

A38 Derby Junctions

TR010022

8.5.1 Appendices to Support Responses to Examining Authority's First Written Questions

Planning Act 2008

Rule 8 (1)(c)(ii)

Infrastructure Planning (Examination Procedure) Rules 2010

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**The Infrastructure Planning
(Examination Procedure) Rules 2010**

A38 Derby Junctions
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Appendices to Support Responses to ExA's First Written Questions

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1.1 Appendices to Support Responses to the Examining Authority's First Written Questions

- 1.1.1 This document has been prepared by Highways England to support the responses to the Examining Authority's first written questions with additional information.
- 1.1.2 These can be found in the Appendices below.

1.2 Appendix A – 3.11

Management and mitigation plans, strategies and written schemes

Other documents, including summary reports, written schemes, assessments, strategies, programmes, drawings or details referenced by the dDCO [APP-016 / Volume 3.1] or referenced by the OEMP [APP-249 / Volume 6.12].

Management and mitigation plans, strategies and written schemes	a) Relationship with other plans	b) Arrangements for consultation and agreement	c) Roles of organisations involved	d) How secured?
Outline Environmental Management Plan (OEMP)	Document [APP-249 / Volume 6.3] as submitted with the DCO detailing how environmental impacts are to be mitigated, monitoring and managed during Scheme construction and operation.	Prepared by Highways England – document available for review by statutory bodies and stakeholders. Approval: by the Secretary of State (SoS)	Subject to review by stakeholders and statutory bodies during the Examination process.	DCO Certified document and secured by dDCO Requirement 3.
Construction Environmental Management Plan (CEMP)	Document to be prepared by the selected construction contractor – must be based upon the OEMP. Details how environmental impacts are to be mitigated, monitoring and managed during Scheme construction.	Contractor to consult with the local authorities (Derby City Council (DCiC), Derbyshire County Council (DCC), Erewash Borough Council (EBC). Approval: by the SoS The CEMP would be a live document for the duration of the Scheme construction phase. Subsequent plan updates and revisions to be approved by Highways England, in consultation with local authorities (noting that the document must remain based upon the OEMP).	Consultation across the areas of interest of local authorities to agree mitigation strategies, monitoring and approaches during Scheme construction.	Secured by dDCO Requirement 3.
Handover Environmental Management Plan (HEMP)	Document to be prepared by the Principal Contractor towards the end of the Scheme construction phase. Plan ensures that any relevant commitments and objectives are clearly defined for the subsequent operation of the Scheme and to secure approval for these measures.	Document contains records of consents, commitments and permissions resulting from liaison with statutory bodies. Contractor to consult with local authorities during HEMP preparation. Approval: by the SoS The HEMP would be a live document for the duration of the Scheme operational phase. Subsequent plan updates and	Consultation across the areas of interest of local authorities to agree mitigation strategies, monitoring and approaches during Scheme operation.	Secured by dDCO Requirement 3.

Management and mitigation plans, strategies and written schemes	a) Relationship with other plans	b) Arrangements for consultation and agreement	c) Roles of organisations involved	d) How secured?
		revisions to be approved by Highways England, in consultation with local authorities (noting that the document must remain based upon the requirements as detailed in the OEMP).		
Traffic Management Plan (TMP)	Forms part of the CEMP. Prepared by the construction contractor and contains the Construction Workforce Travel Plan, Site Access Plan and Site Travel Plan. The TMP would define appropriate plans for the management of traffic during the Scheme construction phase, including restrictions upon HVG movements.	Consultation with the local highway authorities. Approval: by the SoS	Consultation to agree plans for traffic management during the Scheme construction phase (includes HGV routes etc.).	Secured by dDCO Requirement 3 (as part of the CEMP) and Requirement 11.
Construction Workforce Travel Plan	Contained within the TMP (thus part of CEMP). To be prepared by the construction contractor to define appropriate methods of construction workforce travel arrangement and encourage the use of sustainable transportation modes.	Consultation with the local highway authorities. Approval: by the SoS (as this part of the CEMP)	To discuss the use of sustainable modes of transport to reduce the impact of workforce travel on local residents and businesses.	Secured by dDCO Requirement 3 (as part of the CEMP) and Requirement 11.
Site Access Plan	Contained within the TMP (thus part of CEMP). To be prepared by the construction contractor to identify site access and egress routes that may be used by the main works contractor and the mechanisms for how they can be varied.	Consultation with the local highway authorities. Approval: by the SoS (as this part of the CEMP)	To discuss methods to reduce the potential for impacts upon the public road network.	Secured by dDCO Requirement 3 (as part of the CEMP) and Requirement 11.
Site Travel Plan	Contained within the TMP (thus part of CEMP). Prepared by the construction contractor to identify routes to site for materials and plant.	Consultation with the local highway authorities. Approval: by the SoS (as this part of the CEMP)	To define methods to reduce the potential for impacts upon the public road network.	Secured by dDCO Requirement 3 (as part of the CEMP) and Requirement 11.

Management and mitigation plans, strategies and written schemes	a) Relationship with other plans	b) Arrangements for consultation and agreement	c) Roles of organisations involved	d) How secured?
Emergency Preparedness and Response Plan	Forms part of the CEMP and includes a Pollution Incident Control Plan. Prepared by the construction contractor to cover incidents on site, environmental hazards (flooding, heavy rain, high winds), and other risks that may occur on site (e.g. UXO).	Consultation with the local authorities. Approval: by the SoS (as this part of the CEMP)	To define processes to deal with emergency incidents and equipment requirements to deal with accidents and emergencies on site.	Secured by dDCO Requirement 3 (as part of the CEMP).
Landscape and Ecology Management Plan (LEMP)	Prepared by the contractor and forms part of the CEMP. The Scheme-wide LEMP to be developed in accordance with industry good practice to ensure that landscape works are undertaken in accordance with good practice and in a consistent basis across the Scheme.	Local authorities to be consulted during the preparation of the written landscape scheme. Consultation with the local planning authorities, the Environment Agency and Natural England on ecological issues. Approval: by the SoS (as this part of the CEMP)	To define appropriate methods of ecological mitigation and landscape planting/ management. Includes ecological monitoring requirements.	Secured by dDCO Requirement 3 (as part of the CEMP), plus Requirement 5 requires the preparation of a written landscape scheme.
Arboricultural Mitigation Strategy	Forms part of the CEMP/ LEMP. The contractors arboricultural specialist will prepare an Arboricultural Mitigation Strategy to protect those trees retained within and immediately adjacent to the order limits.	Consultation with the local planning authorities. Approval: by the SoS (as this part of the CEMP)	To ensure existing trees to be retained are appropriately protected during the construction works and that newly planted trees are appropriate and successfully established.	Secured by dDCO Requirement 3 (as part of the LEMP/ CEMP) plus Requirement 5 requires an arboricultural walkover survey and tree survey.
Biosecurity Management Plan	Forms part of the CEMP/ LEMP. To be prepared by the contractor as based upon the Outline Biosecurity Management Plan (forms Appendix B to the OEMP [APP-249 / Volume 6.1]).	Consultation with local planning authorities, the Environment Agency and Natural England. Approval: by the SoS (as this part of the CEMP)	To define measures to promote biosecurity and avoid the risk that invasive non-native species and diseases are spread as a	Secured by dDCO Requirement 3 (as part of the CEMP/ LEMP).

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			consequence of the Scheme.	
Heritage Management Plan (HMP)	Prepared by the contractor and forms part of the CEMP, and based upon the AMS, OWSI and SSWSI. To include a Method Statement regarding reinstatement details for affected sections of the Markeaton Park boundary wall, protection measures for the Markeaton Park gates and reinstatement details regarding the Royal School for the Deaf Derby boundary wall.	Consultation and agreement with the DCiC conservation officer, DCC archaeologist and the Derwent Valley Mills World Heritage Site Partnership (DVMWHSP) (via DCC). Approval: by the SoS (as this part of the CEMP)	To agree how the historic environment is to be protected in a consistent and integrated manner, coordinated with all other relevant environmental topics.	Secured by dDCO Requirement 3 (as part of the CEMP) and Requirement 9.
Archaeological Mitigation Strategy (AMS)	Forms part of the HMP as included in the CEMP. The AMS indicates how the historic environment is to be protected during the construction phase. Includes measures for protective fencing.	Consultation and agreement with the DCC archaeologist and the Derwent Valley Mills World Heritage Site Partnership (DVMWHSP) (via DCC). Approval: by the SoS (as this part of the CEMP)	To ensure that all archaeological works are undertaken in accordance with an approved strategy.	Secured by dDCO Requirement 3 (as part of the CEMP) and Requirement 9.
Overarching Written Scheme of Investigation (OWSI)	The OWSI forms part of the AMS (included in the HMP/ CEMP). This sets out the scope, guiding principles and methods for the planning and implementation of essential archaeological mitigation.	Consultation and agreement with the DCC archaeologist and the Derwent Valley Mills World Heritage Site Partnership (DVMWHSP) (via DCC). Approval: by the SoS (as this part of the CEMP)	To define overarching measures required to protect sites and areas by ensuring that appropriate mitigation measures are identified and implemented.	Secured by dDCO Requirement 3 (as part of the CEMP) and Requirement 9.
Site Specific Written Scheme of Investigation (SSWSI)	For each site or area of archaeological interest, a SSWSI would be prepared that outlines specific measures that would apply to particular pieces of archaeological fieldwork, to be carried out as part of the programme of archaeological mitigation works. The sites which require a SSWSI will be	Consultation and agreement with the DCC archaeologist and the Derwent Valley Mills World Heritage Site Partnership (DVMWHSP) (via DCC). Approval: by the SoS (as this part of the CEMP)	To define measures protect individual sites and areas by ensuring that appropriate mitigation measures are identified and implemented.	Secured by dDCO Requirement 3 (as part of the CEMP) and Requirement 9.

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	included in the OWSI/ AMS (thus forms part of the HMP/ CEMP).			
Noise and Vibration Management Plan	Forms part of the CEMP. Prepared by the construction contractor concerning the deployment of Best Practicable Means (BPM), as well as monitoring requirements.	Consultation with the local authorities. Approval: by the SoS (as this part of the CEMP)	To define applicable noise and vibration mitigation requirements during Scheme construction, as well as monitoring requirements.	Secured by dDCO Requirement 3 (as part of the CEMP). Also Requirement 15 regarding noise mitigation measures included in the Scheme design.
Noise Insulation and Temporary Rehousing Policy	Forms part of the Noise and Vibration Management Plan as included in the CEMP. To be prepared by the construction contractor to set out all roles, responsibilities and actions required in respect of noise insulation and temporary rehousing.	Consultation with the local authorities. Approval: by the SoS (as this part of the CEMP)	To agree insulation and temporary re-housing required to protect residents from significant effects.	Secured by dDCO Requirement 3 (as part of the CEMP).
Soils Management Plan	Forms part of the CEMP. Prepared by the contractor to identify the nature and types of soil that would be affected by Scheme construction, including definition of methods for soils handling, and appropriate methods for handling, storing and replacing soils on-site. Includes methods that would be employed for stripping soil and the restoration of agricultural land.	Consultation with the local authorities. Approval: by the SoS (as this part of the CEMP)	To define appropriate methods of handling agricultural soils.	Secured by dDCO Requirement 3 (as part of the CEMP).
Soils Management Strategy	Correction needed to the OEMP - all references to Soil Management Strategy in the OEMP should be to the Soil Management Plan.	As for the Soil Management Plan.	As for the Soil Management Plan.	As for the Soil Management Plan.

Management and mitigation plans, strategies and written schemes	a) Relationship with other plans	b) Arrangements for consultation and agreement	c) Roles of organisations involved	d) How secured?
Materials Management Plan (MMP)	Forms part of the CEMP. Prepared by the contractor and concerns the re-use of excavated materials during the construction phase. Prepared in accordance with the in accordance with the CL:AIRE Definition of Waste: Code of Practice.	Consultation with the local authorities and the Environment Agency. Approval: by the SoS (as this part of the CEMP)	To define methods of soil handling and material management during Scheme construction.	Secured by dDCO Requirement 3 (as part of the CEMP), plus Requirement 8 on land contamination risks.
Site Waste Management Plan (SWMP)	Forms part of the CEMP. Prepared by the contractor regarding processes for the management of waste, including the storage and transport of waste on-site and a recording mechanism for required waste documentation. The SWMP would include procedures for monitoring the overall construction waste recovery rate and the proportion of secondary and recycled aggregate used in the Scheme, in order to confirm the assessment of materials impacts.	Consultation with the local authorities. Approval: by the SoS (as this part of the CEMP)	To define suitable management of waste arising from the Scheme construction.	Secured by dDCO Requirement 3 (as part of the CEMP).
Asbestos Management Plan	Forms part of the CEMP. Prepared by the contractor to ensure that asbestos can be identified, removed and disposed of in a legally compliant manner.	Consultation with the local authorities. Approval: by the SoS (as this part of the CEMP)	To define appropriate method of asbestos identification, removal and disposal.	Secured by dDCO Requirement 3 (as part of the CEMP).
Remediation Strategy	Forms part of the CEMP. To be prepared by the construction contractor to define strategies to be implemented during Scheme construction to tackle land contamination issues – includes definition of measures during disturbance of the former landfill at Kingsway junction.	Consultation with the local authorities and the Environment Agency. Approval: by the SoS (as this part of the CEMP)	To define appropriate method of land contamination management (e.g. treatment, excavation, removal and disposal).	Secured by dDCO Requirement 3 (as part of the CEMP), plus Requirement 8 on land contamination risks.

Management and mitigation plans, strategies and written schemes	a) Relationship with other plans	b) Arrangements for consultation and agreement	c) Roles of organisations involved	d) How secured?
Water Management Plan	Forms part of the CEMP. To be prepared by the construction contractor to identify watercourses and aquifers, and appropriate methods of pollution prevention during Scheme construction.	Consultation with the local authorities and the Environment Agency. Approval: by the SoS (as this part of the CEMP)	To define methods to ensure the protection of the water environment.	Secured by dDCO Requirement 3 (as part of the CEMP).
Pollution Incident Control Plan	Forms part of the Emergency Preparedness and Response Plan as included in the CEMP and linked to the Water Management Plan. To be prepared by the construction contractor and defines methods to be employed following potential incidents affecting watercourses. Includes methods of prevention, treatment and monitoring.	Consultation with the local authorities and the Environment Agency. Approval: by the SoS (as this part of the CEMP)	To define methods to ensure the protection of the water environment associated with pollution incidents.	Secured by dDCO Requirement 3 (as part of the CEMP).
Groundwater Management Plan	Forms part of the CEMP and linked to the Water Management Plan. To be prepared by the construction contractor and defines how groundwater resources are to be protected in a consistent and integrated manner.	Consultation with the local authorities and the Environment Agency (as applicable). Approval: by the SoS (as this part of the CEMP)	To define methods to ensure the protection of groundwater resources.	Secured by dDCO Requirement 3 (as part of the CEMP).
Flood Risk Management Plan	Forms part of the Water Management Plan as included in the CEMP. To be prepared by the construction contractor and defines how to reduce and mitigation issues associate with flood risks.	Consultation with the local authorities and the Environment Agency. Approval: by the SoS (as this part of the CEMP)	To define methods to reduce and manage potential flood risks during Scheme construction.	Secured by dDCO Requirement 3 (as part of the CEMP), plus Requirement 14 on floodplain compensation and flood storage.
Method Statements	Method Statements may be prepared by the construction contractor for specific work actions e.g. method statements to address health and wellbeing, safety, site security and	Consultation with Highways England specialists. Other consultation parties varies according to what technical subject the Method Statement refers to. Approval: by the SoS (as this part of the CEMP)	Varies according to the technical subject the Method Statement refers to.	Secured by dDCO Requirement 3 (as part of the CEMP).

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	environmental issues. These Method Statements are contained within the relevant topic specific plan located in the CEMP.			
Piling Risk Assessments	Prepared by the construction contractor to assess the environmental risk assessments for piling activities. Forms part of the CEMP.	Consultation with Highways England specialists. Approval: by the SoS (as this part of the CEMP)	-	Secured by dDCO Requirement 3 (as part of the CEMP).
Unexploded Ordnance (UXO) Risk Assessments	UXO Risk Assessments to be prepared by the construction contractor to assess the risks associated with UXO being found within construction areas. Will feed into the Emergency Response Procedure (as detailed in the Emergency Preparedness and Response Plan).	Consultation with Highways England specialists. Approval: by the SoS (as this part of the CEMP)	-	Secured by dDCO Requirement 3 (as part of the CEMP).
Energy and Carbon Plan	Forms part of the CEMP. To be prepared by the construction contractor to reduce energy consumption and associated carbon emissions.	Consultation with Highways England specialists. Approval: by the SoS (as this part of the CEMP)	-	Secured by dDCO Requirement 3 (as part of the CEMP).

1.3 Appendix B – 4.6

Table 12.19: People and communities - summary of effects

Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
New crossing of Kingsway junction	Change in journey length and amenity	High	Construction: n/a	Benefit provided by the Scheme.	Moderate beneficial
			Operation: A new shared footpath and cycleway across Kingsway junction from Mackworth Park, linking Mackworth from Greenwich Drive South to the A5111 Kingsway (shortening access by approximately 525m).		
PECs: NR54, NR68 and RR66	Change in journey length and amenity	High	Construction: Permanent severance of shared pedestrian and cycle route.	Construction of a permanent diversion (approximately +10m). Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Minor adverse
			Operation: Minor increase in journey length (+10m).	None required.	No change
PECs: Non-designated shared footway and cycleway (east	Change in journey length and amenity	Very high	Construction: Temporary disruption to pedestrians and cyclists during construction. Temporary alternative routes could substantially increase journey lengths (>500m) and dissuade users from making this journey.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Moderate adverse

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Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
of Kingsway junction)			Operation: Permanent requirement to cross a new minor road.	A controlled crossing would be provided to facilitate continued pedestrian and cyclist access.	Minor adverse
PECs: Brackensdale Avenue underbridge	Change in journey length and amenity	Very high	Construction: Temporary disruption to pedestrians and cyclists for the duration of the widening of Brackensdale Avenue underbridge. Potential for a slight loss of amenity due to the proximity of construction activities.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Minor adverse
			Operation: Reduction in pedestrian and cyclist severance.	A controlled crossing would be provided on Brackensdale Avenue east of the A38. The existing footpath would be extended over the closed access road removing the need to cross a road.	Minor beneficial
PECs: Brackensdale Avenue, Raleigh Street and Enfield Road	Change in journey length and amenity	Medium	Construction: Temporary disruption to pedestrians and cyclists for the duration of the widening of Brackensdale Avenue underbridge. Potential for a slight loss of amenity due to the proximity of construction activities.	Closure of entry and exits onto the A38 to traffic. Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Minor adverse
			Operation: Reduction in pedestrian and cyclist severance. The Scheme would remove the need for pedestrians and cyclists to cross these roads.	New short sections of footway or shared footway and cycleway would be constructed linking into the existing footpath and cycleway facilities.	Minor beneficial
PECs: Uncontrolled	Change in journey	Medium	Construction and operation: Permanent closure of the uncontrolled at grade	None required as alternative safer routes are available to the north and south.	Minor adverse

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Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
pedestrian crossing	length and amenity		crossing between Greenwich Drive North to Thurcroft Close.		
PECs: RR66 Brackensdale Avenue to Kedleston Road	Change in journey length and amenity	High	Construction: Temporary diversion during the construction phase has the potential to increase journey lengths. Potential for a slight loss of amenity from construction activities.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Minor adverse
			Operation: No material change in journey length. Improved amenity and perceived safety for pedestrians and cyclists.	Improvements to and permanent realignment of RR66 relocating the route further from the road through a new area of public open space at Queensway to the east of the A38. Two new signalised crossings on A52 Ashbourne Road.	Moderate beneficial
PECs: Markeaton junction crossing east to west	Change in journey length and amenity	High	Construction: Temporary diversion during the construction phase has the potential to increase journey lengths. Potential for a slight loss of amenity from construction activities.	Access across the junction would be maintained during construction. Temporary diversions would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Minor adverse
			Operation: Minor increase in journey length and improved perception of safety and amenity.	Replacement controlled crossings over A38 slip roads.	Minor beneficial
PECs: Uncontrolled crossing A52 Ashbourne Road (west)	Change in journey length and amenity	Medium	Construction: Temporary diversion during the construction phase has the potential to increase journey lengths. Potential for a slight loss of amenity from construction activities.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Minor adverse

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Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
			Operation: Reduced pedestrian and cyclist severance and improved access to Markeaton Park.	Provision of a controlled crossing on A52 Ashbourne Road to replace uncontrolled crossing.	Minor beneficial
PECs: Markeaton Park footbridge/ Bonnie Prince Charlie Walk (National Route)	Change in journey length and amenity	High	Construction: Demolition of existing footbridge. Severance of pedestrian and cyclist route for approximately one and half years. Diversion routes may result in material changes in journey length and a perceived reduction in safety and amenity.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Moderate adverse
			Operation: There would be no direct impact on pedestrians and cyclists during operation.	A replacement footbridge would be constructed at the location of the existing footbridge.	No change
PECs: Ford Lane/ A38 shared footpath and cycleway	Change in journey length and amenity	Medium	Construction: Temporary disruption to users during construction.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Minor adverse
			Operation: Closure of entry and exit to Ford Lane from the A38, with access appropriately landscaped.	None required.	Minor beneficial
PECs: Users of River Derwent bridge on Ford Lane	Change in journey length and amenity	Medium	Construction: Temporary bridge closure (worst-case three months) would require diversion route for cyclists, but no alternative access would be available for pedestrians.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC and DCC prior to construction.	Moderate adverse

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Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
PECs: Derwent Valley Heritage Way/ Breadsall FP7	Change in journey length and amenity	Medium	Construction: Works to the Flood Relief Arch and the A38 mainline could result in temporary diversions. Potential for a slight loss of amenity from construction activities.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC prior to construction.	Minor adverse
			Operation: There would be no direct impact on pedestrians and cyclists during operation.	None required.	No change
PECs: Little Eaton FP17/ Breadsall FP No. 23	Change in journey length and amenity	Medium	Construction: Temporary closure of Little Eaton FP No.17 and Breadsall FP No. 23. Land used to accommodate construction compound (approximately 3.5 years).	Temporary closure of FP17 and FP23 and temporary diversion required for the duration of the construction phase. Temporary diversions would be agreed with DCiC, DCC and EBC prior to construction.	Minor adverse
			Operation: There would be no direct impact on pedestrians and cyclists during operation.	PRoW reopened on existing alignment.	No change
PECs: NCR54 (Little Eaton)	Change in journey length and amenity	Medium	Construction: NCR54 at Little Eaton junction would be subject to temporary diversions during the construction phase. Potential for a slight loss of amenity from construction activities.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC, DCC and EBC prior to construction.	Minor adverse
			Operation: Improve safety for pedestrians and cyclists during the operation of the Scheme, whilst there would be an improvement in overall amenity of the route. New provisions likely to encourage more use due to improved	Improved dual pedestrian, cycle route provided across the junction. Controlled crossings included on A38 southern slip roads.	Minor beneficial

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Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
			amenity/ convenience or perception of safety.		
PECs: Breadsall FP 1, 2, 3 and 4	Change in journey length and amenity	Low	Construction: Loss of a section of Breadsall FP 3.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. Temporary diversions would be agreed with DCiC prior to construction.	Minor adverse
			Operation: Improve amenity and perceived safety, diverting the route of the PRow away from the road. Improved connectivity to FP1, 6 and 4 and local footways/ cycleways.	The permanent diversion of Breadsall FP 3 with the footpath being extended by approximately 370m to join Breadsall FP 1 and the wider PRow network.	Minor beneficial
PECs: Breadsall BW No. 18 and Little Eaton BW No. 29	Change in journey length and amenity	Medium	Construction: There would be no direct impact on these pedestrian and cyclist facilities, although there would be the potential for a slight loss of amenity from construction activities.	None required.	Minor adverse
			Operation: No impact on pedestrians and cyclists.	None required.	No change
Motorised users: A38 main carriageway	Driver stress	-	Construction: Temporary disruption motorised users resulting in increased congestion and uncertainty of journey route and length.	Traffic Management Plan (TMP) to be agreed with DCiC, DCC, EBC and emergency services prior to construction. Motorised users would be made aware of disruptions ahead of time.	Slight adverse
			Operation: Reduction in journey length, congestion and improved perception of safety.	Grade-separation of junctions, separating local and regional traffic.	Moderate beneficial for those using the A38 through the

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Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
				Closure of minor entry/ exit accesses onto the A38 main carriageway.	Scheme (slight beneficial for those travelling through the Scheme including the Scheme approaches)
Motorised users: Surrounding routes	Driver stress	-	Construction: Temporary disruption motorised users resulting in increased congestion and uncertainty of journey route and length.	Traffic Management Plan (TMP) to be agreed with DCiC, DCC, EBC and emergency services prior to construction. Motorised users would be made aware of disruptions ahead of time.	Slight adverse
			Operation: Reduction in journey length, congestion and improved perception of safety.	Grade-separation of junctions, separating local and regional traffic.	Slight beneficial
Motorised users: A5111 Kingsway	Driver stress	-	Construction: Temporary disruption motorised users resulting in increased congestion and uncertainty of journey route and length.	Traffic Management Plan (TMP) to be agreed with DCiC, DCC, EBC and emergency services prior to construction. Motorised users would be made aware of disruptions ahead of time.	Slight adverse
			Operation: Increase in traffic during peak hours. Though it is likely that these vehicles would travel through the junction more quickly, there is the potential for increased congestion on this route.	Grade-separation of junctions, separating local and regional traffic.	Slight adverse
Motorised users: public transport	Driver stress	-	Construction: Temporary disruption to users of public transport resulting from	Traffic Management Plan (TMP) to be agreed with DCiC, DCC, EBC and local bus operators prior to construction.	Slight adverse

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			increased congestion and uncertainty of journey route and length.	Users of public transport would be made aware of disruptions to bus routes ahead of time.	
			Operation: Reduction in congestion with the potential for improved reliability for journey times for users of public transport.	Grade-separation of junctions, separating local and regional traffic.	Slight beneficial
Motorised users	Views from the road	Low	Construction: Temporary reduction in amenity due to presence of construction activities.	None required.	Minor adverse
		Low	Operation: The openness of views from the road would be reduced at all junctions due to the use of cuttings at Kingsway and Markeaton and provision of screening to prevent views of the road at Little Eaton.	None required.	Slight adverse
Businesses adjacent to Kingsway Park Close	Private asset	Medium	Construction: Permanent loss of curtilage land for businesses adjacent to Kingsway Park Close.	None required.	Slight adverse
			Operation: No impact during operation.	None required.	No change
The Army Reserves Centre	Private asset	Medium	Construction: Temporary loss of curtilage land from The Army Reserves Centre, Markeaton junction.	None required.	Slight adverse
			Construction: Permanent loss of curtilage land from The Army Reserves Centre, Markeaton junction.	None required.	Slight adverse
			Operation: No impact during operation.	None required.	No change

A38 Derby Junctions

Appendices to Support Responses to the Examining Authority's First Written Questions

Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
Entrance to Esso and McDonalds	Private asset	Medium	Construction: Permanent closure of the existing entry to McDonalds and the Esso petrol station from the A38 northbound carriageway.	Revised access off the A52 incorporating a signalised junction with the new Markeaton Park access.	Slight adverse
			Operation: Permanent closure of the existing entry to McDonalds and the Esso petrol station from the A38 northbound carriageway	Revised access off the A52 incorporating a signalised junction with the new Markeaton Park access.	Slight adverse
Residential properties: Queensway and Ashbourne Road	Private asset	High	Construction: Permanent loss of 17 residential properties and permanent loss of land occupied by residential properties.	None required.	Large adverse (although effect would be slight adverse at the neighbourhood scale)
			Operation: No impact during operation.	None required.	No change
Residential properties: Sutton Close	Private asset	High	Construction: Permanent loss of curtilage land from four residential properties with the potential to result in reduced enjoyment of these properties.	<ul style="list-style-type: none"> Minimise land take where appropriate. Landowners would be eligible for appropriate compensation. 	Slight adverse
			Operation: Permanent loss of curtilage land from four residential properties with the potential to result in reduced enjoyment of these properties.	None required.	Slight adverse
Former landfill site north of Little Eaton junction	Private asset	Low	Construction: Temporary loss of land required for use as a construction compound at Little Eaton junction.	Use of land agreed with the landowner. Land to be restored to existing condition or better on completion of construction.	No change
			Operation: No impact during operation	None required.	No change

Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
Kingsway Hospital site	Development land	Low	Construction: Temporary use of land during construction. Enhanced amenity of area following works completion.	Inclusion of flood storage areas, wetland habitat and a perimeter footpath.	Minor beneficial
			Operation: No impact during operation	None required.	No change
Public open space	Community facility	Low	Construction: Temporary loss of public open space at Markeaton Park, Mackworth Park and Mill Pond to accommodate utilities diversions and construction access.	Land to be appropriately landscaped following works completion.	Slight adverse
			Construction: Permanent loss of public open space at Mackworth Park, adjacent to Greenwich Drive South, proposed public open space associated with Mickleover railway cutting, Markeaton Park and Mill Pond.	None required – see operational phase mitigation.	Slight adverse
			Operation: Improvements to areas of public open space.	<ul style="list-style-type: none"> Provision of replacement public open space greater in area than the area lost as a result of the Scheme. Landscaping and ecological mitigation. 	Slight beneficial
Informal public open space	Community facility	Low	Construction: Temporary loss of informal public open space at Brackensdale Avenue, Greenwich Drive North, Thurcroft Close and Windmill Hill Lane to accommodate construction activities.	Land to be appropriately landscaped following works completion.	Slight adverse
			Operation: No impact during operation.	None required.	No change
Royal School for the Deaf	Community facility	High	Construction: Temporary loss of curtilage land to accommodate construction.	Land to be appropriately restored and landscaped.	Slight adverse

A38 Derby Junctions

Appendices to Support Responses to the Examining Authority's First Written Questions

Receptor	Attribute	Receptor sensitivity	Impact description	Design and mitigation measures	Residual effect
			Construction: Permanent loss of curtilage land including a sensory garden.	Sensory garden to be replaced as part of the Scheme.	Slight adverse
			Operation: No direct impact during operation.	None required.	No change
Vehicular community severance	Motorised users	-	Construction: Temporary and permanent disruptions to motorised users and pedestrians/cyclists a result of temporary increases in congestion, changes in journey route and length as a result on construction activities.	Pedestrian and cyclist access during construction would be planned and programmed to minimise disruption and access restrictions. TMP to be agreed with DCiC, DCC and emergency services prior to construction.	Slight adverse
			Operation: Grade separation would improve traffic movements through the junctions and result in an overall reduction in severance for motorised users, including users of public transport. Closure of local accesses onto A38 that started during the Scheme construction phase would continue into the Scheme operational phase, although impacts would reduce with time as motorists become accustomed to the new access arrangements.	None required.	Slight beneficial (improved traffic flows) Slight adverse (loss of access) – effect reducing with time

1.4 Appendix C – 4.30 and 4.31

Resubmitted Tables 12.14, 12.16 and 12.17

Table **Error! No text of specified style in document..1**: Baseline Driver Stress

Road section	Average Speed (km/ hr)	Baseline road classification	Predicted traffic flows per hour (peak) per lane	Driver stress level
A38 south of Kingsway junction	NB – 98	Dual carriageway	NB – 1179	Low
	SB – 97		SB – 1030	Low
B5111 Kingsway east of Kingsway junction	EB – 55	Single carriageway	EB – 910	High
	WB – 56		WB – 499	Moderate
A38 Kingsway between Kingsway and Markeaton junctions	NB – 52	Dual carriageway	NB – 1360	High
	SB – 41		SB – 1450	High
A52 Ashbourne Road north of Markeaton junction	EB – 40	Single carriageway	EB – 861	High
	WB – 56		WB – 778	Moderate
A52 Ashbourne Road south of Markeaton junction	EB – 33	Single carriageway	EB – 693	High
	WB – 31		WB – 822	High
A38 Queensway east of Markeaton junction	NB – 61	Dual carriageway	NB – 1388	Moderate
	SB – 53		SB – 1281	Moderate
A38 Palm Court junction west of Little Eaton junction	EB – 85	Dual carriageway	EB – 1247	Moderate
	WB – 92		WB – 1139	Low
A61 south of Little Eaton junction	NB – 55	Dual carriageway	NB – 919	Moderate
	SB – 89		SB – 716	Low
A38 north of Little Eaton junction	NB – 98	Dual carriageway	NB – 1252	Moderate
	SB – 86		SB – 1365	Moderate
B6179 Alfreton Road north of Little Eaton junction	NB – 39	Single carriageway	NB – 402	Moderate
	SB – 41		SB – 387	Moderate

A38 Derby Junctions

Appendices to Support Responses to the Examining Authority's First Written Questions

NB – northbound SB – southbound EB - eastbound WB – westbound

Table **Error! No text of specified style in document..2**: Assessment of effects of driver stress for users of the A38

Road section	Baseline road classification	Predicted traffic flows per hour (peak) per lane - without Scheme 2039	Average Speed (km/hr) - without Scheme 2039	Driver stress level without Scheme 2039	Predicted traffic flows per hour (peak) per lane - with Scheme 2039	Average Speed (km/hr) - with Scheme 2039	Driver stress level with Scheme 2039	Change in driver stress level
A38 south of Kingsway junction	Dual Carriageway	NB – 1260	95	Moderate	1755	71	High	Increase
		SB – 1226	92	Moderate	1700	76	High	Increase
A38 Kingsway between Kingsway and Markeaton junctions	Dual Carriageway	NB – 1365	52	High	1388	29	High	No change
		SB – 1641	36	High	1334	53	High	No change
A38 Queensway east of Markeaton junction	Dual Carriageway	NB – 1469	61	Moderate	1397	50	High	Increase
		SB – 1428	48	High	1397	52	High	No change
A38 Palm Court junction west of Little Eaton junction	Dual Carriageway	EB – 1378	81	Moderate	1689	43	High	Increase
		WB – 1346	86	Moderate	1701	80	High	Increase
A38 north of Little Eaton junction	Dual Carriageway	NB – 1428	92	Moderate	1697	81	High	Increase
		SB – 1551	73	Moderate	1804	75	High	Increase

Planning Inspectorate Scheme Ref: TR010022

Document Ref: TR010022/APP/8.5.1

A38 Derby Junctions

Appendices to Support Responses to the Examining Authority's First Written Questions

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

Table **Error! No text of specified style in document..3**: Assessment of effects of driver stress on the surrounding roads

Road	Baseline road classification	Predicted traffic flows per hour (peak) per lane - without Scheme 2039	Average Speed (km/hr) - without Scheme 2039	Driver stress level without Scheme 2039	Predicted traffic flows per hour (peak) per lane - with Scheme 2039	Average Speed (km/hr) - with Scheme 2039	Driver stress level with Scheme 2039	Change in driver stress level
B5111 Kingsway	Single Carriageway	EB – 852	54	High	1216	56	High	No change
		WB – 338	58	Moderate	1183	56	High	Increase
A52 Ashbourne Road north of Markeaton junction	Single Carriageway	EB – 1011	36	High	906	33	High	No change
		WB – 799	55	Moderate	982	39	High	Increase
A52 Ashbourne Road south of Markeaton junction	Single Carriageway	EB – 722	32	High	914	25	High	No change
		WB – 706	31	High	827	35	High	No change
A61	Dual Carriageway	SB – 995	54	High	955	71	High	No change
		NB – 794	89	Moderate	870	91	High	Increase
B6179 Alfreton Road	Single Carriageway	NB – 333	40	Moderate	530	40	Moderate	No change
		SB – 488	41	Moderate	511	42	Moderate	No change

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

1.5 Appendix D – 5.1

The following roads exceeded the DMRB screening criteria during construction phase traffic management Scenario 0:

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - Abbey Hill	2063_2067	-457	257	0	0	0
A38 - Abbey Hill	2067_3433	-469	257	-28	-41	-28
A38 - Abbey Hill	3432_2062	-206	135	-4	-4	-4
A38 - Abbey Hill	2650_2063	-451	257	0	0	0
A38 - Abbey Hill	2651_2664	-327	212	0	0	0
A38 - Abbey Hill	3432_2062	-206	135	-34	-34	-34
A38 - Abbey Hill	3432_2062	-206	135	-34	-34	-34
A38 - Abbey Hill	3433_2647	-263	122	-3	0	-3
A38 - Kingsway	2814_1506	-283	230	-2	-17	-2
A38 - Kingsway	1504_3440	-342	230	0	0	0
A38 - Kingsway	1506_1504	-296	230	-3	-17	-3
A38 - Kingsway	2814_1506	-283	230	0	0	0
A38 - Kingsway	1544_3426	-269	230	0	0	0
A38 - Kingsway	2677_1496	-326	230	-5	-11	-5
A38 - Kingsway	2814_1506	-283	230	-4	-10	-4
A38 - Kingsway	2814_1506	-283	230	0	0	0
A38 - N of Little Eaton Island	3492_2606	-69	-1	-21	-21	-21
A38 - N of Little Eaton Island	3436_2644	-77	93	-39	-44	-39
A38 - N of Little Eaton Island	2643_3435	-250	80	-36	-36	-36
A38 - N of Little Eaton Island	2643_3435	-250	80	-36	-36	-36
A38 - N of Little Eaton Island	3436_2644	-77	93	0	-2	0
A38 - N of Little Eaton Island	3492_2606	-69	-1	-21	-21	-21
A38 - N of Little Eaton Island	3492_2606	-69	-1	-21	-21	-21
A38 - Queensway	2705_1407	-72	255	0	0	0
A38 - Queensway	1811_2663	-176	255	-1	0	-1
A38 - Queensway	1811_2663	-176	255	-1	0	-1
A38 - Queensway	2705_1407	-72	255	0	0	0
A38 - S of Kingsway	3443_1451	-183	88	-39	-37	-39
A38 - S of Kingsway	3444_2682	-228	78	-41	-34	-41
Alfreton Rd - S of Little Eaton Island	3438_2649	-237	141	-14	-13	-14

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Alfreton Rd - S of Little Eaton Island	3438_2649	-237	141	-14	-13	-14
Alfreton Rd - S of Little Eaton Island	3492_2606	-69	-1	-6	-10	-6
Little Eaton Island	2647_2648	-198	256	0	0	0
Little Eaton Island	2648_2643	-324	249	0	0	0

The following roads exceeded the DMRB screening criteria during construction phase traffic management Scenario 2:

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - A516	1411_1462	571	243	0	0	0
A38 - Abbey Hill	3432_2062	1055	189	-37	-35	-34
A38 - Abbey Hill	2705_1407	123	325	0	-2	-3
A38 - Abbey Hill	2063_2067	358	325	0	-1	-3
A38 - Abbey Hill	3433_2647	-2748	54	-10	-2	25
A38 - Abbey Hill	2663_2650	-1385	110	0	2	1
A38 - Abbey Hill	3432_2062	1055	189	0	-4	-2
A38 - Abbey Hill	2118_2076	-608	247	0	-3	0
A38 - Abbey Hill	3432_2062	1055	189	15	30	31
A38 - Abbey Hill	3432_2062	1055	189	-37	-35	-34
A38 - Abbey Hill	2067_3433	-1693	244	-35	-27	-41
A38 - Abbey Hill	2649_3431	27669	3371	59	57	58
A38 - Burton Rd	1354_1371	551	229	0	-2	0
A38 - Burton Rd	1354_1371	551	229	0	-2	0
A38 - Burton Rd	1355_2712	395	229	0	-1	0
A38 - Kingsway	2677_1496	-1170	192	-6	-5	-10
A38 - Kingsway	1506_1504	-1528	120	-7	-3	-16
A38 - Kingsway	1537_1544	1235	196	0	4	7
A38 - Kingsway	3426_2672	-438	113	14	28	31
A38 - Kingsway	3424_3425	1061	74	32	46	43
A38 - Kingsway	3424_3425	1061	74	0	-8	-7
A38 - Kingsway	1504_3440	-868	219	0	-1	1
A38 - Kingsway	3426_1546	30441	3168	26	15	14
A38 - N of Little Eaton Island	9332_2101	2212	297	0	0	-2
A38 - N of Little Eaton Island	3436_2644	1704	190	6	4	15
A38 - N of Little Eaton Island	2643_3435	505	111	-38	-37	-38

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - N of Little Eaton Island	9326_4198	1707	186	-33	-84	-38
A38 - N of Little Eaton Island	2101_3437	18678	3091	-21	-76	-24
A38 - N of Little Eaton Island	3437_4194	18675	3095	-21	-36	-24
A38 - N of Little Eaton Island	4194_4195	18676	3095	-21	-76	-58
A38 - N of Little Eaton Island	2643_3435	505	111	-38	-37	-38
A38 - N of Little Eaton Island	9326_4198	1707	185	0	-5	-2
A38 - N of Little Eaton Island	9331_9223	1437	0	0	0	0
A38 - N of Little Eaton Island	9325_9326	1269	53	0	-2	0
A38 - N of Little Eaton Island	9331_9223	1437	0	0	0	0
A38 - N of Little Eaton Island	9326_4198	1707	185	0	-5	-2
A38 - N of Little Eaton Island	4195_3438	12949	632	48	44	44
A38 - Queensway	3430_1561	1633	114	-1	-1	-4
A38 - Queensway	2818_1811	-1587	127	0	2	2
A38 - Queensway	1811_2663	-823	262	-1	-5	1
A38 - Queensway	1610_2813	776	250	0	1	0
A38 - Queensway	1811_2663	-823	262	-1	-5	1
A38 - Queensway	1610_2813	776	250	0	0	11
A38 - Queensway	3430_1575	33875	3608	21	2	8
A38 - Queensway	1546_3428	31045	3228	38	29	29
A38 - S of A516	1407_1411	134	230	0	-1	0
A38 - S of A516	1386_2704	214	230	0	-1	0
A38 - S of Kingsway	3444_2682	-1029	123	-10	0	-1
A38 - S of Kingsway	1462_3091	-1136	246	0	-1	1
A38 - S of Kingsway	1420_1415	-107	122	-41	-39	-36
A38 - S of Kingsway	3444_2682	-1029	123	-37	-41	-34
A516	1462_2684	1276	-1	0	0	0
A516	1462_2684	1276	-1	0	0	0
A516	1462_2684	1276	-1	0	0	0
A516 - Uttoxeter New Rd	2685_2686	1488	0	0	0	-1
A516 - Uttoxeter New Rd	2686_2687	1489	0	0	1	0

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A516 - Uttoxeter New Rd	2686_2687	1489	-1	0	0	0
Alfreton Rd	4042_2100	-1900	-53	0	1	0
Alfreton Rd	9608_2100	-1422	-50	0	0	-1
Alfreton Rd	3434_2648	-2828	-87	3	9	8
Alfreton Rd	3434_2648	-2828	-87	3	9	8
Alfreton Rd	4042_2100	-1900	-53	0	1	0
Alfreton Rd	9101_4042	-2034	-53	0	-1	0
Alfreton Rd	9101_4042	-2034	-53	0	-1	0
Alfreton Rd	9608_2100	-1422	-50	0	0	-1
Alfreton Rd	3800_3434	6932	396	37	37	37
Alfreton Rd	9101_3800	6641	396	37	37	37
Alfreton Rd	3800_3434	6932	396	37	37	37
Alfreton Rd	9101_3800	6641	396	37	37	37
Alfreton Rd - S of Little Easton Island	3498_2103	-1004	-36	-2	-2	-2
Alfreton Rd - S of Little Easton Island	3498_2103	-1004	-36	0	1	0
Alfreton Rd - S of Little Easton Island	3498_2103	-1004	-36	-2	-2	-2
Alfreton Rd - S of Little Easton Island	3498_2103	-1004	-36	0	1	0
Alfreton Rd - S of Little Eaton Island	3495_2103	-5124	17	3	16	6
Alfreton Rd - S of Little Eaton Island	2649_2646	-8359	-148	0	24	3
Alfreton Rd - S of Little Eaton Island	2645_2649	-4729	52	0	-33	-50
Alfreton Rd - S of Little Eaton Island	4195_2649	5728	2460	-11	-32	-46
Alfreton Rd - S of Little Eaton Island	3438_2649	-18059	-615	-3	-61	-79
Alfreton Rd - S of Little Eaton Island	3438_2649	-18059	-615	-3	-61	-79
Alfreton Rd - S of Little Eaton Island	3495_2103	-5124	17	1	7	4
Alfreton Rd - S of Little Eaton Island	3495_2103	-5124	17	3	16	6
Ashbourne Rd	1400_1351	-1043	-42	0	1	0
Ashbourne Rd	1417_1400	-1153	-42	0	2	2
Ashbourne Rd	1400_1351	-1043	-42	0	1	0
Ashbourne Rd	1450_1417	-1185	-42	0	3	2
Ashbourne Rd	1417_1400	-1153	-42	0	2	2
Ashbourne Rd	1450_1417	-1185	-42	0	3	2
Ashbourne Rd	1450_1417	-1185	-42	0	3	2
Ashbourne Rd	1450_1417	-1185	-42	0	3	2

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Ashbourne Rd	3569_1452	-2587	-26	0	3	4
Ashbourne Rd	3569_1452	-2587	-26	0	3	3
Ashbourne Rd	3571_1465	-4030	-99	0	7	6
Ashbourne Rd	3571_1465	-4030	-99	-1	8	5
Ashbourne Rd	4220_1490	-4102	-104	-1	5	2
Ashbourne Rd	1775_1634	164	170	24	10	12
Ashbourne Rd	3427_1546	-7322	-262	-1	-14	-21
Ashbourne Rd	3423_1575	-6795	-70	0	-11	2
Ashbourne Rd	3423_1598	-6797	-69	0	3	6
Ashbourne Rd	1635_1598	-6202	-68	-1	6	7
Ashbourne Rd	3566_1635	-4395	-64	0	6	4
Ashbourne Rd	1635_1598	-6202	-68	-1	6	7
Ashbourne Rd	3568_1678	-3971	-41	0	2	2
Ashbourne Rd	3566_1678	-4411	-64	0	4	3
Ashbourne Rd	1745_1714	-2380	-37	0	-1	1
Ashbourne Rd	3568_1678	-3971	-41	0	0	2
Ashbourne Rd	1745_1714	-2380	-37	0	-1	1
Ashbourne Rd	3423_1575	-6795	-70	0	-11	2
Ashbourne Rd	3423_1598	-6797	-69	0	3	6
Ashbourne Rd	3545_3427	-7323	-262	-1	9	5
Ashbourne Rd	3427_1546	-7322	-262	-1	-14	-21
Ashbourne Rd	3545_3427	-7323	-262	0	10	10
Ashbourne Rd	3545_3427	-7323	-262	-1	9	5
Ashbourne Rd	3571_1465	-4030	-99	0	7	6
Ashbourne Rd	3571_1465	-4030	-99	-1	8	5
Ashbourne Rd	3566_1635	-4395	-64	0	6	4
Ashbourne Rd	3566_1678	-4411	-64	0	4	3
Ashbourne Rd	3568_1678	-3971	-41	0	2	2
Ashbourne Rd	3568_1678	-3971	-41	0	0	2
Ashbourne Rd	3569_1452	-2587	-26	0	3	4
Ashbourne Rd	3569_1452	-2587	-26	0	3	3
Ashbourne Rd	3571_1465	-4030	-99	0	7	6
Ashbourne Rd	3571_1465	-4030	-99	0	7	6
Ashbourne Rd	3545_3427	-7323	-262	0	10	10
Ashbourne Rd	4220_1490	-4102	-104	-1	5	2
Ashbourne Rd	2812_1622	-857	135	-23	-32	-33
Ashbourne Rd	1575_1546	10505	761	24	10	12
Ashbourne Rd	1575_1546	10505	761	24	10	12
Ashbourne Rd	1575_3424	32508	3579	61	61	61
Brackensdale Ave	1484_1474	4091	143	0	-3	-2

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Brackensdale Ave	1484_1474	4091	143	0	-3	-2
Brackensdale Ave	1493_1484	3776	143	0	-4	-4
Brackensdale Ave	1493_1484	3776	143	0	-4	-4
Brackensdale Ave	2676_1493	1364	13	1	0	-2
Brackensdale Ave	1495_1493	5111	187	0	-3	-3
Brackensdale Ave	1495_1493	5111	187	0	-3	-3
Brackensdale Ave	2676_1496	1062	-13	0	0	0
Brackensdale Ave	2676_1493	1364	13	1	0	-2
Brook St	1013_930	58	0	42	36	38
Brook St	1013_930	58	0	42	44	38
Brookside Rd	9977_2168	-1279	-34	0	0	1
Brookside Rd	9977_2168	-1279	-34	0	0	0
Brookside Rd	9977_2168	-1279	-34	0	0	0
Brookside Rd	9977_2168	-1279	-34	0	0	1
Chevin Road	1843_1785	86	85	20	20	20
Chevin Road	1843_1785	86	85	20	20	20
Chevlot st	1573_1557	1071	12	0	-2	1
Chevlot st	1573_1557	1071	12	0	-2	1
Duffield Bank	9221_9100	-1093	-43	0	0	0
Duffield Bank	9221_9100	-1093	-43	0	0	0
Duffield Rd	3524_1080	1741	71	0	0	0
Duffield Rd	3548_1865	2314	53	0	0	0
Duffield Rd	1866_1865	2182	54	0	-1	-3
Duffield Rd	1866_1865	2182	54	0	-1	-3
Duffield Rd	1882_1866	1833	98	0	1	-3
Duffield Rd	3548_1865	2314	53	-1	0	-3
Duffield Rd	3550_1871	2324	74	0	0	1
Duffield Rd	1875_1873	2019	72	0	0	-1
Duffield Rd	3524_1080	1741	71	0	0	0
Duffield Rd	1878_1875	2285	74	0	0	-1
Duffield Rd	1875_1873	2019	72	0	0	-1
Duffield Rd	3550_1871	2324	74	0	0	0
Duffield Rd	1878_1875	2285	74	0	0	-1
Duffield Rd	3550_1871	2324	74	0	0	0
Duffield Rd	3550_1871	2324	74	0	0	0
Duffield Rd	1911_1882	1275	103	0	2	-1
Duffield Rd	1882_1866	1833	98	0	1	-3
Duffield Rd	1911_1882	1275	103	0	2	-1
Duffield Rd	1941_1925	1293	144	0	-1	0
Duffield Rd	1941_1925	1293	144	0	-1	0

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Duffield Rd	1941_1925	1293	144	0	-2	0
Duffield Rd	1941_1925	1293	144	0	-1	0
Duffield Rd	1941_1925	1293	144	0	-2	0
Duffield Rd	2661_2659	1484	105	0	0	-2
Duffield Rd	1941_1925	1293	144	0	-1	0
Duffield Rd	1941_1925	1293	144	0	-1	0
Duffield Rd	1941_1925	1293	144	0	-1	0
Duffield Rd	3524_1080	1741	71	0	0	0
Duffield Rd	3524_1080	1741	71	0	0	0
Duffield Rd	3548_1865	2314	53	-1	0	-3
Duffield Rd	3548_1865	2314	53	0	0	0
Duffield Rd	3550_1871	2324	74	0	0	1
Duffield Rd	3550_1871	2324	74	0	0	0
Duffield Rd	9330_9101	-1088	-33	1	1	2
Duffield Rd	9330_9101	-1088	-33	1	1	2
Eastgate	2796_1041	1443	35	0	0	-1
Eastgate	1041_1084	1032	30	0	0	0
Enfield Rd	4012_1524	-131	0	-39	-40	-36
Enfield Rd	1532_1524	-604	0	-37	-35	-33
Enfield Rd	1532_1524	-604	0	-37	-35	-33
Enfield Rd	1535_1532	-975	-7	-37	-39	-33
Enfield Rd	1535_1532	-975	-7	-37	-39	-33
Enfield Rd	1537_1535	-361	0	-41	-43	-38
Enfield Rd	1535_1544	-613	-7	-13	-2	-2
Enfield Rd	4012_1524	-131	0	-39	-40	-36
Ford Ln	4004_1976	1258	43	-4	-6	-6
Ford Ln	2066_2043	-2287	-79	-33	-34	-34
Ford Ln	2063_2066	-234	0	-41	-46	-38
Ford Ln	2066_2043	-2287	-79	-33	-34	-34
Ford Ln	2066_2067	-2052	-79	-20	-16	-15
Ford Ln	4004_1976	1258	43	-4	-6	-6
Ford St	3351_1026	-1027	0	0	0	0
Ford St	3351_1026	-1027	0	0	0	0
Ford St	3351_1026	-1027	0	0	0	0
Ford St	3351_1026	-1027	0	0	0	0
Ford St	3351_1026	-1027	0	0	0	0
Ford St	3351_1026	-1027	0	0	0	0
Friar St	3349_3348	1016	11	0	0	0
Greenwich Dr N	1532_1501	-371	-7	-39	-41	-35
Greenwich Dr N	1532_1501	-371	-7	-39	-41	-35

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Haslam's Lane	2599_924	33	0	20	8	10
Haslam's Lane	2599_924	33	0	20	8	10
Haslams Ln	2599_924	33	0	42	38	38
Haslams Ln	2599_924	33	0	42	38	38
Haslams Ln	2599_924	33	0	42	38	38
Haslams Ln	2599_924	33	0	42	38	38
Hounslow Rd	1485_1477	1041	60	1	-1	0
Hounslow Rd	1485_1477	1041	60	1	-1	0
Kedleston Rd	3485_1582	1351	15	0	0	0
Kedleston Rd	3485_1582	1351	15	0	-3	0
Kedleston Rd	2665_1614	2085	58	0	-2	-4
Kedleston Rd	1655_1629	1556	12	0	0	0
Kedleston Rd	2665_1629	1387	44	0	0	-1
Kedleston Rd	1655_1629	1556	12	0	0	0
Kedleston Rd	3486_1655	1421	37	0	-1	-1
Kedleston Rd	1748_1730	1354	37	0	0	-1
Kedleston Rd	3486_1655	1421	37	0	1	-1
Kedleston Rd	1748_1730	1354	37	0	0	-1
Kedleston Rd	1754_1748	1416	37	0	0	-1
Kedleston Rd	1754_1748	1416	37	0	0	-1
Kedleston Rd	1764_1754	1415	37	0	0	-2
Kedleston Rd	1764_1754	1415	37	0	0	-2
Kedleston Rd	1774_1764	1151	21	0	0	1
Kedleston Rd	1774_1764	1151	21	0	0	1
Kedleston Rd	1792_1774	1273	21	0	0	-1
Kedleston Rd	1792_1774	1273	21	0	0	-1
Kedleston Rd	2665_1629	1387	44	0	0	-1
Kedleston Rd	2665_1614	2085	58	0	-2	-4
Kedleston Rd	3485_1582	1351	15	0	0	0
Kedleston Rd	3485_1582	1351	15	0	-3	0
Kedleston Rd	3486_1655	1421	37	0	1	-1
Kedleston Rd	3486_1655	1421	37	0	-1	-1
Kensal Rise	1026_1039	-473	0	-28	-25	-27
Kensal Rise	1026_1039	-473	0	-28	-25	-27
King St	1080_819	1392	72	0	0	-1
King St	2777_1029	1714	95	0	0	-3
King St	2789_1897	1718	95	0	0	0
King St	3510_2777	1824	95	0	0	-1
King St	1029_2778	2089	92	0	0	0
King St	819_2789	1389	72	0	0	-1

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
King St	1029_2778	2089	92	0	0	0
King St	3510_2777	1824	95	0	0	0
King St	1029_2778	2089	92	0	0	0
Knightsbridge	1467_1459	1861	28	-1	-1	-1
Knightsbridge	1467_1459	1861	28	-1	-1	-1
Knightsbridge	1467_1459	1861	28	1	1	0
Knightsbridge	1467_1459	1861	28	1	1	0
Little Eaton	3570_1465	387	0	31	35	27
Little Eaton	3570_1465	387	0	31	35	27
Little Eaton Island	2648_2643	-6672	72	0	-1	-5
Little Eaton Island	2643_2644	-7263	-130	0	43	43
Little Eaton Island	2644_2645	-24022	-2928	0	-22	0
Little Eaton Island	2645_2646	-19297	-2981	-31	-28	-27
Little Eaton Island	2646_2647	-1059	56	0	-5	-17
Little Eaton Island	2647_2648	-3757	185	0	-13	-25
Lyttelton St	1498_1495	5418	188	0	0	-1
Lyttelton St	1498_1495	5418	188	0	0	-1
Lyttelton St	1503_1498	5396	188	0	-4	-2
Lyttelton St	1509_1503	4837	175	0	-3	-5
Lyttelton St	1503_1498	5396	188	0	-4	-2
Lyttelton St	1514_1509	1690	39	0	-2	-7
Lyttelton St	1509_1503	4837	175	0	-3	-5
Lyttelton St	1514_1509	1690	39	0	-1	0
Lyttelton St	1514_1509	1690	39	0	-2	-7
Lyttelton St	1542_1530	1402	39	0	-1	2
Lyttelton St	1514_1509	1690	39	0	-1	0
Lyttelton St	1542_1530	1402	39	0	0	1
Lyttelton St	1542_1530	1402	39	0	-1	2
Lyttelton St	1542_1530	1402	39	0	0	1
Mansfield Rd	9971_1098	1185	-8	-1	1	-1
Mansfield Rd	9971_1098	1185	-8	0	1	0
Mansfield Rd	3563_2024	1159	28	0	1	0
Mansfield Rd	3563_2024	1159	28	0	0	0
Mansfield Rd	3563_2024	1159	28	0	1	0
Mansfield Rd	3563_2024	1159	28	0	0	0
Mansfield Rd	9971_1098	1185	-8	0	1	0
Mansfield Rd	9971_1098	1185	-8	-1	1	-1
Markeaton Island	9982_2670	-10662	-468	28	32	32
Markeaton Island	1561_2674	-10662	-468	28	32	32
Markeaton Island	2670_2672	-11741	-497	-6	-6	-18

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Markeaton Island	1561_9981	-9124	-511	-15	-25	-24
Markeaton Island	9100_1915	-894	-76	28	33	34
Markeaton Island	2672_9983	-12160	-431	-22	-28	-36
Markeaton Island	9983_9984	-1215	219	6	6	-3
Mornington Cres	1034_1020	5	5	28	27	24
Mornington Cres	1034_1020	5	5	28	27	24
Mornington Cres	1034_1020	5	5	27	28	27
Mornington Cres	1034_1020	5	5	27	28	27
Old Ln	2599_924	33	0	42	38	38
Old Ln	2599_924	33	0	42	38	38
Palm Ct Island	2652_2653	1045	126	0	0	0
Palm Ct Island	2659_2660	1221	99	0	0	-1
Phoenix St	1098_1095	1213	-5	0	0	0
Phoenix St	1098_1095	1213	-5	0	0	0
Prince Charles Ave	3547_1481	-1314	-57	0	1	2
Prince Charles Ave	3547_1481	-1314	-57	0	0	1
Prince Charles Ave	3547_1481	-1314	-57	0	1	2
Prince Charles Ave	3547_1481	-1314	-57	0	0	1
Raleigh St	1508_1504	1420	59	0	-1	0
Raleigh St	1506_1508	2401	77	0	1	0
Raleigh St	1509_1508	3822	136	0	-1	-1
Raleigh St	1509_1508	3822	136	0	-1	-1
Redbourne Ln	1446_1425	-1245	-10	0	0	0
Redbourne Ln	1446_1425	-1245	-10	0	0	0
Redbourne Ln	1452_1446	-1165	29	-2	3	2
Redbourne Ln	1452_1446	-1165	29	-2	3	2
Sir Frank Whittle Rd	2092_2076	-1609	95	0	0	6
Sir Frank Whittle Rd	3497_2092	-1972	76	0	0	1
Sir Frank Whittle Rd	2092_2076	-1609	95	0	0	6
Sir Frank Whittle Rd	3497_2092	-1972	76	-1	0	1
Sir Frank Whittle Rd	3497_2092	-1972	76	0	0	1
Sir Frank Whittle Rd	3497_2092	-1972	76	-1	0	1
Slack Ln	1593_1573	1074	12	0	-2	1
Slack Ln	1593_1573	1074	12	0	-2	1
St Alkmund's Way	3351_1026	-1027	0	0	-1	0
St Alkmund's Way	3553_1039	2262	94	0	0	0
St Alkmund's Way	1102_1094	1270	41	0	0	-1

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
St Alkmund's Way	2802_1095	1961	92	0	0	-1
St Alkmund's Way	2796_1041	1443	35	0	0	-1
St Alkmund's Way	1039_2802	1789	90	0	0	-1
St Alkmund's Way	2802_1095	1961	92	0	0	-1
St Alkmund's Way	3351_1026	-1027	0	0	-1	0
St Alkmund's Way	3553_1039	2262	94	0	0	0
St Helen's St	1013_930	58	0	36	34	31
St Helen's St	1013_930	58	0	36	44	31
St Helen's St	1013_930	58	0	42	44	38
St Helens Street	1013_930	58	0	18	8	7
Stepping Ln	1704_1694	-1406	32	1	1	1
Stepping Ln	1704_1694	-1406	32	1	1	1
Stepping Ln	1704_1694	-1406	32	-2	-3	-2
Stepping Ln	1704_1694	-1406	32	-2	-3	-2
Streatham Rd	4017_1474	2405	115	-1	-1	-2
Streatham Rd	4017_1477	1197	62	1	-1	0
Streatham Rd	4017_1474	2405	115	-1	-1	-2
Streatham Rd	4017_1477	1197	62	1	-1	0
Uttoxeter New Rd	3446_1517	1490	-1	0	0	0
Uttoxeter New Rd	3449_1517	1376	0	0	0	0
Uttoxeter New Rd	1591_1570	1442	-1	0	0	0
Uttoxeter New Rd	3446_1517	1490	-1	0	0	0
Uttoxeter New Rd	1591_1570	1442	-1	0	0	0
Uttoxeter New Rd	1591_1570	1442	-1	0	-1	0
Uttoxeter New Rd	3448_3095	1763	0	0	0	0
Uttoxeter New Rd	1591_1570	1442	-1	0	-1	0
Uttoxeter New Rd	3446_1517	1490	-1	0	0	0
Uttoxeter New Rd	3446_1517	1490	-1	0	0	0
Uttoxeter New Rd	3448_3095	1763	0	0	0	0
Uttoxeter New Rd	3449_1517	1376	0	0	0	0
Uttoxeter New Rd	3095_3542	1800	0	0	0	0
Uttoxeter New Rd	3449_1517	1376	0	0	0	0
Uttoxeter Old Rd	1728_1718	1461	46	0	-1	-2
Uttoxeter Old Rd	1728_1718	1461	46	0	-1	-2
Uttoxeter Old Rd	1745_1728	1110	57	1	1	-3
Uttoxeter Old Rd	1745_1728	1110	57	1	1	-3
Uttoxeter Rd	1442_1440	1268	96	0	0	0
Uttoxeter Rd	1442_1440	1268	96	0	0	0
Uttoxeter Rd	1442_1440	1268	96	0	0	0
Uttoxeter Rd	1442_1440	1268	96	0	0	0

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Uttoxeter Rd	1442_1440	1268	96	0	0	0
Uttoxeter Rd	1442_1440	1268	96	0	0	0
Uttoxeter Rd	1458_1454	1253	96	0	-1	0
Uttoxeter Rd	1458_1454	1253	96	0	-1	0
Walthamstow Dr	4022_4017	1208	53	1	1	0
Walthamstow Dr	4017_4022	1208	53	1	1	0
Woods Ln	3504_1815	72	0	22	22	22
Woods Ln	1815_3504	72	0	25	25	25

The following roads exceeded the DMRB screening criteria during construction phase traffic management Scenario 4:

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - A516	1411_1462	-2806	39	1	1	2
A38 - Abbey Hill	3432_2062	-1367	82	-37	-34	-33
A38 - Abbey Hill	2650_2063	-2974	28	1	0	3
A38 - Abbey Hill	2063_2067	-2739	28	1	0	3
A38 - Abbey Hill	3433_2647	-3423	-135	-8	-1	2
A38 - Abbey Hill	2663_2650	-1935	-72	1	2	2
A38 - Abbey Hill	3432_2062	-1367	82	1	0	3
A38 - Abbey Hill	2651_2664	-2856	0	1	0	2
A38 - Abbey Hill	3432_2062	-1367	82	13	30	30
A38 - Abbey Hill	3432_2062	-1367	82	-37	-34	-33
A38 - Abbey Hill	2067_3433	-4790	-52	-35	-27	-41
A38 - Kingsway	2677_1496	-5648	10	-4	-1	-9
A38 - Kingsway	1506_1504	-3607	54	-5	1	-14
A38 - Kingsway	2814_1506	-4496	2	-3	-5	-6
A38 - Kingsway	2815_1537	-2100	-20	1	-6	2
A38 - Kingsway	1537_1544	-4357	-19	2	-4	1
A38 - Kingsway	2683_2678	-1500	-23	-54	-53	-53
A38 - Kingsway	3426_2672	-2621	-55	-7	-10	-10
A38 - Kingsway	2682_2683	-33299	-3112	-47	-38	-45
A38 - Kingsway	3439_2677	-3266	-63	3	5	1
A38 - Kingsway	3440_2678	-26224	-3170	8	8	17
A38 - Kingsway	2678_2679	-22120	-3038	6	9	13
A38 - Kingsway	2679_2680	-21319	-2999	2	1	2
A38 - Kingsway	3426_1546	-13945	-431	-47	-38	-45

A38 Derby Junctions

Appendices to Support Responses to the Examining Authority's First Written Questions

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - Kingsway	2680_2679	-21319	-2999	2	1	2
A38 - Kingsway	2814_1506	-4496	2	2	3	2
A38 - Kingsway	2814_1506	-4496	2	-4	2	-14
A38 - Kingsway	2670_3424	-2396	22	33	46	43
A38 - Kingsway	3424_3425	-2395	22	3	12	3
A38 - Kingsway	1544_3426	-5017	-32	7	14	9
A38 - Kingsway	2683_3439	-22620	-2744	1	8	0
A38 - Kingsway	1504_3440	-8431	-93	3	4	5
A38 - N of Little Eaton Island	9332_2101	-21179	-2772	-44	-47	-43
A38 - N of Little Eaton Island	3436_2644	659	127	14	43	30
A38 - N of Little Eaton Island	2643_3435	6365	246	-38	-36	-36
A38 - N of Little Eaton Island	2101_3436	659	127	-53	-48	-55
A38 - N of Little Eaton Island	2101_3437	5674	260	-26	-39	-21
A38 - N of Little Eaton Island	4195_2649	5665	260	-21	-21	-21
A38 - N of Little Eaton Island	4195_2649	5665	260	-21	-21	-21
A38 - N of Little Eaton Island	2643_3435	6365	246	-41	-39	-39
A38 - N of Little Eaton Island	2643_3435	6365	246	-58	-53	-84
A38 - N of Little Eaton Island	9326_4198	-1929	86	0	0	3
A38 - N of Little Eaton Island	9327_4199	-1144	-43	1	1	3
A38 - N of Little Eaton Island	4201_4200	-1191	57	1	1	1
A38 - N of Little Eaton Island	4201_4200	-1191	57	1	1	1
A38 - N of Little Eaton Island	4201_4200	-1191	57	1	1	1
A38 - N of Little Eaton Island	9327_4199	-1144	-43	1	1	3
A38 - N of Little Eaton Island	4200_9326	-1322	60	1	2	2
A38 - N of Little Eaton Island	4197_9327	-1899	-42	3	2	7
A38 - N of Little Eaton Island	9326_4198	-1929	86	-28	-30	-34
A38 - N of Little Eaton Island	9323_9333	-1031	-39	1	1	3
A38 - N of Little Eaton Island	9323_9333	-1031	-39	1	1	3
A38 - N of Little Eaton Island	9332_2101	-21179	-2772	-44	-47	-43

A38 Derby Junctions

Appendices to Support Responses to the Examining Authority's First Written Questions

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - N of Little Eaton Island	2101_9332	-21179	-2772	-44	-47	-43
A38 - N of Little Eaton Island	3802_3803	8236	288	28	13	23
A38 - N of Little Eaton Island	9332_3803	-29422	-3051	-37	-31	-36
A38 - N of Little Eaton Island	3802_4197	-29422	-3051	-37	-31	-36
A38 - Queensway	3430_1561	-1193	66	-2	1	-7
A38 - Queensway	2819_1610	-1003	74	0	-1	4
A38 - Queensway	2668_1614	-1133	12	3	0	1
A38 - Queensway	2812_1622	-3162	-44	1	4	0
A38 - Queensway	2818_1811	-2031	-53	2	3	2
A38 - Queensway	2819_1610	-1003	74	0	-1	2
A38 - Queensway	1811_2663	-3035	20	1	-1	2
A38 - Queensway	2668_1614	-1133	12	1	-1	0
A38 - Queensway	2812_1622	-3162	-44	0	0	0
A38 - Queensway	1610_2813	-4355	22	2	2	3
A38 - Queensway	1811_2663	-3035	20	1	-2	3
A38 - Queensway	2819_1610	-1003	74	0	-1	2
A38 - Queensway	2812_1622	-3162	-44	32	42	40
A38 - Queensway	2812_1622	-3162	-44	0	0	0
A38 - Queensway	1610_2813	-4355	22	1	0	3
A38 - Queensway	2668_1614	-1133	12	1	-1	0
A38 - S of Kingsway	3444_2682	-22575	-2722	11	45	28
A38 - S of Kingsway	1462_3091	-2605	79	2	1	3
A38 - S of Kingsway	2681_3443	-20438	-3025	-59	-63	-60
A38 - S of Kingsway	3091_3444	-3222	-41	-45	-48	-46
A5111 - Kingswa	2681_2682	-7799	-349	-30	-16	-14
A5111 - Kingsway	3558_1491	5204	2	-1	-1	-3
A5111 - Kingsway	3445_1517	1257	-3	4	-2	8
A5111 - Kingsway	3445_1517	1257	-3	0	-1	-2
A5111 - Kingsway	3445_1517	1257	-3	0	-1	-2
A5111 - Kingsway	3442_2680	4300	9	17	42	19
A5111 - Kingsway	2680_2681	-16776	-2962	3	6	6
A5111 - Kingsway	2679_3441	2912	111	10	8	11
A5111 - Kingsway	3442_2680	4300	9	-1	0	-1
A5111 - Kingsway	3445_1517	1257	-3	0	-1	-2
A5111 - Kingsway	3445_1517	1257	-3	4	-2	8

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A5111 - Kingsway	3558_1491	5204	2	-1	-1	-3
A5111 - Kingsway	3558_1491	5204	2	2	-3	13
A5111 - Kingsway	3445_1517	1257	-3	-4	2	-9
A5111 - Kingsway	3445_1517	1257	-3	0	-1	-2
A5111 - Kingsway	3558_1491	5204	2	2	-3	13
A5111 - Kingsway	9993_9990	3549	5	-2	4	5
A5111 - Kingsway	3445_1517	1257	-3	-4	2	-9
A5111 - Kingsway	9992_9993	3546	5	-4	5	-7
A5111 - Kingsway	3441_1491	904	-6	-15	-14	-13
A5111 - Manor Rd	3447_1517	1066	-8	-2	0	-2
A5111 - Manor Rd	3447_1517	1066	-8	0	0	-1
A5111 - Manor Rd	3447_1517	1066	-8	0	0	0
A5111 - Manor Rd	3447_1517	1066	-8	0	0	0
A5111 - Manor Rd	3447_1517	1066	-8	-2	0	-2
A5111 - Manor Rd	3447_1517	1066	-8	0	0	-1
A516	2693_1377	-1236	-22	0	0	0
A516	3585_1411	-1536	-30	0	1	0
A516	3539_1451	-1186	-39	1	0	1
A516	3539_1451	-1186	-39	0	0	1
A516	1377_3585	-1948	-24	0	0	0
A516 - Uttoxeter New Rd	2685_2686	2087	8	-1	1	-3
A516 - Uttoxeter New Rd	2686_2687	2086	8	0	1	-1
A516 - Uttoxeter New Rd	2686_2687	2086	8	0	1	-1
Alfreton Rd	9101_3434	-3600	-241	-4	-7	-1
Alfreton Rd	3800_3434	10009	396	37	37	37
Alfreton Rd	9101_3800	9710	397	37	37	37
Alfreton Rd	3800_3434	10009	396	37	37	37
Alfreton Rd	9101_3800	9710	397	37	37	37
Alfreton Rd - S of Little Eaton Island	3495_2103	-3134	-64	-4	13	-30
Alfreton Rd - S of Little Eaton Island	4195_2649	5665	260	6	23	8
Alfreton Rd - S of Little Eaton Island	3438_2649	-3140	-64	-12	-11	-10
Alfreton Rd - S of Little Eaton Island	3438_2649	-3140	-64	-12	-11	-10

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Alfreton Rd - S of Little Eaton Island	3495_3438	1339	106	1	0	0
Alfreton Rd - S of Little Eaton Island	3438_2649	-3140	-64	2	4	3
Alfreton Rd - S of Little Eaton Island	3495_2103	-3134	-64	-4	13	-30
Alfreton Rd - S of Little Eaton Island	2645_2649	-9464	-368	-53	-34	-50
Ashbourne Rd	9983_1546	-758	-35	-19	-19	-28
Ashbourne Rd	3427_1546	-1708	-29	1	3	1
Ashbourne Rd	9981_1575	-957	65	22	34	28
Ashbourne Rd	3423_1575	-3151	-6	6	3	19
Ashbourne Rd	3423_1598	-3179	-5	1	-2	0
Ashbourne Rd	1635_1598	-3570	-9	3	0	3
Ashbourne Rd	3566_1635	-2458	-14	2	3	1
Ashbourne Rd	1635_1598	-3570	-9	3	0	3
Ashbourne Rd	3568_1678	-2232	-15	1	0	2
Ashbourne Rd	3566_1678	-2460	-14	2	1	1
Ashbourne Rd	1745_1714	-1362	-13	1	0	1
Ashbourne Rd	3568_1678	-2232	-15	0	0	0
Ashbourne Rd	1745_1714	-1362	-13	1	0	1
Ashbourne Rd	3423_1575	-3151	-6	6	3	19
Ashbourne Rd	3423_1598	-3179	-5	1	-2	0
Ashbourne Rd	3427_1546	-1708	-29	1	3	1
Ashbourne Rd	3427_1546	-1708	-29	1	3	1
Ashbourne Rd	3427_1546	-1708	-29	1	3	0
Ashbourne Rd	3427_1546	-1708	-29	1	3	1
Ashbourne Rd	3566_1635	-2458	-14	2	3	1
Ashbourne Rd	3566_1678	-2460	-14	2	1	1
Ashbourne Rd	3568_1678	-2232	-15	1	0	2
Ashbourne Rd	3568_1678	-2232	-15	0	0	0
Ashbourne Rd	3427_1546	-1708	-29	1	3	0
Ashbourne Rd	1575_9982	-2129	-4	-3	-3	-1
Ashbourne Rd	2672_1546	-758	-35	-19	-19	-28
Ashbourne Rd	1561_1575	-957	-462	22	34	28
Ashbourne Rd	1575_9982	-2129	-4	-3	-3	-1
Ashbourne Rd	1546_2674	-906	50	-6	-2	-7
B5020 - Uttoxeter Rd	1479_2685	1104	5	-1	0	-1
Brackensdale Ave	1484_1474	3122	102	-1	-1	-2
Brackensdale Ave	1484_1474	3122	102	-1	-1	-2
Brackensdale Ave	1493_1484	2835	105	-2	-2	-3

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Brackensdale Ave	1493_1484	2835	105	-2	-2	-3
Brackensdale Ave	2676_1493	-4401	-163	-36	-30	-30
Brackensdale Ave	1495_1493	3131	147	2	-5	5
Brackensdale Ave	1495_1493	3131	147	2	-5	5
Brackensdale Ave	2676_1496	-1618	-59	-30	-24	-23
Brackensdale Ave	2676_1493	-4401	-163	-36	-30	-30
Brackensdale Ave	2677_2676	-2782	-104	-42	-43	-38
Brentford Dr	1482_1481	1770	82	-1	-2	-1
Brentford Dr	1482_1481	1770	82	-1	-2	-1
Brentford Dr	1483_1482	1796	85	-1	-1	-1
Brentford Dr	1483_1482	1796	85	-1	-1	-1
Brentford Dr	1483_1482	1796	85	-2	-1	-3
Brentford Dr	1483_1482	1796	85	-2	-1	-3
Brian Clough Way	3491_2610	-1060	-49	-1	0	0
Brian Clough Way	3491_2610	-1060	-49	0	0	0
Bromley St	6005_909	-38	0	0	0	-28
Bromley St	6005_909	-38	0	0	0	-28
Cherry Tree Cl	18004_2680	-21319	-2999	2	1	2
Chevin Road	6014_1019	64	64	20	20	20
Chevin Road	6014_1019	64	64	20	20	20
Depot Street	7018_808	0	0	0	0	-30
Depot Street	7018_808	0	0	0	0	-30
Design Scheme Dumbell Roundabout	18003_2678	-17738	-2985	-9	-8	-6
Design Scheme Dumbell Roundabout	18001_2682	9122	288	27	27	27
Design Scheme Dumbell Roundabout	18000_2683	-20832	-2713	1	8	-1
Design Scheme Dumbell Roundabout	2682_18000	-20832	-2713	14	23	16
Design Scheme Dumbell Roundabout	2683_18001	3280	44	43	42	42
Design Scheme Dumbell Roundabout	18003_18001	12403	332	51	48	48
Design Scheme Dumbell Roundabout	18001_18003	12403	332	51	48	48
Design Scheme Dumbell Roundabout	2681_18003	11431	376	44	43	42

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Duffield Rd	1941_1925	1393	133	0	-1	0
Duffield Rd	1941_1925	1393	133	0	-1	0
Duffield Rd	1941_1925	1393	133	-1	-2	0
Duffield Rd	1941_1925	1393	133	0	-1	0
Duffield Rd	1941_1925	1393	133	-1	-2	0
Duffield Rd	1988_1976	-540	76	-13	-19	-15
Duffield Rd	1988_1976	-540	76	-13	-19	-15
Duffield Rd	2661_2659	1689	102	0	-1	0
Duffield Rd	1941_1925	1393	133	0	-1	0
Duffield Rd	1941_1925	1393	133	0	-1	0
Duffield Rd	1941_1925	1393	133	0	-1	0
Enfield Rd	1073_815	-131	0	-39	-40	-36
Enfield Rd	1409_1397	-604	0	-37	-35	-33
Enfield Rd	1409_1397	-604	0	-37	-35	-33
Enfield Rd	1535_1532	-975	-7	-37	-39	-33
Enfield Rd	1535_1532	-975	-7	-37	-39	-33
Enfield Rd	1537_1535	-361	0	-41	-43	-38
Enfield Rd	1535_1544	-613	-7	-13	-2	-2
Enfield Rd	1073_815	-131	0	-39	-40	-36
Ford Ln	4004_1976	1643	45	-4	-7	-6
Ford Ln	2066_2043	-2287	-79	-33	-34	-34
Ford Ln	2063_2066	-234	0	-41	-46	-38
Ford Ln	2066_2043	-2287	-79	-33	-34	-34
Ford Ln	2066_2067	-2052	-79	-20	-16	-15
Ford Ln	4004_1976	1643	45	-4	-7	-6
Gerard Court	7046_3326	-567	0	1	0	-31
Gerard Court	7046_3326	-567	0	1	0	-31
Greenwich Dr N	1532_1501	-371	-7	-39	-41	-35
Greenwich Dr N	1532_1501	-371	-7	-39	-41	-35
Hounslow Rd	1485_1477	1493	91	0	-1	-1
Hounslow Rd	1485_1477	1493	91	0	-1	-1
Howe St	1602_1599	159	0	17	18	17
Howe St	1602_1599	159	0	17	18	17
Kedleston Rd	2665_1614	1358	24	-2	-2	-3
Kedleston Rd	2665_1614	1358	24	-2	-2	-3
Kensal Rise	4014_1524	-473	0	-28	-25	-27
Kensal Rise	4014_1524	-473	0	-28	-25	-27
King St	2777_1029	1046	97	-1	-3	-2
King St	2789_1897	1044	98	0	0	0
King St	3510_2777	1007	98	-1	-2	-1

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
King St	1029_2778	1211	94	0	0	0
King St	1029_2778	1211	94	0	0	0
King St	3510_2777	1007	98	0	0	0
King St	1029_2778	1211	94	0	0	0
Kingsway Park CI	1526_1498	9699	303	-1	-4	4
Kingsway Park CI	1526_1498	9699	303	-1	-4	4
Kingsway Park CI - yet to exist	2679_1526	9681	302	38	31	35
Kingsway Park CI - yet to exist	1526_2679	9681	302	38	31	35
Kingsway Park CI - yet to exist	2679_18004	15304	576	55	52	53
Knightsbridge	1467_1459	1267	0	-1	-1	-1
Knightsbridge	1467_1459	1267	0	-1	-1	-1
Knightsbridge	1467_1459	1267	0	1	2	0
Knightsbridge	1467_1459	1267	0	1	2	0
Little Eaton	3801_3800	389	0	30	35	26
Little Eaton	3801_3800	389	0	30	35	26
Little Eaton Island	2648_2643	-5525	-190	13	18	15
Little Eaton Island	2644_2645	-11131	-316	0	0	0
Little Eaton Island	2645_2646	-1666	51	-5	-14	-9
Little Eaton Island	2647_2648	-3044	-94	-23	-25	-38
Little Eaton Island	2643_2644	15304	576	55	52	53
Lyttelton St	1498_1495	4282	152	-8	-19	-10
Lyttelton St	1498_1495	4282	152	-8	-19	-10
Lyttelton St	1509_1503	-1908	-111	-3	5	-5
Lyttelton St	1514_1509	1037	7	1	1	2
Lyttelton St	1509_1503	-1908	-111	-3	5	-5
Lyttelton St	1514_1509	1037	7	0	0	-1
Lyttelton St	1514_1509	1037	7	1	1	2
Lyttelton St	1514_1509	1037	7	0	0	-1
Markeaton Island	2674_1561	-3827	-20	-5	-10	-12
Markeaton Island	2674_1561	-13869	-415	-18	-25	-26
Markeaton Island	9982_2670	-3870	-53	-4	-7	-7
Markeaton Island	2670_2672	-35943	-3507	-15	-22	-20
Markeaton Island	1561_9981	-4101	-23	-18	-24	-24
Markeaton Island	9981_9982	-14344	-599	-32	-42	-47
Markeaton Island	2672_9983	-5982	-106	-18	-21	-29
Markeaton Island	9983_9984	-33168	-2964	-31	-33	-44
Markeaton Island	1561_2670	-4101	-23	-18	-24	-24
Markeaton Island	2672_2674	-5982	-106	-18	-21	-29

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Markeaton Ln	3570_1465	1314	26	1	2	2
Markeaton Ln	3570_1465	1314	26	-1	-2	-1
Markeaton Ln	3570_1465	1314	26	1	2	2
Markeaton Ln	3570_1465	1314	26	-1	-2	-1
Marlborough Road	3522_1051	12	0	0	23	0
Marlborough Road	3522_1051	12	0	0	23	0
Marlborough Road	3522_1051	12	0	0	25	0
Marlborough Road	3522_1051	12	0	0	25	0
Marlborough Road	3522_1051	12	0	0	25	0
Marlborough Road	3522_1051	12	0	0	25	0
Mornington Cres	1758_1731	27	23	27	27	27
Mornington Cres	1758_1731	27	23	27	27	27
Mornington Cres	1758_1731	27	23	27	27	27
Mornington Cres	1758_1731	27	23	27	27	27
Newland St	1654_1615	10	0	38	38	38
Newland St	1654_1615	10	0	23	23	23
Newland St	1654_1615	10	0	34	34	34
Palm Ct Island	2659_2660	1092	91	0	0	0
Plainspot Road	1156_1018	16	0	0	0	46
Plainspot Road	1156_1018	16	0	0	0	46
Raleigh St	1508_1504	-3659	-103	-30	-26	-24
Raleigh St	1506_1508	-888	-53	-43	-41	-38
Raleigh St	1509_1508	-4548	-156	-42	-42	-38
Raleigh St	1509_1508	-4548	-156	-42	-42	-38
Sir Frank Whittle Rd	2092_2076	-1466	-14	1	0	4
Sir Frank Whittle Rd	3497_2092	-1890	-15	0	-1	0
Sir Frank Whittle Rd	2092_2076	-1466	-14	1	0	4
Sir Frank Whittle Rd	3497_2092	-1890	-15	-1	0	0
Sir Frank Whittle Rd	3497_2092	-1890	-15	0	-1	0
Sir Frank Whittle Rd	3497_2092	-1890	-15	-1	0	0
St Alkmund's Way	3553_1039	1295	95	0	0	0
St Alkmund's Way	2802_1095	2043	62	-1	0	-1
St Alkmund's Way	1039_2802	1961	61	-1	0	-1

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
St Alkmund's Way	2802_1095	2043	62	-1	0	-1
St Alkmund's Way	3553_1039	1295	95	0	0	0
Stepping Ln	1704_1694	-1246	0	1	0	1
Stepping Ln	1704_1694	-1246	0	1	0	1
Stepping Ln	1704_1694	-1246	0	-2	-1	-2
Stepping Ln	1704_1694	-1246	0	-2	-1	-2
Streatham Rd	4017_1474	2190	111	-1	-1	-2
Streatham Rd	4017_1477	1610	104	0	-1	-1
Streatham Rd	4017_1474	2190	111	-1	-1	-2
Streatham Rd	4017_1477	1610	104	0	-1	-1
The Pentagon	2603_2604	-1020	-48	1	0	2
The Pentagon	3491_2610	-1060	-49	1	0	2
Uttoxeter New Rd	3449_1517	2080	8	-1	0	0
Uttoxeter New Rd	3448_3095	1271	-34	0	1	-1
Uttoxeter New Rd	3448_3095	1271	-34	-1	0	-2
Uttoxeter New Rd	3449_1517	2080	8	0	1	0
Uttoxeter New Rd	3095_3542	1414	-34	0	1	-1
Uttoxeter New Rd	3449_1517	2080	8	0	1	0
Uttoxeter Old Rd	1728_1718	1528	20	-1	0	-2
Uttoxeter Old Rd	1728_1718	1528	20	-1	0	-2
Uttoxeter Old Rd	1745_1728	1240	26	-1	0	-1
Uttoxeter Old Rd	1745_1728	1240	26	-1	0	-1
Woods Ln	2793_803	29	0	22	22	22
Woods Ln	2793_803	29	0	25	25	25
Woods Ln	2793_803	29	0	25	25	25
Woods Ln	2793_803	29	0	22	22	22

The following roads exceeded the DMRB screening criteria during the Scheme operational phase in 2024:

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
[unnamed]	2048_2057	0	0	-13	0	-7
A38 - A516	1411_1462	6634	334	-2	-5	-1
A38 - A516	1451_1422	3635	180	-1	-4	-2
A38 - Abbey Hill	2062_2651	4490	182	-6	-16	-2
A38 - Abbey Hill	2063_2067	5186	176	-7	-15	-6
A38 - Abbey Hill	2067_3433	3136	94	-14	8	-47
A38 - Abbey Hill	2646_3431	4483	189	20	29	37

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Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - Abbey Hill	2650_2063	4951	176	-5	-11	-5
A38 - Abbey Hill	3431_3432	4483	189	20	29	37
A38 - Abbey Hill	3432_2062	4483	189	20	29	37
A38 - Abbey Hill	3433_2647	3136	94	26	39	37
A38 - Abbey Hill	2651_2664	7692	341	-4	-9	-3
A38 - Abbey Hill	2651_3500	585	3	0	0	0
A38 - Abbey Hill	2660_3499	1162	14	0	0	0
A38 - Abbey Hill	2663_2650	3787	163	-4	-8	-4
A38 - Abbey Hill	3499_2650	1162	14	-1	-2	-1
A38 - Abbey Hill	3500_2652	585	3	-2	-6	0
A38 - Abbey Hill	52000_52018	3136	94	26	39	37
A38 - Abbey Hill	52001_2062	4490	182	-5	-16	-2
A38 - Abbey Hill	52019_52001	3136	94	26	39	37
A38 - Abbey Hill	52011_52020	4483	189	-28	-33	-25
A38 - Abbey Hill	52020_52001	4483	189	-28	-33	-25
A38 - Abbey Hill	52021_52005	3136	94	26	39	37
A38 - Abbey Hill	52000_52021	3136	94	26	39	37
A38 - Kingsway	1496_2815	14608	411	10	16	6
A38 - Kingsway	1537_1544	8162	203	18	27	16
A38 - Kingsway	1544_3426	8162	203	18	27	16
A38 - Kingsway	2814_1506	-24439	-2840	11	17	7
A38 - Kingsway	2815_1537	8162	203	18	27	16
A38 - Kingsway	3424_3425	6446	208	6	7	2
A38 - Kingsway	3425_2814	6446	208	6	7	2
A38 - Kingsway	3426_2672	7890	194	44	49	52
A38 - Kingsway	2670_3424	6446	208	6	7	2
A38 - Kingsway	1504_3440	-28203	-2935	11	15	8
A38 - Kingsway	1506_1504	15500	461	8	14	5
A38 - Kingsway	2677_1496	-24149	-3272	5	9	2
A38 - Kingsway	2678_2679	-35682	-3562	-47	-43	-41
A38 - Kingsway	2679_2680	-23394	-3118	-51	-48	-47
A38 - Kingsway	2682_2683	-33312	-3112	-47	-38	-45
A38 - Kingsway	2683_2678	-1524	-23	-54	-53	-53
A38 - Kingsway	2683_3439	-19077	-2758	7	19	5
A38 - Kingsway	3439_2677	-19077	-2758	7	19	5
A38 - Kingsway	3440_2678	-22471	-3127	27	39	37
A38 - Kingsway	51000_51006	8162	203	18	27	16
A38 - Kingsway	51006_51011	7890	194	44	49	52
A38 - Kingsway	51010_54002	6446	208	6	7	2
A38 - Kingsway	51016_51001	6446	208	6	7	2
A38 - Kingsway	54002_51007	6446	208	6	7	2

A38 Derby Junctions

Appendices to Support Responses to the Examining Authority's First Written Questions

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - Kingsway	51000_51015	8162	203	18	27	16
A38 - Kingsway	51007_51001	6446	208	6	7	2
A38 - Kingsway	51001_2814	6446	208	6	7	2
A38 - Kingsway	50003_50010	12706	330	64	64	64
A38 - Kingsway	50008_50005	26052	3281	66	59	59
A38 - Kingsway	50012_50002	11682	411	33	25	27
A38 - Kingsway	50004_50007	26341	2920	59	43	59
A38 - Kingsway	1504_50008	-28203	-2935	11	15	8
A38 - Kingsway	50008_50012	-22471	-3127	27	39	37
A38 - Kingsway	50010_50007	-19077	-2758	7	19	5
A38 - N of Little Eaton Island	4196_4197	-25960	-3010	-4	-15	-3
A38 - N of Little Eaton Island	9332_2101	-25960	-3010	-4	-15	-3
A38 - N of Little Eaton Island	2643_3435	-18197	-1946	-33	-30	-33
A38 - N of Little Eaton Island	3436_2644	-16980	-2917	-35	-6	-19
A38 - N of Little Eaton Island	3437_4194	-12261	-610	-82	-82	-82
A38 - N of Little Eaton Island	4194_4195	-12261	-610	-82	-82	-82
A38 - N of Little Eaton Island	2101_3436	-16980	-2917	-35	-6	-19
A38 - N of Little Eaton Island	2101_3437	-12261	-610	-82	-82	-82
A38 - N of Little Eaton Island	3435_4196	-27540	-3139	-97	-94	-97
A38 - N of Little Eaton Island	52002_52014	10149	593	64	64	64
A38 - N of Little Eaton Island	52002_52017	20672	3061	68	57	68
A38 - N of Little Eaton Island	52003_4197	30176	3284	94	92	82
A38 - N of Little Eaton Island	52013_52008	10149	590	54	50	53
A38 - N of Little Eaton Island	52013_52012	0	0	64	64	64
A38 - N of Little Eaton Island	52014_52013	10149	593	54	50	53
A38 - N of Little Eaton Island	52015_52003	9342	1192	55	52	51
A38 - N of Little Eaton Island	52016_52003	20834	2092	66	64	58
A38 - N of Little Eaton Island	52017_52019	20672	3061	68	57	68
A38 - N of Little Eaton Island	52018_52016	20834	2092	68	67	61
A38 - N of Little Eaton Island	9332_52002	30821	3655	90	70	92

A38 Derby Junctions

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Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - N of Little Eaton Island	52006_52015	9342	1192	64	64	64
A38 - Queensway	2655_3507	531	0	0	0	0
A38 - Queensway	2663_3503	2356	13	0	0	0
A38 - Queensway	3503_2656	2356	13	-5	-1	0
A38 - Queensway	1845_2819	4437	177	-7	-7	-2
A38 - Queensway	2664_1845	4437	177	-7	-7	-2
A38 - Queensway	1811_2663	10580	354	-7	-11	-6
A38 - Queensway	2818_1811	6143	176	-7	-14	-9
A38 - Queensway	2666_3488	3803	18	0	-1	0
A38 - Queensway	2668_1614	1205	-24	-1	-1	-2
A38 - Queensway	3487_2668	1205	-24	0	1	0
A38 - Queensway	3488_1610	-7823	-247	-35	-29	-26
A38 - Queensway	1622_3487	-6790	-188	-41	-41	-38
A38 - Queensway	2665_2666	1469	4	-1	-2	0
A38 - Queensway	1629_2666	2333	14	-6	-9	-8
A38 - Queensway	2819_1610	-23668	-3249	-77	-33	-84
A38 - Queensway	1622_2818	-48714	-6173	-87	-64	-91
A38 - Queensway	1610_2813	-63328	-6608	-55	-59	-51
A38 - Queensway	2813_3430	-63328	-6608	-56	-61	-51
A38 - Queensway	3430_1561	-31491	-3497	-23	-4	-12
A38 - Queensway	2674_3428	-31837	-3111	-29	-19	-21
A38 - Queensway	3428_3429	-31837	-3111	-61	-61	-61
A38 - Queensway	3429_2812	-31837	-3111	-61	-61	-61
A38 - Queensway	2812_1622	-31837	-3111	-60	-56	-61
A38 - Queensway	54000_51009	4102	145	64	64	64
A38 - Queensway	51003_51016	34386	3486	68	61	66

A38 Derby Junctions

Appendices to Support Responses to the Examining Authority's First Written Questions

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A38 - Queensway	51008_51017	5347	204	23	9	10
A38 - Queensway	51015_51002	35083	3117	65	57	61
A38 - Queensway	51009_51002	4102	145	51	43	45
A38 - Queensway	51003_51008	5347	204	64	64	64
A38 - Queensway	51005_51003	39734	3690	63	52	60
A38 - Queensway	51002_51004	39186	3264	61	53	56
A38 - S of Kingsway	1462_3091	-50113	-5909	-95	-99	-92
A38 - S of Kingsway	2681_3443	-24248	-3105	-100	-98	-96
A38 - S of Kingsway	3091_3444	-25865	-2803	-93	-101	-91
A38 - S of Kingsway	3443_1451	-24248	-3105	-98	-96	-94
A38 - S of Kingsway	3444_2682	-25865	-2803	-29	-3	-8
A38 - S of Kingsway	50000_50004	26341	2920	63	49	62
A38 - S of Kingsway	50005_50001	26052	3281	64	56	56
A38 - S of Kingsway	50009_50003	3267	48	29	25	22
A38 - S of Kingsway	1462_50000	29609	2969	90	72	90
A38 - S of Kingsway	50001_1451	29672	3327	94	87	85
A38 - S of Kingsway	50000_50009	3267	48	64	64	64
A38 - S of Kingsway	50011_50001	3619	46	56	53	53
A5111 - Kingsway	2681_2682	8178	36	6	14	16
A5111 - Kingsway	50002_50011	-28425	-3400	11	14	14
A5111 - Kingsway	1491_3442	-8880	-355	-47	-48	-38
A5111 - Kingsway	1491_3558	-21166	-802	-57	-57	-53
A5111 - Kingsway	1528_3445	3165	25	0	0	-2
A5111 - Kingsway	3445_1528	3165	25	0	0	-2
A5111 - Kingsway	2679_3441	-12285	-446	-45	-44	-43
A5111 - Kingsway	2680_2681	-32044	-3446	-53	-50	-50

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
A5111 - Kingsway	3441_1491	-12285	-446	-45	-44	-43
A5111 - Kingsway	3442_2680	-8880	-355	-18	-4	-1
A5111 - Kingsway	3558_1491	-21166	-802	-57	-57	-53
A5111 - Kingsway	1517_3445	3165	25	4	1	7
A5111 - Kingsway	3445_1517	3165	25	4	1	7
A5111 - Kingsway	3560_1528	3165	25	0	0	-2
A5111 - Kingsway	50013_50002	31498	852	44	44	39
A5111 - Kingsway	3558_50013	31497	852	57	57	56
A5111 - Kingsway	50013_3558	31497	852	57	57	56
A5111 - Manor Rd	1517_3447	1318	14	-2	-1	-1
A5111 - Manor Rd	1518_1529	1318	14	0	-1	0
A5111 - Manor Rd	1518_3447	1318	14	0	-1	0
A5111 - Manor Rd	1529_1518	1318	14	0	-1	0
A5111 - Manor Rd	3447_1517	1318	14	-2	-1	-1
A5111 - Manor Rd	3447_1518	1318	14	0	-1	0
A516	1479_3539	-1793	-34	1	0	2
A516	3539_1451	-1793	-34	0	-2	-1
A516	2688_2689	-220	0	0	0	0
Alfreton Rd	2648_3434	2156	9	5	-1	10
Alfreton Rd	3434_2648	2156	9	5	-1	10
Alfreton Rd	9101_3434	-2156	-9	-5	-1	-10
Alfreton Rd	9101_52022	2156	9	5	-1	10
Alfreton Rd	52022_52004	2156	9	5	-1	10
Alfreton Rd - S of Little Eaton Island	2103_3495	765	-39	-8	4	-45
Alfreton Rd - S of Little Eaton Island	3495_2103	765	-39	-8	4	-45
Alfreton Rd - S of Little Eaton Island	3438_3495	1496	-81	12	18	6
Alfreton Rd - S of Little Eaton Island	3495_3438	1496	-81	12	18	6

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Alfreton Rd - S of Little Eaton Island	2645_2649	-9436	-369	-53	-34	-50
Alfreton Rd - S of Little Eaton Island	2649_2646	-19680	-864	-14	-5	-2
Alfreton Rd - S of Little Eaton Island	4195_2649	-12261	-610	-55	-39	-54
Alfreton Rd - S of Little Eaton Island	52008_52009	10149	590	54	50	53
Alfreton Rd - S of Little Eaton Island	52009_52010	21302	889	50	47	23
Alfreton Rd - S of Little Eaton Island	52007_52009	10674	319	56	52	56
Alfreton Rd - S of Little Eaton Island	52009_3495	42127	1803	85	75	86
Alfreton Rd - S of Little Eaton Island	3495_52009	42127	1803	85	75	86
Alfreton Road	52004_52022	2156	9	5	-1	10
Ashbourne Rd	1546_3427	-21287	-1351	-50	-40	-51
Ashbourne Rd	1546_9984	-10536	-729	-19	-4	-9
Ashbourne Rd	3427_1546	-21287	-1351	-50	-40	-51
Ashbourne Rd	3427_3545	-21287	-1351	-50	-40	-51
Ashbourne Rd	3545_3427	-21287	-1351	-50	-40	-51
Ashbourne Rd	9981_1575	-9907	-476	-27	-15	-21
Ashbourne Rd	9983_1546	-10750	-621	-56	-55	-56
Ashbourne Rd	1575_9982	-10726	-414	-17	-5	-2
Ashbourne Rd	1575_3423	-20633	-890	-30	-20	-17
Ashbourne Rd	1678_3568	-1304	60	2	5	2
Ashbourne Rd	3423_1598	-20608	-890	-37	-26	-38
Ashbourne Rd	3566_1635	-1191	62	1	3	-3
Ashbourne Rd	3566_1678	-1212	59	1	2	0
Ashbourne Rd	1714_3568	-1304	60	0	1	0
Ashbourne Rd	51013_3545	21990	1407	43	37	38
Ashbourne Rd	3545_51013	21990	1407	43	37	38
Ashbourne Rd	51011_54003	11596	662	24	9	12
Ashbourne Rd	51012_54000	4102	145	32	18	9
Ashbourne Rd	51013_51012	10393	744	27	18	16
Ashbourne Rd	51014_51010	10165	445	19	10	4
Ashbourne Rd	51017_54001	10826	512	20	12	17

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Ashbourne Rd	51017_51010	5321	363	35	37	12
Ashbourne Rd	54001_51014	10826	512	38	33	36
Ashbourne Rd	54003_51013	11596	662	36	28	22
B5020 - Uttoxeter Rd	1479_2685	1424	2	-1	0	-1
Brackensdale Ave	2676_1496	-1843	-61	1	0	1
Brackensdale Ave	2677_2676	-2739	-104	0	0	0
Brackensdale Ave	1493_2676	-4582	-165	0	2	1
Design Scheme Dumbell Roundabout	50002_50003	15973	379	36	30	30
Design Scheme Dumbell Roundabout	50002_50013	31498	852	44	44	39
Design Scheme Dumbell Roundabout	50003_50002	15973	379	36	30	30
Duffield Rd	1976_1988	-1023	-1	-12	-18	-15
Duffield Rd	9330_4046	1804	16	0	0	0
Duffield Rd	9330_9101	1630	11	-1	-3	0
Duffield Rd	1925_3506	1362	79	0	-1	0
Duffield Rd	1941_1925	1362	79	0	-1	0
Duffield Rd	1941_1942	1362	79	-1	-3	0
Duffield Rd	2661_2659	1284	71	-1	-1	-1
Duffield Rd	3506_1925	1362	79	0	-1	0
Duffield Rd	3506_2661	1362	79	0	-1	0
Enfield Rd	1532_1524	-557	0	12	5	3
Enfield Rd	1532_1535	-905	-7	-38	-39	-33
Enfield Rd	1535_1544	-589	-7	-13	-2	-2
Enfield Rd	1537_1535	-316	0	-42	-43	-38
Ferrers Way	1882_1831	335	0	-1	-1	0
Ford Ln	1976_4004	1622	43	-3	-6	-5
Ford Ln	2043_2066	-2286	-79	-1	-1	-1
Ford Ln	2063_2066	-235	0	1	-2	0
Ford Ln	2066_2067	-2051	-79	4	-3	-1
Ford St	2595_3350	-1450	18	0	0	0
Ford St	2595_3513	-1450	18	0	0	0
Ford St	3347_3348	-1610	-19	0	1	0
Ford St	3348_3347	-1610	-19	0	1	0
Ford St	3348_3350	-1510	-20	0	2	1
Ford St	3350_3348	-1510	-20	0	2	1
Ford St	3351_3513	-1448	18	0	0	0

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Ford St	3513_2595	-1450	18	0	0	0
Ford St	3513_3351	-1448	18	0	0	0
Greenwich Dr N	1532_1501	-347	-7	10	2	3
Kedleston Rd	1764_1774	1320	-21	-1	0	0
Kedleston Rd	1792_1774	1325	-21	-1	0	0
Kedleston Rd	1629_1655	1406	-18	0	1	0
Kingsway Park Cl	1526_1498	6506	144	-4	-5	0
Kingsway Park Cl - yet to exist	1526_50002	8952	284	34	32	32
Kingsway Park Cl - yet to exist	50002_1526	8952	284	34	32	32
Little Eaton Island	2643_2644	1142	-56	17	13	15
Little Eaton Island	2644_2645	-28676	-3351	-49	-49	-49
Little Eaton Island	2645_2646	-19240	-2982	-31	-28	-27
Little Eaton Island	2646_2647	-12513	-658	-21	-11	-18
Little Eaton Island	2647_2648	-39648	-3588	-41	-33	-42
Little Eaton Island	2648_2643	-39358	-3590	-35	-27	-34
Little Eaton Island	52006_52012	12960	395	30	19	21
Little Eaton Island	52007_52010	2286	75	47	45	45
Little Eaton Island	52010_52011	23587	965	33	36	13
Little Eaton Island	52011_52005	13368	652	50	50	43
Little Eaton Island	52012_52007	12960	394	30	19	21
Little Eaton Island	52004_52006	22303	1587	31	17	27
Little Eaton Island	52005_52004	22801	1588	38	31	26
Lyttelton St	1530_1514	-1267	-10	1	0	2
Lyttelton St	1530_1542	-1178	-11	2	1	4
Lyttelton St	1542_1552	-1178	-11	1	0	2
Lyttelton St	1503_1498	-2449	1	0	2	0
Lyttelton St	1503_1509	-4026	-124	0	5	3
Lyttelton St	1514_1509	-1267	-10	4	2	7
Lyttelton St	1530_1527	-88	0	0	0	0
Lyttelton St	1495_1498	1262	15	-3	-4	-4
Mansfield Rd	2057_2060	0	0	-10	0	-3
Mansfield Rd	2057_2068	0	0	0	0	0

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
Markeaton Island	1561_9981	-42468	-4127	-36	-28	-32
Markeaton Island	2670_2672	-12002	-578	-23	-13	-14
Markeaton Island	2672_9983	-43159	-3636	-48	-43	-49
Markeaton Island	2674_1561	-11108	-637	-27	-15	-24
Markeaton Island	9982_2670	-43289	-4062	-33	-29	-29
Markeaton Island	9983_9984	-32407	-3014	-32	-23	-31
Markeaton Island	9981_9982	-32562	-3649	-33	-28	-27
Markeaton Island	51010_51011	12140	602	45	35	45
Markeaton Island	51011_51012	4508	73	34	25	11
Markeaton Island	51012_51017	10800	671	35	30	16
Merchant St	1695_1736	-1027	0	0	0	0
Merchant St	1695_3567	-1016	0	0	-1	0
Merchant St	3567_1678	-1017	0	0	4	-1
Palm Ct Island	2652_2653	1243	58	0	-1	0
Palm Ct Island	2655_2656	-1014	-2	0	0	0
Palm Ct Island	2656_2657	1342	10	0	-1	0
Palm Ct Island	2659_2660	1821	69	0	-1	0
Prince Charles Ave	3547_1481	1271	41	0	1	0
Raleigh St	1508_1504	-3759	-103	1	0	1
Raleigh St	1506_1508	-891	-50	-1	3	0
Raleigh St	1508_1509	-4651	-153	0	0	-1
Redbourne Ln	1425_3416	-1069	-7	1	2	0
Sir Frank Whittle Rd	2075_2809	-1037	-65	0	0	-1
Sir Frank Whittle Rd	2076_2809	-1037	-65	0	-2	-1
Sir Frank Whittle Rd	2809_2076	-1037	-65	0	-2	-1
Sir Frank Whittle Rd	2809_2075	-1037	-65	0	0	-1
Slater Ave	1694_1714	-1046	-1	-2	-3	0
St Alkmund's Way	908_1026	-1112	0	0	0	0
St Alkmund's Way	1026_3351	-1448	18	-1	-1	0
St Alkmund's Way	1026_1039	-1145	25	0	0	0

Road	Link Name	Change in				
		AADT (veh/day)	HDV (veh/day)	Speed (km/hr)	AM peak speed (km/hr)	PM peak speed (km/hr)
St Alkmund's Way	3351_1026	-1448	18	-1	-1	0
Stafford St	3338_3339	-158	-12	0	0	0
Stafford St	3339_3340	-976	-32	0	0	0
Stafford St	3339_3515	-1138	-44	0	0	0
Stafford St	3344_3515	-1138	-44	0	0	0
Stafford St	3344_3346	-1138	-44	0	0	0
Stafford St	3347_3346	-1137	-44	0	-1	0
Station Rd	1397_1399	-1528	-31	0	0	0
Station Rd	1399_1402	-1328	-26	1	5	0
Uttoxeter New Rd	1517_3446	-2399	-45	0	0	-1
Uttoxeter New Rd	1570_1591	-2467	-45	0	0	0
Uttoxeter New Rd	1570_3446	-2399	-45	0	1	0
Uttoxeter New Rd	1591_1570	-2467	-45	0	0	0
Uttoxeter New Rd	1591_3149	-2467	-45	1	1	0
Uttoxeter New Rd	3149_1591	-2467	-45	1	1	0
Uttoxeter New Rd	3149_1626	-3188	-45	1	0	1
Uttoxeter New Rd	3446_1517	-2399	-45	0	0	-1
Uttoxeter New Rd	3446_1570	-2399	-45	0	1	0
Uttoxeter New Rd	2689_7232	-1297	-37	1	0	1
Uttoxeter New Rd	3542_2689	-1076	-37	0	0	0
Uttoxeter Old Rd	1690_1696	-1450	2	2	3	1
Uttoxeter Old Rd	1696_1718	-1575	4	2	4	1
Uttoxeter Old Rd	1626_1661	-2470	0	-1	-2	0
Uttoxeter Old Rd	1664_1679	-1761	0	3	3	5
Uttoxeter Old Rd	1679_1690	-1450	2	2	2	0

1.6 Appendix E – 6.15

Summary of Construction Noise Exceedances – response to Question 6.15

Receptor ID	Daytime		Evening/ weekend		Night		Approx. no. properties represents ³
	Significant ¹	Max Duration (months) ²	Significant ¹	Max Duration (months) ²	Significant ¹	Max Duration (months) ²	
R04 - Greenwich Drive South, Mackworth	N	0	N	0	Y	1	28
R05 - Cheviot Street, New Zealand	N	0	N	0	Y	1	16
R06 - Lyttelton Street, New Zealand	Y	1	N	0	N	0	12
R07 - Brackensdale Avenue, Mackworth	Y	5	N	0	N	0	30
R08 - Kingsway, New Zealand	N	0	Y	1	Y	1	12
R10 - Windmill Hill Lane (South), New Zealand	Y	2	Y	1	Y	1	25
R11 - Greenwich Drive North, Mackworth	N	0	Y	1	Y	1	18
R12 - Caretakers Flat at Army Cadets Centre	Y	5	N	0	Y	1	1
R14 - Enfield Road, Mackworth	N	0	N	0	Y	1	5
R15 - Ashbourne Road, New Zealand	Y	15	Y	2	Y	2	18
R16 - The Cottage, Deaf School	Y	2	N	0	Y	2	Deaf School Buildings
R18 - Lydia House, Deaf School	Y	2	N	0	Y	4	
R19 - University of Derby Markeaton Street	Y	3	Y	2	N	0	University Building
R20 - Watson Street, Kedleston	N	0	N	0	Y	2	27
R21 - Broadway, Kedleston	N	0	N	0	Y	2	12
R23 - Holme Nook Farm, Allestree (south of A38)	Y	1	N	0	N	0	1
R28 - Mobile Home Park (East)	Y	4	Y	2	Y	3	6
R29 - Mobile Home Park (South West)	N	0	N	0	Y	5	7
R30 - Lambourn Drive (North), Allestree	N	0	N	0	N	0	-
R31 - Mobile Home Park (North)	Y	1	N	0	N	0	10
R33 - Rectory Lane (North), Breadsall	N	0	N	0	Y	1	1

¹ Y = Yes an exceedance of the Significant Observed Adverse Effect Level (SOAEL) is predicted, and therefore a significant adverse effect has been identified. N = No exceedance of the SOAEL predicted and therefore no significant effect identified.

² Number of months during which an exceedance of the SOAEL is anticipated. However, the exceedance of the SOAEL may not be for all of each month identified, it may be for a much shorter period within a month. However, the total number of months within which an exceedance is predicted is provided to give a conservative estimate of the duration.

³ As detailed in the assessment methodology of ES Chapter 9: Noise and Vibration [APP-047 / Volume 6.1], the construction noise assessment focusses on a selection of representative receptors. In order to provide a completely accurate number of properties which are predicted to experience a significant effect, the predictions would need to be repeated for every property, which is not considered to be a proportionate approach. However, to aid in understanding the likely number of the properties affected, an estimate of the number of properties which may experience a significant effect in the vicinity of those selected has been provided.

1.7 Appendix F – 10.3

Derby City Local Plan – Part 1 Core Strategy (2017)

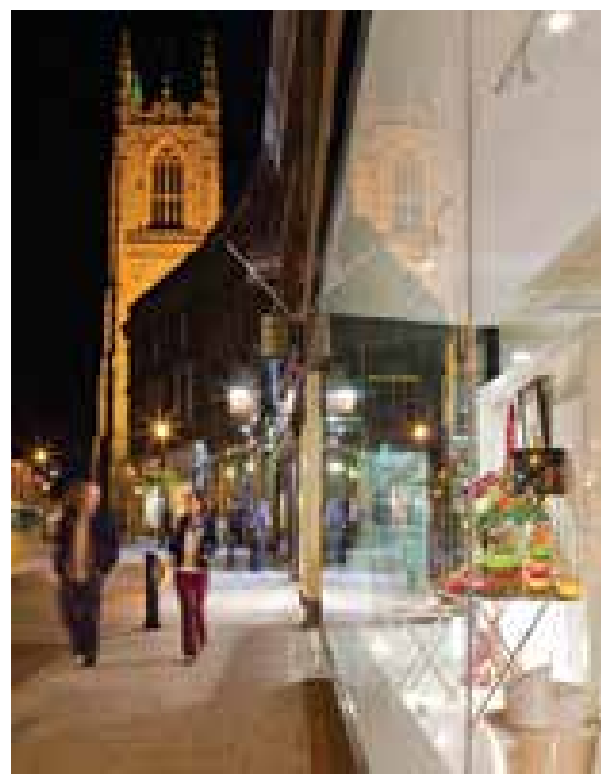


Derby City Council

Derby City Local Plan - Part 1

Core Strategy

January 2017



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CP24 – Transport Infrastructure:

The Council will work with partners to deliver the Council's long term transport strategy in association with the Local Transport Plan and support the implementation of strategic proposals and initiatives that help create an economically and environmentally sustainable transport network.

Initiatives will include:

- (a) supporting the implementation of Highways England's A38 Derby Junctions Grade Separation scheme
- (b) implementation of 'T12' and the 'South Derby Integrated Transport Link' Phases 1 and 2
- (c) implementation of improvements to the A52 between Raynesway and the Pentagon Island, including improved access to Pride Park
- (d) implementation of improvements at the A50 junctions with the A514 and A38
- (e) supporting the implementation of the Boulton Moor Park and Ride site in South Derbyshire
- (f) implementation of the Park and Ride at Royal Derby Hospital
- (g) implementation of the 'Statement of Actions' in the Rights of Way Improvement Plan
- (h) implementation of a strategic cycle network
- (i) supporting the implementation of Network Rail's Electrification of the Midland Mainline
- (j) implementing the restoration of the Derby Canal
- (k) ensuring connectivity to HS2

The Council will seek to negotiate financial contributions to these schemes in appropriate circumstances. Proposals that prejudice the implementation of these schemes will not be permitted.

The detailed route of the South Derby Integrated Transport Link (CP24b) will be subject to further investigation. However, in determining the final route and design, regard should be had to the following issues:

- minimising the impact on the environment and natural features, including the impact on noise and residential amenity
- taking full account of recreational routes along, or affected by, the link
- safeguarding the option to restore the Derby and Sandiacre Canal for navigation
- providing for the needs of pedestrians, cyclists and disabled people

5.24.1 In order to deliver a safe, sustainable and efficient transport network it will be necessary to implement a range of different transport infrastructure projects and actions. Some of these will be to address existing problems on the network, some will be to facilitate growth and some will be to improve and protect the network of pedestrian and cycle routes that cross the City. The schemes in question will not just be implemented by the City Council. Partner organisations such as Highways England and Network Rail will also implement schemes such as the A38 Junctions Grade Separation Scheme and electrification of Midland Mainline.

5.24.2 The Council has, in recent years, been very successful at bidding for funding and implementing transport schemes, including:

- The London Road Bridge Replacement – £6.4 million DfT Local Major Scheme funding
- T12 link Road – Funding received from Regional Growth Fund
- Derby Rail Station Forecourt Improvement - £2.7 million ERDF Programme

- Better By Bus – £2.2 million DfT Better Bus Funding
- Better Ways to Work – £4.9 million DfT Local Sustainable Transport Funding
- Connecting Derby – £36 million DfT Local Major Scheme funding.
- Derby Bus Station – £6 million (circa) Developer Contribution and Derby City Council
- £14.5 million has been invested on public realm improvements to transform the city centre.
- Inner Ring Road Integrated Maintenance Scheme and St Alkmund's Bridge Replacement – £13.2 million - DfT Major Maintenance Scheme Funding & DDEP Funding

5.24.3 The Core Strategy will deliver the identified scheme in a variety of ways, whether it be through the identification of land, through its planning obligation and developer contributions policies or through its ability to resist development which might prejudice a project's delivery. It will also continue to bid for Government or Local Enterprise Partnership (LEP) funding where possible to help bring schemes forward. Where necessary and appropriate, it will also compulsory purchase land to deliver important schemes.

5.24.4 The A38 carries heavy flows of north-south long distance traffic. Also, where it passes through Derby, significant volumes of local traffic cross or join and leave the A38. This results in congestion and delays at the A38/A5111 Kingsway roundabout, the A38/A52 Markeaton roundabout and the A38/A61 Abbey Hill roundabout. Highways England has carried out improvements to these junctions as part of their national 'pinch point' scheme. These have served to improve traffic flow. Longer term proposals also exist for the 'grade separation' of these three roundabouts. There is no definite timescale for this work, but it is anticipated that it will be in the lifetime of the plan. The Council will ensure that any land needed to implement these schemes will be protected.



DERBY CITY COUNCIL

Derby Local Transport Plan, LTP3

2011-2026

Part 1

Strategy

April 2011

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2 Context

full public consultation can be held. In October 2010 the government announced its preferred option for further routes, from the West Midlands to Manchester, and to Leeds via the East Midlands and South Yorkshire.

- 2.21** Network Rail have prepared a business case to electrify the Midland Main Line (MML) replacing the diesel trains which currently run on the line from London St Pancras to Derby, Nottingham and Sheffield.
- 2.22** Major rail improvements would be of a wider economic benefit to Derby, but both these schemes are long term aspirations likely to stretch beyond the period covered by LTP3.
- 2.23** The A38 is an important regional route that provides a strategic link between Derby and other major towns and cities. It is important that proposals for a scheme to grade separate junctions along the A38 at Abbey Hill, Markeaton and Kingsway are implemented in the future. The A38 Derby Junctions scheme would separate local and long distance traffic reducing delays and congestion allowing us to better manage our local network and improve linkages across the A38 for public transport, pedestrians and cyclists. If the scheme cannot be funded and delivered it is likely that any future development to the west of the city will be severely restricted.

Key issues for the future

- 2.24** Derby has changed significantly over recent years and has seen significant growth in housing, employment, retail and other land use activities. For example:
 - housing has been constructed at an average rate of around 700 dwellings per year since 2006. Land for about 4,200 dwellings is available for development in the short term
 - a review of employment land in the Derby Housing Market Area (HMA) was published in 2008. This concluded that, based on past take-up rates, 145 hectares of land would be needed to meet the employment needs of Derby over the 2006-2026 period. A number of major planning permissions have been granted for new office development in the city centre including Cathedral Plaza, Bold Lane and One Derby
 - the Royal Derby Hospital was completed in 2010 and is one of the largest hospitals in the country serving a population of more than 600,000 people from a new site west of the city centre. The hospital trust has consolidated most of the services that it provides to the Royal Derby reducing its operations at the London Road Community Hospital site, which is now planned for redevelopment
 - the Riverlights site in the city centre is being constructed and when fully completed will provide leisure, retail and office floor space as well as the new bus station that opened in 2010.
- 2.25** It is likely there will continue to be substantial pressure for new development over the life of LTP3.

4 Derby's Goals and Challenges

Goal 1 Support growth and competitiveness, by delivering a reliable and efficient transport network

- 4.11** Traffic congestion and the reliability and efficiency of the transport system are the main issues linked to delivering this goal. Congestion is a direct result of increasing traffic and the demand for travel generated by the growth in population and economic land use development such as housing, employment, retail, leisure and other services. Changing travel trends linked to decreasing costs in car ownership and mobility have also increased the amount of traffic on the roads, and traffic is predicted to continue to increase. User demands such as parking and road freight need to be carefully managed so that they do not have a detrimental impact on the network and the economic vitality of Derby. Provision of a reliable and efficient transport network is dependent on ensuring that all elements of the existing transport infrastructure are effectively managed, maintained and replaced where they have reached the end of their lives. This basic need is key to ensuring that economic activity does not move away from the City. Good access by all transport modes will support economic activity. This has to be closely balanced with the investment required to extend and maintain infrastructure to encourage economic growth.

Key themes for Derby

- Economic cost of congestion
- Predicted growth in traffic
- Maintaining a reliable and efficient network
- Managing a reliable and efficient network
- Parking demand and management
- Movement of freight

Economic cost of congestion

- 4.12** We have identified, through consultation and analysis, that congestion is a problem in some areas of Derby. Significant parts of the highway network area are either at or close to capacity during the weekday morning (8am to 9am) and evening (5pm to 6pm) peaks, limiting the amount of traffic growth that could occur during these periods. Traffic growth in the hours adjacent to the traditional peaks leads to the trend called 'peak spreading' causing longer periods of congestion on the network. Figure 4.1 provides a diagram of the major roads and junctions where traffic congestion is currently a problem during the peak traffic periods.
- 4.13** Congestion on the trunk road network in Derby has a significant influence upon local route choice and traffic patterns. For example, the A38 carries around 45,000 vehicles per day between Markeaton Island and the A6 Duffield Road Junction (National Road Traffic Estimates). This traffic converges with the significant volumes of local traffic crossing, joining and leaving the A38. This results in congestion and recurrent delay at three at-grade roundabout junctions to the west and north of Derby city centre, namely the A5111 Kingsway Roundabout, A52 Markeaton Roundabout and A61 Abbey Hill Roundabout.

derbyshire

LOCAL TRANSPORT PLAN

2011 - 2026

a healthy future for local transport
main document
April 2011



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10.2 Projects led by others

Section 10.1 includes reference to studies and possible major projects which must entail careful consideration of their relative performance in terms of LTP outcomes in order to achieve value for money. This section summarises examples of projects led by others which have an influence on Derbyshire, including the Highways Agency for Trunk Road schemes, rail projects, regeneration, cross boundary projects and green infrastructure strategies.

M1 Junctions 28 to 31 managed motorway

The Highways Agency is progressing towards the introduction of a 'managed motorway' scheme for the sections of the M1 linking those north of Junction 31 and south of Junction 28 which have been widened to four lanes in each direction. The scheme, which has been given the go-ahead, will allow for the use of the hard shoulder for moving traffic, supported by improved incident and congestion detection and response systems. The County Council will liaise closely with the Highways Agency, in order to support and complement any measures which will assist the M1 to fulfil its role of carrying strategic traffic, some of which is currently known to avoid the Motorway by using the A617 and A61 through the Chesterfield area.

A453 widening and A38 Derby junctions

Both of these schemes would enhance the capacity of the Trunk Road network to accommodate strategic traffic. The A38 junctions include that at Little Eaton/Abbey Hill, which falls within Derbyshire; the aim of the Highways Agency is to start construction after 2015. These A38 junctions represent a major constraint for the County, and their improvement is important to the County's wider economic prosperity, as well as linking with possible housing developments in the Derby Housing Market Area. The A453 scheme would not impact directly upon the County but has the potential to influence traffic over a wider network, including through the Long Eaton area. The Highways Agency's forward programme for these schemes is yet to be finalised at the time of writing.

High-speed rail

The Government supports plans for the extension of high-speed rail beyond Birmingham to Manchester and Leeds. Ministers are backing a preferred 'Y' option of a link from London to Birmingham, then splitting with one connection to Manchester and the West Coast Main Line, and the other connection through the East Midlands to South Yorkshire, connecting to Leeds and the East Coast Main Line. A public consultation is yet to take place in 2011 before final decisions are made. Either of the options under consideration would involve a station in Manchester so the County Council will, at the very least, need to look at how best to link Derbyshire people to this. The preferred option, though, would be likely to pass through Derbyshire, with a station to serve the East Midlands close to or potentially within the County. This would raise a number of issues in which we need to be closely involved. We will also, most likely through the Local Enterprise Partnership, identify how we would want to take advantage of any capacity created on other public transport networks and links to the High Speed Line. The routes north of Birmingham are scheduled to open in 2032/33. While this is beyond the end date of the LTP, the planning and development work will need to be initiated during the plan period.

Longdendale Integrated Transport Strategy (LITS)

Tameside Metropolitan Borough Council, subject to the outcome of revisions to funding and approval processes, wishes to pursue a scheme to address issues around traffic congestion in the Longdendale villages. Options for this include the provision of a 'Glossop Spur', crossing the boundary into Derbyshire, and improvements to public transport networks and services. We will need to work closely with Tameside to gain a full understanding of likely impacts upon Derbyshire. These include, for example, the importance of undertaking the required statutory environmental assessments, and the need for LITS proposals to consider High Peak Borough Council's regeneration and development plans in the Glossopdale area.

Midland mainline improvements and electrification

The East Midlands and South Yorkshire regions, whilst well connected to other areas of the country by rail, do not have journey times to London or between their own major centres which compare well with other parts of the country.

City of Derby Local Plan Review

Written Statement

&

~~Proposals Map~~

Adopted Plan

**This document should be read in
conjunction with the Derby City Local Plan
– Part 1 Core Strategy**

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Community Uses		10.16
New Community Facilities	L11	10.16
Protection of Community Facilities	L12	10.17
Cemeteries	L13	10.18

11. Learning and Health 11.1

Education Uses	LE1	11.1
School Uses	LE2	11.2
University District	LE3	11.3
Derby University Main Campus	LE4	11.4
Derby College Campus, Wilmorton	LE5	11.5
Derbyshire Royal Infirmary	LE6	11.6
City Hospital, Mickleover	LE7	11.7

12. Transport 12.1

Transport Strategy		12.2
Transport Implications of New Development	T1	12.2
Table 12.1 Travel Plan/Transport Assessment Thresholds		12.3
Major Transportation Projects		12.4
City Council Schemes	T2	12.4
Highways Agency Schemes	T3	12.6
Managing Travel Demand		12.7
Access, Car Parking and Servicing	T4	12.7
Off-Street Parking	T5	12.8
Promoting Alternatives to the Car		12.9
Provision for Pedestrians	T6	12.9
Provision for Cyclists	T7	12.10
Provision for Public Transport	T8	12.11
Park and Ride	T9	12.12
Access for Disabled People	T10	12.13
Infrastructure for New Development		12.14
New Bridge over the River Derwent	T11	12.14
New Road between Sinfin and Chellaston	T12	12.14
Protection Policies		12.15
Protection of former Railway Lines and Canal Routes	T13	12.15
Public Rights of Way	T14	12.16
Protection of Footpaths, Cycleways and Routes for Horseriders	T15	12.17

~~13. Monitoring 13.1~~

14. Appendices 14.1

Appendix A: Parking Standards	14.1
Appendix B: Wildlife Sites	14.9
Appendix C: Parks Hierarchy	14.12
Appendix D: Shopping Centre Hierarchy	14.14

~~T3 Highways Agency Schemes~~

~~Planning permission will not be granted for development that would prejudice improvements to the junctions of the A38(T) with the A5111(T) and the A38(T) with the A52(T), identified by the A38 Derby Junctions Study.~~

- ~~12.13 The City Council is aware of serious peak hour congestion where the A38(T) meets the A5111(T) at Kingsway; and the A52 at Markeaton Park within the City boundaries, and the A38(T)/ A61 junction at Abbey Hill to the north of the City. These junctions were the subject of the Highways Agency's A38 Derby Junction Study which was completed in 2003. Major development proposals in the vicinity of this corridor will be expected to take full account of the results of this study.~~
- ~~12.14 Land will be protected to implement any agreed scheme that emerges from these studies.~~

1.8 Appendix G – 13.32

List of Objections to the Grant of Compulsory Acquisition or Temporary Possession Powers

Obj No.i	Name/ Organisation	RR Ref Noiii	Interest vi	Permanent/ Temporary vii	Plot(s)	CA?viii	Status of Objection
1	Millennium Isle of Man Limited	RR-017	Part 3	Temporary	8/1	Yes	A meeting was held 2 September 2019 to discuss the temporary possession requirement, access to the site and various technical matters. Discussions to be progressed during examination period
			Part 3	Temporary	9/1	Yes	
			Part 3	Temporary	9/3	Yes	
2	Residents of 12 Queensway	RR-018	Part 1	Permanent	4/3	Yes	Discussions ongoing regarding relocation property to support the business, which is currently run from the existing property. Further meetings. 27 June 2019 full inspection of property, 4 July 2019 meeting with landowner and agent to discuss the case and relocation options. Meeting with agent 2 September 2019 to discuss valuation and compensation assessment. Meeting with landowner 23 October 2019 with Highways England to review the current position and way forward.
3	Cadent Gas Ltd	RR-002	Part 3	Permanent	2/1k	Yes	Protective Provisions have been issued and Cadent Gas Ltd are engaging with Highways England to agree wording.
			Part 3	Permanent	2/1l	Yes	
			Part 3	Permanent	2/1m	Yes	
			Part 3	Rights	2/1o	Yes	
			Part 3	Permanent	2/1p	Yes	
			Part 3	Temporary	2/1r	Yes	
			Part 3	Permanent	2/11	Yes	
			Part 3	Permanent	2/12	Yes	
			Part 3	Permanent	2/18	Yes	
			Part 3	Rights	2/19a	Yes	
			Part 3	Rights	2/19b	Yes	

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Obj No.i	Name/ Organisation	RR Ref Noiii	Interest vi	Permanent/ Temporary vii	Plot(s)	CA?viii	Status of Objection
			Part 3	Permanent	2/19c	Yes	
			Part 3	Permanent	2/20	Yes	
			Part 3	Permanent	2/2e	Yes	
			Part 3	Permanent	2/2h	Yes	
			Part 3	Permanent	2/2i	Yes	
			Part 3	Permanent	2/2j	Yes	
			Part 3	Permanent	2/2l	Yes	
			Part 3	Permanent	2/2m	Yes	
			Part 3	Permanent	2/2o	Yes	
			Part 3	Temporary	3/1d	Yes	
			Part 3	Permanent	3/1f	Yes	
			Part 3	Temporary	3/1g	Yes	
			Part 3	Temporary	3/1h	Yes	
			Part 3	Temporary	3/1i	Yes	
			Part 3	Permanent	3/1k	Yes	
			Part 3	Permanent	3/1m	Yes	
			Part 3	Temporary	3/1n	Yes	
			Part 3	Permanent	3/1o	Yes	
			Part 3	Permanent	3/1s	Yes	
			Part 3	Rights	3/1p	Yes	
			Part 3	Rights	3/1q	Yes	
			Part 3	Permanent	3/1y	Yes	
			Part 3	Permanent	3/2a	Yes	
			Part 3	Permanent	3/2c	Yes	
			Part 3	Permanent	3/2e	Yes	
			Part 3	Permanent	3/2h	Yes	
			Part 3	Permanent	3/2i	Yes	
			Part 3	Permanent	3/2k	Yes	

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Obj No.i	Name/ Organisation	RR Ref Noiii	Interest vi	Permanent/ Temporary vii	Plot(s)	CA?viii	Status of Objection
			Part 3	Permanent	3/2o	Yes	
			Part 3	Permanent	3/2p	Yes	
			Part 3	Permanent	3/3	Yes	
			Part 3	Temporary	3/4	Yes	
			Part 3	Permanent	3/18	Yes	
			Part 3	Permanent	3/20	Yes	
			Part 3	Permanent	3/21	Yes	
			Part 3	Permanent	4/1a	Yes	
			Part 3	Temporary	4/1f	Yes	
			Part 3	Permanent	4/2a	Yes	
			Part 3	Permanent	4/2k	Yes	
			Part 3	Permanent	4/7a	Yes	
			Part 3	Permanent	4/15	Yes	
			Part 3	Temporary	7/1a	Yes	
			Part 3	Temporary	7/1b	Yes	
			Part 3	Temporary	7/1c	Yes	
			Part 3	Temporary	7/1d	Yes	
			Part 3	Temporary	7/1f	Yes	
			Part 3	Temporary	7/1h	Yes	
			Part 3	Temporary	7/1i	Yes	
			Part 3	Temporary	7/2	Yes	
			Part 3	Permanent	7/3f	Yes	
			Part 3	Rights	7/5	Yes	
			Part 3	Temporary	7/6	Yes	
			Part 3	Temporary	7/12	Yes	
			Part 3	Temporary	7/13	Yes	
			Part 3	Temporary	7/17a	Yes	
			Part 3	Temporary	8/18	Yes	

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Obj No.i	Name/ Organisation	RR Ref No.iii	Interest vi	Permanent/ Temporary vii	Plot(s)	CA?viii	Status of Objection
			Part 3	Temporary	8/19	Yes	
			Part 3	Temporary	8/2	Yes	
			Part 3	Temporary	8/3a	Yes	
			Part 3	Temporary	8/3c	Yes	
			Part 3	Permanent	8/3b	Yes	
			Part 3	Permanent	8/4a	Yes	
			Part 3	Permanent	8/4d	Yes	
			Part 3	Permanent	8/4e	Yes	
			Part 3	Permanent	8/4f	Yes	
			Part 3	Permanent	8/4l	Yes	
			Part 3	Permanent	8/13	Yes	
			Part 3	Permanent	8/20	Yes	
			Part 3	Temporary	9/4	Yes	
			Part 3	Permanent	9/5a	Yes	
	Western Power Distribution (East Midlands) plc	RR-010	Part 3	Permanent	1/1b	Yes	Protective Provisions have been issued and Western Power Distribution (East Midlands) plc are engaging with Highways England to agree wording.
			Part 3	Permanent	1/1c	Yes	
			Part 3	Permanent	1/1d	Yes	
			Part 3	Permanent	1/1f	Yes	
			Part 3	Permanent	1/1g	Yes	
			Part 3	Permanent	1/2	Yes	
			Part 3	Rights	1/3b	Yes	
			Part 3	Temporary	1/3c	Yes	
			Part 3	Rights	1/4b	Yes	
			Part 3	Permanent	2/1e	Yes	
			Part 3	Permanent	2/1f	Yes	
			Part 3	Rights	2/1h	Yes	
			Part 3	Permanent	2/1i	Yes	
			Part 3	Permanent	2/1j	Yes	

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Obj No.i	Name/ Organisation	RR Ref Noiii	Interest vi	Permanent/ Temporary vii	Plot(s)	CA?viii	Status of Objection
			Part 3	Permanent	2/1k	Yes	
			Part 3	Permanent	2/1l	Yes	
			Part 3	Permanent	2/1m	Yes	
			Part 3	Rights	2/1o	Yes	
			Part 3	Rights	2/1p	Yes	
			Part 3	Temporary	2/1r	Yes	
			Part 3	Temporary	2/1s	Yes	
			Part 3	Permanent	2/1v	Yes	
			Part 3	Permanent	2/1w	Yes	
			Part 3	Permanent	2/2a	Yes	
			Part 3	Permanent	2/2b	Yes	
			Part 3	Permanent	2/2c	Yes	
			Part 3	Permanent	2/2e	Yes	
			Part 3	Permanent	2/2f	Yes	
			Part 3	Permanent	2/2h	Yes	
			Part 3	Permanent	2/2i	Yes	
			Part 3	Permanent	2/2j	Yes	
			Part 3	Permanent	2/2l	Yes	
			Part 3	Permanent	2/2m	Yes	
			Part 3	Permanent	2/2n	Yes	
			Part 3	Permanent	2/2o	Yes	
			Part 3	Permanent	2/2r	Yes	
			Part 3	Permanent	2/2s	Yes	
			Part 3	Permanent	2/2t	Yes	
			Part 3	Permanent	2/2u	Yes	
			Part 3	Permanent	2/7b	Yes	
			Part 3	Permanent	2/10	Yes	
			Part 3	Permanent	2/12	Yes	

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Obj No.i	Name/ Organisation	RR Ref No.iii	Interest vi	Permanent/ Temporary vii	Plot(s)	CA?viii	Status of Objection
			Part 3	Permanent	2/13b	Yes	
			Part 3	Temporary	2/13c	Yes	
			Part 3	Permanent	2/14	Yes	
			Part 3	Permanent	2/15	Yes	
			Part 3	Permanent	2/19c	Yes	
			Part 3	Permanent	2/20	Yes	
			Part 3	Temporary	3/1d	Yes	
			Part 3	Permanent	3/1e	Yes	
			Part 3	Permanent	3/1f	Yes	
			Part 3	Rights	3/1g	Yes	
			Part 3	Temporary	3/1h	Yes	
			Part 3	Temporary	3/1i	Yes	
			Part 3	Permanent	3/1m	Yes	
			Part 3	Temporary	3/1n	Yes	
			Part 3	Permanent	3/1o	Yes	
			Part 3	Rights	3/1p	Yes	
			Part 3	Rights	3/1q	Yes	
			Part 3	Permanent	3/1r	Yes	
			Part 3	Permanent	3/1s	Yes	
			Part 3	Temporary	3/1t	Yes	
			Part 3	Permanent	3/1u	Yes	
			Part 3	Temporary	3/1v	Yes	
			Part 3	Rights	3/1w	Yes	
			Part 3	Rights	3/1x	Yes	
			Part 3	Permanent	3/1y	Yes	
			Part 3	Rights	3/1aa	Yes	
			Part 3	Permanent	3/2a	Yes	
			Part 3	Permanent	3/2b	Yes	

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Obj No.i	Name/ Organisation	RR Ref No.iii	Interest vi	Permanent/ Temporary vii	Plot(s)	CA?viii	Status of Objection
			Part 3	Permanent	3/2c	Yes	
			Part 3	Permanent	3/2e	Yes	
			Part 3	Permanent	3/2f	Yes	
			Part 3	Permanent	3/2g	Yes	
			Part 3	Permanent	3/2h	Yes	
			Part 3	Permanent	3/2o	Yes	
			Part 3	Permanent	3/2p	Yes	
			Part 3	Temporary	3/4	Yes	
			Part 3	Permanent	3/7	Yes	
			Part 3	Permanent	3/11	Yes	
			Part 3	Permanent	3/13a	Yes	
			Part 3	Permanent	3/13b	Yes	
			Part 3	Permanent	3/21	Yes	
			Part 3	Permanent	4/1a	Yes	
			Part 3	Temporary	4/1c	Yes	
			Part 3	Permanent	4/2a	Yes	
			Part 3	Permanent	4/2c	Yes	
			Part 3	Permanent	5/3a	Yes	
			Part 3	Temporary	7/1a	Yes	
			Part 3	Temporary	7/1b	Yes	
			Part 3	Temporary	7/1c	Yes	
			Part 3	Temporary	7/1d	Yes	
			Part 3	Temporary	7/1f	Yes	
			Part 3	Temporary	7/1h	Yes	
			Part 3	Temporary	7/1i	Yes	
			Part 3	Temporary	7/2	Yes	
			Part 3	Permanent	7/3f	Yes	
			Part 3	Permanent	7/3g	Yes	

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Responses to the Examining Authority's First Written Questions

Obj No.i	Name/ Organisation	RR Ref No.iii	Interest vi	Permanent/ Temporary vii	Plot(s)	CA?viii	Status of Objection
			Part 3	Temporary	7/9	Yes	
			Part 3	Temporary	7/10	Yes	
			Part 3	Temporary	7/12	Yes	
			Part 3	Temporary	7/13	Yes	
			Part 3	Permanent	8/2	Yes	
			Part 3	Permanent	8/4d	Yes	
			Part 3	Permanent	8/4e	Yes	
			Part 3	Permanent	8/4g	Yes	
			Part 3	Permanent	8/4i	Yes	
			Part 3	Permanent	8/4j	Yes	
			Part 3	Permanent	8/4k	Yes	
			Part 3	Permanent	8/4l	Yes	
			Part 3	Permanent	8/4m	Yes	
			Part 3	Permanent	9/5b	Yes	
			Part 3	Permanent	9/5c	Yes	
			Part 3	Permanent	9/6a	Yes	
			Part 3	Permanent	8/13	Yes	
			Part 3	Permanent	8/17	Yes	
			Part 3	Temporary	8/18	Yes	
			Part 3	Temporary	8/19	Yes	
			Part 3	Permanent	8/20	Yes	
			Part 3	Temporary	9/3	Yes	
			Part 3	Rights	9/6b	Yes	
	Network Rail Infrastructure Limited	RR-007	Cat 1	Temporary	8/5	Yes	Extensive dialogue during preliminary bridge design and agreeing outline AIP with meetings held 7 January 2016, 5 December 2016, 23 January 2017 and 8 June 2017. Protective Provisions have been issued and Network Rail
			Cat 1	Permanent	8/6	Yes	
			Cat 1	Permanent	8/7	Yes	
			Cat 1	Temporary	8/8	Yes	
			Cat 1	Permanent	8/9	Yes	

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Obj No.i	Name/ Organisation	RR Ref Noiii	Interest vi	Permanent/ Temporary vii	Plot(s)	CA?viii	Status of Objection
							Infrastructure Limited are engaging with Highways England to agree wording.
	Euro Garages Limited	RR-013	Cat 1	Temporary	3/8a	Yes	Meetings 7 May 2019 and 20 August 2019 to discuss various technical issues regarding access, traffic flows, operation of the site, mitigation measures etc. Land requirement comprises a small area of temporary land take, no acquisition of land involved. Email 27 September from Euro garages agent confirming that their present objective is to mitigate the adverse effects of the scheme and to that end they will continue to engage with Highways England and dependent on the outcome Euro garages may need to participate in the examination.
			Cat 1	Temporary	3/8b	Yes	
			Cat 1	Temporary	3/9a	Yes	
			Cat 1	Temporary	3/9b	Yes	
	Haven Care Group Limited	RR-015	Cat 1	Permanent	3/15a	Yes	Likely blight notice to be submitted towards the end of 2019 in respect of 18 Queensway. Discussed compensation in the event of Haven Care (tenant) relocating from 255 Ashbourne Road. Also discussed agreement in respect of frontage land to be acquired for scheme. To be progressed during examination period, HOTs to be issued following agreement over land value.
			Cat 1	Permanent	3/15b	Yes	