



## **Developing the Staveley Works: alternatives to the Chesterfield Staveley Regeneration Route (CSRR)**

### **A joint proposal to the East Midlands Mayor by Cycle Chesterfield and Transition Chesterfield**

**April 2025**

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## Summary

The Chesterfield Staveley Regeneration Route (CSRR) is a proposed highway between the A6192 in Staveley and the Sainsbury's roundabout on the A619. It is proposed to open up land for housing on brownfield land at the Former Staveley Works, as well as a number of other stated aims. However, the road as currently proposed has many problems, including long term disruption and unmitigated impacts on Chesterfield Canal, creating additional congestion on other road junctions, failure to provide good links to Barrow Hill, the failure to remove traffic from the A619 except in the very near term, and failure to properly consider sustainable travel alternatives.

Not only is the CSRR not the best solution to many of the issues it is designed to address, but it is also likely to make things worse or just shift the problem to other areas. We believe that the redevelopment of this area would be much better served through local access roads coupled with a more progressive vision led planning approach that prioritises walking, cycling, public transport and local services, including:

- Reopening the passenger rail line or provide a train/tram service between Barrow Hill and Sheffield.
- Improved bus services between Chesterfield, Brimington and Staveley.
- Upgraded walking and cycling links between Barrow Hill, Staveley, Brimington and Chesterfield to provide high quality, safe walking and cycling access.

These measures would regenerate many 'left behind' communities, could deliver good jobs, reduce traffic and improve the health and quality of life for existing residents as well as residents of the new development. As the East Midlands Combined County Authority (EMCCA) will be the strategic authority responsible for delivering this scheme we make the following recommendations for the Mayor:

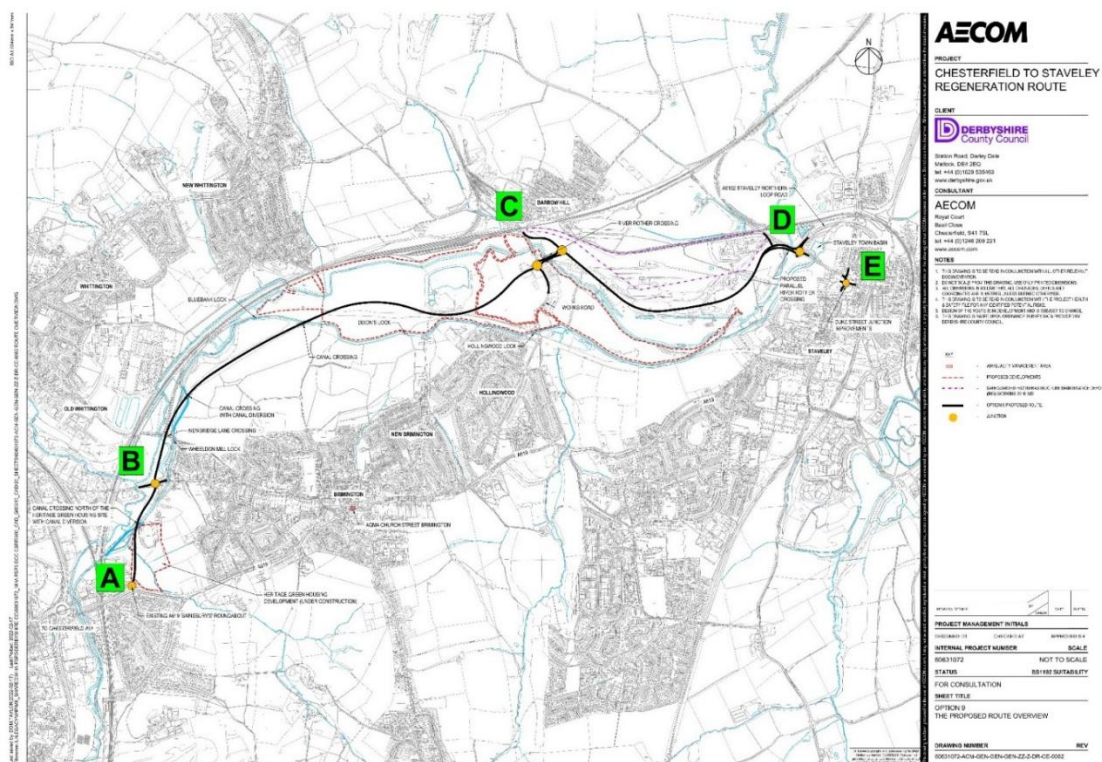
- Ensure that the ground investigation of the CSRR includes alternative routes to reduce the impact on the canal and provide better linkages to Barrow Hill.
- Conduct an assessment of all the possible travel options to facilitate housing and employment growth in Brimington and Staveley using a vision led planning approach which considers all the options.
- Add the Barrow Hill passenger rail reopening or train/tram option to the authority's list of priority infrastructure projects, rather than leaving it all to the South Yorkshire mayor.
- Prioritise rail, train/tram, bus and walking and cycling above the CSRR to ensure inclusive growth of the area (and ensure that the bridges and current alignment of Works Rd are retained for walking and cycling).

Other measures are proposed that could reduce traffic impacts and improve the quality of life for residents in Brimington and Staveley, independently of the CSRR, include a redesign of the gyratory at Brimington to avoid congestion on Church St, and a rebuild/redesign of Morrisons supermarket in Staveley to make it safer and easier for bus, walking and cycling access.

# 1. Background

The Chesterfield Staveley Regeneration Route (CSRR) is a single-carriageway highway proposed to link up the A6192 (which links Staveley to Junction 29a of the M1) to the Sainsbury’s roundabout on the A619, and open up land for housing on brownfield land at the Former Staveley Works<sup>1</sup>. See Figure 1 below.

**Fig 1: Proposed route of CSRR (‘A’ is Sainsbury’s roundabout, ‘D’ is the roundabout to the A619)**



This road, proposed for many years, was estimated in 2022 to cost around £166 million. The stated aims of the scheme<sup>2</sup> are to:

- provide a more efficient route from the A61 to the M1.<sup>3</sup>
- improve local journeys for residents of Brimington, Hollingwood, Staveley, Barrow Hill, Middlecroft, and Inkersall by removing traffic from the A619.
- improve bus service reliability by removing traffic from the A619.
- facilitate housing and employment growth on brownfield land in the area north of Brimington and Hollingwood, as per the Chesterfield Local Plan.

<sup>1</sup> The Devonshire Group have submitted outline plans for 700 new homes, a primary school, retail and community facilities (planning application CHE/19/0013/OUT) on the site while Harworth have plans for a further 590 dwellings in the western part of the site. <https://www.staveleyregeneration.co.uk/>

<sup>2</sup> Derbyshire County Council 2022 consultation.

<sup>3</sup> It is not clear why a more efficient route from the A61 to the M1 is needed as the A61 is well served from the M1 with a high speed route to the M1 via the A617 to Jn 29 and via the A632 to Jn 29a. This primary rationale of creating a more efficient route to the A61, which would encourage more through traffic from the M1, seems in conflict with the other objectives.

- address issues of noise and poor air quality in existing residential areas, including the Air Quality Management Area (AQMA) near the Brimington gyratory.

## 2. Problems with the CSRR

Many of these aims are important but it is unlikely that the CSRR, as currently planned, will achieve many of these. Moreover, there are a number of problems with the current proposed design and route of the road and its likely impacts including:

- **Long term disruption to the canal.** The CSRR section from the Former Staveley Works to the Sainsbury's roundabout will cut across Chesterfield Canal in 3 places, and involve diverting the canal in 2 sections. These major works will destroy the peace and views along this much-loved leisure route (the canal towpath is part of the Trans Pennine Trail and a National Cycling Network) for walking and cycling (see Figure 2). The canal route between Sainsburys and Brimington will be disrupted for several years by construction work and permanently impacted by visual intrusion and traffic noise. The Chesterfield Canal Trust has raised concerns of *“obvious potential for negative impacts on the canal, both during construction and in the long term, without identifying how these will be quantified and mitigated.”*<sup>4</sup>
- **Additional congestion.** The additional traffic generated by all the new development will likely create bottlenecks elsewhere such as at the Sainsbury's and Tesco/Casa Hotel roundabouts. There are no publicly available traffic figures, but the Environmental Statement concludes that the proposed development *‘will result in several road junctions operating over capacity, even after mitigation’*.<sup>5</sup>
- **Failure to provide good links with Barrow Hill.** The route fails to provide easy access to Barrow Hill with two roundabouts and a road, which passes under a low railway bridge, which regularly floods, cutting the village off. The Barrow Hill Community Trust have suggested a better alternative is needed linking to a park and ride for a new Barrow Hill rail station. The existing Works Rd could then become a walking and cycling route (providing good active travel access from the canal/TPT for Barrow Hill residents).
- **Likely failure to remove traffic from the A619 except in the very near term.** There are no traffic figures publicly available for the CSRR to demonstrate how traffic will be removed from the A619. However even if the new road can remove traffic on the A619 in the very short-term, all the evidence from other road schemes shows that within a few years the traffic is likely to have built back up as more development occurs, and more traffic is created (so called induced traffic).<sup>6</sup> It is also not clear how much of the traffic on the A619 is local traffic which will continue to use this route instead of switching to the CSRR.

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<sup>4</sup> Chesterfield Canal Trust (2022) [Chesterfield Staveley Regeneration Route Consultation. Chesterfield Canal Trust response](#).

<sup>5</sup> Arup (2019) Staveley Works Area (Phase 1) Environmental Statement. Chapter D: Transport. Submission as part of Outline Planning Application CHE/19/00103/OUT. See <https://www.chesterfield.gov.uk/planningapplications>

<sup>6</sup> Taylor I et al (2017) [The impacts of road projects in England](#). Report for CPRE.

- **Failure to consider sustainable travel alternatives including new passenger rail or a train/tram option.** The plans fail to consider the possible reopening of a passenger rail route or train/tram option between Barrow Hill and Sheffield which would regenerate the area and provide sustainable travel access to Sheffield for residents of Barrow Hill, Staveley and Brimington. The CSRR will also do nothing to improve bus services through Brimington (except by removing traffic and improving bus reliability in the very short term as shown above). Additional funding will be needed to provide better and more frequent bus services.
- **Funding could be better spent on alternatives.** The CSRR will require massive investment of tens of millions of pounds from the new strategic authority (East Midlands County Combined Authority), money which could be spent on improving bus services and other sustainable travel measures.

**Fig 2: How the CSRR (red line) will impact the views along the canal near Bluebank Pools Nature Reserve (from Bilby Lane bridge looking towards Bluebank Lock)<sup>7</sup>.**



### 3. Alternative proposals to the current plans for the CSRR

We propose that alternatives are considered to the current plans for the CSRR which can meet many of the aims and provide additional benefits, without some or all of the problems highlighted above. This short briefing describes some of the key measures which can deliver regeneration, reduce traffic and promote a better quality of life for residents of Staveley, Barrow Hill, Brimington and surrounding areas.

This briefing also makes suggestions for a number of measures to improve travel access and improve quality of life for local residents of Brimington and Staveley which should be considered independently of any decision on the CSRR.

<sup>7</sup> Transition Chesterfield (2022). [Comments on the CSRR consultation](#). April 2022.

## 4. Vision Led Planning: plan for people rather than cars

A vision led planning approach starts with a collective ambition of how a place could look and feel rather than focussing on cars and roads and predicting and providing for them. Planning for people and places rather than cars, involves developing sustainable transport solutions which provide multiple other benefits (cleaner air, better health, reduced social inequalities) as well as supporting economic regeneration.

A good example of vision led planning is Chippenham in Wiltshire where a large (3,500) housing extension was originally planned around a £75 million road scheme. An alternative vision led planning proposal redesigned the scheme to deliver the same number of homes supported by a smaller £10 million road scheme.<sup>8</sup> It was proposed that the remaining money be used to support a range of sustainable travel including a rail passing loop, an improved high frequency bus network, better walking and cycling infrastructure as well as measures to revitalise the town centre (such as reduced business rates).

A similar approach to the redevelopment of Staveley Works Area could in theory free up large pots of money to develop sustainable transport solutions for existing as well as new residents and support economic regeneration in Staveley town centre.

## 5. Prioritise sustainable travel

### 5.1 Reopen the Barrow Hill Rail Line for passengers or extend the Supertram

The (then) Sheffield City Region Mayoral Combined Authority submitted a proposal to the previous Government's Restoring your railways fund to reopen the existing Barrow Hill Line (known locally as 'the old road') to passengers. Currently it is a freight line used as an alternative passenger route to Sheffield when there are engineering works. The reopening would comprise building or reopening 9 new stations<sup>9</sup> (see Figure 3) and the introduction of two trains per hour, local (stopping) passenger services with minimal infrastructure interventions.<sup>10</sup>

Rather than driving to Chesterfield or Sheffield, local residents of New Whittington, Barrow Hill, Staveley and the new residents on the redeveloped Staveley Works site would be able to take the train. It would take less than 10 minutes from Barrow Hill to Chesterfield, and around half an hour from Barrow Hill to Sheffield, which would be faster than driving.

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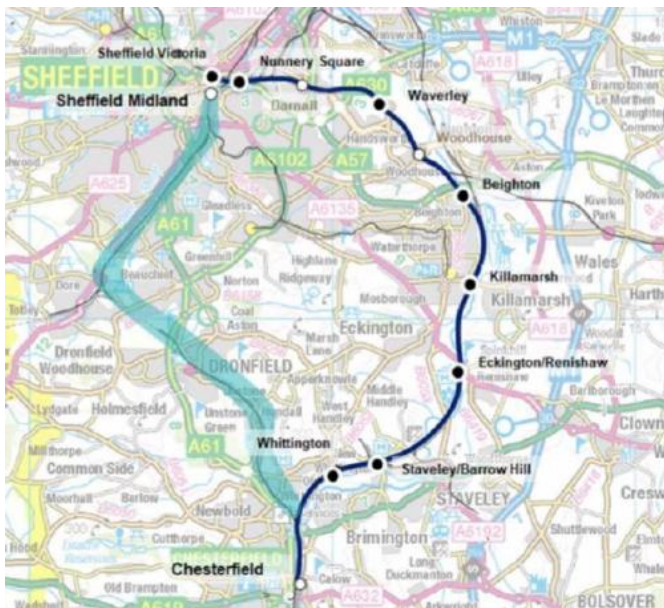
<sup>8</sup> Create Streets and Sustrans (2024) [Stepping off the road to nowhere](#). 10/03/24.

<sup>9</sup> Whittington; Barrow Hill / Staveley (opposite the Memorial Hall); Eckington/Renishaw; Killamarsh; Beighton; Waverley; Woodhouse; Nunnery Square (tram interchange); Sheffield Victoria

<sup>10</sup> Services would run between Sheffield Midland or a reopened Sheffield Victoria station, via the existing Nunnery Square junction, along the existing Sheffield-Worksop-Lincoln line as far as Beighton before transferring to the Barrow Hill line as far as Tupton Junction where they would join the Midland Mainline for a short stretch into Chesterfield.



**Figure 3: Proposed new stations on the Barrow Hill Line**



The proposal is a deliverable opportunity to level-up ‘left-behind’ communities currently disconnected from the urban centres of Sheffield and Chesterfield. The proposal would provide:

- Better public transport for communities to access opportunities for work, training and leisure (especially young people who may not drive)
- More employment opportunity locally following decline of mining and heavy industry
- Avoids regeneration locking in existing car dependency for future generations
- Reduces congestion, particularly in urban centres where air quality is a problem
- Provides levelling up for some of the UK’s most deprived communities

The potential capital cost was estimated in 2020 at between £93.5m and £113.8m. This clearly requires additional government funding.

To support this, the Barrow Hill Community Trust have proposed a new park and ride at Barrow Hill. This would enable the residents of Staveley, Brimington and the new development to easily access an attractive, fast, clean public transport service to Sheffield (and Chesterfield), thus helping to remove traffic from the roads.

Plans for the rail extension were put on hold by the current government in August 2024 pending a spending review of all its infrastructure plans. However an extension of the South Yorkshire Supertram to Barrow Hill is supported by South Yorkshire Mayor Oliver Coppard. A train/tram would provide a slower journey option from Barrow Hill to Sheffield but may be cheaper and quicker to deliver and could offer a more frequent service.

As well as providing a sustainable solution to access for the regeneration of the Staveley Works, a rail or train/tram option would drive economic growth across the whole area, with major employment sites adjacent to Waverley (Advanced Manufacturing Park) and Barrow Hill (new industrial zone in the former HS2 site and the Hartington Industrial Park). This

would enable manufacturing plants located near to residential areas in Staveley (e.g. Brett Martin) to relocate and free up land for light industry, retail or housing.

The East Midlands County Combined Authority Mayor, Claire Ward, should work closely with her South Yorkshire counterpart to expedite either a passenger rail or train/tram option to Barrow Hill and include this as a priority in her infrastructure plans.

## 5.2 Improved bus services to Brimington and Staveley

Although a number of bus services run between Chesterfield and Brimington and Staveley (Stagecoach 74/74a/77, 80 and 90/90a) some of the routes have not been changed for many years and do not necessarily meet the needs of local people. The existing bus network should be examined so it serves the proposed school, retail, homes, offices, pub, marina and green open spaces of the new development. Some of the funding for the CSRR would be better spent on improving the bus services to Staveley and Brimington to help the lives of existing residents as well as those of the new developments.

If the passenger rail line to Barrow Hill is delivered, there should be bus services to enable the residents of Staveley and Brimington to easily access a new Barrow Hill Station/Tram Stop. Ideally a free and frequent shuttle bus should be provided between the new rail station at Barrow Hill and Staveley.

## 5.3 Upgrade walking and cycling links between Barrow Hill, Staveley, Brimington and Chesterfield

Although there is a popular cycle route along the canal (Transpennine Trail and National Cycle Network 67) this is largely a leisure route, and is unpaved and quite narrow in places. There is no good commuter cycle link between Chesterfield town centre and Brimington and Staveley. There is not even a good cycle link between Hollingwood Hub on the canal and Barrow Hill, a distance of only half a kilometre.

Development of the Former Staveley Works provides the opportunity to develop good walking and cycling links between the site and Staveley and Brimington, and also connect with Barrow Hill and New Whittington. **It is essential that the bridges and current alignment of Works Road is kept as a walking and cycling route.**

Suggestions for improvements to the local walking and cycling network include the following (see Figure 4 for details for some of these):

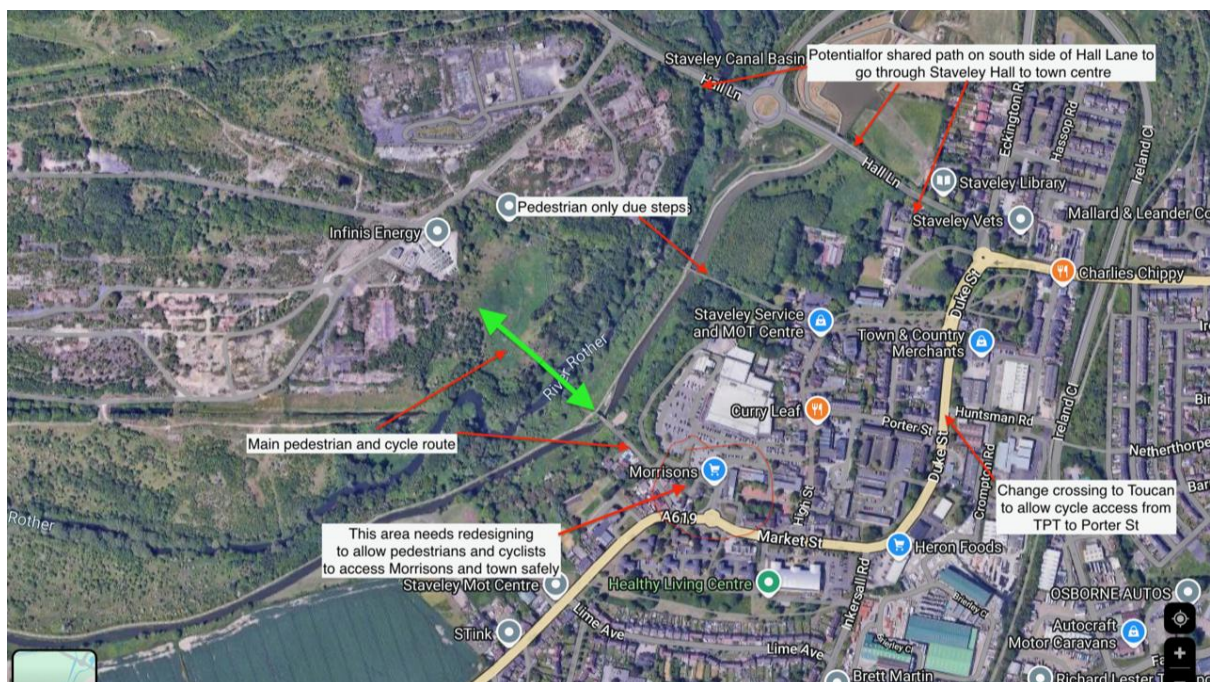
- Convert Works Road into a walking/cycling route providing good, safe access between the canal and Barrow Hill (see Section 6). Works Rd would either need to be raised (where it passes under the railway bridge) to cope with flooding or a suitable boardwalk style pedestrian/cycle path built to one side to raise people on foot or bike above the water level while allowing horse riders, who need more height clearance, to go under the bridge.
- Provide a high quality walking/cycling route between Barrow Hill across the river and canal and up Mill Green to Morrisons. The existing path and bridge across the river are closed due to flooding, and would need to be upgraded. There would also need



to be a redesign of the Morrison carpark (see Section 7.2) to allow safe access for people walking and cycling from the canal or from Staveley town centre. There is currently no safe crossing point for pedestrians at the mini-roundabout on the A619 or any safe pedestrian access through the carpark.

- Potentially provide a shared path on the south side of Hall Lane to go through Staveley Hall to the town centre.
- Change the crossing on Duke St next to Huntsman Road to a Toucan to allow cycle access from the Trans Pennine Trail to Porter St.
- Improve the current pedestrian path from Church St to the canal and provide lighting.
- Provide a shared path on the south side of Hall Lane to go through Staveley town centre to link up with the cycle route along the CSRR.
- Provide a toucan crossing across the A619 from Huntsman Rd to Porter Street to allow access to the TPT.
- Extend the shared path along the A619 from the junction from Brimington Road past the crematorium (through removal of central hatching) at least as far as Bradley Way (before the gyratory) and then through Church St if the gyratory was redesigned (see Section 7.1), providing a good cycle route from Brimington to Chesterfield rail station.

**Figure 4: Potential for improved walking/cycling links**



## 6. Amend the route for the CSRR

If all sustainable travel options discussed above are properly considered and delivered, it may be possible for the CSRR to be an access road for the new development without a southern spur to the Sainsbury's roundabout. This would avoid the damage to the canal and reduce the cost of the road significantly. With good rail, train/tram, bus, walking and cycling links and minimal parking standards this would encourage people moving to the new

development to use their cars less. As with the Chippenham example it may be possible to reduce the size and scale of the road, and use the money saved to provide more sustainable travel options. As discussed in the previous sections access to the former Staveley Works redevelopment would be largely focussed around a new rail or train/tram station at Barrow Hill, fast and frequent bus services and improved walking and cycling access to Staveley, Brimington and Chesterfield.

The second amendment would be to the CSRR spur to Barrow Hill, which, as currently planned, involves two roundabouts connecting to Works Rd (see Fig 5). However, Works Road, which passes under a low railway bridge, is subject to flooding and is unusable by double decker buses and HGVs due to the bridge's height restrictions. The design of the CSRR has clearly given little thought to the residents of Barrow Hill.

**Fig 5: Detailed drawing of CSRR roundabout with spur to Barrow Hill**



The Barrow Hill Community Trust have suggested a better alternative is needed linking to a park and ride for a new Barrow Hill rail station. The existing Works Rd could then become a walking and cycling route (providing good active travel access from the canal/TPT for Barrow Hill residents).

We recommend that before millions more pounds are spent on the CSRR a relatively small amount of funding is allocated to investigating a vision-led approach which can potentially provide more sustainable travel access to the new development at lower cost and with multiple other benefits.



The recent funding of £2.5 million by the East Midlands Mayor for a ground investigation of the CSRR<sup>11</sup> should ensure that alternative routes are considered which reduce the impact on the canal and provide better linkages to Barrow Hill.

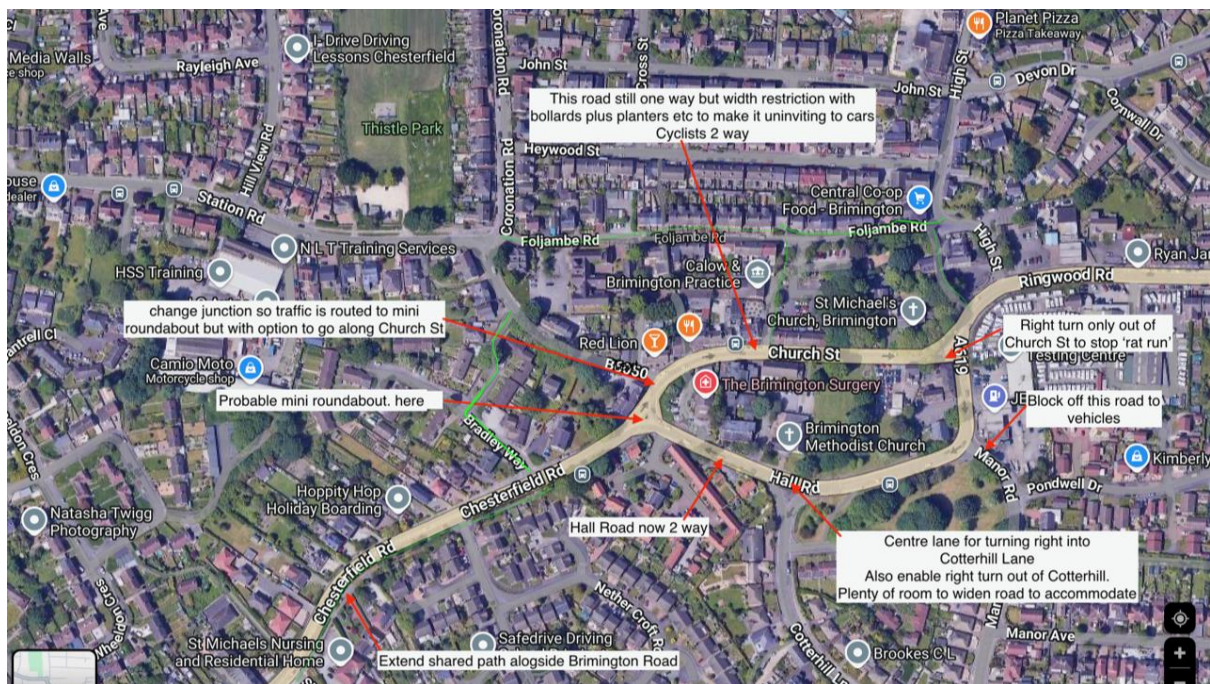
## 7. Other measures to improve quality of life for residents of Brimington and Staveley

There are a number of other measures that could be taken to reduce traffic impacts in Brimington and Staveley and improve the quality of life for local residents. These are independent of the CSRR and could be explored as stand-alone projects.

### 7.1 Redesign of the gyratory at Brimington

Much of the air pollution exceedances in Brimington occur at the Brimington gyratory (Church St) due to traffic congestion. Ironically there is a health centre in the middle of the gyratory with very poor pedestrian access. There is no need for a gyratory here: if the west-bound Chesterfield traffic lane (Hall Lane) was made 2-way, most traffic would not need to go along Church St. See Figure 7 for suggestions on how the gyratory could be redesigned to allow a smoother flow of traffic and avoid congestion along Church St. It would make it much easier for local residents to access the health centre and improve air quality along Church St.

**Figure 7: Redesigned Brimington gyratory with 2-way traffic along Hall Road**



### 7.2 Redesign of Morrisons supermarket, Staveley

Currently Morrisons in Staveley is very difficult to access for pedestrians with no safe crossing point across the main road, and a very poorly designed carpark that is unsafe for pedestrians (and cyclists). If Morrisons were to rebuild their store to provide a well designed,

<sup>11</sup> EMCCA (2025) [EMCCA Proposed Transport Investment Programme 2025/26](#). Item 8a at the Transport and Digital Connectivity meeting, 4 March 2025

sustainable facility(e.g. improved energy efficiency, new bus access and good walking/cycling access) to serve the proposed 3,500 new homes in Staveley, this would provide an opportunity to direct bus services to a new entrance and redesign the car park to encourage pedestrians and cyclists to the Mill Green area and TransPennine Trail and vice versa.

This would further reduce traffic in Staveley as residents would have easy access by walking, cycling or public transport to a local large supermarket.

## 8. Conclusions and recommendations

The CSRR, as currently proposed, has many problems, including long term disruption and unmitigated impacts on the canal, additional congestion on other road junctions, failure to provide good links to Barrow Hill, the failure to remove traffic from the A619 except in the very near term, and failure to properly consider sustainable travel alternatives.

Not only is it not the best solution to many of the issues it is designed to address, it is likely to make things worse or just shift the problem to other areas. We believe that the redevelopment of this area would be much better served through local access roads coupled with a more progressive vision led planning approach that prioritises walking, cycling, public transport and local services.

The hundreds of millions that will likely be needed to deliver the CSRR would be better spent on delivering a new passenger rail or train/tram service, improved bus services and improved walking and cycling links. These would deliver good jobs, reduce traffic and improve the quality of life for existing residents as well as residents of the new development. As the East Midlands Combined County Authority (EMCCA) will be the strategic authority responsible for delivering this scheme we make the following recommendations for the Mayor:

- Ensure that the recently funded ground investigation of the CSRR includes alternative routes to reduce the impact on the canal and provide better linkages to Barrow Hill.
- Conduct an assessment of all the possible travel options to facilitate housing and employment growth in Brimington and Staveley using a vision led planning approach which considers all the options.
- Add the Barrow Hill passenger rail reopening or train/tram option to their list of priority infrastructure projects, rather than leaving it all to the South Yorkshire mayor.
- Prioritise rail, train/tram, bus and walking and cycling above the CSRR to ensure inclusive growth of the area (and ensure that the bridges and currently alignment of Works Rd are retained for walking and cycling).

Other measures are proposed that could reduce traffic impacts and improve the quality of life for residents in Brimington and Staveley, independently of the CSRR, include a redesign of the gyratory at Brimington to avoid congestion on Church St, and a rebuild/redesign of Morrisons supermarket in Staveley to make it safer and easier for bus, walking and cycling access.