duffield Rd and Kedleston Rd to improve traffic flow. It will allow buses easier access into bus priorities into city centre</li> <li>• The King Street Link Rd scheme includes provision of a bus lane from Queen St to St Helens St, then buses will have priority at signals to advance into the King Street Link Rd in advance of other traffic.</li> <li>• Crossing facilities for pedestrians and cyclists will be improved in the area near St Helens House/ St Helens St.</li> <li>• Cycle routes into and out of the city will be improved.</li> </ul> <p><b>General pedestrian access</b></p> <ul style="list-style-type: none"> <li>• Working with the developer of the former BMW site on King St, an at-grade pedestrian and cycle crossing will be provided across the King St slip road, to link St Mary's footbridge to Queen Street, and the sub-way will be improved with new materials, CCTV and better lighting.</li> <li>• In order to improve facilities for pedestrians we will wherever possible maximise footway widths through out the scheme.</li> </ul>	<p><b>Five Lamps Junction</b></p> <ul style="list-style-type: none"> <li>• Requires the construction of small new link road through scrubland, and reduces its potential for other uses.</li> <li>• The gyratory becomes slightly more complicated; signing would need to be clear to allow users to adjust.</li> <li>• Widening of Kedleston Rd to two lanes, requires taking some of the gardens from numbers 5-13 Kedleston Rd. This land and property is reserved in the Local Plan for highway purposes. The retaining stone wall would be rebuilt as it is now, but in a new position. However the whole of No. 5 Kedleston Rd's front garden would be required for scheme, including the retaining stone wall, due to necessary kerb realignment on Garden St.</li> <li>• Forward visibility through the junction for people in the offside lane on Garden St will still be limited. New small link road will not remove all U-turns, so blocking back will still be possible.</li> <li>• Does not provide a separate stop line and signal for Kedleston Rd bound traffic.</li> <li>• Likely to increase rat-running traffic through Strutt's Park, by opening up route from Edward St towards Ashbourne Rd.</li> </ul> <p><b>King Street Link Road</b></p> <ul style="list-style-type: none"> <li>• King Street Link Road does pass through some areas that have cultural and archaeological merit. The scheme requires the demolition of 2-8 St Helens St and some small units behind them and adjacent to King St. The main Marble works will not be affected, though the original engine house would need to be demolished. There may also be some underground medieval archaeological remains. The scheme also extends through the yard of the Seven Stars Public House and requires the demolition of walls to the yard. These walls are included within the Grade II listing of the property and we will need to apply for specific consent to progress with this. A full assessment will be included in the Environmental Statement accompanying the planning application. Completing the scheme will facilitate archaeological surveys and full recording of the area.</li> <li>• Although traffic flows will be improved, it is still anticipated that congestion and associated queues and delays will occur at peak times.</li> </ul>