

STAFFORDSHIRE Local Transport Plan 2026

Burton upon Trent Major Road Network Executive Summary



Burton Major Road Network

Executive Summary

Staffordshire County Council, with funding from Midlands Connect, has commissioned an Options Assessment Report (OAR) to identify necessary interventions along the A511 and A5121 corridors in Burton upon Trent. These corridors are part of the Major Road Network (MRN) and are critical for local and regional connectivity. The study has considered the length of A511 from the A50 through to the Staffordshire boundary east of Burton and the A5121 from the A38 Clay Mills junction to the A38 Branston interchange. Both corridors are vital for local economic activity, connecting residential areas, key employers, and providing access to regional and national road networks.

Scheme Context

The A511 and A5121 corridors face significant issues, including congestion, safety concerns, and limited infrastructure for active travel despite a high proportion of short-distance local journeys. Individual sections of the two corridors have varying characteristics, from urban to rural settings, each presenting unique challenges. The population demographics of Burton upon Trent, including a high proportion of working-age residents and significant levels of deprivation, underscore the need for effective transport solutions.

Scheme Objectives

The overall vision is to support the existing and future needs of the MRN within Burton upon Trent. This focuses on reducing congestion at key hotspot locations, improving road safety (including for active modes), promoting active travel and public transport, and ensuring network resilience to support future growth. These objectives are aligned with the Department for Transport's overall MRN objectives of reducing congestion, supporting economic growth, housing delivery and improving conditions for all road users.

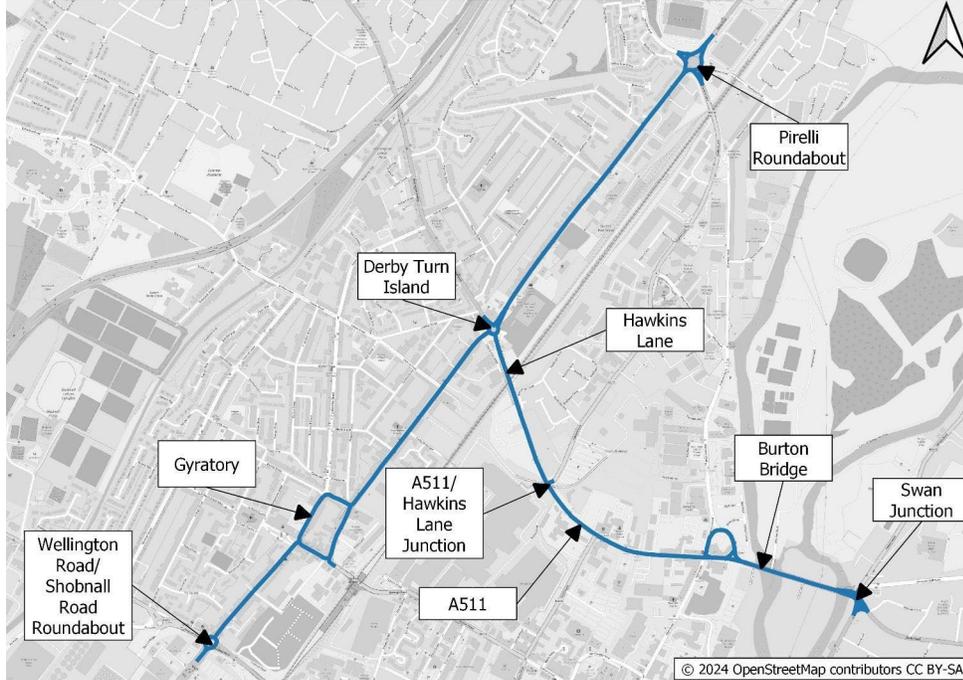
Key Issues

- **Traffic Congestion:** Peak hour traffic volumes increase significantly, leading to congestion hotspots such as Derby Turn Island, Hawkins Lane and Wellington Street.
- **Car Dominance:** Despite short travel distances, a high proportion of journeys are made by car, indicating potential for modal shift to active travel.
- **Local and Through Traffic Interaction:** The A5121 provides resilience to the A38 during periods of severance, highlighting its strategic importance.
- **Active Travel Issues:** There are low levels of cycling and walking across the town due to disconnected and low-quality infrastructure.
- **Limited Public Transport Provision:** Gaps in the bus network and varying service frequencies impact passenger experience.
- **Road Safety:** There are a number of identified collision 'hotspots' throughout the study area.
- **Poor Air Quality:** Sections of the corridors are designated as Air Quality Management Areas (AQMAs).
- **Future Growth:** There is significant housing and employment growth planned, which, without intervention, will exacerbate current issues.

Stakeholder Engagement

Stakeholder engagement played a crucial role in focusing on the agreed location priorities. A workshop was conducted with officers from Staffordshire County Council and County and District Councillors to present evidence for intervention and decide on which sections of the A511/A5121 should be prioritised. This collaborative approach ensured that the study area was refined to address the most critical issues, covering the worst-performing sections of the two MRN corridors which experience a wide range of the issues identified. The engagement process, combined helped build consensus on these key issues and intervention locations, ensuring that the proposed solutions align with local needs. This allowed for more focused analysis of issues to identify a refined study area

Refined study area:



Option Generation and Sifting

Three levels of intervention were considered for each of the seven key locations: "Do More," "Do Maximum," and "Go Radical." The Early Assessment Sifting Tool (EAST) was used to evaluate these options based on strategic, economic, financial, managerial, and commercial criteria. Concept designs were developed as part of the options sifting work to provide estimated costs for each preferred option.

The preferred options are:

| Location | Proposal |
|-------------------------------------|--|
| A511 Swan Junction | Enhance pedestrian and cycling facilities, improve lane markings, and redesign junction for better safety. |
| Horninglow St and Bridge St | Provide shared-use paths for pedestrians and cyclists, widen footpaths, and improve crossing points. |
| A511/ Hawkins Lane Junction | Provide a dedicated left-only lane from Hawkins Lane, formal crossing facilities, and shared-use paths to improve traffic flow and safety. |
| Derby Turn Roundabout | Convert the roundabout to a four-arm signalised junction and enhance pedestrian and cycling infrastructure. |
| Pirelli Roundabout | Introduce partial signal control, remove a left turn lane, and improve pedestrian and cycling facilities. |
| Wellington/Shobnall Road Roundabout | Convert roundabout to a four-arm signalised junction and enhance pedestrian and cycling infrastructure. |
| Wellington Street Gyratory | Remove access to LIDL from Derby Street to reduce congestion, refresh road markings on Millers Lane, and propose a priority crossing for cyclists and pedestrians at the exit from Curzon Street. This option aims to manage traffic flow and improve safety for active transport users. |

Next Steps

The OAR provides sufficient justification to support an application for future funding, including MRN funding, for these key locations. The next steps include developing an Appraisal Specification Report (ASR) before advancing with an Outline Business Case (OBC).