



DERBY CITY COUNCIL

COUNCIL CABINET
13 JANUARY 2004

Report of the Director of Development and Cultural Services

Alvaston Environmental and Transport Improvements - Results of Public Consultation

RECOMMENDATIONS

- 1.1 To note the results of extensive public consultation undertaken in and around the Alvaston area during September and October of this year and endorse the following recommendations:
- to support the implementation of a package of measures, as outlined in the consultation process, for Shardlow Road
 - to support the implementation of a package of measures, based upon the results of the consultation exercise, for Alvaston District Centre
 - to further develop the Alvaston Bypass Extension route known as Option D and to investigate in detail the complementary measures which could be introduced on London Road to ensure that the maximum number of vehicles transfers from London Road to the bypass, and minimise any potential negative impacts on the section of London road which is not bypassed
 - to subsequently carry out further public consultation during the development of this option as part of the preparation of the next Local Transport Plan, LTP
 - to continue to safeguard the route and land as shown in the current adopted Local Plan Policy T1(b), with the exception of an amendment at its eastern end, as shown on the plan attached.
 - to seek a change to Local Plan Review Policy T2 (b) through the Public Inquiry process to reflect the Council's intention to safeguard land for the amended route as shown on the plan.
 - to report the results of the consultation and further technical work back to Area Panel Two at the earliest convenience.

SUPPORTING INFORMATION

- 2.1 During September and October of this year, the Council undertook a major public consultation exercise in Alvaston on proposals for improving the environment and transport within the area.
- 2.2 The consultation focussed on three issues:

- **Shardlow Road**, and measures which can be introduced to improve safety and discourage traffic from using it as a through route, once the Alvaston Bypass is completed in December
- **Alvaston District Centre**, and measures which can be introduced to improve the visual environment, enhance facilities for pedestrians, cyclists and public transport users and improve the way that traffic is managed through the district centre
- various route options for the **Alvaston Bypass Extension**.

2.3 The consultation was done in order to:

- consider what traffic and transport measures can be implemented to manage traffic in Alvaston once the bypass is open
- establish the level of support for measures to enhance the district centre
- to enable the council to consider the need to retain and protect a line in the CDLP for the bypass extension
- subject to public consultation, to enable the council to incorporate proposals for the bypass extension in the next LTP.

2.4 The consultation was undertaken in several phases:

- between 8 September and 9 October 2003, we held face to face meetings with all businesses who were directly affected by the bypass option proposals
- on 23 September we held a meeting for people who could be directly affected by the proposals for the Alvaston bypass extension. 600 people were invited to attend the meeting by letter. Approximately 200 people attended the event. People told us their views on our proposals and also were given leaflets and questionnaires to send back to us
- a public exhibition held in Alvaston District Centre on the 2, 3 and 4 October. The exhibition was visited by approximately 1000 people over the three days. People were able to tell us their views on our proposals and also were able to take away leaflets and questionnaires to send back to us
- an event for key stakeholders and businesses in the area, on 21 October at the Riverside Centre on Pride Park.

2.5 Following the various meetings, exhibitions and stakeholder events we have had 36 letters commenting on the consultation proposals and 624 questionnaires returned.

Shardlow Road

2.6 The proposals for Shardlow Road were supported by the majority of people who returned questionnaires and attended the exhibitions. We have received many detailed comments on the proposals which we will consider when designing the proposals in detail.

- 2.7 There were two items which were raised by almost all of the participants in the Shardlow Road consultation:
- introduce a weight limit on Shardlow Road to prevent it being used by HGV's once the Alvaston Bypass is open, and
 - encourage the bus operators to run regular services along Shardlow Road.
- 2.8 We will seek to introduce a weight limit on Shardlow Road after it has been de-trunked. Allowing for the statutory procedures, we aim to have it in position by the end of March 2004.
- 2.9 We will liaise with the local bus operators to investigate the feasibility of providing improved bus services on Shardlow Road. This may involve changes to the route of the current Alvaston services.
- 2.10 We will develop a comprehensive package of measures based on the results of consultation for Shardlow Road. This will include:
- a gateway treatment for the area
 - safer cycling facilities
 - improving the road surface
 - chicanes to reduce speeds along the road
 - new bus shelters and specially raised kerbs.

Alvaston District Centre

- 2.11 The proposals for Alvaston District Centre also received a broad level of support from both the local users of the centre and the Alvaston retailers.
- 2.12 Some of the main issues raised about the district centre were the current poor condition of the footways and environment for pedestrians as well as the poor car parking facilities. 70% of the people who responded to our questionnaire thought that providing better pedestrian facilities was very important.
- 2.13 We will commence minor works in the district centre during 2004. These measures will focus on the immediate maintenance related issues, such as poor footways and highway drainage.
- 2.14 We will further develop the major elements of the scheme for the district centre with a view to implementing them following the completion of the works in Allenton District Centre.

Alvaston Bypass Extension

- 2.15 The Alvaston Bypass extension is currently covered by Policy T1(b) of the adopted City of Derby Local Plan. The policy safeguards a route and land for an extension of the Alvaston Bypass beyond Raynesway. This policy is being carried over into the City of Derby Local Plan Review under Policy T2(b) , although the Review Proposals Map shows a diagrammatic route rather than a specific area of land as in the adopted Plan. This reviewed policy currently states:

T2 - The City Council will pursue the implementation of the following major transportation projects...(b) The extension of the Alvaston Bypass beyond Raynesway to London Road.

2.16 The supporting text states:

“The City Council will undertake detailed investigations to establish a precise alignment for the Alvaston By-pass extension, (referred to as project b) above. These investigations will include the need and scope for highway improvements between the By-pass extension and the Wilmorton Link into Pride Park. Subject to these investigations, planning permission will be granted for the road. The detailed design of the road must take full account of the need to minimize impact on the environment and residential amenity. Planning permission will not be granted for development that would prejudice the implementation of this scheme.”

2.17 We consulted on eight different options for dealing with the issues of traffic congestion and pollution on London Road in Alvaston. These options included, doing nothing, introducing only bus priority measures and six alternative route options for an extension to the Alvaston Bypass.

2.18 The consultation leaflets emphasised that the six options for a bypass extension route, had been identified following an extensive study by consultants. The study had identified more options than the six taken to consultation, however the six which were consulted upon were determined to be the only viable options in terms of their benefits to transport, impact on the local environment and community as well as the costs of construction.

2.19 The analysis of the responses show that:

- doing nothing has little support
- focussing on public transport measures alone is not a popular option.

2.20 However, there is no clear preferred route for the bypass extension from the consultation options. The analysis of the results can be seen in Appendix 2.

2.21 The responses strongly suggest that people want to see something done to resolve the issues of traffic congestion and environmental nuisance along London Road and in Alvaston District Centre. However there is no consensus on a preferred route. This is probably due to the fact that all eight options have negative impacts as well as positive effects on the bypassed section of London Road.

2.22 In general terms, the feedback from the questionnaires, public exhibitions, meetings and correspondence, suggests that a bypass is desirable to resolve the traffic problems. Also, a route which bypasses the whole of London Road between Raynesway and Ascot Drive received more support than one which is only a partial bypass.

2.23 During the consultation the prospect of a new ‘northern route’ was suggested. This route would commence with a new junction with Raynesway north of the River Derwent. The route would then run along the northern bank of the River Derwent until it meets the Derby to London railway line. The route would cross the

river and then turn to a southerly direction and run almost parallel with the railway line. The route would terminate at a new junction with the Wilmorton Link Road in the approximate location of the current entrance to Derby College.

- 2.24 Although it is located away from residential areas and does not cross the front of the park, this route is not considered to be viable. There are several reasons for this:
- the route has a major adverse effect upon the river and local environment.
 - the route would compromise the flood defences in this area requiring them to be re-engineered at a significant cost.
 - the route would pass through land along the southern side of Rolls Royce's Raynesway site.
 - the route would pass through the Alvaston and Boulton cricket ground which also forms part of the city's green wedge.
 - the route requires a large bridge to complete it, which is likely to make the cost of this option significantly more expensive than any of the other options in the consultation exercise.
 - the location of the Raynesway junction means that drivers who use the route have a significantly longer distance to travel when compared with remaining on London Road, so
 - the route would be less effective at taking traffic off London Road than any of the other options.
 - analysis has shown that, when compared to the consultation options, the northern route would attract more trips from the A52 corridor and provide less traffic relief on London Road.
 - an economic assessment has been undertaken in accordance with Department for Transport criteria. The assessment showed that the scheme has 'negative' benefits, this means that the scheme represents poor value for money and that the government would be unlikely to fund it.
- 2.25 It is recognised and acknowledged that there are transport related problems in the London Road corridor. Our investigations to date have concluded that the only viable solution is to remove traffic from London Road by creating a new transport link coupled with the introduction of measures along London Road to ensure that the reduction in traffic along this corridor is maintained.
- 2.26 From the consultation it is clear that although there is no overwhelming support for an individual option, there was more support for an option which bypassed all of the section of London Road in question, rather than part of it. This view was also echoed in our public meetings and stakeholder event.
- 2.27 The results of the consultation suggested that option A could be further developed, in response to the comments we have received upon it, to form the basis of an acceptable solution.

- 2.28 There are several issues which have been raised with regard to option A which would need to be resolved, these are:
- the proximity of the route to the proposed new Wilmorton Primary School
 - the route is shown passing through part of the ASG site where the company have recently invested a significant sum of money into expanding their business activities
 - maintaining sufficient safe access to Alvaston Park
 - the loss of public open space and amenity in Alvaston Park.
- 2.29 We have looked at what could be done to try and answer the specific issues raised above. We found that by altering the route to avoid the proposed school and ASG we create a much more significant impact upon the park, as well as requiring the purchase and demolition of 12 houses.
- 2.30 Therefore, despite the level of support for a route to Wilmorton Link, based upon the responses we have had to the consultation, I feel that this option would not be acceptable.
- 2.31 I have therefore reached the following conclusions:
- we are not able to devise a route for the extension which bypasses the length of London Road between Raynesway and Ascot Drive which is
 - affordable
 - has an impact on Alvaston Park that is acceptable, or can be mitigated against.
 - of the remaining options only option D, based upon the local plan alignment, remains capable of addressing the transport problems in Alvaston without major negative environmental impacts.
- 2.32 Based upon this I have concluded that we should not be taking the proposals for options A, B, C, E, F or the proposed 'northern route' option any further.
- 2.33 The reasons for this conclusion are as follows:
- Options A + B are compromised by the requirement for additional space at the proposed new Wilmorton School
 - trying to avoid businesses such as ASG would require the demolition of an additional 12 houses
 - avoiding ASG and providing sufficient space for the new school would require a route to take significantly more parkland than the original option A or B
 - Option G (The Northern Route) is not viable on either economic or environmental grounds

- Option C could lead to the closure of Alvaston Park Homes and re-homing of its residents
- Options E + F have similar issues to options A + B.

2.34 Detailed investigations with the Highways Agency into possible junction arrangements at Raynesway have shown that the Alvaston Bypass Extension cannot link to Raynesway as shown in the current Local Plan. It is therefore recommended:

- that the route safeguarded by policy T1(b) is amended at its eastern end as shown on the plan displayed
- that the amended route is safeguarded and that officers seek to agree this change to the Local Plan review policy through the current Public Inquiry process.
- that in taking forward proposals for a bypass extension we investigate complimentary measures which could be introduced on London Road to ensure that
 - the maximum number of vehicles transfers from London Road to the bypass
 - minimises any potential negative impacts on the section of London Road and its associated junctions which are not bypassed
 - undertake further consultation of the results of the investigation, outlined above, as part of the consultation for our second Local Transport Plan.

For more information contact:	Pete Price 01332 715034 e-mail peter.price@derby.gov.uk
Background papers:	None
List of appendices:	Appendix 1 – Implications Appendix 2 – Consultation Results Appendix 3 – Letters

IMPLICATIONS

Financial

- 1.1 The costs of work recommended on Shardlow Road and in the district centre can be met from the LTP and other funding sources. For the bypass extension to progress to the point where grant funding becomes available, there would be significant costs which will need to be met by the Council.

Legal

- 2.1 None.

Personnel

- 3.1 None.

Corporate Themes and Priorities

- 4.1 Improving conditions for pedestrians, cyclists and public transport users within Alvaston District Centre accords to the Councils key theme of – **A great place to live.**
- 4.2 Improving the physical environment in Alvaston District Centre will help sustain the neighbourhood centre as a retailing area and as a focal point for the local community. This accords with the Councils key theme of – **Prosperity for all.**
- 4.3 Reducing the level of traffic on key routes such as London Road and Shardlow Road will improve the environment for local residents accords with the Councils key theme of – **A sustainable environment.**

CONSULTATION RESULTS

A2.1 Shardlow Road

Questionnaire results

Suggested Improvement	Good or Very Good	Average	Poor
Narrow the road to reduce speeds	39%	22%	39%
Provide a priority give way to serve as a gateway to the area	53%	15%	32%
Provide a safe off-road route for cyclists	80%	12%	8%
Improve the road surface	73%	21%	6%
Provide chicanes to break up the road	52%	15%	33%
Provide high quality bus shelters and specially raised kerbs	74%	16%	11%

A2.2 Alvaston District Centre

Questionnaire results

London Road Transport improvements

	Support	Not support
Provide a new pedestrian crossing across London Road	72%	28%
Apply new road markings within the roundabout and on the approaches to guide motorists	69%	31%
Provide a new bus and cycle lane on the approach to the roundabout from Wye Street	42%	58%
Provide a new dedicated cycle lane on the south side of London Road from the roundabout to Lichfield Drive.	43%	57%

Harvey Road Transport Improvements

	Support	Not support
Reduce the number of traffic lanes on the approach to the roundabout from Shardlow Road	35%	65%
Extend the existing cycle lane from Boulton Lane to Shardlow Road	44%	56%
Apply new road markings within the roundabout and on the approaches to guide motorists	63%	37%
Keep all three traffic lanes on the approach to the roundabout from Harvey Road,	41%	59%
or reduce the number of traffic lanes on Harvey Road from three to two and provide a dedicated bus and cycle lane.	40%	60%

Travel mode

Main means of travel	Percentage of respondents
Car	68%
Bus	16%

District centre environmental improvements

	Very important + Quite important	Not important
Landscaping and street furniture	82%	18%
Improve safety	98%	2%
Better bus facilities	83%	17%
Better cycle facilities	86%	14%
Better car parking facilities	90%	10%
Better pedestrian facilities	95%	5%
Better street lighting	90%	10%

A2.3 Alvaston Bypass Extension

Questionnaire results

	YES	NO
1. Do you live on or near to London Road, for example within five minutes walk?	178	57

2. How often do you travel along London Road?

Every day	2-4 times a week	once a week	once a month	never
59%	32%	6%	2%	0.4%

3. What are your main means of travel?

Walk	Cycle	Bus	Taxi	Car driver	Car passenger	Motorcycle
45%	22%	33%	6%	68%	19%	3%

4. What do you think are the main transport related problems on London Road?

Too much traffic	69%
Too much pollution	48%
Traffic travels too slowly	34%
Difficult to cross the road	49%
Buses are often late	25%
Dangerous to cycle	42%
Too many traffic queues	63%
Too much noise	36%

5. The study has suggested that we do need an extension to the Alvaston Bypass. It looked at what the effects would be of

- doing nothing
- only introducing measures to help buses
- six alternative options for extending the bypass.

We want to know what you think about the different proposals.

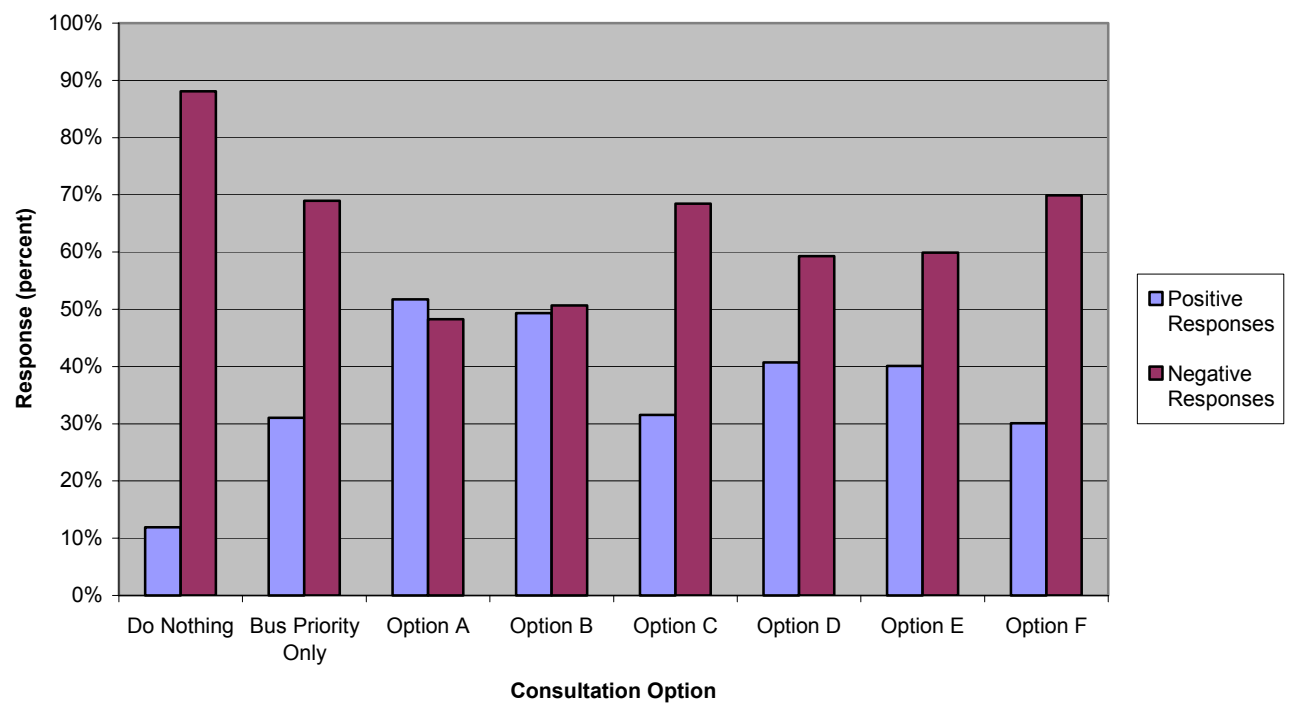
How much do you think each of the proposals could solve the problems you indicated in question 4?

	Solve Problems Completely	Partially Solve Problems	Not Solve Any Problems	Create More Problems	Do Not Consider this Option
Do Nothing	9%	3%	25%	9%	54%
Bus Priority Only	5%	26%	14%	23%	32%
Option A	30%	22%	1%	12%	35%
Option B	22%	27%	2%	12%	37%
Option C	5%	26%	10%	21%	38%
Option D	8%	33%	10%	16%	33%
Option E	8%	32%	4%	16%	40%
Option F	4%	26%	9%	20%	41%

Summary of responses

	Positive Responses	Negative Responses
Do Nothing	12%	88%
Bus Priority Only	31%	69%
Option A	52%	48%
Option B	49%	51%
Option C	32%	68%
Option D	41%	59%
Option E	40%	60%
Option F	30%	70%

Overall Analysis of Bypass Questionnaires



LETTERS

(attached)