

## Tutbury VDS Adopted Document

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### 9.0 TRAFFIC PATTERNS

The opening of the Tutbury by-pass in 1990 plus the opening of the Derby Southern By - pass in 1997 significantly altered and improved traffic patterns in and around Tutbury. For many years Tutbury and the neighbouring village of Rolleston had been used as a link between the A50 and A38.

Tutbury by - pass skirts around the village on its eastern side, thus relieving the village of traffic between Burton - on - Trent and nearby Hatton. Prior to this significant development traffic passing through the village travelled down the steep gradient on Burton Street, turned north along High Street, Lower High Street and Bridge Street, leaving the village at the site of Tutbury Mill before crossing the river Dove into Hatton.

Today, through traffic is mainly from two sources:-

- ❖ Firstly residents moving around the village and then on to the outlying towns of Burton-on-Trent, Lichfield, Derby. These flows tend to be concentrated at the beginning and end of the working day. The busiest time of day in Tutbury is at the start and finish of the school day.
- ❖ Secondly, visitors to Tutbury such as tourists. With the castle, the Priory Church and a number of non essential service shops covering such things as antiques, glassware, paintings & modelling, Tutbury has much to attract visitors. Whilst the flow of moving vehicles from tourists is not a significant problem, the issue of car parking can often be difficult.

There are a number of parking sites within the village. There is a car park at the Junction of Monk Street and Duke Street. There is also a car park in Cornmill Lane.

The Duke Street car park is owned by East Staffordshire Borough Council. The Cornmill Lane car park is leased from Staffordshire County Council to ESBC.

There are parking bays on both sides of High Street. There are also car parking facilities at the Tutbury Mill site.

The commercial centre at Tutbury Mews also offers car parking facilities for visitors to its shops and premises.



#### 9.0.1 Tutbury Mews car park

Tourist traffic enters the village either from the A511 or from Hatton via Bridge Street. Tourist traffic is presently at comfortable levels.

The commercial infrastructure of Tutbury means that the different shops, public houses and light industrial operations need deliveries on a regular basis. This inevitably leads to congestion at different times of the day in different parts of the village.

Ludgate street, at its junction with High Street, represents a traffic bottleneck. The congestion in Ludgate street encourages car drivers from the southwest corner of the village to take a route along Ironwalls Lane past the local school, which adds to congestion outside the school.

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### 9.0.2 Ludgate Street

Other areas of congestion is Monk Street with the Health Centre, Village Hall, Veterinary Surgery, Dentist's Surgery and residences.

Tutbury & Hatton Railway Station opened in 1989. The original Tutbury Station was closed in 1963 after 101 years of service. The railway connects Tutbury with Derby to the east and Stoke on Trent to the west with an hourly service to Derby and also to Manchester Airport.



### 9.0.3 Tutbury & Hatton Railway Station opening ceremony (photo courtesy of Tutbury Museum).

## Design Comment

### Pelican crossing

Introduce a pelican crossing (outside school gates)

### Nearby Developments

Future developments and outstanding permissions for employment use outside of Tutbury, should not have a detrimental effect on traffic patterns within the village.

### Off road parking

Make provision for more off road parking in accordance with national policy.

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