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## 1.0 Introduction

- 1.1 The Transport Assessment has been prepared on behalf of Eon and Roger Bullivant Ltd in respect of the proposed mixed use sustainable urban extension of Drakelow Park.
- 1.2 The methodology used for the Transport Assessment (TA) takes account of 'Guidance on Transport Assessment' (GTA) issued by the Department for Transport (DfT) and Department for Communities and Local Government (DCLG) in March 2007 and other relevant Government guidance including DfT Circular 02/2007.
- 1.3 The assessment considers the potential transport and highways impacts of the proposals including the impact of construction traffic and development generated traffic on the capacity and safety of the surrounding road network and the implications for public transport and pedestrian and cycling movements.
- 1.4 The Transport Assessment sets out the Transport Policy context against which the development should be assessed. A detailed review of the relevant national, regional and local transport policies has been undertaken. This review confirms that, at a national and regional level, Policies are aimed at encouraging sustainable and accessible development. At a more local level the Local Transport Planning Policies for both Staffordshire and Derbyshire set out a wide range of initiatives and proposals which they intend to implement in order to meet overarching policy objectives.
- 1.5 On this basis it is fundamental that the Transport Strategy for the site focuses on the following key criteria,
- Reducing the need to travel, especially by car, and managing traffic growth and congestion;
  - Significantly improving opportunities for walking and cycling;
  - Improving the reliability, capacity, quality accessibility and coverage of the public transport network;



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- Making better use of existing transport network through better management; and
  - Only developing additional highway capacity when all other measures have been considered.

1.6 Following a detailed review of travel demand for employees, residents and other users of the site by trip mode and purpose, the Transport Strategy within the TA sets out how these criteria will be met. In accordance with emerging RSS policy, a conscious decision has been made in formulating the Transport Strategy not to increase opportunities for car access to the site or the surrounding area.

1.7 In this regard and in terms of the third river crossing the Transport Assessment provides a detailed review of travel demand for employees, residents and other users of the site by trip mode and purpose. The third river crossing has absolutely no policy basis or support, is clearly unnecessary and in any event would conflict with policy requirements and objectives on all levels. The provision of the crossing is uncertain in delivery terms and would have significant environmental, financial and traffic impact implications which are not justified as a result of the development. Indeed it is clear that any development proposal which included this crossing would conflict with policy requirements and objectives on all levels.

## **2.0 Existing Conditions**

2.1 In terms of accessibility, the Transport Assessment establishes that the site is located in a sustainable location. It lies immediately adjacent to a 10 minute bus route and is within walking and cycling distance of a wide range of services and facilities.



**Table 1 – Accessibility to Local Facilities**

Distance from Site Boundary	Facilities
400m (5 minutes walk)	Primary School, local centres
800m (10 minutes walk)	Leisure facilities, health centre, pharmacy, local shops, pub
2 km (Max PPG 13 walk distance)	Secondary schools
5 km (Max PPG 13 cycle distance)	Whole of Burton urban area including all major employment, retail, and leisure areas, hospital and college

### 3.0 Transport Strategy

3.1 It is the intention of the developer of the Drakelow site to prepare and implement a Travel Plan, in accordance with the aspirations of numerous relevant policy documents as noted previously. Travel Plans are management tools designed to minimise the negative impact of travel and transport on the environment. Travel Plans aim, through a set of mechanisms, targets and initiatives, to incorporate transport and other issues in a coordinated strategy.

3.2 The Sustainable Travel Strategy is attached as Appendix F of the Transport Assessment. That document sets out how the aims and objectives of reducing travel demand will be managed and monitored, together with a Residential Travel Plan and a Framework Travel Plan for the commercial uses.

3.3 Pedestrian desire lines between the site and local facilities have been reviewed previously. Principal destinations from the site include the following:

- Local facilities in Stapenhill;
- Town centre and College;
- Leisure facilities;
- Places of education; and
- Places of employment.



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- 3.4 There will be two main desire lines from the site. The first will be along Walton Road and Rosliston Road to Stapenhill. This will cater for access to the nearest health centre and pharmacy, as well as schools and other local shops. A second desire line also faces in this direction, but bifurcates beyond the railway bridge towards the Sustrans off-road cycle and pedestrian route to the town centre.
- 3.5 Currently pedestrian provision is continuous from Stapenhill and the Sustrans off-road route up to the railway line. This route also forms part of the aspirational Greenway Route which the development fully supports.
- 3.6 At the railway line, pedestrian provision deteriorates at the bridge, which is narrow for both pedestrians and vehicles, and is then discontinued on Walton Road. The proposed development would seek to improve the level of pedestrian provision at this location and would provide a coherent pedestrian route between the site and Stapenhill and the Sustrans route. Derbyshire County Council Greenway officers have agreed to help facilitate this provision.
- 3.7 Another pedestrian desire line will be between the site and Branston, which has a major secondary school (Paget School) as well as leisure facilities and workplaces. Currently there is no direct link of any kind between the site and Branston, owing to the severance effects of the River Trent, and alternative routes are long-winded.
- 3.8 A separate planning application has been lodged for a new pedestrian cycle link which would connect the site to existing footpaths on the opposite side of the river, and thence via the Fairway residential estate to Branston. Initial sections of this route would thus be off-road and of high quality, while the Fairway estate is traffic calmed and offers a network of quiet cul-de-sacs, conducive to walking and cycling. The Paget School is south of Burton Road in Branston, and thus pupils walking from the site to this school would not experience any effects of severance by main roads.
- 3.9 The desire lines of cyclists will follow broadly the same directions as noted above for pedestrians, but will have the potential to extend further up to a likely catchment area of 5km. Cycling between the site and local destinations in Burton-upon-Trent will be



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facilitated greatly by the proposed improved cycle connections from the site access across the railway line to Stapenhill and to the Sustrans route.

- 3.10 The site incorporates the proposals set out in the Derbyshire County Council publication “Greenway Strategy for South Derbyshire District” which has the potential to create continuous cycle routes from the site to all local destinations, either via a network of quiet traffic calmed streets (Rosliston Road, Cumberland Road, Fairview Estate) or via dedicated on and off-street cycle routes, principal among which is the Sustrans town centre route.
- 3.11 The twin Sustrans routes converge in the town centre and provide continuous routes through the town to the Hospital and other areas north west of the A38. For more confident cyclists, the Sustrans routes continue beyond the urban area of Burton to the north east and south west, approximately paralleling the A38 alignment. This wider network of cycle routes would be accessible from the site via the proposed infrastructure improvements.
- 3.12 At present a good half hourly bus service running through the Stapenhill residential area, within 200m of the northern boundary of the site. At present there are 3 services which run within 200m of the northern boundary. Most notably the Service 2, 2A provides a high quality 10 minute frequency service to Burton.
- 3.13 It is proposed that these services will be extended and diverted through the site, although the precise details are subject to ongoing discussion and agreement with the operators. The site layout has been devised to ensure that all houses will be within 400m of a bus stop as shown in the Design and Access Statement. Two public transport hubs are proposed within the site. The layout of the development would ensure that all pedestrian routes to these stops were convenient and safe.
- 3.14 The site is currently connected to the rail network by virtue of its former use as a power station. The presence of the redeveloped site on the Burton-Leicester line could prove instrumental in securing the reopening of this line to passenger traffic, again in accordance with the Joint Transport Strategy. The site has extensive frontage to this



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line and a passenger station could be readily provided were the line to reopen to passengers.

- 3.15 Vehicular access to the site would be spread between two proposed junctions, both of which would be located on Walton Road. The residential areas of the site would be located in the northernmost parts of the site, adjacent to existing residential areas, and would be served by two site access junctions.
- 3.16 Vehicular access to the site would be improved in terms of safety at the railway bridge adjacent to the junction of Walton Road with Rosliston Road. The road alignment will be changed with Walton Road becoming the priority arm, which would also provide a benefit to cyclists on-street.
- 3.17 The existing residential areas of Stapenhill to the north of the site are historically encompassed by a blanket 7.5 tonne weight restriction, except for access. Given that trips to and from the former power station are indeed local trips, these were exempt from the ban. The closure of the power station has thus improved the local highway conditions on these roads.
- 3.18 Post-development, employment and power station access would be taken from the south of the site via Walton Road and the proposed Walton Bypass, to the A38.

#### **4.0 Traffic Impact and Off-site Highway Works**

- 4.1 Given the guidance set out in GTA and the emerging RRS policies on reducing traffic growth the impact of the development on the local road network has been based on an assumed background growth equivalent to a future forecast year of 2015. The Trunk Road junctions have been assessed based on a 2030 design horizon.
- 4.2 All key junctions have been identified and in accordance with the Transport Assessment Guidelines. All traffic analyses has been carried out for the AM (0800 – 0900) and PM (1700 – 1800) weekday peak periods. It has been demonstrated that the junctions will operate effectively and within capacity with respect to the future forecast and



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development flows with the exception of the St. Peter's Bridge roundabout. There are existing safety issues on a number of links around the site and having regard to the above, the overall package of physical off-site improvement works are shown on Figure 1.

4.3 In terms of Derbyshire County Council roads, it has been agreed that widening should be considered on Walton Road. The Council have requested that consideration be given to provision of road side pedestrian and cycle improvements along this road. However, it is proposed to connect the development to the north with appropriate provision. To the south and through the rural it is considered more appropriate than cycle and pedestrian demand be accommodated and dealt with using the new internal transport infrastructure, the design of which will be secured by detailed design conditions. The site will also bring forward part of the DCC Greenway Strategy.

4.4 To the east consideration is being given to the treatment of Cauldwell Road for highway safety reasons. Three options are currently under consideration:

- The implementation of traffic signal control;
- Localised highway improvements;
- The stopping up of Rosliston Road South and conversion of the cross-roads to a T-junction; or
- A financial contribution towards works to be undertaken by DCC.

4.5 In terms of Staffordshire County Council, works have not been defined but it is expected that mitigation measures in relation to congestion issues will be limited to consideration of St Peter's Bridge roundabout. This will also include consideration of how bus priority measures can be implemented. The precise details of this scheme will be subject to further consultation and discussion, but is likely to include the implementation of signal control.



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## 5.0 Summary and Conclusions

- 5.1 The report has provided a detailed review and assessment of the existing transport infrastructure in the vicinity of the site. This review has identified that the site is physically well related to both Burton on Trent and Swadlincote. However, a number of physical constraints exist which limit the accessibility of the site by non-car modes in particular. In addition, whilst the site is well located in terms of the strategic trunk road network, access to the network by HGVs is currently limited.
- 5.2 A detailed review of the relevant national, regional and local transport policies has been undertaken. This review confirms that, at a national and regional level, Policies are aimed at encouraging sustainable and accessible development. At a more local level the Local Transport Plan polices for both Staffordshire and Derbyshire set out a wide range of initiatives and proposals which they intend to implement in order to meet overarching policy objectives.
- 5.3 Against this background, the report reviews and analyses the likely travel demands and patterns of the proposed development. This assessment shows that the site will benefit from good existing connections between Burton on Trent and Swadlincote. In relation to emerging Regional Spatial Strategies, both of these areas are expected to accommodate significant additional levels of housing in the period up to 2026.
- 5.4 Drakelow Park is well located to ensure that the mix of employment and housing proposed will be fundamentally sustainable and accessible whilst complementing the overall expansion of the two conurbations. It will therefore serve to significantly reduce the need for in or out commuting from the local area. In addition to travel to work, the assessment shows that the site is well located in terms of access to all other essential local facilities, including shopping, leisure and services.
- 5.5 Having regard to the assessment of the existing site characteristics, local and national planning policies and the level of demand created by the development proposals, this report then sets out an overall Transport Strategy for the site.





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5.6 This strategy includes:

- The provision of a detailed and comprehensive Sustainable Travel Strategy which seeks to minimise the need to travel and in particular the use of the private car.
- The provision of improved and additional public transport services through the site. In addition to linking the development to both Burton and Swadlincote, these improvements will serve to enhance existing accessibility to and from employment and residential areas throughout Burton.
- The provision of new and improved pedestrian and cycle routes, within in particular the provision of the Greenway route as it passes through the site and improvements to pedestrian and cycle routes along the main desire lines to the north will be provided.
- Vehicular access to the site will be via two main site access junctions. Off-site improvements are envisaged in terms of local realignment of Walton Road and in particular the railway crossing.

5.7 The Transport Assessment concludes that, with the implementation of the above strategy, the proposed mixed use urban extension at Drakelow Park fully accords with National, Regional and Local Policies on achieving sustainable development.

-  New Pedestrian Links
-  Junction Improvements
-  Provisional Greenway Route Through Site
-  Walton Bypass
-  Localised Road Widening
-  Safety Improvements
-  10 Minute Bus Service

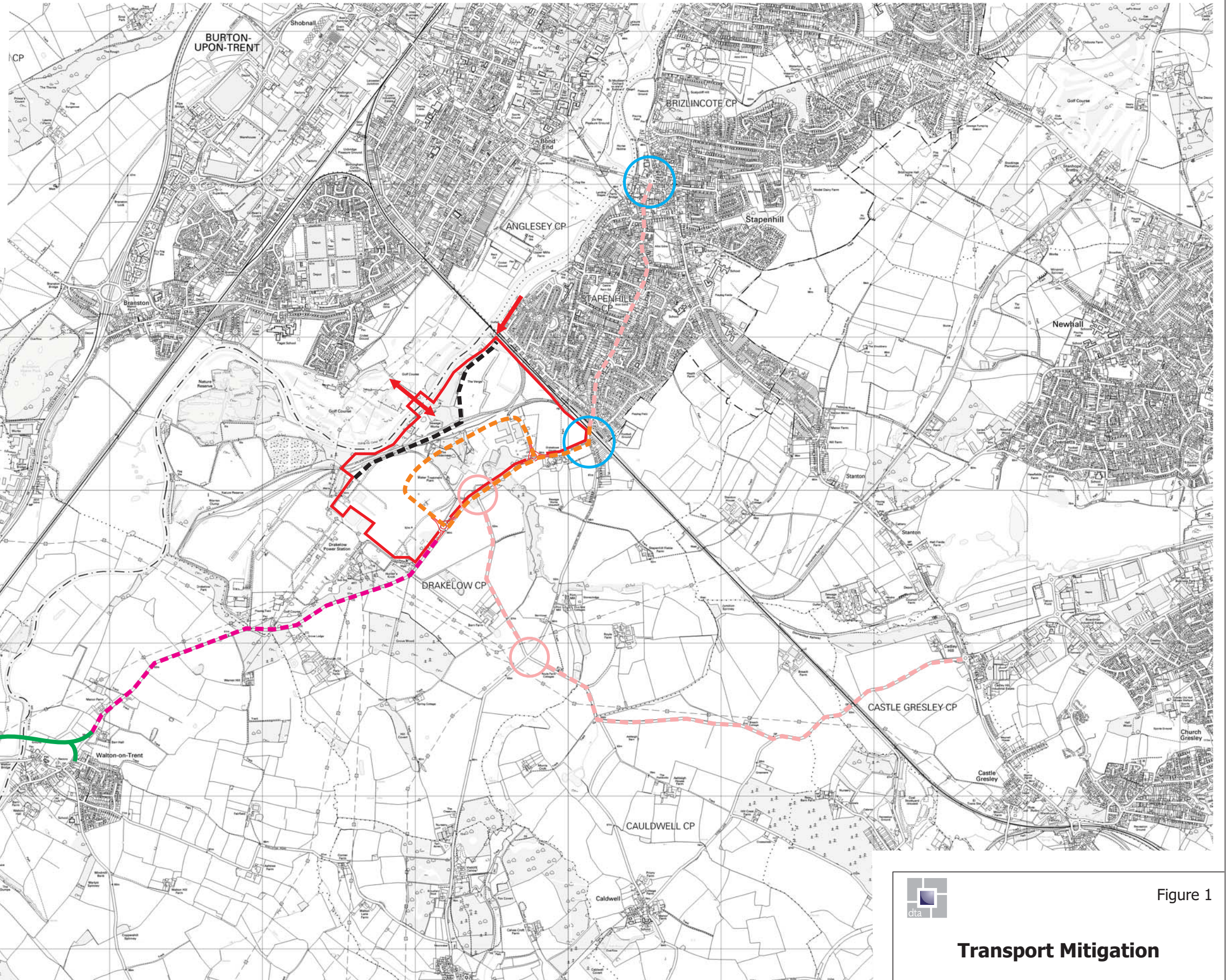


Figure 1

### Transport Mitigation

Not To Scale

NORTH

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