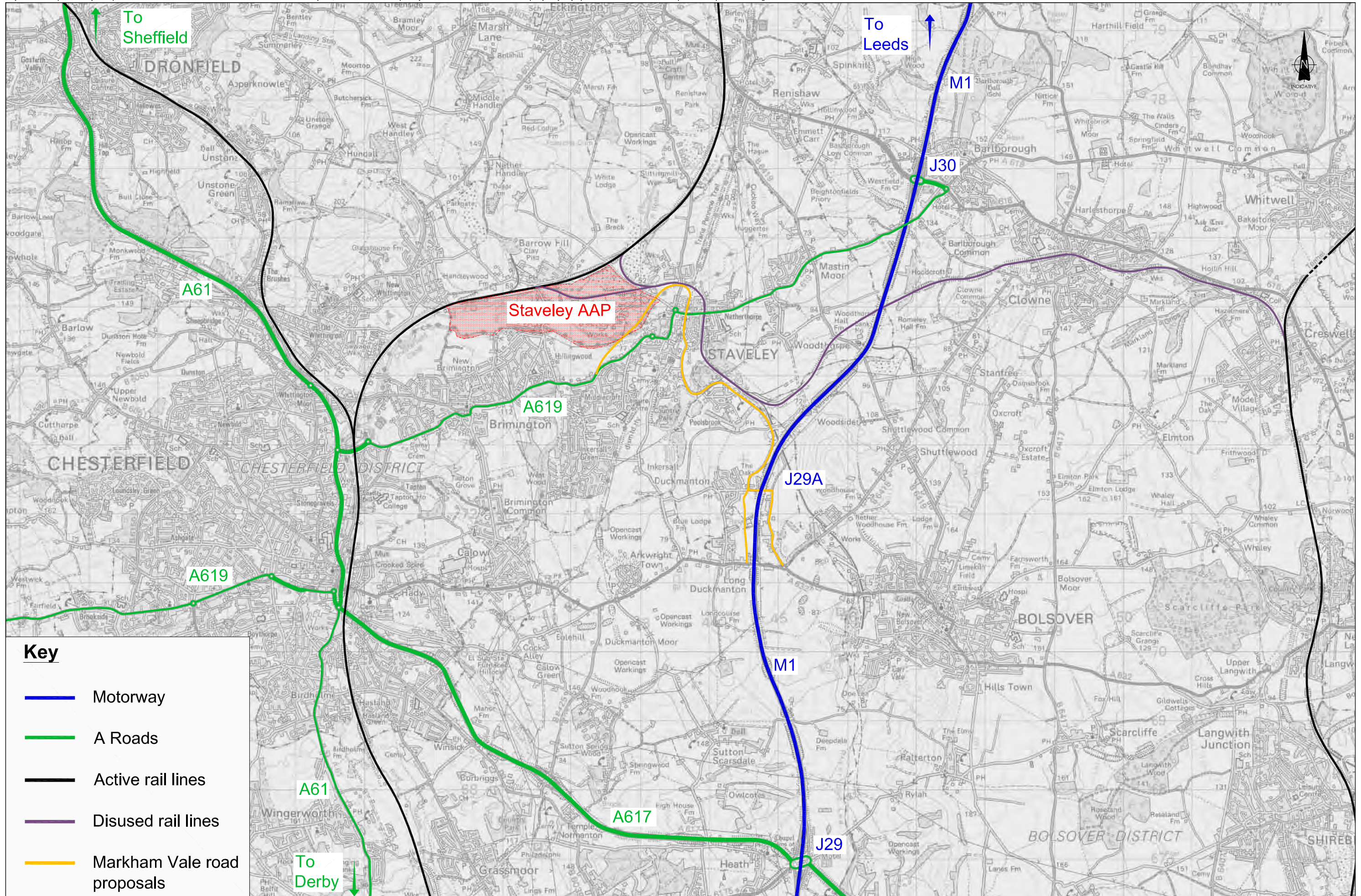




Transport Infrastructure and Connectivity

- 5.1 This section is a summary of the transport infrastructure and connectivity situation.
- 5.2 Staveley is a small industrial town in north east Derbyshire, located around 5 miles from Chesterfield town centre and within Chesterfield Borough. It is well placed on the strategic road network with improved connections to the M1 currently under construction.
- 5.3 The AAP site is near to the Midland Mainline and is connected to this railway via an in-use freight line passing to the north of the town. A spur of disused rail runs from this through the town centre and continues east.
- 5.4 Staveley AAP area has great potential in terms of connectivity with road, rail, and canal links all in place or under construction, however much of the site is still unserved by the existing road network and by the lack of direct passenger rail.
- 5.5 Plan 5.1 highlights the strategic context of the site in relation to the road and rail network.
- 5.6 The Staveley AAP site is highly industrial in nature although most of the former industry has vacated the area. The site is surrounded by settlements but very few road connections lead through the area itself.
- 5.7 The area is well served by the existing rail with direct connectivity to Chesterfield and the Midland Mainline, however these are exclusively used for freight or disused completely at present with no passenger operations.
- 5.8 The Chesterfield Canal provides a pleasant walking and cycling context for the Transpennine Trail and further improvement work is planned. Other footpaths exist but these are heavily localised in certain areas and not evenly distributed throughout the site.
- 5.9 The rail lines and Chesterfield Canal, currently provide a barrier to movement through the site.
- 5.10 Plan 5.2 shows the Staveley AAP site in its local context.
- 5.11 Two-way traffic flows on the A619 were provided by Cheshire County Council. Peak hour flows are in excess of 1000 vehicles per hour and higher in general during the PM peak than during the AM. Hall Lane, which is used as the primary access route for Staveley Works in addition to serving Barrow Hill and other localities north of the site, is much less heavily trafficked with roughly 500 two-way trips noted during each peak hour.



Key

- Motorway
- A Roads
- Active rail lines
- Disused rail lines
- Markham Vale road proposals

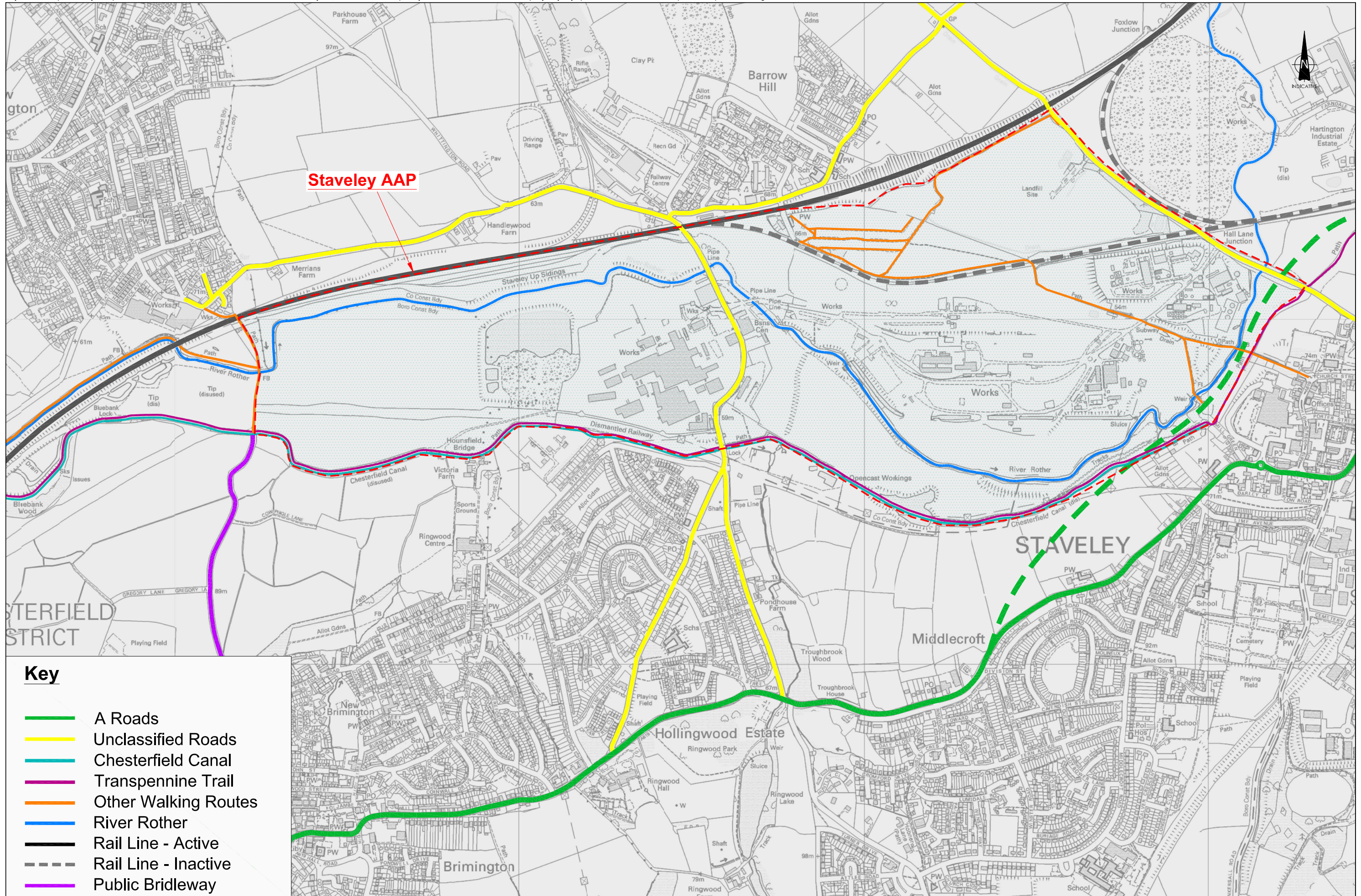
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LOCATION F:\TProj\		

Strategic Context

FABER MAUNSELL AECOM

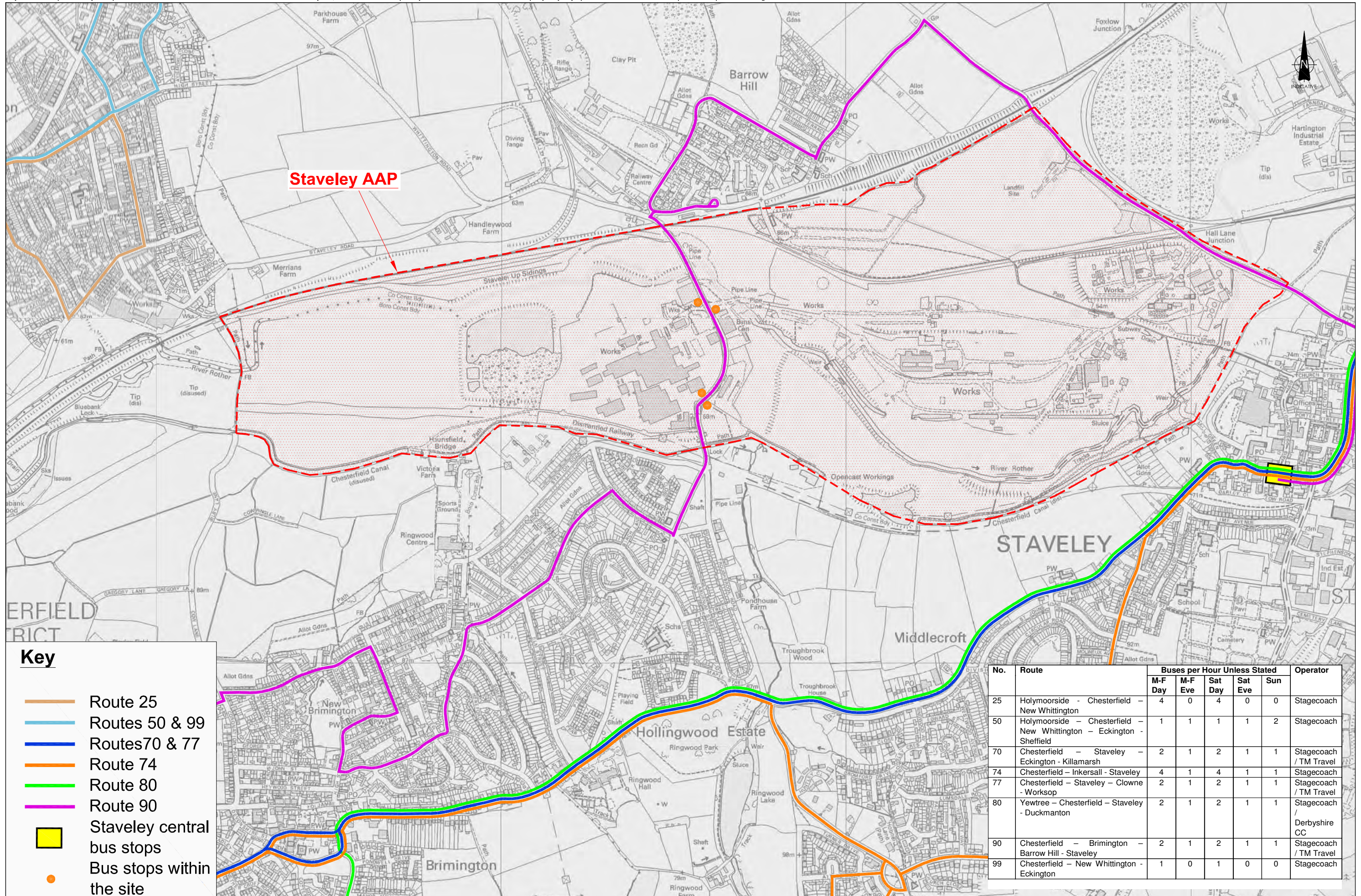
FIGURE NO.

Figure 5.1



SCALE	DATE	TITLE
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LOCATION	F:\TProj\	

Local Context



SCALE 1:10000 DATE Mar 2009
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Staveley AAP Local Bus Routes