

**A57 Link Roads**

**TR010034**

**9.81 Select Link Analysis of Dinting  
Road**

Rule 8(1)(k)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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# Infrastructure Planning

## Planning Act 2008

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

## A57 Link Roads Development Consent Order 202[x ]

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### 9.81 Select Link Analysis of Dinting Road

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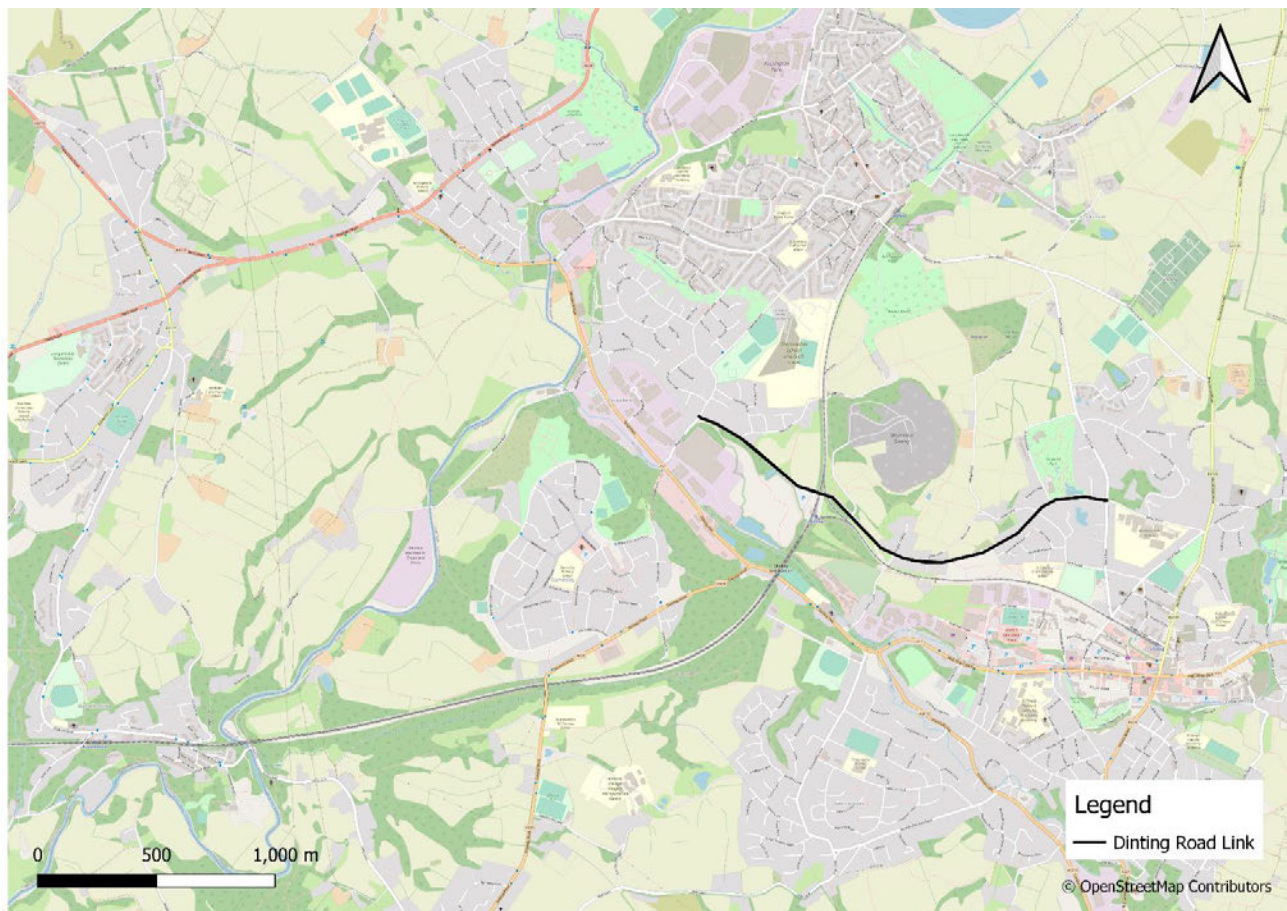
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# 1. Introduction

- 1.1.1. A select-link analysis (SLA) of the western end of Dinting Road has been requested by the Examining Authority for the A57 Link Roads Scheme ('the Scheme'). The purpose of this analysis is to understand the routing of traffic using Dinting Road that informs the conclusions in the environmental assessment for the Scheme regarding its potential impact on Air Quality Management Areas (AQMAs) in Glossop due to the forecast rerouting of traffic onto Dinting Road.
- 1.1.2. The remainder of this note outlines the SLA process and presents the results obtained. The outputs of the analysis presented in section 2 will inform discussions with High Peak Borough Council (HPBC) and the subsequent Statement of Common Ground being prepared by the Scheme Applicant and HPBC.
- 1.1.3. The link used for the SLA was on Dinting Road between North Road and Shaw Lane, as shown in Figure 1-1.

**Figure 1.1 Dinting Road link used for the SLA**

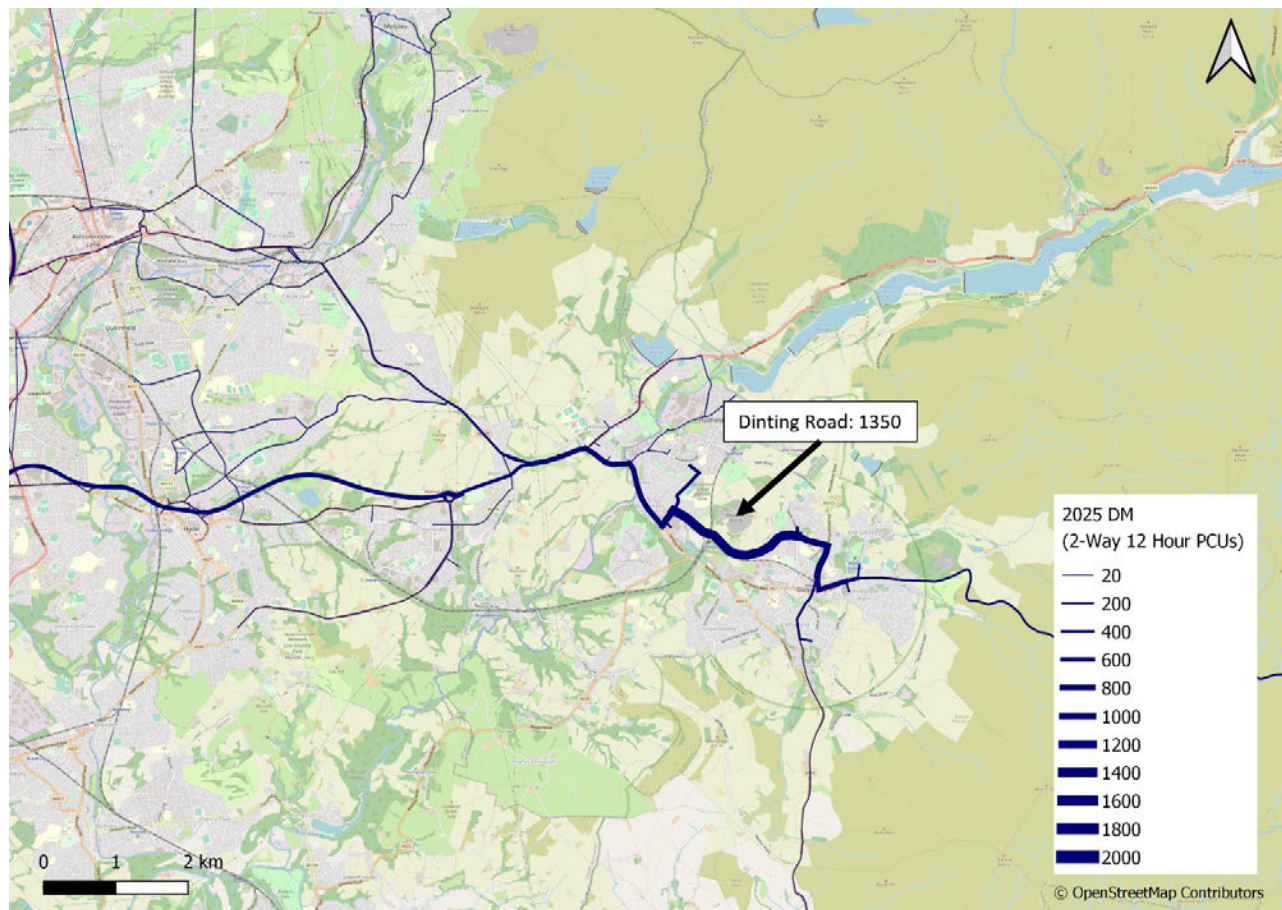


- 1.1.4. The SLA was run for the morning (AM), interpeak (IP) and evening (PM) average peak hours and converted to 12-hourly Daily Flows in passenger car units (PCUs).

## 2. Results

2.1.1. The link-based SLA outputs from the SATURN network were exported and mapped in GIS to produce the output figures. The SLA output for the 2025 Do Minimum (DM) is shown in Figure 2-1.

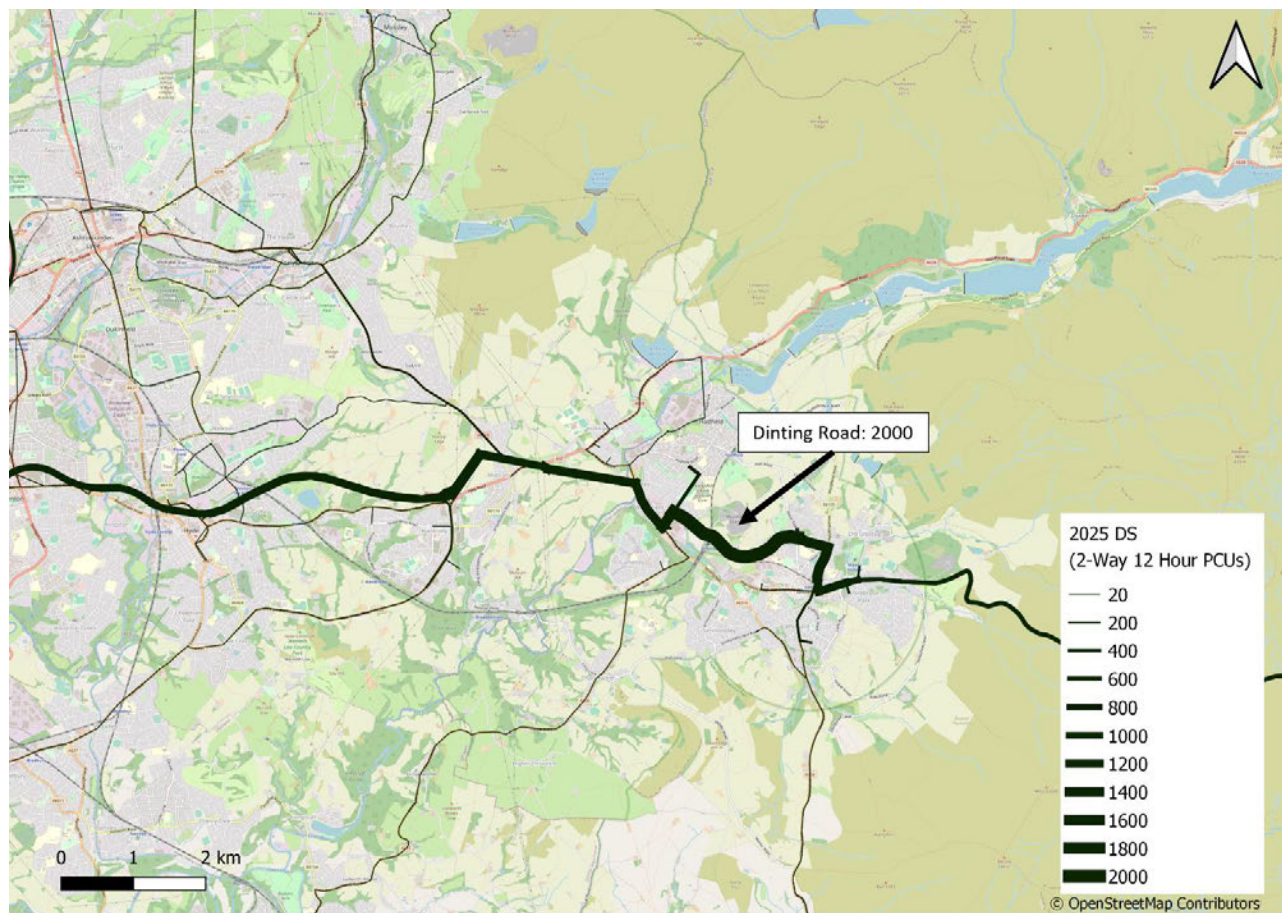
**Figure 2.1: 2025 Do Minimum**



2.1.2. Figure 2-1 shows that the 12-hour two-way flow on Dinting Road in the 2025 DM scenario is 1,350 PCUs (rounded to nearest 50). The figure suggests that the traffic that uses Dinting Road in the 2025 DM scenario is a mix of local and strategic traffic. The patterns show the longer distance traffic is drawn from a wide area using routes such as the M67 and, to a lesser extent, the A57 Snake Pass and Roe Cross Road.

2.1.3. This shows that Dinting Road is a viable alternative route for people travelling between the A57 Snake Pass / Glossop and the M67 due to congestion on Glossop High Street in the DM scenario.

**Figure 2.2 2025 Do Something**



- 2.1.4. The results presented in Figure 2-2 follow a similar trend to the SLA for the DM scenario (Figure 2-1). Traffic on Dinting Road will broadly follow the same routes as in the DM scenario but using the Scheme link road to reach M67 Junction 4.
- 2.1.5. Whilst the travel patterns remain largely the same, there is forecast to be an increase in two-way flow on Dinting Road by approximately 50% over a 12-hour period, or approximately 1 additional vehicle per minute. This can be attributed to the following reasons: firstly, the introduction of the scheme attracts more trips through the local area due to improved journey times, so it is expected that there will be an increase in flow on this road. Secondly, due to the congestion and delays on Glossop High Street, more trips route via Dinting Road as it presents a viable alternative route for some users of the A57 scheme and reflects the increase in traffic forecast to use the A57 Snake Pass.
- 2.1.6. There are some routes taken in the DS scenario that are not previously traversed in the DM scenario such as Glossop Road past Gamesley, and Stockport Road, south of Gee Cross. It is considered that these do not represent a significant change in travel patterns due to the Scheme.

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