

The Great Grid Upgrade

Chesterfield to Willington

Preliminary Environmental Information Report

Volume 3: Appendix 12C Baseline Transport Context Information

March 2026

nationalgrid

Contents

12C. Baseline Transport Context Information	12C-1
12C.1 Overview	12C-1
12C.2 Baseline Transport Context Spatial Extent Overview	12C-1
12C.3 Local Road Network: Description	12C-5
12C.4 Local Road Network: Collision Data	12C-25
12C.5 Local Road Network: Traffic Flow Data	12C-34
12C.6 Receptor Sensitivity	12C-38
12C.7 Future Baseline Traffic	12C-47
12C.8 PRowS, Long Distance and Regional Paths, NCN Routes and Other Routes	12C-50
Terminology	12C-50
Data Sources	12C-51
List of PRowS, Long Distance and Regional Paths, NCN routes and Other Routes Affected by the Project	12C-52
12C.9 Further data to be collected to inform the ES baseline	12C-57

Table 12C.1: Primary and Secondary Access Routes for Project construction traffic	12C-2
Table 12C.2: Local Road Network road descriptions: Derbyshire County Council area	12C-6
Table 12C.3: Local Road Network road descriptions: Derby City Council area	12C-22
Table 12C.4: Collision summary for the Primary and Secondary Access Routes for the period 2021 to 2023	12C-26
Table 12C.5: Collision summary for the SRN junctions providing access/egress to PAR and SAR for the period 2021 to 2023	12C-32
Table 12C.6: Growth factors: 2024 and 2012 to 2025 – all vehicles	12C-35
Table 12C.7: 2025 all vehicle and HDVs only traffic flows: AAWT and AAWT 12 hr	12C-36
Table 12C.8: TTAL sensitivity summary	12C-40
Table 12C.9: Growth factors: 2025 to 2029 and 2030 – all vehicles	12C-47
Table 12C.10: Future baseline traffic flows at TTALs: 24 hr and 12 hr AAWT	12C-48
Table 12C.11: Data source summary	12C-51
Table 12C.12: Public Rights of Way	12C-52
Table 12C.13: Public Rights of Way within the draft Order Limits	12C-55
Table 12C.14: Other Routes with Public Access affected by the Project	12C-56
Table 12C.15: National Cycle Network routes affected by the Project	12C-56
Table 12C.16: Regional routes affected by the Project	12C-57

References	12C-58
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12C. Baseline Transport Context Information

12C.1 Overview

- 12C.1.1 This appendix presents an overview of baseline conditions for the traffic and transport Study Area set out within **Chapter 12 Traffic and Transport**, relating to the Chesterfield to Willington Project (the 'Project').
- 12C.1.2 Section 12C.2 provides an overview of the spatial extent of traffic and transport study area. Sections 12C.3 to 12C.5 present key baseline information, including details on the highway environment, a summary of collision records, and traffic flow data. Section 12C.6 sets out sensitivity criteria of receptors which have been defined as the Traffic and Transport Assessment Locations (TTAL). The methodology for the sensitivity assignment is set out in detail within **Chapter 12 Traffic and Transport**.
- 12C.1.3 The baseline context covers the future baseline as well. Section 12C.7 identifies the forecasted future baseline traffic flows and the methodology used to derive the forecasts.
- 12C.1.4 Section 12C.8 provides information regarding Public Rights of Way (PRoWs), long distance and regional paths, National Cycle Network (NCN) routes and other routes, where these interact with the Project.

12C.2 Baseline Transport Context Spatial Extent Overview

- 12C.2.1 The traffic and transport Study Area extent is set out in detail within **Chapter 12 Traffic and Transport**. In summary, the traffic and transport Study Area includes the proposed Primary Access Routes (PARs) and Secondary Access Routes (SARs) for construction traffic. This appendix presents baseline transport context information for all roads/road sections on the Local Road Network (LRN) in the traffic and transport Study Area. The LRN comprises roads/road sections that are adopted highways, i.e., roads managed by a local highway authority.
- 12C.2.2 As detailed in **Chapter 12 Traffic and Transport**, the PAR and SAR are the proposed routes that Heavy Duty Vehicle (HDV) construction traffic would travel along to access/egress the construction access points and to connect to the strategic road network (SRN). All Project construction HDVs are Heavy Goods Vehicles (HGVs). It should be noted that Light Duty Vehicle (LDV) construction traffic may use additional routes, however, the PAR and SAR encompass the roads with the most potential to experience significant traffic and transport effects as a result of the construction phase of the Project.
- 12C.2.3 **Table 12C.1** provides an overview of the roads that form each PAR and SAR and the TTAL present on the route, noting that this may be the entire road length or section(s) of the road. The PAR and SAR routes are shown in **Figure 12.1**, along with the TTAL.

Table 12C.1: Primary and Secondary Access Routes for Project construction traffic

PAR or SAR ID	Roads That Form the Access Route	TTAL ID
PAR-1	Enterprise Way and A632 Chesterfield Road	1-1
PAR-2	Calow Lane	1-2
PAR-3	B6425 (Deepsick Lane, Moor Lane and Hassocky Lane)	1-3
PAR-4	Sutton Lane and Shire Lane	1-4
PAR-5	Slack Lane; Mansfield Road and Shire Lane	1-5
PAR-6	A6175 Heath Road	N/A
PAR-7	A6175 Heath Road	1-6
PAR-8	B6039 Tibshelf Road	N/A
PAR-9	Hardstoft Road	N/A
PAR-10	B6039 Chesterfield Road, B6014 High Street and B6025 Alfretton Road	1-9 and 201
SAR-1	A6175 (Williamthorpe Road and St Lawrence Road); Little Morton Road; Parkhouse Road; Rupert Street; Bridge Street; Church Street; Station Road; Hardstoft Road	1-7 and 1-8
PAR-11	A61	N/A
PAR-12	A61 Chesterfield Road	2-2
PAR-13	A61 Chesterfield Road	N/A
PAR-14	A61 Chesterfield Road and Park Lane	2-3
PAR-15	B6025 and Park Lane	N/A
PAR-16	A615 (Eachwell Lane and Wingfield Road)	2-4
PAR-17	A615 and B6013	N/A
PAR-18	A610	N/A
PAR-19	Main Road	2-5
PAR-20	A610 and B6013	N/A
PAR-21	B6016 (Wood Lane and Main Road) and Millstone Lane	2-6
SAR-2	B6013; Riley Lane	2-7
PAR-22	Hartshay Hill and B6374 Heage Road and Upper Hartshay	3-1
SAR-3	B6374 (Ripley Road and Eagle Street); B6013 (Tenter Lane, New Road, Chesterfield Road, Far Laund, Laund	3-2; 3-3 and 3-4

PAR or SAR ID	Roads That Form the Access Route	TTAL ID
	Hill, Church Street and Short Lands) and A609 (High Street, Nottingham Road, Spencer Road, Kilbourne Road and Kilburn Lane)	
PAR-23	A61 (Alfreton Road and Sir Frank Whittle Road) and A608 (Mansfield Road and Hill Top)	4-1; 4-2; 4-3 and 4-4
PAR-24	Lime Lane and Derby Road	N/A
PAR-25	A608 Main Road	4-5
PAR-26	A608 Main Road and A609 (Dobholes Lane, Church Lane and Main Street)	3-5 and 3-6
PAR-27	A609 (Woodhouse Road, Church Street, Bywell Lane, Rawson Green, Belper Road and Kilburn Lane)	N/A
PAR-28	Lady Lea Road	3-7
PAR-29	Coxbench Road and Alfreton Road	N/A
PAR-30	B6179 Derby Road	N/A
PAR-31	B6179 Derby Road and Alfreton Road	N/A
PAR-32	Smalley Mill Road	N/A
PAR-33	Woodside; Cloves Hill and Smalley Mill Road	3-8
PAR-34	B6179 Derby Road	N/A
PAR-35	A6005	N/A
PAR-36	A6096 (Willowcroft Road, Sitwell Street, Moor Street and Dale Road)	4-6
PAR-37	A6005 (Nottingham Road and Derby Road)	5-1
PAR-38	A6005 Nottingham Road	5-2
PAR-39	A6005 Draycott Road	N/A
PAR-40	B5010 Nottingham Road	N/A
SAR-4	Gypsy Lane	N/A
SAR-5	B5010 (Station Road and Main Road)	5-3
PAR-41	B5010	N/A
PAR-42	B5010 (Ball Lane, Oak Road, Broad Lane)	N/A
PAR-43	Ambaston Lane	N/A
PAR-44	B5010	5-4
PAR-45	Derby Road	N/A

PAR or SAR ID	Roads That Form the Access Route	TTAL ID
PAR-46	B5010	N/A
PAR-47	Shardlow Road and Chellaston Lane	5-5
PAR-48	A514 Swarkestone Road	6-1
PAR-49	A514 Swarkestone Road and Swarkestone Road	N/A
PAR-50	A514 Swarkestone Road and A5132 (Barrow Lane and Twyford Road)	6-2
PAR-51	A5132 Twyford Road	N/A
PAR-52	Deep Dale Lane; Wragley Way; Stenson Road and A5111 (Warwick Avenue, Manor Road and Kingsway)	6-3; 6-4 and 6-5

12C.2.4 Construction traffic may also affect the LRN at haul road crossing points, however as set out in **Chapter 12 Traffic and Transport**, this has not been assessed at the Preliminary Environment Information Report (PEIR) stage. This is because these construction traffic crossing points would be subject to specific mitigation measures to ensure safety of all road users and minimise the impact on the LRN of the crossing use by the Project construction traffic. An Outline Construction Traffic Management Plan will be produced for the DCO application and will provide further details regarding the specific mitigation measures.

12C.2.5 For reference, LRN roads that would require crossing by construction traffic using the Project haul roads are as follows, noting that all are within the Derbyshire County Council boundary:

- Timber Lane (CR-01);
- Openwood Road;
- Killis Lane (CR-04);
- Watering Lane;
- Coxbench Road (CR-05);
- Church Lane (CR-06);
- Far Lane (CR-07);
- Gypsy Lane (CR-08);
- Ambaston Lane (CR-09);
- Chellaston Lane (CR-10);
- Lowes Lane (CR-11);
- Moor Lane (CR-12);
- Ferry Lane (CR-13); and
- Frizams Lane (CR-14).

- 12C.2.6 The roads with a Crossing Route (CR) code are likely to be designed crossings and those without are likely to be actively managed crossings for construction vehicles. Crossings of private/unadopted roads are not included in the above list.

12C.3 Local Road Network: Description

- 12C.3.1 This section describes each of the LRN roads and road sections that form part of the traffic and transport Study Area. The descriptions are provided within **Table 12C.2** below for roads and road sections within the Derbyshire County Council boundary.
- 12C.3.2 **Table 12C.3** provides the same for roads and road sections within the Derby City boundary. The information within these tables has been sourced from Ref 12C.1 to Ref 12C.14.
- 12C.3.3 The PAR and SAR routes are shown in **Figure 12.1**. **Figure 12.4** shows bus routes and stops and **Figure 12.3** key active travel routes, including but not limited to NCN routes that interact with the Project. Data have been obtained from a variety of sources, which are all listed within the reference list at the end of this appendix.

Table 12C.2: Local Road Network road descriptions: Derbyshire County Council area

Road / Road Section	Enterprise Way (Between the M1 Junction 29A and A632 Chesterfield Road)	Chesterfield Road A632 (Between Enterprise Way and Calow Lane)	Calow Lane (Between A632 Chesterfield Road and Spital Lane)
Associated PAR(s) and SAR(s)	PAR-1	PAR-1	PAR-2
Carriageway type	Single carriageway; routeing through urban and rural areas.	Single carriageway; routeing through a rural area.	Single carriageway and single-track sections; routeing mainly through rural areas.
Speed limit(s)	40 mph	30 mph and 40 mph	30 mph, 40 mph and National Speed Limit (NSL) ¹
Footway and crossings provision	Footway provided on a minimum of one side of the carriageway. A signalised toucan crossing at the junction with A632. Uncontrolled crossings with central refuge present.	Footway provided on a minimum of one side of the carriageway. Signalised and uncontrolled crossings.	Footway is non-continuous and/or narrow. No crossing infrastructure provided.
Streetlighting	Partial coverage	Yes	Yes
Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	Yes, 7.5T except for access

¹ Within this table, National Speed Limit (NSL) refers to 60 mph for cars/motorcycles on single carriageways and 70 mph on dual carriageways for cars/ motorcycles and the respective relevant speed limits for other vehicle types/weights of particular relevance to the Project: cars/motorcycles with trailers; buses, coaches and minibuses and goods vehicles 50 mph and 60 mph respectively.

Active bus stops	Yes	Yes	Yes
Bus route(s) along any part of the road section	Yes, service number 2 (Stagecoach).	Yes, 1, 2, 583, 583a, 48 and 48A (Stagecoach).	Yes, bus service 48 (Stagecoach).
Potentially sensitive receptors	There are retail/commercial properties with roadside frontage.	There are retail/commercial properties with roadside frontage.	Residential properties with roadside frontage.
Horse-riding infrastructure	No	No	No
Cycle infrastructure	No	No	Shared foot/cycleway
Road / Road Section	B6425 (Deepsick Lane, Moor Lane, Hassocky Lane)	Sutton Lane (A632 Chesterfield Road to Shire Lane)	Shire Lane (Sutton Lane to Mansfield Road)
Associated PAR(s) and SAR(s)	PAR-3	PAR-4	PAR-4
Carriageway type	Single carriageway in a rural area.	Single carriageway in a rural area.	Single carriageway in a rural area.
Speed limit(s)	40 mph, 50 mph and NSL	30 mph, 40 mph	NSL
Footway and crossings provision	No footway or crossings.	Non-continuous or very narrow footways, and uncontrolled pedestrian crossings.	No footway. No crossing points, or only uncontrolled crossing points with no central refuge.
Streetlighting	No	No	Only at a single private property.
Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	No
Active bus stops	Yes	Yes	Yes

Bus route(s) along any part of the road section	No	Yes, service 48/48a (Stagecoach).	Yes, service 48/48a (Stagecoach).
Potentially sensitive receptors	No sensitive receptors present.	Some residential dwellings adjacent carriageway (without footway).	No sensitive receptors present.
Horse-riding infrastructure	Accompanied horses or ponies likely to be in the road ahead – warning sign only.	No	No
Cycle infrastructure	No	No	No
Road / Road Section	Slack Lane to Shire Lane (via Mansfield Road)	A6175 (Williamthorpe Road and St Lawrence Road) to Little Morton Road	Little Morton Road to Church Street (Little Morton Road; Parkhouse Road; Rupert Street; Bridge Street and Church Street)
Associated PAR(s) and SAR(s)	PAR-5	SAR-1	SAR-1
Carriageway type	Single carriageway in a rural area.	Single carriageway in a rural area.	Single carriageway in a rural area.
Speed limit(s)	30 mph	20 mph, 30 mph	20 mph, 30 mph
Footway and crossings provision	Footpath on one side of the carriageway and no crossing points, or only uncontrolled crossing points with no central refuge.	No crossing points, or only uncontrolled crossing points with no central refuge.	Sections of pathway on both sides as well as only one side of the carriageway. Zebra crossing with bollards at Parkhouse Road/Rupert Street.
Streetlighting	Yes	Yes	Yes
Traffic/speed management infrastructure	No	Yes	No

Restrictions (weight or height)	No	No	No
Active bus stops	Yes	Yes	Yes
Bus route(s) along any part of the road section	Yes, service 48/49 (Stagecoach).	Yes, service 55 (Notts and Derby).	Yes, service 55 (Notts and Derby).
Potentially sensitive receptors	Primary school	No	Places of worship
Horse-riding infrastructure	No	Accompanied horses or ponies likely to be in the road ahead – warning sign only.	No
Cycle infrastructure	No	No	No
Road / Road Section	Station Road and Hardstoft Road	A6175 (M1 Junction 29 to B6039)	B6039 Tibshelf Road
Associated PAR(s) and SAR(s)	SAR-1/PAR-9	PAR-6/PAR-7	PAR-8
Carriageway type	Single carriageway in a rural area.	Single carriageway in a rural area.	Single carriageway in a rural area.
Speed limit(s)	30 mph	30 mph, 40 mph, 50 mph	30 mph and 50 mph
Footway and crossings provision	Footway condition is varied, sections of footways on both sides, sections of footway on only one side of carriageway and sections of no footway.	Footpath on one side of the carriageway and uncontrolled crossing with central pedestrian refuge.	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.
Streetlighting	Non-continuous	Yes	No
Traffic/speed management infrastructure	Vertical deflections (e.g. speed bumps), along Station Road.	No	No

Restrictions (weight or height)	No	No	No
Active bus stops	Yes	Yes	Yes
Bus route(s) along any part of the road section	Yes, service 55 (Notts and Derby).	Yes, service 55 (Notts and Derby).	Yes, service 55 (Notts and Derby).
Potentially sensitive receptors	Retail with roadside frontage	Retail with roadside frontage, care/nursing/retirement homes.	Retail with roadside frontage
Horse-riding infrastructure	No	No	No
Cycle infrastructure	No	No	Shared foot/cycleway
Road / Road Section	B6039 (Chesterfield Road and High Street) and Alfreton Road B6025	A61 Chesterfield Road (from Watchorn Roundabout to Park Lane)	Park Lane
Associated PAR(s) and SAR(s)	PAR-10	PAR-11 to PAR-13	PAR-14
Carriageway type	Single carriageway in a rural area.	Single carriageway in an urban area.	Single carriageway in a rural area.
Speed limit(s)	20 mph and 30 mph	30 mph and NSL	30 mph
Footway and crossings provision	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.	Sections of pathway on both sides as well as only one side of the carriageway. No crossing.
Streetlighting	Yes	Yes	Discontinuous
Traffic/speed management infrastructure	Rumble strips	Rumble strips	No

Restrictions (weight or height)	Height restriction – 14 ft 6 inches – railway arch underpass.	No	No
Active bus stops	Yes	Yes	No
Bus route(s) along any part of the road section	Yes, service 1 (Stagecoach East Midlands), service 55 (Notts and Derby), and 143/143a (Stagecoach).	Yes, service 55/148/148a (Notts and Derby), service 1/152/153 (Stagecoach East Midlands), service 143/143a/140/141/142 (Stagecoach).	No
Potentially sensitive receptors	Retail with roadside frontage and a place of worship. A primary school adjacent to the B6025.	None	Primary school
Horse-riding infrastructure	No	Accompanied horses or ponies likely to be in the road ahead – warning sign only.	No
Cycle infrastructure	Shared foot/cycleway	On road cycle lane near B6025, southbound, leading to a section of shared foot/cycleway.	No
Road / Road Section	B6025 (from Park Lane to A61)	A615 (between A61 and B6013)	B6013 (between A615 and Millstone Lane)
Associated PAR(s) and SAR(s)	PAR-15	PAR-16	PAR-17
Carriageway type	Single carriageway in a rural area.	Single carriageway in an urban area.	Single carriageway in an urban area.
Speed limit(s)	NSL	40 mph and NSL	40 mph and NSL
Footway and crossings provision	No footpaths or crossing points available.	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.

Streetlighting	No	Yes	Yes
Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	No
Active bus stops	No	Yes	No
Bus route(s) along any part of the road section	No	Yes, service 140/142/143/143a (Stagecoach)	No
Potentially sensitive receptors	No	School access	Residential dwellings adjacent carriageway.
Horse-riding infrastructure	No	Accompanied horses or ponies likely to be in the road ahead – warning sign only.	Accompanied horses or ponies likely to be in the road ahead – warning sign only.
Cycle infrastructure	No	No	No
Road / Road Section	B6013 (between A610 south and north of Pentrich) and Riley Lane	A610 (between A38 and B6013)	Main Road (between A610 and Cromford Canal)
Associated PAR(s) and SAR(s)	PAR-20 and SAR-2	PAR-18	PAR-19
Carriageway type	Single track in a rural area.	Single carriageway in a rural area.	Single carriageway in a rural area.
Speed limit(s)	NSL	NSL	30 mph
Footway and crossings provision	No footway and no crossing points.	No footway or crossing points.	Minimum of one side of carriageway has pathway. No crossing points, or only uncontrolled crossing points with no central refuge.
Streetlighting	No	Yes	Yes

Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	7.5 T "Except for Access"	No	No
Active bus stops	No	Yes	No
Bus route(s) along any part of the road section	No	Yes, service 167 (Notts and Derby).	No
Potentially sensitive receptors	No	No	Retail with roadside frontage
Horse-riding infrastructure	No	No	No
Cycle infrastructure	No	On-road advanced cycle boxes at junctions.	No
Road / Road Section	B6016 (Wood Lane and Main Road) and Millstone Lane	Hartshay Hill, B6374 (Heage Road and Upper Hartshay)	B6374 (Eagle Street and Ripley Road)
Associated PAR(s) and SAR(s)	PAR-20/PAR-21	PAR-22	SAR-3
Carriageway type	Single carriageway in a rural area.	Single carriageway in an urban area.	Single carriageway in an urban area.
Speed limit(s)	30 mph and NSL	30 mph, 40 mph and NSL	30 mph
Footway and crossings provision	Minimum of one side of carriageway has pathway. No crossing points, or only uncontrolled crossing points with no central refuge.	Minimum of one side of the carriageway.	Footway on a minimum of one side of the carriageway.
Streetlighting	Yes	Yes	Yes

Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	No
Active bus stops	Yes	Yes	Yes
Bus route(s) along any part of the road section	Yes, 148/148a.	Yes, service 147 (Notts and Derby), service 141/319 (Stagecoach) and 6.2/6.3/6E (Trent Barton).	Yes, services: 6.2, 6.3, 6.4, 6E (Trent Barton) and 141, 319 (Stagecoach).
Potentially sensitive receptors	Place of worship	Retail with roadside frontage	Retail with roadside frontage
Horse-riding infrastructure	No	No	No
Cycle infrastructure	No	No	No
Road / Road Section	B6013 (Upper Hartshay to Chesterfield Road)	A609 (High Street to Kilbourne Road)	A608 (A609 to Lime Lane)
Associated PAR(s) and SAR(s)	SAR-3	SAR-3	PAR-25/PAR-26
Carriageway type	Single carriageway in an urban area.	Single carriageway in an urban area.	Single carriageway in an urban area.
Speed limit(s)	30 mph, 40 mph and NSL	20 mph, 30 mph and 40 mph	30 mph, 40 mph and 50 mph
Footway and crossings provision	Both sides of the carriageway with a single signalised crossing.	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.	Footpath limited to one side of the carriageway with one signalised crossing.
Streetlighting	Yes	Yes	Yes

Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	No
Active bus stops	Yes	Yes	Yes
Bus route(s) along any part of the road section	Yes, Services 6.2, 6.3, 6.4, 6E, 6N, 6X (Trent Barton), 137 (Notts and Derby), and 141, 142, 319 (Stagecoach).	Yes, Services 6.3, 6.4, 6E, 6N, 6X, 9.1, 142 (Trent Barton), 71, 137, 138 (Notts and Derby), 113 (High Peak), and 360 (Harpur's Coaches).	Yes, Services H1 (Trent Barton), 59a, 302 (Notts and Derby), and 22, 24 (Arriva Derby).
Potentially sensitive receptors	Residential dwellings with roadside frontage, as well as retail with roadside frontage.	Places of worship, retail with roadside frontage and school/college.	Places of worship, retail with roadside frontage and school/college.
Horse-riding infrastructure	No	No	No
Cycle infrastructure	No	On-road advanced cycle boxes at junctions.	Shared foot/cycleway
Road / Road Section	A609 (Belper Southern)	Lady Lea Road and Coxbench Road	Alfreton Road/Derby Road
Associated PAR(s) and SAR(s)	PAR-27	PAR-28/PAR-29	PAR-30/PAR-31/PAR-34
Carriageway type	Single carriageway in an urban area.	Single carriageway in an urban area.	Single carriageway in an urban area.
Speed limit(s)	40 mph	30 mph, 40 mph and NSL	50 mph
Footway and crossings provision	Footway limited to one side of the carriageway.	Sections of no continuous footway or limited to one side of the carriageway.	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.
Streetlighting	Yes	Non-continuous	No

Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	No
Active bus stops	Yes	Yes	No
Bus route(s) along any part of the road section	Yes, Services 6.4, 6N, 6X (Trent Barton), 71, 137 (Notts and Derby).	Yes, Services CMT (Trent Barton), 59/59a, 138 (Notts and Derby).	No
Potentially sensitive receptors	Mix of residential and commercial areas, and places of worship.	No	No
Horse-riding infrastructure	No	No	No
Cycle infrastructure	No	No	No
Road / Road Section	Woodside, Cloves Hill and Smalley Mill Road	A6005 (Derby Road and Draycott Road (to Gypsy Lane)) and B5010 between Draycott Road and Gypsy Lane	Gypsy Lane
Associated PAR(s) and SAR(s)	PAR-32/ PAR-33	PAR-37 to PAR-40	SAR-4
Carriageway type	Single carriageway in an urban area.	Single carriageway in an urban/rural area.	Single track in an urban area.
Speed limit(s)	30 mph, 40 mph and NSL	30 mph, 40 mph and NSL	NSL
Footway and crossings provision	Non-continuous/very narrow footway. No crossing points,	Footpath on a minimum of one side of the carriageway, with controlled crossing present.	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.

	or only uncontrolled crossing points with no central refuge.		
Streetlighting	Non-continuous	Yes	Non-continuous
Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	No
Active bus stops	No	Yes	No
Bus route(s) along any part of the road section	No	Yes, Services 222, 302 (Notts and Derby), IGO, IF, i4 (Trent Barton), and 9, 9A, 9C (Central Connect).	No
Potentially sensitive receptors	No	Places of worship, medical practice and nursery	No
Horse-riding infrastructure	Accompanied horses or ponies likely to be in the road ahead – warning sign only.	Accompanied horses or ponies likely to be in the road ahead – warning sign only at A6005/Gypsy Lane Junction.	No
Cycle infrastructure	No	On-road cycle lane section on Draycott Road	No
Road / Road Section	B5010 (from A6005 to Broad Lane)	B5010 (adjacent to A6 to Approximately 600m east of Derby Road)	B5010 and Ambaston Lane
Associated PAR(s) and SAR(s)	SAR-5/PAR-42	PAR-41/PAR-44/PAR-46	PAR-42/PAR-43
Carriageway type	Combination of single track and single carriageway in a urban and rural area.	Single carriageway in a rural area.	Single carriageway and single track in a rural area.

Speed limit(s)	30 mph and 40 mph	NSL	30 mph and NSL
Footway and crossings provision	Footpath limited to one side of the carriageway. No controlled crossing points.	Footpath limited to one side of the carriageway. No controlled crossing points.	Footpath limited to one side of the carriageway. No controlled crossing points.
Streetlighting	Non-continuous	No	No
Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	7.5T (Except for access)	No	No
Active bus stops	Yes	Yes	No
Bus route(s) along any part of the road section	Yes, Services i4 (Trent Barton), and 9, 9A, 9C (Central Connect).	Yes, Services SKY (Kinchbus), 70/70a (Diamond Bus East Midlands), and 243 (Hawkes Coach).	No
Potentially sensitive receptors	No	No	No
Horse-riding infrastructure	Section of shared foot/horse riding/ cycleway.	No	No
Cycle infrastructure	Section of shared foot/horse riding/ cycleway.	No	No
Road / Road Section	Derby Road (from B5010)	Chellaston Lane (Shardlow Road to Snelsmoor Lane)	A514 Swarkestone Road
Associated PAR(s) and SAR(s)	PAR-45	PAR-47	PAR-48 to PAR-51
Carriageway type	Single carriageway in an urban area.	Single carriageway in a rural area.	Single carriageway in a rural area.

Speed limit(s)	NSL	40 mph and NSL	NSL
Footway and crossings provision	Footpath limited to one side of the carriageway. No controlled crossing points.	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.	Non-continuous/very narrow footway. No crossing points, or only uncontrolled crossing points with no central refuge.
Streetlighting	No	Yes	No
Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	7.5T (Except for access)	7.5 T (Except for access)	7.5 T "Except for Access", height restriction 13ft 0 inches (part route, near railway crossing).
Active bus stops	Yes	Yes	Yes
Bus route(s) along any part of the road section	Yes, Services 70/70a (Diamond Bus East Midlands) and 243 (Hawkes Coach).	Yes, Services 1B (Arriva Derby), 243 (Hawkes Coach), and 261 (Notts and Derby).	Yes, Services 2 (Arriva Derby) and 70/70a (Diamond Bus East Midlands).
Potentially sensitive receptors	No	No	No
Horse-riding infrastructure	No	No	No
Cycle infrastructure	No	No	No
Road / Road Section	Deep Dale Lane (south from the Derbyshire County area boundary to the end of PAR-52)	Wragley Way (between Stenson Road and the Derbyshire County Council area boundary)	Stenson Road (from Wragley Way north to the Derbyshire County Council area boundary)
Associated PAR(s) and SAR(s)	PAR-52	PAR-52	PAR-52
Carriageway type	Single track	Single carriageway in a rural/urban area.	Single carriageway in an urban area.

Speed limit(s)	NSL	30 mph and 30 mph	40 mph
Footway and crossings provision	No footway or crossing provision.	Footpath on a minimum of one side of the carriageway. Uncontrolled crossing points only.	Discontinuous footway adjacent to the carriageway, footway on a minimum of one side of the carriageway (narrow footway in places) or set back from the carriageway.
Streetlighting	No	Yes	Yes
Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	No
Active bus stops	No	Yes	Yes
Bus route(s) along any part of the road section	No	Yes, Services 38 (Arriva Midlands), 219 (Harpur's Coaches), and 238 (Notts and Derby).	Yes, services 219,7, 38, 238, 6 (Harpur's Coaches, Arriva Midlands and Notts and Derby Bus Operator).
Potentially sensitive receptors	No	No	Care/nursing/retirement homes
Horse-riding infrastructure	No	No	No
Cycle infrastructure	No	No	Shared foot/cycleway
Road / Road Section	A6096 North from Derbyshire County Council area boundary to the end of PAR-36		
Associated PAR(s) and SAR(s)	PAR-36		
Carriageway type	Single carriageway in a rural area.		
Speed limit(s)	50 mph		

Footway and crossings provision	No footway or crossing provision.
Streetlighting	No
Traffic/speed management infrastructure	No
Restrictions (weight or height)	No
Active bus stops	Yes
Bus route(s) along any part of the road section	Yes, Services: IF, and 9, 9A, 9C (Central Connect and Trent Barton).
Potentially sensitive receptors	No
Horse-riding infrastructure	No
Cycle infrastructure	No

Table 12C.3: Local Road Network road descriptions: Derby City Council area

Road / Road Section	A61 (A38 to A608)	A608 (Between A61 and Lime Lane)	Lime Lane (A608 to Derby Road)
Associated PAR(s) and SAR(s)	PAR-23	PAR-23	PAR-24
Carriageway type	Dual and single carriageway in an urban area.	Single carriageway in an urban area.	Singe carriageway in a rural area.
Speed limit(s)	NSL	30 mph and 40 mph	NSL
Footway and crossings provision	Footpath limited to one side of the carriageway. One signal-controlled crossing point.	Footway on a minimum of one side of the carriageway with controlled and uncontrolled crossing provision.	No footway or crossing points.
Streetlighting	Yes	Yes	No
Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	Weight restriction (7.5T HGV)
Active bus stops	Yes	Yes	No
Bus route(s) along any part of the road section	Yes, Services 71, 302, 6.4, 6X, 9.1, 9.3, CMT (Trent Barton and Notts and Derby).	Yes, services: H1, 59a, 302, 22 and 24 (Trent Barton, Notts and Derby and Arriva Derby).	No
Potentially sensitive receptors	No	Nursery	No
Horse-riding infrastructure	No	Section of shared foot/ horse riding/ cycleway.	No
Cycle infrastructure	No	Sections of shared foot/cycleway.	No

Road / Road Section	A6005 (within the Derby City area boundary)	A6096 (Willowcroft Road, Sitwell Street, Moor Street and Dale Road) (within the Derby City area boundary)	Wragley Way and Deep Dale Lane (within the Derby City area boundary)
Associated PAR(s) and SAR(s)	PAR-35 and PAR-37	PAR-36	PAR-52
Carriageway type	Single carriageway in an urban area.	Single carriageway in an urban area.	Single carriageway in an urban area.
Speed limit(s)	30 mph	30 mph	30 mph
Footway and crossings provision	Footpath on a minimum of one side of the carriageway. Controlled crossings are present.	Non-continuous/very narrow footway. Provision of controlled crossings.	Footpath on a minimum of one side of the carriageway. No controlled crossing points.
Streetlighting	Yes	Yes	Yes
Traffic/speed management infrastructure	No	Speed cameras	No
Restrictions (weight or height)	No	Low bridge (15ft 6 inches m)	No
Active bus stops	Yes	Yes	Yes
Bus route(s) along any part of the road section	Yes, Services: IGO, IF, i4 (Trent Barton), and 9, 9A, 9C (Central Connect).	Yes, Services: IF, i4 (Trent Barton), 302 (Notts and Derby), and 9, 9A, 9C (Central Connect).	Yes, Services 38 (Arriva Midlands), 219 (Harpur's Coaches), and 238 (Notts and Derby).
Potentially sensitive receptors	Retail with roadside frontage	Retail with roadside frontage	Playground set back from carriageway
Horse-riding infrastructure	No	No	No
Cycle infrastructure	No	No	Section of shared foot/cycleway.

Road / Road Section	Stenson Road (A5111 south to the Derby City area boundary)	A5111 Manor Road and Warwick Avenue	Kingsway (Manor Road to A38)
Associated PAR(s) and SAR(s)	PAR-52	PAR-52	PAR-52
Carriageway type	Single carriageway in an urban area.	Dual carriageway in an urban area.	Single and dual carriageway in an urban area.
Speed limit(s)	30 mph and 40 mph	40 mph	40 mph
Footway and crossings provision	Footway provision with signalised crossings available.	Footway on both sides of the carriageway with signalised crossings available.	Footway on both sides of the carriageway with signalised crossings available.
Streetlighting	Yes	Yes	Yes
Traffic/speed management infrastructure	No	No	No
Restrictions (weight or height)	No	No	No
Active bus stops	Yes	Yes	Yes
Bus route(s) along any part of the road section	Yes, services 219,7, 38, 234, 238, 433, 5/5a/5s, 6 (Harpur's Coaches, Arriva Midlands and Notts and Derby Bus Operator).	Yes, services ROY/239 (Notts and Derby Bus Operator) and 5a (Arriva Derby).	Yes, service 403 (Notts and Derby Bus Operator).
Potentially sensitive receptors	Care/nursing/retirement homes	Care/nursing/retirement homes	Fire station, care/nursing/retirement homes and hospital
Horse-riding infrastructure	No	No	No
Cycle infrastructure	Shared foot/cycleway.	Shared foot/cycleway.	Shared foot/cycleway.

12C.4 Local Road Network: Collision Data

- 12C.4.1 Collision data were sourced from the Department for Transport (DfT)'s STATS19 data base (Ref 12C.15), for road sections that form the traffic and transport Study Area.
- 12C.4.2 **Table 12C.4** presents the latest available three years' collision data (2021 to 2023 inclusive) for each of the PARs and SARs and at certain junctions within the traffic and transport Study Area. This will be updated in the ES to include 2024 data when available. **Table 12C.5** presents the collisions recorded in 2021 to 2023 for the SRN junctions that HDV construction traffic would use to access/egress the SRN onto the HDV construction traffic routes.
- 12C.4.3 The attribution of a collision incidence to a junction was based on a general assumption of a collision within 20 m of a junction being '*at the junction*' in combination with professional judgement. If a junction is not in **Table 12C.4** but has recorded collisions, those are included in the related road or section data.
- 12C.4.4 Roads/road sections that had no recorded collisions between 2021 and 2023 (inclusive) in the traffic and transport Study Area are not included in **Table 12C.4**.
- 12C.4.5 For the purpose of identifying locations with potential road safety concerns, a road accident hotspot has been defined based on industry practice and engineering judgement. These are set out below and have been included in **Table 12C.4**:
- where junctions have had ten or more collisions in a three-year period; and/or
 - where links have recorded ten or more collisions per 100 m length in a three-year period.
- 12C.4.6 The locations of all collisions listed within **Table 12C.4** and **Table 12C.5** are shown in **Figure 12.5**.

Table 12C.4: Collision summary for the Primary and Secondary Access Routes for the period 2021 to 2023

Road or Junction	PAR or SAR IDs	Extent of Collision Search Area	Number of Accidents – Casualty Injury Severity				Average Annual Accident Rate	Number of Accidents with Vulnerable Road User Casualties	Hotspot(s) Identified
			Slight	Serious	Fatal	Total			
Enterprise Way	PAR-1	Between M1 J29A and A662 Chesterfield Road.	2	1	0	3	1	1 x serious	N
Enterprise Way/ A362 Chesterfield Road Junction	PAR-1	n/a	1	0	0	1	0.3	n/a	N
A632 Chesterfield Road	PAR-1	Between Enterprise Way and Calow Lane	9	1	0	10	3.3	n/a	N
Calow Lane	PAR-2	Between A632 Chesterfield Road and Spital Lane.	5	2	0	7	2.3	1 x slight	N
B6425 (Deepsick Lane, Moor Lane and Hassocky Lane)	PAR-3	Between A632 Chesterfield Road and Mansfield Road	2	2	0	4	1.3	n/a	N
A632 Chesterfield Road / Sutton Lane / Hardwick Drive Junction	Junction of PAR-1 and PAR-4	n/a	1	0	0	1	0.3	n/a	N

Road or Junction	PAR or SAR IDs	Extent of Collision Search Area	Number of Accidents – Casualty Injury Severity				Average Annual Accident Rate	Number of Accidents with Vulnerable Road User Casualties	Hotspot(s) Identified
			Slight	Serious	Fatal	Total			
Sutton Lane and Shire Lane	PAR-4	Between A632 Chesterfield Road and Mansfield Road	3	0	0	3	1	n/a	N
Sutton Lane / Mansfield Road	PAR-5	n/a	1	0	0	1	0.3	n/a	N
A6175 (A6175 Heath Road Williamthorpe and St Lawrence Road Road)	PAR-6, PAR-7 and SAR-1	Between M1 J29 and Little Morton Road	8	1	1	10	3.3	n/a	N
A6175/Slack Lane junction	PAR-5/ PAR-6/ PAR-7	n/a	0	1	0	1	0.3	n/a	N
Rupert Street	SAR-1	Between Locko Road and Bridge Street	1	0	0	1	0.3	n/a	N
B6039 Tibshelf Road	PAR-8/ PAR-10	Between A6175 and B6014	6	0	0	6	2	1 – slight	N
B6039 / Hardstoft Road junction	PAR-8/ PAR-9/ PAR-10	n/a	3	0	0	3	1.0	n/a	N
A61 Chesterfield Road	PAR-11, PAR-12, PAR-13 and PAR-13	Between A38 and Park Lane	10	0	0	10	3.3	n/a	N

Road or Junction	PAR or SAR IDs	Extent of Collision Search Area	Number of Accidents – Casualty Injury Severity				Average Annual Accident Rate	Number of Accidents with Vulnerable Road User Casualties	Hotspot(s) Identified
			Slight	Serious	Fatal	Total			
A615	PAR-16	Between A61 and approximately 325m east of the B6013	1	0	0	1	0.3	n/a	N
B6013/Riley Lane Junction	SAR-2	n/a	1	0	0	1	0.3	1 – slight	N
B6013/A610 Ripley Road	PAR-20	Between A610 and Park Lane	1	0	0	1	0.3	n/a	N
B6013	PAR-21	Between Millstone Lane and A615	2	0	0	2	0.7	n/a	N
Hartshay Hill	PAR-22	Between A38 and B6374	1	0	0	1	0.3	1 – slight	N
B6374	PAR-22	Between Hartshay Hill and Upper Hartshay	1	1	0	2	0.7	n/a	N
Upper Hartshay	SAR-3	Between B6374 and Upper Hartshay	1	0	0	1	0.3	n/a	N
Ripley Road	SAR-3	Between Upper Hartshay and Eagle Street	2	0	0	2	0.7	n/a	N
Eagle Street/B6013	SAR-3	n/a	2	0	0	2	0.7	1 – slight	N
Eagle Street	SAR-3	Between Ripley Road and B6013	1	0	0	1	0.3	n/a	N
B6013	SAR-3	Between Eagle Street and B609	8	1	0	9	3	1 – slight 1 – serious	N
A609	SAR-3, PAR-27 and PAR-26	Between B6013 and A608	9	2	0	11	3.7	3 – slight, 1 – serious	N
A609/Killis Lane	PAR-27	n/a	1	0	0	1	0.3	n/a	N

Road or Junction	PAR or SAR IDs	Extent of Collision Search Area	Number of Accidents – Casualty Injury Severity				Average Annual Accident Rate	Number of Accidents with Vulnerable Road User Casualties	Hotspot(s) Identified
			Slight	Serious	Fatal	Total			
A608	PAR-23/ PAR-25	Between Woodside and A61	13	4	1	15	5.0	1 – slight	N
A61/Mansfield Road A608	PAR/23	n/a	4	0	0	4	1.3	3 – slight	N
A61	PAR-25	Between A38 and A608	8	1	0	9	3	1 – slight	N
Lime Lane	PAR-24	Between A608 and Derby Road	4	4	0	7	2.3	n/a	N
Lime Lane/A608	PAR-23/ PAR-24/ PAR-25	n/a	1	1	0	3	1	n/a	N
Derby Road	PAR-24	Between Derby Road (Lime Lane – approximately 65m west of Victoria Avenue) and Lime Lane	3	1	0	4	1.3	n/a	N
A608/Woodside	PAR-25, PAR-26 and PAR-33	n/a	4	1	0	4	1.4	n/a	N
Lady Lea Road	PAR-28	Between Smalley Mill Road and A609	1	0	0	1	0.3	n/a	N
B6179 Derby Road	PAR-30/ PAR-31/ PAR-34	Between A609 and Coxbench Road	2	0	0	2	0.7	n/a	N
Smalley Mill Road	PAR-32 and PAR-33	Between Lady Lea Road and A609	1	0	0	1	0.3	n/a	N

Road or Junction	PAR or SAR IDs	Extent of Collision Search Area	Number of Accidents – Casualty Injury Severity				Average Annual Accident Rate	Number of Accidents with Vulnerable Road User Casualties	Hotspot(s) Identified
			Slight	Serious	Fatal	Total			
Woodside and Cloves Hill	PAR-33	Between Cloves Hill and A608	1	0	0	1	0.3	n/a	N
Church Street/Smalley Mill Road/Lady Lea Road	PAR-28	n/a	1	0	0	1	0.3	n/a	N
A6005	PAR-35, PAR-37, PAR-38 and PAR-39	Between A52 and Sawley Road	11	1	0	12	4.0	n/a	N
A6005/Gypsy Lane	PAR-39/SAR-4	n/a	0	1	0	1	0.3	n/a	N
A6096 (Willowcroft Road, Avenue Sitwell Street, Moor Street and Dale Road)	PAR-36	Between A6005 and approximately 820m north of Moor Lane	7	1	0	8	2.7	4 – slight	N
B5010	SAR-5/ PAR-41, PAR-40 and PAR-42	Between A6 and A6005	3	4	0	4	1.3	n/a	N
Shardlow Road/Chellaston Lane	PAR-47	n/a	2	0	0	2	0.7	1 – slight	N

Road or Junction	PAR or SAR IDs	Extent of Collision Search Area	Number of Accidents – Casualty Injury Severity				Average Annual Accident Rate	Number of Accidents with Vulnerable Road User Casualties	Hotspot(s) Identified
			Slight	Serious	Fatal	Total			
Shardlow Road	PAR-47	Between A6 and Chellaston Lane	2	0	0	2	0.7	n/a	N
A514 Swarkestone Road/A5132 Twyford Road	PAR-50	n/a	1	0	0	1	0.3	1 – slight	N
A514 Swarkestone Road	PAR-48/ PAR-49	Between Derby Southern Bypass and A5123	4	1	0	5	1.7	n/a	N
A5132 Twyford Road	PAR-50/ PAR-51	Between Swarkestone Road and St Eligius Lane	6	2	0	6	2.0	n/a	N
Deep Dale Lane	PAR-52	Between Wragley Way and South of Derby Southern Bypass	1	0	0	1	0.3	n/a	N
Wragley Way	PAR-52	Between Deep Dale Lane and Stenson Lane	3	0	0	3	1.0	n/a	N
Wragley Way/Stenson Road	PAR-52	n/a	4	0	0	4	1.3	1 – slight	N
Stenson Road	PAR-52	Between Wragley Way and Warwick Avenue	23	6	0	29	9.7	6 – slight 2 – serious n/a	N
Stenson Road/A5111	PAR-52	n/a	10	2	0	12	4.0	1 – serious	Y

Road or Junction	PAR or SAR IDs	Extent of Collision Search Area	Number of Accidents – Casualty Injury Severity				Average Annual Accident Rate	Number of Accidents with Vulnerable Road User Casualties	Hotspot(s) Identified
			Slight	Serious	Fatal	Total			
Warwick Avenue	PAR-52	Between Stenson Way and Manor Road	12	2	0	14	4.7	5 – Slight 1 – Severe	N
Manor Road	PAR-52	Between Warwick Avenue and Kingsway	10	2	0	12	4.0	1 -Slight 2 – Severe	N
Kingsway/Manor Road/Uttoxeter New Road	PAR-52	n/a	3	0	0	3	1	1 – slight	N
Kingsway	PAR-52	Between Manor Road and A38	7	2	0	9	3	1 – serious	N

Table 12C.5: Collision summary for the SRN junctions providing access/egress to PAR and SAR for the period 2021 to 2023

SRN Junction	Casualty Injury Severity			Total	Average Annual Accident Rate	Number of Accidents with Vulnerable Road User Casualties
	Slight	Serious	Fatal			
M1 J29A	1	0	0	2	0.3	-
M1 J29	28	1	0	29	9.7	-
A38/A61 (Alfreton)	7	1	1	9	3.0	2 - slight 1 - fatal
A38/A610/ Hartshay Hill	10	2	0	12	4.0	-

SRN Junction	Casualty Injury Severity			Total	Average Annual Accident Rate	Number of Accidents with Vulnerable Road User Casualties
	Slight	Serious	Fatal			
A38/B6179	5	0	0	5	1.7	1 - slight
A38/A61 (Derby)	7	0	0	7	2.3	-
A38/Kingsway	6	0	0	6	2.0	-
Derby Southern Bypass J3	13	3	0	16	5.3	1 - slight 2 - serious
A6 Derby Southern Spur/B5010	7	0	0	7	2.3	-
A52/A6005	2	0	1	3	1.0	1 - fatal

12C.5 Local Road Network: Traffic Flow Data

12C.5.1 Each of the TTALs is a location with traffic flow data. Traffic flows have been derived from the following sources:

- Traffic surveys: undertaken on the LRN for the seven-day period 24 June 2025 to 30 June 2025 by Streetwise Services Ltd. The traffic surveys were traffic flow counts classified by vehicle type via tube based Automatic Traffic Counters (ATCs). The tubes also collated vehicle speed data. The majority of ATC recorded full data, however, the following were exceptions:
 - TTAL 1-1 – only 4.5 days of data recorded;
 - TTAL 2-6 – no recorded data (replacement data were sourced to inform the PEIR as outlined below);
 - TTAL 3-8 – only 24 hr of data recorded; and
 - TTAL 4-5 – this ATC was relocated a minor distance, part way through the survey.
- Drakewell C2 traffic data (Ref 12C.16) held by the councils for both Derbyshire County area and Derby City areas: with one exception the provided data were in Annual Average Daily Traffic (AADT) with associated HDV AADT counts for 2025. The exception is TTAL 2-6 which provided data from 2012 and for all vehicles only. These data were used, given the ATC intended to provide the flow for TTAL 2-6 failed to record data during the June 2025 survey.
- DfT traffic data (Ref 12C.17): these data were in AADT, with associated HDV AADT counts for 2024 – the latest available year of data. The data were either manually counted in 2024 or were estimates provided by the DfT based on data previously recorded at the location.

12C.5.2 The data used to inform the 2025 baseline are robust for use in the PEIR traffic and transport assessment. The TTAL locations and the need for any additional data will be considered for the ES, in consultation with the relevant local authorities, where appropriate.

12C.5.3 It should be noted that baseline HDV traffic flows include both HGVs and buses/coaches.

12C.5.4 Growth factors were applied to the 2024 AADT data and 2012 data to project them to the 2025 baseline year. The growth factors were generated using the DfT's Trip End Model Presentation Program (TEMPro) (Ref 12C.18), version 8.1 'core' scenario, for the average day in each authority area of interest. TEMPro growth factors account for the growth in traffic levels over time. The applied growth factors are summarised within **Table 12C.6**.

Table 12C.6: Growth factors: 2024 and 2012 to 2025 – all vehicles

Area	Growth Factor – All Vehicles	
	2024 to 2025	2012 to 2025
Amber Valley	1.005561824	1.0547
Bolsover	1.004864486	n/a
Chesterfield	1.006159542	n/a
Derby	1.004366387	n/a
Erewash	1.004764866	n/a
North East Derbyshire	1.008301367	n/a
South Derbyshire	1.004167147	n/a

12C.5.5 The HDV baseline AADT had the following growth factors applied based on the DfT's National Road Traffic Projections (Ref 12C.19) 'core' scenario for the East Midlands (derived by calculating the average per year percentage increase in billion miles travelled by HGVs between 2015 and 2025 and multiplying by the relevant number of years):

- 2024 to 2025: 1.0041

12C.5.6 The 2025 AADT all vehicle and HDVs flows were converted into 24 hr Average Annual Weekday Traffic (AAWT) and 12 hr AAWT using the DfT's TRA0307 traffic distribution by time of day and day of the week dataset (Ref 12C.20) for all vehicles and the DfT's TRA0308 traffic distribution by time of data and day of the week based on vehicle type dataset (Ref 12C.21) for HGVs.

- AADT 24 hr to AAWT 24 hr:
 - all vehicles: 1.0552; and
 - HDVs: 1.2289.
- AAWT 24 hr to AAWT 12 hr:
 - all vehicles: 0.8091; and
 - HDVs: 0.7657.

12C.5.7 **Table 12C.7** sets out the 2025 baseline traffic flows for each TTAL for AAWT 24hr and AAWT 12 hr for all vehicles (HDVs and LDVs) and for HDVs only.

Table 12C.7: 2025 all vehicle and HDVs only traffic flows: AAWT and AAWT 12 hr

TTAL ID	Location	Data Source	AAWT 24 hr			AAWT 12 hr (7am to 7pm)		
			All Vehicles	HDVs Only	% HDV	All Vehicles	HDVs Only	% HDV
1-1	A632 Chesterfield Road	2025 ATC	22,395	2,071	9%	18,119	1,586	9%
1-2	Calow Lane	2025 ATC	2,799	324	12%	2,264	248	11%
1-3	B6425 Hassocky Lane	2025 ATC	9,091	929	10%	7,355	711	10%
1-4	Sutton Lane	2025 ATC	2,075	244	12%	1,679	187	11%
1-5	Slack Lane	2025 ATC	2,365	306	13%	1,914	235	12%
1-6	A6175 Heath Road	2025 ATC	13,324	1,977	15%	10,780	1,514	14%
1-7	Rupert Street	2025 ATC	4,716	314	7%	3,816	241	6%
1-8	Station Road	2025 ATC	2,998	329	11%	2,426	252	10%
1-9	B6014 High Street	2025 ATC	8,322	947	11%	6,733	725	11%
2-1	B6025 Alferton Road	2025 ATC	2,459	274	11%	1,990	210	11%
2-2	A61 Chesterfield Road	2025 Derbyshire County Council	14,985	892	6%	12,124	683	6%
2-3	A61 Chesterfield Road	2024 DfT	14,078	421	3%	11,390	322	3%
2-4	A615	2024 DfT	11,477	289	3%	9,286	221	2%
2-5	Main Road	2025 ATC	178	15	8%	144	11	8%
2-6*	B6016 Main Road	2012 Derbyshire County Council	2,161	No data	No data	1,749	No data	No data
2-7	B6013	2024 DfT	4,010	30	1%	3,244	23	1%
3-1	B6374 Heage Road	2024 DfT	7,307	77	1%	5,912	59	1%

TTAL ID	Location	Data Source	AAWT 24 hr			AAWT 12 hr (7am to 7pm)		
			All Vehicles	HDVs Only	% HDV	All Vehicles	HDVs Only	% HDV
3-2	B6013 New Road	2024 DfT	5,749	35	1%	4,651	26	1%
3-3	B6013 Chesterfield Road	2024 DfT	8,930	54	1%	7,225	42	1%
3-4	Spencer Road A609	2024 DfT	5,673	73	1%	4,590	56	1%
3-5	A609 Main Street	2024 DfT	8,979	144	2%	7,265	111	2%
3-6	A608 Main Road	2025 ATC	10,127	1,057	10%	8,194	809	10%
3-7	Lady Lea Road	2025 ATC	2,700	228	8%	2,184	174	8%
3-8	Cloves Hill	2025 ATC	6,747	638	9%	5,458	488	9%
4-1	A61 Alfreton Road	2024 DfT	43,645	1,485	3%	35,311	1,137	3%
4-2	A61 Sir Frank Whittle Road	2025 Derby City Council	26,706	2,040	8%	21,607	1,562	7%
4-3	A608 Mansfield Road	2025 Derby City Council	16,117	1,395	9%	13,039	1,068	8%
4-4	A608 Hill Top	2025 ATC	9,881	882	9%	7,994	676	8%
4-5	A608 Main Road	2025 ATC	13,845	1,216	9%	11,201	931	8%
4-6	A6096 Moor Street	2025 ATC	11,755	1,169	10%	9,510	895	9%
5-1	A6005 Derby Road	2025 ATC	8,228	706	9%	6,657	541	8%
5-2	A6005 Nottingham Road	2025 ATC	10,865	921	8%	8,791	705	8%
5-3	B5010 Main Road	2025 ATC	5,395	443	8%	4,365	339	8%
5-4	B5010	2025 ATC	8,726	859	10%	7,060	658	9%

TTAL ID	Location	Data Source	AAWT 24 hr			AAWT 12 hr (7am to 7pm)		
			All Vehicles	HDVs Only	% HDV	All Vehicles	HDVs Only	% HDV
5-5	Chellaston Lane	2025 ATC	10,377	696	7%	8,396	533	6%
6-1	A514 Swarkestone Road	2024 DfT	19,639	296	2%	15,889	227	1%
6-2	A5132 Twyford Road	2024 DfT	4,706	304	6%	3,807	232	6%
6-3	Wragley Way	2025 ATC	4,996	398	8%	4,042	305	8%
6-4	Stenson Road	2024 DfT	14,427	104	1%	11,672	79	1%
6-5	A5111 Manor Road	2025 Derby City Council	30,357	892	3%	24,560	683	3%

**at this location, classified traffic data were not available and therefore the number of HDVs is unknown.*

12C.6 Receptor Sensitivity

12C.6.1 **Chapter 12 Traffic and Transport** sets out the criteria for determining the sensitivity of the road link receptor in relation to traffic and transport effects. Each TTAL's sensitivity is categorised as high, medium, low, or negligible. The sensitivity classification considers factors such as the highway environment, probable road user volumes, and nearby land uses. The assigned TTAL sensitivity reflects the highest level of sensitivity present along each respective road or road section.

12C.6.2 The sensitivity criteria are as follows:

- High: Receptors of greatest sensitivity to traffic flow: schools, colleges, playgrounds, accident blackspots, retirement homes, urban/residential roads without footways, routes that are used by high volumes of pedestrians and/or cyclists.
- Medium: Traffic-flow-sensitive receptors including: congested junctions, doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways, unsegregated cycleways, community centres, parks and recreational facilities. Footways/routes are used by some pedestrians and/or cyclists.
- Low: Receptors with some sensitivity to traffic flow: places of worship, public open space, nature conservation areas, listed buildings, tourist attractions and residential areas with adequate footway provision or where footways/routes are used by low volumes of pedestrians and/or cyclists.
- Negligible: Receptors with low sensitivity to traffic flows and those sufficiently distant from impacted roads and junctions, where footways/routes are used by no or very limited volumes of pedestrians and/or cyclists.

12C.6.3 **Table 12C.8** presents the sensitivity level assigned to each TTAL, along with the corresponding PAR/SAR number. Where applicable, neighbouring PARs/SARs included in the sensitivity determination are also listed. **Table 12C.8** presents the factors that contribute to the classification of sensitivity for each TTAL, determined by the baseline transport context.

Table 12C.8: TTAL sensitivity summary

TTAL	PAR or SAR Considered	Additional PARs or SARs Considered	Sensitivity	Sensitivity Description
1-1	PAR-1	n/a	Low	The road routes through a mostly rural area. Where there are residential, retail/commercial properties, these are set back from the carriageway. There is footway provision on a minimum of one side of the carriageway, with some controlled and uncontrolled crossing infrastructure. No accident hotspots identified.
1-2	PAR-2	n/a	High	The road routes through a mostly rural area. There is no continuous footway along this road section. Some properties do not have footway in their vicinity. No accident hotspots identified.
1-3	PAR-3	n/a	Negligible	The road routes through a rural area, with a small number of properties which are set back from the carriageway. No sensitive receptors nor accident hotspots identified along the route section.
1-4	PAR-4	n/a	Low	The road routes through a rural area, with low numbers of residential properties. There is no continuous footway along the road sections, and the footway provision varies in quality. There is no footway in the vicinity of all the residential properties, including in Sutton Scarsdale. No accident hotspots identified.
1-5	PAR-5	n/a	High	The southern section of this road is urban, with footway on a minimum of one side of the carriageway. No accident hotspots identified. There is a primary school adjacent to the carriageway.
1-6	PAR-7	n/a	Medium	The majority of this road section routes through an urban area with footway on a minimum of one side of the carriageway and uncontrolled and controlled crossing points. There are retail and residential land uses adjacent to the carriageway, including care/nursing/retirement homes. No accident hotspots identified.
1-7	SAR-1 (Excluding Station Road)	n/a	High	Footway is provided on a minimum of one side of the route for the majority of the route. There are retail, residential and place of worship land uses adjacent to the carriageway. The Five Pits Trail crosses Williamthorpe Road A6175. There are a primary school,

TTAL	PAR or SAR Considered	Additional PARs or SARs Considered	Sensitivity	Sensitivity Description
				playground and medical centre adjacent to the carriageway. No accident hotspots identified.
1-8	SAR-1 (Station Road)	PAR-9	High	There are residential properties adjacent to the carriageway with footway on a minimum of one side of the carriageway in the urban area. No footway is provided in the rural area towards Hardstoft Road. There is a primary school adjacent to the carriageway. The road is crossed by the Five Pits Trail. No accident hotspots identified.
1-9	PAR-10 (B6014 and B6039)	n/a	High	There are no highly sensitive land uses adjacent to the carriageway through the rural area. Through Tibshelf there are residential and retail properties adjacent to the carriageway and a place of worship. Footway is provided on a minimum of one side of the carriageway, with controlled and uncontrolled crossings. There is an infant school adjacent to the carriageway. No accident hotspots identified.
2-1	PAR-10 (Alfreton Road B6025)	n/a	High	Through the rural area there are no highly sensitive land uses adjacent to the carriageway. Within the urban area there is footway on a minimum of one side of the carriageway. There is a junior school adjacent to the carriageway. No collisions were recorded on this road section in the most recent three years of data.
2-2	PAR-12	PAR-11	High	There is footway provided on a minimum of one side of the carriageway, along with crossings in the urban area. The road has residential and retail properties adjacent to it and a place of worship. There are highly sensitive receptors adjacent to the carriageway including a primary school. No accident hotspots were identified along the length of the route or the junction of the A38/A61. However, of the collisions recorded at the A38/A61 one resulted in a fatality of a vulnerable road user and two slight injuries to a vulnerable road user.
2-3	PAR-14	PAR-13 and PAR-15	High	There is footway provided but it varies in quality and width and is not continuous. Within the Shirland settlement area there is footway on a minimum of one side of the carriageway. Adjacent land uses include residential properties and retail establishments. There is a primary school at the junction of the A61 and Park Lane. No accident hotspots identified.

TTAL	PAR or SAR Considered	Additional PARs or SARs Considered	Sensitivity	Sensitivity Description
2-4	PAR-16	PAR-17 (A614 and B6013 only)	High	There is footway provided on minimum of one side of the carriageway, though this varies in width. Residential properties are generally set back from the carriageway. There is a school access from the carriageway, it is noted that the school buildings are significantly set back from the carriageway. No accident hotspots identified.
2-5	PAR-19	n/a	Medium	The road routes through a rural area with some residential and retail/hospitality land uses adjacent to it. There is footway of varying width on a minimum of one side of the carriageway. There are no highly sensitive land uses adjacent to the carriageway. No collisions were recorded on this road section in the most recent three years of data.
2-6	PAR-21	PAR-20 and PAR-17 (Millstone Road only)	Medium	Footway is present within Pentrich in the vicinity of residential and hospitality properties, footway varies in width with some very narrow sections. There is not continuous footway outside of the settlement area, land uses on either side of the carriageway are not pedestrian trip attractors/producers. There is a place of worship within Pentrich, which is set back from the carriageway. No accident hotspots identified.
2-7	SAR-2	n/a	Low	The road is rural with a few properties access from it. There are sections of footway which vary in width and quality, near most clusters of properties. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
3-1	PAR-22	n/a	Medium	There is footway on a minimum of one side of the carriageway. The road routes through the western side of Ripley, through residential and retail areas. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
3-2	SAR-3 (B6013 north of Belper and Eagle Street and Ripley Road)	n/a	Medium	Footway is provided on a minimum of one side of the carriageway, however the provision is narrow in places. There are residential and retail/hospitality land uses adjacent to the carriageway. No accident hotspots identified.

TTAL	PAR or SAR Considered	Additional PARs or SARs Considered	Sensitivity	Sensitivity Description
3-3	SAR-3 (B6013 within Belper to the A609)	n/a	High	Footway is provided on a minimum of one side of the carriageway. There are residential properties adjacent to the carriageway along with retail and a place of worship. There is a care home adjacent to the carriageway. No accident hotspots identified.
3-4	SAR-3 (A609)	n/a	High	There is footway on a minimum of one side of the carriageway and residential properties adjacent to the carriageway. A care home is set back from the carriageway and a primary school is adjacent to the carriageway. No accident hotspots identified.
3-5	PAR-26 (A609)	PAR-27	High	Footway is provided on a minimum of one side of the carriageway, it varies in width and quality along the route. Residential and retail land uses are present adjacent to the carriageway. There are schools adjacent to the carriageway. No accident hotspots identified.
3-6	PAR-26 (A608)	n/a	High	There is footway provision on a minimum of one side of the carriageway. There is a school adjacent to the carriageway. No accident hotspots identified.
3-7	PAR-28	n/a	Low	There is footway provision on a minimum of one side of the carriageway. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
3-8	PAR-33	PAR-32	Medium	Near residential properties there is footway provision on a minimum of one side of the carriageway, which varies in width. Smalley Mill Road has no footway provision. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
4-1	PAR-23 (A61 Sir Frank Whittle Road between A38 and Wheatcroft Way)	n/a	Negligible	All land uses are set back from the carriageway. Footway is provided on a minimum of one side of the carriageway. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.

TTAL	PAR or SAR Considered	Additional PARs or SARs Considered	Sensitivity	Sensitivity Description
4-2	PAR-23 (A61 Sir Frank Whittle Road between Wheatcroft Way and A608 Mansfield Road)	n/a	Negligible	All land uses are set back from the carriageway. There are no highly sensitive land uses adjacent to the carriageway. Footway is set back from the eastern side of the carriageway. No accident hotspots identified.
4-3	PAR-23 (A608 Mansfield Road between A61 Sir Frank Whittle Road and A608 Hill Top)	n/a	Low	There are retail/commercial and residential land uses adjacent to the carriageway. Footway is present on a minimum of one side of the carriageway and crossing facilities, including controlled crossings, are provided. To the north of the carriageway is the commencement of the Great Northern Greenway (part of NCN route 672). There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
4-4	PAR-23 (A608 Hill Top between A608 Mansfield Road and Lime Lane)	n/a	Medium	There are residential and retail/hospitality land uses adjacent to the carriageway. Footway is present on a minimum of one side of the carriageway. Footway varies in width, and crossing facilities are provided. The Great Northern Greenway (used by pedestrians, cyclists and horse riders, part of NCN route 672) crosses the carriageway, highlighted with a change of road surface colour. There is a nursery set back from the carriageway. No accident hotspots identified.
4-5	PAR-25	n/a	High	There is footway on a minimum of one side of the carriageway. The footway is narrow outside of the Smalley settlement area. Within Smalley there are mainly residential properties adjacent to the carriageway, along with a place of worship. There is a primary school adjacent to the carriageway. No accident hotspots identified. The fatal accident on PAR-25 did not involve a pedestrian/cyclist casualty.

TTAL	PAR or SAR Considered	Additional PARs or SARs Considered	Sensitivity	Sensitivity Description
4-6	PAR-36	n/a	Low	Through the urban area this route has footway on a minimum of one side of the carriageway with various crossings provided. North of the urban area there is no footway provision. No accident hotspots identified.
5-1	PAR-37	PAR-35	High	There is footway on a minimum of one side of the carriageway with a variety of crossings. Residential and retail properties are present adjacent to the carriageway, along with a place of worship. There are more sensitive land uses adjacent to the carriageway including a nursery. No accident hotspots identified.
5-2	PAR-38	PAR-39, PAR-40 and SAR-4	Low	There is footway on a minimum of one side of the carriageway within the urban area. Residential and retail properties are present adjacent to the carriageway. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
5-3	SAR-5	PAR-42	Low	There are residential and retail properties adjacent to the carriageway and also rural land uses. There is footway provided on a minimum of one side of the carriageway. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
5-4	PAR-44	PAR-41; PAR-45 and PAR-46	Low	There is footway on a minimum of one side of the carriageway. The road is in a rural area, with a country park to the north of carriageway. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
5-5	PAR-47	n/a	Low	Residential properties are set back from the carriageway. There is footway provided where pedestrians would be anticipated and there are uncontrolled crossing points, some with central refuges. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
6-1	PAR-48	n/a	Negligible	There is footway on a minimum of one side of the carriageway, there is only an uncontrolled crossing. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.

TTAL	PAR or SAR Considered	Additional PARs or SARs Considered	Sensitivity	Sensitivity Description
6-2	PAR-50	n/a	Medium	Through predominantly rural areas, the footway provision is not continuous. Near most residential properties there is footway. The footway provision is, in places, narrow and there are not controlled crossing points. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
6-3	PAR-52 (Wragley Way and Deep Dale Lane)	n/a	Medium	Through the urban area there are residential properties set back from the carriageway and there is footway on a minimum of one side of the carriageway. Deep Dale Lane is single track without footway, however, it would not be anticipated to attract high numbers of pedestrian movements. There are no highly sensitive land uses adjacent to the carriageway. No accident hotspots identified.
6-4	PAR-52 (Stenson Road)	n/a	High	There are residential and retail properties adjacent to the carriageway, which are sufficiently set back with appropriate footway provision. There are a variety of crossings for pedestrians. There is a nursing home adjacent to the route. There is an accident hotspot at the junction between Stenson Road and the A5111. No accident hotspots were identified on this road section.
6-5	PAR-52 (A5111 (Warwick Avenue, Manor Road and Kingsway))	n/a	High	There are residential and retail land uses and public open space adjacent to the carriageway with sufficient set back and footway provided along with a variety of crossings. Highly sensitive land uses are present including a hospital, care home and fire station adjacent to the carriageway. There is an accident hotspot at the junction between Stenson Road and the A5111.

12C.7 Future Baseline Traffic

- 12C.7.1 To identify the future baseline traffic at each TTAL, the 2025 AADT baseline traffic flow (set out within **Table 12C.9**) has had a growth factor applied to increase traffic to the future year traffic flow. The future baseline year for each TTAL has been determined based on the year within which the peak daily total construction traffic is generated (as set out in detail within **Appendix 12A Transport Statement: Construction Traffic Estimation** which details the Project construction traffic generation and distribution methodology and assumptions).
- 12C.7.2 The growth factor was generated using TEMPro (Ref 12C.18), version 8.1 'core' scenario, for the average day in each authority area of interest. TEMPro facilitates the interrogation of the National Trip End Model (NTEM) dataset. It considers a range of inputs including, but not limited to, information regarding employment, mode and time trip profiles and dwelling numbers. This includes potential projects for new dwellings in areas based on local plans. The applied growth factors are summarised within **Table 12C.9**.

Table 12C.9: Growth factors: 2025 to 2029 and 2030 – all vehicles

Area	Growth Factor – All Vehicles	
	2025 to 2029	2025 to 2030
Amber Valley	1.0422	1.0528
Bolsover	1.0477	1.0595
Chesterfield	1.0410	1.0511
Derby	1.0432	1.0538
Erewash	1.0418	1.0520
North East Derbyshire	1.0405	1.0506
South Derbyshire	1.0581	1.0728

- 12C.7.3 The HDV baseline AADT had the following growth factors applied, based on the DfT's National Road Traffic Projections (Ref 12C.19) 'core' scenario for the East Midlands (derived by calculating the average per year percentage increase in billion miles travelled by HGVs between 2025 and 2030 and multiplying by the relevant number of years):
- 2025 to 2029: 1.0113
 - 2025 to 2030: 1.0141
- 12C.7.4 The future baseline AADT was then converted into 24 hr AAWT and 12 hr AAWT using the DfT's TRA307 traffic distribution by time of day and day of the week dataset (Ref 12C.20) for all vehicles; and the DfT's TRA0308 traffic distribution by time of data and day of the week based on vehicle type dataset (Ref 12C.21) for HGVs.
- AADT 24 hr to AAWT 24 hr:
 - all vehicles: 1.0552; and

- HDVs: 1.2289.
- AAWT 24 hr to AAWT 12 hr:
 - all vehicles: 0.8091; and
 - HDVs: 0.7657.

12C.7.5 **Table 12C.10** sets out the resulting 2029 or 2030 future baseline traffic flows for each TTAL for AAWT 24hr and AAWT 12 hr for all vehicles (HDVs and LDVs) and for HDVs only.

Table 12C.10: Future baseline traffic flows at TTALs: 24 hr and 12 hr AAWT

TTAL ID	Location	Future Year	AAWT 24 hr			AAWT 12 hr (7am to 7pm)		
			All Vehicles	HDVs Only	% HDV	All Vehicles	HDVs Only	% HDV
1-1	A632 Chesterfield Road	2029	23,302	2,094	9%	18,853	1,603	9%
1-2	Calow Lane	2029	2,912	328	11%	2,356	251	11%
1-3	B6425 Hassocky Lane	2029	9,459	939	10%	7,653	719	9%
1-4	Sutton Lane	2029	2,159	247	11%	1,747	189	11%
1-5	Slack Lane	2029	2,461	310	13%	1,991	237	12%
1-6	A6175 Heath Road	2029	13,863	1,999	14%	11,216	1,531	14%
1-7	Rupert Street	2029	4,907	318	6%	3,970	243	6%
1-8	Station Road	2029	3,120	333	11%	2,524	255	10%
1-9	B6014 High Street	2029	8,719	958	11%	7,054	733	10%
2-1	B6025 Alfreton Road	2029	2,576	277	11%	2,085	212	10%
2-2	A61 Chesterfield Road	2029	15,617	902	6%	12,635	691	5%
2-3	A61 Chesterfield Road	2029	14,648	426	3%	11,851	326	3%
2-4	A615	2029	11,961	292	2%	9,677	224	2%
2-5	Main Road	2030	187	15	8%	151	11	7%
2-6	B6016 Main Road	2029	2,252	No data*	No data*	1,822	No data*	No data*
2-7	B6013	2029	4,179	30	1%	3,381	23	1%

TTAL ID	Location	Future Year	AAWT 24 hr			AAWT 12 hr (7am to 7pm)		
			All Vehicles	HDVs Only	% HDV	All Vehicles	HDVs Only	% HDV
3-1	B6374 Heage Road	2030	7,615	78	1%	6,161	59	1%
3-2	B6013 New Road	2030	6,052	35	1%	4,897	27	1%
3-3	B6013 Chesterfield Road	2030	9,401	55	1%	7,606	42	1%
3-4	Spencer Road A609	2030	5,972	74	1%	4,832	57	1%
3-5	A609 Main Street	2030	9,453	146	2%	7,648	112	1%
3-6	A608 Main Road	2030	10,662	1,072	10%	8,626	820	10%
3-7	Lady Lea Road	2029	2,813	230	8%	2,276	176	8%
3-8	Cloves Hill	2029	7,031	645	9%	5,689	494	9%
4-1	A61 Alferton Road	2029	45,467	1,501	3%	36,786	1,149	3%
4-2	A61 Sir Frank Whittle Road	2029	27,859	2,063	7%	22,540	1,580	7%
4-3	A608 Mansfield Road	2029	16,813	1,411	8%	13,602	1,080	8%
4-4	A608 Hill Top	2029	10,294	892	9%	8,328	683	8%
4-5	A608 Main Road	2029	14,423	1,230	9%	11,669	942	8%
4-6	A6096 Moor Street	2029	12,262	1,183	10%	9,921	905	9%
5-1	A6005 Derby Road	2029	8,572	714	8%	6,935	547	8%
5-2	A6005 Nottingham Road	2029	11,319	931	8%	9,158	713	8%
5-3	B5010 Main Road	2029	5,708	448	8%	4,618	343	7%
5-4	B5010	2029	9,233	869	9%	7,470	665	9%
5-5	Chellaston Lane	2029	10,980	704	6%	8,884	539	6%
6-1	A514 Swarkestone Road	2030	21,068	300	1%	17,045	230	1%
6-2	A5132 Twyford Road	2030	5,048	308	6%	4,084	236	6%
6-3	Wragley Way	2030	5,286	404	8%	4,277	309	7%

TTAL ID	Location	Future Year	AAWT 24 hr			AAWT 12 hr (7am to 7pm)		
			All Vehicles	HDVs Only	% HDV	All Vehicles	HDVs Only	% HDV
6-4	Stenson Road	2030	15,202	105	1%	12,300	80	1%
6-5	A5111 Manor Road	2030	31,989	905	3%	25,881	693	3%

*at B6016 Main Road classified traffic data were not available and therefore the number of HDVs is unknown.

12C.8 PRowS, Long Distance and Regional Paths, NCN Routes and Other Routes

Terminology

12C.8.1 This section provides a description of the various forms of public access and routes that are the subject of this Preliminary PRowWMP.

Public Rights of Way

12C.8.2 In England, members of the public have a right to access some land/routes which are named PRowWs. There are four types of PRowWs as follows:

- footpath which can be used by walkers/wheelers (pedestrians);
- bridleway which can be used by walkers/wheelers, horse-riders and cyclists;
- restricted byway for use by any non-motorised transport (along with powered wheelchairs and mobility scooters); and
- byway open to all traffic (BOATs) which can be used by any traffic including motor vehicles, but that are predominantly used by pedestrians, cyclists and equestrians.

12C.8.3 Usually, PRowWs are marked by wayfinding signs/colour arrows based on the PRowW type.

12C.8.4 The legal records of PRowWs are recorded on the relevant council's Definitive Map and Statement. Section 56 of the Wildlife and Countryside Act 1981 (Ref 12C.22) makes it explicit that the Definitive Map and Statement, taken together, are legally conclusive evidence of the existence of the highways of the description shown (footpath, bridleway, restricted byway or BOAT) at the relevant date, unless there has been a subsequent legal order amending the rights.

12C.8.5 While PRowWs are shown on Ordnance Survey (OS) mapping, it should be noted that this mapping may not align with the information, be it route type or location, contained within the Definitive Map and Statement, which should be referred to for confirmation.

Long distance paths and regional routes

12C.8.6 Long distance paths can include, but are not limited to, National Trails. Regional routes identified within this Preliminary PRowWMP consist of Derbyshire County Council designed walks and trails (Ref 12C.23) and marked recreational routes on OS mapping (Ref 12C.24).

National Cycle Network (NCN) routes

12C.8.7 The NCN is a network of cycle routes (for use by walkers/wheelers and cyclists and where relevant horse-riders) managed by Walk Wheel Cycle Trust (formerly Sustrans). The NCN routes are numbered and signed and include sections of both traffic-free and on-road route sections.

Other routes

Permissive paths

12C.8.8 A permissive path is a path which is not a PRow by which can be used with the permission of the landowner but where there is not a legal right of access. Permissive paths may be open to walkers/wheeler, cyclists, horse-riders or a combination of users).

Other Routes with Public Access

12C.8.9 Other Routes with Public Access (ORPAs) are routes with public access that are not recorded as PRows or public highway/adopted highway and the exact nature of the routes/restrictions on the routes are unclear.

Open access land and common land

12C.8.10 Countryside and Rights of Way Act 2000 (CRoW Act) (Ref 12C.25) provides right of access to the public to land mapped as 'open country', these areas are known as Open Access Land (OAL), there are restrictions to activities on OALs. The public have similar access to registered Common Land, restrictions to activities on Common Land vary.

Data Sources

12C.8.11 To identify the potential effects of the Project (on PRows, ORPAs, OALs, common land, permissive paths, NCN routes, long-distance paths and regional routes) several data sources have been referred to. The data sources are listed in **Table 12C.11**.

Table 12C.11: Data source summary

Data Source	Information	Reference
Derbyshire County Council	Mapping showing PRows in the Derbyshire County Council area.	Ref 12C.26
Derby City Council	Mapping showing PRows in the Derby City Council area.	Ref 12C.27
Bing Maps	OS mapping regarding ORPAs, permissive paths and regional routes.	Ref 12C.24
Natural England	Mapping showing access land.	Ref 12C.28
Walk Wheel Cycle Trust (formerly Sustrans)	NCN routes information and mapping.	Ref 12C.29

Data Source	Information	Reference
Derbyshire County Council	Information and mapping of Derbyshire County area designed walks and trails.	Ref 12C.23
National Trails	Mapping showing National Trails.	Ref 12C.30

List of PRowS, Long Distance and Regional Paths, NCN routes and Other Routes Affected by the Project

12C.8.12 The desktop study undertaken has identified PRowS, long distance and regional paths, NCN routes and other routes affected by the Project, comprising the following elements:

- construction phase haul road (crossing or following the PRow route);
- the proposed route alignment (crossing or following the PRow route);
- the siting of a construction compound;
- the siting of a pylon (the structure; foundation or working area);
- operational phase maintenance access (crossing or following the PRow route); and/or
- the new Chesterfield Substation area.

12C.8.13 The routes affected are shown in **Figure 12.3**.

Public Rights of Way

12C.8.14 **Table 12C.12** lists PRowS impacted by the Project, their types and the nature of their interaction with the Project. **Figure 12.3** shows the locations of PRowS.

Table 12C.12: Public Rights of Way

PRow ID	Type	Project Interaction
B13/31/2; NE15/14/1; NE15/37/1; B13/7/2; B13/13/1; NE16/7/2; NE16/7/7; NE16/7/1; AV27/49/1; AV27/48/2; AV2/18/1; AV27/45/2; AV27/53/1; AV27/54/1; AV20/16/1; AV20/7/1; AV20/3/1; AV23/92/1; AV23/39/2; AV23/41/3; AV4/54/1; AV23/42/3; AV4/59/1; AV6/2/1; AV/11/4/2; AV/12/34/1; E3/32/1; SD3/4/1 and SD3/4/2.	Footpath	PRowS are located within the draft Order Limits and route along maintenance access routes.
AV23/35/4; AV23/35/1 and AV11/7/1.	Restricted byway	
AV6/3/1	Footpath	PRow is located within the draft Order Limits and routes along a haul road.

PRoW ID	Type	Project Interaction
NE18/13/4; B13/6/1; AV27/55/2; AV23/146/2; AV23/42/2; AV6/1/3; AV6/8/2; AV6/92/1; AV/11/4/1; AV/12/27/2; E4/14/1; SD44/9/3; SD44/11/2 and SD3/9/2.	Footpath	PRoWs are located within the draft Order Limits and are crossed by the proposed route alignment.
B13/3/3	Bridleway	
E9/26/1 and AV12/15/1.	Footpath	PRoWs are located within the draft Order Limits and follow the proposed route alignment.
NE5/16/2; NE18/13/1; B13/7/3; NE16/6/1; NE16/8/1; AV23/24/2; AV23/34/2; AV23/40/1; AV23/116/2; AV16/16/1; AV/11/20/1; AV/27/1; E9/39/1; E3/31/1; E10/16/1; E4/3/1; SD3/9/1; SD3/4/3 and SD3/5/1	Footpath	PRoWs are located within the draft Order Limits and cross a maintenance access route.
E13/12/1	Bridleway	
E9/3/2; E9/1/1; AV20/15/1; AV6/1/1; AV6/2/2; AV6/3/2 and AV6/9/1.	Footpath	PRoWs are located within the draft Order Limits and cross a haul road.
AV6/8/1	Bridleway	
NE5/25/2; NE5/17/2 and NE5/17/4.	Footpath	PRoWs are within the draft Order Limits and cross the new Chesterfield Substation area.
B1/14/2; B1/3/2; B1/5/3; B13/14/2; B13/7/1; NE16/3/1; AV27/45/1; AV/20/17/1; AV20/6/1; AV/23/88/1; AV23/111/1; AV16/1/2; AV/16/9/1; E10/16/2; E10/13/2; SD18/7/2; SD4/3/1; NE9/19/1; NE19/2/1; AV27/48/1; AV23/37/1; AV23/41/2; AV16/15/2; E10/17/3 and AV11/8/1	Footpath	PRoWs are located within the draft Order Limits, are crossed by the proposed route alignment and cross a haul road.
E3/56/1	Restricted byway	
B13/42/1; AV27/50/1; E9/27/1; AV20/14/4 and SD47/1/1.	Footpath	PRoWs are located within the draft Order Limits, are crossed by the proposed route alignment, cross a haul road and route along a maintenance access route.
B1/39/3 and SD49/5/1.	Bridleway	
B1/13/3; B1/9/1; B13/26/4; AV23/23/3; AV23/38/2; E9/28/2; E13/14/1; E10/14/3; E4/4/1;	Footpath	PRoWs are located within the draft Order Limits, are crossed by the proposed route

PRoW ID	Type	Project Interaction
E13/11/1; AV/12/25/1; AV12/17/1; AV12/16/1; E9/5/2; E9/4/1 and E9/13/1.		alignment, cross a haul road and cross a maintenance access route.
AV23/35/2	Restricted byway	
NE9/1/81; NE16/37/3; AV23/39/1	Footpath	PRoWs are located within the draft Order Limits, are crossed by the proposed route alignment, cross a haul road, route along a maintenance access route and cross a maintenance access route.
NE10/16/1	Bridleway	PRoW is located within the draft Order Limits, crosses a haul road, routes along a maintenance access route and crosses a maintenance access route.
AV6/93/1; AV6/1/2 and E9/2/1.	Footpath	PRoWs are located within the draft Order Limits, cross a haul road and cross a maintenance access route.
AV/11/5/1 and AV23/22/1.	Footpath	PRoWs are located within the draft Order Limits, are crossed by the proposed route alignment and route along a maintenance access route.
NE10/9/1	Footpath	PRoW is located within the draft Order Limits, is crossed by the proposed route alignment and routes along a haul road route.
NE5/16/1	Footpath	PRoW is within the draft Order Limits, routes along a maintenance access route and crosses the new Chesterfield Substation area.
E3/57/1	Footpath	PRoW is located within the draft Order Limits, goes through a construction compound, is crossed by the proposed route alignment, crosses a haul road and crosses a maintenance access route.
E10/18/1	Footpath	PRoW is located within the draft Order Limits, overlaps with a pylon structure, is crossed by the proposed route alignment, crosses a haul road and crosses a maintenance access route.
E9/12/1	Footpath	PRoW is located within the draft Order Limits, overlaps with a pylon foundation working area, is crossed by the proposed

PRoW ID	Type	Project Interaction
		route alignment, crosses a haul road and crosses a maintenance access route.
AV/12/24	Footpath	PRoW is located within the draft Order Limits, overlaps with a pylon foundation, is crossed by the proposed route alignment, crosses a haul road, crosses a maintenance access route and routes along a maintenance access route.
B13/9/1	Footpath	PRoW is located within the draft Order Limits, overlaps with a pylon structure, is crossed by the proposed route alignment, crosses a haul road, crosses a maintenance access route and routes along a maintenance access route.

12C.8.15 **Table 12C.13** lists the PRoWs that are located within the draft Order Limits but are considered unaffected by the Project at this stage. This information is provided to ensure clarity for the local authority.

Table 12C.13: Public Rights of Way within the draft Order Limits

PRoW ID	
Footpath	Bridleway
NE5/25/1; NE5/17/1; NE5/26/1; NE5/17/3; NE9/19/2; N19/1/1; NE19/5/1; NE10/1/1; NE10/1/3; NE10/2/2; B1/4/1; B1/38/1; B13/30/3; B13/29/1; NE16/6/2; AV27/45/3; AV27/47/2; AV20/1/1; AV20/24/1; AV23/22/2; AV23/3/2; AV23/93/1; AV23/93/2; AV4/51/1; AV4/52/1; AV23/41/4; AV23/116/1; AV/16/16/2; AV16/15/1; AV/16/17/1; AV/16/2/1; AV/16/1/3; AV/16/1/1; AV/11/21/1; AV/11/22/1; AV/11/1/1; AV/11/2/1; AV/11/2/2; AV11/26/1; AV4/137/1; AV16/34/1; AV/16/1/4; AV16/01/1; AV/16/28/3; AV/16/30/1; AV/16/40/1; AV11/6/1; AV/12/1; AV12/5/1; AV12/25/2; AV/17/3; AV/12/18/2; AV/12/18/1; AV/12/18/5; AV/12/21/1; AV12/15/1; E9/6/1; E9/2/2; E9/28/1; E10/19/1; SD18/1/2; SD44/8/2 and SD50/4/1.	NE15/41/1 and SD18/9/1.

Other Routes with Public Access affected by the Project

12C.8.16 Three ORPAs have been identified as being affected by the Project (ORPAs within the draft Order Limits) in relation to traffic and transport, as summarised within **Table 12C.14**. All three ORPAs are within the Derbyshire County Council area.

Table 12C.14: Other Routes with Public Access affected by the Project

Location	Project Interaction
Stony Lane and Watering Lane (Holbrook)	ORPA is within the draft Order Limits, is crossed by the proposed route alignment and crosses a haul road.
Derby Road (Borrowash)	ORPA is within the draft Order Limits and is crossed by the proposed route alignment.
Moor Lane (south of the Derby Southern Bypass)	ORPA is within the draft Order Limits, is crossed by the proposed route alignment and crosses a haul road.

National Cycle Network routes affected by the Project

12C.8.17 Four NCN routes have been identified as being affected by the Project, including the construction traffic routes, as summarised within **Table 12C.15**. This shows interaction with the Project and construction traffic routeing.

Table 12C.15: National Cycle Network routes affected by the Project

NCN	Location	Project Interaction	Construction Traffic Interaction
67	West of Williamthorpe	N/A	There is an unsignalised crossing of A6175 Williamthorpe Road (a SAR) for the NCN.
	East of Pilsley	NCN is within the draft Order Limits, is crossed by the proposed route alignment, crosses a haul road and routes along a maintenance access route.	There is an unsignalised crossing of Hardstoft Road (a SAR) for the NCN.
	Tibshelf	N/A	There is a signalised crossing of B6014 High Street (a PAR) for the NCN.
54	West of Breadsall	N/A	NCN routes adjacent (traffic free) to a section of the A61, a PAR.
672	North Derby and South Erewash	N/A	There is a signalised crossing of the A608 Mansfield Road and an unsignalised crossing of the A608 Hill Top (a PAR) for the NCN.
6	East of Borrowash	NCN is within the draft Order Limits and is crossed by the proposed route alignment.	NCN has an on-road route section on the A6005, a PAR.
	South of Borrowash	N/A	NCN routes adjacent (traffic free) to a section of the B5010, a SAR. There is a signalised crossing of the B5010 for the NCN.

NCN	Location	Project Interaction	Construction Traffic Interaction
	North east of Swarkestone and west of the A524	NCN is within the draft Order Limits and is crossed by the proposed route alignment.	N/A

Long distance paths and regional routes affected by the Project

12C.8.18 Four regional routes have been identified as interacting with the Project (regional routes within the draft Order Limits) as outlined within **Table 12C.16**, all of which are within the Derbyshire County Council area.

Table 12C.16: Regional routes affected by the Project

Regional Route	Location	Project Interaction
Five Pits Trail	East of Pilsley	Regional route is within the draft Order Limits, is crossed by the proposed route alignment, crosses a haul road and routes along a maintenance access route.
Centenary Way and Midshires Way	Church Lane, Morley	Regional route is within the draft Order Limits, is crossed by the proposed route alignment and crosses a haul road.
Midshires Way	West of the A6096 near Locko Park	Regional route is within the draft Order Limits and crosses a maintenance access route.
Derwent Valley Heritage Way	Ambaston Lane, Ambaston	Regional route is within the draft Order Limits, is crossed by the proposed route alignment and crosses a haul road.

12C.9 Further data to be collected to inform the ES baseline

12C.9.1 In addition to the data collected for the PEIR, the ES will be informed by additional baseline data identified as a requirement through the Project refinement post Stage 2 (statutory) consultation and engagement process. Furthermore, as part of the ES development, the baseline information will be reviewed and updated as necessary, with further survey work undertaken if required, as further detailed within **Chapter 12 Traffic and Transport**, section 12.5.

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