

Borough Road Active Travel Improvement Scheme, Burton-upon-Trent

Frequently Asked Questions:

Have any other works been carried out before this?

Following on from the successful delivery of Phase 1 of the Burton Town Deal and Sustrans Active Travel Improvement Scheme, which provided walking and wheeled improvements along Station Street from the junction of Guild Street to Burton railway station.

Phase 2 looks to continue the route from Burton railway station along Borough Road to the Town Hall, before using the residential streets which run parallel with the A5121 to reach the A511 Horninglow Road.

What is happening?

The scheme will provide a safe route through the current motorised vehicle dominated gyratory system, which is seen as a barrier to less confident cyclists and link the town centre (via the recently constructed Station Street cycle track) to the residential areas in the west. It is also proposed to extend the route through these residential areas to the north and link with the A511 Horninglow Road. The proposals include:

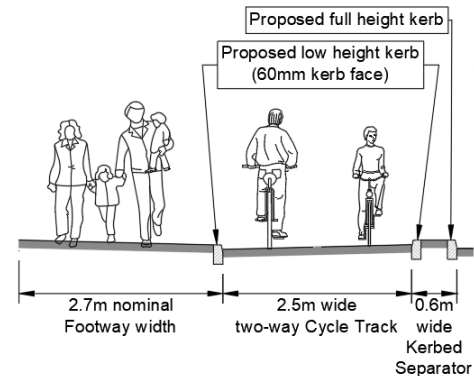
- Provision of a 2.5 metre-wide dedicated two-way cycle facility between Curzon Street and Wellington Street, (connecting King Edwards Place with Derby Street) allowing eastbound (towards town centre) cyclists to proceed against the current one-way traffic restriction.
- Reducing the existing vehicle lanes to nominal 3.25 metre width [a width that maintains access for buses and HGV's]
- The existing traffic signal-controlled junctions will be upgraded with new equipment and wider pedestrian crossings.
- Provision of a dedicated signalised cycle crossing and carriageway access point at the junction of Derby Street and Borough Road.
- Provision of a short length of Contraflow cycle track allowing access to Curzon Street for southbound cyclists (currently prohibited under existing traffic regulations).
- Resurfacing of the existing footway adjacent to the proposed cycle track.
- Provide other improvements for walking and wheeling, such as dropped crossings, tactile paving, additional road markings, etc, where appropriate.

What measures will be in place to provide separation for cyclists and pedestrians?

A 60mm high kerb will separate the footway and cycle track. This low-level kerb is in accordance with national guidance and will provide a tactile demarcation between pedestrians and cyclists whilst not being at risk of catching a bicycle pedal.

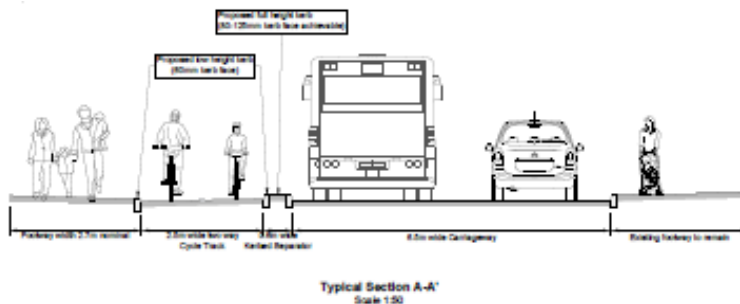
What measures will be in place to provide separation for cyclists and motorised vehicles?

A 0.6m wide kerbed separator will separate the cycle track from the carriageway. A low level (60mm high) kerb will be laid on the cycle track side with a standard full height kerb on the carriageway side.



Typical Section through Borough Road

A typical section through Borough Road is shown below



What provision will there be for any cycle parking?

Cycle parking racks are proposed at the junction of Curzon Street and within St Edward Place.

Why are the works being done?

The proposed footway and cycle way improvements form part of Staffordshire County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) for the Burton Area.

The objectives of the Cycling and Walking Infrastructure Plan (LCWIP) are:

- Better Safety - A safe and reliable way to travel for short journeys.
- Better Mobility - More people cycling and walking, easy normal and enjoyable.
- Better Streets - Places that have cycling and walking at their heart.

The Borough Road cycle track will be the second section of various planned phases to improve connectivity between the town centre and the residential areas to the north and west, while also linking the Railway Station with Sustrans National Cycle Network routes (NCN 63 and 54). These measures also supported as part of the Burton Town Investment Plan.

The links will reconnect Burton Town Centre with housing growth areas, residential areas, the canal, town centre developments and the River Trent.

It will improve journeys into and through Burton Town Centre for work, leisure, educational, retail journeys as well as access to railway station to provide sustainable transport links with the wide region.

Where can details of Staffordshire County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) for the Burton Area be found?

Staffordshire County Council's LCWIP has been approved by the County Council's Cabinet Member for Highways and Transport and will be pivotal in helping the County Council to continue to make the case for future walking and cycling funding.

Details of the LCWIP can be found at:

[Active travel fund public consultation - Staffordshire County Council](#)

or

<https://www.staffordshire.gov.uk/Transport/transportplanning/Active-travel-fund/Active-travel-fund.aspx>

Where can details be found of National Cycle Network routes be found?

Walk Wheel Cycle Trust (formerly Sustrans) are a national charity organisation who work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Details of the national Cycle network are available on their website at -

www.sustrans.org.uk/national-cycle-network

Who is paying for the works?

Funding is to be provided by grants from Central Government to East Staffordshire Borough Council as part of Town Centre Funds and Staffordshire County Council Capital Programme

How much are the works costing?

The works are estimated to cost £940,000.00

Is any cost being provided from local taxation i.e. Council Tax?

No all costs for this project will be met by funding secured from Central Government through the Town Centre Funds and Staffordshire County Council Capital Programme.

What are the benefits of the project for the citizens of Burton?

- Encourages greener travel.
- Improvements in health, both physical and mental.
- Reduced absenteeism due to sickness.
- Reduced vehicle omissions.
- Reduced infrastructure maintenance costs.
- Reduces the strain on NHS.
- Increased retail opportunities.

What makes you think that these works will attract more cyclists into town?

The proposals will improve the connectivity east to west across the town centre joining the existing national cycle networks routes (NCN 63 and 54). The scheme will improve the environment between the town Hall and the rail station. It will include better quality footways, safer conditions for pedestrians and cyclists, a cycle network that is easy to navigate and separation of pedestrians, cyclists, and traffic. By providing the safer space this will hopefully encourage a greater number of cyclists.

Following completion of the first phase of works to Station Street there will be continuous monitoring of the route to fully assess the impact of these improvements. However, in a relatively short period of time since the works were completed anecdotal evidence suggests that the numbers of wheeled users are increasing.

How does the provision of Cycle Track align to Health and Wellbeing

Investing in infrastructure to provide safe, attractive, convenient walking and cycling routes are a means by which the built environment can have a positive influence on improving physical and mental wellbeing. Walking and cycling, whether as transport or recreation, is beneficial to mental health, can help to tackle problems of inactivity and contribute to the wider obesity agenda:

- Physical inactivity is the fourth leading cause of death in the UK.
- Increased investment in cycling and walking could help narrow social economic inequalities in physical activity levels, as those from lower social economic backgrounds are more likely to use active travel (like cycling and walking) than those from more affluent backgrounds.
- Tackling obesity is one of the greatest long-term health challenges currently faced in England and the COVID-19 pandemic has further highlighted the health consequences of living with an unhealthy weight.

What further accessibility improvements are planned in Burton?

We are currently undertaking preliminary design on the following schemes:

- Cycle connectivity through adjacent residential areas
- Improvements to the Trent and Mersey Canal towpath to improve connectivity between the new housing developments around Lawns Farm, Branston and Burton
- B 5018 Burton Road / Branston Road Shared use cycle route.
- A5121 Derby Road – Footway Improvements between Borough Road and the A511 Horninglow Street to include removal of street furniture, footway surfacing, installation of drop crossings and additional pedestrian crossing facilities.

The NCN 54 cycle route extension from A 38 overbridge on Shobnall Road to the access for Henley Court as recently been completed in November 2025.