

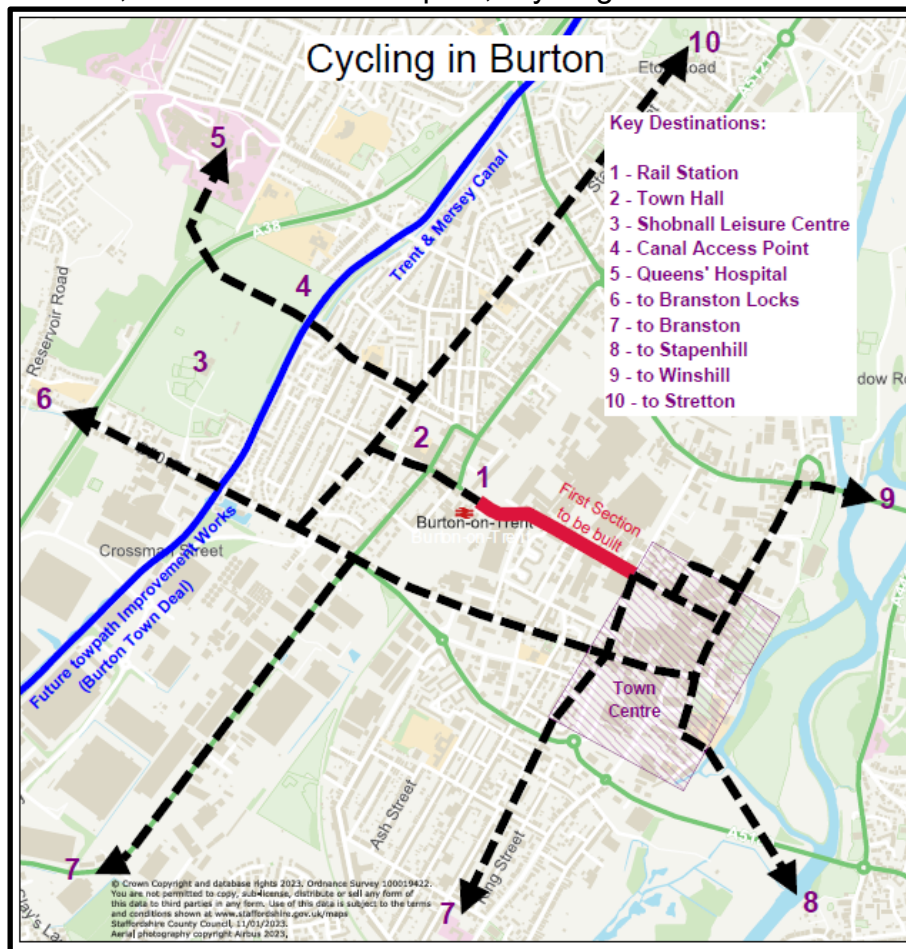
### Why are the works being done?

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

The objective is to provide:

- 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 Station Street/Borough Road cycle track between the town centre and the railway station will be the **first section** of various planned phases to improve connectivity east to west across the town, as illustrated on the plan, 'Cycling in Burton'.



Further sections that are planned will connect to the town hall, canal, hospital, Shobnall Leisure Centre, schools, residential areas and the existing cycle network, including the National Cycle Network (NCN).

### 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 and public consultation results can be found at:

[Local cycling and walking infrastructure plan 2021 - Staffordshire County Council](#)  
[Active travel fund public consultation - Staffordshire County Council](#)

**Where can details of Burton Town Centre Funds be found?**

[Burton Town Investment Plan - Consultation | ESBC \(eaststaffsbc.gov.uk\)](#)

**Where can I find out more details about cycling in East Staffordshire?**

[East Staffordshire Cycling Map & Information Guide](#)

[Online Route Planner](#) will generate the most appropriate route based on your speed, and then provide details on the route including journey time, Calories, CO2 savings, quietness, etc

**What is happening?**

The proposals include:

- Reducing the carriageway to nominal 6.2 metre width.
- Provision of nominal 1.3 metre wide footway level cycle track both sides of the carriageway between Mosley Street and George Street.
- Provision of nominal 1.4 metre wide footway level cycle track southern side of Borough Road to the Railway Station and along northern side of Station Street between George Street and Union Street.
- At locations of minor junctions, the footway level cycle track will drop down to the existing carriageway level.
- Nominal 1.8m wide footway delineated by demarcation block adjacent at level cycle track.
- Cycle track and footway to be shared use past bus stops and toucan crossing.
- Existing two lane approach to signal controlled junction at Station Street / Union Street to remain between George Street and Union Street with introduction of advanced stop lines and lane markings across the junction and existing crossing points re-aligned to suit desire lines.
- Existing two lane approach to signal controlled junction at Station Street / Union Street adjacent Britannia House to be reduced to single motorised vehicle lane and stepped cycle track with introduction of advanced stop lines and
- Kerb re-alignment and provision of uncontrolled crossings at minor junctions to suit desire lines.
- The works comprise:
  - Site clearance
  - Drainage & Service ducts
  - Earthworks (excavation and fill)
  - Pavements
  - Kerbs Footways and Paved Areas
  - Traffic signs & Road Markings
  - Street Lighting
  - Statutory Undertakers protection and diversion

*Refer to General Arrangement Drawing No. D6750T.R01.01 rev T04 which details the scheme proposals and a typical section*

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

A 20mm demarcation block will be installed along the at level footway cycle track together with supplementary traffic signs and roadmaking's.

**Who is doing the works?**

Amey Highways – Staffordshire County Council Infrastructure+ Contractor

**When are the works taking place?**

The works will commence on the 06/02/23 for approximately 25 weeks

**What are the working hours ? NMU?**

The working hours will be 08:00 – 16:30 Monday to Friday

Any works outside of these hours will be notified to the key stakeholders.

**Will there be any night-time or weekend working required?**

There may be a requirement to undertake some night-time or weekend working to complete the final surfacing. This will require a road closure across the junctions of Milton Street, Cross Street and Grants Yard and exact details are to be advised.

**What Traffic Management will be in place?**

Proposed Traffic management measures include:

- Station Street / Union Street / Guild Street will be carried out using temporary multi way traffic lights.
- A one way road closure will be in place for the works along Station Street and Borough Road to Railway Station. Vehicles will be allowed to travel from Union Street to the Railway Station as detailed on Drawing No. D6750T/TM/01 - 02.
- Temporary pedestrian crossings will be provided when required.
- Station Street night-time closure or weekend working between Cross Street and Grants Yard (durations to be advised).
- There will be a traffic management officer on site Monday – Friday between 7:00 am – 7:00 pm and an out of hours contact can be found on the site notice board

**What is the proposed phasing of the works****➤ Phase 1 (east bound traffic lane)**

Works to be undertaken using two gangs

- Gang 1  
Working at junction of Station Street and Mosley Street and progressing to meet Gang 2 at Cross Street
- Gang 2  
Working at Union Street Junction between late January – late March (approx. 8w) and working towards Cross Street, temporary lights are required as activities are to be undertaken on all four quadrants.  
These works will be carried out using multi way lights at Union Street Junction together with a one way road closure and diversion along Station Street and Borough Road. Once the works at Union Street Junction have been completed the temporary traffic lights will be removed.

**➤ Phase 2 (west bound traffic lane)**

Works to be undertaken using two gangs

- Gang 1  
Working on Borough Road, Station Street and junction at Mosley Street and progressing to meet Gang 2 at Milton Street
- Gang 2  
Working on Station Street opposite it's junction with George Street and progressing to meet Gang 1 at Milton Street

**What access will there be along Station Street?**

Station Street will be one way only from east to west. No access will be permitted along Station Street from Borough Road.

**Will there be access to the Railway Station?**

Access to Railway Station drop off area directly outside the Station will be as follows

- From the East  
Travel from Station Street / Union Street junction along the one way road closure. Exit will be along Borough Road towards Wellington Street / Waterloo Street.
- From the West  
Travel from Derby Street along Borough Road and exit in the same direction.

**Access to Railway Station Guildhall Car Park**

Access to Guildhall Car Park Area will be as follows

- From the East  
Travel from Station Street / Union Street junction along the one way road closure. Exit will be along Borough Road towards Wellington Street / Waterloo Street.
- From the West  
All traffic will follow the signed diversion as detailed on Drawing No. D6750T/TM/02 and RHTM/CF/3029/009A via A5121 Wellington Street, A5189 Shobnall Road, A5189 Evershed Way, Orchard Street and Union Street exit via Borough Road.

**Access to Station Street and Sainsbury's from Derby Street**

All traffic will follow the signed diversion as detailed on Drawing No. D6750T/TM/02 and RHTM/CF/3029/009A via A5121 Wellington Street, A5189 Shobnall Road, A5189 Evershed Way, Orchard Street and Union Street.

**What happens to the existing bus stops along the route?**

The bus stops located in Union Street outside Sainsbury's will be suspended whilst temporary multi way lights are in operation for works at Union Street / Guild Street and Station Street Junction.

The existing bus stops along Station Street adjacent Milton Street will be in operation throughout the works for services travelling westbound towards the railway station. There will be a requirement to suspend bus stops and provide a temporary stop as the works progress.

**Who is paying for the works?**

Funding for this **first section** of the cycle route is to be provided by grants from Central Government to East Staffordshire Borough Council and Staffordshire County Council.

**How much are the works costing?**

The works have a tender value of £ 0.977 million

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

No, all costs for this project will be met by additional funding secured from Central Government specifically ringfenced to fund walking and cycling improvements.



**What is the cost/benefit ratio of this project to the citizens of Burton and the wider environs in relation to the number of cyclists expected to use the provision?**

A benefit to cost ratio was produced using the Department for Transport's Active Mode Appraisal Toolkit which considers the benefits and scheme costs over a period of 20 years from when it opens. The appraisal considers the benefits for pedestrians and cyclists. The following types of benefits are monetised: congestion, accidents, local air quality, noise, greenhouses gases, reduced risk of premature death, absenteeism and journey ambience. This follows the Department for Transport's Transport Assessment Guidance WebTAG. A BCR of over 1 was produced which suggests that for every £1 invested in delivering the scheme, it is expected to provide more than £1 worth of benefits to society over the 20 year appraisal period. The largest benefits related to journey ambience which mean that the journey will improve in terms of comfort for all existing and forecast users. The next largest proportion of benefits related to reduced risk of premature death which is directly related to increased physical activity undertaken by the future pedestrians and cyclists we expect to be attracted to use the scheme.

This underpins the funding which is being provided to the scheme partners (East Staffordshire Borough Council and Staffordshire County Council) by Central Government.

**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

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

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.

LCWIP delivery and promotion will utilise Corporate engagement on health and wellbeing. This includes the sharing of communication channels used by Together Active Staffordshire and Stoke-on-Trent and the Public Health and Prevention Team. The provision of additional revenue resources that have been secured will enable the County Council to promote and encourage use of new walking and cycling facilities.

**How does the provision of Cycle Track align to Climate Change Strategic Development Framework?**

Walking and cycling can contribute to some of the wider determinants of health including improved air quality and tackling climate change through reducing emissions and improving air quality:

- Air pollution contributes to 40,000 premature deaths each year
- In 2019, transport accounted for a third (34%) of all carbon dioxide emissions, the majority arising from road travel. In England, 56% of car journeys are under 5 miles a distance most people could manage by bike.

The LCWIP links to the Climate Change Strategic Development Framework approved by Cabinet on 17 February 2021. Delivery of the LCWIP will influence travel in Staffordshire, helping to reduce Staffordshire's wider carbon emissions and contributing to the wider benefit of increasing active travel

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

The Station Street/Borough Road cycle route between the town centre and the railway station will be the **first section** of various planned phases to improve connectivity east to west across the town. Further sections that are planned will connect to the town hall, canal, hospital, Shobnall Leisure Centre, schools, residential areas and the existing cycle network.

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.

**How are the number of vehicles, pedestrians and cyclists being monitored before and after the works?**

The number of users is being recorded monthly by vivacity traffic sensors (cameras) which have been installed along Station Street.

**What provision will there be for any cycle parking?**

We are currently completing a survey / consultation exercise to find out how effective existing cycle provision is in terms of design and location and how we can make improvements. Cycle parking will be installed at key locations.

We will deliver these recommended improvements within available budgets

**Why is the current 30 mph speed limit between Junction of Station Street and Union Street to Burton Railway Station being reduced to 20mph?**

The proposals to reduce the existing speed limit to 20mph will complement the proposed cycle track improvements, reduce vehicle speeds and provide a safer environment for all road users. The informal consultation currently being carried out with key stakeholders is to gauge the communities' views. Once these comments have been received and analysed a decision will be made as to whether this proposal will be progressed. The implementation of reducing the speed limit is not essential for the provision of the cycle track.

**Where can details of the results of the consultation prior to commencement of the works be found?**

Details of the consultation can be found at:

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

**Why has the final scheme proposals changed from those at the consultation change?**

The final scheme proposals have been designed following comments received by key stakeholders.

**What happens next?**

We will soon be consulting on the next section of the east to west cycle route that is being funded through East Staffordshire Borough Council's Towns Fund. This includes continuation of the route along Borough Road to the Town Hall and onwards to nearby residential areas, and to the canal towpath that is also being upgraded through the Towns Fund. This will be complemented by new cycle parking in the town and at other key destinations.

Progress will be made on other schemes in Burton that have also received funding for walking and cycling improvements, including along Burton Road (Branston), Shobnall Road and connections to Swadlincote in Derbyshire. Going forward, every opportunity will be taken to secure additional funding from Central Government and housing developers to enable the completion of a high-quality cycle network that will encourage growth in cycling throughout Burton.

**Who do I contact regarding any other points which have not been answered with the FAQ's?**

If you require any further information, please do not hesitate to contact us by email [BurtonPFEP@staffordshire.gov.uk](mailto:BurtonPFEP@staffordshire.gov.uk)