

**DERBYSHIRE COUNTY COUNCIL**

**CABINET**

**11 February 2021**

Report of the Director – Economy, Transport and Environment

**A515 ASHBOURNE TRANSPORT STUDY – PREFERRED OPTION  
SELECTION (HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To advise Cabinet of the findings of further assessment and recent public consultation into transport issues around Ashbourne, to outline potential solutions, and to recommend a preferred option and next steps.

(2) **Information and Analysis**

**Overview of Previous Decisions and Commissioned Studies**

**Stage 1**

At its meeting of 29 June 2017, Cabinet agreed for detailed investigations, surveys and preparatory work to be undertaken to explore strategic solutions to the traffic issues being experienced within the unique historic core of Ashbourne (Minute No.195/17 refers). This particularly related to north-south movements along the A515 which connects the Peak District National Park to the national strategic road network (via the A50 trunk road) and passes through Ashbourne town centre. The work included procuring consultants to carry out Stage 1 activity (detailed surveys, site analysis and the development of strategic options) and to initiate a programme of stakeholder engagement with local businesses, residents and Members of Parliament.

The findings of Stage 1 were reported to Cabinet in April 2018 and a brief summary of the three reports associated with this work is provided below:

The Baseline Conditions report:

- Provided an up-to-date assessment of traffic levels within the town, both to quantify the scale of existing problems and as a basis upon which the effectiveness of potential interventions could be tested. Results showed that volumes of traffic on a number of town centre routes were as high as 10,000 to 12,000 vehicles per day.
- Utilised newly-gathered data to assess the degree to which traffic within the town has local or external origins and destinations. This was particularly informative with regard to the A515 and north-south

movements, with almost half (46%) being identified as 'through' traffic with no origin or destination within the town - which confirms the strategic nature of the roads and significance of the issues to be addressed.

- Included an assessment of the performance of 11 key junctions in and around Ashbourne town centre.
- Provided an initial estimate of the valuation which could be placed on delays caused to users of the network; this is particularly important given that the value of time 'saved' by the implementation of any improvement scheme is likely to be the basis of a full business case submitted to funders.
- Utilised collision statistics to provide a monetary value associated with road collisions.

The Forecasting Report took account of likely growth in traffic over future years associated with the planned development identified in the Derbyshire Dales Local Plan. Not surprisingly, further deterioration in the performance of key junctions was forecast. The report also included an initial assessment of how the performance of each of the tested junctions would be affected by the reassignment of through traffic onto a nominal western bypass (reflecting the current County Council policy position at that time, rather than any fixed alignment). Although it is important to note that a bypass would not entirely remove the queues and delays associated with existing and forecast traffic, it would clearly make a material difference to the operation of the highway network within the town.

The Options Report assessed a range of possible traffic management interventions, including the improvement of individual junctions, revised one-way systems, and both eastern and western town bypasses to carry north-south traffic. This report concluded that it was sensible to review the case for an improvement of the Derby Road/Sturston Road junction alongside development of proposals for a bypass.

The conclusion of Stage 1, therefore, was that although there was scope for highway improvements within the town, the levels of delay and potential of a western bypass to remove through traffic merited further assessment of options. As Cabinet had been advised in the June 2017 report, assessment of other feasible options still needed to be retained for comparison, even where these had previously been dismissed.

On 26 April 2018, Cabinet considered the findings of Stage 1 and resolved to:

- *Note the work carried out to date on strategic transport options for Ashbourne, as summarised in the body of the report, and authorise the Strategic Director – Economy, Transport and Environment to approve final versions of the report.*
- *Note the progress made on related developments in and around Ashbourne.*

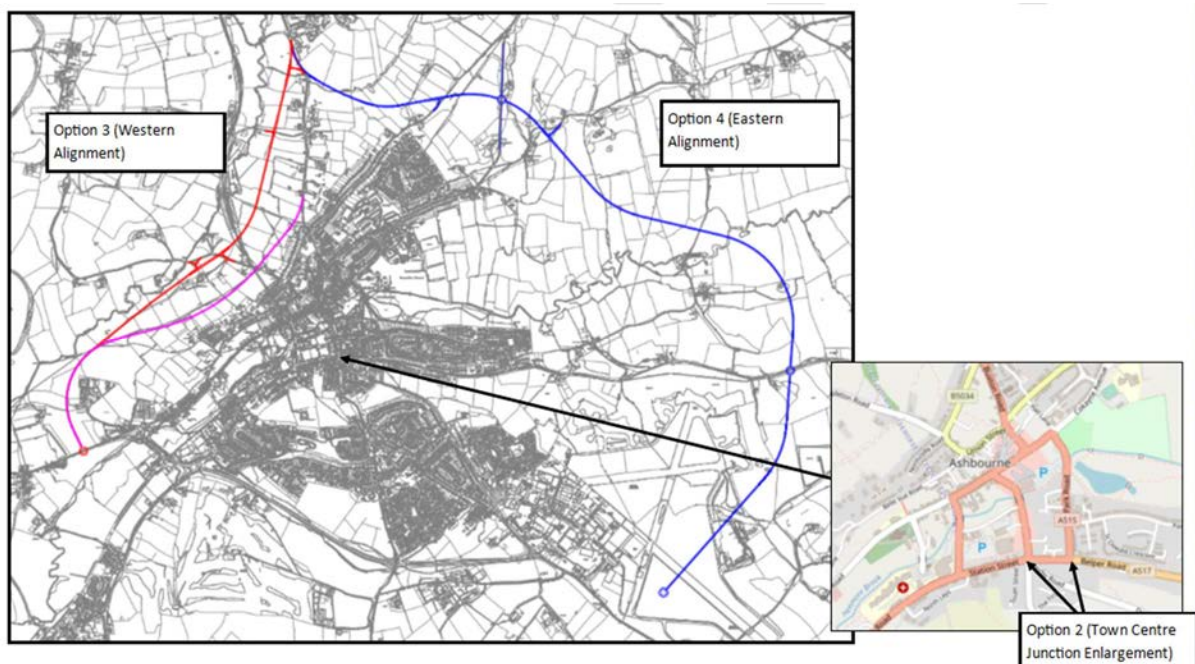
- Agree to “further appraisal” work being carried out at Stage 2 and that it be funded from existing budgets.
- Approve the suspension of land transactions involving County Council property relevant to the development of potential western bypass options.
- Note that a further report would be submitted to Cabinet following completion of the Stage 2 work. (Minute No.124/18 refers).

## **Stage 2 Assessment**

Much of the time since the 2018 Cabinet report has been taken up by the production of a new traffic model for the town and surrounding area. This is essential to any business case presented as part of an application for Government funding and will ensure that a robust case can be presented in support of planning and land assembly processes. The model used in the Stage 2 work is based upon 2019 traffic levels, replicating real-world conditions as closely as possible so that future traffic and network changes are forecast accurately. The degree of accuracy of the Ashbourne model is very good and no problems are anticipated in this being accepted as ‘fit for purpose’.

Cabinet should note that the disruption to traffic levels from COVID during 2020, both in the short term and in forecast years, will have to be taken into account in any business case for grant funding. This is potentially a significant issue because the nominal value for money of any solution reflects the scale of the problem which it solves. However, at present, there is no certainty over how traffic levels under ‘normal’ conditions will differ from those which have been experienced and what might have been predicted without the disruption, and this will need to be kept under review as funding options are explored.

The Stage 2 work has used the traffic assessment model alongside engineering assessments and consideration of environmental issues, on a refined set of options. The route alignments are shown on Figure 1 below:



### **Western Bypass Option A**

This option would comprise of a new bypass, approximately 2,817m in length, between the A52 Mayfield Road and A515 Buxton Road, bypassing Ashbourne town centre to the west of the town. The bypass would connect onto the A52 at a new roundabout, approximately 280m west of the existing Mayfield Road roundabout. It is currently envisaged this would be a three-arm roundabout of a similar size and layout to the existing Mayfield Road roundabout.

From the new A52 roundabout, the bypass will run on a north-eastward alignment for approximately 1,500m and meet Mapleton Road approximately 428m from the existing Mapleton Road/North Avenue Junction. At this location a new, at-grade junction would be provided between the bypass and Mapleton Road. The junction has been modelled as a staggered junction with the bypass as the major arms, with a ghost island, right turn flare layout providing storage in each direction for right turners into Mapleton Road.

Mapleton Road was represented in the base year and 'Do-Minimum' model networks with an HGV ban to prevent HGVs from assigning along an unsuitable route which they would not use in practice. This existing HGV ban coding along Mapleton Road was retained with the scheme.

The bypass would continue north-eastwards for approximately 740m where a new T-junction would provide access to Callow Top Holiday Park to the east. The junction was modelled with a right turn flare for access to Callow Top Holiday Park. It is proposed that the existing access from the A515, as far as the bypass, would be removed as part of this option.

From the Callow Top Holiday Park access, the bypass would continue on a north-eastward alignment for approximately 450m, to a new at-grade priority junction with the A515 south. It is proposed that the A515 would become the minor arm at this junction which would allow all movements between the bypass and the A515 south in both directions, with a right turn flare of five PCUs provided for northbound traffic on the bypass to access the A515 south. The bypass would then continue north-eastwards for a further 75m where a new junction with the A515 north would be formed, approximately 20 metres south of the existing junction with Spend Lane. This would allow southbound vehicles on the A515 to diverge onto the bypass or continue south on a one-way link along approximately 75m of the original alignment of the A515, before giving way to traffic from the bypass to the A515 south.

### **Western Bypass Option B**

This option would comprise a new bypass between the A52 Mayfield Road and A515 Buxton Road, bypassing Ashbourne town centre to the west of the town. The bypass would connect onto the A52 at a new roundabout at the same location as in Western Bypass Option A. The bypass would be situated further to the south than the Western Bypass Option A described above.



No connection with Mapleton Road would be established; instead, it is proposed that Mapleton Road would be bridged over the new bypass.

The bypass would continue for approximately 2,060m from the A52 connection to meet a new, at-grade priority junction with the A515 south. It is proposed the A515 would become the minor arm at this junction which would allow all movements between the bypass and the A515 south in both directions, with a right turn flare of five PCUs provided for northbound traffic on the bypass to access the A515 south. The bypass would then continue north-eastwards for 75m where a new junction with the A515 would be formed approximately 175m metres north of the existing A515 junction with Windmill Lane/North Avenue. This would allow southbound vehicles on the A515 to diverge onto the bypass or continue south on a one-way link along approximately 75m of the original alignment of the A515, before giving way to traffic from the bypass to the A515 south, some 100m north of the A515/Windmill Lane/North Avenue junction.

### **Eastern Bypass Option**

This option would comprise a new bypass running between the spine road of the Ashbourne Airfield development and the A515 Buxton Road near Sandybrook Hall, approximately 5,540m in length. It has been assumed the bypass would connect into an internal roundabout on the Airfield link road (via which access to the A52 would be provided), run north-east for approximately 1,458m and meet the A517 at Bull Hill, where a new roundabout would be provided.

From this roundabout the bypass would run on a north-westerly alignment for approximately 2,133m to the minor road to Offcote to the west, where a new T-junction would provide a link. A right turn flare would be provided for turners from the southern bypass arm of the junction towards Offcote. The part of the existing lane between the B5035 and the bypass (to the east of the bypass) would be severed by the bypass, and it is proposed that this would be made access-only from the B5035 to provide access to Copley Fields Farm.

From this T-junction, the bypass would continue to run on a north-westerly alignment for approximately 350m to its junction with the B5035 at a new roundabout. From this roundabout, the bypass would continue on a north-westerly alignment for approximately 337m to a new T-junction providing a link with Windmill Lane to the west. A right turn flare would be provided for right turners from the north-western bypass arm of the junction to Windmill Lane west. The existing part of Windmill Lane from the B5035 (to the east of the bypass) would be severed by the bypass and it is proposed this is made 'access only' from the B5035 to the various agricultural buildings situated on the lane. The bypass would continue on a north-westerly alignment for approximately 1,307m and connect into the A515 Buxton Road near Sandybrook Hall where a new T-junction would provide a connection to the A515 to the south. It is proposed the bypass and A515 north would become

the major arms, with a right turn flare provided for right turners from the A515 north to the A515 south.

### **Town Centre Option**

This option would compromise capacity improvements to the Station Street/Compton Street/Sturston Road/Derby Road/Old Hill junction. An extra lane of approximately 60m would be provided for vehicles turning left from Sturston Road to Derby Road. A series of banned movements would also allow additional capacity to the junction through modification of the traffic signal staging. These are:

- no right turn from Compton Street to the A515;
- no right turn from Sturston Street to Compton Street;
- no left turn from Derby road to the A515; and
- no left turn from the A515 to Compton Street.

Banning the turning movements identified above would permit the pedestrian crossings on the Station Street and Compton Street arms of the junction to operate on a 'walk with traffic' basis. The pedestrian-only stage would be removed from the signal staging, thus increasing the capacity of the junction. As part of the junction improvement, the cycle time of the traffic signals could be reduced to 90 seconds, reducing pedestrian wait times.

### **Traffic Assessment**

Cabinet will appreciate that the comparison of options, as set out above, is not a question of any one simply being 'better' than the others in solving the traffic problems. Each bypass option would attract different volumes of traffic (as would the town centre option) and could result in increased traffic on some other local roads and decreased traffic on others. This picture would change over time, reflecting changes in the baseline situation as developments such as the Airfield Industrial Estate expansion are brought forward. Also to be considered is that the Council may introduce other traffic management measures alongside its preferred bypass option which, at this stage, are not taken into account.

Assessments have been carried out for a nominal scheme-opening year of 2025 and also for 2051.

A summary of the key impacts on principle and other routes is set out below:

- **Principle Routes**

A52 Swinscoe Hill: There would be an increase in both directions in 24-hour Annual Average Daily Traffic (AADT) total vehicle flow under the Western Bypass options A and B. That is, more vehicle trips would be attracted to this route due to the western alignment of these options. Under the Eastern Bypass and Town Centre options there would be a decrease in 24-hour AADT total vehicle flow northbound and a slight increase southbound.

A515 Clifton Road: There would be an increase in 24-hour AADT total vehicle flow under the Western Bypass options A and B as these would increase capacity in the A515 corridor. There would be a decrease in 24-hour AADT total vehicle flow under the Eastern Bypass and Town Centre options.

A52 Ashbourne Road (Airfield): There would be a decrease in 24-hour AADT total vehicle flow under both Western Bypass options and the Eastern Bypass option. A larger decrease would be seen with the Eastern Bypass option which would provide a high-standard link between the A52 and A517 and reduce flows along the minor roads between these radials (some of which trips would pass through this location). The town centre option would increase 24-hour AADT total vehicle flow at this location due to the extra capacity it would provide through the town centre.

A517 Belper Road: There would be a decrease in 24-hour AADT total vehicle flow in most options. A larger decrease is seen with the Eastern Bypass option due to the alignment of this option and proximity to this location. An increase would be seen eastbound under the town centre option due to the extra capacity provided at the signalised Station Street/Compton Street/Sturston Road/Derby Road/Old Hill junction on the A515 by this option.

- **Historic Core**

In all work looking at options for Ashbourne a key objective has been to protect the town's historic centre from traffic. At Station Road, there would be a decrease in 24-hour AADT total vehicle flow under both of the Western Bypass options and, to a smaller extent, under the Eastern Bypass option. A larger decrease is seen in a northbound direction with the Western Bypass options due to the alignment of the option providing an alternative route to northbound traffic routing through the town centre and the current one way system within Ashbourne town centre which sees southbound traffic use other routes to travel through the town. The Town Centre option would increase flows at this location.

## **Environmental Constraints**

An Environmental Constraints assessment has been carried out within the Stage 2 work, and a full report is included as Appendix 1. This assesses each of the four route options against a range of criteria that help judge impact on the built and natural environment:

- Air Quality
- Cultural Heritage
- Landscape and Visual
- Biodiversity
- Geology and Soils
- Noise and Vibration
- Population and Human Health

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- The Water Environment
- Climate

Assessment against these criteria will form the Environmental Statement, probably the single most important document that will be submitted with a planning application for the preferred option.

It is not the intention of this Cabinet report to deal with each criterion in full or to overlook its importance; these will be subject to full scrutiny in due course, in particular through the consideration of a planning application for the scheme. However, it is important that Cabinet is aware where it may be difficult or impossible to overcome adverse impacts, prior to making a decision on next steps.

Each route option has been assessed by external, independent consultants against in terms of its impact on the above criteria and a red, amber, green rating has been awarded. A summary of the RAG ratings is provided below:

Table 3-1 Summary of RAG Ratings

Option	Air Quality	Cultural Heritage	Landscape and Visual	Biodiversity	Geology and Soils	Noise and Vibration	Population and Human Health	The Water Environment	Climate	Overall RAG Rating
Western Bypass Scheme A	Green	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber
Western Bypass Scheme B	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Amber	Green	Amber
Eastern Bypass Scheme	Green	Amber	Amber	Amber	Amber	Amber	Red	Green	Green	Red
Town Centre Improvement Option	Amber	Amber	Green	Green	Green	Amber	Amber	Green	Green	Amber

The overall RAG rating (shown above) for each option is derived from all environmental factors. The accumulation of the overall RAG rating is based on professional judgement and is not a straight indicator of the potential for significant effects. This could be changed at a later stage where new baseline data is identified, and additional design detail becomes available.

RAG ratings are attributed as follows:

- **Red:** Environmental constraints that cannot be addressed using established and readily deliverable design solutions or mitigation thereby posing a threat to project delivery;
- **Amber:** Environmental constraints that, whilst likely to cause substantially adverse impacts, can potentially be resolved / mitigated but with possible implications for a project program; and
- **Green:** Environmental constraints that are likely to be resolved/ mitigated for a project program.

At this stage, it is clear that only one scheme option has been assessed as having 'red' impacts – or 'environmental constraints that cannot be addressed using established and readily deliverable design solutions or mitigations'; this is the Eastern bypass option judged against the population and human health criteria and is linked to the impact upon proposed and consented development within the Airfield Industrial Estate expansion area.

### Costs and Value for Money

It is important to recognise there are two important considerations with regard to scheme economics. The value for money assessment for any scheme demonstrates the extent to which this represents good use of public resources and would be a key consideration in attracting Government grant. The 'benefit' side of this equation is dominated by the valuation of travel time for users of the network, so does not translate into income for the promoters of the scheme.

Separately, the cost of each option must be considered against the resources likely to be available. The distinction is particularly important in comparing Eastern and Western bypass options for Ashbourne, all of which show provisional value for money outcomes within a relatively small range; Benefit/Cost Ratios of between 1.6 and 1.8.

What this reflects is that although the eastern option actually generates quite significant benefits (and could hence justify more external grant), it would also cost significantly more than the alternatives. Its estimated cost in 2019 prices is approximately £37 million compared to £20 million to £21 million for the Western options, meaning that it would require a significantly larger local contribution (e.g. from local government or the planning process) to supplement grant funding, and also a greater contingency budget.

Cabinet is also advised that, as reflected in the Population and Human Health assessment, the Eastern option would have significant impacts upon planned land use development and housing, the mitigation of which has not been assessed in detail. Taking into account the concerns of Derbyshire Dales District Council (DDDC) and of key landowners, the result would quite possibly need to be a longer bypass route avoiding the Airfield, incurring additional cost and also introducing further environmental impacts. This option would, therefore, need to be supported by a much greater core and risk budget than the alternatives.

Cabinet's attention is drawn to the fact that in terms of scheme economics the town centre option performs well. Its costs would be relatively modest compared to the bypass options (just over £6 million in 2019 prices) and it would also generate good value for money. However, these findings need to be balanced alongside the key question of whether it meets the core objectives of the project, to reduce the impact of traffic on the town's historic core.

### **Response to Public Consultation Autumn 2020**

It had been hoped to carry out a traditional (physical) public consultation on scheme options in late 2020. Circumstances dictated a change in approach to a 'virtual' event which took place from November to December 2020 and was successful in terms of gathering a large number of responses (some 885) and also in returning a clear set of preferences from the public. Appendix 2 provides full details of the consultation response but a summer of key issues is set out below:

- With regard to the problem or problems to be solved, approximately 80% of respondents reported themselves "very concerned" over HGVs travelling through the town's historic core. Whilst a significant percentage (67%) was also "very concerned" over delays and congestion, this indicates that respondents have not simply identified issues which affect them as individuals but are concerned with the best interests of the town.

- Some 95% identified a bypass option as the preferred outcome, with under 1% stating that none of the options were supported.
- Of those supporting bypass options, a clear majority favoured the Western options (68% of the total, with 26% favouring an Eastern option).
- Derbyshire Dales District Council has made a formal resolution to support a Western option (see below).
- Of those supporting Western bypass options, 70% preferred Option A (further from the town and allowing a junction with Mapleton Road).

The opportunity was also taken in the consultation to test the level of public support for measures in the town introduced in 2020 as part of the Emergency Active Travel programme. A direct question was posed over Compton Street being made permanently one-way northbound. Some 61% of respondents did favour this, with 19% opposed and the remainder unsure or having no opinion. Whilst, therefore, the scheme is not universally supported it does carry a clear level of public support. Cabinet will note, though, that a decision on this will need to be taken following the standard procedure for processing Traffic Regulation Orders.

### **Responses from Public Bodies**

- **Derbyshire Dales District Council**  
The consultation was considered at the Council's Community and Environment Committee meeting of 16 December 2020, with the following resolutions:
  1. That Derbyshire County Council be advised that the District Council supports the provision of a Western bypass (Option 3) for Ashbourne.
  2. That the District Council advises Derbyshire County Council that, on the basis of the alignment shown, it does not support the provision of an Eastern bypass (Option 4) for Ashbourne.
  3. That the District Council advises Derbyshire County Council that it considers that, in order to improve both traffic and environmental conditions within Ashbourne town centre in the short to medium term, mitigation measures should be implemented as soon as feasibly possible.

The reasoning given in the report relating to resolution 2 and the Eastern bypass option is its 'impacts upon housing and development land allocated in the Derbyshire Dales Local Plan'.

- **Peak District National Park Authority**  
The National Park Authority has recognised that all scheme options fall outside its boundary but has provided constructive comments which are relevant to next steps. In summary, the Authority is keen to ensure that in assessing potential bypass or other measures to address the traffic situation in Ashbourne, such measures do not significantly increase traffic flows across the National Park. Such increases are likely to negatively

affect receptors within the National Park in relation to air quality and noise. Any increase in traffic along the A515 is also likely to increase severance and worsen conditions at already problematic junctions, particularly Parsley Hay and Tissington crossroads. The A515 has already been subject to a number of remedial measures to address road safety. Any significant increase in traffic is likely to worsen road safety, thus driving the need for additional, and potentially intrusive remedial measures.

The Tissington Trail acts as an important multi-user route linking Ashbourne and the Peak District National Park, as well as a green corridor for wildlife. Anecdotally, it acts as an attraction for Ashbourne itself, bringing economic benefit to the town, as well as providing health and wellbeing benefits to residents. It is important that if any Western bypass scheme is brought forward, that the amenity and integrity of the Tissington Trail, including the Mapleton Lane site, are maintained. Where possible, improvements to walking and cycling access between Ashbourne and the Tissington Trail should be included in any measures to improve traffic flows within the town.

- Environment Agency  
The Agency has provided very useful comments which will be invaluable in pursuing the preferred option. In summary:

### **Designing for Flood Risk**

All the bypass options include sections within the floodplain of the River Dove/Bentley Brook or the Henmore Brook and the Agency stresses that any of these will need to be designed in accordance with the National Planning Policy Framework to prevent any increase in flood risk and, where possible, reduce flood risk overall. The Eastern option also crosses the Henmore Brook and, in addition, would need to be designed as a clear spanning structure, with abutments set outside of the flood plain, and set back from the top of the bank of the watercourse.

### **Biodiversity**

With regards to the Western bypass:

Route A would be close in proximity to the Bentley Brook at a very constrained point between the brook and The Stables. The Agency would expect a buffer zone of at least 8m from the top of bank to any infrastructure or temporary works in order to protect the brook and its associated riparian habitat.

Route B is further away from the Bentley Brook and would also have reduced impacts on the Tissington Trail Local Wildlife Site.

The Agency would expect the scheme to achieve Biodiversity Net Gain and would welcome any improvements that could be made to the riparian



corridor. At present, the grassland in the areas is overgrazed and the Brook is failing to reach good ecological status under Water Framework Directive for fish due to barriers and agricultural practices. So if any requirements for habitat creation are required for the scheme's mitigation or Biodiversity Net Gain, then the riparian corridor should be prioritised as this would provide multiple benefits to the river and blue/green corridor connectivity.

### **Pollution Prevention Measures and Protection of Water Quality**

The prevention of pollution to the surrounding land and watercourses from road runoff and during the construction phase will need to be considered for whichever route is taken forward. Detailed information will need to be provided to ensure that any pollution is managed.

- **Other Representative Bodies**

Ashbourne Town Council  
Ashbourne Town Team  
Council for the Protection of Rural England  
Dales Green Party  
Derbyshire Dales Ramblers  
Derby and Derbyshire Local Access Forum  
Mayfield Parish Council  
Ramblers Derbyshire Dales Group

Key issues raised include:

- The need to make full provision for Rights of Way, the Tissington Trail and other recreational facilities
- The validity in current circumstances of traffic forecasts, the strategic case for the scheme and the assessment of carbon emissions
- The need for further consideration of side road impacts, and to ensure that Staffordshire County Council is consulted where its assets would be affected
- The need for a collaborative approach to further development work on a preferred option, and consideration of whether some complementary traffic management measures could be introduced in the interim
- A view that the objective of removing Heavy Goods Vehicle traffic from the town could be achieved through weight restrictions

All of these are valid and important, and need to be central to further work on a planning application, land assembly and any business case submitted for funding. It will remain the case that the County Council, as the promoter of any scheme, will need to demonstrate that it has carried out all appropriate assessments and has considered all reasonable alternatives. None of these considerations, though, preclude the selection of a preferred scheme as recommended.

Within these responses views are also expressed that in some respects an eastern bypass alignment could be preferable, in particular with regard to Rights of Way crossings, and also (from one of the organisations) that the 'inner' western option is preferred and that connection points to the A515 could be reviewed. These comments, other than the final point, do conflict with the substantial technical and consultation support for the outer western option as set out in this report. Junction provision for the preferred option, though, will need to form part of further work in developing the preferred option.

### **Consequences of Preferred Option Selection**

The most significant matter arising from the selection of a preferred option is regarding land-use planning. Cabinet will note that, as a 'County Matter', a planning application for a major highway scheme would normally be dealt with by the County Council itself. Applications for other development which could place constraints in the way of the scheme would be dealt with by DDDC. It would therefore be normal practice for the local highway authority (Derbyshire County Council) to request protection of the preferred route through the Local Plan, noting that the deliverability of the scheme could be challenged should any party object to this protection.

Cabinet will wish to note, with regard to the likelihood of any such protection being granted through the Local Plan, that DDDC's Community and Environment Committee resolved on 16 December 2020 that DDDC would not support an Eastern bypass but would support Western bypass Option 3. Clearly, this is a material consideration for the County Council in selecting its preferred option in that the Eastern option could be at risk of 'competing' development being supported by DDDC, thus placing constraints on the bypass being brought forward.

Cabinet should be aware that the selection of a preferred bypass option may be deemed to impact upon the ability of landowners to sell at market value and that this can result in the submission of 'blight notices' under the Town and Country Planning Act 1990. This could result in an obligation for the highway authority to purchase the land or property.

### **Recommendation of Preferred Option**

<b>Option</b>	<b>Western A</b>	<b>Western B</b>	<b>Eastern</b>	<b>Town Centre</b>
Addressing core objectives				
Environmental constraints				

Value for money and affordability				
Level of support				

From this assessment, clear recommendations for Cabinet are:

- That the Eastern bypass option should now be dismissed from all further assessment.
- That the town centre option should be dismissed as the 'core' proposition, but that it should be refined and considered alongside stakeholder proposals to complement the preferred option and potentially to identify mitigation measures to ameliorate traffic impacts in the short term

The distinction between the two Western options is not so clear cut:

- Their costs are comparable.
- Their traffic impacts across the area as a whole are also comparable.
- Neither is judged to raise fundamental environmental concerns which cannot be allayed through mitigation. However, Option A performs slightly better against air quality and climate criteria and also against attracting HGV traffic. It also received, by some margin, stronger support in responses to consultation. On this basis, to ensure that there is clarity for interested parties, it is also recommended that Western Bypass Option B be dismissed from further assessment.

### **Next Steps**

A fundamental consideration for Cabinet and for all interested parties in this project is that selection of a preferred option does not constitute certainty over either delivery or acceptability. The former requires further consideration of funding options, planning consent and land assembly; the latter requires planning consent as a test, and this represents the next key stage of project development.

Should Cabinet accept the findings of this report, it is recommended that officers produce briefs and seek fee proposals for work which would be required to support a planning application. This would include an Environmental Statement and preliminary highway design for the preferred option. Should Cabinet accept the recommended route (Western Bypass A) this work would also include an assessment of options for Mapleton Road and for the Tissington Trail and other walking and cycling routes.

In parallel to establishing the costs of work as outlined above, officers will carry out and liaise with relevant agencies over the current potential for grant funding. Cabinet will be aware that, understandably, Government has not been able to provide as much certainty over future programmes as might have

been the case, although some certainty may emerge in association with the planned Spring Budget in March.

The conclusions of these investigations will need to be reported to a future Cabinet meeting with recommendations on any work to be commissioned in the context of the funding climate.

(3) **Financial Considerations** Costs to date have been met from Capital allocations within the Highways and Transport programme. Should Cabinet agree to the recommendations of this report fee proposals will be sought for the next steps towards delivery, and appropriate budgets identified.

(4) **Property Considerations** The selection of a preferred option, as recommended in this report, will allow more detailed work to be carried out on the extent of land requirements and informal negotiation with landowners. Cabinet will note that authorisation of the use of compulsory purchase powers will need to follow the granting of planning consent.

(5) **Social Value Considerations** Further development of bypass proposals for Ashbourne is likely to provide significant opportunities for engagement with local schools, community groups and colleges.

(6) **Other Considerations**

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health and transport considerations.

(7) **Key Decision** Yes.

(8) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(9) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(10) **OFFICER'S RECOMMENDATIONS** That Cabinet:

10.1 Notes the significant work that has been undertaken to date to assess the traffic impacts and develop potential options

10.2 Notes the assessment of options to address traffic problems in Ashbourne and on responses to consultation on these.

10.3 notes the results of public consultation undertaken between November and December 2020 as summarised in this report and set out in detail at Appendix 2.

- 10.4 Agrees that Western Bypass Option A be confirmed as the 'preferred route' and that Western Bypass Option B and the Eastern Bypass be dismissed from further assessment
- 10.5 Requests that Derbyshire Dales District Council take steps to protect Western Bypass Option A against any competing land-use development.
- 10.6 Agrees to receive a further report on the costs of work towards a planning application and on potential funding for the preferred scheme.

**Tim Gregory**  
**Director – Economy, Transport and Environment**



# Environmental Constraints Reports

Ashbourne Traffic Options

Derbyshire County Council

Project number: 60640571

October 2020

Quality information

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Revision History

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# 1. Introduction

## 1.1 Background

- 1.1.1 Ashbourne is a small market town in the Derbyshire Dales and is located approximately 1.5 km south of the Peak District National Park. The A52 is a strategic east to west route across the Midlands. The A52 extends around the south of Ashbourne. The A515 extends in a roughly north to south direction and provides access between Ashbourne and Buxton.
- 1.1.2 Monitoring undertaken by Derbyshire County Council (DCC) has highlighted that currently, a high number of vehicles, including Heavy Goods Vehicles (HGVs), travel through Ashbourne. The current highway infrastructure within the town is not designed to accommodate current traffic levels and types that travel through it. As a result, traffic delays and queuing through the town is frequent, with a particular hotspot at the A515/ Belper Road/ Park Road/ Derby Road/ Sturston Road junction. This congestion contributes to noise and air pollution and reduces the amenity for residents and visitors.
- 1.1.3 DCC has commissioned AECOM to examine the causes and impacts of congestion along the A52 and A515 and possible solutions. Four options have been suggested which could improve traffic conditions through the town and on the A52 and A515. These include two Western Bypass Schemes, an Eastern Bypass Scheme and improvements to the Sturston Road/ A515/ Derby Road/ Belper Road junction (see Section 2).
- 1.1.4 AECOM have also been commissioned to identify and report on the environmental constraints associated with these options, which are reported here and within the High Level Landscape and Visual Study (Ref 1.1).

## 1.2 Purpose of this report

- 1.1.5 This report has been prepared to review the environmental constraints, risks and opportunities associated with the four options.
- Establish the key environmental constraints;
  - Identify the potential for adverse environmental effects using a Red/ Amber/ Green (RAG) rating (see Section 1.3 for details); and
  - Present initial recommendations in respect of environmental constraints/ opportunities should either of the packages be taken forward for further development.

## 1.3 Methodology

- 1.3.1 The environmental constraints identified within the study area are outlined in Section 4 of this report. Environmental constraints have been identified using publicly available information and are illustrated on Figures 1 to 4, available at Appendix A.
- 1.3.2 Local environmental designations have been considered within a 1 km study area around the proposed interventions, due to the relatively localised nature of the works. National designations within 2 km of the interventions have also been considered. These are illustrated by Figures 1 to 4 Environmental Constraints Plan at Appendix A of this report.
- 1.3.3 The study area for the High Level Landscape and Visual Study (Ref 1.1) was defined by a combination of data searches using available data online, professional judgement using available mapping and a high-level field survey.
- 1.3.4 High-level environmental constraints within the study area have been identified relating to:
- air quality;
  - cultural heritage;

- landscape character and visual effects;
- biodiversity;
- geology and soils;
- noise and vibration;
- population and human health;
- the water environment; and
- climate.

1.3.5 Within each of the environmental sections an indicative RAG rating has been provided which is based on a desk-based review of information. The purpose of the RAG rating is to provide an indication of the potential effect of the proposed scheme on the environment within the study area. The descriptions of the RAG ratings are provided below:

- **Red:** Environmental constraints that cannot be addressed using established and readily deliverable design solutions or mitigation thereby posing a potential risk to the initial project.
- **Amber:** Environmental constraints that, whilst likely to cause substantially adverse impacts, can potentially be resolved/mitigated but with possible implications for the delivery programme; and
- **Green:** Environmental constraints that are likely to be possible to be resolved/mitigated within the project programme and budget.

1.3.6 To gain a comprehensive understanding of the environmental context and the study area, this report should be read alongside the High Level Landscape and Visual Study (Ref 1.1) and the traffic studies which have been undertaken to analyse the impacts of the options on the local roads network.

## 2. Proposed Options

### 2.1 Overview of the proposed options

2.1.1 At this stage, there are four options which are being considered. These include the following:

- Western Bypass Scheme A;
- Western Bypass Scheme B;
- Eastern Bypass Scheme; and
- Town Centre Improvement Option.

#### Western Bypass Scheme A

2.1.2 This option comprises a new bypass located to the west of Ashbourne, which will connect to the A52 and lead north to the A515. This option would negate the need for traffic travelling north and south to travel through the town centre.

2.1.3 This option would intersect with Mappleton Road and the alignment of the Tissington Trail.

2.1.4 This option would be longest of the western bypass schemes and would see traffic being re-routed the furthest away from the urban edge of Ashbourne.

2.1.5 All other western bypass schemes would begin at the same point along the A52.

#### Western Bypass Scheme B

2.1.6 As with Western Bypass A, this option comprises a new bypass located to the west of Ashbourne, which will connect the A52 to the A515. This option would negate the need for traffic travelling north and south to travel through the town centre.

2.1.7 This option would also intersect with Mappleton Road and the Tissington Trail.

2.1.8 This option would be shorter than Western Bypass Scheme A and would intersect with the A515 much closer to the urban edge of Ashbourne. It would not intersect with the Tissington Trail but would be located adjacent.

#### Eastern Bypass Scheme

2.1.9 The Eastern Bypass Scheme would be longest of all the options. It would connect to the A52 to the A515 but, would be located to the east Ashbourne rather than the west. It would be accessed from the A52 and would travel through a former airfield (Ashbourne airfield), across agricultural fields and would intersect with three roads, the A517 Belper Road; the B5035 and Windmill Lane.

2.1.10 This option would also negate the need for traffic travelling north and south to travel through the town centre.

#### Town Centre Improvement Option

2.1.11 This option would include the widening of Station Road, at the Sturston Road/ A515/ Derby Road/ Belper Road junction, to include a pedestrian island and traffic signals. This is likely to require the removal of properties.

2.1.12 In addition, a dedicated left turn lane would include on Sturston Road, providing dedicated access onto Derby Road. This is likely to require removal of properties.

2.1.13 It is also assumed that all of the traffic signals at the junction would be replaced, including those on Park Road.

## 3. Site Context

### 3.1 Ashbourne and surrounding areas

- 3.1.1 Ashbourne is a small market town in the Derbyshire Dales and is located approximately 1.5 km south of the Peak District National Park.
- 3.1.2 The town is located over rolling topography. Land to the south-east and south-west the town is generally at 175 m Above Ordnance Datum (mAOD). To the north and towards the centre of the town, the topography falls down towards the Henmore Brook at approximately 120 mAOD. Further northwards, the topography rises towards approximately 155 mAOD.
- 3.1.3 The town is surrounded by agricultural land on all sides. The Ashbourne Golf Club is located to the south-west of the town. To the west, located at the boundary of the town, there is a domestic waste disposal site, allotments and water treatment works. To the north-west, is the start of the popular and regionally valued Tissington trail, which connects Ashbourne and Buxton.
- 3.1.4 To the south-east, at the urban edge of the town, there is the airfield industrial estate and a disused airfield. To the south, beyond the A52, there is Osmaston Camping and Caravan Park.
- 3.1.5 The land use within the town is generally residential, with some retail, industrial and tourism uses.

### 3.2 Ashbourne town centre

- 3.2.1 The centre of Ashbourne predominantly includes retail, hospitality and residential uses. Buildings are a mixture of old and new, but within the core, buildings are generally older with some dating back to the 16<sup>th</sup> Century.

## 4. Environmental Constraints

### 4.1 Air Quality

- 4.1.1 At this early stage in development of the options, operational traffic data has not been examined in detail to allow understanding of the changes in flows and potential for significant effects. As the packages intend to relieve existing congestion issues, it is considered the interventions are likely to reduce journey time for vehicles. This in turn may be likely to attract vehicles to the route from other surrounding routes, increasing traffic flows on the A52, A515 and other local routes.
- 4.1.2 The EU Ambient Air Quality Directive (Ref 4.1) contains pollutant Limit Values and Target Values. These are transposed into National Air Quality Objectives as set out in DEFRA's Air Quality Strategy (Ref 4.2). National Air Quality Objectives are set for pollutants such as Nitrogen Dioxide (NO<sub>2</sub>) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).
- 4.1.3 Local authorities are required to declare Air Quality Management Areas (AQMAs) where relevant National Air Quality Objectives are not likely to be achieved. A Local Air Quality Action Plan is then put in place to improve air quality in the AQMA.
- 4.1.4 At the time of preparing their Annual Air Quality Status Report (2019) (Ref 4.3), Derbyshire Dales District Council (DDDC) did not have any AQMAs within their administrative boundary. The nearest AQMA to Ashbourne is located in Derby (AQMA No.1: Ring Roads) approximately 17.5 km to the south-east.
- 4.1.5 There are currently three locations where NO<sub>2</sub> is monitored in Ashbourne, through the use of roadside diffusion tubes. One is within adjacent to the proposed Town Centre Improvement Option on the corner of Taylor Court and Sturston Court. On average, levels of NO<sub>2</sub> at this location have generally decreased between 2014 and 2018, from 27.06 µg/m<sup>3</sup> to 24.71 µg/m<sup>3</sup>. The second is located on the corner of St John's Street and the A515 (near Ashbourne Park), which is approximately 460 m north of the proposed Town Centre Improvement Option. On average, levels of NO<sub>2</sub> at this location have generally stayed consistent but, in 2018 levels notably decreased to 25.45 µg/m<sup>3</sup>. The third is located approximately 45 m north of the triangular junction between the Buxton Road and St John's Road, which is approximately 440 m north of proposed Town Centre Improvement Option. Historic data is not available at this location, but in 2018 levels of NO<sub>2</sub> were measured at 49.37 µg/m<sup>3</sup>.
- 4.1.6 Both western options and the eastern option would divert traffic away from Ashbourne town centre and into areas where there are currently (for the most part) no roads. This would likely relieve traffic congestion within the town centre and would likely reduce pollutant concentrations within the town. However, the options, in some locations, will extend past residential properties which currently are not located near to main roads. This may lead to an increase in pollutants at these properties. Given the generally low concentrations of pollutants within the town, it would be reasonable to assume that levels of pollutants beyond the urban edge would also be low and possibly lower than within the town centre. Therefore, levels of pollutants are unlikely to exceed nationally defined thresholds for air quality as result of the implementation of the western and eastern options. The Town Centre Improvement Option, should aid traffic flow through the town centre and therefore, would also be likely to reduce the level of pollutant concentrations within the town centre, as traffic would be stationary for less time. This may have a beneficial impact on nearby residential receptors.
- 4.1.7 The majority of eastern and western options would be constructed offline (i.e. away from existing roads) and diversion and closures are only likely to occur where the options would tie-in (i.e. join with) with existing roads however, these closures and diversions would only be temporary. Subsequently, there would generally be minimal disruption to traffic along the A52 and the A515. This would result in relatively limited changes in emissions exposure from traffic diversions or road works during construction. Construction dust emissions may affect residential receptors which are located within 200 m of construction works; within 50 m these effects are likely to be more pronounced. Both the eastern and western options are likely to be constructed within 200 m of residential properties however, Western Bypass Scheme B is



likely to be located closer to the most residential properties due to its proximity to the urban edge of the town.

- 4.1.8 To facilitate the construction of the Town Centre Improvement Option it is likely that properties located on southern side of Sturston Road and Station Street will have to be demolished. This is likely to be a substantial source of dust and could have short-term impacts on local residents. After this, adverse operational impacts are unlikely to occur as a result of the Town Centre Improvement Option as it consists of localised traffic flow measures that could help to ease queuing at this junction.
- 4.1.9 Construction dust emissions would likely be mitigated through the use of best practice working measures, which could be included in a Construction Environmental Management Plan (CEMP). Operational impacts of NO<sub>2</sub> could be mitigated through alteration of the scheme alignment, diverting it away from sensitive receptors, or by optimising speed limits.
- 4.1.10 A **Green** RAG Rating has been applied to the Western Bypass Scheme A and the Eastern Bypass Scheme as they are located away from large numbers of residential receptors, although they would pass a small number of semi-isolated residential properties. This reduces the likelihood of operational and construction air quality impacts.
- 4.1.11 An **Amber** RAG Rating has been applied to the Town Centre Improvement Option as the demolition of buildings will likely create dust which will have a short-term adverse impact on local residents. During operation, the option will likely improve traffic flow through the town and therefore, reduce levels of air quality pollutants.
- 4.1.12 An **Amber** RAG Rating has been applied to Western Bypass Scheme B due to its proximity to a greater number of residential receptors located at the urban edge of the town and the potential for adverse operational and construction air quality impacts. These impacts are, however, likely to be mitigable.

## 4.2 Cultural Heritage

- 4.2.1 There are no Registered Parks and Gardens, Registered Battlefields or World Heritage Sites within 2 km of the proposed options.
- 4.2.2 There are three scheduled monuments located within 2 km of the Western Bypass Schemes and there are six within 2 km of the Eastern Bypass Schemes, these include:
- The 'medieval settlement including part of open field system, 200 m south of Bank Farm', which is located approx. 900 m west of Western Bypass Scheme A and approx. 900 m west of the Eastern Bypass Scheme. It includes the earthwork and buried remains of the abandoned areas of Mapleton medieval settlement and part of the open field system;
  - The 'Mayfield strip lynchets', which is located approx. 940 m west of the Western Bypass Schemes. This scheduled monument is located beyond the 2 km study area for the Eastern Bypass Scheme. Strip lynchets are artificially created cultivation terraces found on hillslopes which create a characteristically stepped profile;
  - The 'Tinker's Inn bowl barrow, north', funerary monument dating from the Late Neolithic period to the Late Bronze Age, is located approx. 1.8 km south-east of the Western Bypass Schemes and is approx. 1.8 km south-west from the Eastern Bypass Scheme;
  - The 'Two bowl barrows at Osmaston Fields, north' is located approx. 1.5 km south-west of the Eastern Bypass Scheme;
  - The 'Tinker's Inn bowl barrow, south' is located approx. 2 km south-west of the Eastern Bypass Scheme; and
  - The 'Osmaston Fields bowl barrow, south' is located approx. 1.6 km south-west of the Eastern Bypass Scheme.
- 4.2.3 All except the 'Mayfield strip lynchets' and the 'Osmaston Fields bowl barrow, south' are located between 1.5 km and 2 km from the Town Centre Improvement Option.

- 4.2.4 According to DDDC (Ref 4.4), there are three Conservation Areas (CA) within 2 km of the Western Bypass Schemes and four within 2 km of the Eastern Bypass Schemes, and four within 2 km of the Town Centre Improvement Option, these include:
- The Ashbourne CA covers the majority of the town centre, it is generally cantered around A52 Mayfield Road/ A52 Church Street/ A515 St John's Street/ A515 Buxton Road/ and B5034 Union Street. Western Bypass Scheme B is located approx. 100 m north of the CA. Western Bypass Scheme A is located approx. 325 m north-west of the CA. The Eastern Bypass Scheme is located approx. 750 m east of the CA. The Town Centre Improvement Option is located approx. 175 m south of the CA;
  - The Mappleton CA covers the village of Mappleton and surrounding farmland. It is located approx. 475 m north-east of the Western Bypass Schemes. It is located approx. 1 km west of the Eastern Bypass Scheme and approx. 1.55 km north-west of the Town Centre Improvement Option;
  - The Callow Hall CA covers the Grade II listed Callow Hall, Stables to Callow Hall and surrounding land. It is located approx. 250 m north of Western Bypass Scheme B and adjacent to Western Bypass Scheme A and approx. 1.3 km from the Eastern Bypass Scheme, and 1.1 km from the Town Centre Improvement Option; and
  - The Osmaston CA covers the village of Osmaston and surrounding farmland. It is located approx. 900 m south-west of the Eastern Bypass Scheme. It is located beyond the 2 km study area for the Western Bypass Schemes and the Town Centre Improvement Option.
- 4.2.5 Given that Western Bypass Scheme A is located adjacent to the Callow Hall CA, at the point at which this option would tie-in with Mappleton Road, there may be adverse impacts to the character and setting of this CA. However, mature trees located along the Bentley Brook may provide partial screening in summer months. Notwithstanding, this impact may not be mitigatable.
- 4.2.6 Owing to the fact that there are numerous intervening buildings between the Town Centre Improvement Option and the Ashbourne CA, any adverse impacts are likely to be minor as a result of limited intervisibility between the site and the CA.
- 4.2.7 Much of the study area is designated as an Area of Multiple Environmental Sensitivity (AMES) by DCC (Ref 4.8). These areas have been designated across the county based on various environmental input indicators. Those areas where two or more of the environmental input indicators, for example historic, ecological or visual unity, within the landscape were determined as significant (see section 4.3 for more information).
- 4.2.8 There are a number of listed buildings within 1 km of all options. The majority of these are centred within Ashbourne town centre. Due to large number of assets within 1 km and 2 km of the options, a radius of 300 m has been used to narrow down listed buildings and other cultural heritage assets that have the potential to be affected.
- 4.2.9 The Town Centre Improvement Option is located adjacent to seven Grade II listed buildings. The dedicated left turn lane on to Derby Road from Sturston Road will require the demolition of buildings located adjacent to the Grade II listed '7, 9, 11 and 15, Sturston Road' (specifically located adjacent to no. 7 Sturston Road). These are a row of late 18<sup>th</sup> Century/ early 19<sup>th</sup> Century cottages and their condition differs. It is noted by Historic England that no.13 was the birthplace of Katherine Mumford, whom later became the wife of the founder of the Salvation Army, General Booth. This property is covered by a different listing but is also Grade II listed. The demolition of buildings adjacent and expansion of highways infrastructure may have adverse impacts during construction as a result of noise and during operation due to changes to the setting of the buildings, although their physical structure would be untouched. These works would also take place opposite the Grade II listed '16 and 18 Sturston Road' which are a pair of terraced three story, red brick buildings bound by two storey red brick buildings. The demolition of buildings opposite and expansion of highways infrastructure may have adverse impacts during construction as a result of noise and during operation due to changes to the setting of the buildings.

- 4.2.10 Additionally, the demolition of buildings on Sturston Road, no.4 Derby Road and buildings on Station Street during construction may have temporary adverse impacts on the Grade II listed 'Coopers Almshouses, 1-11' (which includes no.1 to 11) and 'United Reformed Church', located on the eastern side of Derby Road, as a result of noise. In addition, the expansion of the highways infrastructure at the junction may have an impact on the setting of these heritage assets.
- 4.2.11 There are six Grade II listed buildings located within 300 m of the Western Bypass Scheme A, the closest is 'Boundary Walls and Gate Piers to Sandybrook Hall' which is located adjacent to the Western Bypass Schemes where it ties-in with the A515. Sandybrook Hall is located within approx. 20 m of the same point. In addition, the Grade II listed 'Stables at Sandybrook Hall' is also located in this location and would be approx. 25 m from this option. This option may have adverse impacts upon the setting of these assets during construction and operation. There are approx. 38 listed buildings located within 300 m of the Western Bypass Scheme B, which are generally Grade II listed. The majority of these are located within Ashbourne and there is intervening development between them and this option, which may negate any adverse impacts. The closest is Mile Post South of Buckholme NGR 166 458 which is located adjacent to this option at the point at which the option ties-in with the A52 (this also applies to Western Bypass Scheme A). The Western Bypass Schemes may have adverse impacts as a result of their construction (through visual disturbance and noise and vibration impacts at the heritage assets) and operation (impacts on character and setting).
- 4.2.12 There are approx. eight Grade II listed buildings within 300 m of the Eastern Bypass Scheme. Three of which are located adjacent to the Scheme, these are the buildings and structures at Sandybrook Hall as described above; there would be adverse setting impacts at these assets. The Eastern Bypass Scheme may have adverse impacts as a result of its construction (through visual disturbance and noise and vibration impacts at the heritage assets) and operation (impacts on character and setting) on all heritage assets within 300 m, and potentially beyond, of the scheme footprint.
- 4.2.13 Given the proximity of the Western Bypass Scheme A and the Eastern Bypass Scheme to the Grade II listed buildings/ structures at Sandybrook Hall, both options may have adverse impacts on the setting of these assets during construction and operation. These impacts may not be mitigatable. However, there is the potential to amend the alignments of these options through design development, which could reduce the level of these impacts.
- 4.2.14 It is possible that non-designated heritage assets may be present within the study area including buried assets and buried archaeological remains. Given the value of built heritage assets in the area, it would be necessary to investigate areas where work is undertaken outside of the existing highway boundary, as there is the potential for adverse effects on buried archaeological remains.
- 4.2.15 In order to further de-risk the options, an initial Cultural Heritage Desk Based Assessment (DBA) should be undertaken in consultation with the County Archaeologist to understand the local heritage and potential for buried archaeology.
- 4.2.16 An **Amber** RAG Rating has been applied to Western Bypass Scheme B due to their potential for adverse impacts, as a result of its proximity, to Grade II listed buildings, the Callow Hall CA and the Ashbourne CA. Impacts are thought to be mitigatable.
- 4.2.17 An **Amber** RAG Rating has been applied to Western Bypass Scheme A and the Eastern Bypass Scheme, as due to their large scale and their proximity to listed buildings at Sandybrook Hall and the Callow Hall CA (Western Bypass Scheme A only), they have the potential to have adverse impacts on these cultural heritage assets. However, the level of these impacts could be mitigated through micro-siting of these options alignments, for example moving them further away from heritage assets.
- 4.2.18 An **Amber** RAG Rating has been applied to the Town Centre Improvement Option due to its potential for adverse effects during construction and operation on at least 15 Grade II listed properties (covered by five listings in total).

## 4.3 Landscape and visual

- 4.3.1 A standalone High-Level Landscape and Visual Study has been prepared and should be read in conjunction with this report. The baseline information presented within this landscape and visual study utilised a desk-based study of publicly available information and a site visit, which was undertaken by a Chartered Landscape Architect on the 17<sup>th</sup> September 2020, on a day with warm and sunny weather and good visibility. The baseline in this Environmental Constraints Report utilises the information within the High Level Landscape and Visual Study.

### Landscape Baseline

- 4.3.2 The options are not located within an Area of Outstanding Natural Beauty or within a National Park. However, Western Bypass Scheme A is located approx. 550 m south of the Peak District National Park, which is the oldest National Park in the United Kingdom and was formed in 1951. Western Scheme B is located approx. 1.5 km south of the National Park. In addition, the Eastern Bypass Scheme is located approx. 550 m south of National Park. The Town Centre Improvement Option is located over 2 km south of the National Park.
- 4.3.3 At a national level, Natural England has defined a series of National Character Areas (NCAs) for England. The study area encompasses:
- NCA 68: Needwood and South Derbyshire Claylands (Ref 4.5); and
  - NCA 64: Potteries and Churnet Valley (Ref 4.6).
- 4.3.4 Landscape character assessment is a hierarchical process descending from national to regional to local scale and ultimately to scheme-specific studies. It is unlikely that any of the scheme options would have any significant effects on the character of these NCAs. This is because the key characteristics are regional and localised highway development would not likely result in a significant effect over the entire NCA.
- 4.3.5 At a County level, the fourth edition of The Landscape Character of Derbyshire (Ref. 3) was published in 2014 by Derbyshire County Council (DCC), to provide guidance on Landscape Character within the county. This splits the landscape of Derbyshire into 39 Landscape Character Types (LCT).
- 4.3.6 The western bypass schemes extend through four different LCTs as identified in the Derbyshire assessment: Riverside Meadows LCT (within the Needwood and South Derbyshire Claylands LCA), Riverside Meadows LCT (within the Derbyshire Peak Fringe and Lower Derwent LCA), Settled Farmlands LCT (within the Derbyshire Peak Fringe and Lower Derwent LCA) and Wooded Slopes and Valleys LCT (within the Derbyshire Peak Fringe and Lower Derwent LCA).
- 4.3.7 Five different LCTs are directly passed through by the Eastern Bypass scheme. These are: Settled Plateau Farmlands LCT (within the Needwood and South Derbyshire Claylands LCA), Settled Farmlands LCT (within the Needwood and South Derbyshire Claylands LCA), Riverside Meadows LCT (within the Derbyshire Peak Fringe and Lower Derwent LCA), Settled Farmlands LCT (within the Derbyshire Peak Fringe and Lower Derwent LCA), Wooded Slopes and Valleys LCT (within the Derbyshire Peak Fringe and Lower Derwent LCA) and an urban area.
- 4.3.8 The Town Centre Improvement Option is situated within an urban area and is not located within an LCT.
- 4.3.9 The key characteristics of these LCTs are set out in Table 1 of the High-Level Landscape and Visual Study.
- 4.3.10 The study area is also covered by the landscape character assessment of the Peak District Landscape Strategy, published by the Peak District National Park in 2009 (Ref 4.7). This assessment has divided the National Park area and its immediate vicinity into eight LCAs, which are then subdivided into 20 LCTs. Three of these LCTs are pertinent to the study area: Village Farmlands on Shale Ridges LCT, Slopes and Valleys with Woodland LCT and

Riverside Meadows LCT. The key characteristics of these LCTs are described in Section 2.2 of the High-Level Landscape and Visual Study (Ref 1.1).

- 4.3.11 Much of the study area is designated as an Area of Multiple Environmental Sensitivity (AMES) by DCC (Ref 4.8). These areas have been designated across the county based on various environmental input indicators. Those areas where two or more of the environmental input indicators (historic, ecological or visual unity) within the landscape were determined as significant. The areas of the Riverside Meadows LCT in the study area are also designed as AMES of Primary Sensitivity, which means that all three of the environmental input indicators are determined as significant. The majority of the remainder of the study area falls within areas of Secondary Sensitivity which means that two of the environmental input indicators are determined as significant (i.e. ecological and visual sensitivity).

### Visual Baseline

- 4.3.12 Views are likely to occur predominantly in proximity to the various scheme options and would likely be restricted and enabled by the undulating landform of the study area. The majority of views are likely to be obtained from within 1 km of each option, although there is the potential for some longer-range views from high ground. Residential receptors tend to be situated on the edges of Ashbourne, in particular those on the western edge (potentially affected by the western schemes), the eastern edge including the hamlets of Sturston and Ashbourne Green (potentially affected by the Eastern Bypass Scheme), and immediately south of the town centre (potentially affected by the Town Centre Improvement Option).
- 4.3.13 Views are also likely to be obtained from Public Rights of Way (PRoW) adjacent to the various scheme options, including the popular and regionally valued Tissington Trail (part of National Cycle Route 68), the Centenary Way/ Bonnie Prince Charlie Walk and a number of local footpaths and bridleways. Intervening vegetation and built form across the study area acts as a visual barrier to parts of these PRoW, restricting accessible views to the various scheme options.
- 4.3.14 As part of the High-Level Landscape and Visual Study, a total of 14 panoramas were recorded from 13 viewpoint locations. These viewpoints were selected to incorporate a range of distances from the options, taken from a variety of points. These viewpoints also taken into account a range of receptor types, including residents; users of recreational routes and facilities; and users of highways. These are presented in Section 2.3 of the High-Level Landscape and Visual Study and a map of viewpoint locations is illustrated by Figure 1 of that report.
- 4.3.15 Interactions between the option and landscape and visual receptors would potentially occur in two ways; through direct loss of landscape elements (i.e. subtractions which change landscape character or alter the view) or through additions which change landscape character or view (additive).

### Potential Landscape Effects

- 4.3.16 The Western Bypass Schemes would be accommodated on rural land to the west of the existing Ashbourne urban edge. The undulating topography of the area means that the valley in which these options would be located feels separate from the existing urban edge. The immediate surroundings of the route of the Western Bypass Schemes are currently a mix of pastoral farmland, woodland and riparian vegetation, with occasional scattered residential properties. The landscape is of small to medium scale, with a sense of tranquillity and a strong recreational value. It is considered that implementation of any of the Western Bypass Schemes would constitute a loss of characteristic landscape elements such as pastoral farmland and riparian vegetation through the construction process, as well as changes to the valley landform, particularly for those options which meet the A515 close to Ashbourne town centre. Construction activity would appear incongruous in the relatively rural context, resulting in a perceived loss of rural character and tranquillity, as well as scenic quality. During operation the Western Bypass Schemes would result in the introduction of incongruous highway infrastructure into the rural landscape. There would be an accompanying loss of valued characteristics such as the relatively small-scale of the landscape (particularly in the narrow Bentley Brook valley), undulating topography, scenic quality, tranquillity and recreational



value. Directly adjacent to the existing routes of the A52 and A515, the introduction of the proposed western schemes during operation would result in a perceived intensification of the existing highway infrastructure. Landscape mitigation planting would help to reduce impacts slightly over time.

- 4.3.17 For the Eastern Bypass Scheme, several receptors such as local residents and users of local PRow would be affected, as would users of the highway network and workers in the Airfield Industrial Estate on Blenheim Road. Construction of the route would cut across the complex topography, with the earthworks required to build the road having a particularly large-scale effect on visual amenity, as well as the presence of elements such as construction vehicles, construction compounds, soil stockpiles and other related construction activity. Where intervening topography and vegetation allows views of construction activity, the rural and semi-rural views would generally struggle to accommodate it within them, due to the incongruousness of such activity in rural views. There are fewer sensitive residential receptors likely to be affected by this option than the western scheme options. During operation, the addition of the Eastern Bypass Scheme would disrupt the undulating medium-scale landscape pattern, introducing a piece of highway infrastructure which is incongruous in the rural and generally tranquil landscape context. Some of the valued characteristics of the landscape would be lost or altered (including the scenic quality, perceived tranquillity and recreational value), with characteristic landscape elements such as pastoral farmland and hedgerows also lost. Landscape mitigation planting would be able to slightly reduce the latter effect over time.
- 4.3.18 The Town Centre Improvement Option would affect an area of townscape to the south of the main town centre. The surroundings of this option are urban and suburban, comprising a mixture of residential and commercial properties, as well as areas of hard standing, such as car parks. There are occasional green spaces, including some parks and pastoral farmland. Within such an urban environment, any construction activity would be slightly incongruous when considered alongside some of the more scenic elements of the townscape, but generally the urban environment would be able to accommodate construction of the option. The immediate context of the area affected by this option is urban and currently dominated by highway infrastructure, due to the presence of several A and B roads converging at this point. Therefore, physical alterations to this junction are unlikely to have any wide-reaching effects on townscape character, aside from minor losses of or additions to townscape elements such as the density and form of urban development.

### Potential Visual Effects

- 4.3.19 In regard to the Western Bypass Schemes, a number of visual receptors (including local residents, users of local PRow, users of the Tissington Trail/ National Cycle Route 68 and highway users) would be affected by the presence of construction vehicles, construction compounds, soil stockpiles and other construction activity within views. These views would occasionally be filtered by intervening vegetation and built form, but some areas would also experience vegetation loss, opening up views that were previously enclosed. This construction activity would appear generally incongruous in the rural and semi-rural views. During operation, the Western Bypass Schemes would be sequentially visible throughout the surrounding area, although some parts of the proposed routes would likely not be visually well-defined within the wider landscape due to the effect of intervening topography, vegetation and built form. Direct views of the western scheme options would be predominantly obtained from the Bentley Brook valley, which is a relatively narrow and visually contained valley, with some intervening vegetation also present. Several sensitive receptors would be affected, however, including users of the popular and regionally valued Tissington Trail. Sections of the land surrounding the routes are already affected by existing lighting, due to proximity to Ashbourne, but other areas are more remote, where lighting would be incongruous.
- 4.3.20 For the Eastern Bypass Scheme, several receptors such as local residents and users of local PRow would be affected, as would users of the highway network and workers in the Airfield Industrial Estate on Blenheim Road. Construction of the route would cut across the complex topography, with the earthworks required to build the road having a particularly large-scale effect on visual amenity, as well as the presence of elements such as construction vehicles, construction compounds, soil stockpiles and other related construction activity. Where intervening topography and vegetation allows views of construction activity, the rural and

semi-rural views would generally struggle to accommodate it within them, due to the incongruousness of such activity in rural views. There are fewer sensitive residential receptors likely to be affected by this option than the Western Bypass Schemes. The undulating landscape context and relatively wide valley through which the Eastern Bypass Scheme crosses contribute to potential for relatively wide-reaching views of the scheme as it passes through the landscape. However, the reduced proximity to the urban edge of Ashbourne and the scattered settlement pattern, combined with large blocks of intervening woodland reduce the number of potentially sensitive residential receptors somewhat in comparison to the Western Bypass Schemes. There are, however, several PRoW within close proximity of the proposed route. Some of the views within the study area will be contained or filtered by intervening topography, vegetation or built form.

- 4.3.21 Receptors (residents, workers, and highway users) on streets directly adjacent to the junction improvements would likely be visually affected by any construction activity related to this option, but the extent of any wider effects would be limited due to the screening effect of intervening built form and, to a lesser extent, vegetation. This option would be relatively visually contained, as adjacent built form would preclude the majority of wider views. Whilst there are several adjacent receptors who are sensitive to changes in visual amenity (for example adjacent residents), the limited likely extent of views, as well as the presence of existing highway infrastructure would result in a less visually intrusive effect at operation than would be experienced with the western or eastern scheme options.
- 4.3.22 In order to mitigate impacts during construction, a CEMP would be prepared and implemented by the appointed construction contractor. This would include a range of best practice measures associated with mitigating potential environmental impacts e.g. limiting construction lighting and signage to that which is absolutely necessary to reduce additional visual clutter and minimise effects on both landscape character and visual amenity.
- 4.3.23 During operation, the proposed scheme design will include an appropriate landscape design which will incorporate native tree and shrub planting, as well as earthworks manipulation such as bunds, false cuttings, and use of natural landform. Particular consideration would need to be given to the alignment around the north side of Ashbourne, including conflicts with the Tissington Trail. The landscape design will help to mitigate some of the landscape and visual impacts by integrating and replacing landscape features, enhancing landscape character and providing screening for visual receptors. In particular the landscape design will take account of ecological mitigation and enhancement requirements and heritage features as well as the opinions of stakeholders including the DCC Landscape Officer and applicable local resident groups.

### RAG Ratings

- 4.3.24 A **Green** RAG Rating has been applied to the Town Centre Improvement Option due to the likely limited range of visual impacts as a result of screening provided by existing development. Physical alterations to the junction are unlikely to have any wide-reaching effects on townscape character, aside from minor losses of or additions to townscape elements such as the density and form of urban development.
- 4.3.25 An **Amber** RAG Rating has been applied to Western Bypass Schemes and the Eastern Bypass Scheme, as due to their scale and the quality and condition of the surrounding landscape, they are likely to have adverse impacts on the landscape resource during construction and operation. In EIA terms, these effects could be significant. In addition, during operation, Western Bypass Schemes and the Eastern Bypass Scheme would have a number of adverse visual effects on residential receptors, users of PRoW and users of highways. In EIA terms, these effects could be significant. Appropriate landscape mitigation could reduce these effects slightly over time.

## 4.4 Biodiversity

- 4.4.1 There are no National statutory designated ecological sites within 2 km of all options. Additionally, there are no Ramsar sites, Special Areas of Conservation or Special Protection Areas within the study area.



- 4.4.2 According the DDDC Local Plan 2017, there are numerous small Local Wildlife Sites (LWS) located within the study area of the options. The following would be intersected or located near to the options.

Western Bypass Schemes:

- The Tissington Trail LWS.

Eastern Bypass Scheme:

- The LWS surrounding Access Land (see Section 4.7) at the B5035, an unnamed road which joins to the B5035 and Windmill Lane. The Eastern Bypass Scheme would extend through this LWS;
- The LWS at the Dumbles, approx. 400m north-east of this option;
- Bradley Wood LWS, located approx. 180m east of this option; and
- A517 LWS, which covers trees and hedgerows either side of this road. This option would extend across this road and through the LWS.

- 4.4.3 Western Bypass Scheme A would extend through the Tissington Trail LWS and therefore would have a direct impact on this locally designated site. This may also impact notable species that rely upon this habitat. Western Bypass Scheme B may not have any direct impacts but would have indirect impacts as a result of lighting and potentially nitrogen deposition, which could lead to changes in flora species.
- 4.4.4 The Eastern Bypass Scheme would extend through two LWS, and would therefore, have direct impacts on these locally designated sites. This may also impact notable species that rely upon this habitat. This option, given its proximity to other LWS such as Bradley Wood LWS, may have indirect impacts as a result of lighting and potentially nitrogen deposition, which could lead to changes in flora species.
- 4.4.5 There are a number of blocks of ancient woodland on the ancient woodland inventory located within 2 km of the Western and Eastern Bypass Schemes. The Western Bypass Schemes are located within approx. 500 m of ancient woodland located in Mappleton and within the grounds of Callow Hall, located north -west of the schemes. There are a further four separate blocks of ancient woodland within approx. 1 to 1.5 km of the Western Bypass Schemes. The Eastern Bypass Scheme would be located within approx. 180 m of ancient woodland at Bradley Wood (located west of the option) and within approx. 300 m of ancient woodland at the Dumbles (located north-east of the option). There would be no direct impacts on these sites, however, the potential for indirect nitrogen deposition at these sites associated with the redistribution of traffic should be investigated at the pre-planning stage.
- 4.4.6 The construction of the eastern and western scheme options would result in some localised habitat removal (for example hedgerows, individual and groups of trees, grassland) which would affect species which rely on these habitats for breeding and foraging. The Eastern Bypass Scheme is more than double the length of the Western Bypass Schemes and therefore, has the potential to have greater impacts on biodiversity than the Western Bypass Schemes. However, this would not become clear until Extended Phase 1 Habitat surveys have been undertaken.
- 4.4.7 Much of the study area is designated as an Area of Multiple Environmental Sensitivity (AMES) by DCC (Ref 4.8). These areas have been designated across the county based on various environmental input indicators. Those areas where two or more of the environmental input indicators, for example historic, ecological or visual unity, within the landscape were determined as significant (see section 4.3 for more information).
- 4.4.8 Data shown on MAGIC.gov.uk (Ref 4.9) shows that there are two Great Crested Newt (GCN) Survey licence returns (according to MAGIC meta data this layer shows "*presence only records for great crested newts determined through class licence surveys*") on land at the eastern end of the disused runway. This indicates that there has been confirmed presence of GCN within approx. 150 m of the Eastern Bypass Scheme. GCN may therefore be located within the proposed footprint of this option. Site surveys would be required to confirm this.

- 4.4.9 The Town Centre Improvement Option would require the demolition of buildings on Sturston Road and Station Street. These may include bat roosts and surveys should be undertaken prior to their demolition, if required. Overall the impact of this option of biodiversity is likely to be limited. Where land has been acquired in relation to the demolition of buildings but is surplus to requirements, the opportunity could be taken to provide some open green space, which could provide amenity grassland and trees which would help to enrich the biodiversity potential of the site.
- 4.4.10 To further understand the potential impacts of the options on habitats and species, or of one preferred option, a Phase 1 desk study and site survey would have to be undertaken. This would confirm the potential for protected species to be present on in the site, and inform the scope of further survey and assessment. Where the preferred option will have direct impacts on protected or notable habitats and species, mitigation will have to be provided. In addition, the preferred option will be required to achieve at least no net loss in biodiversity in accordance with DDDC local planning policy, and where possible should achieve a net gain in biodiversity.
- 4.4.11 A **Green** RAG Rating has been applied to the Town Centre Improvement Option, due to its urban location and its likely limited impact on biodiversity.
- 4.4.12 An **Amber** RAG Rating has been applied to the Western Bypass Schemes and the Eastern Bypass Scheme due their potential to have a number of adverse impacts on habitats and species and locally designated wildlife sites. The Eastern Bypass Scheme may have indirect impacts on Bradley Wood LWS and ancient woodland due to its proximity and, it is possible that GCN are located within the proposed footprint of this option.

## 4.5 Geology and Soils

- 4.5.1 The Town Centre Improvement Option is located within an urban area and is unlikely to affect the geology and soils of the area, therefore, this option has not been assessed further in this section.
- 4.5.2 The British Geological Survey (BGS) (Ref 4.10) indicates that the bedrock geology of land within the footprint of the Western Bypass Schemes consists of Chester Formation - Sandstone And Conglomerate overlain by superficial deposits of Alluvium - Clay, Silt, Sand And Gravel and Head - Clay, Silt, Sand And Gravel in the Bentley Brook Valley; and areas with no recorded superficial geology on higher ground.
- 4.5.3 Additionally, BGS indicates that the bedrock geology of land within the footprint of the Eastern Bypass Scheme consists of (from south to north) Tarporley Siltstone Formation - Siltstone, Mudstone And Sandstone; Chester Formation - Sandstone, Pebbly (gravelly); and Bowland Shale Formation - Mudstone, Siltstone And Sandstone. This is underlain by superficial deposits of Till, Mid Pleistocene – Diamicton at the disused airfield and Alluvium - Clay, Silt, Sand And Gravel; Head - Clay, Silt, Sand And Gravel; and River Terrace Deposits, 2 - Sand And Gravel near the Henmore Brook.
- 4.5.4 The Western Bypass Schemes are located in an area identified as a Principal Aquifer (bedrock), with areas of intermittent Secondary B and Secondary (undifferentiated) (superficial drift) aquifers. The Eastern Bypass Scheme is located in an area identified as a Secondary B, Secondary A and Principal Aquifer. There are also areas of intermittent Secondary (undifferentiated) (superficial drift) aquifers.
- 4.5.5 Groundwater vulnerability ranges from medium to high for the Western Bypass Schemes and is generally medium – high for the footprint of the Eastern Bypass Scheme, although there are some areas of medium – high and high.
- 4.5.6 According to Natural England (Ref 4.20), soil quality for the area is generally Grade 3 and 4, however, it is not possible to differentiate between Grade 3a and 3b using the national mapping. Grades 3a, 2 and 1 are considered to be Best and Most Versatile agricultural land. The loss of agricultural land could be minimised during the design stage; however, the identification of reasonable alternatives would need to justify the reason for not selecting any alternative schemes or routes. Additionally, in accordance with DDDC local planning policy

the scheme would be required to demonstrate that the benefits of the scheme outweigh the loss of Best and Most Versatile agricultural land.

- 4.5.7 One historic landfill (Clifton Tip) is located within approximately 1.2 km (to the south-east) of the Western Bypass Schemes. This would not have an impact on the construction workers or end users related to the schemes. There are no historic landfill sites located within the study area for the Town Centre Improvement Option or the Eastern Bypass Scheme.
- 4.5.8 A **Green** RAG Rating has been applied to the Town Centre Improvement Option given its urban location and therefore, it's very limited impact on geology and soils.
- 4.5.9 A precautionary **Amber** RAG has been applied to the Western Bypass Schemes and Eastern Bypass Scheme due to their potential to affect Best and Most Versatile land.

## 4.6 Noise and Vibration

- 4.6.1 At this early stage in development of the packages, operational traffic data has not been examined in detail to allow understanding of the changes in flows and potential for significant effects. As the packages intend to relieve existing congestion issues, it is considered the interventions are likely to reduce journey time for vehicles on the route. This in turn may be likely to attract vehicles to the route from other surrounding routes, increasing traffic flows on the A52, A515 and other local routes.
- 4.6.2 Under the Environmental Noise Directive (2002) (Ref 4.11), DEFRA are required to identify hotspots of high levels of existing background noise. These are identified through noise mapping of existing sources of noise, such as roads, rail, industry and aviation. These hotspots are designated as Noise Important Areas (NIAs) and provide an indication of where the population is exposed to major sources of noise. Noise Action Plans are developed by those responsible for managing these NIAs which are designed to manage noise and its effects, including reduction where necessary.
- 4.6.3 The background noise in the study area is anticipated to be dominated by road traffic noise, which is demonstrated through the designation of the following NIAs. There are two NIAs within the study area for the Western Bypass Schemes, these include:
- NIA 11201 (A52 near Hangingbridge); and
  - NIA 11200 (A515 Clifton Road).
- 4.6.4 The latter is located at the centre of the Town Centre Improvement Option.
- 4.6.5 There are two NIAs located within the study area for the Eastern Bypass Scheme, these include:
- NIA 11199 (A52 Derby Road, south-east of the Airfield Industrial Estate); and
  - NIA 11198 (A52 Derby Road, north-west of Yeldersley Hall).
- 4.6.6 The options could lead to a reduction or increase at noise levels at these locations, depending on how traffic is redistributed. It is possible that traffic using a new route such as the western and eastern bypass will need to travel through a NIA to join the new route. The improvement in journey times along a new route may increase traffic flows increasing traffic and noise in the NIAs.
- 4.6.7 The construction of the Western Bypass Schemes could lead to construction noise impacts at residential receptors located within 200 m of the scheme area. This includes properties located in Hangingbridge; to the north-east and north of Ashbourne; and properties located along the A515 Buxton Road. In addition, individual properties separated from the urban edge may also be impacted, for example those near Mappleton Road. As for the construction of the Eastern Bypass Scheme, this would likely have impacts on properties located near Sturston Hall; properties located at Ashbourne Green; properties located at the north-eastern edge of Ashbourne; and along the A52 Buxton Road. Furthermore, individual properties separated from the urban edge may also be impacted. Vibration impacts would generally be felt up to

100 m from construction activities, and therefore, less properties would be affected by vibration impacts.

- 4.6.8 The construction of the Town Centre Improvement Option will require the demolition of buildings located south of Sturston Road and Station Street. This will increase noise levels for residents located in the immediate vicinity and possibly beyond. These impacts will likely be most pronounced for residents on Sturston Road, Station Street, Derby Road, Old Hill, Taylor Court. Additionally, construction of the proposed dedicated left turn lane on Sturston Street and the pedestrian island on Station Street will increase noise levels for these residents in the short-term. During operation, noise levels are likely to be similar those currently emitted, as the junction improvements would help to ease the flow of traffic through the junction and will not move the traffic away from the area.
- 4.6.9 The Western Bypass Schemes and the Eastern Bypass Scheme could increase traffic flows on the A52, the A515 and other local routes, during operation, which could in turn result in increased road traffic noise levels and vibration at sensitive receptors on these routes. In regard to the Western Bypass Schemes, properties located at Hangingbridge; to the north-east and north of Ashbourne; and properties located along the A515 Buxton Road are likely to be adversely affected. In relation to the Eastern Bypass Scheme, properties near Sturston Hall; properties located at Ashbourne Green; properties located at the north-eastern edge of Ashbourne; and along the A52 Buxton Road are likely to be adversely affected. However, both of these options are likely to divert traffic away from Ashbourne Town Centre and would likely reduce noise levels along the A52 Mayfield Road; A52 Church Street; A52 Buxton Street (within Ashbourne); A515 Compton; A515 Park Road; A515 Clifton Road; and possibly other smaller roads within Ashbourne.
- 4.6.10 During construction, noise mitigation measures, such as use of silencers on plant machinery, non-tonal reversing alarms, the use of low-noise piling techniques and temporary noise hoarding, could be used to mitigate construction noise. Such measures should be included in a CEMP, produced and implemented by the principal contractor. Where there are adverse noise impacts during operation, mitigation (such as noise barriers and earth bunds) could be provided to reduce the level of the resultant effects. However, given the potential for landscape and visual impacts, careful consideration would have to be given to the use of hard engineered elements such as noise barriers. Other mitigation measures, such as landscaped earth bunds may have less landscape and visual impacts.
- 4.6.11 An **Amber** RAG Rating has been applied to both Western and Eastern Bypass Schemes as they have the potential to have similar effects. The Eastern Bypass Scheme may have an impact on less receptors given its location away from the urban edge of Ashbourne, but this is not a certainty at this stage. This has also been applied to the Town Centre Improvement Option as it has the potential to have adverse noise impacts during construction, as a result of demolition of buildings and the creation of new highway infrastructure in close proximity to residents.

## 4.7 Population and Human Health

### Land-Use and Accessibility

#### Private property and housing

- 4.7.1 Private property and housing are defined by DMRB 112: Population and Human Health (Ref 4.12) *“land, buildings and infrastructure for the purpose of residential use”*. Western Bypass Scheme A does not appear to directly affect any residential buildings. However, it is possible that this option could require land associated with three residential properties. This land may or may not be considered as ‘for the purpose of residential use’. However, it is possible that this land could be handed back to the current owners during the operation of this option but, this is unclear at this stage.
- 4.7.2 Western Bypass Scheme B could possibly directly affect the buildings of two residential buildings and their associated land. Some, if not both, of these properties may require

demolition in order to construct this option. Compensation for these property owners would be required, where their residence is directly affected.

- 4.7.3 The Eastern Bypass Scheme does not appear to directly affect any residential buildings or land associated with a residence; however, it is possible that this option could require land associated with three residential properties. According to the DDDC Local Plan (Ref 4.13), land at Ashbourne airfield has been identified for housing/ employment land. The DDDC Strategic Housing, Employment Land Availability Assessment (SHELAA) (2016) (Ref 4.14) states that this site could deliver up to 1128 dwellings; 828 of these dwellings could be delivered by 2033. Subsequently, a Hybrid planning application was submitted to DDDC in 2019 (application Ref:19/01274/FUL) for up to 367 dwellings (with integrated open space), up to 10 hectares of employment land (B1, B2 and B8 business uses), a commercial hub incorporating A1 (Shops)/ A2 (Professional/ Financial services), A3 (Restaurants and Cafes)/ A4 (Drinking Establishments), D1 (Non-Residential Institutions) and C1 (Hotels) uses and associated highways and drainage infrastructure and a full planning application for the erection of 1no. Industrial unit (B1, B2 and B8 business uses) with access via roundabout and link road and for the formation of an attenuation pond. Planning permission was granted subject to a Section 106 agreement, in February 2020. The Eastern Bypass Scheme would start at the middle of the site to which this application relates, therefore it is possible that this option could reduce the planned residential capacity for the planning application site and for the wider housing allocation, or require a different route for the bypass.
- 4.7.4 The Town Centre Improvement Option will require the demolition of approx. eight properties located on Sturston Road, Derby Road and Station Street. Compensation for these property owners would be required, where their residence is directly affected.

#### Community land and assets

- 4.7.5 Ashbourne allotments and cemetery are located to the north-west of Ashbourne and are located approx. 200 m and 400 m from the Western Bypass Schemes, respectively. There are a number of other community facilities located within Ashbourne town centre, such as places of worship, general practitioners, pharmacists, open green spaces, playing fields, schools etc, but none of which will be directly affected by these options. It is assumed that access to these facilities via Mappleton Lane would be retained.
- 4.7.6 Given the location of the Eastern Bypass Scheme i.e. away from the urban edge, it is generally not located within approx. 500 m of any community facilities described above. However, this option would be located within and extend through Access Land; on this land people can exercise their 'right to roam' under The Countryside and Rights of Way Act 2000. This option would cross Access Land located either side of and including the B5035, an unnamed road which joins to the B5035 and Windmill Lane. This option would result in a direct loss of this Access Land. It is unclear what the implications of using this land are at this time, however, replacement Access Land is likely to be required.
- 4.7.7 The Town Centre Improvement Option will not have any impacts on community assets. However, eight properties located on Sturston Road and Station Street would be demolished. Not all of the land associated with these properties is likely to be required to construct the option. This could be seen as an opportunity to use the remaining land and create a small open green space for community use.

#### Development land and businesses

- 4.7.8 The Western Bypass Schemes, particularly scheme A, would intersect with the Tissington Trail. At the car park, there is a small café and bike hire shop. These businesses would likely be directly affected by the construction and possibly, the operation of the option. Additionally, the Orchard Dales Bed and Breakfast (located on North Avenue – east of the options) would overlook the construction site associated with both options and may be indirectly affected due to a reduction in amenity and tranquillity resulting in reduced trade. Western Bypass Scheme A would cross the access road to the Callow Top Holiday Park. It is assumed that access to this business would be retained during construction and operation of this option, any impacts would therefore be negligible. A search of DDDC's online planning application map facility



(Ref 4.15), does not show any planning applications for employment uses within the footprint of these options.

- 4.7.9 According to the DDDC SHELAA (2016) (Ref 4.16), land located at Ashbourne airfield is allocated as employment land (and housing land). Planning application Ref:19/01274/FUL includes a number of employment uses including 'up to 10 hectares of employment land (B1, B2 and B8 business uses), a commercial hub incorporating A1 (Shops)/ A2 (Professional/ Financial services), A3 (Restaurants and Cafes)/ A4 (Drinking Establishments), D1 (Non-Residential Institutions) and C1 (Hotels) uses'. It is not clear how this option would affect the consented employment uses at this stage. It is possible that this option could reduce the planned residential capacity for the planning application site and for the wider housing allocation, or require a different route for the bypass. Any effects would likely be adverse.
- 4.7.10 The Town Centre Improvement Option would require the demolition of eight properties, two of which are business Number 1 Station Road is a public house (Plough Inn) and no.7 Station Road is a fast food restaurant. There may also be some short-term ease of access issues associated with traffic delays due to construction works, but this would not persist into the medium or long-term.

#### Agricultural land holdings

- 4.7.11 A number of agricultural holdings would be affected by both the Western Bypass Schemes and the Eastern Bypass Scheme as a result of the loss of agricultural soils and severance of agricultural land. The number of landowners that would be affected and the level of impact upon their business is unknown at this stage. However, the Eastern Bypass Scheme has the potential to affect more landowners than the Western Bypass Scheme given that it would require substantially more land to construct.
- 4.7.12 The Town Centre Improvement Option would not have an effect on agricultural land holdings.

#### Walkers, cyclists and horse-riders

- 4.7.13 There are a number of facilities for walkers, cyclist and horse-rider (WCH) within the study area for all options – these are shown on Figure 1 to 4. Western Bypass Scheme A and B would directly impact nine Public Rights of Way (PRoW), this includes the popular and regionally valued Tissington trail. The Eastern Bypass Scheme would directly impact seven PRoW and Access Land located either side of and including the B5035, an unnamed road which joins to the B5035 and Windmill Lane.
- 4.7.14 The proposed options (except for the Town Centre Improvement Option) will extend across these WCH facilities. Some of these facilities may require permanent diversion as a result of the options. It should be noted that the DMRB 112: Population and Human Health (Ref 4.12), the relevant guidance to which the Eastern and Western Bypass schemes would be assessed in accordance with prior to a planning application being submitted, determines adverse impacts in relation to the length of a diversion. For example, a diversion of >500 m would constitute a major adverse magnitude of impact (see Table 3.12 of LA 112) and would likely result in significant adverse effect in EIA terms. Therefore, the length of a diversion should be kept to a minimum. Permanent closures are also not recommended and would only lead to increased community severance within the study area. Notwithstanding, given the number of WCH facilities that will be affected and their medium to high sensitivity (in accordance with Table 3.11 of the LA 112), there will be adverse effects on these WCH facilities, but the level of effect will depend on the mitigation incorporated into the scheme design.
- 4.7.15 Additionally, the Western Bypass Scheme A would extend across the popular and regionally valued Tissington Trail, which in accordance with DMRB 112, could be considered to be of very high or high sensitivity. Furthermore, partial loss of this trail is likely to be perceived negatively within the local community; possibly, by local and county councils, including neighbouring authorities such as the Peak District National Park Authority, and rural businesses relying on recreational tourism.
- 4.7.16 Additionally, it should be noted that land east of the A52 Derby Road and east of the Eastern Bypass Scheme is designated under Section 31 of the Highways Act, which indicates that landowner does not want to dedicate any land to additional PRoW within this area.

## Human Health

### The health of the population

- 4.7.17 Public Health England (Ref 4.16) describes the health of people in Derbyshire Dales as “generally better than the England average” and states that “life expectancy is not significantly different for people in the most deprived areas of Derbyshire Dales than in the least deprived areas”, indicating that there are low levels of health inequality. Life expectancy in the Derbyshire Dales is 80.7 for men which is above the national average of 79.6 years of age. In addition, life expectancy for females is 84.8 years of age, which is above the national average of 83.2 years of age. The mortality rate from ‘all cardiovascular diseases’ is described as significantly better than the national average and the percentage of physically active adults as a proportion of the population (71,977 people) is significantly better than the national average at 72.4%, compared with 65.7% at a national level. This data suggests that the health of the people living in the study area and beyond is generally better than other areas of England and it could be that, good access to the countryside (i.e. through the availability of footpaths and bridleways, proximity to the Peak District National Park, and boating lakes (for example Carsington Water)) is a factor of this good health.

### Health determinates (air quality, noise and visual amenity)

- 4.7.18 The air quality of the study area is generally good. As outlined in Section 4.1, there are no AQMAs and the air quality levels within the centre of Ashbourne are generally below EU Limit thresholds for annual mean NO<sub>2</sub> concentrations (i.e. 40 µg/m<sup>3</sup>). These levels will further reduce away from the urban edge and the existing highway network. Therefore, it is assumed that the air quality in the study areas for the Western Bypass Schemes and the Eastern Bypass Scheme is generally good. These options are likely to increase the concentration of NO<sub>2</sub> in study area, but it is considered unlikely that the levels of annual mean concentration of NO<sub>2</sub> will exceed the EU value threshold. Subsequently, these schemes are unlikely to cause or exacerbate health conditions linked to poor air quality. The air quality within Ashbourne is also generally good, however, there are areas where EU limit thresholds for NO<sub>2</sub> are being breached. The Town Centre Improvement Option, during operation, would improve the traffic flow through the town, thereby reducing queuing. This could have the beneficial impact of reducing annual mean NO<sub>2</sub> concentrations.
- 4.7.19 The background noise in the study area is anticipated to be dominated by road traffic noise. Areas further away from main roads, such as the A52 and the A515, are likely to be more tranquil and have lower levels of background noise. Both the Western Bypass Scheme and Eastern Bypass Scheme could increase noise levels in the study area, which may have an impact on resident’s mental health. The Town Centre Improvement Option is likely to adverse, short-term impacts during construction. These short-term impacts may have an impact on the mental health of residents. During operation, noise levels may be around current levels and the impact on residents is likely to be negligible.
- 4.7.20 The Western and Eastern Bypass Schemes will have visual impacts on residents, users of PROW and users of highways. Long-term view changes could have detrimental mental health impacts to permanent receptors, for example residents. The existing view of some residents may experience long-term view changes. Landscape mitigation could mitigate visual impacts in the long-term. The Town Centre Improvement Option is likely to have some minor impacts on the Townscape if the immediate surrounding area. Visual effects are also likely to be contained to the immediate surrounding area, but this may have long-term mental health impacts on residents in this location. However, opportunities could be taken to provide some open green space where land is considered surplus, which could mitigate this impact on resident’s mental health.

### Likely health impact

- 4.7.21 The health of people within in the study area is generally better than the rest of England. The Western and Eastern Bypass Schemes would likely have an adverse effect on the health of nearby residents and other receptors in the community which are located nearby to the scheme footprint. Western Bypass Scheme B has the greatest potential to have an adverse impact on health due to its proximity to the urban edge and therefore, residential receptors. The Eastern Bypass Scheme is most likely to have the least impact on health due to its



proximity away from the urban edge of Ashbourne, although it will extend across WCH facilities including PRow and Access Land, which may have a negative impact on community severance.

- 4.7.22 The Town Centre Improvement Option may have some beneficial impacts for example improved air quality within Ashbourne town centre as a result of better traffic flow and reduced NO<sub>2</sub> annual mean concentrations. However, there will likely be some short-term noise impacts and long-term visual changes which could have adverse mental health impacts. The opportunity could be taken to create open green space where land is considered surplus, which could this impact.

### RAG Rating

- 4.7.23 An **Amber** RAG Rating has been applied to the Western Bypass Schemes the given their likely adverse impact on private property and housing, on businesses, WCH facilities (including the popular and regionally valued Tissington Trail) and potentially negative health impacts. This rating has also been applied to the Town Centre Improvement Option given its likely impact on private properties and businesses.
- 4.7.24 A **Red** RAG Rating has been applied to the Eastern Bypass Scheme as the current alignment begins within an area of land which is allocated for housing and development within the DDDC Local Plan and which has planning permission for housing and employment land uses. The current alignment does not appear to tie-in with the approved land use and the developer is under no obligation to accommodate this option. This could represent a constraint that '*cannot be addressed using established and readily deliverable design solutions or mitigation thereby posing a threat to project delivery*'.

## 4.8 The Water Environment

### Watercourses

- 4.8.1 Western Bypass Scheme B is located within approx. 20 m of the Bentley Brook and Western Bypass Scheme A is located within approx. 5 m of the Bentley Brook. Both are located within approx. 270 m of the River Dove (located to the west). The Eastern Bypass Scheme would cross the Henmore Brook and the Sandy Brook.

### Flood Risk

- 4.8.2 The risk of flooding for all options has been assessed through a review of the Environment Agency's Flood Risk for Planning (Ref 4.17). Where the Western Bypass Schemes tie-in with the A52 they are located in Flood Zone 2 and 3, which is associated with the Bentley Brook. Western Bypass Scheme A is located further from the urban edge of Ashbourne and more its alignment is located within these Flood Zones. The majority of the alignment of Western Bypass Scheme B is located within Flood Zone 3. Where these options are located within Flood Zones 1 and 2, flood plain compensation will be required through the use of sustainable urban drainage (SUDs). Flood compensation will be more difficult to provide for Western Bypass Scheme A as it is located in more of Flood Zone 1 and 2; more land may be required beyond the options footprint in order to provide flood compensation.
- 4.8.3 The Eastern Bypass is generally located within Flood Zone 1 but does cross an area of Flood Zone 2 and 3 associated with the Henmore Brook. Flood compensation will be required where the option uses land within these Flood Zones. The Environment Agency are likely to require an overbridge rather than a culvert.
- 4.8.4 The Town Centre Improvement Option is located generally located within Flood Zone 1. Some areas on Compton Street and Park Road are located within Flood Zone 2 and 3, which are associated with the Henmore Brook. Flood compensation is unlikely to be required as there is unlikely to be a net gain in hard surfaces, due to the option's urban location.
- 4.8.5 All options would require a flood risk assessment (it is assumed their site area will be greater than 1 hectare).

## Water Quality

- 4.8.6 The footprint of the Western Bypass Schemes are not located within a Source Protection Zone. There is a Source Protection Zone, zone I, II and III located approx. 1.3 km east of the point at which the Western Bypass Schemes would tie-in with the A52. The Eastern Bypass Scheme is not located within a Source Protection Zone and there are none within the study area.
- 4.8.7 A review of the Environment Agency's Catchment Explorer (Ref 4.18) portal shows that the both the Bentley Brook and the River Dove had a Poor overall classification for Water Framework Directive (WFD) in 2019. The Western Bypass Schemes may, due to run off of chemicals and accidental spillages, have an adverse impact on the WFD classification. This could be managed by incorporating swales and drainage ponds into the design of the chosen option. Given that the Western Bypass Schemes would be located within approx. 20 m of the Bentley Brook and that Western Bypass Scheme A would be located within approx. 5 m of the Bentley Brook, there is potential for water quality impacts as a result of contaminated surface water runoff, contaminated groundwater flow, accidental spillages and contaminated operational surface water runoff. This could further reduce the water quality of a WFD water source (i.e. the Bentley Brook) and could have adverse impacts on the downstream River Dove, another WFD watercourse. Measures to avoid contaminated water entering these watercourses should be included in a CEMP, which would be produced and implemented by the principal contractor.
- 4.8.8 The Henmore Brook had a Moderate overall classification for WFD in 2019. The Eastern Bypass Scheme may, due to run off of chemicals and accidental spillages, have an adverse impact on the WFD classification. The Sandy Brook is not a WFD watercourse. Where options would cross watercourses, clear span bridges should preferably be used, and culverts only used where there are no other feasible options. It is likely that the Environment Agency will, at least, expect the crossing of the Henmore Brook to be a clear span crossing, with the existing riverbanks left in place.

## Water Environment Summary

- 4.8.9 A **Green** RAG Rating has been applied to the Town Centre Improvement Option as it would be unlikely to have an impact on the water environment.
- 4.8.10 A **Green** RAG Rating has been applied to the Eastern Bypass Scheme as it is generally located within Flood Zone 1 and the design of the crossing over the Henmore Brook could be designed within programme using readily established methods.
- 4.8.11 An **Amber** Rating has been applied to the Western Bypass Schemes as a result of their proximity to the Bentley Brook, a WFD watercourse, and location within Flood Zone 1 and 2.

## 4.9 Climate

- 4.9.1 The construction of the options will require the use of materials with embedded Greenhouse Gas (GHG) emissions due to their production. However, this is likely to be negligible in regard to the Town Centre Improvement Option.
- 4.9.2 At this early stage in development of the options, operational traffic data has not been made available to allow understanding of the changes in flows and potential for significant increases in greenhouse gases (GHG). As the options are intended to relieve existing congestion issues, they are considered likely to reduce journey time for vehicles on the route. This in turn may be likely to attract vehicles to the route from other surrounding routes, potentially increasing traffic flows on the A52, A515 and other local routes. It is considered unlikely that changes in traffic flows would be result in significant changes in GHG emissions.
- 4.9.3 UKCP18 (Ref 4.19) global projections over the UK show an increase in near surface wind speeds over the UK for the second half of the 21<sup>st</sup> century for the winter season when more significant impacts of wind are experienced. This is accompanied by an increase in frequency of winter storms over the UK.

- 4.9.4 It is anticipated that all options will be constructed to a suitable specification to continue to operate effectively during such events.
- 4.9.5 A **Green** RAG Rating has therefore been applied all options.

## 5. RAG Ratings

5.1.1 Table 5.1 below sets out the RAG ratings identified for each environmental discipline and provides an overall RAG rating for each of the proposed scheme.

Option	Air Quality	Cultural Heritage	Landscape and Visual	Biodiversity	Geology and Soils	Noise and Vibration	Population and Human Health	The Water Environment	Climate	Overall RAG Rating
Western Bypass Scheme A	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow
Western Bypass Scheme B	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow
Eastern Bypass Scheme	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Green	Red
Town Centre Improvement Option	Yellow	Yellow	Green	Green	Green	Yellow	Yellow	Green	Green	Yellow

The overall RAG rating (shown above) for each option is derived from all environmental factors. The accumulation of the overall RAG rating is based on professional judgement and is not a straight indicator of the potential for significant effects. This could be changed at a later stage where new baseline data is identified, and additional design detail becomes available.

RAG ratings are attributed as follows:

- **Red:** Environmental constraints that cannot be addressed using established and readily deliverable design solutions or mitigation thereby posing a threat to project delivery;
- **Amber:** Environmental constraints that, whilst likely to cause substantially adverse impacts, can potentially be resolved / mitigated but with possible implications for a project program; and
- **Green:** Environmental constraints that are likely be resolved/ mitigated for a project program.

## 6. Summary and Recommendations

### 6.1 Summary

- 6.1.1 Following a review of available baseline information, a high-level summary of environmental constraints and sensitivities review has been undertaken. This has enabled early consideration of the potential for significant effects arising from the options. These findings are based on initial scheme drawings which have been developed without environmental specialist input (with the exception of the High Level Landscape and Visual Study).
- 6.1.2 Overall, three of the options (Western Bypass Scheme A and B, and the Town Centre Improvement Option) have an amber RAG Rating. These ratings reflect the highest rating given to the individual environmental disciplines.
- 6.1.3 In total, the Town Centre Improvement Option has the least number of amber RAG ratings, indicating that some significant effects are likely but these are likely to be mitigatable with standard mitigation.
- 6.1.4 The Western Bypass Schemes have similar RAG ratings, but Western Bypass A has the least due to its position further away from the urban edge of Ashbourne and therefore, fewer receptors are likely to be affected by increased levels of NO<sub>2</sub>. Again, this indicates that some significant effects are likely but these are likely to be mitigatable with standard mitigation.
- 6.1.5 The Eastern Bypass Scheme has a Red RAG Rating overall, but this reflects the rating given for Population and Human Health where there is potential to impact on land with current planning permission for housing and employment uses. It may be possible to amend either the route of the option, or the layout for the other development; however this may result in a longer route for a bypass, additional mitigation and/or compensation.

#### Western Bypass Schemes A and B

- 6.1.6 The potential environmental impacts of Western Bypass Scheme A and B are outlined below:
- Western Bypass Scheme A is likely to affect fewer receptors sensitive to changes in air quality than Western Bypass Scheme B, as a result of its alignment being located further from residential receptors.
  - Western Bypass Scheme A would cross the popular and regionally valued Tissington Trail, which includes two businesses in this location (a café and bicycle rental shop). Western Bypass Scheme B would extend within immediate proximity to the start of this trail. The crossing or alteration of this bridleway is likely to be perceived negatively within the local community and possibly by the local and county councils, including neighbouring authorities such as the Peak District National Park Authority beyond.
  - Given the location of these options to the WFD watercourses Bentley Brook and River Dove, these options may have adverse impacts on water quality of these rivers, which impact the ability of these rivers to meet their WFD targets. Additionally, these options are located within an area of Flood Zone 2 and 3.
  - The Western Bypass Schemes are likely to have impacts on cultural heritages assets such as the Grade II listed Sandybrook Hall and the Callow Hall Conservation Area, however, these impacts could be reduced through development of the route alignment.
  - Both of these options are likely to have adverse impacts on the landscape of the study area. They are also likely to have adverse visual impacts on residents, users of PROW and users of roads.
  - Both options are likely to have impacts on biodiversity as they will require the removal of habitats, upon which a number of species will likely rely for breeding and foraging. Mitigation will need to be provided where it is considered that there will be adverse impacts. It should be ascertained whether the preferred option will need to achieve

biodiversity net gain or no net loss as soon as possible, as more land may be required for mitigation in order to achieve biodiversity net gain compared with achieving no net loss.

- Both options are likely to have noise and vibration impacts during construction and operation. Western Bypass Scheme B has the potential to impact more noise sensitive receptors as it is located closer to the urban edge of Ashbourne.
- Both options could result in the permeant loss of Best and Most Versatile land, however, due to the data available at this stage, it is not possible to say if this impact will occur.

## Eastern Bypass Scheme

6.1.7 The potential environmental impacts of Eastern Bypass Scheme are outlined below:

- Eastern Bypass Scheme A is likely to affect fewer receptors sensitive to changes in air quality than the Western Bypass Schemes due to its alignment being located further from residential receptors, but it will likely still have some adverse impacts on residential receptors.
- The Eastern Bypass Scheme is currently positioned on land which has planning permission for residential and employment land uses. This option may therefore impact the ability of this land to achieve the permitted housing and employment land capacity, or require the route to be diverted in this location.
- The Eastern Bypass Scheme would cross the WFD watercourse, Henmore Brook and would cross the Sandy Brook. This option may have adverse impacts on water quality of these rivers, which impact the ability of the Henmore Brook to achieve its WFD targets. Where this option crosses these watercourses, it is located within an area of Flood Zone 2 and 3. The Environment Agency are likely to require clear span bridges over these watercourses.
- The Eastern Bypass Scheme is likely to have impacts on cultural heritages assets such as the Grade II listed Sandybrook Hall and associated cultural heritage assets, however, these impacts could be reduced through micro-siting of the options alignment.
- This option is likely to have adverse impacts on the landscape of the study area. It is also likely to have adverse visual impacts on residents, users of PRoW and users of roads.
- The Eastern Bypass Scheme is likely to have impacts on biodiversity as it will require the removal of habitats, upon which a number of species will likely rely for breeding and foraging. Mitigation will need to be provided where it is considered that there will be adverse impacts. It should be ascertained whether the preferred option will need to achieve biodiversity net gain or no net loss as soon as possible, as more land may be required for mitigation in order to achieve biodiversity net gain compared with achieving no net loss.
- The Eastern Bypass Scheme is likely to have noise and vibration impacts during construction and operation but would likely impact fewer noise sensitive receptors compared with Western Bypass Schemes A and B, as it is located further away from the urban edge of Ashbourne.
- This option could result in the permeant loss of Best and Most Versatile land, however, due to the data available at this stage, it is not possible to say if this impact will occur.

## Town Centre Improvement Option

6.1.8 The potential environmental impacts of Town Centre Improvement Option are outlined below:

- This option is likely to have adverse impacts on residents within the town during construction, due to dust emissions. During operation, the proposed works are likely to ease queuing at the junction and could improve air quality slightly by relieving congestion.
- This option will require the demolition of buildings located adjacent and opposite from Grade II listed buildings. This may affect their setting.

- This option would likely have a limited range of visual impacts as a result of screening provided by existing development. Physical alterations to the junction are unlikely to have any wide-reaching effects on townscape character, aside from minor losses of or additions to townscape elements such as the density and form of urban development.
- Given its urban location, this option would likely have a limited impact on biodiversity.
- Given its urban location, this option would likely have a limited impact on geology and soils.
- This option has the potential to have adverse noise impacts during construction, as a result of demolition of buildings and the creation of new highway infrastructure in close proximity to residents. During operation, noise levels are likely to be similar those currently experienced, as the junction improvements would help to ease the flow of traffic through the junction and will not move the traffic away from the area.
- This option is likely to require the demolition of eight private properties, including two businesses.
- This option is unlikely to have an impact on the water environment.

## 6.2 Recommendations

6.2.1 Any further development of the options should be undertaken with an iterative approach with consideration of environmental constraints and stakeholder consultation, in order to avoid, reduce or suitably mitigate adverse effects and explore opportunities for enhancement.

6.2.2 The following recommendations would apply if one of the options were to be taken forward:

- Operational impacts of NO<sub>2</sub> could be mitigated through alteration of the scheme alignment, diverting it away from sensitive receptors, or by optimising speed limits. Further assessment of the effects on air quality is likely to be required.
- Where there are adverse noise impacts during operation, mitigation (such as noise barriers and earth bunds) could be provided to reduce the level of the resultant effects. However, given the potential for landscape and visual impacts, careful consideration would have to be given to the use of hard engineered elements such as noise barriers. Other mitigation measures, such as landscaped earth bunds may have less landscape and visual impacts. Further assessment of the effects on noise and vibration is likely to be required.
- In order to further de-risk the schemes options, an initial Cultural Heritage Desk Based Assessment (DBA) should be undertaken in consultation with the County Archaeologist to understand the local heritage and potential for buried archaeology. In addition, micro-siting of the preferred option could help reduce adverse impacts.
- To further understand the potential for effects on protected or notable habitats and species, a Phase 1 habitat survey would need to be undertaken. Where the preferred option will have direct impacts on protected or notable habitats and species, mitigation will have to be provided. In addition, the preferred option will be required to achieve at least no net loss in biodiversity in accordance with DDDC local planning policy, and where possible should achieve a net gain in biodiversity. Additionally, The Eastern Bypass Scheme has the potential to cause indirect nitrogen deposition at Local Wildlife Sites and Ancient Woodland associated with the redistribution of traffic, this should be investigated as part of environmental assessments undertaken for a planning application, if this is chosen as the preferred option.
- The loss of agricultural land could be minimised during the design stage; however, the identification of reasonable alternatives would need to justify the reason for not selecting any alternative schemes or routes. Additionally, in accordance with DDDC local planning policy the preferred option would be required to demonstrate that its benefits outweigh the loss of Best and Most Versatile agricultural land.
- Where options cross flood plains and watercourses, further consideration should be given to flood risk and the potential need for additional areas to mitigate this. Clear span



bridges should be used, and culverts should only be used where there are no other feasible options. It is likely that the Environment Agency will, at least, expect the crossing of the Henmore Brook and Sandy Brook to be clear span crossings, with the existing riverbanks left in place.

- The preferred option design would need to include an appropriate landscape design, incorporating native tree and shrub planting, as well as earthworks manipulation such as bunds, false cuttings, and use of natural landform.
- Particular consideration would need to be given to the alignment around the north side of Ashbourne, including conflicts with the Tissington Trail. The loss of part of this trail is likely to be perceived negatively by the local community and local planning authorities. The landscape design will help to mitigate some of the landscape and visual impacts by integrating and replacing landscape features, enhancing landscape character and providing screening for visual receptors. In addition, future stages of development should confirm the need to affect Access Land, and options to mitigate this loss as close to the existing land as possible.
- Discussions should be held with the developer of the site located at the southern end of the Eastern Bypass Scheme, to further understand if the road alignment could be changed so that it does not impact the ability of the site to deliver its planned capacity.
- Construction effects could be managed and mitigated through the use of best practice working measures, which could be included in a Construction Environmental Management Plan (CEMP).

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## Section 1

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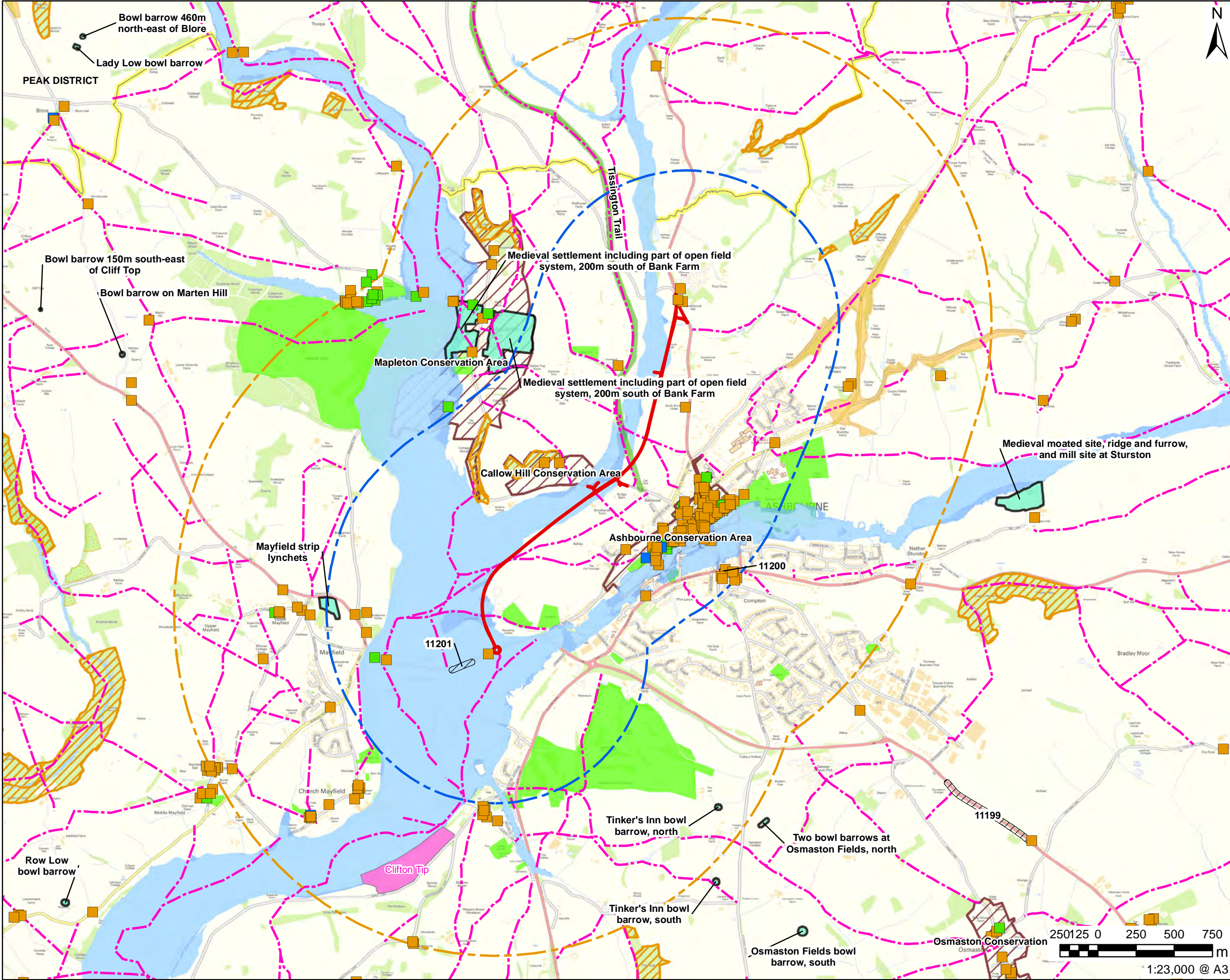
## Section 4

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# Appendix A Figures 1 to 4





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OPTIONS

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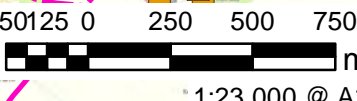
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- LEGEND**
- Route Information
- Western Bypass Scheme A
  - 1km Buffer from Scheme
  - 2km Buffer from Scheme
- Environmental Constraints
- Grade I Listed Building
  - Grade II\* Listed Building
  - Grade II Listed Building
  - Scheduled Monuments
  - Historic Landfill Sites
  - Noise Important Areas
  - Ancient Woodland
  - Site of Special Scientific Interest
  - Flood Zone 2
  - Flood Zone 3
  - Conservation Area
  - Open Green Space
  - Access Land
  - National Park
  - Public Rights of Way
  - Tissington Trail

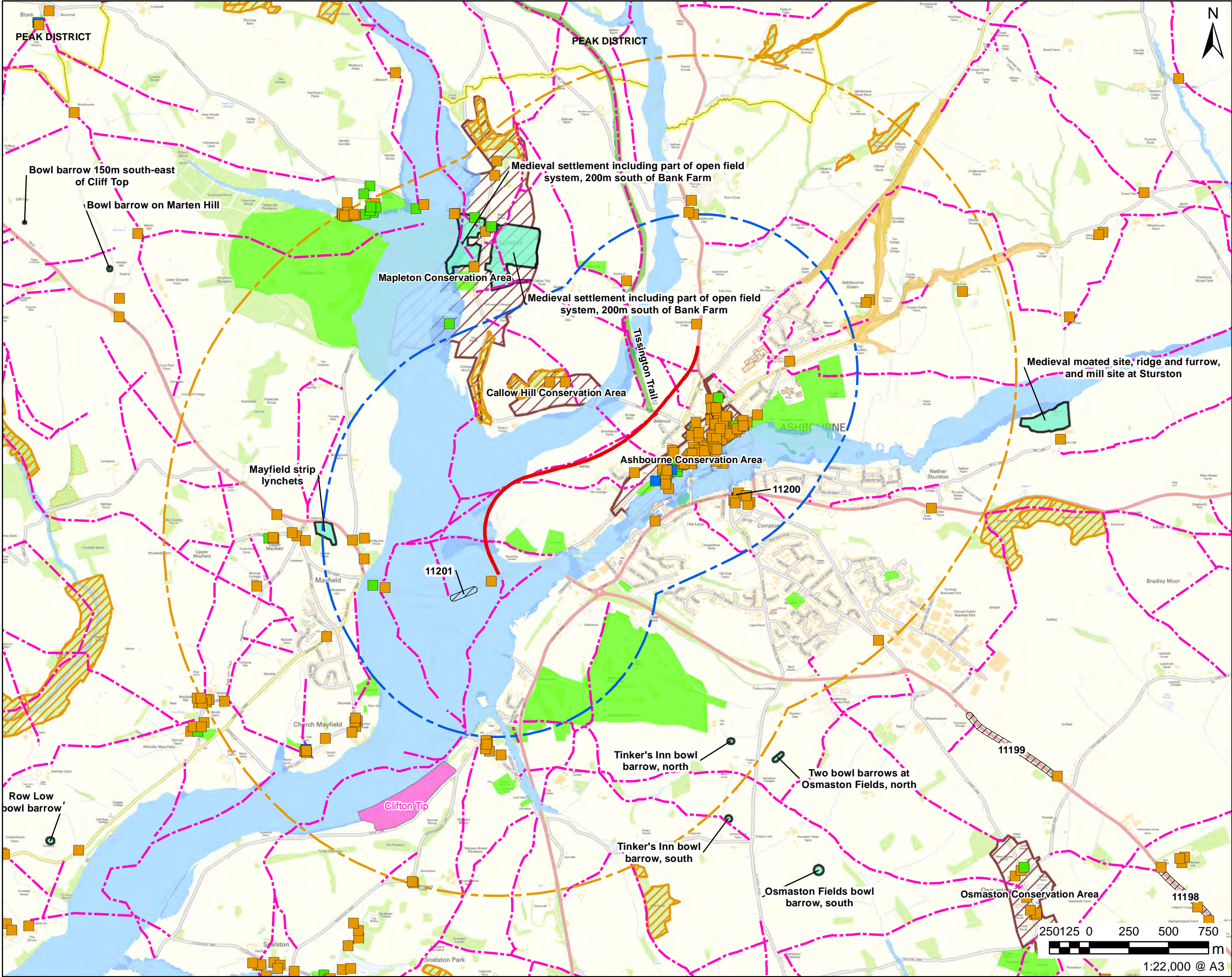
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**ISSUE PURPOSE**  
CONSULTATION  
**PROJECT NUMBER**  
60627132  
**SHEET TITLE**  
ENVIRONMENTAL  
CONSTRAINTS - WESTERN  
BYPASS SCHEME A  
**SHEET NUMBER**  
FIGURE 1







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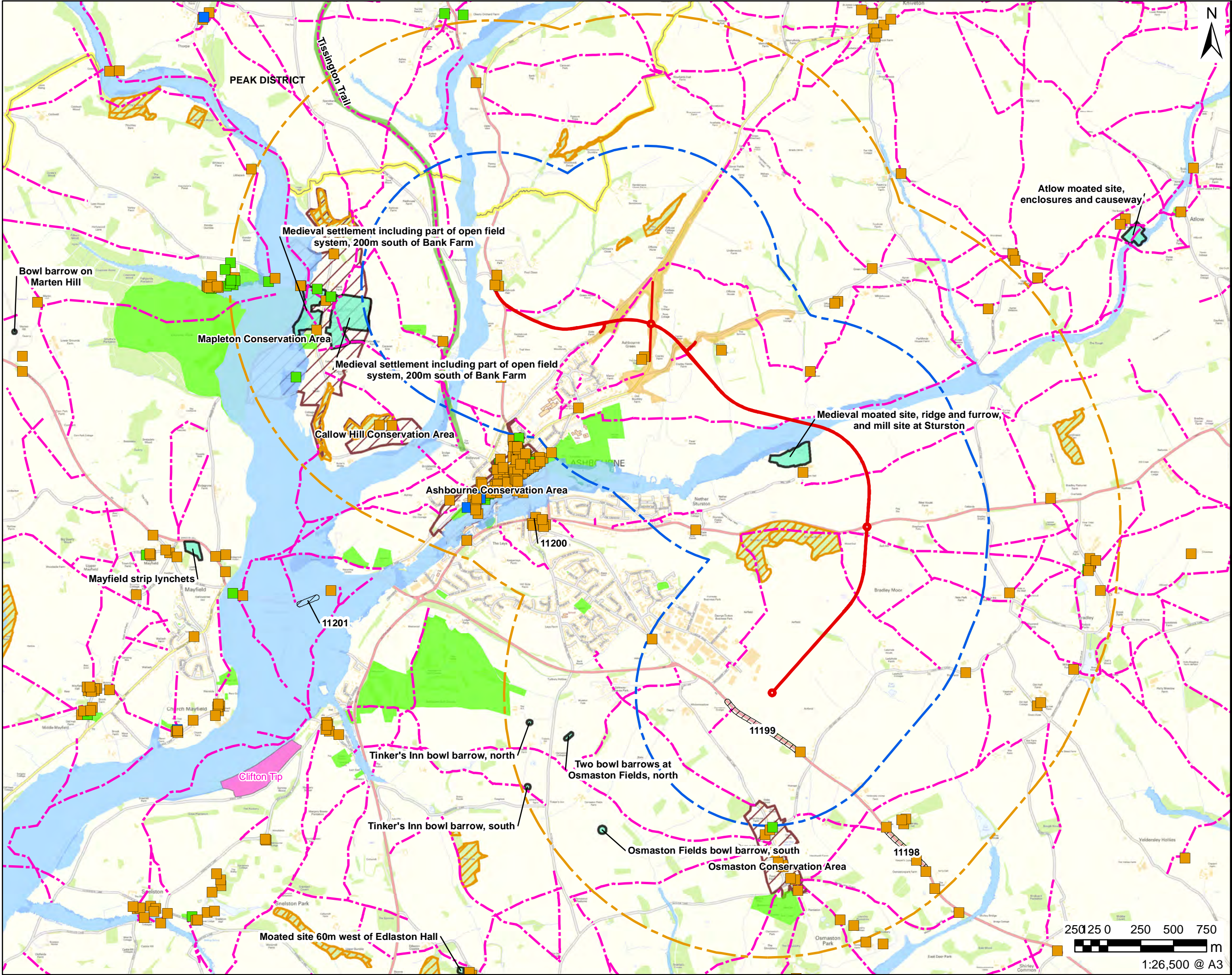
- LEGEND**
- Route Information
- Western Bypass Scheme B
  - 1km Buffer from Scheme
  - 2km Buffer from Scheme
- Environmental Constraints
- Grade I Listed Building
  - Grade II\* Listed Building
  - Grade II Listed Building
  - Scheduled Monuments
  - Historic Landfill Sites
  - Noise Important Areas
  - Ancient Woodland
  - Conservation Area
  - Site of Special Scientific Interest
  - Flood Zone 2
  - Flood Zone 3
  - Open Green Space
  - Access Land
  - National Park
  - Public Rights of Way
  - Tissington Trail

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**ISSUE PURPOSE**  
CONSULTATION  
**PROJECT NUMBER**  
60627132  
**SHEET TITLE**  
ENVIRONMENTAL  
CONSTRAINTS - WESTERN  
BYPASS SCHEME B  
**SHEET NUMBER**  
FIGURE 2

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**AECOM**

**PROJECT**  
ASHBOURNE TRAFFIC  
OPTIONS

**CLIENT**  
DERBYSHIRE COUNTY  
COUNCIL

**CONSULTANT**  
AECOM Limited  
12 Regan Way  
Chetwynd Business Park  
Chilwell  
Nottingham, NG9 6RZ  
www.aecom.com

- LEGEND**
- Route Information
- Eastern Bypass Scheme A
  - 1km Buffer from Scheme
  - 2km Buffer from Scheme
- Environmental Constraints
- Grade I Listed Building
  - Grade II\* Listed Building
  - Grade II Listed Building
  - Scheduled Monuments
  - Historic Landfill Sites
  - Noise Important Areas
  - Ancient Woodland
  - Flood Zone 2
  - Flood Zone 3
  - Open Green Space
  - Conservation Area
  - Access Land
  - National Park
  - Public Rights of Way
  - Tissington Trail

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**ISSUE PURPOSE**

**CONSULTATION**

**PROJECT NUMBER**

60627132

**SHEET TITLE**

ENVIRONMENTAL  
CONSTRAINTS - EASTERN  
BYPASS SCHEME

**SHEET NUMBER**

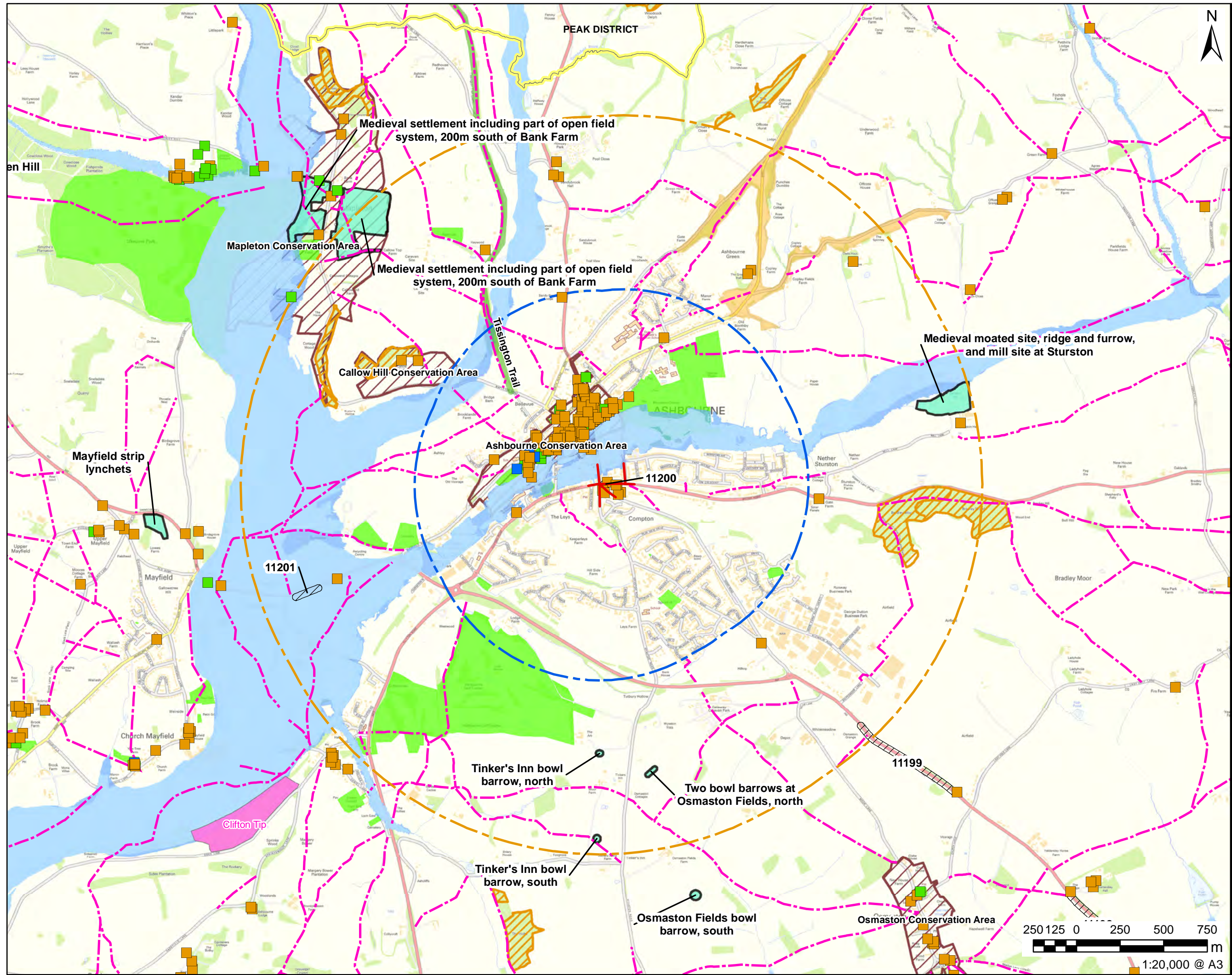
FIGURE 3

250 250 250 500 750

m

1:26,500 @ A3





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# AECOM

## PROJECT

### ASHBOURNE TRAFFIC OPTIONS

## CLIENT

### DERBYSHIRE COUNTY COUNCIL

## CONSULTANT

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12 Regan Way  
Chetwynd Business Park  
Chilwell  
Nottingham, NG9 6RZ  
[www.aecom.com](http://www.aecom.com)

## LEGEND

### Route Information

- Town Centre Junction Improvement Scheme
- 1km Buffer from Scheme
- 2km Buffer from Scheme

### Environmental Constraints

- Grade I Listed Building
- Grade II\* Listed Building
- Grade II Listed Building
- Scheduled Monuments
- Historic Landfill Sites
- Noise Important Areas
- Ancient Woodland
- Conservation Area
- Flood Zone 2
- Flood Zone 3
- Open Green Space
- Access Land
- National Park
- Public Rights of Way
- Tissington Trail

## NOTES

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## ISSUE PURPOSE

### CONSULTATION

### PROJECT NUMBER

60627132

### SHEET TITLE

### ENVIRONMENTAL CONSTRAINTS - TOWN CENTRE IMPROVEMENT OPTION

### SHEET NUMBER

## FIGURE 4







# Ashbourne Traffic Options

Consultation Report

DRAFT

Project Number: 60640571

JANUARY 2021

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Revision	Revision date	Details	Name	Position

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## **Appendices**

Appendix A – Introductory Letter and Brochure

Appendix B – Poster

Appendix C – Feedback Form

Appendix D – Information Boards

Appendix E – Highway Drawings

Appendix F – Environmental Constraints Summary Report

Appendix G – Traffic Flow Forecasts

## Executive Summary

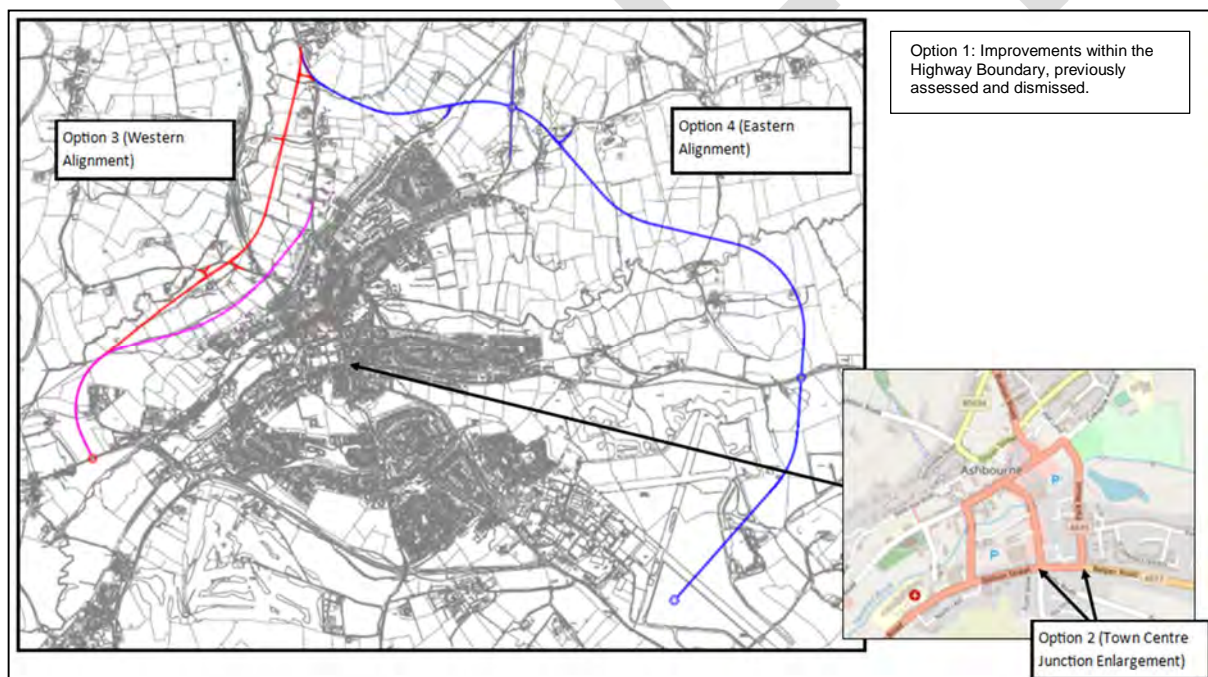
AECOM was commissioned by Derbyshire County Council (DCC) to undertake an *early stage* consultation on several traffic options available to reduce traffic delays and reduce the impact of HGV traffic within Ashbourne, Derbyshire.

The options within the consultation included:

- A town centre scheme (being an enlargement of the A515 / Sturston Street / Park Road / Belper Road / Derby Road junction);
- A western bypass (for which two options were presented); and
- An eastern bypass.

The above options are shown in Figure 1 (which is an extract of a hard-copy brochure sent to all residents, and which is provided in full within the appendices). Schemes within the existing highway boundary (termed, Option 1) were not included in the consultation for reasons set out later in this document. (Notwithstanding this, the consultation questions allowed people to state if they thought a scheme was not necessary, or to suggest an alternative scheme).

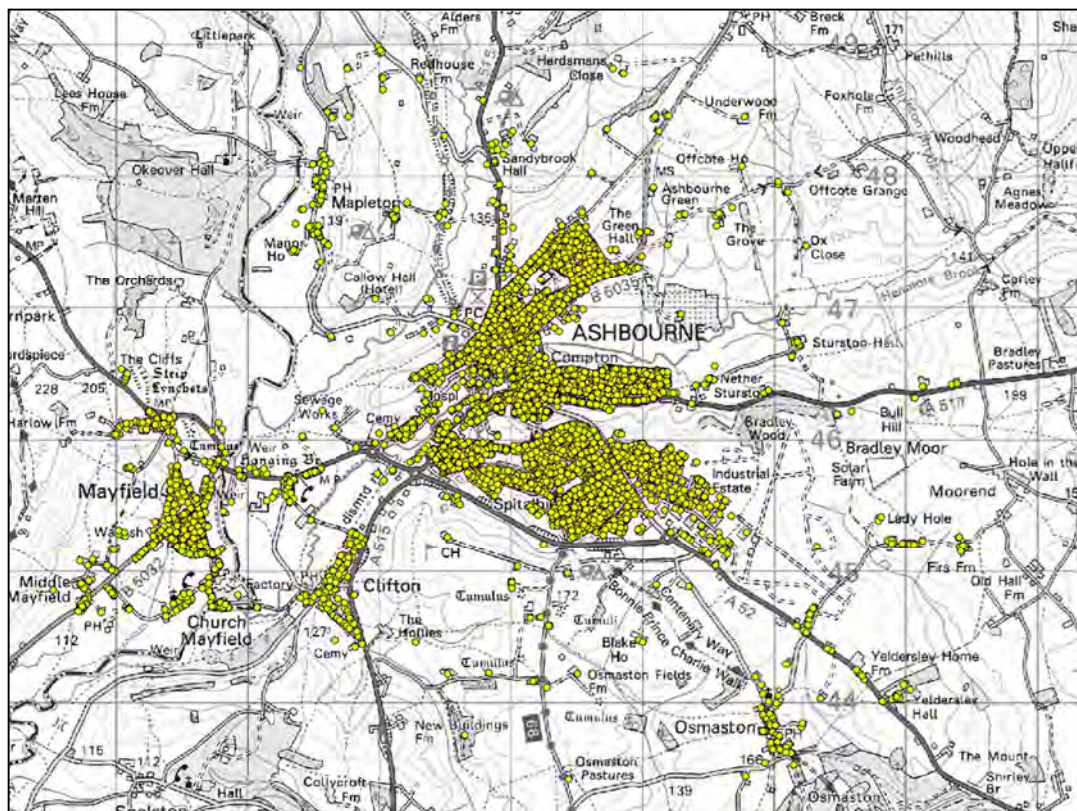
**Figure 1: Consultation Options**



The *early stage* consultation relating to the above options was undertaken in November and December 2020, and views from the resident and business population of Ashbourne were invited (as well as from the immediately surrounding areas). Figure 2 shows the area within which a letter and brochure was distributed (6,647 properties).

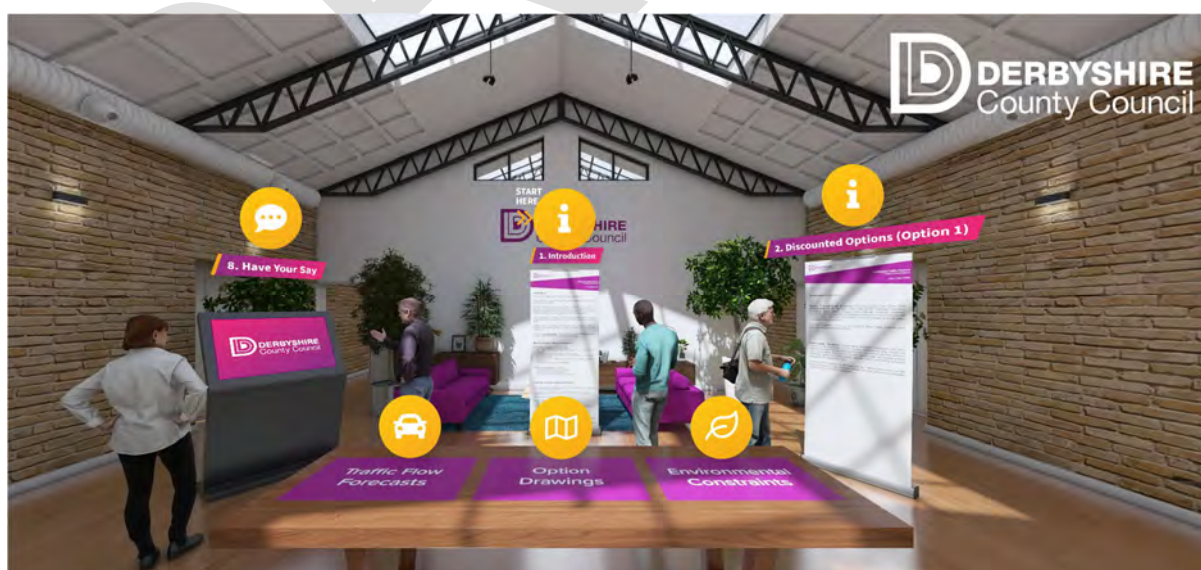


**Figure 2: Study Area – Distribution of Letter and Brochure (6,647 properties, Source: AddressPoint)**



A virtual consultation portal was used to host the information and make this available to the public. Figure 3 shows the overall look of the portal. Information on the visitors to this portal is provided later in this report.

**Figure 3: Virtual Consultation Portal**



1,781  
visitors



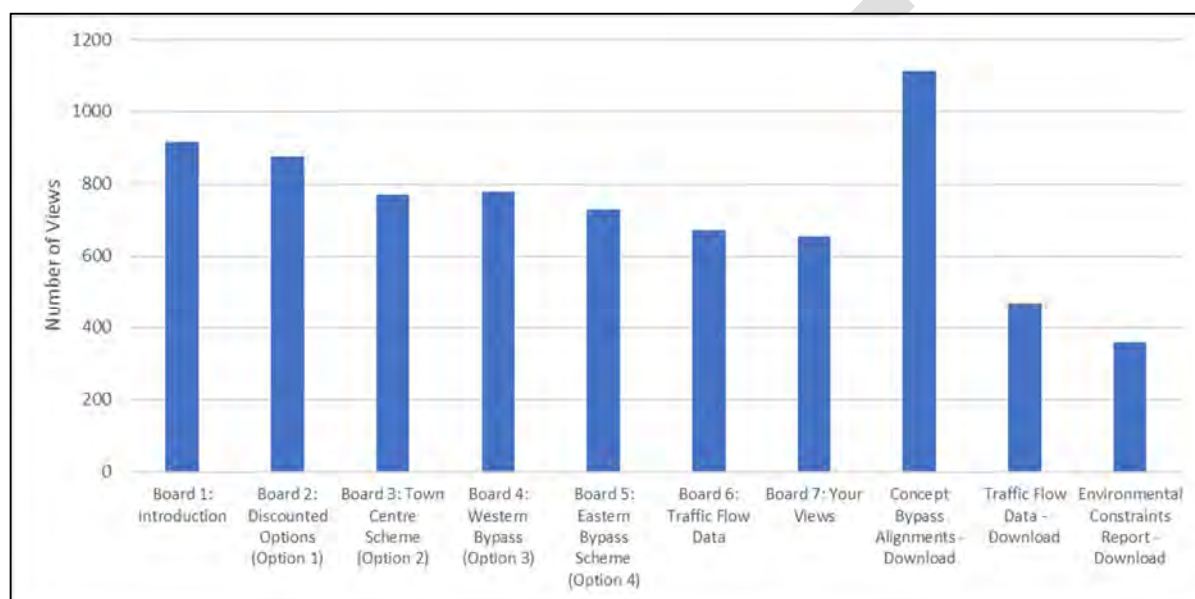
885  
Responses

The main concern with an online only consultation approach is one of exclusion, particularly of older age groups. To ensure maximum participation, the introductory letter (delivered to all properties) included a phone number to call if someone did not have access to the internet to receive the consultation materials in hard copy. A freepost envelope was also provided in order to return a hard copy feedback form.

The virtual consultation portal recorded the number of visits during the consultation period (23<sup>rd</sup> November to 18<sup>th</sup> December 2020, four weeks). In total, 1,781 users<sup>1</sup> visited the portal during the consultation period (with 19% making a return or multiple return visits<sup>2</sup>).

Figure 4 shows the number of times each element of the consultation portal received a view by a unique IP address.

**Figure 4: Views of Consultation Portal Content**



A total of 885 responses were received, with Table 1 showing the source of responses.

**Table 1: Total Number of Responses, and source**

Received via...	Number
Portal Feedback Survey	858
Hard Copy Feedback Survey	21
Email (with no feedback corresponding survey)	4
Letter (with no corresponding feedback survey)	1
Telephone	1
<b>Total</b>	<b>885</b>

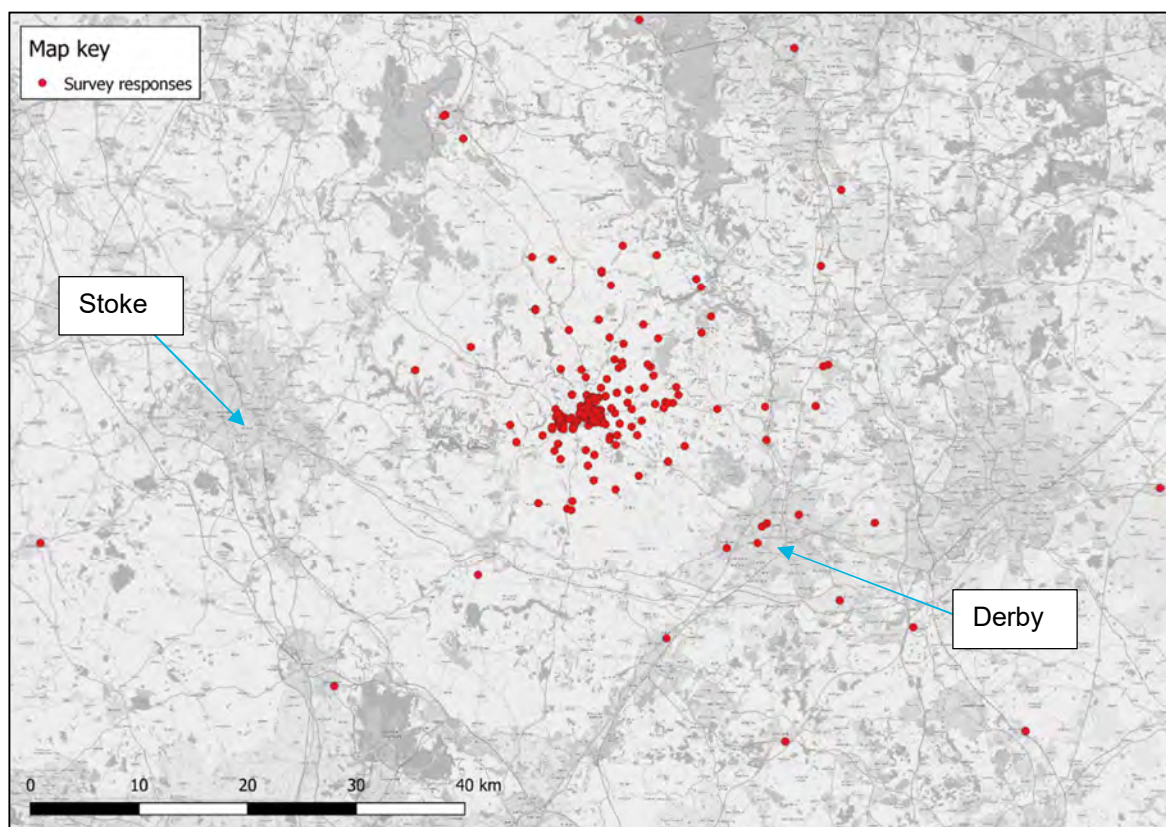
Figure 5 shows the locations from which respondents were drawn (based on stated postcodes).

<sup>1</sup> as defined by a unique IP address.

<sup>2</sup> If a machine is shared, then some of this 19% could be separate people. Therefore, the 1,781 figure is a minimum number of users reached during the period.



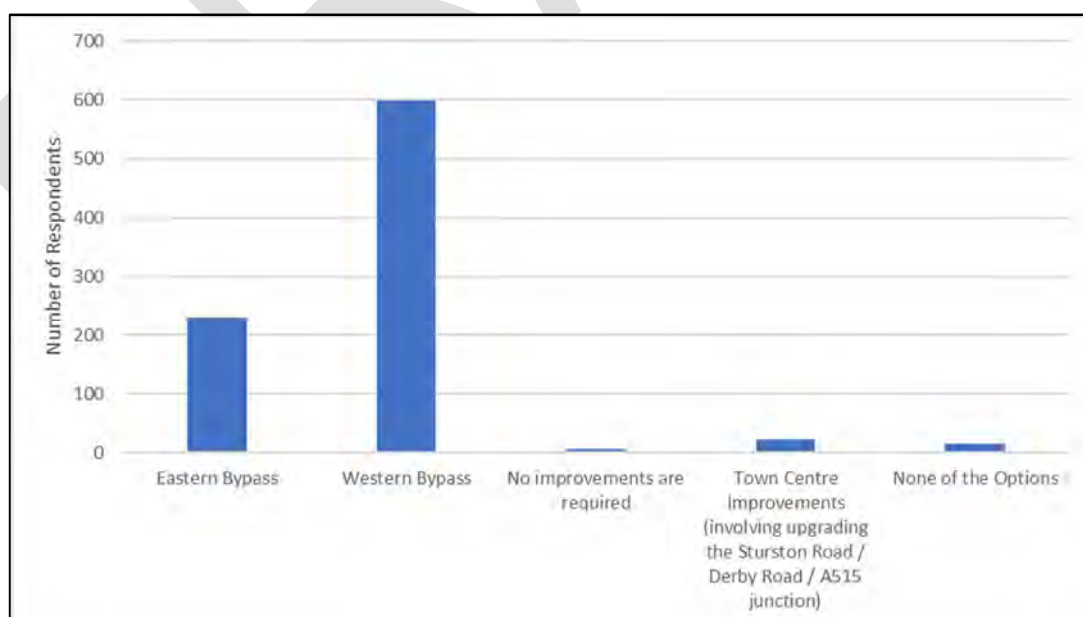
**Figure 5: Respondent Locations**



Note: Mapping is not based on the full postcode, and so cannot be used to infer if a response has or hasn't been obtained from a specific property.

Figure 6 shows the level of support for the various options proposed in the consultation.

**Figure 6: Support for Options**



Two variants of the western bypass were presented. For those who selected a western bypass as their preference, Figure 7 shows which Option was identified as being preferred. (With Option A being further north, and Option B being closer to existing property).

**Figure 7:** Support for Western A versus Western B

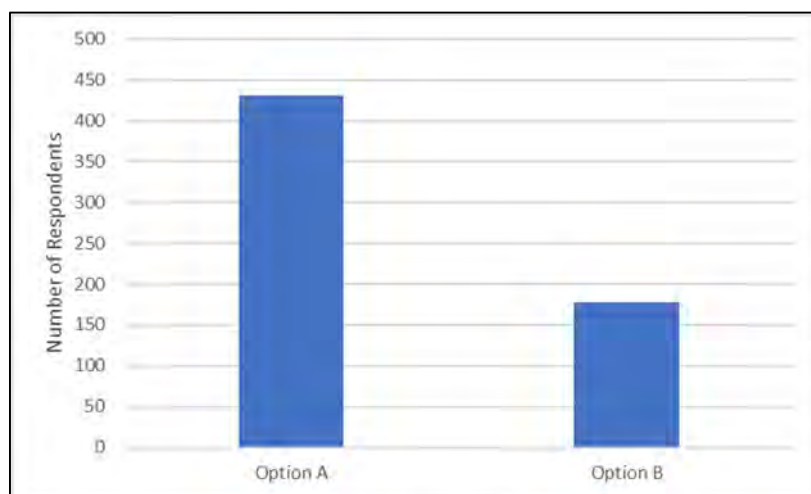
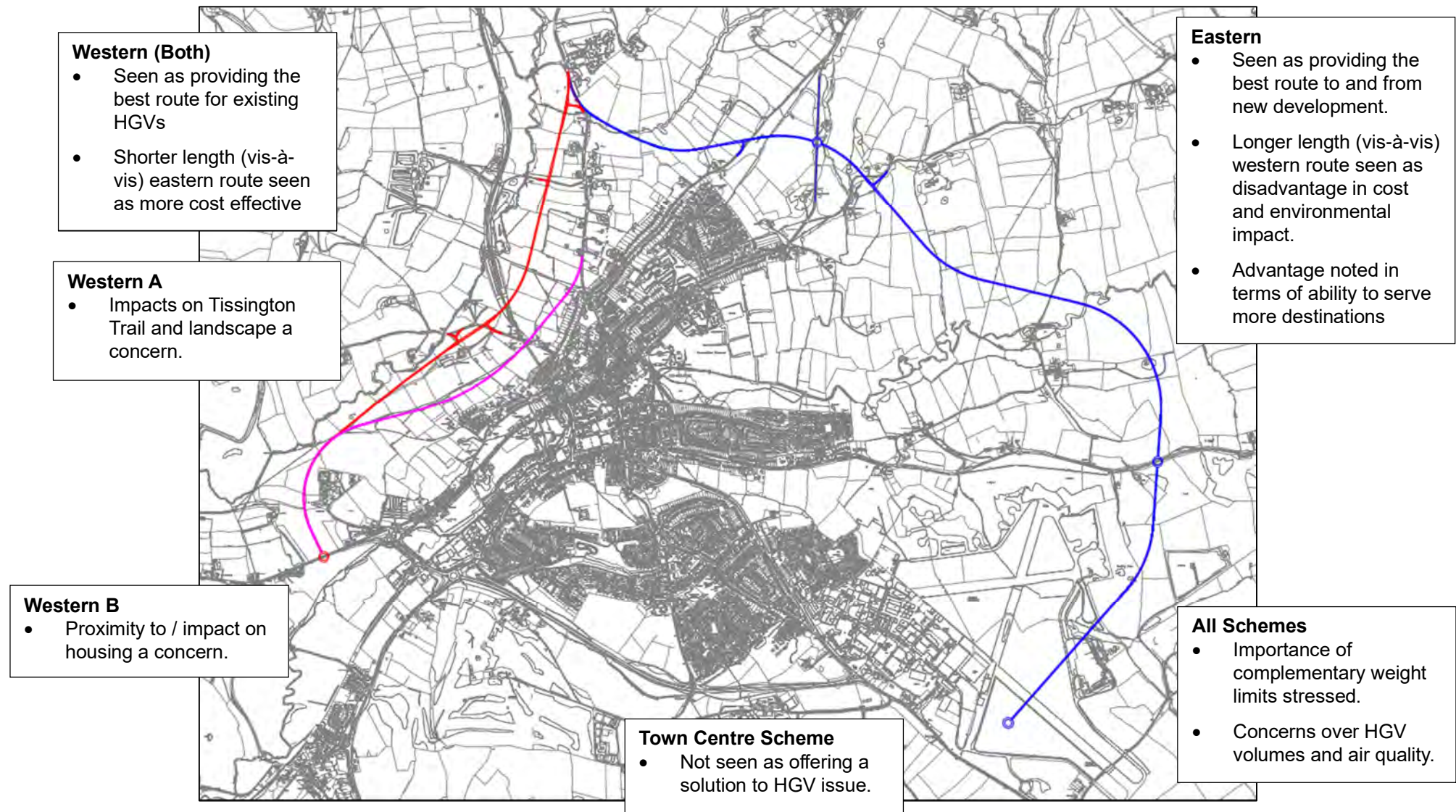


Figure 8 summarises the main issues raised by respondents within free form comments sections.

**Figure 8: Main Issues Raised by Respondents**



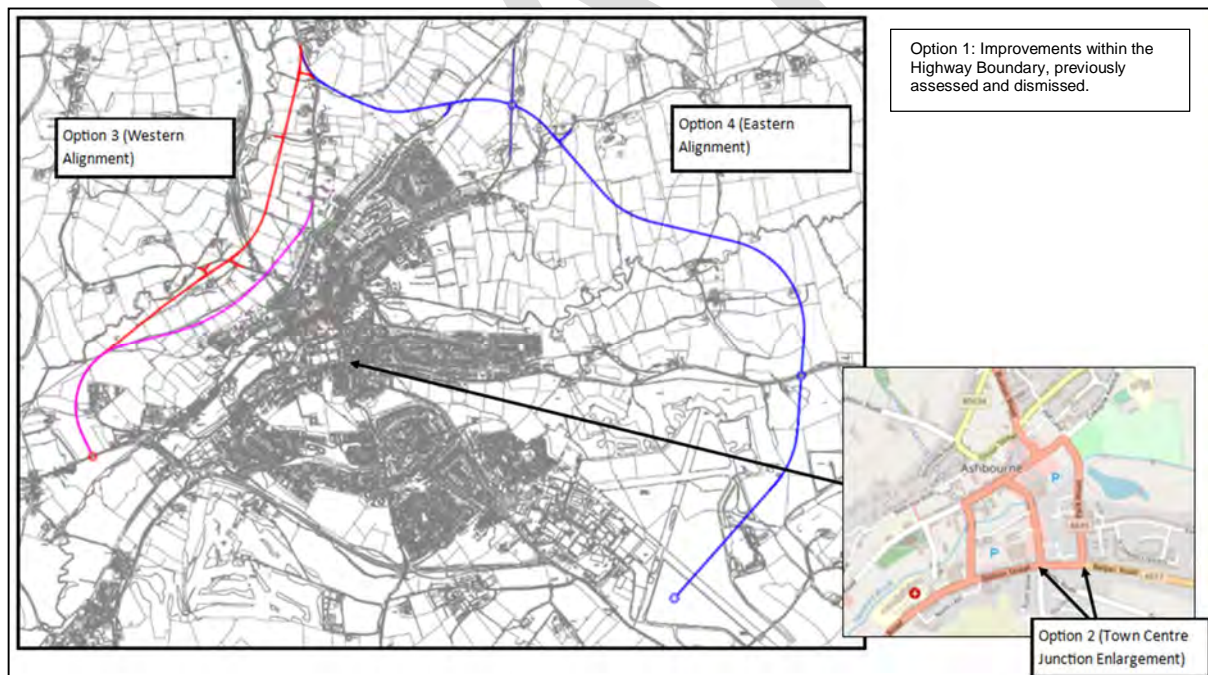


# 1. Introduction

## 1.1 Overview

- 1.1.1 AECOM was commissioned by Derbyshire County Council (DCC) to undertake an *early stage* consultation on several traffic options available to reduce traffic delays and reduce the impact of HGV traffic on Ashbourne, Derbyshire.
- 1.1.2 The options within the consultation included:
- A town centre scheme (being an enlargement of the A515 / Sturston Street / Park Road / Belper Road / Derby Road junction).
  - A western bypass (for which two options were presented); and
  - An eastern bypass.
- 1.1.3 The above options are shown in Figure 1.1 (which is an extract of a hard-copy brochure sent to all residents and which is provided within the appendices). Schemes within the existing highway boundary (termed, Option 1) were not included in the consultation for reasons set out later in this document. (Notwithstanding this, the consultation questions allowed people to state if they thought a scheme was not necessary, or to suggest an alternative scheme).

**Figure 1.1:** Consultation Options



- 1.1.4 The *early stage* consultation relating to the above options was undertaken in November and December 2020, and views from the resident and business population of Ashbourne were invited (as well as from the immediately surrounding areas). This report summarises the views obtained.

## 1.2 Previous Work

- 1.2.1 The options contained in the consultation were informed by previous work undertaken by DCC examining traffic options for Ashbourne. This work includes:
- 1.2.2 **Ashbourne Traffic Study (2009, Scott Wilson Ltd):** This report examined traffic management options within the existing highway boundary. It was aimed at making best use of the existing network. The report examined several suggestions put forward in consultation with the *Ashbourne Over 50s Forum*, and concluded that enlargement of the St. John's Road one-way system (i.e. making Compton Street one-way northbound and Park Road one-way southbound and Sturston Road one-way westbound) would increase traffic volumes through the historic town centre and would increase response times by the emergency services (based on Park Road).
- 1.2.3 **Ashbourne Bypass Engineering Feasibility Study (2010, Scott Wilson Ltd):** This report examined five options to the west of Ashbourne and concluded that three alignments were viable.
- 1.2.4 **Sturston Road / Derby Road / Belper Road Junction Assessment (2016, AECOM):** This report examined the potential to improve the operation of the Sturston Road / Derby Road / Belper Road Junction and concluded that the junction could operate more efficiently if land was acquired to enable additional lanes.
- 1.2.5 **Derbyshire Dales Local Plan Transport Evidence Base (2016, AECOM):** At the time of preparing the Transport Evidence Base (AECOM, December 2016) for the Derbyshire Dales Local Plan, it was identified that a bypass on the eastern side of Ashbourne may provide additional benefit to that on the western side by more directly serving the Ashbourne Airfield, and also allowing diversion of trips from Belper Road and Cockayne Avenue away from the town centre. Such an option was not pursued at the time of preparing the Local Plan.
- 1.2.6 **Ashbourne Transport Study (2017, AECOM):** This report summarised the above options and sifted them to identify potential options to be taken forward for assessment.
- 1.2.7 In addition to the above, between 2019 and 2020, a strategic highway transport model of Ashbourne and the surrounding area has been prepared on behalf of DCC by AECOM (the documentation for which includes a *Traffic Data Collection Report*, *Local Model Validation Report* and a *Forecasting Report*). A separate *Options Traffic Forecasting and Transport Economic Efficiency Assessment Report* accompanies this Consultation Report, which identifies forecast trips with and without each of the options, and also provides an initial<sup>3</sup> Benefit:Cost ratio.

<sup>3</sup> It is noted that, whichever option is chosen, further engineering and environmental assessment work will be needed to move a scheme to a detailed design stage. Further modelling will also be required as the scheme progresses.



## 1.3 COVID19

1.3.1 The coronavirus (COVID19) pandemic struck the United Kingdom and the rest of the globe during 2020. This had three main implications for this consultation:

- Traffic patterns were disrupted for large parts of the year due to lockdowns and instructions to work from home where possible. Updated guidance from the Department for Transport (DfT) is awaited on how traffic models should be updated; however, it is noted that models are regularly updated in any event as schemes progress through to detailed design and therefore these aspects would be picked up at an appropriate time.
- Compton Street was temporarily made one-way northbound as part of the Emergency Active Travel Fund (EATF) initiatives. It was decided to model the schemes without this EATF intervention, and to seek views from the public on this scheme. A further model run with Compton Street made one-way permanently could be undertaken at a later date (see above on model refinement during later stages of assessment).
- It was not possible to hold physical consultation events. The process through which it was ensured no one was excluded from the consultation is described later in this report.

1.3.2 It is also noted that, at the time of writing this report, the COVID19 pandemic was still ongoing and there may be further impacts not recorded above.

## 1.4 Report Structure

1.4.1 This report is arranged such that:

- **Section 2** sets out the form of the consultation and how it was advertised;
- **Section 3** sets out the results in respect of the main options under consideration
- **Section 4** provides a summary of other travel data collected;
- **Section 5** lists and provides responses to concerns raised with the consultation process; and
- **Section 6** presents a summary and way forward.

## 2. Consultation Materials and Awareness Raising

### 2.1 Overview

- 2.1.1 This section describes the consultation materials and the way in which the population of Ashbourne and the surrounding areas (both residents and business) was informed of the consultation.

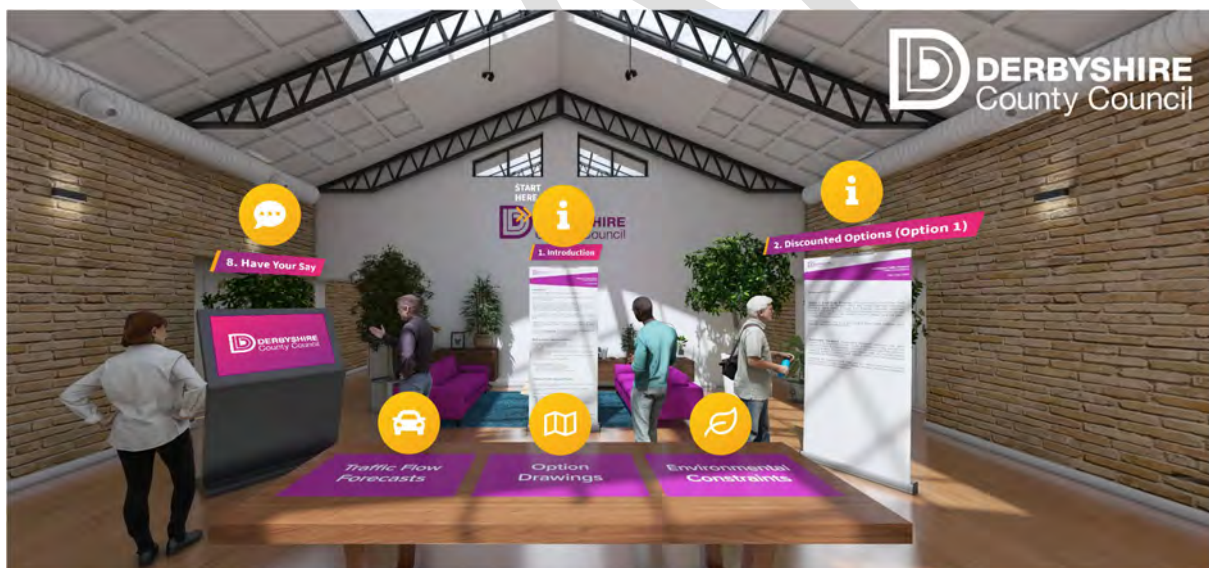
### 2.2 Physical Events

- 2.2.1 Physical events had been arranged at St. Oswald's Church Hall (School Lane, Ashbourne) for three days (two weekday and one Saturday) in November 2020. The venue was booked; however, it was determined that physical events could not take place due to COVID19 restrictions, as detailed above. The venue was excellent, however, and it is recommended for use at a future date (potentially for a consultation on the preferred scheme, if / when decided).

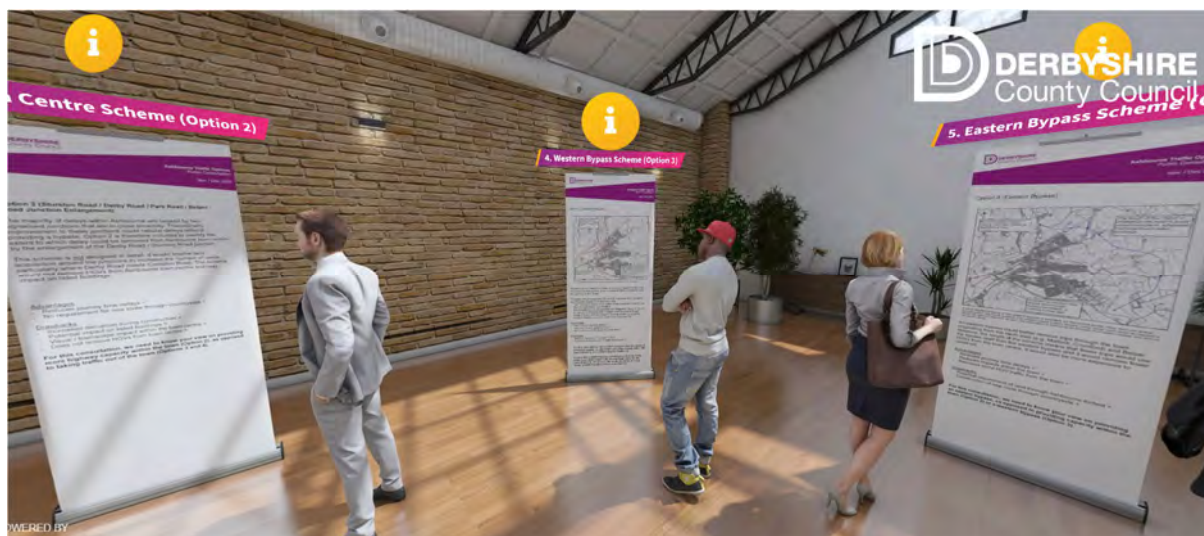
### 2.3 Virtual Consultation Portal

- 2.3.1 A virtual consultation portal was prepared to host the information and make this available to the public. Figures 2.1 to 2.2 show the overall look of the portal. Information on the use of this portal is provided later in this report.

**Figure 2.1:** Virtual Consultation Portal (View 1)



**Figure 2.2:** Virtual Consultation Portal (View 2)



## 2.4 Consultation Materials

2.4.1 The following materials were produced to support the virtual consultation portal:

- An introductory letter (provided in Appendix A, distributed to all properties in Figure 2.3.)
- A brochure (provided in Appendix A, distributed to all properties in Figure 2.3);
- A poster (provided in Appendix B, and displayed at locations shown below);
  - from 23<sup>rd</sup> November 2020:
    - WHSmith
    - A.L Hulme
    - The flowershop of Ashbourne
    - Chic Ashbourne ladies clothing gifts and accessories
    - Pets Pad
    - John German sales and lettings
    - Vision Express
    - Smith Cooper tax returns
    - Benny's Pizzeria
    - White Peak Dental Practice
    - Picnic basket
    - Booze and News
    - Leek United Building Society
    - Market Place Fish and Chips
    - Linda Elaine
    - Hair by Kristian Wood

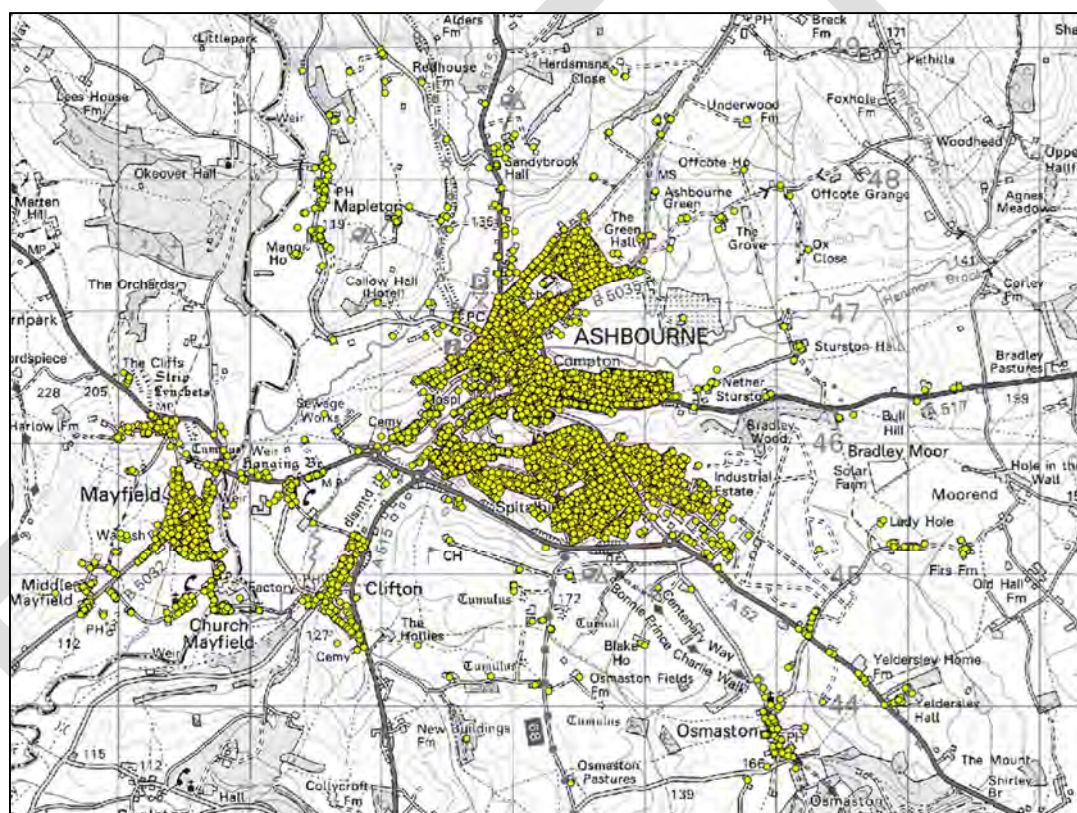
- C W Sellors
- Nigels Butcher
- Best Wishes Card and Gifts
- Bargain Booze
- Mica
- Ashbourne Fish Bar
- Lumbar sacral Service Centre
- Home Base
- Poundland
- Halfords
- M&S
- Majestic Wines
- St Oswald's Hospital
- Dr I Macleod & Partners
- from 2nd December 2020 (following second lockdown):
  - The Clayrooms
  - Wigley's Shoes
  - Stepping Stone's Shoes
  - Speedy Auto Shop
  - Sainsbury's
  - Ashbourne Computers
  - Café Impromptu
  - Gentleman and Rogues Barbers
  - Elliott Carpets
  - AR Bentley Groceries
  - Ashbourne Antique Centre
  - Henmore's
  - Cancer Research UK
  - Lighthouse Charity Shop
  - Banjo
  - Joules
  - Betty's Sewing Box
  - Mayfield General Store
- Ashbourne Library was sent a poster by post.



- A feedback form (provided in Appendix C, hosted online but presented in this report as hard copy);
- Information boards (provided in Appendix D, hosted online but presented in this report as hard copy);
- Highway Options Drawings (provided in Appendix E, hosted online but presented in this report as hard copy);
- Environmental Impacts Summary Report (provided in Appendix F, hosted online but presented in this report as hard copy); and
- Traffic Flow Forecasts (provided in Appendix G, hosted online but presented in this report as hard copy).

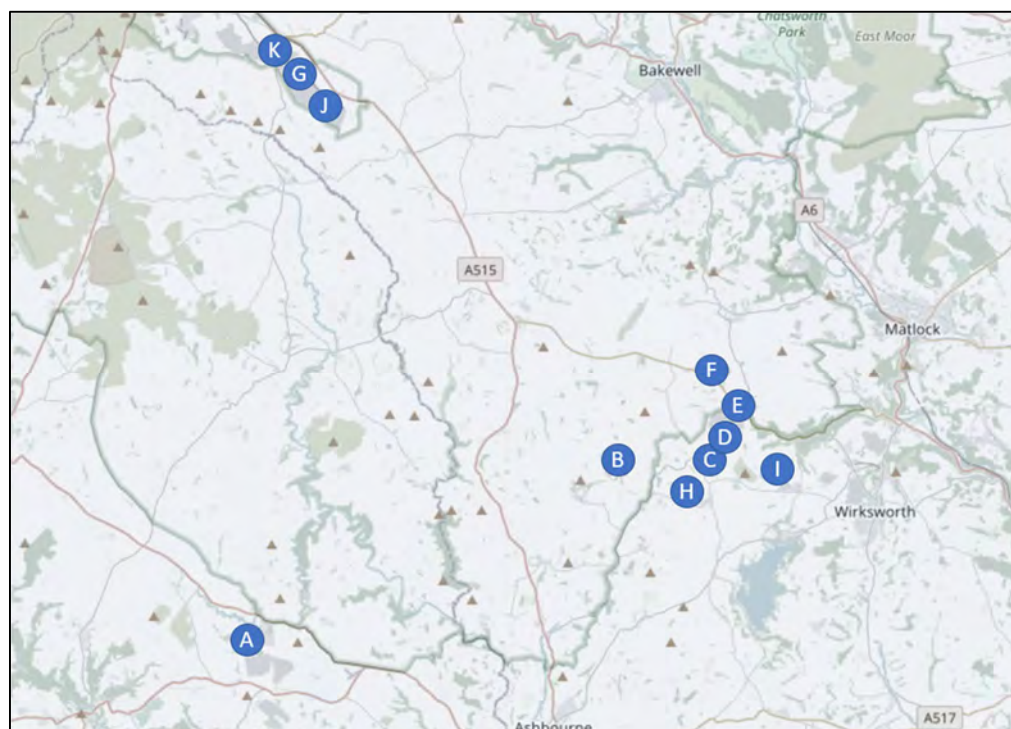
2.4.2 For the purposes of this consultation, all properties (whether residential or serving a business / community function) within Figure 2.3 were advised of the consultation. This data is taken from Addresspoint, and includes 6,647 properties.

**Figure 2.3: Consultation Study Area (6,647 properties, Source: AddressPoint)**



2.4.3 In addition, letters were sent to each of the companies listed in Figure 2.4. These companies were identified as being generators of HGV traffic that could be routeing through Ashbourne.

**Figure 2.4:** Consultation Study Area – HGV Generators



- A** Aggregate Industries. Church Lane, Cauldon.
- B** Tarmac Ballidon Quarry. Ballidon, Ashbourne
- C** Longcliffe Quarries Ltd. Longcliffe Works, Longcliffe, Matlock.
- D** Longcliffe Quarries Ltd. Brassington, Matlock.
- E** Ben Bennett Jr Ltd. Grange Mill Quarry, Matlock
- F** Bardon Aggregates. Ivonbrook Quarry, Grange Mill, Matlock
- G** Tarmac Hindlow Quarry. Buxton.
- H** Spencer Bros 1903 Brassington Ltd. Overfields Quarry, Pasture Lane, Brassington.
- I** Sandersfire International Ltd. Brassington, Matlock.
- J** OMYA UK Ltd. Dowlow Plant, Sterndale Moor, Buxton.
- K** Lhoist. Hindlow, Buxton.

*Note: This list includes all quarries / mineral sites generating HGV trips likely to travel on the A515 through Ashbourne. Quarries located towards Matlock are assumed to use the A6 and have therefore not been included.*

## 2.5 Traditional and Social Media

2.5.1 Press releases were issued by DCC in the week preceding the consultation and in the first week of the consultation. This resulted in:

- articles in the Derby Telegraph,
- Facebook posts on the Derbyshire Live (Derby Telegraph) and Ashbourne News Telegraph pages;
- Twitter posts on the Derbyshire Live (Derby Telegraph).

2.5.2 DCC and Derbyshire Dales District Council also promoted the consultation via Twitter, and links to the consultation portal were provided on the Ashbourne Town Council website.



**Figure 2.5: Example Social Media Posts**



## 2.6 Accessibility

- 2.6.1 The main concern with an online only approach is one of exclusion, particularly of older age groups. Within the publication *Internet Users, 2019*, the Office of National Statistics (ONS) reported in 2019 that:

*“Since the survey began in 2011, adults aged 75 years and over have consistently been the lowest users of the internet. In 2011, of all adults aged 75 years and over, 20% were recent internet users, rising to 47% in 2019. However, recent internet use in the 65 to 74 years age group increased from 52% in 2011 to 83% in 2019, closing the gap on younger age groups. Since 2011, the percentage of adults aged 65 years and over who had never used the internet has declined by 29 percentage points to 29%. This compares with a decline of 6 percentage points in adults aged 16 to 64 years to 2%.”*

- 2.6.2 To ensure maximum participation, the introductory letter (delivered to all properties) included a phone number to call if someone did not have access to the internet to receive the consultation materials in hard copy. A freepost envelope was also provided in order to return a hard copy feedback form. In total, 34 hard copy information packs were distributed upon request.
- 2.6.3 In addition, an email address was provided for people to ask questions (i.e. in lieu of there not being staffed events where questions could be asked). In total, 42 people asked a question of the consultation team via this email address (or submitted comments via this route).



## 3. Consultation Responses

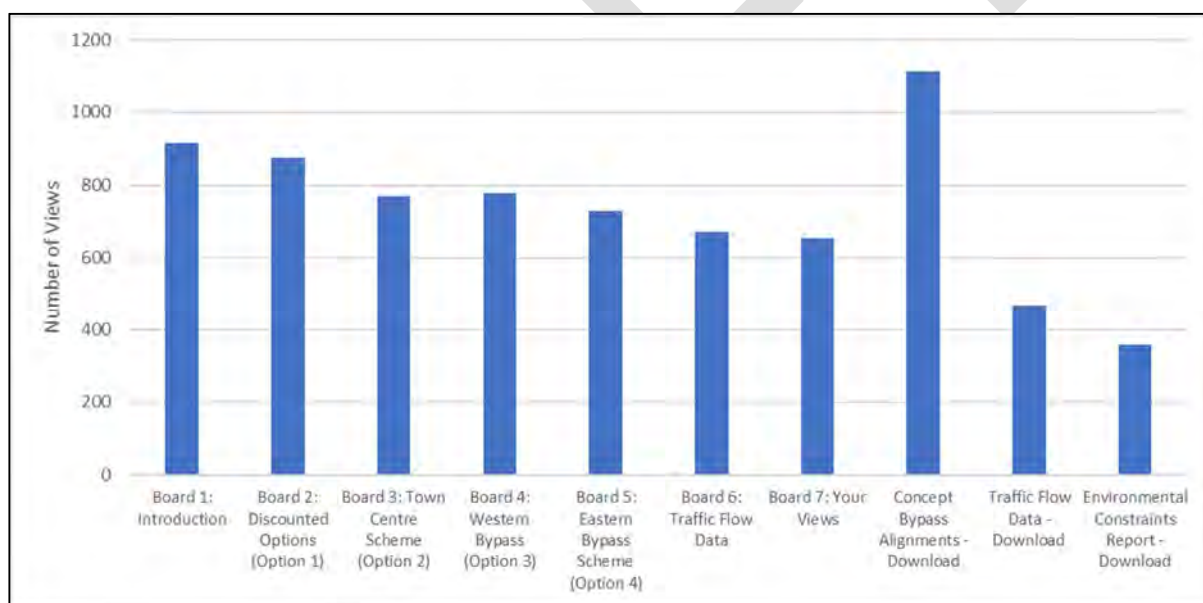
### 3.1 Overview

- 3.1.1 This section summarises the results of the consultation. Data is provided for residents, business, minerals companies and other community organisations separately.

### 3.2 Total Numbers of Portal Visitors

- 3.2.1 The virtual consultation portal recorded the number of visits during the consultation period. In total, 1,781 users visited<sup>4</sup> the portal during the consultation period<sup>5</sup> (with 19% making a return or multiple return visits<sup>6</sup>). On average, each user viewed 6.95 pages, indicated much of the material within the consultation was viewed. The average dwell time was five minutes 53 seconds.
- 3.2.2 Figure 3.1 shows the number of times each element of the consultation portal received a view by a unique IP address.

**Figure 3.1:** Views of Consultation Portal Content



### 3.3 Total Numbers of Respondents

- 3.3.1 A total of 885 responses were received, with Table 3.1 showing the source of responses.



1,781  
visitors



885  
Responses

<sup>4</sup> as defined by a unique IP address.

<sup>5</sup> for comparison, 125 people attended the two-day physical events hosted for the Woodville Regeneration Route in Swadlincote resulting in 57 comment forms.

<sup>6</sup> if a machine is shared, then some of this 19% could be separate people. Therefore, the 1,781 figure is a minimum number of users reached during the period

**Table 3.1: Total Number of Responses, and source**

Received via...	Number	
Portal Feedback Survey	858	} 879
Hard Copy Feedback Survey	21	
Email (with no feedback corresponding survey)	4	
Letter (with no corresponding feedback survey)	1	
Telephone	1	
<b>Total</b>	<b>885</b>	

Note: several additional letters and emails were also received which referred to feedback form responses.

- 3.3.2 The survey allowed more than one feedback survey per IP address, largely to account for differing opinions within households and for shared-ownership properties. A check on the address field indicated 35 duplicate addresses had been provided.
- 3.3.3 Of the above, 113 responses were received from an unknown address. The feedback survey allowed this, since it was recognised some people would not want to provide this and we did not want to inhibit responses.

## 3.4 Type of Respondents

- 3.4.1 Table 3.2 shows the age breakdown of respondents, for those that completed this question. Also shown for comparison is the age structure for Ashbourne from the 2011 census (with all those aged under 16 excluded).

**Table 3.2: Age of Respondents**

Age Boundary	Number	Percentage	% from 2011 Census
16 - 18	5	0.6%	4.9%
19 - 29	43	5.0%	14.4%
30 - 39	58	6.7%	14.4%
40 - 49	136	15.7%	19.4%
50 - 59	193	22.3%	15.3%
60 - 69	221	25.5%	14.4%
70 or over	210	24.2%	17.2%
<b>Total</b>	<b>866</b>	<b>100%</b>	<b>100%</b>

- 3.4.2 Table 3.2 shows that younger age groups aren't as well represented by the data as might be expected from an online approach. However, it does add to confidence that older age groups were not excluded by the consultation being mostly online.

- 3.4.3 Table 3.3 shows the classification of respondents. This shows the majority responding to the consultation were residents. Of the 'other' classifications, these constituted a mixture of those living near to Ashbourne, the wider Derbyshire area, visitors and those noted they regularly passed through the town. Few responses are noted from the business community.

**Table 3.3:** Respondent Types

Respondent Classification	Number
An Ashbourne resident	769
An employee (working within or close to Ashbourne)	23
A business owner (Please state business name under 'other')	12
Other	75
<b>Total</b>	<b>879</b>

- 3.4.4 Figure 3.2 shows the number of responses received per day from the portal. As can be seen by this, a high number of hits on day 2 and day 3 indicates that the event notification / advertising worked; and there is an increase in responses immediately prior to closure which indicates that the end-date of the consultation was well understood.

**Figure 3.2:** Feedback Survey – Responses per Day

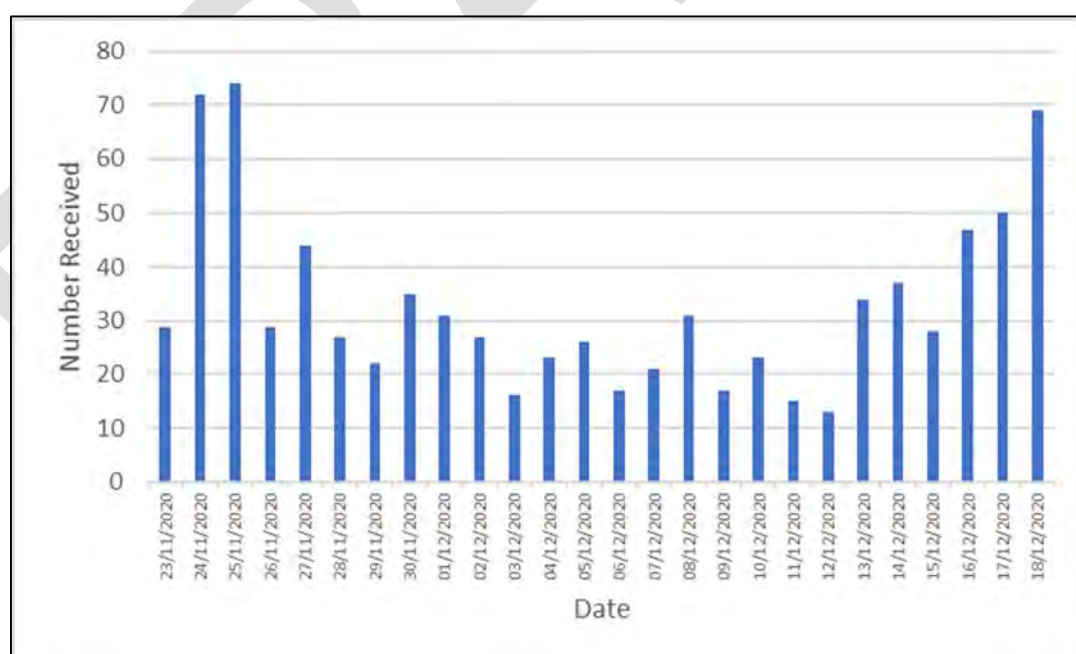
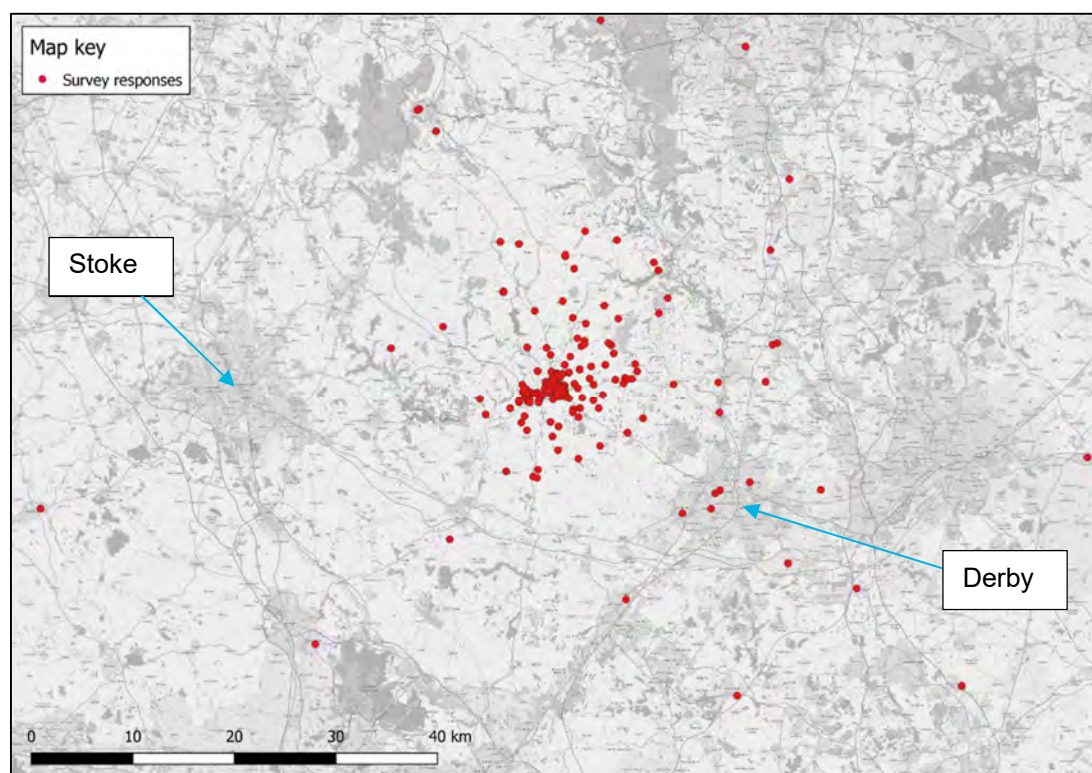


Figure 3.3 shows the locations from which respondents were drawn (based on stated postcodes).

**Figure 3.3: Respondent Locations**



Note: Mapping is not based on the full postcode, and so should not be used to infer a response has or hasn't been obtained from a specific property.

## 3.5 Issues of Concern

- 3.5.1 The consultation brochure indicated that the main issues identified by DCC in work to date were traffic delays and HGVs routing through the town. To test these assumptions, the feedback form sought data with respect to which elements of the transport system caused respondents most concern. This is summarised in Table 3.4.

**Table 3.4: Issues of Concern** (Question: *How concerned are you about the following issues?*) – All Respondents

Issue	Very Concerned	Concerned	Not Concerned	N/A
Journey times and congestion through Ashbourne during the day	46.9%	33.1%	19.6%	0.4%
Journey times and congestion through Ashbourne during peak hours	67.1%	22.8%	9.7%	0.5%
Accommodating traffic from future housing and economic development in the area	60.8%	30.1%	8.8%	0.4%
Heavy Goods Vehicles (HGVs) travelling through the historic shopping centre	79.6%	8.6%	3.5%	8.4%
Walking and cycling options through Ashbourne	36.2%	35.1%	26.6%	2.1%
Public Transport options through Ashbourne	19.2%	37.3%	37.0%	6.6%



- 3.5.2 The above confirms that the key concerns of Ashbourne's residents relate to peak hour traffic delays and HGV movements. This data therefore provides evidence to support and refine scheme objectives. (Later in this report, it is noted that issues associated with HGV traffic such as air quality / pollution and road safety are also very important to the residents of Ashbourne).

## 3.6 Preferred Traffic Options

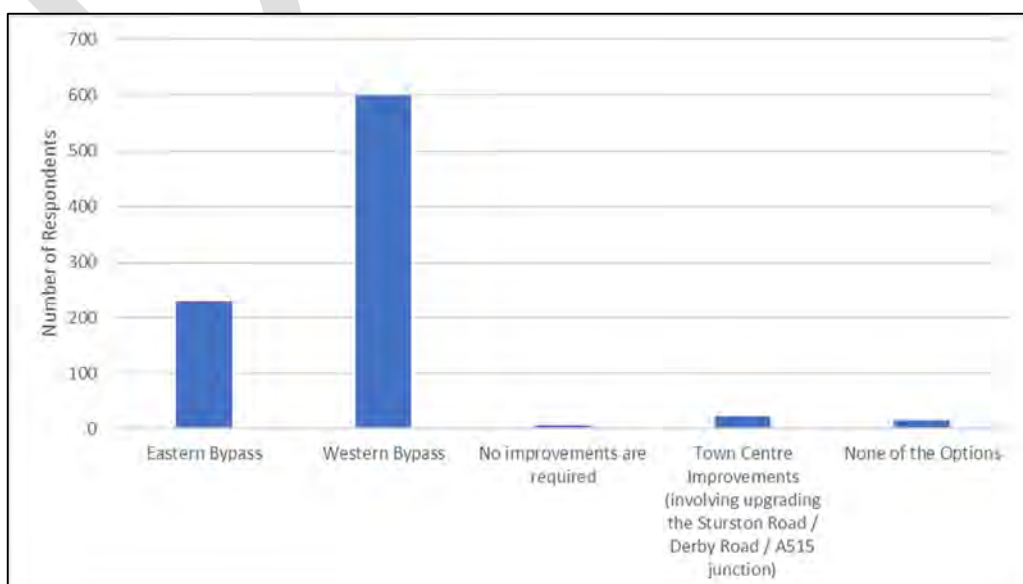
- 3.6.1 Table 3.5 shows the level of support for the various options proposed in the consultation. An analysis of postcode data has identified no geographical concentrations of support for any particular option. Indeed, both options benefit from support across the town. i.e. it is not the case that only those on the eastern side of the town supported the western bypass and only those on the western side supported the eastern bypass. (This postcode mapping has not been provided within this report, as the study area includes a number of isolated properties and therefore this mapping could be used to identify the responses of individuals).



**Table 3.5:** Support for Options (Question: *Which Option do you Prefer?*) – All Respondents

Option	Number	Percentage
Eastern Bypass	230	26.3%
Western Bypass	599	68.5%
Town Centre Improvements (involving upgrading the Sturston Road / Derby Road / A515 junction)	23	2.6%
No improvements are required	7	0.8%
None of the Options	15	1.7%

**Figure 3.4:** Support for Options



- 3.6.2 The feedback survey allowed responses from those who did not want to provide their address (113 responses). Table 3.6 shows the level of support for the various options proposed in the consultation for only those who provided an address. There is no material change in the results with or without these responses.

**Table 3.6:** Support for Options (Question: *Which Option do you Prefer?*) – Only those providing an address

Option	Number	Percentage
Eastern Bypass	201	26.4%
Western Bypass	521	68.6%
Town Centre Improvements (involving upgrading the Sturston Road / Derby Road / A515 junction)	19	2.5%
No improvements are required	6	0.8%
None of the Options	13	1.7%

- 3.6.3 The feedback survey allowed respondents to identify if they were Ashbourne residents. Table 3.7 shows the level of support for the various options proposed in the consultation for residents only. Again, this disaggregation shows no material difference to the main reported results.

**Table 3.7:** Support for Options (Question: *Which Option do you Prefer?*) – Self-identified as Ashbourne Residents Only

Option	Number	Percentage
Eastern Bypass	206	27.1%
Western Bypass	524	68.9%
Town Centre Improvements (involving upgrading the Sturston Road / Derby Road / A515 junction)	19	2.5%
No improvements are required	5	0.7%
None of the Options	8	1.1%

- 3.6.4 Very few businesses took part in the consultation (though it is noted that many small business owners may have responded as a resident). Of those that did, 10 supported the western bypass and 2 supported the eastern bypass with no other option receiving support.

- 3.6.5 To identify if there are different views across age-groups, the level of support for various options have been considered with respect to age. Table 3.8 shows how support for the options varied by age category. Few responses were received for those aged under 18 but, other than this, and more support for the town centre options for those aged 30 - 39, there are no material differences in views across age groups.

**Table 3.8:** Support for Options (Question: *Which Option do you Prefer?*) – by age category

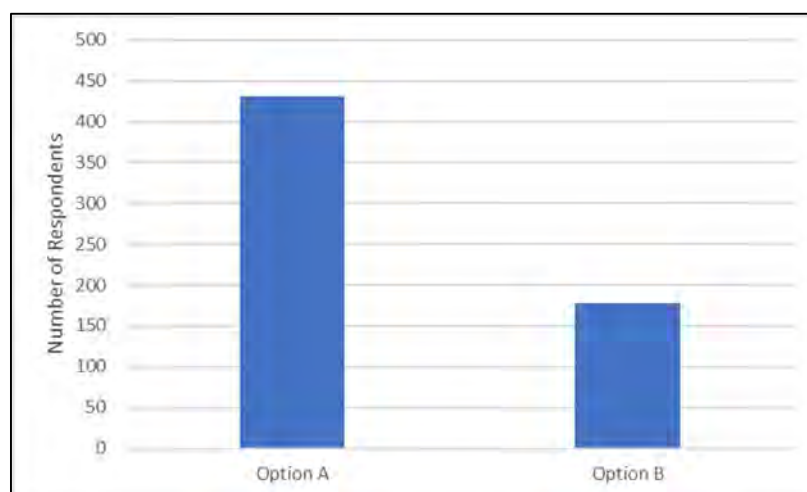
Age Category	Eastern Bypass	Western Bypass	Town Centre Improvements	No Improvements are Required	None of the Options
<i>All Respondents</i>	26.3%	68.5%	2.6%%	0.8%	1.7%
16 - 18	0.0%	100.0%	0.0%	0.0%	0.0%
19 - 29	30.2%	62.8%	2.3%	4.7%	0.0%
30 - 39	25.0%	64.3%	8.9%	1.8%	0.0%
40 - 49	25.9%	68.1%	3.0%	0.7%	2.2%
50 - 59	30.1%	65.8%	2.6%	0.5%	1.0%
60 - 69	25.9%	68.6%	1.4%	0.5%	3.6%
70 or over	22.7%	73.9%	2.4%	0.5%	0.5%

- 3.6.6 Two variants of the western bypass were presented. For those who selected a western bypass as their preference, Table 3.9 shows which Option was identified as being preferred. (With Option A being further north, and Option B being closer to existing property). An analysis of postcode data has identified no geographical concentrations of support for any particular western bypass sub-option.

**Table 3.9:** Support for Options (Question: *If you selected the Western Bypass, which alignment did you prefer?*)

Western Bypass Sub-Option	Number	Percentage
Option A (connecting further north on Buxton Road, and which allows for a junction of the bypass and Mappleton Road).	400	70.7%
Option B (connecting further south on Buxton Road, and which does not allow for a junction of the bypass and Mappleton Road).	166	29.3%

**Figure 3.5:** Support for Western A versus Western B



3.6.7 The consultation allowed free-form responses seeking alternative options. Suggestions offered included:

- Use of weight limits – 18 respondents (with additional information on this given later in this report).
- Pedestrianisation / Unspecified accompanying town centre improvements to a bypass – 15 respondents.
- Both bypasses required – 8 respondents.
- Partial Eastern Bypass required in addition to western, focused on airfield to Belper Road – 5 respondents

3.6.8 In addition, suggestions included using a tunnel, implementing 20mph in Ashbourne town centre, amending traffic light sequences (essentially seeking Option 1), implementing the bypass as a toll road, and changing the junction connection to the A52 to minimise the number of junctions.

## 3.7 Compton Street

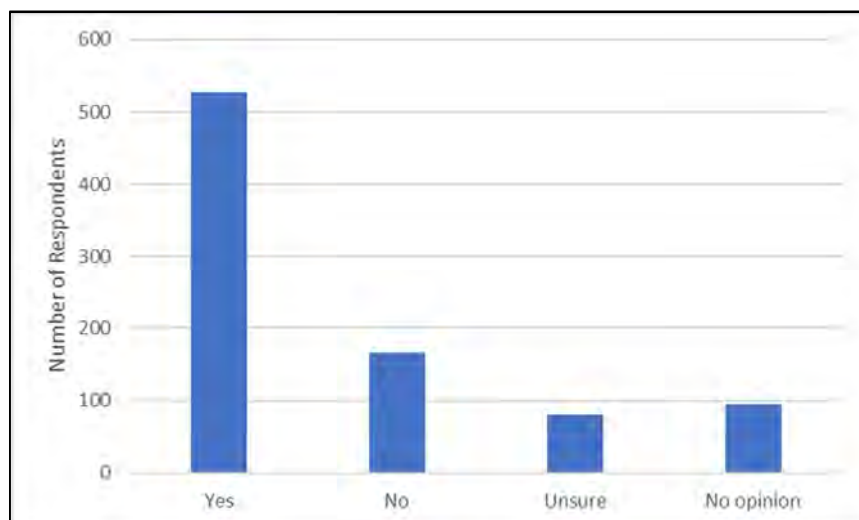
3.7.1 As noted previously, Compton Street had been made one-way northbound as part of the *Emergency Active Travel Fund* (EATF). Respondents were also asked for their view of whether or not this scheme should be made permanent, with results presented in Table 3.10.

**Table 3.10:** Compton Street (Question: *Do you agree that this scheme should be made permanent?*) – All Respondents

Do you agree that this scheme should be made permanent?	Number	Percentage
Yes	527	60.8%
No	165	19.0%
Unsure	80	9.2%
No opinion	95	11.0%



**Figure 3.6:** Do you agree that the Compton Street one-way should be made permanent?



## 3.8 Additional Comments – Options

3.8.1 The feedback survey included for the capture of free-form comments regarding the options. The main issues raised are summarised below:

### General

- Schemes should be supported by a weight limit (or weight limit introduced without a scheme) – 51 respondents
- Stressing the matter is urgent – 34 respondents
- Any option should minimise land-take – 22 respondents
- Concern at junction with Spend Lane / Thorpe Junction – 12 respondents
- Options should not threaten tourism – 11 respondents.
- Town centre could be pedestrianised with bypass – 9 respondents
- Any option should not unlock development land – 5 respondents

### Western Bypass

- The Western route would cost less (seen as a positive, as more chance of securing funding or limiting requirement on public purse) – 82 respondents.
- Concern about impact on the Tissington Trail – 41 respondents.
- Western route would be better at removing HGVs from the town – 41 respondents.
- Concern relating to Western Bypass Option B being too close to residential property – 30 respondents
- Concern relating to the impact on the environment (including landscape) to the west of the town – 18 respondents.
- Concern relating to connection with Mappleton Road – 8 respondents
- Concern on impact on a stables – 3 respondents.

### Eastern Bypass

- Concern relating to the impact on the environment (including landscape) to the east of the town – 64 respondents.
- Eastern route is too long to be effective – 51 respondents.
- Eastern route would better serve the airfield and proposed development which is to the east – 42 respondents.
- Eastern route serves more destinations than the western route – 30 respondents.
- Eastern route would be better at removing HGVs from the town – 19 respondents.

### Town Centre Options

- Town centre scheme will have no positive impact – 15 respondents.

### No Option

- There is no need for a bypass – 8 respondents).

## 3.9 Additional Comments – Other Issues

- 3.9.1 The feedback survey provided the opportunity to raise other traffic issues that respondents wanted to bring to the attention of DCC. By far the biggest issue raised was that of air quality / pollution associated with HGVs (151 respondents), followed by safety of pedestrians / cyclists particularly in the town centre and its narrow footways (95 respondents). Other issues raised included concern at vibration caused to buildings by HGVs and speed of HGVs.

## 3.10 Minerals Companies

- 3.10.1 No responses were received from any companies identified in Figure 2.4.

## 3.11 Responses from Community Organisations

- 3.11.1 Responses were also received from the following organisations, which have been passed through to DCC for their separate consideration when presenting this matter to the DCC Cabinet:

- Derbyshire Dales District Council;
- Peak District National Park Authority;
- Ashbourne Town Council;
- Ashbourne Town Team;
- Mayfield Parish Council;
- Derbyshire Dales Ramblers;
- Campaign to Protect Rural England (CPRE) Peak District and South Yorkshire;
- Derby and Derbyshire Local Access Forum;
- Peak District Local Access Form; and
- Dales Green Party.

## 4. Supplementary Questions

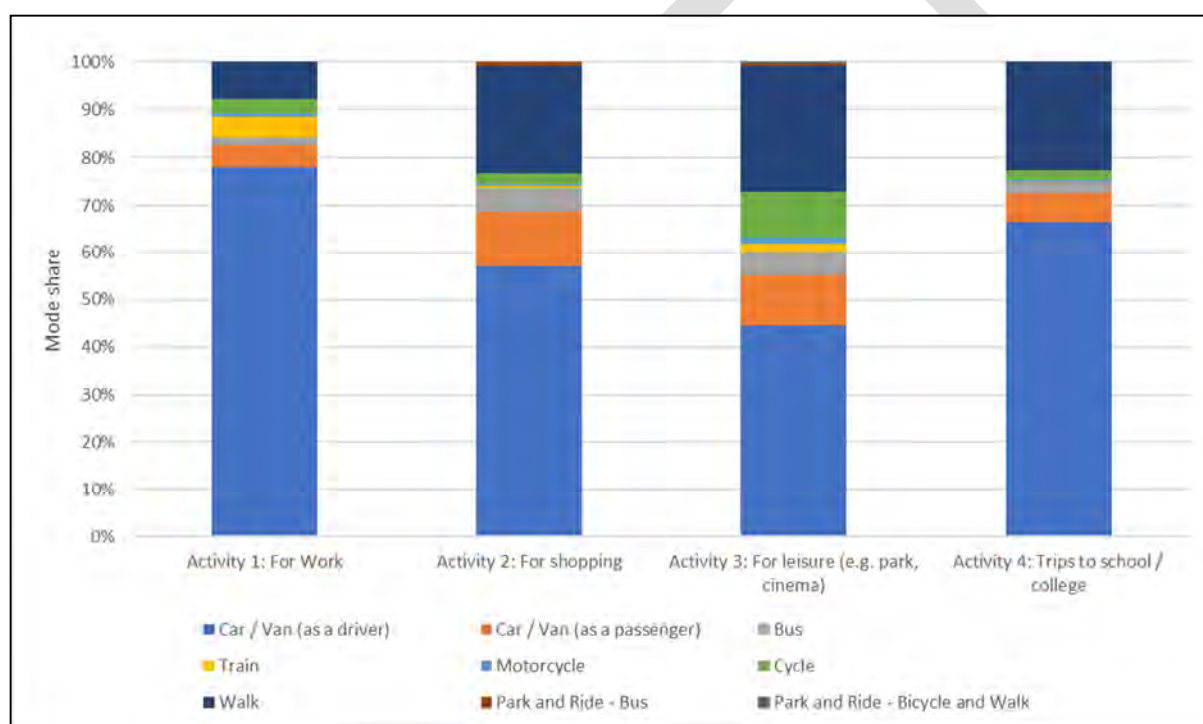
### 4.1 Overview

- 4.1.1 As noted earlier, the consultation occurred during the COVID19 pandemic. As such, the consultation included a travel survey to determine how travel patterns were being impacted by the pandemic. In addition, a report (*Traffic Mitigation Discussion Document*, October 2020) was issued by the Ashbourne Town Team shortly before the consultation<sup>7</sup>, and the opportunity was taken to include some of their suggestions to gain feedback from residents.

### 4.2 Travel Patterns

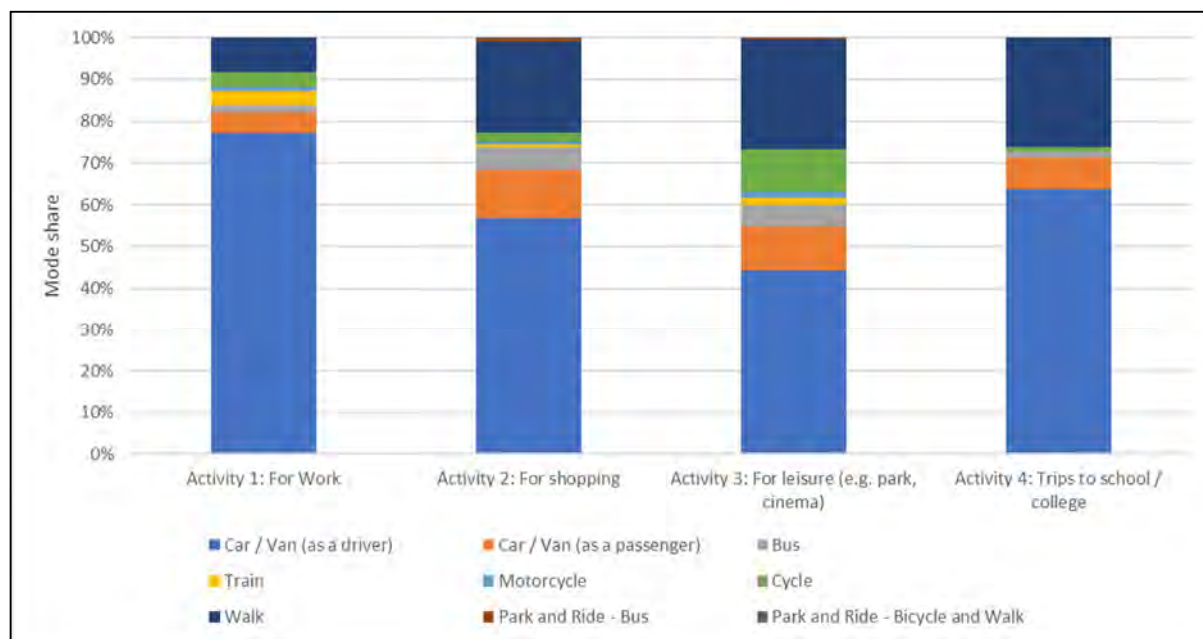
- 4.2.1 Figure 4.1 and 4.2 shows how people expect their travel mode choices will change post-COVID.

**Figure 4.1:** How did you mainly travel before the COVID19 pandemic?



<sup>7</sup> Received by AECOM on 11<sup>th</sup> November 2020.

**Figure 4.2:** How do you think you will travel once the COVID19 pandemic is over?



4.2.2 Table 4.1 shows how people's experience of working from home has changed during the pandemic.

**Table 4.1:** Working from Home (Question: *How many days a week did you work from home in each of these scenarios?*) – All Respondents

Period	Never	1 – 3 Days per Week	4 or more days per week	N/A (not working)
Prior to COVID19?	322	164	81	283
During the first Lockdown?	178	96	265	293
During September / October	216	120	217	283



- 4.2.3 Table 4.2 shows how people expect their frequency of activity will change once the pandemic is over.

**Table 4.2:** Frequency of Activity (Question: *When the COVID19 pandemic is over, which of the following, if any, do you expect to do any more or any less of compared to before COVID19?*) – All Respondents

Activity	More	Less	Same	N/A
Working from home	21.2%	6.4%	29.1%	43.4%
Using public transport	12.5%	10.0%	50.1%	27.4%
Using the car / van	19.1%	21.3%	58.0%	1.6%
Cycling	19.9%	1.4%	40.5%	38.1%
Walking	33.3%	1.4%	62.0%	3.4%
Food Shopping at stores	14.4%	10.2%	73.9%	1.5%
Other Shopping (e.g. clothes) at stores	20.0%	17.8%	59.7%	2.5%
Online food shopping	15.7%	12.2%	40.2%	32.0%

- 4.2.4 Table 4.3 shows potential reasons why people are anticipating changing the way they travel following the COVID19 pandemic.

**Table 4.3:** Causes of Change (Question: *If you intend to change the way you travel after COVID19, why will you make these changes?*) – All Respondents

Stated Reason	Number
Previous mode unavailable (e.g. reduced bus services)	18
More concern for the environment/ air quality	192
Concerned about catching COVID19	154
I enjoy walking / cycling	293
Cost	44
More working from home	142
I want to shop locally	274
I am no longer working	104
N/A – I do not intend to change the way I travel	382

- 4.2.5 The Government has brought forward the date at which petrol / diesel vehicles must stop being sold. Table 4.4 shows attitudes to electric / hybrid vehicles within Ashbourne.

**Table 4.4:** Attitude to Electric / Hybrid Vehicle (Question: *Do you own an electric, or hybrid vehicle (car or van)?*) – All Respondents

Response	Number
Yes	66
No, but I would consider buying one in the future	620
No, and I would not consider buying one in the future	176

- 4.2.6 The Government has a target of doubling the number of cycling trips by 2025. Table 4.5 provides data on current cycle ownership within Ashbourne.

**Table 4.5:** Cycle Ownership (Question: *Do you have access to a bicycle?*) – All Respondents

Response	Number
Yes, I own a bicycle (bought before COVID19), but don't regularly use it	330
Yes, I own a bicycle (bought before COVID19), and regularly use it	205
Yes, I own a bicycle (bought since COVID19)	19
No, but thinking of buying a bicycle	48
I have no interest in buying a bicycle	264

- 4.2.7 Electric bikes have the potential to increase the range of cycling as a realistic travel mode, and are particularly useful in areas with difficult gradients, like Ashbourne. Table 4.6 provides data on current e-bike ownership within Ashbourne.

**Table 4.6:** Electric Cycle Ownership (Question: *Do you own an electric bicycle?*) – All Respondents

Response	Number
Yes	67
No, but I would consider buying one in the future	280
No, and I would not consider buying one in the future	513

## 4.3 Ashbourne Town Team

- 4.3.1 In addition to the questions focused on the Ashbourne Traffic Options, questions were included based on a document circulated by the Ashbourne Town Team in October 2020. Results are presented in Table 4.7 to 4.10.

**Table 4.7:** Unlawful Parking (Question: *Are you impacted by unlawful parking on any of the routes listed below?*) – All Respondents

Route	Yes	No
Mayfield Road	231	493
Dove House Green	59	591
Union Street	91	564
St. John's Street	140	525
Green Road / Cockayne Avenue	180	512
Sturston Road	146	505

**Table 4.8:** Speeds (Question: *Do you think speeds are too high on any of the roads listed below?*) – All Respondents

Route	Yes	No
A515 (between North Avenue / Windmill Lane and Spend Lane)	250	455
North Avenue	160	506
Belle Vue Road	191	502
Mayfield Road	213	476
A515 Clifton Road (to its junction with Station Road)	211	480
Green Road (to the end of the 30mph speed limit)	222	469
Buxton Road	208	475
Derby Road	188	494
Old Hill	130	510

**Table 4.9:** Speed Enforcement (Question: *Would you be in favour of...?*) – All Respondents

Speed Enforcement Measure	Yes	No
Further speed enforcement (mobile safety cameras)	287	437
Further speed enforcement (permanent safety cameras)	355	404
Traffic calming measures (chicanes or speed bumps)	326	449

**Table 4.10:** Pedestrian Crossings (Question: *Do you experience problems crossing any of the following roads on foot?*) – All Respondents

Route	Yes	No
Buxton Road / Windmill Lane / North Avenue crossroads	438	307
Clifton Road	214	467
St. John's Street	241	452
A515 (Victoria Square)	215	466
St. John Street / Park Road junction	320	382
Station Street	186	493
Digby Street <sup>8</sup>	95	539
Compton Street	135	497

<sup>8</sup> This is an error. 'Digby' Street should be Dig Street. The Town Team questions were added to the survey very late in the process, and this typo regrettably slipped through the final checks.



## 5. Process Criticisms

- 5.1.1 Some comments received were critical of the consultation process. These have been grouped in Table 5.1. The majority of these have been raised only by one respondent but are included here for completeness.

**Table 5.1: Consultation Process**

Comment Received	Response
Consultation should not have been undertaken during the pandemic / lockdown	The Government has made it clear that infrastructure planning should continue. Online consultation is happening with many infrastructure projects across the country at both national and local level.
The consultation period was too short	The consultation period was four weeks. All properties received a letter and a brochure, and the consultation was conducted at a time when the Government was discouraging travel away from home. The consultation has received a large volume of responses, letters and emails.
Consultation did not allow responses from elderly residents	The consultation was designed to allow those without access to the internet to take part. 24.2% of respondents were from those aged 70+ years.
The feedback form did not allow sufficient space for comments	The survey was set to allow 1,000 characters of additional comments and some lengthy replies were received, including letters and emails.
There has been insufficient consideration of alternative options, such as walking & cycling, and public transport	The consultation feedback form included for responses of 'none of the options', 'no improvement is required' and 'alternative options'. Notwithstanding this, further evidence is likely to be required within the Options Appraisal Report (OAR) and Strategic Case setting out why active travel and public transport schemes would not solve the issues in Ashbourne so that this can be easily understood by decision makers unfamiliar with the town.
The options should all have considered weight limits	<p>The modelling has been undertaken at this stage without HGV restrictions other than those already in place. This is because it is important to understand the re-routing patterns and potential remaining pressures on the network, and for any bypass alignment to become the most appropriate route through design so that it is self-enforcing. If any scheme is progressed, further modelling is likely to be required to refine the economic case and the impact of weight limits can be included at that time.</p> <p>Notwithstanding this, further evidence is likely to be required within the Options Appraisal Report (OAR) and Strategic Case setting out why weight limits in isolation would not solve the issue in</p>

## Comment Received

## Response

	Ashbourne so that this can be easily understood by decision makers unfamiliar with the town..
No detailed information has been made available in respect of noise assessment, air quality assessment, bio-diversity, carbon impacts etc.	<p>There is no requirement for a highway authority to prepare a detailed design and assessment of every potential option that is available.</p> <p>Further environmental survey work will be required before a preferred option is selected, and further consultation would then be undertaken. The design would then progress iteratively alongside an assessment of the environmental impacts of the project in order to identify ways to avoid, reduce or mitigate adverse effects.</p>
Land on which some options are proposed are prone to flooding	As part of the progression of any option, a Flood Risk Assessment would be required to ensure the new route does not create new or make worse existing flooding problems for surrounding land uses and to ensure the route is not at risk of flooding itself. It is likely that flood compensation will be required where the option uses land within Flood Zones 2 and 3. This would require discussion with the Lead Local Flood Authority and the Environment Agency.
Cost information for each option should have been supplied so people can understand relative costs.	Costs are only one side of the value for money (VfM) assessment, and no funding source has yet been identified. In any case, respondents appear to have made a reasonable judgement on comparative costs based on length.
Option 1 (improvements within the highway boundary, including one-way systems and signal timing changes) should not have been discounted prior to asking the public's opinion.	<p>Variations of Option 1 have been considered by DCC previously. Notwithstanding this, the consultation feedback form included for responses of 'none of the options', 'no improvement is required' and 'alternative options'.</p> <p>In addition, the consultation feedback form included short-term options identified by the Ashbourne Town Team.</p>
Western Options A and B should have been presented as separate options	The consultation was seeking to investigate the principle of an eastern versus western versus town centre option. Notwithstanding this, historic work was available to test attitudes in respect of proximity to housing, connection with Mappleton Road and impact on Tissington Trail. It was appropriate therefore to include these sub-options.
Description of Western Option A and Option B in the feedback questionnaire was a leading question in its use of Mappleton Road in the description.	The difference in respect of Mappleton Road was less 'visible' vis-à-vis other issues such as proximity to housing, and therefore was highlighted in the question. This has been useful, in any case, as it has brought out a potential issue for further investigation at the detailed consultation stage in respect of whether a

## Comment Received

## Response

	connection to Mappleton Road is desirable for either western option.
Residents on the western side should have had more warning about the potential alignment	A western route has been in the public domain for some years, including in the Derbyshire Dales Local Plan.
The red RAG rating for the Eastern option biased the survey against this option	The position of connection at the southern end of the eastern option was complex: options included land acquisition and property demolition through the existing industrial estate (which could also have been considered a bias against the scheme), connection as in the consultation, or connection further east (near or at Lady Hole Lane) which would have extended the route even further and potentially led to an overly negative highway economics modelling outcome (and therefore also been seen as biased against the scheme). In any event, the major issues raised by respondents against the eastern route were about land-take and length of route (rather than where connected).
Residents on the eastern side should have had more warning about the potential alignment	An eastern route has been previously discussed, so was not a 'new' idea. It would also have been unfair to advertise the consultation to a sub-set of households prior to the consultation starting, as it may have given the impression this option was being decided ahead of the town being asked its opinion.
Medieval common land was not highlighted in consultation material	This was identified in the longer Environmental Constraints report, and this would be picked up at detailed design stage if impacted by an option selected to be progressed by DCC.
The Chief Executive of Derbyshire Dales District Council biased the outcome by stating a route preference prior to the consultation closing.	The respondents who raised this appear to have confused Derbyshire Dales District Council (who are a consultee) with Derbyshire County Council (the local highway authority). In any case, the DDDC view was expressed on 10 <sup>th</sup> December 2020 (and discussed at DDDC committee on the 16 <sup>th</sup> December 2020), and there were no material changes in the proportions supporting any of the options before or after this date.
Other bodies (e.g. the Environment Agency, Staffordshire County Council) have not been contacted as part of the consultation	This is an early stage consultation, and wider engagement would be required at later stages of scheme assessment and development.
The Environmental Summary report included a sentence describing the A52 as a strategic route from east to west across the Midlands.	This description is incorrect in highway terms, but has no bearing on the remainder of the environmental work, or the traffic modelling work.
The traffic flow forecasts are incorrect	The modelling was undertaken in accordance with Government guidance, and the model achieved a satisfactory level of calibration and validation

## Comment Received

## Response

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	across the study area.
The consultation didn't include detail on impact on various Public Rights of Way (PRoW)	Matters such as these would be picked up at detailed design stage.

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## 6. Summary & Way Forward

- 6.1.1 An early stage consultation was conducted in November / December 2020 with respect to options available to improve traffic conditions in Ashbourne, Derbyshire. The consultation was held online, given the COVID19 restrictions on physical events.
- 6.1.2 A total of 1,781 visits were recorded to the virtual portal, with 885 responses received to the feedback questionnaire. These responses can now be considered by Derbyshire County Council to determine if any one option should be progressed.

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## **Appendix A**

### **Introductory Letter and Brochure**

November 2020

## Ashbourne Traffic Options

Derbyshire County Council is developing potential options for improvements to **traffic in and around Ashbourne**. This follows monitoring of travel conditions and traffic levels which has identified journey time delays through the town.

We are writing to invite you to share your views on potential options, which include alternative bypass alignments. This is an **early stage consultation**, with no preferred scheme decided, but with the consultation leading towards the choosing of one. Your views will be used to inform how we proceed, along with further engineering and environmental assessment. We expect the Council's Cabinet to take a decision on a preferred scheme in early 2021.

You can find out more about the options from the enclosed brochure. Should you wish to find out more (including more detailed option drawings), we are hosting an **online consultation**. We need your views on the potential options, and there is a feedback form for you to complete.

The **online consultation** will be available from 23rd November – 18<sup>th</sup> December 2020, and can be found at the following web address:

<https://ashbourne.consultation.ai>

The feedback form is part of the above site, but is also available directly at:

<https://aecom.researchfeedback.net/AshbourneTrafficSurvey>

If you would like to **ask our project team a question** prior to completing the feedback form, please email your query to [travelinfo@aecom.com](mailto:travelinfo@aecom.com). We will then either answer you by email or we can call you back if you prefer (we require your phone number if you would like a call back).

**If you do not have internet access** and would like hard copies of the consultation materials, please either phone us on 07436 176 952 to request these or write to:  
FREEPOST RTRG-SHBT-JRSC, AECOM, Royal Court, Basil Close, CHESTERFIELD,  
S41 7SL

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The consultation will close on **Friday 18<sup>th</sup> December 2020**. So please make sure you share your views before this date otherwise they may not be considered.

Yours faithfully

Jim Seymour  
Transport Strategy Manager

View our privacy notice at [www.derbyshire.gov.uk/council/gdpr/privacy-notice/](http://www.derbyshire.gov.uk/council/gdpr/privacy-notice/)  
Derbyshire County Council, County Hall, Matlock, DE4 3AG

Historic examination of potential bypass routes have focused on the west of Ashbourne, since it offers the shorter route. An eastern bypass would therefore be more expensive to construct.

New development, however, is located on Ashbourne Airfield which could be better served by an eastern bypass (if development plans for the airfield could be amended to allow a route through the site). An eastern bypass could also remove trips through the town originating from the north east (e.g. Matlock, Cromford) and Belper meaning that different roads within the town centre would see a greater level of relief compared with a western bypass. However, the length of an eastern alignment means that fewer HGVs would use it than a western bypass.

A drawing of a potential route is provided overleaf, and this is also available on our **Online Consultation** site in more detail.

Note: there are several potential eastern alignments available (each of approximately the same length). If an eastern bypass is taken forward, then further design work would be required to identify the optimum alignment. As such, this consultation is examining the principle of an eastern bypass, only, and not the specific design.

**For this consultation, we need to know your view on providing an eastern bypass, as opposed to providing capacity within the town (Option 2) or a western bypass (Option 3).**

## Way Forward

Further highway design, environmental assessment, and traffic modelling work is being undertaken to support this consultation. **We will use this technical work alongside your views to identify a preferred option.** The preferred option will then be developed into a preferred scheme, and further consultation on the preferred scheme is then expected to take place.

Any scheme for Ashbourne will need to compete for funding. **It is therefore important we consider all options, and that we receive your views on these options.** This is so we can demonstrate to funding bodies that we have identified the best option for the town. Notwithstanding this, there are no guarantees that funding will be secured in the immediate future.

## We want to hear your views!

This is an early stage consultation. There is no preferred option. We want to hear your views and obtain feedback on the potential options to improve traffic through Ashbourne town centre. Your views and comments will then be used to help determine a way forward, alongside further engineering and viability assessment.

Most of the Ashbourne Consultation will be held via an **Online Consultation**.

Please ensure your views are submitted by **Friday 18th December 2020**, this is when the consultation period ends.



You can find out more information, or submit your views via the following methods:

### Online

Take part in our **Online Consultation** to view the public information boards and complete the consultation response form.

<https://ashbourne.consultation.ai>

### Questions

If you would like to **ask our project team a question** prior to completing the consultation response form, please email your query or call-back request to [travelinfo@aeom.com](mailto:travelinfo@aeom.com). We will then either answer by email or can phone you back (if you include your phone number).

### Your Views

**If you do not have internet access** and would like hard copies of the consultation materials, please either phone us on 07436 176 952 to request these or write to:

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## Ashbourne Traffic Options

### Public Consultation

Have your say

November & December 2020





## Why do we need improvements?

Monitoring of travel conditions and traffic levels by Derbyshire County Council have highlighted the following issues:

- **Traffic delays and queuing:** with a particular hotspot at the A515 / Belper Road / Park Road / Derby Road / Sturston Road junctions.
- Many **HGVs** travel through Ashbourne. These contribute to noise and air pollution and are unsightly, particularly through the town's historic shopping centre.
- Improvements are needed to support planned and already approved **development sites**.

**Several funding sources are potentially available to help provide improvements; however, each of these require that Derbyshire CC have considered all feasible options.** A number of possible options have already been assessed to determine which would be taken forward to consultation. Considerations include the costs and benefits of implementing the changes, the extent of the existing highway boundary, the area and severity of land acquisition required, and the extent to which the option meets objectives.

### ■ Option 1: **REJECTED**

Individual junction improvements within the existing highway boundary (e.g. improvements to signal stage timings, entry widths, public transport prioritisation, banning certain turning movements, enlargement of one-way system).

Option 1 would not be sufficient at reducing congestion → Rejected.

Enlarged one-way systems around the town centre (including Park Road) have been previously demonstrated to increase traffic volumes through St. John's Street & increase response times for emergency services.

### ■ Option 2: **FOR CONSULTATION**

Individual junction improvements outside the existing highway boundary (e.g. junction enlargement).

### ■ Option 3: **FOR CONSULTATION**

Western Bypass (Provide traffic with the option to bypass the historic centre of Ashbourne to the west of the town).

### ■ Option 4: **FOR CONSULTATION**

Eastern Bypass (Provide traffic with the option to bypass the historic centre of Ashbourne to the east of the town).

Junction improvement to the Derby Road / Sturston Road junction.

### *Option 2*

The majority of delays within Ashbourne are caused by two signalised junctions that are in close proximity. Theoretically, improvement to these junctions could reduce delays without providing a bypass. Option 2 is therefore included to identify the extent to which delay could be removed from Ashbourne town centre by the enlargement of the Derby Road / Sturston Road junction.

This scheme is not designed in detail. It would involve land acquisition around the junctions to increase the number of lanes, particularly where Derby Road meets Compton Road. The scheme would not remove HGVs from Ashbourne town centre and may impact on listed buildings.

**For this consultation, we need to know your view on providing more highway capacity *within* the town (Option 2), as opposed to taking traffic *out* of the town (Options 3 and 4).**

Western Bypass

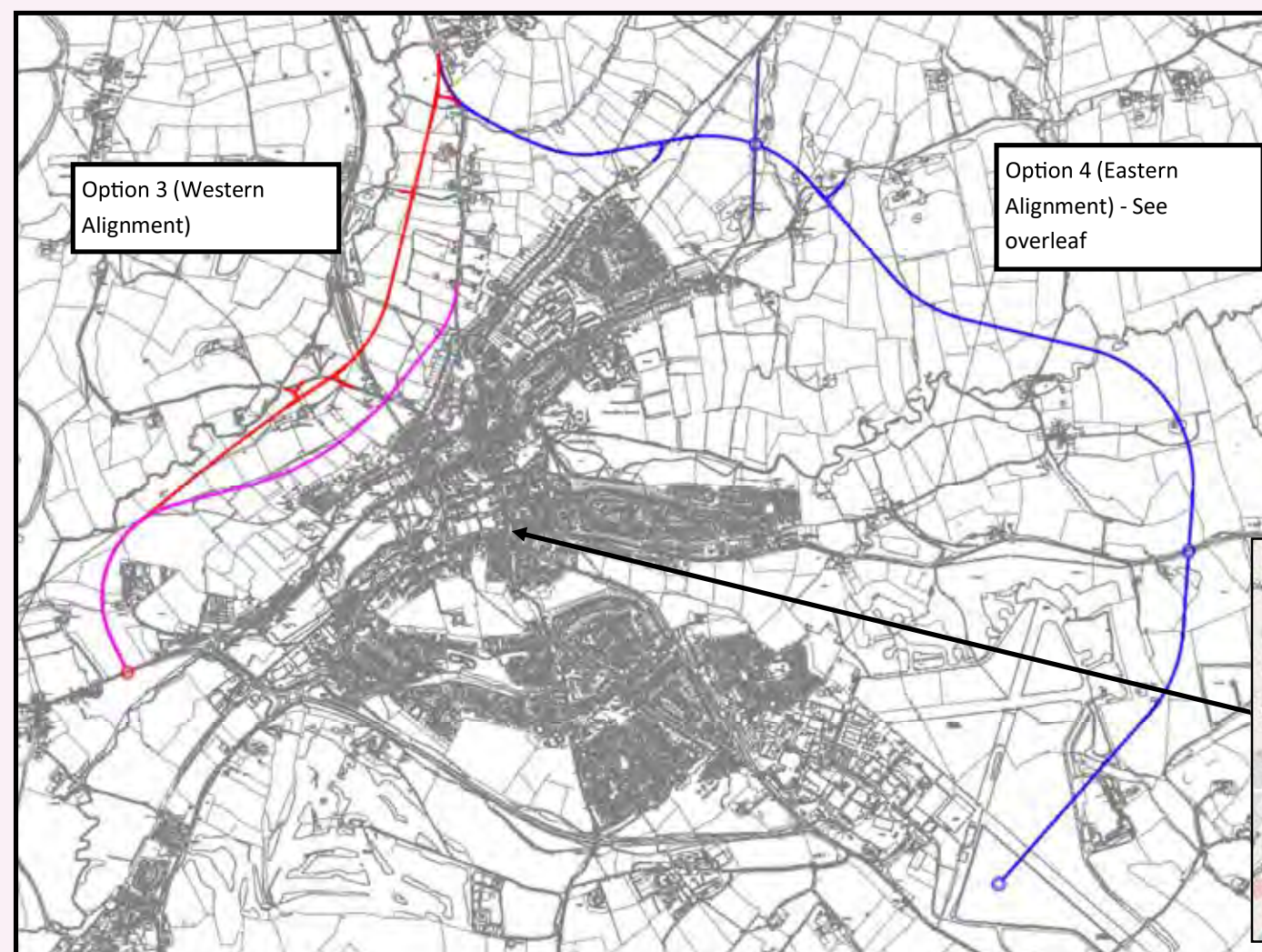
### *Option 3*

Option 3 is the western bypass that has been previously prepared for the town. There are several potential routes, which connect at different locations onto the existing Buxton Road.

A western bypass would be shorter and cost less than an eastern bypass. A western bypass would also provide more relief to Mayfield Road and Belle Vue Road than an eastern bypass, but additional mitigation may be required on minor routes such as Watery Lane and Windmill Lane to avoid vehicles using these routes to access the scheme. The route would also remove some, but not all, HGVs from the town.

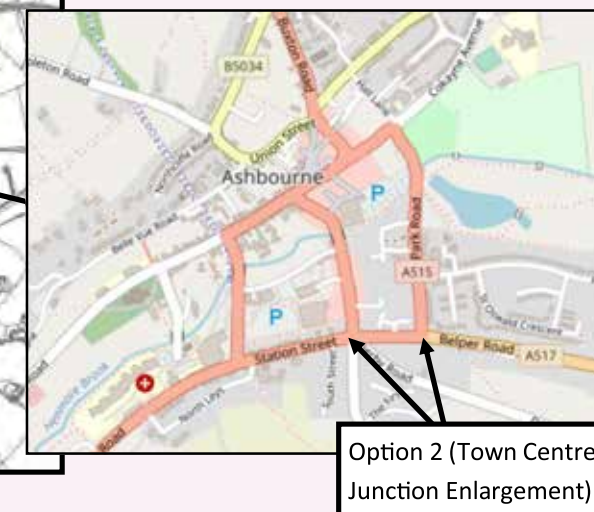
The most important potential impact would be on the Tissington Trail, for which grade separation would likely be required. A bypass alignment connecting to the A515 further north may also impact on the listed buildings at Sandybrook Hall.

A drawing of two potential routes is provided below, and these are also available on our **Online Consultation** site in more detail.



**For this consultation, we need to know your view on providing a western bypass, as opposed to providing capacity within the town (Option 2) or an eastern bypass (Option 4).**

**If you prefer a western bypass, we also need to know if you prefer a connection back onto Buxton Road further to the north, or further to the south (or if you have no preference).**





## **Appendix B**

### **Poster**

# Ashbourne Traffic Options Public Consultation

Nov / Dec 2020



You can find out more information, or submit your views via the following methods:

## We need your views!

Ashbourne is a vibrant market town, and is a popular destination for both local residents and tourists; however, high traffic volumes and a high number of HGVs travelling through the town leads to **congestion**, journey time **delays** and **pollution**. Improvement options have been identified to address these issues (including alternative bypass alignments) but we need your input to help refine our plans.

To find out more, go to our online consultation

<https://ashbourne.consultation.ai>

## Online

Go to our **Online Consultation** to view information boards and complete the consultation response form.

## Questions

If you would like to **ask our project team a question** prior to completing the consultation response form, please email your query or call-back request to [travelinfo@aecom.com](mailto:travelinfo@aecom.com). We will then either answer by email or we will phone you back (if you include your phone number).

## Your Views

**If you do not have internet access** and would like hard copies of the consultation materials, please either phone us on 07436 176 952 to request these or write to:

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**Appendix C**  
**Feedback Form**

# Consultation Response Form

The consultation period ends on Friday 18th December 2020 so please ensure you respond before this date. If you have any questions prior to completing this feedback form, please email our team using [travelinfo@aecom.com](mailto:travelinfo@aecom.com)

All data is treated as strictly confidential and in accordance with the Data Protection Act 2018 and the General Data Protection Regulation (GDPR) 2016/679. The data will only be used for the purposes stated within this questionnaire. Participation in this survey is on a voluntary basis. The information collected on this form will only be used by Derbyshire County Council and their delivery partners, including AECOM. Data will not be used for any marketing communications. The data will be stored for a period of 2 years in accordance with GDPR laws and will then be destroyed. If you would like your information to be removed from the database, please contact [travelinfo@aecom.com](mailto:travelinfo@aecom.com)

[Reset](#) [Next →](#)

 **DERBYSHIRE**  
County Council

Progress 



Please complete your contact details below. If you would prefer not to give these details, please provide your postcode only (this will only be used to inform our analysis of responses)

☐ 18 or under

☐ 19 - 29

☐ 30 - 39

☐ 40 - 49

☐ 50 - 59

☐ 60 - 69

☐ 70 or over

☐ Yes please

☐ No thank you

← Back   Reset   Next →



Progress 

## B) Your Travel Habits

The way we travel is changing and we want to use the information gathered in this survey to ensure that the services provided in the County meet your current and future transport needs. To help with this, we're trying to understand how you currently travel, and how you plan to travel in the future.

B1 For each activity below, how did you mainly travel before the COVID19 pandemic? Tick **one box** for each activity.

	Activity 1: For Work	Activity 2: For shopping	Activity 3: For leisure (e.g. park, cinema)	Activity 4: Trips to school / college
Car / Van (as a driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car / Van (as a passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and Ride - Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and Ride - Bicycle and Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not Applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B2 Looking ahead, please tell us how you think your weekly travel will look once the COVID19 pandemic is over. Tick **one box** for each activity.

	Activity 1: For Work	Activity 2: For shopping	Activity 3: For leisure (e.g. park, cinema)	Activity 4: Trips to school / college
Car / Van (as a driver)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car / Van (as a passenger)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and Ride - Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and Ride - Bicycle and Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not Applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B3 How many days per week do you work from home in each of the scenarios below? Tick **one box** per row

	Never	1 – 3 days a week	4 or more days a week	N/A (not working)
Prior to COVID19?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
During the first Lockdown?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
During September / October	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

B4 When the COVID19 pandemic is over, which of the following, if any, do you expect to do any more or any less of compared to before COVID19? Tick **one box** per row

	More	Less	Same	N/A
Working from home	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using the car / van	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Food Shopping at stores	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other Shopping (e.g. clothes) at stores	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Online food shopping	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

B5 If you intend to change the way you travel after COVID19 restrictions, why will you make these changes? Please tick **all** that apply.

- ☐ Previous mode unavailable (e.g. reduced bus services)
- ☐ More concern for the environment/ air quality
- ☐ Concerned about catching COVID19
- ☐ I enjoy walking / cycling
- ☐ Cost
- ☐ More working from home
- ☐ I want to shop locally
- ☐ I am no longer working
- ☐ N/A – I do not intend to change the way I travel

B6 Do you own an electric, or hybrid vehicle (car or van)?

- ☐ Yes
- ☐ No, but I would consider buying one in the future
- ☐ No, and I would not consider buying one in the future

B7 Do you own an electric bicycle?

- ☐ Yes
- ☐ No, but I would consider buying one in the future
- ☐ No, and I would not consider buying one in the future

B8 Do you have access to a bicycle?

- ☐ Yes, I own a bicycle (bought before COVID19), but don't regularly use it
- ☐ Yes, I own a bicycle (bought before COVID19), and regularly use it
- ☐ Yes, I own a bicycle (bought since COVID19)
- ☐ No, but thinking of buying a bicycle
- ☐ I have no interest in buying a bicycle

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D1 Which option do you prefer?

- Alternative option, please detail:

D3 Do you have any other comments you wish to make?

Progress 



Separate to this consultation, the Ashbourne Town Team published a document in October 2020 identifying potential short-term action areas. Please could you also indicate your experience in respect of the below to help us focus **short-term** priorities for the town?

E2 Are you impacted by unlawful parking on any of the routes listed below? (Yes / No)

	Yes	No
Mayfield Road	<input type="radio"/>	<input type="radio"/>
Dove House Green	<input type="radio"/>	<input type="radio"/>
Union Street	<input type="radio"/>	<input type="radio"/>
St. John's Street	<input type="radio"/>	<input type="radio"/>
Green Road / Cockayne Avenue	<input type="radio"/>	<input type="radio"/>
Sturston Road	<input type="radio"/>	<input type="radio"/>
Other (please state)	<input type="text"/>	

E2 Do you think speeds are too high on any of the roads listed below (yes / no)

	Yes	No
A515 (between North Avenue / Windmill Lane and Spend Lane)	<input type="radio"/>	<input type="radio"/>
North Avenue	<input type="radio"/>	<input type="radio"/>
Belle Vue Road	<input type="radio"/>	<input type="radio"/>
Mayfield Road	<input type="radio"/>	<input type="radio"/>
A515 Clifton Road (to its junction with Station Road)	<input type="radio"/>	<input type="radio"/>
Green Road (to the end of the 30mph speed limit)	<input type="radio"/>	<input type="radio"/>
Buxton Road	<input type="radio"/>	<input type="radio"/>
Derby Road	<input type="radio"/>	<input type="radio"/>
Old Hill	<input type="radio"/>	<input type="radio"/>
Other (please state)	<input type="text"/>	

E3 Would you be in favour of...? (yes / no)

	Yes	No
Further speed enforcement (mobile safety cameras)	<input type="radio"/>	<input type="radio"/>
Further speed enforcement (permanent safety cameras)	<input type="radio"/>	<input type="radio"/>
Traffic calming measures (chicanes or speed bumps)	<input type="radio"/>	<input type="radio"/>

E4 Do you experience problems crossing any of the following roads on foot? (yes / no)

	Yes	No
Buxton Road / Windmill Lane / North Avenue crossroads	<input type="radio"/>	<input type="radio"/>
Clifton Road	<input type="radio"/>	<input type="radio"/>
St. John's Street	<input type="radio"/>	<input type="radio"/>
A515 (Victoria Square)	<input type="radio"/>	<input type="radio"/>
St. John Street / Park Road junction	<input type="radio"/>	<input type="radio"/>
Station Street	<input type="radio"/>	<input type="radio"/>
Digby Street	<input type="radio"/>	<input type="radio"/>
Compton Street	<input type="radio"/>	<input type="radio"/>
Other (please state)	<input type="text"/>	

Thank you for your time!

Please click '**Submit**' below to send us your views.

The information collected on this form will only be used by Derbyshire County Council and AECOM to inform the consultation process for the Ashbourne bypass options. It will not be disclosed to any third parties except where the law requires us to do so. The information will be stored in a secure project database, and kept until November 2022. If you would like your information to be removed before then, please contact [travelinfo@aecom.com](mailto:travelinfo@aecom.com) (07503 627 829).

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Progress ■■■■■■■■■■

**Appendix D**  
**Information Boards**

## Introduction

Thank you for taking part in this *early stage* consultation.

We would like to get your views on potential improvement options for Ashbourne town centre.

We have examined the existing traffic conditions in the area and identified some potential options to address these issues; however, no decisions have yet been taken on the way forward. We are keen to understand your views before developing the available options.

Once we have your views, we will develop options into a preferred scheme based on this consultation and additional design and appraisal work.

National and / or Regional Funding may be required to deliver a scheme. At the present time, no specific funding stream has been identified.

There are **no guarantees** funding will be granted. All schemes must compete with each other for major scheme funding.

## What is an *early stage* consultation?

### Early Stage Consultation: (CURRENT EVENT)

- Occurs prior to selection of a preferred option;
- Option detail is limited as design and assessment work remains to be undertaken;
- Consultation focuses on the principle of options available;
- Consultation designed to gather views of those most affected by options, prior to decisions being taken.
- Participation of public / stakeholders is intended to help identify an option with broad support.
- Designs are indicative in nature and **NOT** final.

### Preferred Option Consultation: (To Follow)

- Focuses on the detailed aspects of a scheme;
- Design drawings are at a higher level of detail;
- Impacts on specific properties are shown;
- Supported by more in-depth analysis and design work.


## Highway Scheme Appraisal Process

The process being used by Derbyshire County Council has been informed by the Department for Transport's (DfT) Appraisal Process.

This identifies several steps prior to a preferred option being ready to be selected and investigated further.

This process is summarised below.

### Stage 1: Option Development

- Step 1: Understanding the Current Situation;
- Step 2: Understanding the Future Situation;
- Step 3: Establishing the need for Intervention;
- Step 4: Defining Objectives / Define Geographic area of Impact to be Addressed by the Intervention;
- Step 5: Option Generation;
- Step 6: Undertake Initial Sift;
- Step 7: Develop and Assess Potential Options;  **We are here**
- Step 8: Develop the Options in an Option Assessment Report;
- Step 9: Develop and Scope the better performing options

### Stage 2: Further Appraisal & Business Case Preparation

(202X– 202X – timescale uncertain)

### Stage 3: Implementation (subject to successful funding bid)

(Post 202x—timescale uncertain).

## Discounted Options

**Option 1, Small Scale Schemes:** Previous analysis has shown that amendments to the highway within the current highway boundary (including signal timing changes and enlarged one-way systems) would not result in large improvements in journey times and would not remove HGVs from the town centre. As such, these have not been included in this consultation.

You can, however, tell us if you think a large scale scheme *isn't* required using the feedback form.

**Sustainable Transport:** Sustainable transport measures are also unlikely to be a solution to the current problems as they would not address medium to long-distance through trips nor would they remove HGV movements. As such, this consultation does not include public transport options or active travel options (which are being pursued separately by Derbyshire CC).

However, the feedback form does ask you about your views on the recent scheme to make Compton Street one-way, which was installed as part of the COVID19 response.

## **Option 2 (Sturston Road / Derby Road / Park Road / Belper Road Junction Enlargement)**

The majority of delays within Ashbourne are caused by two signalised junctions that are in close proximity. Theoretically, improvement to these junctions could reduce delays without providing a bypass. Option 2 is therefore included to identify the extent to which delay could be removed from Ashbourne town centre by the enlargement of the Derby Road / Sturston Road junction.

This scheme is not designed in detail. It would involve land acquisition around the junctions to increase the number of lanes, particularly where Derby Road meets Compton Road. The scheme would not remove HGVs from Ashbourne town centre and may impact on listed buildings.

### Advantages

- Reduces journey time delays ✓
- No requirement for new route through countryside ✓

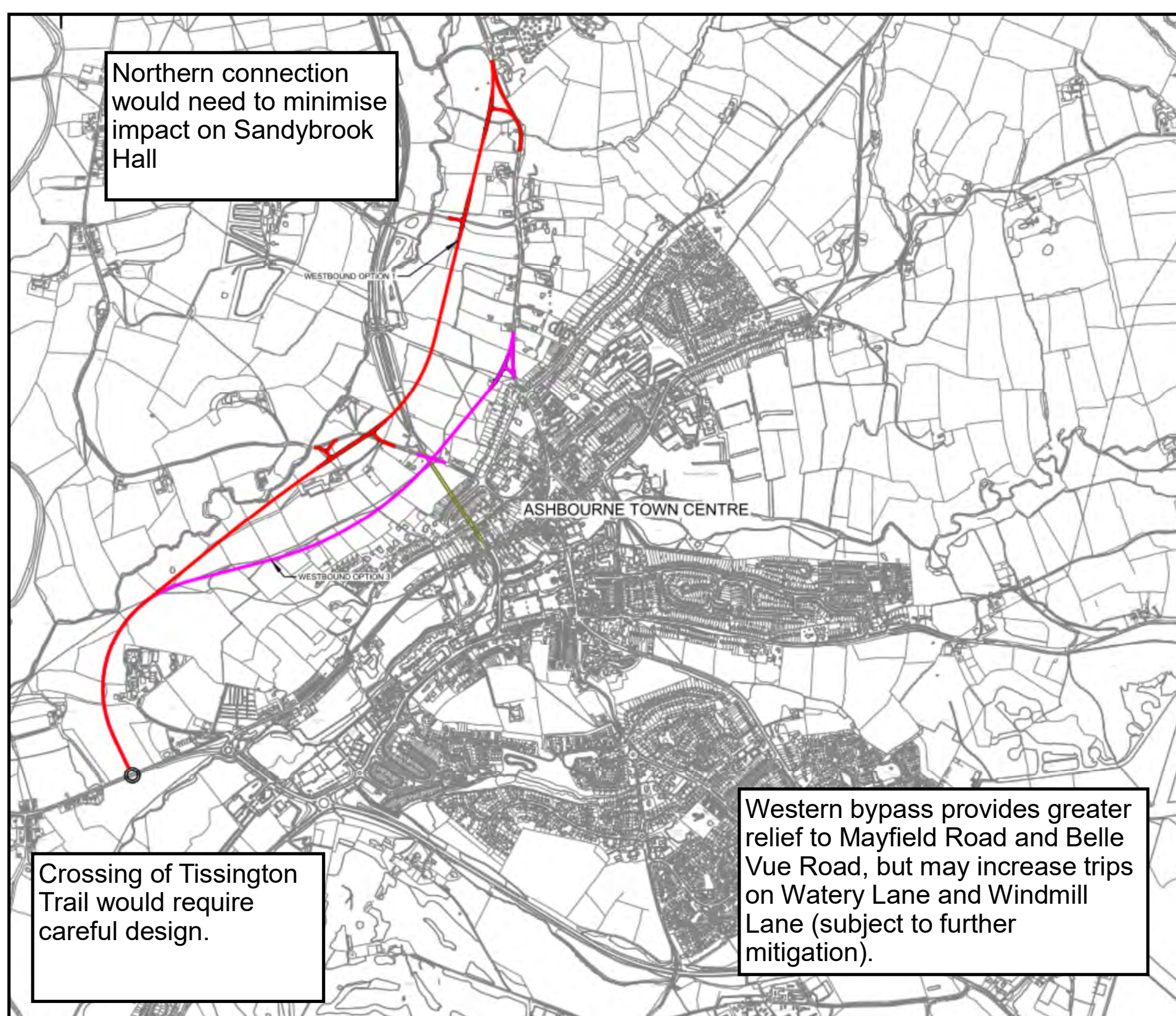
### Drawbacks

- Increased disruption during construction ✕
- Potential impact on listed buildings ✕
- Visual / townscape impact within the town centre ✕
- Does not remove HGVs from town centre ✕

**For this consultation, we need to know your view on providing more highway capacity *within* the town (Option 2), as opposed to taking traffic *out* of the town (Options 3 and 4).**



## Option 3 (Western Bypass)



A more detailed drawing of each western bypass option is available on this online portal.

Western bypass routes have been previously prepared for the town. There are several options, which connect at different locations onto the existing Buxton Road.

The main difference between Route A (further away from the town) and Route B (closer to the town) are that:

- The Tissington Trail is within tunnel where it passes Route B, but the trail must bridge over Route A.
- It is possible to provide a junction with Mappleton Road for Route A, but not for Route B (which bridges over Mappleton Road).
- Route B brings vehicles closer to existing residential property.
- Route A requires a junction closer to Sandybrook Hall.

### Advantages

- Reduces journey time delays ✓
- Reduces impacts within the town ✓
- Removes some HGV traffic from the town ✓

### Drawbacks

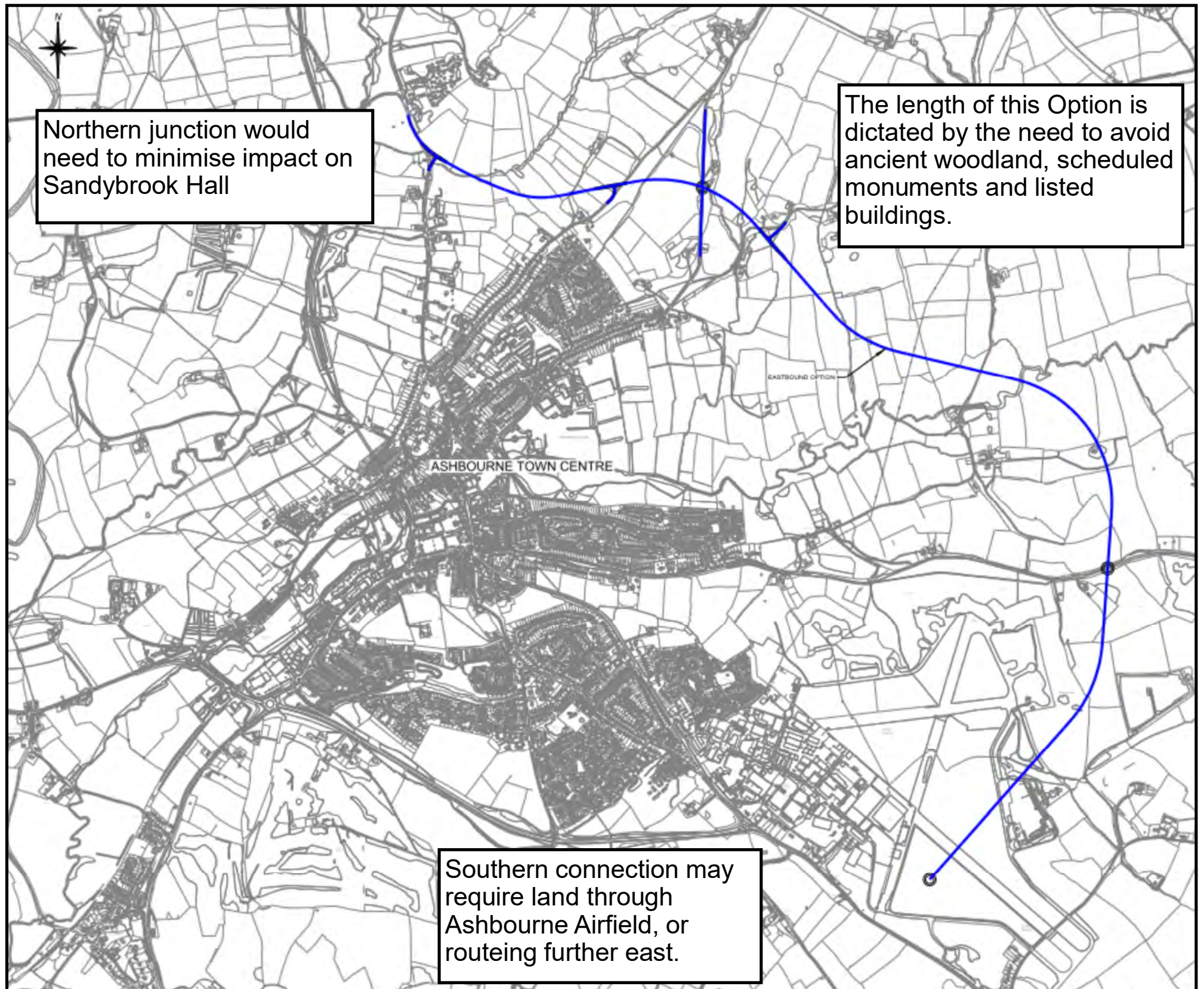
- Potential impacts on Tissington Trail ✕
- Construction of new route through countryside ✕

**For this consultation, we need to know your view on providing a western bypass, as opposed to providing capacity within the town (Option 2) or an eastern bypass (Option 4).**

**If you prefer a western bypass, we also need to know if you prefer a connection back onto Buxton Road further to the north (Route A), or further to the south (Route B), or if you favour a western route but have no preference.**



## Option 4 (Eastern Bypass)



A more detailed drawing of the eastern bypass is available on this online portal. Note: there are several potential eastern alignments available. If an eastern bypass is taken forward, further design work would be required to identify the optimum alignment. As such, this consultation is examining the principle of an eastern bypass only and not the specific design.

An eastern bypass could better remove trips through the town originating from the north east (e.g. Matlock, Cromford) and Belper. However, the length of the scheme means that fewer trips would use the bypass itself than the western bypass and it would remove fewer HGVs from the town centre. It would also be more expensive to construct.

### Advantages

- Reduces journey time delays ✓
- Reduces impacts within the town ✓
- Removes some HGV traffic from the town ✓

### Drawbacks

- Potential requirement of land through Ashbourne Airfield ✕
- Construction of new route through countryside ✕

**For this consultation, we need to know your view on providing an eastern bypass, as opposed to providing capacity within the town (Option 2) or a western bypass (Option 3).**



## Forecast Traffic Flow Changes

A traffic model has been developed for the area around Ashbourne. This model has been developed to be compliant with guidance issued by the Department for Transport.

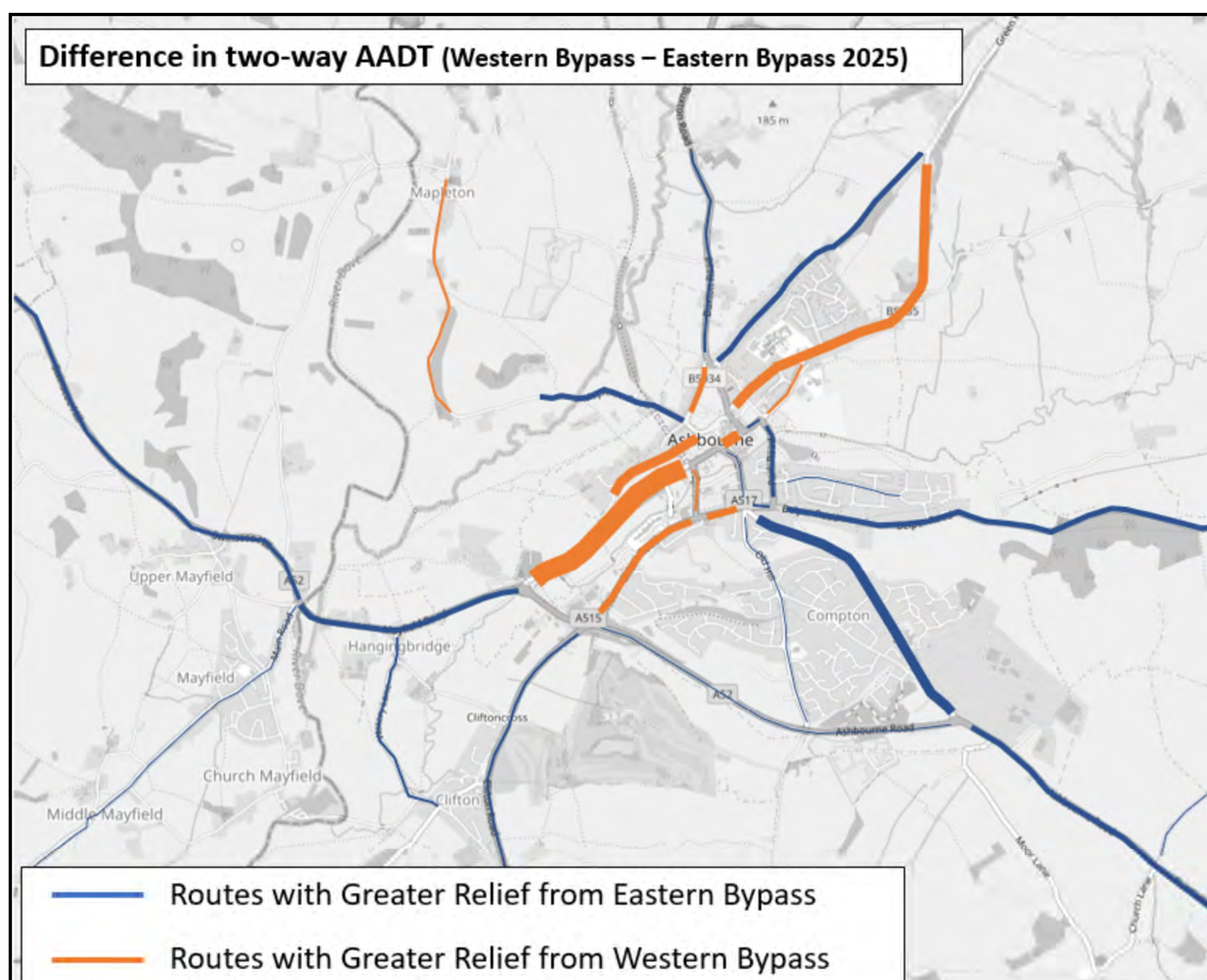
The model is based on traffic surveys and other data collected in 2019.

The model has been used to develop the following traffic flow forecasts:

- Do Minimum (what would happen in future, *without* the scheme);
- Do Something (what would happen in future, with Western Alignment A);
- Do Something (what would happen in future, with Western Alignment B);
- Do Something (what would happen in future, with Eastern Alignment); and
- Do Something (what would happen in future, with town Centre scheme).

A forecast of the 2025 Annual Average Daily Traffic (AADT) flows for key routes for each option are available on the online portal.

The graphic below compares forecast flows for the Western Bypass (option 3A) with forecast flows for the Eastern Bypass (option 4). It shows which routes carry fewer trips with either option, to illustrate which routes would benefit most from each option.



## Your Views....

We are collecting your views on the Ashbourne traffic options, which will be taken into consideration when developing any options in the future.

**For example, we want to know your views on:**

What about impacts on journey times and congestion during the day?

Cycling conditions?

What about impacts on journey times and congestion during peak hours?

Walking conditions?

Accommodating traffic from future housing and economic development?

Will it impact the buses I use?

Road safety?

Do you prefer one of the proposed Options?

Why this is your preferred option?

**Please make sure you fill out the feedback form to get your views heard!**

**Appendix E**  
**Highway Drawings**





# Concept Bypass Alignments

Ashbourne Traffic Options

Derbyshire County Council

Project number: 60640571

October 2020

Prepared for:

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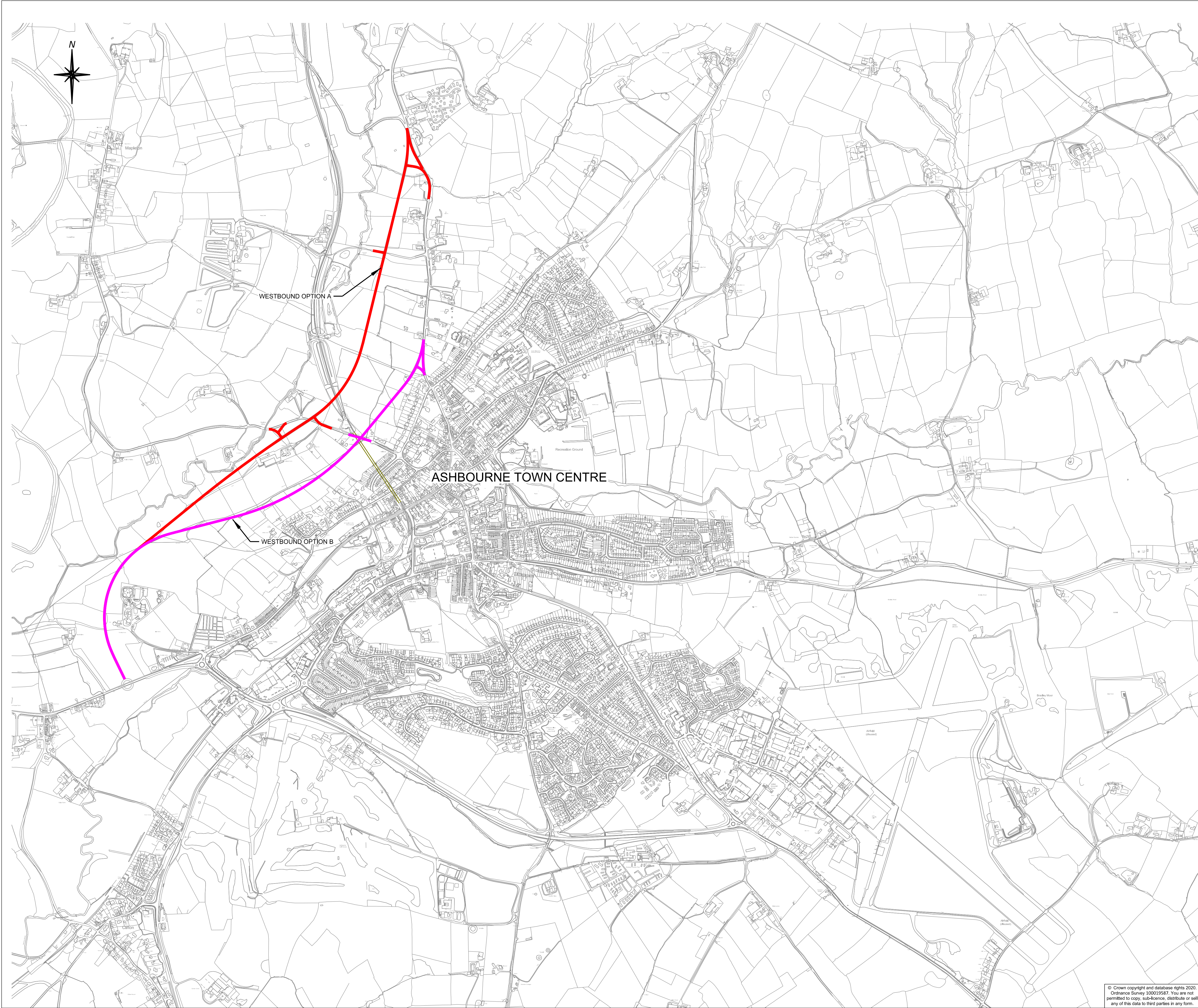
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60640571      N.T.S

STATUS      BS1192 SUITABILITY

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SHEET TITLE

OVERVIEW - WB OPTIONS

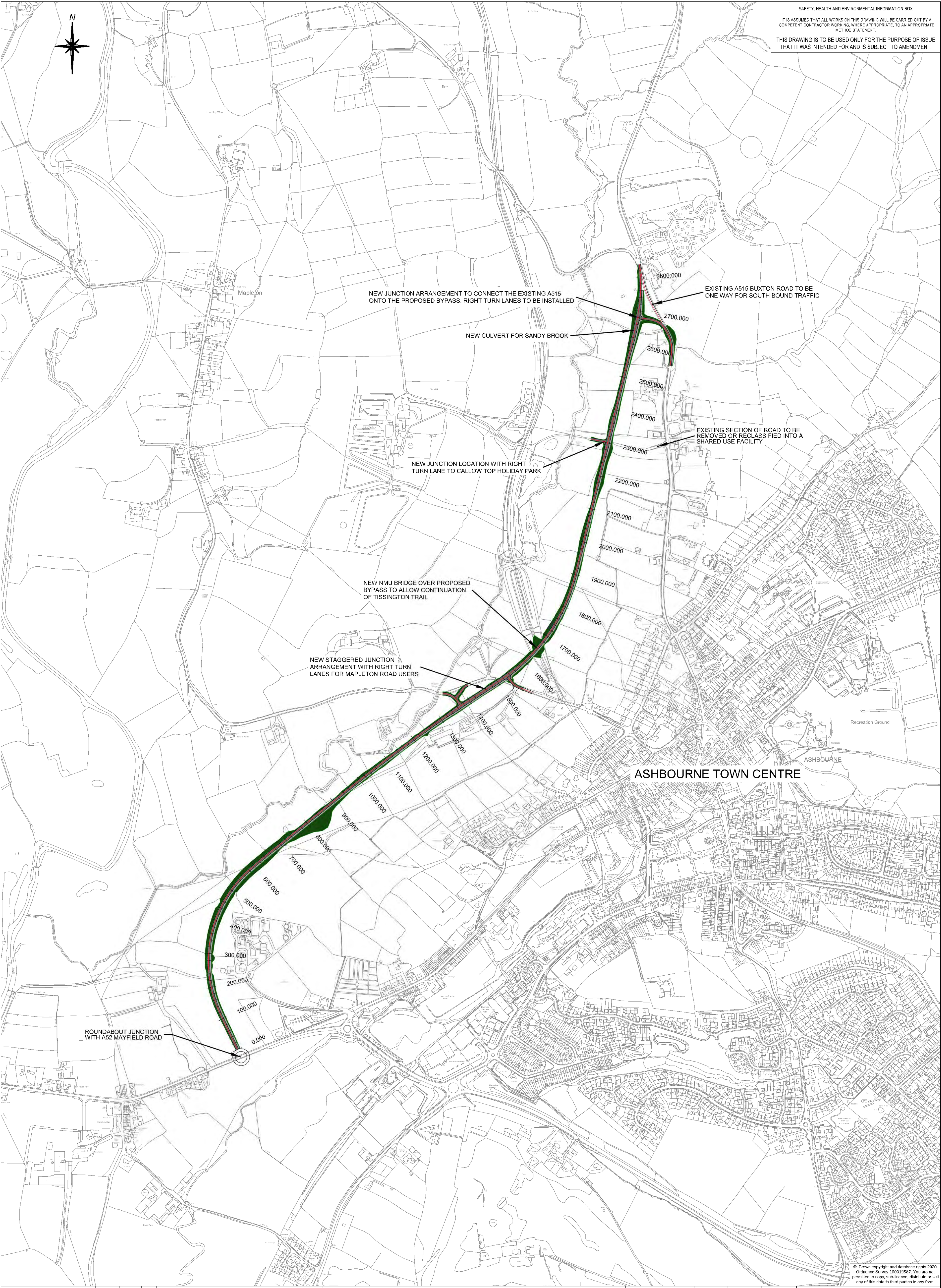
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ROUNDABOUT JUNCTION WITH A52 MAYFIELD ROAD

NEW JUNCTION ARRANGEMENT TO CONNECT THE EXISTING A515 ONTO THE PROPOSED BYPASS. RIGHT TURN LANES TO BE INSTALLED

NEW CULVERT FOR SANDY BROOK

NEW JUNCTION LOCATION WITH RIGHT TURN LANE TO CALLOW TOP HOLIDAY PARK

NEW NMU BRIDGE OVER PROPOSED BYPASS TO ALLOW CONTINUATION OF TISSINGTON TRAIL

NEW STAGGERED JUNCTION ARRANGEMENT WITH RIGHT TURN LANES FOR MAPLETON ROAD USERS

EXISTING A515 BUXTON ROAD TO BE ONE WAY FOR SOUTH BOUND TRAFFIC

EXISTING SECTION OF ROAD TO BE REMOVED OR RECLASSIFIED INTO A SHARED USE FACILITY

ASHBOURNE TOWN CENTRE

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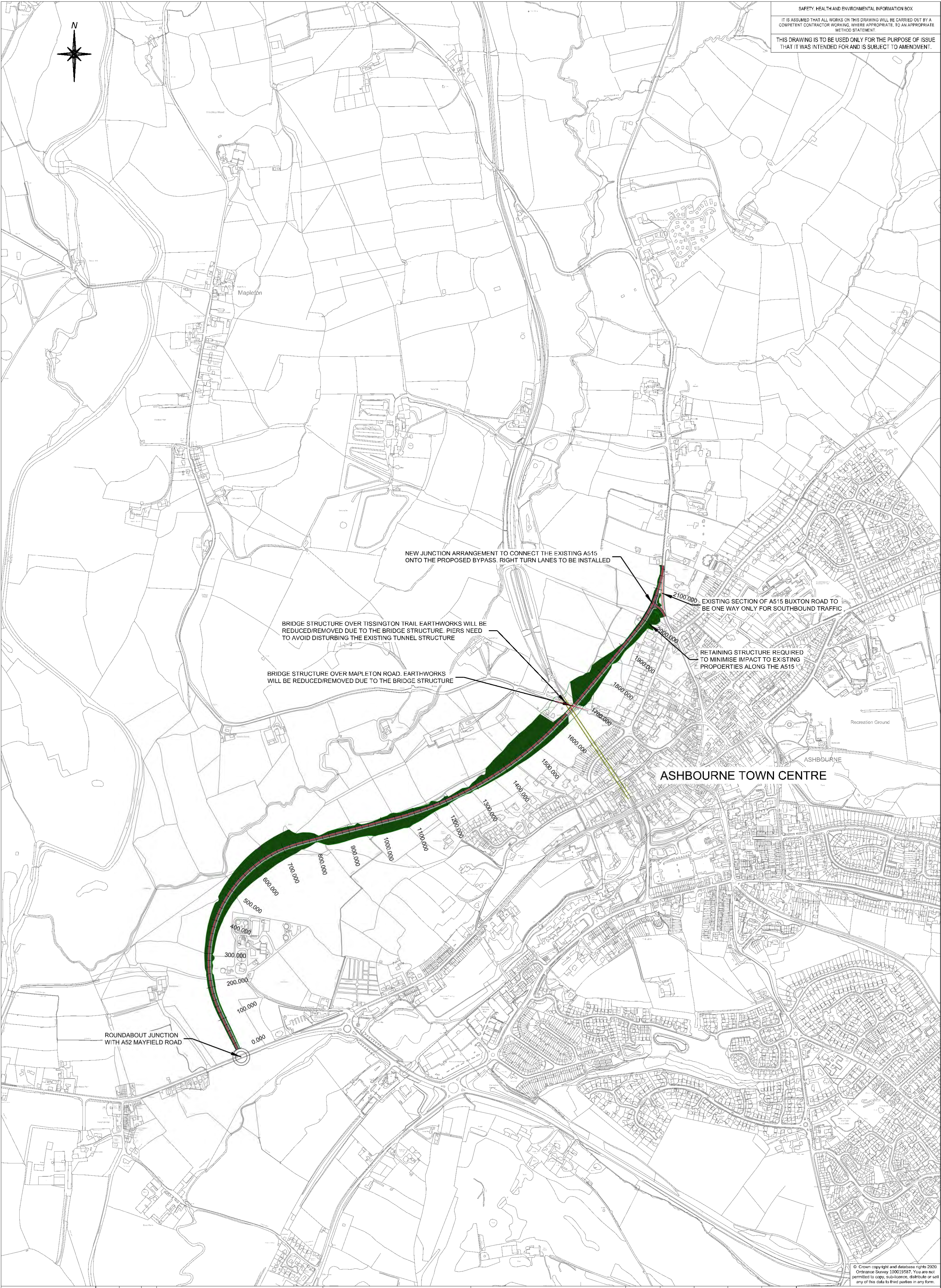
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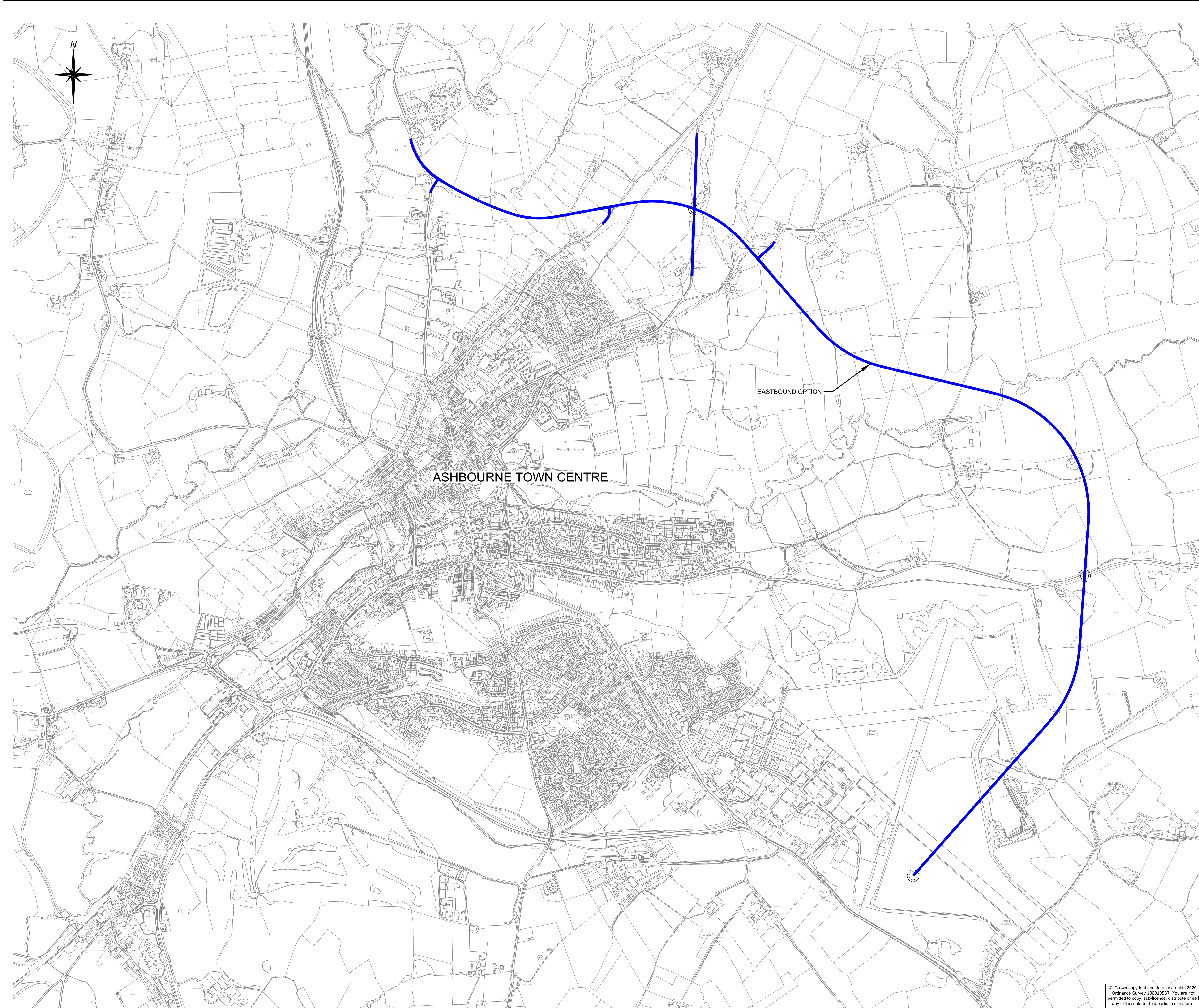
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EASTBOUND OPTION



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## **Appendix F**

### **Environmental Constraints Summary Report**



# Environmental Constraints Summary Report

Ashbourne Traffic Options

Derbyshire County Council

Project number: 60640571

October 2020

**Prepared for:**

Derbyshire County Council

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## Figures

Figure 1: Western Bypass Scheme A

Figure 2: Western Bypass Scheme B

Figure 3: Eastern Bypass Scheme

Figure 4: Town Centre Improvement Option

# 1. Introduction

## 1.1 Background

- 1.1.1 Ashbourne is a small market town in the Derbyshire Dales and is located approximately 1.5 km south of the Peak District National Park. The A52 is a strategic east to west route across the Midlands. The A52 extends around the south of Ashbourne. The A515 extends in a roughly north to south direction and provides access between Ashbourne and Buxton.
- 1.1.2 Monitoring undertaken by Derbyshire County Council (DCC) has highlighted that currently, a high number of vehicles, including Heavy Goods Vehicles (HGVs), travel through Ashbourne. The current highway infrastructure within the town is not designed to accommodate current traffic levels and types that travel through it. As a result, traffic delays and queuing through the town is frequent, with a particular hotspot at the A515/ Belper Road/ Park Road/ Derby Road/ Sturston Road junction. This congestion contributes to noise and air pollution and reduces the amenity for residents and visitors.
- 1.1.3 DCC has commissioned AECOM to examine the causes and impacts of congestion along the A52 and A515 and possible solutions. Four options have been suggested which could improve traffic conditions through the town and on the A52 and A515. These include two Western Bypass Schemes, an Eastern Bypass Scheme and improvements to the Sturston Road/ A515/ Derby Road/ Belper Road junction,
- 1.1.4 AECOM have also been commissioned to identify and report on the environmental constraints associated with these options.

## 1.2 Methodology

- 1.2.1 Environmental constraints have been identified using publicly available information and are illustrated on Figures 1 to 4, available at Appendix A.
- 1.2.2 Local environmental designations have been considered within a 1 km study area around the proposed interventions, due to the relatively localised nature of the works. National designations within 2 km of the interventions have also been considered. These are illustrated on Figures 1 to 4 Environmental Constraints Plan at Appendix A of this report.
- 1.2.3 High-level environmental constraints within the study area have been identified relating to:
- air quality;
  - cultural heritage;
  - landscape character and visual effects;
  - biodiversity;
  - geology and soils;
  - noise and vibration;
  - population and human health;
  - the water environment; and
  - climate.
- 1.2.4 An indicative RAG rating has been provided which is based on a desk-based review of information. The purpose of the RAG rating is to provide an indication of the potential effect of the proposed scheme on the environment within the study area. The descriptions of the RAG ratings are provided below:

- **Red:** Environmental constraints that cannot be addressed using established and readily deliverable design solutions or mitigation thereby posing a potential risk to the initial project.
- **Amber:** Environmental constraints that, whilst likely to cause substantially adverse impacts, can potentially be resolved/mitigated but with possible implications for the delivery programme; and
- **Green:** Environmental constraints that are likely to be possible to be resolved/mitigated within the project programme and budget.

## 1.3 Site Context

### Ashbourne and surrounding areas

- 1.3.1 Ashbourne is a small market town in the Derbyshire Dales and is located approximately 1.5 km south of the Peak District National Park.
- 1.3.2 The town is located over rolling topography. Land to the south-east and south-west the town is generally at 175 m Above Ordnance Datum (mAOD). To the north and towards the centre of the town, the topography falls down towards the Henmore Brook at approximately 120 mAOD. Further northwards, the topography rises towards approximately 155 mAOD.
- 1.3.3 The town is surrounded by agricultural land on all sides. The Ashbourne Golf Club is located to the south-west of the town. To the west, located at the boundary of the town, there is a domestic waste disposal site, allotments and water treatment works. To the north-west, is the start of the popular and regionally valued Tissington trail, which connects Ashbourne and Buxton.
- 1.3.4 To the south-east, at the urban edge of the town, there is the airfield industrial estate and a disused airfield. To the south, beyond the A52, there is Osmaston Camping and Caravan Park.
- 1.3.5 The land use within the town is generally residential, with some retail, industrial and tourism uses.

### Ashbourne town centre

- 1.3.6 The centre of Ashbourne predominantly includes retail, hospitality and residential uses. Buildings are a mixture of old and new, but within the core, buildings are generally older with some dating back to the 16<sup>th</sup> Century.



## 2. Environmental Constraints

### 2.1 Air Quality

- 2.1.1 An **Amber** RAG Rating has been applied to the Town Centre Improvement Option as the demolition of buildings will likely create dust which will have a short-term adverse impact on local residents. During operation, the option will likely improve traffic flow through the town and therefore, reduce levels of air quality pollutants.
- 2.1.2 A **Green** RAG Rating has been applied to the Western Bypass Scheme A and the Eastern Bypass Scheme as they are located away from large numbers of residential receptors, although they would pass a small number of semi-isolated residential properties. This reduces the likelihood of operational and construction air quality impacts.
- 2.1.3 An **Amber** RAG Rating has been applied to Western Bypass Scheme B due to its proximity to a greater number of residential receptors located at the urban edge of the town and the potential for adverse operational and construction air quality impacts. These impacts are, however, likely to be mitigable.

### 2.2 Cultural Heritage

- 2.2.1 An **Amber** RAG Rating has been applied to the Town Centre Improvement Option due to its potential for adverse effects during construction and operation on at least 15 Grade II listed properties (covered by five listings in total).
- 2.2.2 An **Amber** RAG Rating has been applied to Western Bypass Scheme A and the Eastern Bypass Scheme, as due to their large scale and their proximity to Grade II listed buildings at Sandybrook Hall and the Callow Hall Conservation Area (Western Bypass Scheme A only), they have the potential to have adverse impacts on these cultural heritage assets. However, the level of these impacts could be mitigated through micro-siting of these options alignments, for example moving them further away from heritage assets and the area influencing their setting.
- 2.2.3 An **Amber** RAG Rating has been applied to Western Bypass Scheme B due to the potential for adverse impacts, as a result of its proximity, to Grade II listed buildings, the Callow Hall Conservation Area and the Ashbourne Conservation Area. Impacts are expected to be mitigable.

### 2.3 Landscape and visual

- 2.3.1 A **Green** RAG Rating has been applied to the Town Centre Improvement Option due to the likely limited range of visual impacts as a result of screening provided by existing development. Physical alterations to the junction are unlikely to have any wide-reaching effects on townscape character, aside from minor losses of or additions to townscape elements such as the density and form of urban development.
- 2.3.2 An **Amber** RAG Rating has been applied to Western Bypass Schemes and the Eastern Bypass Scheme, as due to their scale and the quality and condition of the surrounding landscape, they are likely to have adverse impacts on the landscape resource during construction and operation which could be significant. In addition, during operation, Western Bypass Schemes and the Eastern Bypass Scheme would have a number of adverse visual effects on residential receptors, users of Public Rights of Way and users of highways which could be significant. Appropriate landscape mitigation could reduce these effects over time, but residual effects may remain.

### 2.4 Biodiversity

- 2.4.1 A **Green** RAG Rating has been applied to the Town Centre Improvement Option, due to its urban location and its likely limited impact on biodiversity.

- 2.4.2 An **Amber** RAG Rating has been applied to the Western Bypass Schemes and the Eastern Bypass Scheme due to their potential to have a number of adverse impacts on habitats and species and locally designated wildlife sites. The Eastern Bypass Scheme may have indirect impacts on Bradley Wood Local Wildlife Site and ancient woodland due to its proximity and, it is possible that Great Crested Newts are located in this area.

## 2.5 Geology and Soils

- 2.5.1 A **Green** RAG Rating has been applied to the Town Centre Improvement Option given the urban location and therefore, very limited impact on geology and soils.
- 2.5.2 A precautionary **Amber** RAG has been applied to the Western Bypass Schemes and Eastern Bypass Scheme due to their potential to result in the loss of Best and Most Versatile agricultural land.

## 2.6 Noise and Vibration

- 2.6.1 An **Amber** RAG Rating has been applied to both Western and Eastern Bypass Schemes as they have the potential to have similar impacts. The Eastern Bypass Scheme may have an impact on less receptors given its location away from the urban edge of Ashbourne, but this is not a certainty at this stage. This rating has also been applied to the Town Centre Improvement Option as it has the potential to have adverse noise impacts during construction, as a result of demolition of buildings and the creation of new highway infrastructure in close proximity to residents which may change noise levels experienced in operation.

## 2.7 Population and Human Health

- 2.7.1 An **Amber** RAG Rating has been applied to the Western Bypass Schemes the given their likely adverse impact on private property and housing, on businesses and walking, cycling and horse-riding facilities (including the popular and regionally valued Tissington Trail). This rating has also been applied to the Town Centre Improvement Option given its likely impact on private properties and businesses.
- 2.7.2 A **Red** RAG Rating has been applied to the Eastern Bypass Scheme as the current alignment begins within an area of land which is allocated for housing and development within the current Derbyshire Dales District Council Local Plan and which has planning permission for housing and employment land uses. The current alignment does not appear to tie-in with the approved layout. This could represent a constraint that *'cannot be addressed using established and readily deliverable design solutions or mitigation thereby posing a threat to project delivery'*.

## 2.8 The Water Environment

- 2.8.1 A **Green** RAG Rating has been applied to the Town Centre Improvement Option as it would be unlikely to have an impact on the water environment.
- 2.8.2 A **Green** RAG Rating has been applied to the Eastern Bypass Scheme as it is generally located within Flood Zone 1 and the design of the crossing over the Henmore Brook could be designed within programme using readily established methods.
- 2.8.3 An **Amber** RAG Rating has been applied to the Western Bypass Schemes as a result of the proximity to the Bentley Brook, a Water Framework Directive watercourse, and as this lies within Flood Zones 1 and 2.

## 2.9 Climate

- 2.9.1 It is anticipated that all options will be constructed to a suitable specification to continue to operate effectively during such events. A **Green** RAG Rating has therefore been applied all options.

### 3. RAG Ratings

3.1.1 Table 3-1 below sets out the RAG ratings identified for each environmental discipline and provides an overall RAG rating for each of the proposed scheme.

**Table 3-1 Summary of RAG Ratings**

Option	Air Quality	Cultural Heritage	Landscape and Visual	Biodiversity	Geology and Soils	Noise and Vibration	Population and Human Health	The Water Environment	Climate	Overall RAG Rating
Western Bypass Scheme A	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow
Western Bypass Scheme B	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow
Eastern Bypass Scheme	Green	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Green	Red
Town Centre Improvement Option	Yellow	Yellow	Green	Green	Green	Yellow	Yellow	Green	Green	Yellow

The overall RAG rating (shown above) for each option is derived from all environmental factors. The accumulation of the overall RAG rating is based on professional judgement and is not a straight indicator of the potential for significant effects. This could be changed at a later stage where new baseline data is identified, and additional design detail becomes available.

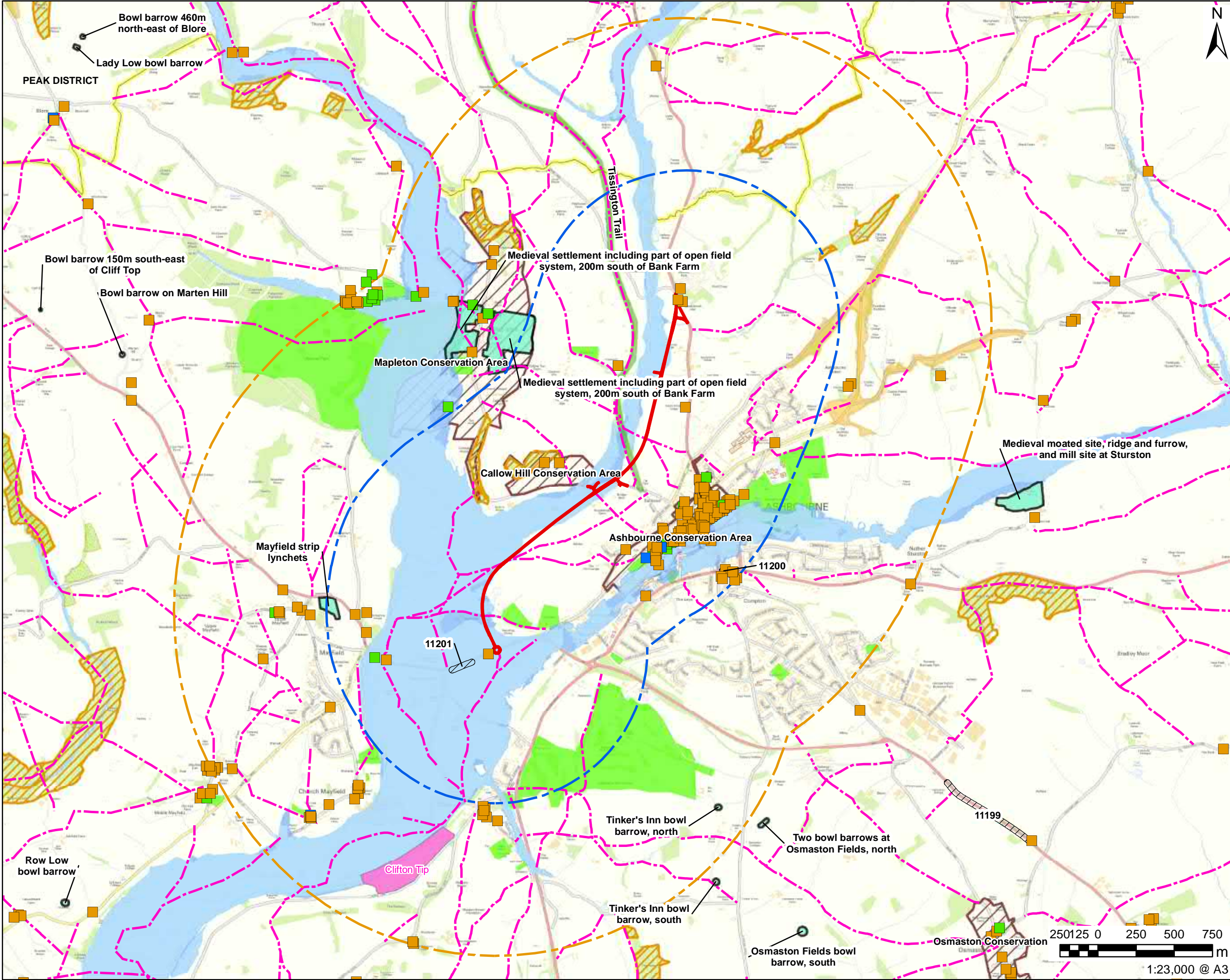
RAG ratings are attributed as follows:

- **Red:** Environmental constraints that cannot be addressed using established and readily deliverable design solutions or mitigation thereby posing a threat to project delivery;
- **Amber:** Environmental constraints that, whilst likely to cause substantially adverse impacts, can potentially be resolved / mitigated but with possible implications for a project program; and
- **Green:** Environmental constraints that are likely to be resolved/ mitigated for a project program.



# Appendix A Figures 1 - 4





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ASHBOURNE TRAFFIC  
OPTIONS

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**LEGEND**

Route Information

- Western Bypass Scheme A
- 1km Buffer from Scheme
- 2km Buffer from Scheme

Environmental Constraints

- Grade I Listed Building
- Grade II\* Listed Building
- Grade II Listed Building
- Scheduled Monuments
- Historic Landfill Sites
- Noise Important Areas
- Ancient Woodland
- Site of Special Scientific Interest
- Flood Zone 2
- Flood Zone 3
- Conservation Area
- Open Green Space
- Access Land
- National Park
- Public Rights of Way
- Tissington Trail

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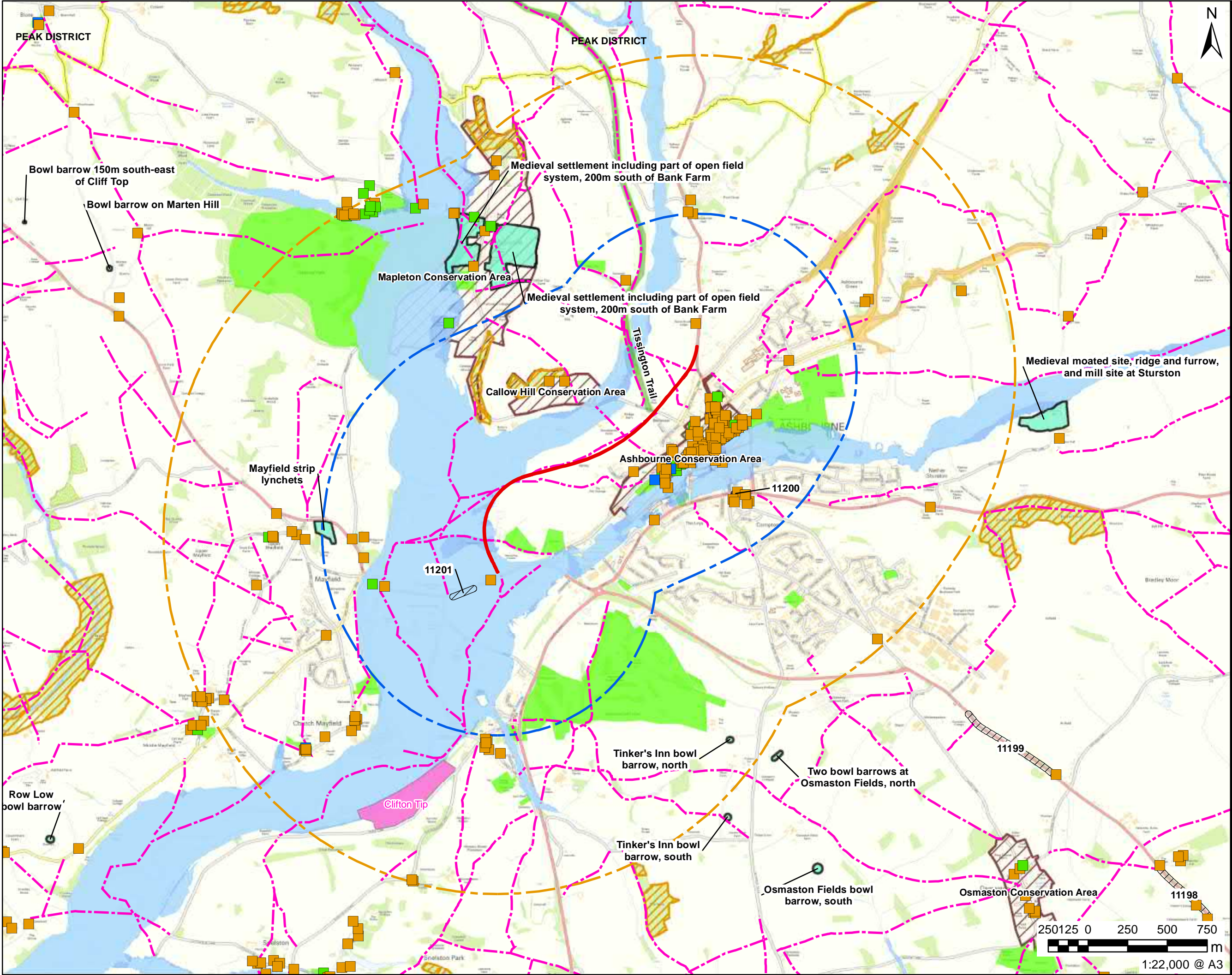
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FIGURE 1

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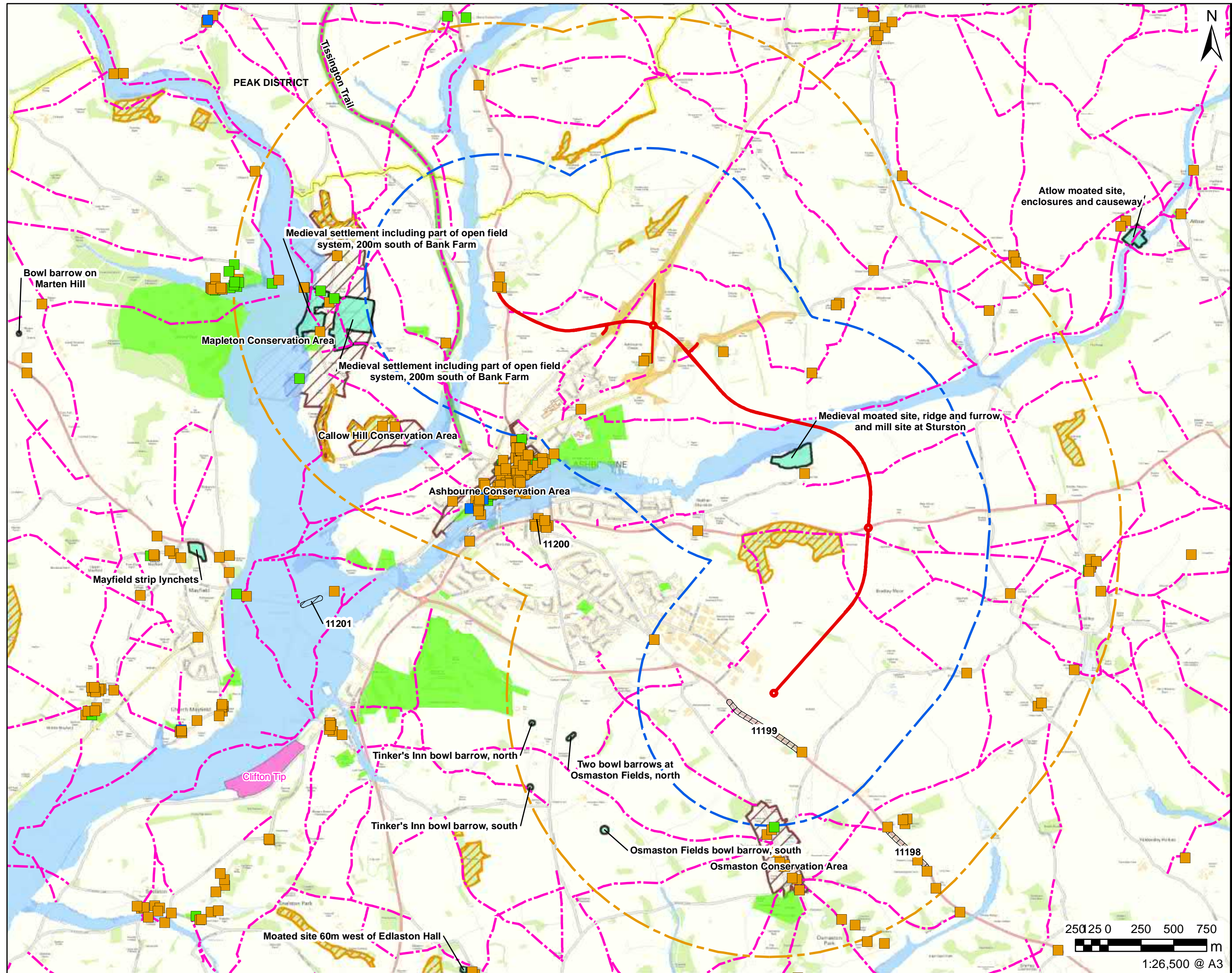
**SHEET TITLE**  
ENVIRONMENTAL  
CONSTRAINTS - WESTERN  
BYPASS SCHEME B

**SHEET NUMBER**  
FIGURE 2

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AECOM

PROJECT

ASHBOURNE TRAFFIC  
OPTIONS

CLIENT

DERBYSHIRE COUNTY  
COUNCIL

CONSULTANT

AECOM Limited  
12 Regan Way  
Chetwynd Business Park  
Chilwell  
Nottingham, NG9 6RZ  
[www.aecom.com](#)

LEGEND

Route Information

Eastern Bypass Scheme A

1km Buffer from Scheme

2km Buffer from Scheme

Environmental Constraints

Grade I Listed Building

Grade II\* Listed Building

Grade II Listed Building

Scheduled Monuments

Historic Landfill Sites

Noise Important Areas

Ancient Woodland

Flood Zone 2

Flood Zone 3

Open Green Space

Conservation Area

Access Land

National Park

Public Rights of Way

Tissington Trail

NOTES

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ISSUE PURPOSE

CONSULTATION

PROJECT NUMBER

60627132

SHEET TITLE

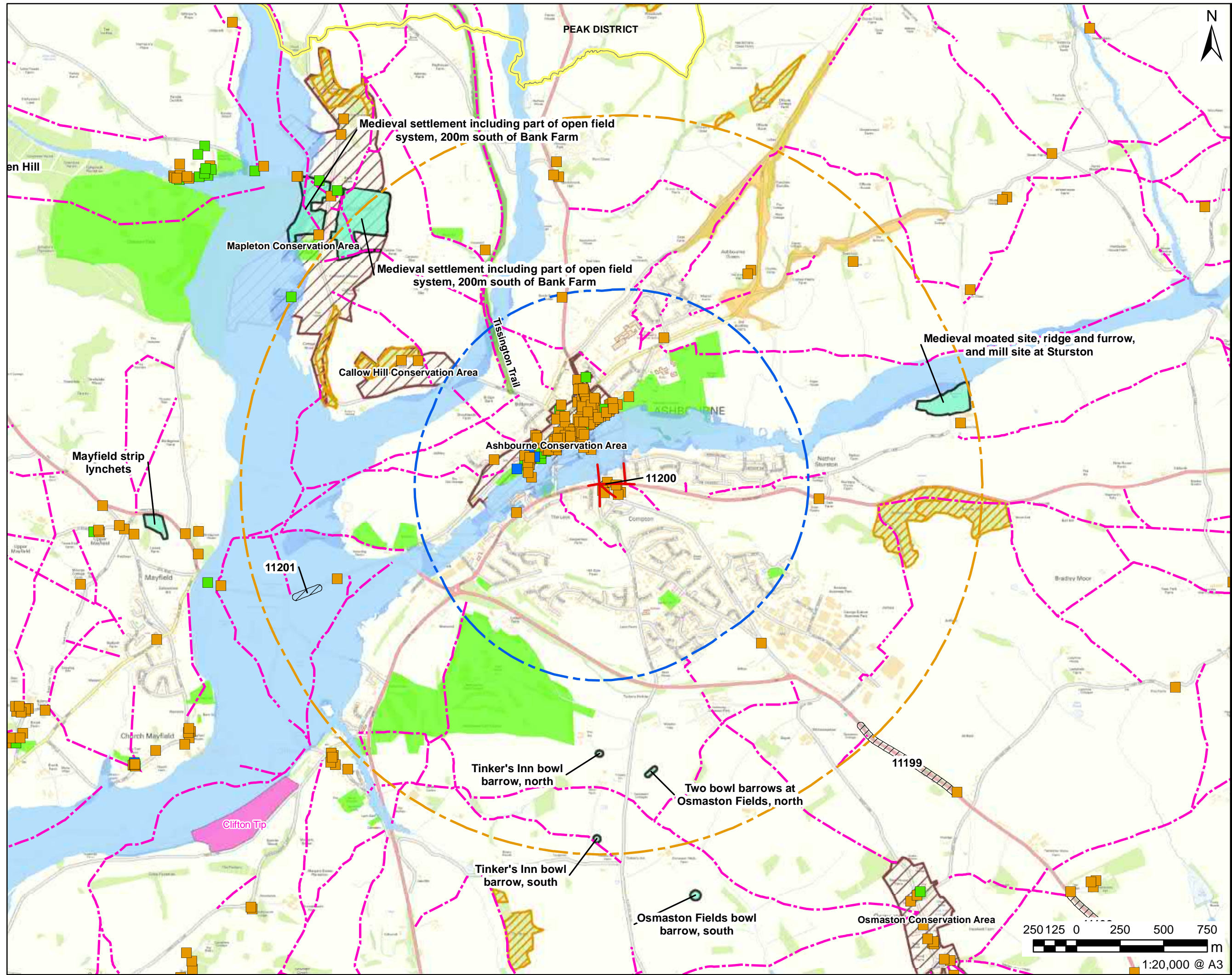
ENVIRONMENTAL  
CONSTRAINTS - EASTERN  
BYPASS SCHEME

SHEET NUMBER

FIGURE 3

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# AECOM

## PROJECT

### ASHBOURNE TRAFFIC OPTIONS

## CLIENT

### DERBYSHIRE COUNTY COUNCIL

## CONSULTANT

AECOM Limited  
12 Regan Way  
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## LEGEND

#### Route Information

- Town Centre Junction Improvement Scheme
- 1km Buffer from Scheme
- 2km Buffer from Scheme

#### Environmental Constraints

- Grade I Listed Building
- Grade II\* Listed Building
- Grade II Listed Building
- Scheduled Monuments
- Historic Landfill Sites
- Noise Important Areas
- Ancient Woodland
- Conservation Area
- Flood Zone 2
- Flood Zone 3
- Open Green Space
- Access Land
- National Park
- Public Rights of Way
- Tissington Trail

## NOTES

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## ISSUE PURPOSE

### CONSULTATION

### PROJECT NUMBER

60627132

### SHEET TITLE

### ENVIRONMENTAL CONSTRAINTS - TOWN CENTRE IMPROVEMENT OPTION

### SHEET NUMBER

### FIGURE 4





## **Appendix G**

### **Traffic Flow Forecasts**



# Forecast Traffic Flows

Ashbourne Traffic Options

Derbyshire County Council

Project number: 60640571

October 2020

Prepared for:

Derbyshire County Council

Prepared by:

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The traffic flows presented in this PDF have been calculated using a traffic model of Ashbourne and the surrounding area. This model has been developed to standards set by the Department for Transport (DfT).

Annual Average Daily Traffic (AADT) flows and HGV% are presented for the following:

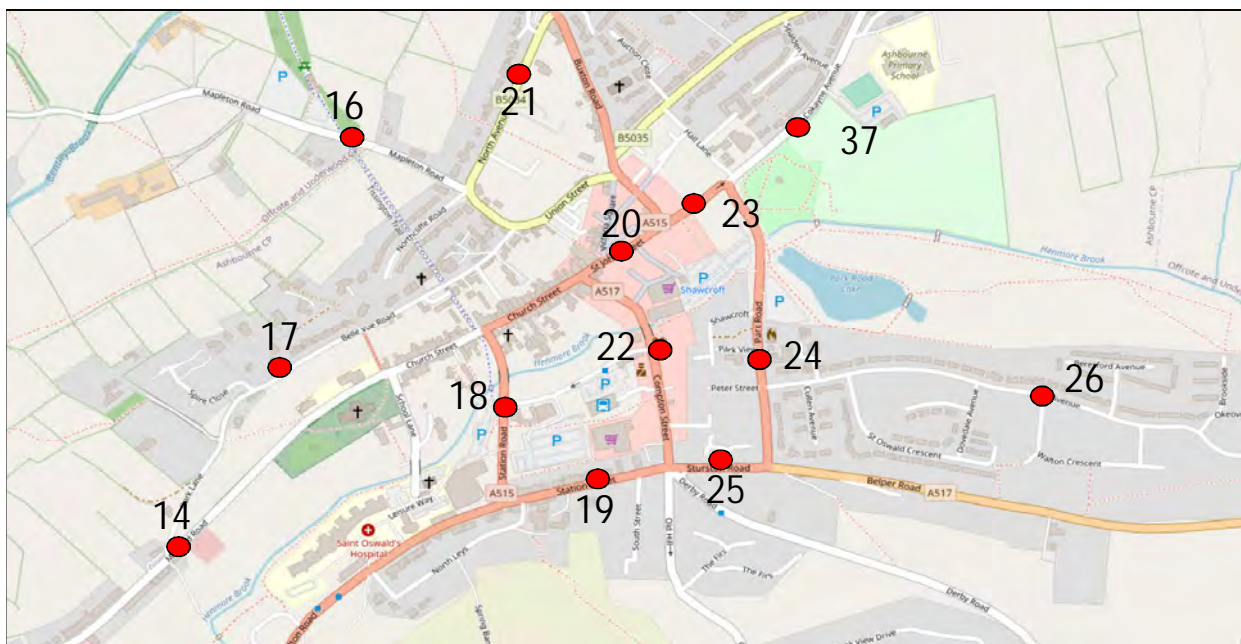
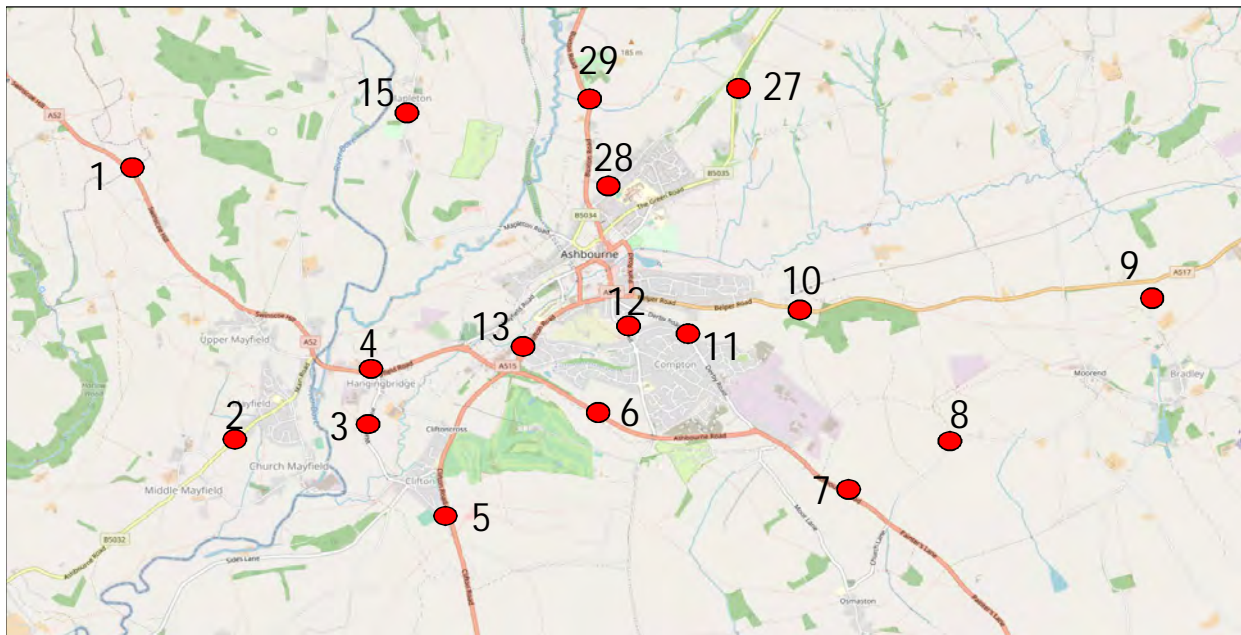
- Baseline 2019;
- Do Minimum 2025 (i.e. future year forecast without a scheme);
- Do Something 2025 (with the Western Bypass A);
- Do Something 2025 (with the Western Bypass B);
- Do Something 2025 (with the Eastern Bypass); and
- Town centre scheme 2025.

The use of a 2025 forecast year is for the purposes of initial traffic modelling and consultation, only.

Note:

- No funding has been secured for any option.
- Traffic flow forecasts will be refined as project designs move from concept to detailed design.
- AADTs rounded to the nearest 100 for values over 1,000 and 10 for values less than 1,000

## AADT Location Key



		AADT (All Veh)				% HGV							
Location No	Location Name	Base Year 2019	Do-Minimum 2025	Western Bypass Option A 2025	Western Bypass Option B 2025	Eastern Bypass Option 2025	Town Centre Measures 2025	BY 2019	DM 2025	WBPA 2025	WBPB2 2025	EBP 2025	TC 2025
1	A52 Swinscoe Hill (NB)	3,700	4,300	4,700	4,700	4,300	4,300	6%	5%	4%	4%	5%	5%
1	A52 Swinscoe Hill (SB)	3,900	3,900	4,200	4,200	3,900	3,900	8%	7%	7%	7%	7%	7%
2	B5032 Ashbourne Road (EB)	3,100	3,200	3,400	3,300	3,200	3,200	6%	6%	6%	6%	6%	6%
2	B5032 Ashbourne Road (WB)	2,600	3,000	3,100	3,100	3,000	3,000	5%	4%	4%	4%	4%	4%
3	Watery Lane (NB)	160	180	300	270	170	170	0%	0%	0%	0%	0%	0%
3	Watery Lane (SB)	350	420	630	620	420	420	0%	0%	0%	0%	0%	0%
4	A52 Mayfield Road (Hangingbridge) (EB)	8,100	8,300	8,800	8,800	8,300	8,400	6%	6%	6%	6%	6%	6%
4	A52 Mayfield Road (Hangingbridge) (WB)	7,200	8,300	8,700	8,600	8,200	8,200	5%	4%	4%	4%	4%	4%
5	A515 Clifton Road (NB)	4,400	5,000	5,100	5,100	4,900	4,900	9%	10%	9%	10%	10%	10%
5	A515 Clifton Road (SB)	4,200	4,800	5,000	5,000	4,700	4,700	11%	9%	9%	9%	9%	9%
6	A52 Ashbourne Road (EB)	4,400	4,700	4,500	4,500	4,700	4,600	8%	9%	10%	10%	10%	10%
6	A52 Ashbourne Road (WB)	4,700	5,200	5,300	5,200	5,000	5,000	5%	5%	5%	5%	5%	5%
7	A52 Ashbourne Road (Airfield) (NB)	5,400	5,800	5,700	5,700	5,300	6,000	8%	8%	8%	8%	9%	8%
7	A52 Ashbourne Road (Airfield) (SB)	5,900	6,200	6,000	6,100	5,500	6,200	9%	10%	11%	10%	11%	10%
8	Lady Hole Lane (EB)	80	210	190	200	0	140	0%	0%	0%	0%	0%	0%
8	Lady Hole Lane (WB)	40	70	70	70	0	70	0%	0%	0%	0%	0%	0%
9	Yew Tree Lane (NB)	910	1,100	1,000	1,000	700	990	0%	0%	0%	0%	0%	0%
9	Yew Tree Lane (SB)	860	870	880	880	710	880	0%	0%	0%	0%	0%	0%
10	A517 Belper Road (EB)	2,500	2,600	2,600	2,600	1,800	2,700	5%	4%	4%	4%	4%	4%
10	A517 Belper Road (WB)	2,800	3,200	3,200	3,200	2,800	3,200	5%	4%	4%	4%	5%	4%
11	Derby Road (NB)	3,100	3,400	3,300	3,400	2,400	4,000	6%	6%	6%	6%	8%	5%
11	Derby Road (SB)	2,700	2,900	2,900	2,900	2,000	3,200	8%	8%	8%	8%	11%	7%
12	Old Hill (SB)	1,700	1,900	1,800	1,900	1,800	1,900	0%	0%	0%	0%	0%	0%
13	A515 Station Street (Ashbourne Elim Church) (NB)	5,800	6,000	4,800	4,900	5,700	6,000	6%	6%	6%	7%	6%	6%
13	A515 Station Street (Ashbourne Elim Church) (SB)	4,700	5,100	4,500	4,500	5,000	5,000	9%	9%	7%	6%	9%	9%
14	Mayfield Road (EB)	3,400	3,100	1,200	1,200	3,000	2,900	5%	5%	10%	9%	5%	5%
14	Mayfield Road (WB)	2,900	2,900	780	670	2,800	2,900	1%	1%	3%	4%	1%	1%
15	Mappleton Road (Mappleton Manor) (NB)	20	170	0	10	160	160	0%	0%	0%	0%	0%	0%
15	Mappleton Road (Mappleton Manor) (SB)	150	230	120	30	220	220	0%	0%	0%	0%	0%	0%
16	Mappleton Road (Tissington Trail) (NB)	330	490	1,600	330	480	480	3%	2%	1%	3%	2%	2%
16	Mappleton Road (Tissington Trail) (SB)	370	470	1,700	270	460	460	2%	2%	0%	3%	2%	2%
17	Belle Vue Road (EB)	60	70	70	70	70	70	0%	0%	0%	0%	0%	0%
17	Belle Vue Road (WB)	2,600	2,800	700	580	2,700	2,800	0%	0%	0%	0%	0%	0%
18	Station Road (NB)	2,000	2,200	1,700	1,700	2,100	2,300	11%	10%	10%	11%	10%	10%
18	Station Road (SB)	480	470	420	430	460	740	4%	4%	5%	5%	4%	5%
19	A515 Station Street (Speedy Depot) (EB)	4,200	4,200	3,400	3,400	4,000	4,300	3%	3%	3%	3%	3%	3%
19	A515 Station Street (Speedy Depot) (WB)	4,200	4,500	3,900	3,900	4,500	4,300	10%	9%	7%	6%	9%	10%
20	A515 St John Street/Victoria Square (Costa Coffee) (EB)	6,400	6,600	3,800	4,000	6,000	6,100	8%	8%	11%	12%	8%	8%
21	North Avenue (EB)	140	110	860	70	110	110	1%	2%	0%	7%	2%	2%
21	North Avenue (WB)	1,600	1,900	730	290	1,900	1,900	0%	0%	1%	3%	0%	0%
22	A515 Compton Street (NB)	2,300	2,500	2,100	2,100	2,000	2,500	8%	7%	9%	8%	9%	7%
22	A515 Compton Street (SB)	90	120	160	160	110	240	10%	8%	7%	7%	9%	6%
23	St John Street (Chimes Café) (EB)	4,600	4,800	4,400	4,300	3,800	4,400	11%	11%	9%	9%	13%	12%
24	Park Road (NB)	1,800	1,900	1,500	1,500	1,400	2,300	2%	2%	2%	2%	2%	2%
24	Park Road (SB)	5,100	5,400	4,900	4,900	4,400	5,300	10%	9%	8%	6%	11%	9%
25	Sturston Road (EB)	3,900	4,000	3,400	3,400	3,200	4,800	3%	3%	4%	4%	4%	3%
25	Sturston Road (WB)	7,300	8,000	7,200	7,300	7,000	8,100	8%	8%	7%	6%	9%	8%



26	Park Ave (EB)	570	590	510	520	470	560	0%	0%	0%	0%	0%	0%
26	Park Ave (WB)	220	230	410	410	210	270	0%	0%	0%	0%	0%	0%
27	B5035 (NB)	1,700	1,900	1,200	1,200	2,200	1,900	8%	8%	12%	13%	6%	8%
27	B5035 (SB)	1,300	1,500	1,300	1,300	2,200	1,500	7%	6%	7%	7%	4%	6%
28	Windmill Lane (NB)	200	180	930	1,000	100	180	0%	0%	0%	0%	0%	0%
28	Windmill Lane (SB)	370	480	730	730	530	530	0%	0%	0%	0%	0%	0%
29	Buxton Road (NB)	3,600	3,700	3,900	3,900	3,800	3,700	9%	9%	9%	9%	9%	9%
29	Buxton Road (SB)	3,400	3,600	3,800	3,800	3,600	3,600	10%	9%	9%	9%	9%	9%
30	Option WBPA A52/Mappleton Road (NB)	-	-	4,000	-	-	-	-	-	2%	-	-	-
30	Option WBPA A52 / Mappleton Road (SB)	-	-	3,500	-	-	-	-	-	4%	-	-	-
31	Option WBPA A515 / Mappleton Road (NB)	-	-	2,500	-	-	-	-	-	3%	-	-	-
31	Option WBPA A515 / Mappleton Road (SB)	-	-	2,100	-	-	-	-	-	6%	-	-	-
32	Option WBPB A52 / Mappleton Road (NB)	-	-	-	3,900	-	-	-	-	-	2%	-	-
32	Option WBPB A52 / Mappleton Road (SB)	-	-	-	3,500	-	-	-	-	-	6%	-	-
33	Option WBPB A515 / Mappleton Road (NB)	-	-	-	3,900	-	-	-	-	-	2%	-	-
33	Option WBPB A515 / Mappleton Road (SB)	-	-	-	3,500	-	-	-	-	-	6%	-	-
34	Option EBP Airfield Link Road / A517 (NB)	-	-	-	-	2,500	-	-	-	-	-	1%	-
34	Option EBP Airfield Link Road / A517 (SB)	-	-	-	-	1,800	-	-	-	-	-	0%	-
35	Option EBP A517 / Lane to Offcote (NB)	-	-	-	-	1,300	-	-	-	-	-	1%	-
35	Option EBP A517 / Lane to Offcote (SB)	-	-	-	-	1,300	-	-	-	-	-	2%	-
36	Option EBP A515 / Windmill Lane (EB)	-	-	-	-	970	-	-	-	-	-	4%	-
36	Option EBP A515 / Windmill Lane (EB)	-	-	-	-	840	-	-	-	-	-	2%	-
37	Cokayne Avenue (NB)	2,100	2,200	1,500	1,500	1,900	2,300	7%	7%	10%	10%	7%	7%
37	Cokayne Avenue (SB)	1,700	1,900	1,700	1,600	1,600	1,900	6%	5%	6%	2%	6%	5%

