

## **APPENDIX ONE**

### ***Housing growth options assessed for the Transport Growth Options Study 2008***



Housing Option	Housing Elements included 2016	Housing elements included 2026
Housing Option 1	HLAA Sites; Redeveloped Industrial Sites; and Windfalls Total 6501 Dwellings	All 2016 developments plus: AAP town centre housing Redhouse farm Beamhill, north of Harehedge Lane Lawns farm, south of Branston <b>Total 6638 Dwellings</b>
Housing Option 1 + Additional Housing	HLAA Sites; Redeveloped Industrial Sites; and Windfalls. Total 6501 Dwellings	All 2016 developments plus: AAP town centre housing Redhouse farm, Beamhill south and north of Beamhill North of Harehedge Lane Harehedge Lane Extension Lawns Farm, South of Branston, Forest Road <b>Total 11,758 Dwellings</b>
Housing Option 2	HLAA Sites; Redeveloped Industrial Sites; and Windfalls. Total 6501 Dwellings	All 2016 developments plus: AAP town centre housing Beamhill, Harehedge Lane, Redhouse Farm South of Branston <b>Total 6752 Dwellings</b>
Housing Option 2 + Additional Housing	HLAA Sites; Redeveloped Industrial Sites; and Windfalls <b>Total 6501 Dwellings</b>	All 2016 developments plus: AAP town centre housing Beamhill, south and north of Beamhill Harehedge Lane, Redhouse Farm South of Branston, South of Field Lane, Forest Road <b>Total 11,632 Dwellings</b>

## **APPENDIX TWO**

### ***Summary of transport infrastructure, current capacity and future requirements***



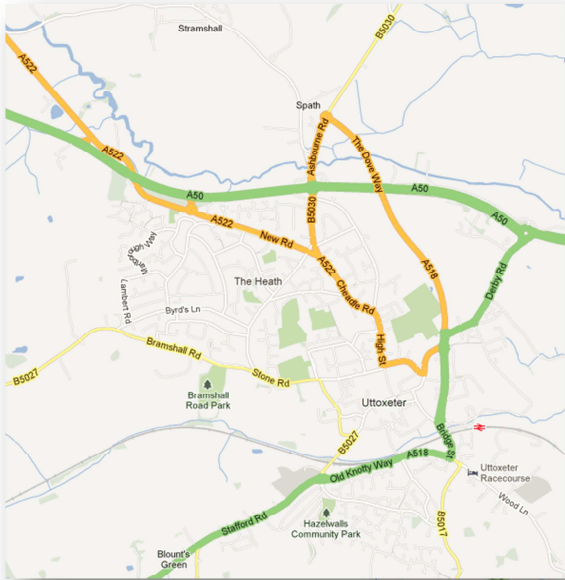
Burtons Main Highway Links	Existing Capacity	Future Capacity to 2025
<b>A38 Trunk Road</b>		
The A38 provides strategic access to Derby to the north and Birmingham to the south. Locally to Burton, two A38 junctions are provided (at Branston and Claymills).	The Initial Option Assessment report shows the A38(T) operating within normal capacity limits (2007).  Known congestion at the A38 Branston Interchange and joining local roads.	<b>Issues to the north of the town centre</b>
		Southbound off-slip at the A38 Claymills Junction is predicted to be over capacity in the 2026 PM peak.
		<b>Issues to the south of the town centre</b>
		A38 northbound diverge at Branston Junction is forecast to be over capacity in the 2026 AM peak as a result of capacity issues
<b>A5121 Corridor – north to south</b>		
The A5121 (Wellington Road to the south of the town centre and Derby Road to the north of the town centre) is a key local route running south to north through Burton. To the South the A5121 Wellington Road connects the A38(T) Branston junction with the town centre, to the north the A5121 Derby Road routes from the town centre to the A38(T) Clay Mills junction.	<b>Issues to the north of the town centre</b>	<b>Issues to the north of the town centre</b>
	Congestion at the A5121 Derby Street/ A511 Horninglow Road junction in the AM and PM peaks.	The gyratory at the A5121 Derby Road/ Wellington Street is forecast to be reaching capacity southbound on Derby Road and Waterloo Street in the 2016 AM peak and northbound on Wellington Street in the 2016 AM and PM peaks.
		The new signalised A5121 Derby Road/ A511 Horninglow Street junction is forecast to be over capacity in the AM and PM peak
		A5121 Derby Road southbound is at or over capacity between Horninglow Street and A38 at Claymills, particularly in the 2026 PM peak.
	<b>Issues to the south of the town centre</b>	<b>Issues to the south of the town centre</b>
	Congestion at the A5121 Wellington Road/ B5107 Shobnall Road junction in the AM and PM peaks. Known congestin on the A5121 Wellington Road approach to the A38 Branston Interchange.	The new signalised A5121 Wellington Road/ B5018 Main Street junction is reaching capacity levels, particularly in the 2016 PM peak.  The A5121 Wellington Road/ A5189 Shobnall Road roundabout capacity issues are evident in 2026.
<b>B5107 and A5189 Corridor – East to West (south of town centre)</b>		
Shobnall Road provides access from the west, it intersects the A5121 Wellington Road, first, continuing east as the A5189 Evershed Way and then continuing over the River Trent at St Peter's Bridge to connect with the A444.	<b>Issues to the west of the town centre</b>	<b>Issues to the west of the town centre</b>
	Congestion at the B5107 Shobnall Road/ Shobnall Street junction in the AM and PM peaks. Congestion on the B5107 at the railway bridge in the AM and PM peaks.	B5107 Shobnall Road has reached and exceeds capacity eastbound in the AM peak and westbound in the 2016 PM peak.  A5189 Shobnall Road at the railway bridge is forecast to be over capacity in the 2016 AM and PM peaks.
	<b>Issues to the east of the town centre</b>	<b>Issues to the east of the town centre</b>
	The A5189 St Peters Bridge congested westbound in the AM Peak and eastbound in the PM Peak.	The A5189 St Peters Bridge is already congested westbound in the AM Peak and eastbound in the PM Peak, and these issues are exacerbated in 2016. The bridge itself and the junctions either side with A444 Stapenhill Road, and Branston Road at or over capacity in both peaks. Significant queuing is forecast at the A5189 / A444 roundabout into Burton in the 2016 AM Peak, and out of Burton in the 2016 PM Peak.

Burtons Main Highway Links	Existing Capacity	Future Capacity to 2025
<b>A511 Horninglow Road Corridor – East to West (North of town centre)</b>		
To the north of the town centre the A511 Horninglow Road provides access from the west, it intersects the A5121 Derby Road, then continues east as Horninglow Street and then Bridge Street until the A511 crosses the River Trent at the Burton Bridge.	<b>Issues to the west of the town centre</b> Congestion between at the A5121/ A511 crossroads in the AM peak.	<b>Issues to the west of the town centre</b> The A5121 Derby Road/ A511 Horninglow Street junction is forecast to be over capacity in the 2016 AM and PM peaks with significant queuing on all arms.
	<b>Issues to the east of the town centre</b> Severe congestion on the A511 Bridge Street westbound in the AM Peak and eastbound in the PM Peak Congestion on Lichfield Street at the A511 Bridge Street junction in the PM peak.	<b>Issues to the east of the town centre</b> The Bridge Street is already congested westbound in the AM Peak and eastbound in the PM Peak, these issues are exacerbated in 2016.
		Congestion is forecast in 2026 at the B5018 Branston Road southbound, south of St Peter's Bridge
		A511 Ashby Road westbound and east of Bretby Lane are forecast to be over capacity in the 2026 AM peak. A511 Ashby Road/ A444 Stapenhill Road junction is reaching capacity inbound in the 2026 PM peak.
<b>Beamhill Road/ Harehedge Lane/ Bitham Lane/ Church Road Corridor to Clay Mills – from west of Burton to Clay Mills</b>		
Beamhill Road provides access from Outwoods to the west, where it intersects with the A511 Horninglow Road and continues eastwards to Harehedge Lane – Bitham Lane. A connection eastwards is provided to Claymills via Church Road.	<b>Issues</b> Congestion on Bridge Street in the AM and PM peaks.	<b>Issues</b> Bitham Street and Church Street links to the A38 at Claymills are forecast to reach capacity mainly in the 2016 AM peak.
<b>A444 Stapenhill Road</b>		
The A444 Stapenhill Road provides a well utilised link between the A5189 and A511 immediately to the east of the River Trent.		
<b>Burton town centre</b>		
The A5121, B5017/ A5189 and A511 provide key access routes to the town centre as do the two river bridges on the A511 and A5189 to the east.	<b>Issues</b> Congestion between at the A5121/ A511 crossroads in the AM peak. Additionally, traffic congestion within Burton has contributed towards two Air Quality Management Areas (AQMAs) with high levels of Nitrogen Oxide (NO2) being declared at:	<b>Issues</b> Testing showed that there is predicted to be an increase in congestion in Burton, particularly on the main links into and out of the Town Centre as a result of new development in Burton in 2016.
The A5121 Wellington Street/ Waterloo Street/ Derby Street road network to the west of the railway, provides a key gyratory junction for the A5121 and provides access to Borough Road/ Station Street.	A5121 Derby Road corridor between Calais Road and Bridge Street, and the A511 Horninglow Road corridor between Princess Way and Shobnall Road and A511 St Peters Bridge/ A444 Stapenhill Road roundabout and Station Road westbound approach.	

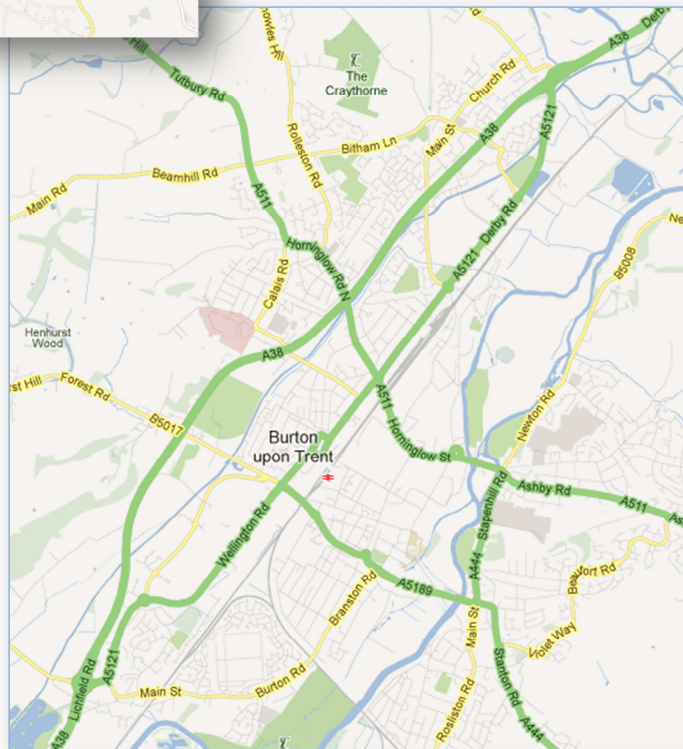
Burtons Main Highway Links	Existing Capacity	Future Capacity to 2025
<b>Burton - public transport</b>		
<p>Bus provision in Burton is relatively comprehensive with large areas of the town within 350m of a bus stop with a better than half hourly weekday service. Bus station is located close to the rail station, both of which are located near to the A5121 town gyratory. The north-west periphery of Burton is well served with buses routing out to nearby villages such as Tutbury and Rolleston. Similarly to the east and south east periphery of Burton are well served by buses.</p>		
<b>Drakelow Park</b>		
<p>The development at Drakelow Park to the east of Branston is subject to a Section 106 Agreement. Information based on the Summary Transport Assessment and Schedule of Headline Developer Contributions for this application (22nd December 2011)</p>		<p>St Peter's Bridge</p> <hr/> <p>Beamhill Road/ Tutbury Road/ Harehatch Lane junction</p> <hr/> <p>Calais Road/ Tutbury Road/ Field Lane junction</p> <hr/> <p>Horninglow Road North/ Dover Road/ Rolleston Road junction</p> <hr/> <p>Hawkins Lane/ Horninglow Street junction</p> <hr/> <p>Walton Road/ Rolliston Road South junction</p> <hr/> <p>A38 Branston Interchange (northbound off-slip widening, southbound off-slip widening and signalisation of circulatory carriageway, A38 southbound merge)</p> <hr/> <p>A38 Barton to Branston variable message signs and ramp metering on the on-slips for A38 Branston Interchange and A38 Barton Turn</p> <hr/> <p>Station Road/ Walton Road/ A38 South signalised crossroads</p> <hr/> <p>Station Road/ A38 North signalised T junction</p> <hr/> <p>A38 South/ Barton Business Park roundabout signalisation.</p>



Uttoxeter



Burton



Source: Google Maps Professional - Ordnance Survey data © Crown copyright and database right 2012