

# Access and Visitor Audit

for

The Transforming the Trent Valley Landscape Partnership

December 2017

Status: Final




Transforming the  
**Trent Valley**



**LOTTERY FUNDED**



Quality management		
<b>Project:</b>	The Transforming the Trent Valley Landscape Partnership	
<b>Project No:</b>	E17872	
<b>Report title:</b>	Access and Visitor Audit	
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<b>Status:</b>	Final	
<b>Date of last revision:</b>	9 February 2018	

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## 1 Introduction

- 1.1.1 The Landscape Partnership was commissioned by the Transforming the Trent Valley Landscape Partnership to carry out an audit of visitor access and connectivity in the project area, together with an assessment of the tourism potential of the Landscape.
- 1.1.2 The Transforming the Trent Valley (TTTTV) Landscape Partnership Scheme is a Heritage Lottery Fund project managed by a partnership of 20 statutory and voluntary organisations and quarry operators, with Staffordshire Wildlife Trust as the lead partner. This audit has been commissioned by a steering group of five partners: Derbyshire Wildlife Trust, Staffordshire Wildlife Trust, Trent Rivers Trust, Canal & River Trust, and British Canoeing.
- 1.1.3 The TTTV Landscape is a defined section of the valleys of the rivers Trent, Dove and Tame, roughly downstream of Stafford, Tamworth and Rocester, upstream of Long Eaton and south of Derby, as shown in the map in Figure 01. It covers 199 km<sup>2</sup> of largely floodplain landscape. As described by the Partnership: "It is characterised as a fluvial landscape, distinguished for its sand and gravel quarries, former gravel pit lakes, wildlife-rich flood plains, pastoral farming and miles of river and canal networks. The area is both naturally and culturally rich in character and yet is under great industrial and developmental pressure." As well as a resident population, there is an actual and potential audience across a wider area of Staffordshire, Derbyshire, Nottingham, Leicestershire, Warwickshire and the West Midlands.
- 1.1.4 It is a distinctive Landscape, but also one of contrasts. It is a Landscape that has significant evidence of human occupation dating back at least to the Neolithic<sup>1</sup>, one that has changed over time, and is continuing to change in very significant ways. Some parts reflect the traditional river and floodplain, with pasture and arable farming; others have been turned into a ribbon of gravel-pit lakes, between which the river meanders, a process that continues, if today with greater ecological input into the resulting habitats. Some of the Landscape is urban and most parts of the Landscape have been affected by industry. The heritage of the latter adds to the Landscape's attractions, but modern industry, power generation, resource extraction, business parks and transport arteries dominate extensive stretches of the Trent valley, and have significant impacts on recreation, tourism and access.
- 1.1.5 This report sets out the methodology used to audit visitor access to the Landscape and the conclusions drawn from it. This is backed up by extensive map figures showing aspects of the data collated by the study. From the analysis, it has been possible to identify areas of access opportunities, ideas for improvements and for further work, and a broad-brush vision of the tourism potential of the TTTV Landscape.

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<sup>1</sup> David Knight and Andy J. Howard (eds.) (2004) *Trent Valley Landscapes*, Heritage. Simon Buteux and Henry Chapman (2009) *Where Rivers Meet: The archaeology of Catholme and the Trent-Tame confluence*, Council for British Archaeology Research Report 161.

## 2 Methodology

### 2.1 Site visit and inception meeting

2.1.1 The project began with a familiarisation visit to the study area, combined with the inception meeting. That meeting clarified the purpose of the study, reviewed the study programme and discussed methodologies, data availability and outputs. The familiarisation visit gave the key consultant vital insight into the area and some of its key sites in the context of the defined landscape.

### 2.2 Collation of data

2.2.1 Following the inception meeting, the collation of data supplied by the TTTV Landscape Partnership began. This stage of the project took longer than anticipated, partly as a result of varying GIS data availability between the two counties involved. The data received in this way, together with that sourced independently by The Landscape Partnership, is listed in Appendix 1. Some limited non-GIS and statistical data was available for the area.

2.2.2 Relevant census data at ward level (from 2011) was sourced from Nomis<sup>2</sup> for the study area and approximately 5-10 km around it. This allowed for consideration of the nearby audience for visitor attractions in the study area. Information on rail and bus services was collated from the web-sites of National Rail, Traveline, Google Maps, and bus operators.

2.2.3 The key audit work was carried out from the Ordnance Survey Explorer maps for the area (scale: 1:25,000), with GIS-based and other data informing and enlarging upon the map evidence. The GIS data supplied was less organised than expected; it has therefore taken considerable time to collate and rationalise for presentation. There have also been difficulties in geo-referencing the census data supplied by Nomis.

2.2.4 Google Maps, Earth and Streetview (as well as photographic images from the familiarisation visit) were used to visualise and corroborate map evidence of road and foot access.

2.2.5 The results of a survey to gauge visitors' perceptions of access across the landscape<sup>3</sup> have also been integrated with the data and findings of this audit (see section 3.4).

### 2.3 Audit

2.3.1 The audit considered the geographic, survey and statistical data collated, as follows:

1. An overview assessment of the whole TTTV Landscape was undertaken, using Ordnance Survey 1:25,000 maps, Google Maps/Earth/Streetview, knowledge and photographic images from the familiarisation visit, information supplied by the TTTV Landscape Partnership and other research, bus operator, local authority and attraction web-sites. The overall TTTV Landscape and its hinterland is shown in Figure 01, which also highlights the Key Sites (see 2.4, below). The GIS-based data compiled is presented in Figures 06-11, broken down into smaller areas, shown at larger scale, as shown in Figure 05. The Figures are also broken down into categories for ease of presentation, as follows:
  - Figures 06-06f: Nature (reserves, country parks, promoted paths, etc.)
  - Figures 07-07f: Heritage (listed buildings, country parks, canals, etc.)
  - Figures 08-08f: Leisure & sports (country parks, promoted walk and cycle routes, sports centres, towpath access, etc.)
  - Figures 09-09f: Canals (including angling, facilities and access).
  - Figures 10-10f: Access (including Public Rights of Way and promoted routes).
  - Figures 11-11f: Developments (including housing, quarries, HS2, the Trent Valley Way and canal restoration).
2. 84 significant or potentially significant points of access to the Trent Valley Landscape were identified, together with their public transport connectivity and any public parking

<sup>2</sup> Nomis is a web-based data source provided by the Office for National Statistics and Durham University: <https://www.nomisweb.co.uk>.

<sup>3</sup> Icarus (2017) *Transforming the Trent Valley Visitor Perception Survey Report*.



availability. Their links with the rivers, canals and visitor attractions in the Landscape were then identified. The results of this exercise are presented in Appendix 2 and Figure 04.

3. Routes from key urban areas outside the Landscape were then considered, resulting in a series of access opportunity areas (see Figure 04).
4. The impacts of planned and proposed developments on the access opportunities identified in stages 1 to 3 were assessed (see Figures 11-11f).
5. Missing links and areas where access is in need of improvement were identified. These are presented in Appendix 3.
6. Potential opportunities for audience development and promotion were also identified (e.g. an urban area linked to an attraction by a good-quality bus route or Bridleway).
7. Gaps in the provision of visitor facilities were identified, together with further key opportunities for visitor facilities.
8. Census data on local and visitor demographics, and the visitor perception study were then used to identify likely and potential user groups and origins, along with particular access needs and issues. The results of this exercise are shown in Figure 12.
9. Gaps in the data were identified. The largest gap, given the scope of the study, is the absence of on-the-ground Green Access Audits. The present audit therefore must remain provisional, in that the quality, convenience, safety and attractiveness of links and visitor facilities cannot be fully established without field-based audits. The conclusions of the present study therefore require 'on-the-ground' corroboration, which would also result in the discovery of further opportunities and missing links.

## 2.4 Key sites

2.4.1 Six key sites, as identified by the TTTV Landscape Partnership, were then examined in greater detail. These sites are (see Figures 01):

- Tucklesholme Quarry Nature Reserve (Staffordshire; figure 13a)
- Willington Quarry Nature Reserve (Derbyshire; Figure 13b)
- Brook Hollows (Rolleston-on-Dove; Figure 13c)
- Burton Washlands (Figure 13d)
- The National Memorial Arboretum (Figure 13e), and
- Barton Marina (Figure 13a).

2.4.2 In addition, particular consideration has been given to the canal network, the route of the Trent Valley Way, and canoe access.

2.4.3 For each of these six key sites, and the canals and Trent Valley Way, the following more detailed procedure was followed. The limitations of the wider audit apply here as well.

- Each site was considered in relation to its location and connectivity ("strategic placement") and specific gaps and opportunities were identified.
- Any data on existing visitors and planned developments were incorporated into the analysis.
- These data were then placed in the context of local, regional and national trends for tourism, day visits, recreation, etc.
- A SWOT analysis (strengths, weakness, opportunities, threats) was carried out to assess each site in the context of good practice elsewhere.

## 2.5 Tourism potential of the Landscape

2.5.1 This consisted of an assessment of constraints and opportunities, based on the findings of the connectivity study and the visitor assessments for the key sites, supplemented by on-line research into, and in-house knowledge of, tourism at similar sites and landscapes elsewhere. This analysis

led to suggestions for action to improve the position of the Trent Valley and its attractions as a destination for tourism.

## 2.6 Improvements

2.6.1 From the foregoing, a list of issues and solutions was produced, in two parts, one for the access opportunity areas (Appendix 3), and one for Key Sites and Networks (section 4). The ideas for improvements and moving forward are presented in summary form in Table 17 (section 6, below).

## 2.7 Limitations of the desk audit

2.7.1 The Ordnance Survey maps consulted and their revision dates are as follows:

- 232 Nuneaton & Tamworth: October 2012
- 244 Cannock Chase & Chasewater: December 2013
- 245 The National Forest: April 2008
- 259 Derby December: 2011
- 260 Nottingham: May 2017

2.7.2 Google maps and images are of varying age, although nothing before 2015 was noted.

2.7.3 The familiarisation visit necessarily did not cover the entire study area and its environs, concentrating instead on core transport areas and a selection of key sites.

2.7.4 Bus services can change with six weeks' notice to the relevant local authority.

2.7.5 Data gathered and analysed was necessarily limited to that supplied by the client team or in the public domain via local authorities or readily available on-line sources.

2.7.6 Census data relates to 2011 and therefore any conclusions drawn from that data should be corroborated. Furthermore, wards are artefacts of political and administrative convenience, incorporating mixed land uses and population types, with boundaries that do not conform to any survey grid: they are proxies, but the closest available and manageable anchor point to reality. In addition, it should be noted that wards in Lichfield, Stafford and North-West Leicestershire have changed since the 2011 census, so that their data cannot be applied directly to the post-2011 wards (the wards existing in 2011 are used in the analysis).

2.7.7 One specific Census question is also problematic; the religion question is optional and, in addition, there is a reluctance on the part of many people to place religious affiliation on official record because of secularization and, for people whose faith is perceived by some as controversial, for fear of the information being used for persecution by a future government.

2.7.8 The present audit would therefore have to remain provisional, in that the quality, convenience, safety and attractiveness of links and visitor facilities cannot be fully established without field-based audits. The conclusions of the present study would therefore require 'on-the-ground' corroboration, which would also result in the discovery of further opportunities and missing links.

## 2.8 Gaps in the data

2.8.1 Gaps in the data were identified. The largest gap, given the scope of the study, is the absence of on-the-ground Green Access Audits. The present audit therefore must remain provisional, in that the quality, convenience, safety and attractiveness of links and visitor facilities cannot be fully established without field-based audits. The conclusions of the present study therefore require 'on-the-ground' corroboration, which would also result in the discovery of further opportunities and missing links.

2.8.2 In terms of mapping from GIS data, this study was supplied with data in raw formats, so that considerable time was taken in consolidating and organising it. Furthermore, a number of gaps was noted.

- Housing developments were only available from East Staffordshire and Lichfield Districts.
- Promoted long-distance footpaths and cycle routes were available for Derbyshire, but not for Staffordshire.

- Derbyshire's data on quarries and planned quarries is not differentiated.

2.8.3 Some essential data is in any case not readily available in GIS format.

- Rail services.
- Bus services: these however cannot be expected to be included, given their potential for change. Bus stops do not serve as an adequate proxy as there are many more stops than are served by regular bus routes, some routes operate on a hail-and-ride basis, and demand-responsive services do not necessarily use them either.

2.8.4 The post code data in the Icarus *Visitor Perception Survey Report*<sup>4</sup> show the potential for detailed analysis of where people come from, but the data set needs expansion to cover the Landscape more comprehensively and increase the number of respondents.

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<sup>4</sup> Icarus (2017) *Transforming the Trent Valley Visitor Perception Survey Report*.

## 3 Results

### 3.1 Overview of access provision in the study area

#### *Road access*

- 3.1.1 Road access is in general very good across the study area, with main roads following the river valleys, so much so that roads actually form a significant intrusion in the landscape and a major barrier to access by other means, especially in the A38 and A50 corridors. The availability of parking, however, is more difficult to assess in a desk study such as this. Known public or attraction-specific car parking in or adjacent to the Landscape is listed in Table 1 below and shown in Figure 02. A lack of car parking need not be seen as a major problem, however, as further provision would not be in keeping with the aesthetics or habitats of the Landscape that visitors wish to see. Increased visiting by car would also create congestion in parts of the Landscape and have a wider environmental cost. The development and promotion of alternative, sustainable access would enhance the environment of the Landscape, reduce the environmental footprint of tourism in the region, and make access more inclusive (see section 3.5 on user groups).

#### *River crossings*

- 3.1.2 One aspect of road connectivity that highlights a broader issue is that of river crossings. This was brought home during the familiarisation visit as St. Peter's Bridge (A5189) in Burton-upon-Trent was closed for resurfacing, which meant all cross-river motor traffic was funnelled onto Burton Bridge (A511), leading to severe congestion in the town, which impacted bus services as well. (Pedestrian and cycle flows were less affected, as these use Stapenhill Viaduct and Ferry Bridge in any case.) It is beyond the scope of this report to consider traffic arrangements in the event of disruption in Burton, but it demonstrates clearly the role of the river as barrier as well as landscape focus. For those on foot, pedal cycle or horseback, the lack of river crossings is much more pronounced and is a significant factor limiting access within the Landscape.
- 3.1.3 Some crossing points have been lost, such as the closure of the ferry at Twyford in 1963 and that at Barton (date unknown)<sup>5</sup> without bridge replacements. There is evidence, from Public Rights of Way terminating either side of the river, to suggest former crossings at Willington (Trent), King's Mills, Castle Donington (Trent), Crakemarsh (Dove) and Dove Fields, near Sudbury (Dove), although these could be fords (as with the Bridleway crossing the confluence of the Dove and Trent at Newton Solney or Footpaths crossing on weirs, e.g. on the Dove below Rocester), which themselves are not routes that are safe to promote. On the other hand, National Cycle Network Route 6 (the Cloud Trail) now crosses the river on a disused railway line. Some proposed developments could lead to new bridges, however, such as the planned housing at Drakelow, opposite Branston (south-west Burton).
- 3.1.4 A summary of crossing points of major access barriers in the Landscape is given in Table 2 below<sup>6</sup>. Although the figures should only be taken as approximations, they show clearly how few crossings exist over the rivers compared to the other major access barriers in the Landscape.

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<sup>5</sup> Information from <http://www.turnpikes.org.uk>.

<sup>6</sup> There are no figures for crossings of major roads per kilometre in this table, as, whilst the A38 is a major barrier for the length of the Burton stretch of the Trent, the A50 only runs within the Landscape for part of its course parallel to it, and sections of other roads, such as the A513 at Croxall, are also barriers. It would therefore be difficult to derive a truly comparable figure.

**Table 1: Public attraction car parking within or adjacent to the landscape**

River branch	Map no.	Parking site	Map ref.	Nature of parking	Cycles
Trent (Stafford)	1	Seven Springs (above A513 and Weetman's Bridge)	SK 005 205	Public	
Trent (Stafford)	2	Wolseley Bridge – Wolseley Centre, garden centre & shops	SK 024 202	Attraction parking	✓
Trent (Stafford)	3	Rugeley – Trent Valley Station	SK 048 191	Customer parking	✓
Trent (Stafford)	4	Rugeley - Centre	SK 045 178	Public town centre parking	✓
Trent (Stafford)	5	Fradley Junction	SK 141 140	Attraction parking	✓
Tame	6	Elford picnic site	SK 189 102	Public	
Tame	7	Whitemoor Lakes, A513 Barley Green Lane Junction	SK 181 140	Attraction parking	
Tame	8	National Memorial Arboretum	SK 181 145	Attraction parking	✓
Tame	9	SWT Croxall Lakes	SK 188 139	Attraction parking	
Trent (Burton)	10	Barton-under-Needwood	SK 186 186	Public village centre parking	
Trent (Burton)	11	Barton Marina	SK 196 181	Attraction parking	
Trent (Burton)	12	Battlestead Hill, Tatenhill	SK 209 219	Public	
Trent (Burton)	13	Branston Water Park	SK 227 210	Public	
Trent (Burton)	14	DWT Drakelow	SK 223 204	Attraction parking	
Trent (Burton)	15	Burton-upon-Trent – Stapenhill Gardens, Stapenhill	SK 255 219	Public	
Trent (Burton)	16	Burton-upon-Trent – Newton Park, Winshill	SK 258 236	Public	
Trent (Burton)	17	Burton-upon-Trent – Washlands, south of A5189	SK 250 220	Public	
Trent (Burton)	18	Burton-upon-Trent – town centre	SK 249 224	Public town centre parking	✓
Trent (Burton)	19	Burton-upon-Trent – Claymills Pumping Station	SK 263 258	Attraction parking	
Dove	20	Uttoxeter – town centre	SK 093 332	Public town centre parking	
Dove	21	NT Sudbury Hall	SK 158 321	Attraction parking	✓
Dove	22	Tutbury bridge	SK 214 239	Public	
Dove	23	Tutbury & Tutbury Castle	SK 222 288	Public village centre parking and attraction parking	
Trent (Derby)	24	Willington (including DWT Willington Gravel Pits)	SK 295 285	Public village centre parking and limited attraction parking	
Trent (Derby)	25	Mercia Marina	SK 302 293	Attraction parking	✓
Trent (Derby)	26	Shardlow Marina	SK 445 304	Attraction parking	
Trent (Derby)	27	Donington Park	SK 409 257	Attraction parking	

**Table 2: Crossing points of major barriers in the landscape**

River branch	Valley length in km (approx.)	River		Canal		Railway		A38/A50
		No.	Per km	No.	Per km	No.	Per km	No.
<b>Road crossings</b> (numbers in brackets are for major roads included in the total)								
Trent (Stafford)	16.7	8 (2)	0.48	17	1.02	19 (1)	1.14	0
Tame & Coventry Canal	11.1	3 (1)	0.27	8 (1)	0.72	9 (2)	0.81	n/a
Trent (Burton)	14.7	3	0.20	13 (2)	0.88	10	0.68	9
Dove & Churnet	26.0 (20.7 for rail)	8 (2)	0.31	n/a	n/a	8	0.37	11
Trent (Derby)	19.0	4 (1)	0.21	11 (1)	0.58	17	0.89	11
<b>Total</b>	<b>87.5</b> (82.2 for rail)	<b>26 (6)</b>	<b>0.30</b>	<b>49 (4)</b>	<b>0.56</b>	<b>63 (3)</b>	<b>0.77</b>	<b>31</b>
<b>Footpath, cycle track, etc. crossings</b> (numbers in brackets are for paths included in the river crossings total that are on weirs or fords, or those included in the total for crossings of major roads (A38 or A50) that are at-grade)								
Trent (Stafford)	16.7	7	0.42	11	0.66	13	0.78	2 (2)
Tame & Coventry Canal	11.1	0	0.00	6	0.54	3	0.27	0
Trent (Burton)	14.7	1	0.07	4	0.27	6	0.41	3 (1)
Dove & Churnet	26.0 (20.7 for rail)	5 (1)	0.19	n/a	n/a	3	0.14	6 (1)
Trent (Derby)	19.0	2 (1)	0.11	8	0.42	11	0.58	7
<b>Total</b>	<b>87.5</b> (82.2 for rail)	<b>15 (2)</b>	<b>0.17</b>	<b>29</b>	<b>0.33</b>	<b>36</b>	<b>0.44</b>	<b>18 (4)</b>
<b>All Crossings</b>								
Trent (Stafford)	16.7	15	0.90	28	1.68	32	1.92	2
Tame & Coventry Canal	11.1	3	0.27	14	0.72	12	0.81	0
Trent (Burton)	14.7	4	0.27	17	1.16	16	1.09	12
Dove & Churnet	26.0 (20.7 for rail)	13	0.50	n/a	n/a	11	0.53	17
Trent (Derby)	19.0	6	0.32	19	1.00	28	1.47	18
<b>Total</b>	<b>87.5</b> (82.2 for rail)	<b>41</b>	<b>0.47</b>	<b>78</b>	<b>0.89</b>	<b>99</b>	<b>1.20</b>	<b>49</b>

### ***Railway access***

- 3.1.5 The railway network (Figure 03) also largely follows the river valleys, but has lower connectivity, in that services are focussed on major urban centres rather than providing local connections. Indeed, the line following the Trent valley from Tamworth to Stafford is the West Coast Main Line. It is expected to be joined by the planned High Speed 2 (HS2), which will be less useful for access to and within the Landscape. Journeys between the reaches of the rivers making up the Landscape require interchange outside the area, e.g. a trip from Uttoxeter to Burton requires a change in Derby; Burton to Lichfield changes at Tamworth and Lichfield Trent Valley stations. There is a long-standing proposal for reopening the currently freight-only line from Burton to Leicester to passenger traffic, which could provide stations at Swadlincote, Ashby-de-la-Zouch and Coalville, but the economic case for reopening has not yet proven attractive<sup>7</sup>.
- 3.1.6 Most stations in or close to the Landscape are therefore interchange points for onward travel into the Landscape by other means, whether bus, cycle, foot or taxi. The quality of this interchange varies considerably. Stafford station has adjacent bus stops for Arriva 825 to Lichfield, complete with seating and shelters, whereas only some routes pass Burton station, and waiting facilities are much poorer: no seats and a tired shelter for one direction only.
- 3.1.7 The railway, like the roads and river, can also form a barrier to more local movement on foot, as crossing points are limited and usually necessitate a change in level. The impact of HS2 is considered in section 3.2 below.
- 3.1.8 The railway running along the northern reaches of the Landscape (Uttoxeter to Derby) forms part of the North Staffordshire Line (Crewe-Stoke-on-Trent-Derby), operated by East Midlands Trains, which is a Designated Community Rail Service. A Community Rail Partnership exists to help promote and develop the line, and this organisation would be a useful ally in promoting rail access to this part of the Landscape<sup>8</sup>.

### ***Bus access***

- 3.1.9 Bus services are surprisingly sparse given the density of towns and villages in the area (see Figure 03) They also tend to follow main routes, although not necessarily river valleys. This means, in particular, that places in the Needwood area, between the Trent and Dove valleys, are connected to Uttoxeter and Burton by a regular bus service, but not the Trent Valley Landscape closer to them, nor indeed their nearest railway stations. There is a demand-responsive bus service (Needwood Forest Connect) operating in this area that provides such links, but this is not well promoted to visitors or locals, requires booking the previous weekday and may not provide the timings visitors expect. Another such service (Lichfield & Rugeley Village Connect) makes some connections away from scheduled service routes on the south periphery of the Landscape. It is also not clear whether buses will stop between settlements to provide access to e.g. rural nature reserves and Footpaths providing access to the rivers or canals.
- 3.1.10 Sunday is the day of the week with the poorest service; the network is smaller and services are less frequent. A bus every hour is a reasonable rural service, but Sunday services are frequently no better than every two hours, where they exist. Of the 84 Landscape points of access identified (below), 31 have a daily hourly bus service on at least one route, 8 have an hourly service that reduces to two-hourly on Sundays, 15 have an hourly service on weekdays and none on Sundays, 12 have a more limited service than this, and 18 have no bus service at all.
- 3.1.11 Furthermore, only the larger places have frequent buses on more than one route and 12 of the places with reasonable Monday-Saturday services have reduced or no service in the evenings, which if nothing else makes it difficult for visitors to round the day off in a local pub.

### ***Cycle access***

- 3.1.12 Cycle routes are difficult to assess from a desk-based study, as even using Streetview, it is difficult to assess the safety, convenience and attractiveness of country roads. Information on promoted cycle routes (which are presumed to be relatively safe, although not necessarily attractive or

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<sup>7</sup> AECOM (2016) *Leicester – Burton Rail Passenger Service: Final Report*, Leicestershire County Council and North-West Leicestershire District Council.

<sup>8</sup> See: [www.northstaffsrail.org.uk](http://www.northstaffsrail.org.uk).

convenient) have been received for Derbyshire, but not for the Staffordshire part of the study (see Figures 10-10f).

3.1.13 The canal towpath is available to cyclists in part, but not consistently. The towpath tends to be narrow, difficult to negotiate under bridges, for many disconcertingly close to the water, and potentially impeded by boat-related and angling activities.

3.1.14 There are National Cycle Network routes in the area:

- NCN 54 from Lichfield towards Derby, although significant parts of this are alongside the A38;
- NCN 549 from north of Rocester towards Derby, mostly on-road, with a link into Uttoxeter alongside the A50;
- Joint NCN 54, 549 and 68 from Etwell to Derby, mostly off-road;
- NCN 6 (Cloud Trail) from Derby to Melbourne and Loughborough, mostly off-road until south of Melbourne;
- Partial NCN 63 from Burton upon Trent towards Swadlincote and Leicester;
- NCN 66, an on-road ring around Derby.

3.1.15 These provide a degree of strategic access and in some cases penetration of the Landscape, but access to the river, canal and attractions depends upon local links and the availability of cycle parking. The latter is sparsely provided in the Landscape and, whilst informal parking may be available (e.g. fences and railings), this is not knowable in advance and may indeed not be appropriate, perhaps causing obstruction to footways or being insecure.

#### ***Pedestrian access***

3.1.16 Walking is the essential form of transport for exploring the Landscape, even if only from a car park. Informal access to the Landscape on foot, and access to specific attractions, is limited by the relatively sparse Public Rights of Way (PRoW) network in the Landscape itself, as stands out from the Ordnance Survey map and the Access map (Figures 10-10f). This is doubtless a result of the Landscape being essentially the floodplain of meandering rivers, with guaranteed dry routes rare. The area between King's Bromley, Fradley and Alrewas is unusually well-served compared to elsewhere in the Landscape, but still has significant gaps and lacks connections to the west.

3.1.17 The lack of river crossing also means that the smaller roads in the Landscape are more heavily trafficked than they might otherwise be, further limiting foot access.

3.1.18 Observations on the familiarisation visit suggest that PRoW signage is highly variable in the Landscape.

#### ***Significant Points of Access and Access Opportunity Areas***

3.1.19 84 significant or potentially significant points of access to the Trent Valley Landscape were identified, spread along the Landscape, together with their public transport connectivity and any availability of public parking and other facilities useful to visitors. Their links with the rivers, canals and visitor attractions in the Landscape were then noted. The results of this exercise are presented in Appendix 2 and Figure 04. They provide a closer focus for the discussion in the previous section and corroborate its findings at the Landscape scale.

3.1.20 These points of access varied in scale from small villages and rural transport nodes, to Burton-upon-Trent town centre, and from communities close to the Landscape to visitor attractions already bringing people to it.

3.1.21 These places almost all provide some degree of access into the Landscape, but usually of a limited kind. Where the access point is close to a canal, the access is generally better, in that the towpath provides a route along the waterway (if of varying status), whereas river access is more likely to be tangential, giving a view of the river rather than direct access. Similarly, access on foot to nearby attractions is limited, frequently necessitating the use of busy roads, not all of which have verges. This reflects the paucity of Public Rights of Way in the Landscape itself.



3.1.22 The points of access themselves are of varying accessibility, particularly by public and non-motorised transport, as discussed in the previous section. Appendix 3 focusses on groupings of access points, or access opportunity area, where further work would be fruitful.

***Access from main urban centres***

3.1.23 The main routes into the Landscape are not designed for that purpose. Two options are available, by whatever form of transport: enter the Landscape via a well-connected point of access and explore from there, or to take a roundabout route to enter the Landscape at a point closer to one's desired destination. A response to this could also be twofold:

- exploit well-connected points of access as honeypots; and
- develop better links around and within the Landscape.

3.1.24 The latter would logically prioritise foot, cycle and bus links (as the Landscape is already dominated by motor traffic), but also seek to develop better rail connectivity where appropriate and where opportunities arise, such as:

- working with the train operating company to explore possibilities for increased stops at Willington;
- with the North Staffordshire Line Community Rail Partnership to develop access at Uttoxeter and Tutbury & Hatton stations;
- with train operating companies, bus companies and local authorities to improve interchange at stations, particularly Rugeley Trent Valley, Lichfield Trent Valley, Tamworth, Burton-upon-Trent and Uttoxeter; and
- with those promoting the Leicester-Burton line reopening.

## 3.2 The impact of planned and proposed developments

3.2.1 Information on currently planned and proposed developments has been collated and is shown in Figures 11-11f. This figure includes GIS-based data from Staffordshire County, East Staffordshire District, Lichfield District and on the Trent Valley Way, canal restoration and HS2 projects. Where GIS data is not available, other published information has been included, particularly from Derbyshire County, along with information on proposals for Brookhays and the Leicester-Burton railway reopening.

3.2.2 There are however gaps in this data as regards housing schemes in the other districts. The impacts of these developments are considered in this section, save for the Trent Valley Way and the canals, which have their own chapters (4.7 and 4.8). The points here are limited to impacts on audience development and access, as this Audit is not in a position to comment on the impacts of developments on habitats or landscape, save in as much as there would be a clear effect on tourism.

### ***HS2***

3.2.3 The planned route of HS2 cuts across the Landscape from Hilliard's Cross to Pipe Ridware, running between Handsacre and King's Bromley, and including a spur to join the existing West Coast Main Line south-east of Handsacre<sup>9</sup>. It also runs close to the Landscape from Great Haywood to Tamworth. Very detailed work has been done on its impact on transport, both during construction and in its finished state<sup>10</sup>, and Staffordshire County Council is engaged in this process.

3.2.4 The route affects numerous roads, lanes and Public Rights of Way (PRoW) both within the Landscape and which provide access to the Landscape. The majority are proposed for diversion, although some for closure, and this Access Audit is not at a level of detail sufficient to assess the actual access impact of what is proposed, depending as that impact does on the quality, safety and convenience of both the existing and diverted roads and PRoW.

3.2.5 The line will inevitably result in a major change to the Landscape and its aesthetics, thus affecting tourism potential, but this Audit cannot comment on its impact on the ecological or economic impact on the places people would be visiting.

### ***Burton-Leicester railway reopening***

3.2.6 This is a long-standing proposal for reopening the freight-only line from Burton to Leicester to passenger traffic, which could provide stations at Swadlincote, Ashby-de-la-Zouch and Coalville, but the economic case for reopening<sup>11</sup> has not yet proven attractive. Were this proposal to come about, it would improve strategic access by rail to the Landscape from the east, providing a significantly better option for people in Leicester, Colville, Ashby-de-la-Zouch and Swadlincote. It would be a major asset for developing the tourist potential of the Landscape. However, the route ends at Burton upon Trent station, which has very poor facilities for interchange with the bus routes which serve it and the Landscape, and poor wayfinding (signs and legibility) for the onward journey to the canal and river. It would make sense for the TTTV Landscape Partnership to work with the promoters of the scheme and, should it come to fruition, with train operating companies, bus companies and local authorities to improve interchange and onward travel at Burton station in particular.

### ***Housing***

3.2.7 Significant housing developments (including mixed-use, 'urban extensions') are planned at Fradley (north of Lichfield), west and south of Branston (south Burton), opposite Branston at Drakelow, at Horninglow and Outwoods (north-west Burton), in Tutbury, around the southern suburbs of Derby, and around Uttoxeter. The impacts of these developments are suggested in Table 3 below, together with suggested measures to exploit the potential.

<sup>9</sup> The West Midlands to Leeds branch of HS2 is not shown in the figure as it will have limited impact on access to the Landscape, running along the M42/A42 corridor from south of Tamworth to Nottingham, via Ashby-de-la-Zouch.

<sup>10</sup> ARUP, ERM and WSP (2017) *High Speed Rail (West Midlands - Crewe), Environmental Statement, Volume 5: Map book: Traffic and Transport (TR-03, TR-04 & TR-08)*, High Speed Two (HS2) Limited.

<sup>11</sup> AECOM (2016) *Leicester – Burton Rail Passenger Service: Final Report*, Leicestershire County Council and North-West Leicestershire District Council.

3.2.8 In general, the increase in numbers close to the Landscape represents an audience that could be developed for the benefit of sustainable access to the Landscape. As well as specific local opportunities, it would be worth working with local authorities and developers to provide information to new residents about the Landscape and access to it.

***Brookhay***

3.2.9 A proposal exists from Barratt Developments for a 7500-home, two-centre complex, to be called Brookhay<sup>12</sup>. Brookhay Garden Village would be situated east of the A38, opposite Fradley. Brookhay Waterside, a residential, business and leisure complex, would be north-east of Alrewas, again east of the A38. There would be approximately two kilometres between them, including the National Memorial Arboretum and the A513.

3.2.10 Intended to include everyday facilities, leisure and employment, together with internal traffic-free foot and cycle routes, improved bus services and one or two new railway stations<sup>13</sup>, the development would ostensibly be designed to reduce the need to travel and for car use. On the other hand, the promoters see an upgrade to the adjacent A38 as key to the scheme, which, along with the distance between the two sites, two railway stations and proposals for facilities to attract people to Brookhay (a business hub, hotels and a water-sports centre), would work in the other direction. It is understood that the scheme has yet to win local authority support.

3.2.11 However, taking the sustainability claims and resource expectations of the scheme at face value, it would be possible to develop a vision whereby Brookhay not only achieves its own aims, but also contributes to the access and leisure needs of the broader Landscape, the National Memorial Arboretum included. It could do this by forging better links with the surrounding communities, rather than emphasising its physical separation from them by the A38<sup>14</sup>.

3.2.12 In addition to the proposed bus links, Fradley, Brookhay Garden Village, the National Memorial Arboretum, Brookhay Waterside and Alrewas could be linked together with off-road paths on 'green bridges'<sup>15</sup> over the A38 and A513, which would also solve the problem of crossing the A38 for the Trent Valley Way and National Forest Way. An off-road link across the river Tame and the railway to Croxall Lakes, Croxall village and beyond could usefully be included in the package.

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<sup>12</sup> Barratt Developments PLC and Urbed (2015) *Brookhay*, second edition.

<sup>13</sup> The resource needs for these and re-establishing a service from Lichfield are not mentioned.

<sup>14</sup> Barratt Developments PLC and Urbed, *op. cit.*

<sup>15</sup> 'Green bridges' are substantial structures carrying wildlife habitat across, usually, major roads, with provision for traffic-free foot and cycle links as well. Perhaps the best known green bridge in the UK has carried Mile End Park across Mile End Road in East London since 2000.

**Table 3: Impacts of known housing developments on the landscape**

Location	Audience impacts	Access impacts	Useful measures
<b>Fradley (in progress)</b>	Increase in canal visits at Fradley Junction.	Limited.	Ensure Footpaths are maintained and opportunities for enhancement of pedestrian facilities on local lanes are taken.
<b>South of Branston (in progress)</b>	Increase in visits to Branston Water Park and the canal, and use of the National Forest Way and the Way for the Millennium.	The development covers the footpath that forms the National Forest Way.	Ensure National Forest Way Footpath is enhanced and a suitable diversion route is available during construction.
<b>West of Branston (in progress)</b>	Increase in visits to Branston Water Park and the canal, and use of the National Forest Way, the Way for the Millennium and NCN 54, as well as Tatenhill woods and hills.	The development straddles the canal and covers the bridleway that forms NCN 54.	Ensure NCN 54 and Footpaths into Tatenhill woods are enhanced and suitable diversion routes are available during construction.
<b>Drakelow</b>	Increase in visits to DWT Drakelow and the river.	Proposed new bridge from the development to Branston.	Ensure the new bridge is convenient and attractive to walkers and cyclists.
<b>Horninglow &amp; Outwoods</b>	Limited.	None.	
<b>Tutbury (in progress)</b>	Limited – small site.	None.	
<b>South Derby (in progress)</b>	Increase in visits to the Landscape, canal and river south of Derby, and use of the Trent Valley Way. Possible increase in visits to DWT Willington.	Limited.	Opportunities for improving foot and cycle crossings of the A50 could be sought.
<b>West and south of Uttoxeter (in progress)</b>	Some increase in visits to the river Dove above and below Uttoxeter.	None.	
<b>General</b>	Increase in visits to the Landscape.	Increased demand could help improve access facilities and services if the audience is developed.	Work with local authorities and developers to provide information to new residents about the Landscape and access to it.

### *Quarrying*

- 3.2.13 The sands and gravels of the Trent Valley floodplain are of unsurprising interest to the aggregates industry. Much has already been quarried and significant quarrying is in progress, with further large sites allocated, particularly in the Derby stretch of the valley. Most of the floodplain in the Burton stretch of the Trent Valley that is not under development is either active, former or planned quarries. However, quarries can become important wildlife reserves following restoration, as with Branston Water Park, DWT Willington, DWT Drakelow and SWT Croxall, and SWT is working with the aggregates industry at Tucklesholme to create a purpose-designed reserve.
- 3.2.14 By its nature, aggregates extraction erases surface features, the traditional landscape and access routes included. However, there are relatively few Public Rights of Way in the affected areas anyway, and the increasing involvement of conservation organisations helps to ensure that new and improved access is provided. There is therefore a long-term opportunity to increase the number and density of routes into and around the Landscape where quarrying occurs, bearing in mind the loss of the traditional landscape that is inevitable in the process.

### 3.3 Visitor facilities in the Landscape

3.3.1 Where non-travel facilities, useful and available to general visitors are known, they are listed in Appendix 4. The present study has not been able to ascertain detailed information on e.g. opening times, product range, food availability (in pubs), disabled access, etc. In addition, facilities for canal-boat users are shown in Appendix 5. In the latter case, it should be noted that toilet pumping out, laundry, recycling and composting facilities are available at none of these points, and none are lit.

#### ***Gaps in the provision of visitor facilities***

3.3.2 The tables show the spread of visitor facilities, and that there are gaps in provision.

- Facilities are, as is to be expected, concentrated in larger settlements and at the larger visitor attractions. Their provision in smaller centres is a reflection of general rural service provision, which is necessarily outside the scope of this audit.
- The facilities listed are those evident to a desk study, so that detailed corroboration is necessary before embarking on remedial measures. For instance, many local shops now have cash machines (if ones that charge).
- There is, however, a clear lack of basic facilities, such as toilets, shops and cafés, in the following areas of the Landscape:
  - between Yoxall and Alrewas, north of the river Trent;
  - north of Tamworth;
  - along the river Trent, south of Derby.
- Provision for boat users on the canals appears limited, with a distinct lack of toilet, toilet pumping-out, showering, laundry, refuse, recycling and composting facilities. Lighting is also absent, but whether this is a good or bad thing will depend on the balance between user needs and expectations, and light pollution.
- A further study of facilities available to visitors could be undertaken to corroborate the apparent gaps and find ways of mitigating them.

### 3.4 Audience and access development and promotion

- 3.4.1 The Icarus visitor perception study<sup>16</sup> has provided some useful information on visitor viewpoints. It was carried out using Survey Monkey, largely during October 2017, backed up by face-to-face interviews at relatively urban attractions in the Burton area: Brook Hollows Spinney, Burton Washlands and Barton Marina, on one Sunday. The report itself considers that visitors to the Wolseley centre may be relatively highly represented, as the Staffordshire Wildlife Trust was the main promoter of the survey.
- 3.4.2 211 responses were received, only 4.7% of whom were had not visited the study area in the last five years, so that the non-user responses are of limited reliability. Post-code data was elicited, but has not been collated in a detailed fashion, merely in terms of county and distance to the study area (95.3% from within ten miles of the study area, including 23.5% from within it). Time has not allowed these data to be applied in a geographical meaningful manner in the present audit, but post code area data is important for understanding which *places* people come from and therefore where existing audiences are and where gaps exist (e.g. there may be access reasons why fewer people come from town x than town y). However, the sample size here, and the apparent localizations of visiting, reduces the usefulness of the exercise with the current data set.
- 3.4.3 Respondents were presented with a predetermined list of key attractions, which may have skewed responses (as people do not necessarily write in other places when they can simply tick existing boxes), and the indicated level of visiting the Wolseley Centre, Croxall Lakes, Burton Washlands, Brook Hollows Spinney and Barton Marina, and indeed wildlife sites in general, could well be enhanced by the fact that the SWT was the main distributor and by the locations of the face-to-face surveys. The latter may also mean that the proportion of dog-walking and short walks as leisure activities are over-stated. The time frame of five years also means that visits to Tucklesholme are likely to be over-represented. There is no information on frequency of visitors to individual attractions.
- 3.4.4 The report is of most use in identifying visitors' views about provision and what they like and dislike about the study area. However, respondents were presented with a tick-box list of things that might encourage them to visit the study area for recreation more frequently, which can skew responses and ask more questions than are answered. In particular, "more interesting things to do" gives no indication of what things these might be, and "organised trips from my community" can be interpreted in various ways, as applying to geographic, interest or ethnic communities. This latter may also be a 'nice to have' option that people tick when they see it, without basis in respondents' actual propensity to use it, as may "more family orientated activities". Similarly, "improved water quality" could be supported by anyone, but pollution and water quality were only mentioned by two respondents to the question about their dislikes, and one of these specifically referred to Brook Hollows Spinney. The detailed responses also show detail that appears to have been missed in the collation into headline categories, so that the following discussion does not rely on the percentages quoted in the Icarus report.
- 3.4.5 The main concerns expressed by visitors were as follows.
- Traffic impacts (noise, disturbance, *etc.*).
  - Congestion and lack of parking.
  - Limited public transport options.
  - Poorly maintained, littered (including dog mess) and muddy paths.
  - Poor signage.
  - Lack of access to the river for walking.
  - Lack of access for other pursuits (e.g. canoeing).
  - Poor cycle access.
  - Poor access for disabled people.
  - Conflicts between walking and cycling, especially on canal towpaths.
  - Insufficient basic visitor facilities.

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<sup>16</sup> Icarus (2017) *Transforming the Trent Valley Visitor Perception Survey Report*.

- Too many formal attractions and development, *versus*...
- Insufficient formal attractions.
- Poor information about what is available and where.

3.4.6 Specific suggestions for improvements were fewer, but reflect the above issues, with the potentially conflicting views shown.

- Retention and enhancement of beauty, tranquillity and semi-natural habitats, with low-impact activities.
- The restriction of development (e.g. marinas and other leisure facilities, formal visitor attractions, quarrying, housing, HS2).
- More attractions.
- More options for basic needs, such as refreshments and toilets.
- More and improved walking routes (including boardwalks).
- Improved path maintenance and litter clearance.
- More and improved cycle routes.
- Better, but sensitive, signage for foot and cycle routes, and to attractions.
- Attention to conflicts between cyclists and walkers.
- Better access for disabled people.
- Greater access to the rivers.
- More public transport options (especially on Sundays).
- More access points for canoeing, etc.
- More car parking.
- Better information on what is available and where.
- More interpretation, especially about historical heritage.

3.4.7 Some people had ideas for access at specific locations.

- A crossing over the river between the Wolseley Centre and the Footpath on the canal towpath.
- A path between Barton-under-Needwood and the National Memorial Arboretum.
- Activities to encourage people onto the Washlands from Burton town centre.

3.4.8 Whilst there are inevitable conflicts in the above issues and suggestions, there is a general match with issues and opportunities identified by the analysis of access opportunity areas in the present audit, as presented in Appendix 3 and the list of ideas for improvements and further work in Table 17 (section 6).

3.4.9 More information about potential audience and visitor groups can be found in section 3.5, below, which presents information from the 2011 Census of relevance to visitor demographics and access, including wards of particular interest for specialist outreach work.

### 3.5 User groups, origins and needs

3.5.1 The 2011 Census data, for the TTTV area and roughly 10 km around it, reveal a number of points of relevance to visitor demographics and access, including wards of particular interest for specialist outreach work. These have been identified in the tables below, and on a series of maps (Figures 12.1 to 12.6). (It should be noted that wards have changed in a number of places since 2011; the 2011 wards across the area of analysis are shown in Figure 12.)

#### *Age*

3.5.2 Age distribution is fairly uniform across the Census sample area, with an overall average age of 39.9 years. The data does show an above average proportion of people in the 20-30 age groups in wards in Burton-upon-Trent, which will now be registering in the 30-44 age group, assuming no significant demographic changes since 2011. Younger age groups in those wards do not stand out.

#### *Car ownership (Figure 12.1)*

3.5.3 The percentage of households with no cars or vans is a proxy for effective car ownership levels, of more use than the number of cars per household or per head of population. Cars may be shared by drivers within households, other household members are frequently driven by the driver(s), and the availability of a car can be expected to be a very strong influence on its use for leisure trips in particular. Those without cars are excluded from access to many leisure destinations and, furthermore, areas with low car ownership are therefore likely to be more productive in terms of promoting non-car access to a visitor attraction, other things being equal.

**Table 4: Wards with one quarter or more no-car households in 2011\***

District	Ward	Households with no car (%)
Cannock Chase	E05006903 : Cannock East	30.0
Cannock Chase	E05006904 : Cannock North	31.7
Cannock Chase	E05006905 : Cannock South	31.2
Derby	E05001767 : Abbey	40.4
Derby	E05001769 : Alvaston	32.7
Derby	E05001770 : Arboretum	55.0
Derby	E05001772 : Boulton	30.4
Derby	E05001773 : Chaddesden	25.0
Derby	E05001775 : Darley	32.6
Derby	E05001776 : Derwent	36.3
Derby	E05001778 : Mackworth	34.5
Derby	E05001780 : Normanton	43.7
Derby	E05001782 : Sinfin	37.2
East Staffordshire	E05006918 : Anglesey	36.2
East Staffordshire	E05006922 : Burton	38.6
East Staffordshire	E05006925 : Eton Park	32.1
East Staffordshire	E05006927 : Horninglow	28.8
East Staffordshire	E05006930 : Shobnall	38.0
East Staffordshire	E05006931 : Stapenhill	34.4
Erewash	E05003370 : Derby Road East	32.5
Erewash	E05003376 : Kirk Hallam	33.3
Erewash	E05003383 : Sandiacre North	24.9
Lichfield	E05006945 : Chadsmead	28.0



Lichfield	E05006949 : Curborough	24.6
Lichfield	E05006961 : Stowe	24.5
North West Leicestershire	E05005518 : Coalville	26.2
North West Leicestershire	E05005519 : Greenhill	25.2
Stafford	E05007017 : Common	29.7
Stafford	E05007018 : Coton	31.3
Stafford	E05007020 : Forebridge	33.4
Stafford	E05007024 : Highfields and Western Downs	29.1
Stafford	E05007026 : Littleworth	25.2
Stafford	E05007027 : Manor	28.3
Stafford	E05007030 : Penkside	26.4
Tamworth	E05007069 : Castle	29.3
Tamworth	E05007070 : Glascote	25.2
Tamworth	E05007071 : Mercian	25.5

*\* A cut-off of 24.5% has been used, as the data groups in this way*

### ***Commuting by non-car means (Figure 12.2)***

3.5.4

There are many factors that influence choice of means of travel, including location of origin and destination, levels of traffic and congestion, availability of a car, parking or bus service, price, convenience, terrain, *etc.*, and people's choice of transport can vary according to journey purpose. However, a higher level of commuting by non-car means of travel can suggest a greater propensity to use those forms of transport for non-work journeys. Significant bus, bicycle and foot commuting are shown in the table below. (Use of rail is at lower levels and would be less likely to indicate a propensity for train travel locally.)

**Table 5: Wards with significant levels of travel to work by bus in 2011**

District	Ward	Commuters by bus (%)
Derby	E05001767 : Abbey	10.1
Derby	E05001769 : Alvaston	12.4
Derby	E05001770 : Arboretum	12.6
Derby	E05001772 : Boulton	11.2
Derby	E05001773 : Chaddesden	10.1
Derby	E05001776 : Derwent	12.7
Derby	E05001780 : Normanton	11.3
Derby	E05001782 : Sinfin	11.6
Erewash	E05003370 : Derby Road East	10.9
Erewash	E05003383 : Sandiacre North	10.5

**Table 6: Wards with significant levels of travel to work by bicycle in 2011**

District	Ward	Commuters by bicycle (%)
Derby	E05001769 : Alvaston	6.1
Derby	E05001772 : Boulton	6.2
East Staffordshire	E05006918 : Anglesey	5.5
East Staffordshire	E05006922 : Burton	5.8
East Staffordshire	E05006931 : Stapenhill	5.5
Erewash	E05003370 : Derby Road East	6.2
Erewash	E05003371 : Derby Road West	5.6
Erewash	E05003385 : Sawley	5.9
Erewash	E05003388 : Wilsthorpe	5.2
Stafford	E05007017 : Common	5.8

**Table 7: Wards with significant levels of travel to work on foot in 2011**

District	Ward	Commuters on foot (%)
Cannock Chase	E05006902 : Brereton and Ravenhill	11.5
Cannock Chase	E05006903 : Cannock East	10.9
Cannock Chase	E05006904 : Cannock North	10.6
Cannock Chase	E05006905 : Cannock South	17.2
Cannock Chase	E05006906 : Cannock West	11.6
Cannock Chase	E05006908 : Hagley	11.5
Cannock Chase	E05006916 : Western Springs	12.0
Derby	E05001767 : Abbey	25.5
Derby	E05001769 : Alvaston	11.1
Derby	E05001770 : Arboretum	27.1
Derby	E05001773 : Chaddesden	10.2
Derby	E05001775 : Darley	22.2
Derby	E05001776 : Derwent	12.4
Derby	E05001777 : Littleover	10.0
Derby	E05001778 : Mackworth	19.9
Derby	E05001780 : Normanton	19.0
Derby	E05001782 : Sinfyn	14.3
Derbyshire Dales	E05003353 : Doveridge and Sudbury	11.7
East Staffordshire	E05006918 : Anglesey	22.1
East Staffordshire	E05006919 : Bagots	10.5
East Staffordshire	E05006922 : Burton	25.9
East Staffordshire	E05006923 : Churnet	14.9
East Staffordshire	E05006924 : Crown	15.7
East Staffordshire	E05006925 : Eton Park	16.8
East Staffordshire	E05006926 : Heath	14.5

District	Ward	Commuters on foot (%)
East Staffordshire	E05006927 : Horninglow	17.2
East Staffordshire	E05006930 : Shobnall	25.5
East Staffordshire	E05006931 : Stapenhill	12.4
East Staffordshire	E05006933 : Town	16.5
East Staffordshire	E05006936 : Winhill	11.0
Erewash	E05003370 : Derby Road East	14.9
Erewash	E05003371 : Derby Road West	10.1
Erewash	E05003376 : Kirk Hallam	10.8
Lichfield	E05006941 : Boley Park	10.0
Lichfield	E05006943 : Bourne Vale*	20.6
Lichfield	E05006945 : Chadsmead	17.2
Lichfield	E05006949 : Curborough	13.8
Lichfield	E05006954 : Leomansley	10.1
Lichfield	E05006961 : Stowe	18.4
NW Leicestershire	E05005513 : Ashby Holywell	17.9
NW Leicestershire	E05005514 : Ashby Ivanhoe	12.8
NW Leicestershire	E05005518 : Coalville	16.8
NW Leicestershire	E05005522 : Kegworth and Whatton	11.2
NW Leicestershire	E05005527 : Snibston	11.7
South Derbyshire	E05008812 : Hatton	10.2
South Derbyshire	E05008815 : Melbourne	12.1
South Derbyshire	E05008818 : Repton	10.6
South Derbyshire	E05008821 : Swadlincote	10.5
Stafford	E05007017 : Common	23.0
Stafford	E05007018 : Coton	25.7
Stafford	E05007020 : Forebridge	25.7
Stafford	E05007024 : Highfields & Western Downs	11.1
Stafford	E05007025 : Holmcroft	12.7
Stafford	E05007026 : Littleworth	28.6
Stafford	E05007027 : Manor	10.9
Stafford	E05007028 : Milford	16.0
Stafford	E05007031 : Rowley	12.4
Stafford	E05007036 : Tillington	10.7
Staffordshire Moorlands	E05007049 : Cheadle North East	14.1
Staffordshire Moorlands	E05007050 : Cheadle South East	12.6
Staffordshire Moorlands	E05007051 : Cheadle West	12.2
Tamworth	E05007069 : Castle	12.7
Tamworth	E05007071 : Mercian	11.9
Tamworth	E05007072 : Spital	13.4

\* Note: Bourne Vale ward includes an army barracks in an otherwise rural area, which may explain the figure here.

**Employment levels and social grade (disposable income) (Figure 12.3)**

3.5.5

Levels of employment and “approximated social grade” can serve as a proxy for disposable income, which could be used in leisure pursuits, tourism, eating out, *etc.* The overall levels of people (aged 16-74) in employment across the sample area show little variation and average at 63.4%. Social grade is approximated from the income of the person in each household who completes the census form (the “household reference person”: a relic of the (mostly) out-dated concept of the “head of household”). Areas with low and high numbers of households in the top socio-economic grades, A & B, can therefore stand as rough proxies for low and high levels of disposable income respectively. This is useful in targeting areas with 1) low levels of disposable income (low A & B), for social inclusion outreach, and 2) those with high levels of disposable income (high A & B), for higher-end tourism audience development.

**Table 8: Wards with low levels of socio-economic grades A&B in 2011**

District	Ward	Household reference persons in SE grades A & B (%)
Cannock Chase	E05006903 : Cannock East	8.3
Cannock Chase	E05006904 : Cannock North	7.1
Cannock Chase	E05006905 : Cannock South	8.8
Derby	E05001770 : Arboretum	9.7
Derby	E05001776 : Derwent	8.3
Derby	E05001780 : Normanton	7.2
Derby	E05001782 : Sinfyn	8.0
East Staffordshire	E05006930 : Shobnall	9.7
East Staffordshire	E05006931 : Stapenhill	8.7
Erewash	E05003376 : Kirk Hallam	8.3
South Derbyshire	E05008817 : Newhall and Stanton	9.7
Tamworth	E05007070 : Glascote	9.0

**Table 9: Wards with high levels of socio-economic grades A&B in 2011**

District	Ward	Household reference persons in SE grades A & B (%)
Amber Valley	E05003300 : South West Parishes	42.0
Derby	E05001768 : Allestree	37.3
Derby	E05001775 : Darley	32.0
Derby	E05001777 : Littleover	37.7
Derby	E05001779 : Mickleover	30.9
Derbyshire Dales	E05003346 : Brailsford	38.8
Derbyshire Dales	E05003350 : Clifton and Bradley	35.9
Derbyshire Dales	E05003353 : Doveridge and Sudbury	30.5
Derbyshire Dales	E05003362 : Norbury	37.0
East Staffordshire	E05006917 : Abbey	32.2
East Staffordshire	E05006919 : Bagots	36.8
East Staffordshire	E05006924 : Crown	33.7
East Staffordshire	E05006928 : Needwood	36.0
East Staffordshire	E05006929 : Rolleston on Dove	37.6
Erewash	E05003377 : Little Eaton and Breadsall	37.3
Lichfield	E05006939 : Alrewas and Fradley	36.3
Lichfield	E05006941 : Boley Park	41.0
Lichfield	E05006943 : Bourne Vale	31.7
Lichfield	E05006948 : Colton and Mavesyn Ridware	31.4
Lichfield	E05006952 : Highfield	35.0
Lichfield	E05006953 : King's Bromley	36.6
Lichfield	E05006954 : Leomansley	42.0
Lichfield	E05006955 : Little Aston	48.3

District	Ward	Household reference persons in SE grades A & B (%)
Lichfield	E05006956 : Longdon	37.0
Lichfield	E05006957 : Mease and Tame	36.0
Lichfield	E05006959 : Shenstone	37.5
Lichfield	E05006958 : St John's	42.2
Lichfield	E05006960 : Stonnall	33.4
Lichfield	E05006963 : Whittington	36.2
NW Leicestershire	E05005511 : Appleby	35.7
NW Leicestershire	E05005512 : Ashby Castle	47.3
NW Leicestershire	E05005513 : Ashby Holywell	30.5
NW Leicestershire	E05005514 : Ashby Ivanhoe	31.2
NW Leicestershire	E05005516 : Breedon	33.6
NW Leicestershire	E05005526 : Ravenstone and Packington	30.8
NW Leicestershire	E05005529 : Valley	30.8
South Derbyshire	E05008809 : Aston	36.8
South Derbyshire	E05008811 : Etwall	39.6
South Derbyshire	E05008813 : Hilton	35.6
South Derbyshire	E05008815 : Melbourne	35.2
South Derbyshire	E05008818 : Repton	43.7
Stafford	E05007014 : Baswich	30.8
Stafford	E05007015 : Chartley	39.8
Stafford	E05007028 : Milford	41.3
Stafford	E05007029 : Milwich	34.7
Stafford	E05007031 : Rowley	36.1
Stafford	E05007038 : Weeping Cross	33.7
Staffordshire Moorlands	E05007039 : Alton	32.8

***Ethnicity, language and religion (Figures 12.4-12.6)***

3.5.6

People's ethnic background can affect their propensity for leisure travel in a variety of ways. The following general points can be made.<sup>17</sup>

- Immigrant communities have tended to be concentrated in urban areas and can feel that the countryside is distant, expensive to reach and in general not for them.
- In a connected fashion, there may be a perception that people from ethnic minorities would be made less welcome in the countryside, with a real fear of discrimination.
- Without a habit of visiting the countryside, practical barriers are also present, including cost and a lack of knowledge of the countryside itself, what clothing is appropriate, about what to expect there, and about transport links (including Public Rights of Way).
- Further barriers exist in terms of language (both for those whose knowledge of English is not developed and in terms of language not encountered in urban contexts) and a lack of culturally-appropriate facilities.
- Some groups have particular expectations in relation to travel and activities undertaken by women, such that unaccompanied travel becomes difficult and modes of dress appropriate to countryside and other leisure activities are difficult to reconcile with modesty needs.
- People of some backgrounds are more likely to wish to visit the countryside in groups rather than as individuals, couples or small families, whether because of a need for male accompaniment or a cultural preference for more social gatherings rather than the more 'Western' idea of 'getting away from it all'.
- Some immigrant groups have social attitudes that privilege having achieved certain socio-economic status, marked by such things as car ownership, which has a double impact: a

<sup>17</sup> See natural England (2005) "WHAT ABOUT US?" Diversity Review evidence – part one, CRN94 (available from: <http://publications.naturalengland.org.uk/publication/63060>), and Black Environment Network (2003) *Capturing Richness*, The Countryside Agency (available from: <http://publications.naturalengland.org.uk/publication/292346?category=60007>).

lower propensity to use public transport and a lower desire to undertake one of the commonest countryside activities: walking.

- 3.5.7 The Census data allow some analysis of ethnic and cultural background in the sample area. Overall levels of ethnic minority populations can be gauged by identifying wards with relatively low levels of white ethnicity (Table 11 below). The largest ethnic minority group *per se* is people of Asian background (Table 12 and Figure 12.4), principally the Indian sub-continent, with an emphasis on Pakistan. People of black ethnicity are in much lower numbers, but follow closely the distribution of Asian populations in this sample area.
- 3.5.8 Similarly, the largest professed non-Christian religion in the Census sample is Islam (Table 13 and Figure 12.5), which has specific (although variable) modesty requirements and expectations of women. Similar can be true of Sikh culture, the next largest religious affiliation given in the sample area (Table 14 and Figure 12.5). Further advice on religious matters, including on outreach into different communities, could be sought from local inter-faith groups and the Multi-faith Centre at the University of Derby.
- 3.5.9 Table 16, and Figure 12.6, show the wards with 10% or more households where no-one speaks English as a main language. This can be taken as a proxy for the extent of proficiency in the language. The table also includes the key non-English languages spoken in these wards, which is useful when considering expanding audience development. However, whilst these key languages are likely to cover most of the households in question, further local work will be needed to clarify which languages would be most valuable for resource prioritisation.

**Table 10: Wards with lower levels of white ethnicity in 2011**

District	Ward	People of white ethnicity (%)
Derby	E05001767 : Abbey	73.4
Derby	E05001770 : Arboretum	44.6
Derby	E05001771 : Blagreaves	67.3
Derby	E05001777 : Littleover	69.4
Derby	E05001780 : Normanton	41.9
Derby	E05001782 : Sinfen	71.0
East Staffordshire	E05006918 : Anglesey	64.5
East Staffordshire	E05006925 : Eton Park	74.2
East Staffordshire	E05006930 : Shobnall	66.4
South Derbyshire	E05008820 : Stenson	66.0

**Table 11: Wards with higher levels of Asian ethnicity in 2011**

District	Ward	People of Asian ethnicity (%)
Derby	E05001767 : Abbey	17.1
Derby	E05001770 : Arboretum	41.4
Derby	E05001771 : Blagreaves	22.6
Derby	E05001777 : Littleover	22.9
Derby	E05001780 : Normanton	42.5
Derby	E05001782 : Sinfen	14.8
East Staffordshire	E05006918 : Anglesey	28.9
East Staffordshire	E05006922 : Burton	11.6
East Staffordshire	E05006925 : Eton Park	20.9
East Staffordshire	E05006930 : Shobnall	28.6
Lichfield	E05006955 : Little Aston	17.1
South Derbyshire	E05008820 : Stenson	26.7
Stafford	E05007018 : Coton	12.6

**Table 12: Wards with significant Muslim populations in 2011**

District	Ward	People professing Islam (%)
Derby	E05001767 : Abbey	10.6
Derby	E05001770 : Arboretum	38.4
Derby	E05001780 : Normanton	33.3
East Staffordshire	E05006918 : Anglesey	27.3
East Staffordshire	E05006922 : Burton	10.0
East Staffordshire	E05006925 : Eton Park	19.9
East Staffordshire	E05006930 : Shobnall	27.5

**Table 13: Wards with significant Sikh populations in 2011**

District	Ward	People professing the Sikh faith (%)
Derby	E05001771 : Blagreaves	13.5
Derby	E05001777 : Littleover	12.6
Derby	E05001780 : Normanton	9.2
Derby	E05001782 : Sinfen	8.1
Lichfield	E05006955 : Little Aston	9.2
South Derbyshire	E05008820 : Stenson	20.6

**Table 14: Wards with 10% or more households where no-one speaks English as a main language (2011)**

District	Ward	Households where no-one speaks English as a main language (%)	Key languages spoken (at least 100 speakers) in size order
Derby	E05001770 : Arboretum	20.1	Urdu, Panjabi, Polish, Kurdish, Latvian, Slovak, Pakistani, Arabic, Bengali, Czech, Russian
Derby	E05001780 : Normanton	18.2	Urdu, Panjabi, Slovak, Polish, Kurdish, Pakistani, Latvian, Czech, Pashto
East Staffordshire	E05006918 : Anglesey	16.5	Polish, Urdu, Panjabi, Latvian, Russian
East Staffordshire	E05006922 : Burton	12.7	Polish
East Staffordshire	E05006930 : Shobnall	11.0	Urdu, Panjabi, Polish
Stafford	E05007018 : Coton	12.0	Nepalese

### ***Gender and sexuality***

- 3.5.10 Whilst there are particular things to consider in welcoming women visitors from some cultures, particularly their being alone in the presence of unrelated men, there is also the issue of the perception of risk and fear of discrimination. Different people experience different places and situations as threatening, and the differences are not necessarily gender-specific. However, many women in particular perceive dark and unpopulated routes as threatening, whereas brightly lit areas with boisterous crowds are experienced as threatening by others, of either gender.
- 3.5.11 Some people choose to drive in order to avoid environments or situations perceived as threatening when walking, cycling or using public transport, which in turn reduces the number of people using those forms of transport, potentially increasing the sense of risk for those who continue as well as the environmental footprint of the journey. The presence of clearly identifiable staff (including volunteers), where feasible, is an important aid in reducing anxiety. However, it can be the attitudes of staff that are the source of discomfort, perhaps especially for LGBT people. Diversity awareness training for staff is valuable in overcoming difficulties, which may be to do with unfamiliarity rather than malice.

### ***Disability***

- 3.5.12 The Census does not give much detail here, with people with long-term illness or disability which limits their day-to-day activities being fairly evenly spread around the sample area, averaging 18.6% of the population.
- 3.5.13 Disabilities affect access in a variety of ways. Ambulatory disabilities are perhaps the most obvious, ranging from difficulty walking very far and managing steps, to use of a wheelchair. These are the most significant from the perspective of planning and engineering access, as step-free, level or gently sloping routes are needed, with adequate turning and passing space, together with facilities (toilets, seating, counters, hides, *etc.*) designed to accommodate wheelchair users and extend the manageable range of those who cannot walk easily.
- 3.5.14 Visual disabilities are a spectrum; relatively few people are completely blind. Clear, unobstructed routes, with easily read signs (in which clarity of font and good contrast of e.g. black on white or yellow backgrounds are key) are most important. Attention must also focus on interpretation, however, as this is more important for people with visual disabilities. Braille is useful, but only serves a minority of people with visual disabilities. Further advice should be sought from specialised organisations such as RNIB and local disability groups.
- 3.5.15 Auditory disabilities are subtler, in that they are less easy to spot in visitors and affect the visitor's experience in different ways. Their enjoyment can be reduced by e.g. not hearing birdsong, although some hearing aid users find birdsong overloads their devices. People with severe hearing loss will not have any use for audio presentations, perhaps provided particularly for people with visual disabilities, emphasising that interpretation should encompass multiple media so as not to exclude anyone.
- 3.5.16 Learning or cognitive disabilities are also diverse. Clear, legible routes help, as does clear language in signage and interpretation. It is perhaps here that staff awareness training can pay most dividends.
- 3.5.17 In particular, hazard warnings need to be communicated simply in multiple media, so that people who cannot hear or see, or who have cognitive disabilities, understand them.
- 3.5.18 Visitors can also effectively be disabled by the selective use of technology. The provision of information via QR codes has become commonplace, and is likely to be followed by the use of Near Field Communication chips, but both require the use of a smartphone (with charge and reception) and an understanding of the system. Event and even admission booking is increasingly done on-line, often using third-party web-sites such as Eventbrite, which excludes people who are not computer literate, who do not have access to a computer, or who do not trust one-size-fits-all booking sites. Again, provision in multiple media is essential.

### ***Reaching a site***

- 3.5.19 Awareness of access needs should extend off-site as well. Many people with ambulatory disabilities or in wheelchairs will arrive by car or minibus, so that car parking needs to be designed to allow convenient access for disabled drivers and passengers. People with visual disabilities may also be driven by others. However, bus services are now operated by reasonably accessible vehicles and few railway stations are inaccessible. If the stop or station is close at hand, then attention needs to focus as well on the route from there to the site entrance. Some disabled people even use specially adapted bicycles, so it is important not to assume one measure will suit everybody. Clear and unambiguous signage will help everybody.



## 4 Key sites and routes

### 4.1 Tucklesholme Quarry Nature Reserve

4.1.1 Staffordshire Wildlife Trust purchased this still-active quarry at the end of 2013 in order to work with the operator, Aggregate Industries, to mould it into its optimum form for wildlife. The 53ha site will have extensive reedbeds, shallows and scrapes, all linked to the Trent by new channels, creating a broad floodplain habitat. The reserve is planned to open to the public in stages, as quarrying progresses, habitat is established, and visitor facilities are installed.

***Location and connectivity*** (see Figure 13a)

4.1.2 The site is sandwiched between the river Trent to the east and the railway line to the west (see Figure 13a). Beyond the railway are parallel barrier lines of an industrial estate and the A38 corridor. The latter provides easy road connections from the north, south and west, and those from the east are also good, especially with the new Walton bypass. The closest settlements are Walton-on-Trent to the south-east and Barton-under-Needwood to the south-west, 2km away, over the railway and a complex A38 junction with poor pedestrian and cycle facilities. The canal towpath is also separated from the site by these barriers, which in addition limit opportunities for co-operation with the Barton Marina complex a short distance the other side.

4.1.3 Walton is less than 1km away, depending on how access to the reserve is organised. The new Walton bypass will allow Station Lane and the bailey bridge to be made traffic-free, but direct access to the reserve site from there is via the Footpaths that leave Station Lane a little west of the bridge. It is not clear what arrangements are to be made for these paths to cross the bypass.

4.1.4 One of these Footpaths is used by the National Forest Way from Rosliston and runs along the river before heading north to and across the railway line, then Branston. The other is currently presumably suspended, as it runs through the site, then west to and across the railway into the industrial estate, forming thereby a potentially useful link for those working at businesses on the estate on breaks.

4.1.5 The Walton bypass effectively slights the reserve, pushing it further, in terms of perception as well as actual distance, from Walton. The reserve does not actually meet Station Lane until its end, just before the railway line and A38 junction.

***Opportunities and gaps***

4.1.6 Access by car would optimally be focussed on the point where the reserve meets the eastern end of Station Lane, and this would be a suitable location for a car park. Car access for disabled visitors further into the site, particularly to any visitor centre, could of course be designed in more readily at this stage of development. However, this is not a useful point of access for other means of transport.

4.1.7 Whilst there is a bus service that uses the A38 junction (Midland Classic 812, Lichfield-Burton, Monday to Saturday; the 811 Sunday service is non-stop on the A38), the stops for each direction are separated across the junction and access to them is not pedestrian-friendly. Midland Classic 22, Burton-Swadlincote, runs through Walton, but only every two hours, Monday to Saturday, and then not in the evenings. Even so, given the pedestrian links from Walton, it is a more promotable bus link to the reserve. It also passes the Drakelow development site, so discussions with the operator and Derbyshire County Council about enhancement in return for promotion as *the way* to get to the reserve could prove fruitful.

4.1.8 The link from the bus in Walton to the reserve is via Station Lane and the two Footpaths previously mentioned. Their crossing of the Walton bypass is therefore critical to access by bus as well as on foot. Furthermore, the closure of Station Lane to motor traffic will enhance its value as a cycle route, so that it would be sensible for the more direct Footpath from here to the reserve to be upgraded physically and legally to cycle use, with an appropriate crossing of the bypass. Similarly, a route through the reserve for cycling as well as walking could be developed, suggesting a vision of a cycle route through to Branston, depending on the Footpath north of the reserve, through

the new housing development south of Branston, being upgraded legally and physically, and suitable facilities being installed on the railway footbridge to allow bicycles to be carried over (wheel channels on the steps).

4.1.9 There are therefore currently five points of access to the reserve (although 2 and 3 may form one point of access depending on how a crossing of the bypass is organised).

1. The vehicular access point at the end of Station Lane.
2. The Footpath direct from Station Lane near Walton Bridge.
3. The riverside Footpath (National Forest Way) from Station Lane near Walton Bridge.
4. The Footpath used by the National Forest Way from Branston, across the railway line.
5. The Footpath from the industrial estate, over the railway line, from the west.

4.1.10 Optimum, inclusive access to the reserve would be facilitated by recognising all of these as main entrances and welcoming visitors by all of them equally. Cycle parking in the form of 'Sheffield' stands installed in accordance with Sustrans guidelines would ideally be placed at entry points 1-4.

4.1.11 There are limited visitor facilities in the vicinity of the reserve and the development of a visitor centre, with toilets, café, cycle parking, *etc.*, would be prudent. It would be sensible to locate this, if conditions allow, in the middle southern part of the site, close to the Footpaths from Walton.

#### 4.1.12 **SWOT analysis**

<b>Strengths</b>
<ul style="list-style-type: none"> <li>• Well connected by road.</li> <li>• On the National Forest Way long-distance footpath.</li> <li>• A large site with the potential to attract a significant number of visitors over time.</li> </ul>
<b>Weaknesses</b>
<ul style="list-style-type: none"> <li>• Separated from key audiences by the A38.</li> <li>• Poor bus links currently.</li> <li>• Limited visitor facilities locally.</li> </ul>
<b>Opportunities</b>
<ul style="list-style-type: none"> <li>• The flexibility to plan an optimum layout.</li> <li>• Planned traffic-free route from Walton.</li> <li>• The Drakelow development may be exploitable to benefit bus access in particular.</li> </ul>
<b>Threats</b>
<ul style="list-style-type: none"> <li>• No clarity on how the Footpaths from Walton will cross the new bypass.</li> <li>• Risk of orientation to a car-borne audience.</li> </ul>

#### 4.1.13 **Ideas and suggestions for Improvements**

- Focus access by car (and car parking) on the point where the reserve meets the eastern end of Station Lane.
- Promote and sign the foot (and cycle) entrances to the reserve equally with the vehicular entrance, and install (to Sustrans standards) 'Sheffield' cycle stands at all entrances with cycle access.
- Develop a visitor centre with toilets, refreshments, *etc.*, ideally close to the Footpath entry points(s) from Walton.
- Embed disabled access into the design for visitor facilities and circulation.
- Work with the operator (Midland Classic) of bus service 22, Derbyshire County Council and potentially the Drakelow developer, to achieve an increase in frequency, together with an evening and Sunday service, and then promote it as the way to get to the reserve.
- Work with local authorities to ensure that there is a high-quality crossing of the new Walton bypass for the Footpath (and potential cycleway) from Station Lane.

- Work with local authorities, the landowner of the triangle of land between the Walton bypass and Station Lane, other landowners along the route of the National Forest Way towards Branston, Network Rail, and the developer of the housing site south of Branston, to develop a cycle route on upgraded Footpaths, from Walton-on-Trent, across the Walton bypass, through the reserve, over the railway line (using wheel channels on the Footbridge), through the housing development to Branston.
- Work with local authorities to ensure that the proposed widening of Walton Lane associated with the Drakelow development will provide a continuous foot and cycle way from Tucklesholme Reserve, via Walton, to Stapenhill.

## 4.2 Willington Quarry Nature Reserve

4.2.1 This reserve is owned and run by the Derbyshire Wildlife Trust (DWT) and is a 44ha, former gravel quarry.

### *Location and connectivity (see Figure 13b)*

4.2.2 Access is via Meadow Lane, on the edge of the village of Willington. Road access is adequate and parking is limited, with visitors asked to park near the village end of the lane. No cycle parking is provided. There are bus stops for the Trent Barton Villager 3 nearby, on Repton Road, consisting of a flag and timetable on one side of the road only. The railway station is a short walk away, in the village centre, although it has a limited service. The village has adequate footways.

4.2.3 Access from Repton and the south-east side of the river is limited to one bridge on the Repton-Willington road, immediately south of the reserve. This has a footway. There are Footpaths serving Newton Solney (including the riverside path that will be used by the Trent Valley Way) to the bridge, but no direct link across the river nearer the reserve. A Bridleway runs from Brook Farm in Repton towards Willington, roughly parallel to the road and 400m north-east of it. It reappears on the Willington side of the river, suggesting a ford crossing.

4.2.4 The railway line forms a barrier to the north-west, although there are three crossings in addition to the road through Willington. Two of these connect to the canal towpath, one via the lane from High Bridge (currently cut off from the reserve by an active quarry), the other on a Footpath that crosses the railway on a footbridge, north of the reserve, which is connected to the reserve by tracks, although there are no Public Rights of Way.

4.2.5 Beyond the canal, the A38 forms a more serious barrier to access from the north-west, particularly Egginton and National Cycle Network Route 54. There is a marked, at-grade pedestrian crossing point at Every Arms Farm, opposite the Bridleway from Egginton, but this is not safe to promote, neither does it connect to NCN 54.

### *Facilities*

4.2.6 There is a hide, use of which requires a permit obtained in advance from DWT. Open-access viewing platforms are available along Meadow Lane, however. Promoted disabled access is limited to Meadow Lane and its viewing platforms, although even these require the ability to climb steps. The village centre has shops, pubs and places to eat.

### *Opportunities and gaps*

4.2.7 The key access gaps are the lack of crossings of the river and the A38. The key opportunities are presented by the proximity of the railway, a good-quality bus service, and the canal access points.

4.2.8 The reserve has very limited facilities currently, and the system requiring a permit to use the hide, whilst doubtless necessary, is off-putting.

### 4.2.9 *SWOT analysis*

Strengths
<ul style="list-style-type: none"> <li>• Close to buses and trains, as well as the canal towpath.</li> <li>• Walkable links to Willington and Repton.</li> </ul>
Weaknesses
<ul style="list-style-type: none"> <li>• Poor facilities.</li> <li>• The A38 is a barrier from the north-west and NCN 54 (a key link to Burton and Derby).</li> <li>• The river is a barrier from the south (limiting walking and cycling from Winhill).</li> <li>• Nearby bus stops are of low quality.</li> <li>• There are large gaps in the train service (and none on Sundays).</li> </ul>
Opportunities
<ul style="list-style-type: none"> <li>• Frequent bus service to Burton and Derby.</li> </ul>

Threats
<ul style="list-style-type: none"><li>• None observed.</li></ul>

#### 4.2.10 *Ideas and suggestions for improvements*

- Install signage to the reserve, of use to walkers, from Willington and Repton villages, and the proposed access from the canal and river (see below).
- Work with Derbyshire County Council to have facilities improved at the bus stops on both sides of Repton Road, just north of Meadow Lane, particularly shelters and seating.
- Work with the train operating company (CrossCountry) to explore possibilities for more frequent stops at Willington, including on Sundays.
- Develop access from the canal towpath to the reserve via the track that runs south-east from High Bridge and via the Footpath crossing of the railway north of the reserve.
- Investigate options for footbridges over the river in the Repton and Newton Solney area, and linking these to the reserve.
- Extend the Bridleway from Repton (that runs to a presumed ford to connect to Willington) around The Buries to join the B5008 Willington Road and then connect to the Footpath to Parson's Hills.
- Investigate options for at least one crossing of the A38 to link High Bridge (and potentially Every Arms Farm) with Egginton and NCN 54.
- Install (to Sustrans standards) 'Sheffield' cycle stands at the reserve entrance from Meadow Lane, and any new entrances with cycle access.
- Install ramps to provide step-free access to the viewing platforms.

## 4.3 Brook Hollows Spinney (Rolleston-on-Dove)

4.3.1 Brook Hollows was laid out as open parkland around a series of three lakes, incorporating a formal waterfall above a lower pool, flowing into the Alderbrook through the village, itself forming a tributary of the Dove. The Spinney was planted in the last decade of the 19th century and the upper two lakes drained in the 20th. Until 1924, it was part of the Mosley estate, centred on Rolleston Hall. The 3.62ha site is now managed as public open space by East Staffordshire Borough Council and has become a magical woodland dell for local people, with much use by dog-walkers and anglers, and a management vision of non-native species being replaced to create a wildlife-rich woodland that reflects the character of the former estate.

### *Location and connectivity (see Figure 13c)*

4.3.2 Brook Hollows Spinney represents valuable local green space and a link in the local Footpath network that connects the Landscape with the valley sides and local settlements: in addition to Rolleston, Tutbury and the north-western suburbs of Burton upon Trent.

4.3.3 One Footpath runs through the spinney, connecting Rolleston with the ribbon development expanding from Burton towards Tutbury on the A511, which has a footway, allowing connection to further Footpaths. This path crosses arable fields diagonally and so will be unusable for short periods after ploughing, even assuming reinstatement within legally accepted time.

4.3.4 Visitor facilities consist of benches within the site, and village facilities nearby, including a shop opposite the main entrance. The spinney is a short walk away from the village centre, where there is a pub and the main bus stops, with an impressive, if not step-free, shelter for the Burton-bound direction.

### *Opportunities and gaps*

4.3.5 The Footpath running through the spinney could potentially be diverted to follow field boundaries, which would help its promotion as part of the local network and indeed circular walks around the village.

### *Existing visitors and planned developments*

4.3.6 The main usage appears to be by locals, including dog-walkers and anglers, reflecting its low-key presentation and local feel. It is a small site and would not easily accommodate significantly increased visiting. Similarly, the ambience would be damaged by increased visitor facilities beyond the benches already present.

### 4.3.7 *SWOT analysis*

Strengths
<ul style="list-style-type: none"> <li>• Simple, local woodland and water-side place for strolling and relaxation.</li> <li>• A local, hidden gem.</li> <li>• Local Footpath connections.</li> <li>• Close to village facilities and a high-quality bus service.</li> </ul>
Weaknesses
<ul style="list-style-type: none"> <li>• The Footpath crosses cultivated fields.</li> </ul>
Opportunities
<ul style="list-style-type: none"> <li>• It could be part of circular walks and a pleasant stopping point on walking routes to and between sections of the Landscape.</li> </ul>
Threats
<ul style="list-style-type: none"> <li>• Over-promotion would ruin the site's value as a local, hidden gem.</li> </ul>

### 4.3.8 *Ideas and suggestions for improvements*

- Work with Staffordshire County Council and local landowners to make the Footpath from the spinney to the A511 accessible on all days.

- Develop local walking routes (including circular trails) to link the edge of Burton, the villages of Rolleston and Tutbury, and the Landscape.
- Develop more routes from Rolleston to the river Dove to complement this network

## 4.4 Burton Washlands

4.4.1 The Washlands are a large area of the floodplain of the river Trent which separates Burton-upon-Trent from its eastern suburbs of Stapenhill and Winshill. Water and sheep-grazing for Burton's former Benedictine Abbey meant the Washlands were a key resource in the Middle Ages, and also a significant pilgrimage destination until the Reformation, with a shrine dedicated to the seventh-century St. Modwen. The Washlands are today designated Access Land and are managed by East Staffordshire Borough Council as a recreational open space, including sports facilities.

### *Location and connectivity (see Figure 13d)*

4.4.2 The Washlands are located next to the town centre of Burton, with all its facilities, car parking, bus interchange and cycle routes, and next to the centres of the suburbs of Stapenhill and Winshill.

4.4.3 The northern boundary is the Burton Bridge (A511) and to the south, the Washlands extend some 400m downstream of St. Peter's Bridge (A5189), which is something of a barrier. This southern area has a less park-like feel and a separate access from the Anglesey area, in addition to the key walking and cycling route through the Washlands from Burton to Stapenhill across the Ferry Bridge (which itself goes under St. Peter's Bridge).

4.4.4 Two other footbridges (across a backwater of the river) link Burton with the Washlands, linked to access from Burton Bridge and three pedestrian routes from the town centre. There is also direct access to an area of the Washlands from Winshill and an area that has been made into a formal park at Stapenhill, but access to the main part of the Washlands from the two suburban centres is via the Burton and Ferry Bridges.

### *Opportunities and gaps*

4.4.5 The Washlands are ideally located for informal recreation for people across Burton, but also from further afield, given its proximity to bus routes, the National Cycle Network and car parking. However, signage to the Washlands is almost non-existent except in very close proximity to them, so that the visitor needs to know where they are in order to find them from the town centre, and so that, unless someone has come in from across the river (or from the Burton Bridge access route), the Washlands are effectively hidden.

### 4.4.6 *SWOT analysis*

Strengths
<ul style="list-style-type: none"> <li>• Ideal location for Burton and its suburbs.</li> <li>• Part of the main pedestrian and cycle route from Stapenhill.</li> <li>• Multiple interests: informal recreation, sport, nature, heritage and art.</li> </ul>
Weaknesses
<ul style="list-style-type: none"> <li>• Hidden from Burton town centre, despite being so close.</li> <li>• Access from Winshill to the main body of the Washlands is roundabout.</li> <li>• The pedestrian and cycle route from Stapenhill (via Ferry Bridge) arrives in Burton in a very unprepossessing area, devoted to car parking.</li> </ul>
Opportunities
<ul style="list-style-type: none"> <li>• Ideal location for Burton and its suburbs.</li> <li>• Part of the main pedestrian and cycle route from Stapenhill.</li> </ul>
Threats
<ul style="list-style-type: none"> <li>• Burton town centre turns its back on the Washlands, with the college and market obscuring the main access routes.</li> </ul>



#### **4.4.7**     *Ideas and suggestions for improvements*

- Work with East Staffordshire District Council to undertake a signage audit for access to the Washlands and implement an upgraded signage programme to guide visitors to the Washlands from the urban centres, including bus stops.
- Work with East Staffordshire District Council and Burton and South Derbyshire College to find ways of opening up Burton town centre to the Washlands and making an attractive gateway to the town at the end of the path from Ferry Bridge (Fleet Street and Abbey Street).

## 4.5 The National Memorial Arboretum (NMA)

4.5.1 The NMA is major remembrance installation, opened by the Royal British Legion in 2001 and covering c. 60ha, with nearly 300 memorials and 30,000 trees. The majority of the memorials are to the armed forces, but some are non-military, such as those for lifeboat personnel and stillborn babies. It is a multinational and multi-faith space, attracting visitors from across the country and overseas. The Millennium Chapel of Peace and Forgiveness holds a daily act of remembrance and some of the memorials take deliberate inspiration from ancient sacred sites<sup>18</sup>, both befitting a location, close to the confluences of the Trent, Tame and Mease, that was of ceremonial significance from the Neolithic until the Anglo-Saxon period<sup>19</sup>.

### *Location and connectivity (see Figure 13e)*

4.5.2 The NMA is located less than 1km east of Alrewas, in the angle of the Trent and Tame. It has extremely good road access via the A38 and A513, and parking space that is commensurate. However, both these roads also form major barriers to access by other forms of transport. The main bus service is the Midland Classic 811/2, Lichfield to Burton, which calls at Alrewas.

4.5.3 The NMA is separated from Alrewas by the A38, from where the walking route has two options, either an at-grade crossing of the A38, which is far from ideal, but appears to be what most people use, or a lengthy and unattractive, and probably not safer, route around the A38/A513 junction, which involves two crossings. The A513 separates the NMA from Whitemoor Lakes to the south (there are no pedestrian facilities on the roads that cross the A513, just narrow verges in places), and there is no pedestrian facility along the A513 for crossing the Chetwynd Bridge over the Tame to reach SWT Croxall Lakes, nor for passing under the railway to reach Croxall village.

4.5.4 National Cycle Network Route 54 passes through Alrewas from Lichfield, and then carries on to Burton alongside the A38, the 'wrong side' for the NMA, with no crossing option other than those described above. There is however a signed route via minor roads and the A513 Whitemoor roundabout from the NCN at Fradley to the NMA, of use to those coming from Lichfield. The National Forest Way and (planned) Trent Valley Way also reach Alrewas and then have to cross the A38.

4.5.5 The Footpath network around the NMA is fragmented, whether by roads, quarrying (e.g. between the A513 and Ridget Lane) or the rivers. (Access is possible, by contrast, across the freight-only railway that runs between the NMA and Alrewas, by level crossing on the old road into Alrewas (that leads to the at-grade crossing of the A38) and via a subway on the Footpath north of the NMA, although this then leads to the A38 at two points, only one of which (Willowbrook Farm) has a crossing, and that at-grade and poorer than that by Alrewas.) The National Forest Way has now developed a permissive option for access across the Trent at the north-east side of the NMA, crossing the 'Mythaholme Bridge' and using existing minor road bridges to then cross the railway and A38 at Catholme. This opens the NMA up to walkers from Barton-under-Needwood.

### *Opportunities*

4.5.6 Whilst the footpath network around the NMA is fragmented, there does seem potential to forge new links, as the National Forest Way has done. Similarly, the potential for upgrading such routes to cycle use could be investigated.

4.5.7 One major potential opportunity could be afforded by the proposal for the Brookhay development (see section 3.2). A vision could be developed whereby Fradley, Brookhay Garden Village, the National Memorial Arboretum, Brookhay Waterside and Alrewas could be linked together with off-road paths on 'green bridges' over the A38 and A513, solving the problem of crossing these roads and potentially becoming tourist attractions in their own right. An off-road link across the river

<sup>18</sup> Williams, H. 2014. Antiquity at the National Memorial Arboretum, *International Journal of Heritage Studies* 20(4): 393-414. See also: <https://howardwilliamsblog.wordpress.com/2013/06/15/archaeology-at-the-national-memorial-arboretum/>.

<sup>19</sup> Simon Buteux and Henry Chapman (2009) *Where Rivers Meet: The archaeology of Catholme and the Trent-Tame confluence*, Council for British Archaeology.

Tame and the railway to Croxall Lakes, Croxall village and beyond could usefully be included in the package.

#### 4.5.8 *SWOT analysis*

Strengths
<ul style="list-style-type: none"> <li>• Good road connections.</li> <li>• Close to Alrewas, Fradley and Barton-under-Needwood, with good potential for walking and cycling from these settlement.</li> <li>• Good bus service in Alrewas, to Burton and Lichfield.</li> <li>• A major attraction with a national and worldwide audience.</li> </ul>
Weaknesses
<ul style="list-style-type: none"> <li>• The A38 (especially) and A513 are very major barriers.</li> <li>• The rivers also form barriers to movement on foot and by bicycle locally.</li> <li>• The longer distance public transport links can be complicated, over and above the local route from the bus at Alrewas. E.g., arriving by train in Lichfield allows easy transfer to the bus to Alrewas, but at Lichfield Trent Valley station, there is no marked bus stop for the Burton direction. In Burton, the bus does not pass the railway station, necessitating a walk to the main bus stops in the town centre, without adequate signage.</li> <li>• The NMA's promotional material is focussed on car, coach and motorcycle access, with limited information on other forms.</li> </ul>
Opportunities
<ul style="list-style-type: none"> <li>• The bus actually passes close to the crossing point of the A38 at Alrewas, in both directions, but this is not promoted.</li> <li>• The National Forest Way has recently developed links across the Trent to Catholme, which could be built upon to expand the foot and cycle access network.</li> </ul>
Threats
<ul style="list-style-type: none"> <li>• There is a risk of the NMA becoming locked into a car-dependent access culture.</li> </ul>

#### 4.5.9 *Ideas and suggestions for improvements*

- Work with local authorities and the Highways Agency to develop better (both more convenient and safer) options for crossing the A38 at Alrewas.
- The Brookhay development proposal could facilitate better links between Fradley, Brookhay Garden Village, the National Memorial Arboretum, Brookhay Waterside and Alrewas (and the Trent Valley Way and National Forest Way) with off-road paths on 'green bridges' over the A38 and A513. An off-road link across the river Tame and the railway to Croxall Lakes, Croxall village and beyond could usefully be included in the package.
- Work with local interests to upgrade the National Forest Way route from the NMA to Catholme for cycle use.
- Build on the work done for the National Forest Way to open up new footpath links, ideally as Public Footpaths, and new crossings of the rivers, and reforging of links south of the A513, and work with all interests to upgrade these routes to cycle use.
- Experiment with a foot and cycle ferry across the Tame at the NMA to reach Croxall Lakes.
- Work with Midland Classic, operator of the 811/2, to promote the fact that the bus can stop adjacent to the A38 crossing point.
- Work with train operating companies, bus companies and local authorities to optimise and improve train-bus interchange at Lichfield Trent Valley and Burton upon Trent stations.
- Work with the NMA to promote public transport options better.

## 4.6 Barton Marina

4.6.1 Barton Marina is a cluster of cafes, restaurants, bars, shops, motel and a cinema around a popular marina off the Trent & Mersey Canal. It also has walks around three small lakes.

*Location, connectivity, opportunities and gaps (see Figure 13a)*

4.6.2 Barton Marina is located close to a major junction of the A38, which provides easy road connections from the four directions. However, despite the presence of some footways, it effectively limits non-car access from Walton-on-Trent and limits opportunities for co-operation with the developing Tucklesholme Quarry Nature Reserve. Whilst it lies outside Barton-under-Needwood, its major local audience, a service centre and bus calling point, it does have direct links to the village in the form of a Footpath from Potters Way, through the Holland Sports Club, and a permissive path from Gilmour Lane.

4.6.3 There is a good bus service, Monday to Saturday (Midland Classic 812, Lichfield-Burton; the 811 Sunday service is non-stop on the A38), and it stops adjacent to Potters Way. National Cycle Network Route 54 runs through Barton-under-Needwood, which also has good Footpath links to the upland countryside. The canal towpath (which here is the Way for the Millennium) is connected to the Marina via Barton Turn.

### 4.6.4 SWOT analysis

Strengths
<ul style="list-style-type: none"> <li>• Good road connections.</li> <li>• Good foot links from Barton-under-Needwood and beyond.</li> <li>• Good bus service Monday-Saturday.</li> </ul>
Weaknesses
<ul style="list-style-type: none"> <li>• No Sunday bus.</li> <li>• The cycle track across the A38 junction stops part way along the B5016, despite a wide footway continuing as far as the turning for Barton Marina.</li> <li>• Separated from a degree of co-operation with Tucklesholme Quarry Nature Reserve by the A38.</li> </ul>
Opportunities
<ul style="list-style-type: none"> <li>• The foot and cycle links from and via Barton-under-Needwood could be developed and promoted.</li> <li>• Close enough to the National Memorial Arboretum to be a link in a walking and (if options are developed – see section 4.5, above) cycling chain with that attraction, via the National Forest Way at Catholme.</li> </ul>
Threats
<ul style="list-style-type: none"> <li>• None observed.</li> </ul>

### 4.6.5 Ideas and suggestions for improvements

- Investigate with Midland Classic and Staffordshire County Council options for a Sunday service on bus route 812 and partnership promotion.
- Work with local interests to erect walking signs on Efflinch Lane in Barton, close to the bus stops, pointing to Barton Marina along Potters Way and Gilmour Lane.
- Work with local interest to upgrade the Footpath (Potters Way) and permissive path (Gilmour Lane) to cycle use.
- Extend the shared use cycle track along the footway on the B5016 from its current terminus to the Barton Marina junction.
- Promote Barton-under-Needwood as a hub for walking and cycling.
- Work with local interests to upgrade the National Forest Way route from the NMA to Catholme for cycle use, facilitating a cycle route from Barton-under-Needwood.

## 4.7 The Trent Valley Way

**Location and connectivity** (see Figures 6, 7, 8, 10 & 11)

- 4.7.1 The Trent Valley Way (TVW) is a developing long-distance footpath, already established on the ground in its eastern section, from Long Eaton to the Humber. Work is in progress to realise the western part, from the river's source on Biddulph Moor, through Stoke and down the river to Long Eaton.
- 4.7.2 Within the TTTV Landscape, the path has plans for its route, together with spurs and circular walks, although nothing yet on the ground. Furthermore, whilst it will share the National Forest Way's new access through the National Memorial Arboretum (NMA) and across the Mythaholme Bridge, access has yet to be established for a route along the river to Walton-on-Trent, so that an interim route has been published, taking it along the canal towpath to Barton-under-Needwood and across the A38 at that point.
- 4.7.3 Access appears to have been established for a route along the left bank of the river from Tucklesholme to Stapenhill, as well as along a levee under High Bridge, east of Mavesyn Ridware and north of Handsacre, so avoiding the B5014. Otherwise, the TVW makes use of existing access (largely Public Rights of Way), either close to the river or along the Trent and Mersey Canal towpath.

### **Opportunities and gaps**

- 4.7.4 Work on new access appears to be focussed on the section of the TVW between the NMA and Stapenhill. The route would also benefit from the establishment of new access routes to the river at other points, as proposed elsewhere in this report. Whilst the canals are an important element in the Landscape, use of the canal towpath, from Great Haywood to above Rugeley, in company with the Way for the Millennium, and from Sarson's bridge, near Chellaston, to Long Eaton, *could* be seen to be an easy option by those wanting to stay closer to the river itself.
- 4.7.5 There are also places, currently unavoidable, where the TVW route makes use of busy roads, particularly the B5013 to reach Rugeley Trent Valley station, and the A38 junction between Barton-under-Needwood and Tucklesholme (on the interim route) and that at Alrewas (on the main route). There are footways on these sections, but they can be unpleasant, and the footways are prone to obstruction. (The A38 crossing at Alrewas is covered in greater detail in section 4.5, above.) Similarly, the use of the canal towpath between Wychnor and Efflinch (interim route), although a short section, means exposure to the presence of traffic on the A38 alongside.
- 4.7.6 Access to the path depends on access into the Landscape and across the river, as is covered in sections 3.1 above. The TVW has been planned to link to the key urban access points in Rugeley (Trent Valley station), Alrewas, Burton (Stapenhill and Winshill), Willington (Repton), and the key routes south from Derby, but it lacks a good link to Stafford, such that a spur on new access would be a welcome addition.

### **Expected visitors**

- 4.7.7 A feasibility study for the *entire* TVW was produced in 2009 and drew the following key conclusions<sup>20</sup>.
- The combination of the Trent valley's natural, industrial and trading heritage gives the potential for the TVW to be a successful tourism feature, particularly with the high number of nature reserves present.
  - Marketing should focus on both day and long-distance walkers, the former being more numerous and local, the latter fewer, but bringing greater economic benefits.
  - An opportunity exists to experiment with foot and cycle ferries.
  - An estimated 31,593 "additional walkers" (presumably additional walks as opposed to people who haven't walked there before necessarily) could be attracted, spending over £344,000, *per annum*. This could support ten jobs in communities along the route.

<sup>20</sup> Institute of Transport & Tourism, with Simon Holt Marketing Services (2009) *Trent Valley Long Distance Footpath Feasibility Study: Report*, University of Central Lancashire (currently being updated as part of an economic assessment of the Trent Valley Way).

- The impact of car use and parking should be reduced by focussing access for car-borne visitors on places that already have parking facilities, and by encouraging people to use public transport, including by ensuring access to public transport access points.

#### 4.7.8 *SWOT analysis*

Strengths
<ul style="list-style-type: none"> <li>• Promotes and develops access to the river and the Landscape.</li> <li>• Links to key access points with public transport and other long-distance paths.</li> <li>• Close to most key populations.</li> </ul>
Weaknesses
<ul style="list-style-type: none"> <li>• The down side of following the river and canal is that the public transport access points are further apart than they might be.</li> <li>• No direct link into Stafford.</li> <li>• More river crossing points would improve the route's attractiveness.</li> <li>• Use of busy roads (although with footways) at Rugeley and across the A38 (Alrewas or Barton).</li> <li>• The use of significant section of canal towpath may detract from the expectations of walkers for access to the river.</li> </ul>
Opportunities
<ul style="list-style-type: none"> <li>• Provides a focus for promoting sustainable tourism in the Landscape.</li> <li>• Provides incentive for improvements to the condition of Public Rights of Way in the Landscape.</li> <li>• May provide sufficient backing for experiments with foot and cycle ferries.</li> </ul>
Threats
<ul style="list-style-type: none"> <li>• The route shared with the National Forest Way from the National Memorial Arboretum (NMA) towards Catholme, that from Tucklesholme to Stapenhill, and that on the levee under High Bridge at Mavesyn Ridware, do not appear from maps or the GIS data supplied to be on Public Rights of Way.</li> <li>• No access has yet been established between the crossing by the NMA and Walton-on-Trent.</li> </ul>

#### 4.7.9 *Ideas and suggestions for improvements*

- As a priority, work with local authorities and the Highways Agency to develop better crossing options along the A38, especially at Alrewas.
- The Brookhay development proposal could facilitate better links with the surrounding communities. Fradley, Brookhay Garden Village, the National Memorial Arboretum, Brookhay Waterside and Alrewas (and the Trent Valley Way and National Forest Way) could be linked together with off-road paths on 'green bridges' over the A38 and A513. An off-road link across the river Tame and the railway to Croxall Lakes, Croxall village and beyond could usefully be included in the package.
- Ensure all new access is secure, ideally in the form of Public Right of Way status.
- Develop a spur on new access into Stafford.
- Experiment with foot and cycle ferries to cross the Trent, particularly at the Wolseley Centre, between Orgreave and Wychnor, at Newton Solney, Twyford, and King's Mill (between Weston-on-Trent and Castle Donington), and across the Tame at the NMA to reach Croxall Lakes.
- Work with local authorities to ensure that there is a high-quality crossing of the new Walton bypass for the Footpath from Station Lane.
- Investigate with Midland Classic and Staffordshire County Council options for a Sunday service on bus route 812 and partnership promotion, so improving access to the TVW at Yoxall Bridge and Orgreave.
- Work with Midland Classic and Staffordshire County Council to ensure stops on bus service 812 are available close to Footpaths, especially at Yoxall Bridge.

- The idea of a Sunday leisure bus (Wolverhampton - Cannock - Cannock Chase - Rugeley - Rugeley TV - Abbots Bromley - Draycott - Marchington - Uttoxeter - Rocester - Alton Towers), presented elsewhere, would help access to the TVW at Rugeley.

## 4.8 The Canal Network

### *Location and connectivity (see Figure 9)*

4.8.1 The canal network local to the TTTV Landscape consists of:

- the Trent and Mersey Canal, which follows the valley from Stoke to Shardlow (after which it joins the Upper Trent Navigation);
- the Staffordshire and Worcestershire Canal, which joins the Trent and Mersey at Great Haywood;
- the Coventry and Birmingham and Fazeley Canals, which join at Tamworth, then follow the Tame valley to join the Trent and Mersey at Fradley Locks; and
- the Erewash Canal and River Soar Navigation, which join the Upper Trent at Long Eaton.

4.8.2 The canals represent an important mean of access to the Landscape by boat-owners and those on boating holidays. There is an extensive network of moorings and towpath access points along the canals, allowing ready access to most attractions and to the Public Rights of Way network, such as it is.

### *Opportunities and gaps*

4.8.3 There are no major gaps in moorings and access points observable, and the opportunity exists to promote access to local attractions and bus links from moorings. As an example, the Widen the Choice Rural Transport Partnership produced a successful leaflet in 2004, promoting access to RSPB, National Trust and Norfolk Wildlife Trust reserves within walking distance of moorings in the Norfolk Broads, a landscape with very similar access challenges.

4.8.4 However, the canal network remains a hidden gem in the Landscape, appearing briefly under a bridge or as a line of narrow boats across the valley. To come upon a ramp or steps down to the towpath on a busy road in Burton or Rugeley, or even at Wolseley Bridge, is like catching a glimpse into another world. This 'magical' aspect of the canals is a key part of their charm and could be built on by careful marketing and signage, without ruining the effect.

4.8.5 On the other hand, there are increasing uses of the towpath. Boat moorings, angling, walking and cycling do not always mix well in a narrow space. Angling in particular can cause trip hazards and obstructions for walkers and cyclists. These conflicts need to be addressed as towpath usage is developed.

4.8.6 Facilities available to boat-users are covered in section 3.4, above.

### *Planned developments*

4.8.7 Several currently non-navigable sections of canal are proposed for restoration, including:

- the Lichfield Canal, south of Lichfield, which joins the Coventry Canal at Huddlesford;
- the Churnet and Dove Navigation, above Uttoxeter; and
- the Derby Canal from Long Eaton, up the Derwent valley into Derby, then out via Shelton to the Trent and Mersey Canal, south of Derby.

4.8.8 These would certainly add to the attractiveness of the canal and navigation network, although the Derby Canal, in particular, has in parts been taken over by other uses, including an off-road foot and cycle track at Shelton Lock. Canal restoration may be compatible with such uses, but care must be taken to ensure sustainable access is not impeded in the process.

### 4.8.9 *SWOT analysis*

Strengths
<ul style="list-style-type: none"> <li>• Extensive network into and through the Landscape (except the Dove valley).</li> <li>• Regular moorings and access points.</li> <li>• The towpath is a key access route.</li> <li>• A hidden gem in the Landscape.</li> </ul>



<b>Weaknesses</b>
<ul style="list-style-type: none"><li>• The towpath is not accessible to a consistent legal or practical level.</li><li>• The gem is hidden in the Landscape.</li><li>• There are gaps in the network of access points and crossings, e.g. at the Wolseley Centre</li></ul>
<b>Opportunities</b>
<ul style="list-style-type: none"><li>• The towpath can provide a long-distance foot and cycle route with regular access points</li><li>• Access to local attractions and bus links could be promoted from moorings</li><li>• Sensitive promotion and signage could open up the canal to people not aware of its proximity and accessibility</li></ul>
<b>Threats</b>
<ul style="list-style-type: none"><li>• Increasing the mix of uses of the towpath can lead to conflicts; issues around angling and free passage, and the risk from those who might wish to cycle at speed in a narrow space next to water, need to be addressed</li><li>• Canal restoration can impinge upon other sustainable uses and so needs careful consideration</li></ul>

#### **4.8.10** *Ideas and suggestions for improvements*

- Promote access to nearby attractions and bus connections from mooring points by means of leaflets, web-sites and signs at the canal side.
- Raise the profile of the canal and towpath in Rugeley and Burton upon Trent, in particular, by signage and interpretation.
- Carry out an audit of canal access points, pinch points and areas of conflict, to clarify the feasibility of and issues related to opening up all towpath lengths to access on foot and by bicycle.
- Make all stretches of canal towpath consistent by upgrading them to Public Footpath status and, where safe and otherwise appropriate, cycle access.
- Improve the footways to and over Wolseley Bridges to link the Wolseley Centre to the towpath better.
- Investigate options for a footbridge or ferry over the river between the Wolseley Centre and canal towpath.
- Ensure sustainable access is not undermined by canal restorations.

## 4.9 The Canoe Access Network

### *Locations, connectivity, opportunities and gaps*

- 4.9.1 Data from British Canoeing has been supplied for canoe access in the Landscape, along the rivers Trent and Tame, and the Trent and Mersey Canal (see Appendix 6). These data cover existing formal, informal (the majority), and potential launch points, portages and stop-off points. The data cover access by car only, it is assumed people will bring their own canoes. Canoe hire facilities are not listed (although one provider is mentioned in passing).
- 4.9.2 Canoe hire or activities are, however, available at least at the Entrust Shugborough Outdoor Education Centre (Sher Brook), Whitemoor Lakes Activity Centre (near Alrewas), and at Trent Adventure, Twyford (Trent and canal). There are also two canoe clubs based in Newton Park, Winshill (Burton-upon-Trent), and one in Tamworth.
- 4.9.3 Canoeing is not well developed in the Landscape and even the facilities not requiring the canoeist to bring their own canoe are poorly located in relation to public transport. The British Canoeing data suggest a number of points where canoe access could be developed in partnership with others, notably the Canal & River Trust, Derbyshire Wildlife Trust, the National Memorial Arboretum, campsites and pubs.
- 4.9.4 Given the necessary access requirements, canoeing is likely to provide fewer linkages with nearby attractions than other leisure activities, save for adjacent pubs and campsites. Experience elsewhere also suggest that where launch points are located in places that are themselves attractions, the latter are used mostly as portages between the launch points and car parks. Therefore, whilst canoeing is certainly part of the mix of waterway-based tourism and leisure, the greater benefits would seem to be derived from canoe hire and organised group excursions from trail centres.

### 4.9.5 *SWOT analysis*

Strengths
<ul style="list-style-type: none"> <li>• Wide range of available canoeing environments.</li> <li>• Canoeing itself can be a low-impact way of experiencing waterways.</li> <li>• Many informal access points, dispersing negative impacts of parking larger vehicles and trailers.</li> </ul>
Weaknesses
<ul style="list-style-type: none"> <li>• Poorly developed canoe hire and organised trail facilities.</li> <li>• Emphasis on bringing one's own canoe, necessarily by car, requiring suitable parking space.</li> </ul>
Opportunities
<ul style="list-style-type: none"> <li>• Canoe hire franchises could be developed as a side-line to other attractions, also allowing impacts to be managed.</li> </ul>
Threats
<ul style="list-style-type: none"> <li>• Popular informal launch points can increase pressure on parking and impact on water-side access for other purposes.</li> </ul>

### 4.9.6 *Ideas and suggestions for improvements*

- Work with existing providers of canoe hire and canoe experiences to develop provision in association with existing attractions that are close to public transport or in urban locations. A model here could be the Broads Canoe Hire Network, where there was grant aid for the purchase of canoes by hire operators and statutory authorities improved infrastructure.
- Work with British Canoeing to develop own-canoe launching at places where car access is already of sufficient capacity, local facilities for refreshments exist, opportunities for interpretation are available, and where any negative impacts can be managed without impinging on existing visitors.

## 5 Tourism Potential of the Landscape

- 5.1 The TTTV Landscape is a new destination formulation. It sits within the wider Trent valley landscape, both in terms of topography and riverine extent. It is also a landscape that has changed and is continuing to change in very significant ways. Parts still reflect the traditional river and floodplain, with pasture and arable farming. Parts have been turned into a ribbon of gravel-pit lakes, between which the river meanders, a process that continues, if today with greater ecological input into the resulting habitats. Some is urban.
- 5.2 Most parts of the Landscape have been affected by industry, the heritage of some of which adds to the Landscape's attractions. Significant parts are, however, dominated by an urban-industrial economic model that finds the Landscape a convenient location for major roads, railways, power stations (coal-fired or solar), resource extraction, and estates for footloose business, industry and entertainment that have little connection to the Landscape that hosts them.
- 5.3 There are therefore conflicts within the Landscape that affect its tourism potential at a fundamental level. It is clear from the Icarus *Visitor Perception Survey Report* (see section 3.3) that some visitors value the tranquil, semi-natural aspects of the Landscape, whereas others seek formal leisure facilities, and some an activity experience that makes use of water (e.g. canoeing). These three are frequently in conflict, development in one prejudicing another. What kind of tourism does the Partnership wish to promote?
- 5.4 Tourism statistics are not good at clarifying these matters, as their categories are at the same time too general (e.g. 'outdoor activities' could be quiet rambling or birdwatching on the one hand, motocross on the other) and too disaggregated (e.g. 'going out for a meal' may well be an adjunct to 'going to visitor attractions')<sup>21</sup>. However, the trends identified by such statistics can show the framework within which a local area operates.
- 5.5 The Great Britain Day Visitor survey<sup>22</sup> provides broad-brush figures that show annual day-visits in the East Midlands rising from 205 million in 2011 to 211 million in 2016, and in the West Midlands from 236 to 255 million over the same period. Figures for the whole of England rose from 2573 to 2598 million, but these mask much greater annual and seasonal fluctuations year-on-year. The amount of money spent as a result of these day trips has also fluctuated widely in the period 2011-16, with a range of £4485 (2014) to £6478 (2016) in the East Midlands, and £6117 (2014) to £7124 million (2013) in the West Midlands.
- 5.6 The survey gives the leisure activity pursued on trips, for England as a whole, for the 2011-16 period. "Going out for a meal", "going out for entertainment" and "general day out" increased, whilst "visiting friends and family", "going for a night out" and "other leisure" went down. "Special shopping", "outdoor activities", "watching live sporting events" and "going to visitor attractions" have gone up and down over the period. There is a clear downward trend in day visits to villages and/or the countryside, across England, falling from 659 million in 2011 to 534 million in 2015. Whether the rise to 569 million in 2016 represents a turn-around remains to be seen.
- 5.7 Overall, the TTTV Landscape offers a mixed tourism experience, but predominantly nature-orientated, with the river, semi-natural habitats and nature reserves being real strengths. Related to this is the cultural heritage, from ancient remains (ironically including the A38, a key Roman road) to the legacy of past industry (the canals included), although more could be made of these. The National Memorial Arboretum (NMA) represents a major modern cultural heritage installation, that also references the deep past and sits in a location of ancient significance.
- 5.8 There is also great potential, so far only developed in a limited way, for water-based experience activities, from swimming and canoeing to more organised water-sports. These are, however, less connected to the Landscape and, if not managed carefully, can detract from the nature and heritage aspects. On the other hand, there are significant sections of the Landscape, especially from the Trent-Tame confluence to Burton, and the valley above Shardlow, where the post-quarrying landscape is wholly different to what went before, even if some areas have been

<sup>21</sup> Categories used by in the Great Britain Day Visitor survey (below).

<sup>22</sup> Kantar TNS (2017) *Great Britain Day Visitor 2016 Annual Report*, Visit Scotland, Visit Wales & Visit England.

protected, such as at Catholme for archaeological reasons<sup>23</sup>. These post-quarrying landscapes can be used for either nature-orientated or water-experience kinds of leisure, and there are advantages to steering the more disruptive (in terms of the activity and access) water-based experience activities to such environments.

- 5.9 The major incursions into the Landscape represented by the major road network present both an opportunity and a threat. They provide ready access for car-borne leisure trips to formal visitor attractions, from which some people will explore in a more informal way. Informal visitors may make use of them for some services, such as cafés and toilets, and perhaps bus links. A compromise would be to manage such attractions as honeypots, focussing multi-modal transport access on them, whilst emphasising lower-impact, informal access to the less developed Landscape, with foot, cycle and bus links prioritised. People could be encouraged to leave their cars at these places and walk, cycle or use a bus to reach other attractions.
- 5.10 There is great potential, then, for having the best of both worlds in the TTTV Landscape.
- Areas such as that between Lichfield and Burton, or upstream of Shardlow, offer potential for water-based and new nature-based activities to sit alongside one another in relative harmony, along with facilities like the NMA, Whitemoor Lakes and perhaps Tucklesholme, drawing audiences from afar, and providing honeypots adjacent to the major roads.
  - Other parts of the Landscape provide a very different experience, where tranquillity needs to be fostered in order to retain and enhance the visitor experience.
  - For the urban areas in or adjacent to the Landscape, such as Burton, Lichfield, Rugeley, Uttoxeter, Castle Donington and, not least, Derby, the Landscape represents the urban fringe. The key public transport hubs are also in these locations.
- 5.11 The real potential for tourism and local recreation in the Landscape lies in knitting these areas together in a sensitive fashion, by means of good quality foot and cycle networks, new river crossings, good bus links, and the canals. Some aspects of this work would take time, perhaps negotiating with multiple landowners to achieve a permanent foot and cycle route from Barton to the NMA. Some would take significant money and developer interest, such as the ideas for green bridges to connect the Brookhay proposals to the NMA and Alrewas. Most would take smaller amounts of time and money. But the key is a vision of a Landscape that works well for all visitors and for local recreation.
- 5.12 This represents one vision amongst several potential and conflicting ways ahead. Given the heterogenous nature of tourism in the Landscape, where sectors are not necessarily mutually compatible, estimating potential tourist numbers, let alone revenue, would be very difficult. The fact that the TTTV Landscape is, in tourism terms, artificially excised from the wider landscape of the Trent valley, also means that its tourism potential cannot be assessed in isolation from tourism in, for instance, Cannock Chase, Needwood, the National Forest, and the higher reaches of the Trent, Dove and Churnet. Furthermore, a reliable calculation for potential visitor numbers and expenditure, even for the area covered by and adjacent to the TTTV scheme boundary, is not achievable without baseline data for that area, which is not currently available.
- 5.13 A way forward, however, would be to build on the work of the Visitor Perception Survey, and the very limited extant surveys of visitors (at the Wolseley Centre and potentially The National Trust's Shugborough and Sudbury properties). By working in partnership with attraction owners and operators, local authorities and, potentially higher education establishments, co-ordinated and comparable surveys could be established to sample visitors both at sites and out in the wider Landscape. Information should be sought on visitors':
- home locations, using postcode areas (e.g. ST17 0) for mapping, rather than distance;
  - points of origin that day (to pick up those staying locally, also using postcode areas);
  - form of transport to reach the area;
  - form of transport to reach the site (this would pick up those who, for instance, walk from a station or park in one place and walk to another place);

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<sup>23</sup> Henry P. Chapman, Mark Hewson and Margaret S. Waters (2010) 'The Catholme Ceremonial Complex, Staffordshire, UK', *Proceedings of the Prehistoric Society* 76, pp. 135-63.

- party size;
- linked visits that day;
- the amount of money they expect to spend locally that day; and
- more open-ended comments on the visitor experience and suggestions for improvements to access and facilities (without leading respondents by using tick-box lists of assumed popular responses).

The data should be maintained as a base-line and the surveys repeated at least annually, preferably seasonally.



## 6 Suggested Improvements

6.1.1 From the foregoing, a list of issues and solutions for identified access opportunity areas has been produced (see Appendix 3 and Section 4 for the Key Sites and Networks). A summary of suggested improvements and options for moving forward is presented in Table 17. Many of the ideas depend on further research and/or scoping through partnership working, such that it is not possible to cost them. They may also involve a number of parties, agreements with landowners, local authorities, *etc.*, and may require planning and/or legal processes to achieve them.

**Table 17 Summary of suggested improvements and further work**

Category	Ideas	
<b>Further research</b>	R1	Carry out a series of on-the-ground Green Access Audits to corroborate the results of this desk-based study, confirm the appropriateness and feasibility of the suggested improvements, and identify further opportunities, issues and missing links. These audits should focus on the Access Opportunity Areas identified (see Appendix 3), on links to key sites in the Landscape, the canals and Trent Valley Way, and on the impact of HS2.
	R2	Undertake a further study of facilities available to visitors to corroborate the apparent gaps and find ways of mitigating them (see section 3.3).
	R3	Work with local authorities, the University of Derby and the third sector in the region to identify and corroborate suitable audiences for specialist outreach and audience development work (see section 3.5).
	R4	Carry out disability access audits of attractions and access to them from public transport and car parks, implementing appropriate measures.
	R5	Work in partnership with attraction owners and operators to organise comparable surveys of visitors to their sites, (see section 6). The data should be maintained as a base-line and the surveys repeated at least annually, preferably seasonally.
	R6	Carry out an audit of canal access points and pinch points to clarify the feasibility of and issues related to making all towpath lengths accessible by foot and by bicycle.
	R7	Develop a vision for the TTTV Landscape which recognizes the diversity of areas within the Landscape with differing environments, activities, audiences and opportunities. <ol style="list-style-type: none"> <li>1) Areas such as that between Lichfield and Burton, or upstream of Shardlow, which offer potential for water-based and new nature-based activities to sit alongside one another in relative harmony, along with facilities like the NMA, Whitemoor Lakes and perhaps Tucklesholme, can draw audiences from afar, and provide honeypots adjacent to the major roads.</li> <li>2) Other, more traditional parts of the Landscape provide a very different experience, where tranquillity needs to be fostered in order to retain and enhance the visitor experience.</li> <li>3) For the urban areas in or adjacent to the Landscape, such as Burton, Lichfield, Rugeley, Uttoxeter, Castle Donington and, not least, Derby, the Landscape represents the urban fringe. The key public transport hubs are also in these locations.</li> </ol>
<b>Foot &amp; cycle access &amp; green infrastructure</b>	F1	As a priority, work with local authorities and the Highways Agency to develop better crossing options along the A38, especially at Alrewas.
	F2	The Brookhay development proposal could facilitate better links with the surrounding communities. Fradley, Brookhay Garden Village, the National Memorial Arboretum, Brookhay Waterside and Alrewas (and the Trent Valley

Category	Ideas	
<i>N.B., some access within the Landscape may have to be seasonal, and that footbridges may not be feasible in some locations, due to its nature as a floodplain.</i>		Way and National Forest Way) could be linked together with off-road paths on 'green bridges' over the A38 and A513. An off-road link across the river Tame and the railway to Croxall Lakes, Croxall village and beyond could usefully be included in the package.
	F3	Make all stretches of canal towpath consistent by upgrading them to Public Footpath status and, where safe and otherwise appropriate, cycle access.
	F4	Develop a Footpath from Essex Bridge along the south side of the river to Weetman's Bridge.
	F5	Investigate options for improving pedestrian crossing of the A513 between Seven Springs and Weetman's Bridge.
	F6	Improve the footways to and over Wolseley Bridges to link the Wolseley Centre to the towpath better.
	F7	Investigate options for a footbridge or ferry over the river between the Wolseley Centre and canal towpath.
	F8	Develop green infrastructure routes through the industrial landscape of Rugeley to link the town to the river.
	F9	Until the new access for the Trent Valley Way is established, investigate options for improving pedestrian links along the A513 to High Bridge and from there to the Mavesyn Ridware and Pipe Ridware Footpaths.
	F10	Investigate options for riverside paths in the Handsacre and the Ridwares area.
	F11	Investigate options in the King's Bromley and Yoxall area for further access on the north side of the Trent and for river crossings, perhaps at Potters Meadow.
	F12	Investigate with Staffordshire County Council options for improving pedestrian crossing and Footpath access on the A513 at Alrewas.
	F13	Investigate options for river access north of Tamworth.
	F14	Experiment with a foot and cycle ferry across the Tame at the NMA to reach Croxall Lakes.
	F15	Work with local interests to upgrade the National Forest Way route from the NMA to Catholme for cycle use, facilitating a cycle route from Barton-under-Needwood to the NMA and beyond.
	F16	Work with local authorities and developers around Branston to achieve enhanced foot and cycle links, especially using the proposed bridge to Drakelow.
	F17	Work with local authorities to ensure that the proposed widening of Walton Lane associated with the Drakelow development will provide a continuous foot and cycle way from Tucklesholme Reserve, via Walton, to Stapenhill.
	F18	Work with local authorities to ensure that there is a high-quality crossing of the new Walton bypass for the Footpath from Station Lane.
	F19	Investigate options for footbridges south of Rocester, including at the weir crossing of the river Dove.
	F20	Investigate options for new access routes to the river Dove south of Rocester.
	F21	Investigate options for new access routes into the Landscape in the Uttoxeter and Doveridge area.
	F22	Investigate options for reinstating a crossing of the river Dove between Marchington and Sudbury, possibly experimenting with a foot and cycle ferry if no bridge is feasible.
	F23	Investigate options for developing paths south of the railway at Hatton.
	F24	Investigate the development of a riverside path between Hatton and Marston on Dove.
	F25	Investigate options for at least one crossing of the A38 near Egginton, linked also to NCN 54 and Willington Quarry Nature Reserve.
	F26	Investigate options for new access routes into the Landscape at Rolleston on Dove and a crossing to Egginton.



Category	Ideas	
	F27	Extend the Bridleway from Repton (that runs to a presumed ford to connect to Willington) around The Buries to join the B5008 Willington Road and then connect to the Footpath to Parson's Hills.
	F28	Investigate options for footbridges or a foot and cycle ferry over the river in the Repton and Newton Solney area.
	F29	Investigate options for new access routes to the river Trent itself south of Derby.
	F30	Investigate options for reinstating a river crossing at Twyford, possibly experimenting with a foot and cycle ferry.
	F31	Investigate options for new access routes to the river in the Melbourne area.
	F32	Investigate options for new access routes to the river around Weston-on-Trent and Aston-on-Trent.
	F33	Investigate options for new access routes to the river from Castle Donington.
	F34	Investigate options for reinstating a river crossing at King's Mills (Castle Donington), possibly experimenting with a foot and cycle ferry.
<b>Public transport access</b>	P1	Work with train operating companies, bus companies and local authorities to optimise and improve interchange at Rugeley Trent Valley, Lichfield Trent Valley, Tamworth, Burton upon Trent, Tutbury & Hatton, and Uttoxeter stations (bus-bus and train-bus).
	P2	Work with the North Staffordshire Line Community Rail Partnership to promote access to the Landscape via Uttoxeter and Tutbury & Hatton stations.
	P3	Work with those promoting the Leicester-Burton line reopening.
	P4	Work with the train operating company to explore possibilities for increased stops at Willington.
	P5	Try a Sunday leisure bus: Wolverhampton - Cannock - Cannock Chase - Rugeley - Rugeley TV - Abbots Bromley - Draycott - Marchington - Uttoxeter - Rocester - Alton Towers.
	P6	Investigate with Midland Classic and Staffordshire County Council options for a Sunday service on bus route 812 and partnership promotion.
	P7	Work with Midland Classic and Staffordshire County Council to ensure stops on bus service 812 are available close to Footpaths.
	P8	Investigate with Arriva and Staffordshire County Council options for a Sunday service on bus route 765 and partnership promotion.
	P9	Investigate with Trent Barton and Derbyshire County Council options for a Sunday and at least summer evening service on the Swift bus route, with partnership promotion.
	P10	Work with Trent Barton and Derbyshire County Council to ensure stops on the Swift bus service, between Rocester and Uttoxeter, are available close to Footpaths.
<b>Visibility and signage</b>	S1	Raise the profile of the canal and towpath in Rugeley and Burton upon Trent, in particular, by signage and interpretation.
	S2	Work with local authorities and other local interests to carry out a signage audit and scheme for new signage in Burton upon Trent, to aid navigation between buses, trains and attractions (including the Washlands).
	S3	Work with local authorities, the North Staffordshire Line Community Rail Partnership and other local interests to carry out a signage audit and scheme for new signage in Uttoxeter, to aid navigation between buses, trains and attractions.
	S4	Work with the county councils to carry out a Public Rights of Way signage audit, and upgrade waymarking as appropriate.
<b>Marketing &amp; promotion</b>	M1	Work with the developers and local authorities to promote the Landscape and access to it to new residents in the housing development at Fradley South, around Branston, and around the southern edge of Derby.

Category	Ideas	
	M2	Encourage all attractions to promote public transport, foot and cycle access, with accurate information.
	M3	Promote Barton-under-Needwood as a hub for walking and cycling.
<b>Key sites 1: Tucklesholme Quarry Nature Reserve</b>	TQ1	Focus access by car (and car parking) on the point where the reserve meets the eastern end of Station Lane.
	TQ2	Promote and sign the foot (and cycle) entrances to the reserve equally with the vehicular entrance, and install (to Sustrans standards) 'Sheffield' cycle stands at all entrances with cycle access.
	TQ3	Develop a visitor centre with toilets, refreshments, etc., ideally close to the Footpath entry points(s) from Walton.
	TQ4	Embed disabled access into the design for visitor facilities and circulation.
	TQ5	Work with the operator (Midland Classic) of bus service 22, Derbyshire County Council and potentially the Drakelow developer, to achieve an increase in frequency, together with an evening and Sunday service, and then promote it as the way to get to the reserve.
	TQ6	Work with local authorities to ensure that there is a high-quality crossing of the new Walton bypass for the Footpath (and potential cycleway) from Station Lane.
	TQ7	Work with local authorities, the landowner of the triangle of land between the Walton bypass and Station Lane, other landowners along the route of the National Forest Way towards Branston, Network Rail, and the developer of the housing site south of Branston, to develop a cycle route on upgraded Footpaths, from Walton-on-Trent, across the Walton bypass, through the reserve, over the railway line (using wheel channels on the Footbridge), through the housing development to Branston.
	TQ8	Work with local authorities to ensure that the proposed widening of Walton Lane associated with the Drakelow development will provide a continuous foot and cycle way from Tucklesholme Reserve, via Walton, to Stapenhill.
<b>Key sites 2: Willington Quarry Nature Reserve</b>	WQ1	Install signage to the reserve, of use to walkers, from Willington and Repton villages, and the proposed access from the canal and river (see below).
	WQ2	Work with Derbyshire County Council to have facilities improved at the bus stops on both sides of Repton Road, just north of Meadow Lane, particularly shelters and seating.
	WQ3	Work with the train operating company (CrossCountry) to explore possibilities for more frequent stops at Willington, including on Sundays.
	WQ4	Develop access from the canal towpath to the reserve via the track that runs south-east from High Bridge and via the Footpath crossing of the railway north of the reserve.
	WQ5	Investigate options for footbridges over the river in the Repton and Newton Solney area, and linking these to the reserve.
	WQ6	Extend the Bridleway from Repton (that runs to a presumed ford to connect to Willington) around The Buries to join the B5008 Willington Road and then connect to the Footpath to Parson's Hills.
	WQ7	Investigate options for at least one crossing of the A38 to link High Bridge with Egginton and NCN 54.
	WQ8	Install (to Sustrans standards) 'Sheffield' cycle stands at the reserve entrance from Meadow Lane, and any new entrances with cycle access.
	WQ9	Install ramps to provide step-free access to the viewing platforms.
<b>Key sites 3: Brook Hollows Spinney</b>	BH1	Work with Staffordshire County Council and local landowners to make the Footpath from the spinney to the A511 accessible on all days.
	BH2	Develop local walking routes (including circular trails) to link the edge of Burton, the villages of Rolleston and Tutbury, and the Landscape.
	BH3	Develop more routes from Rolleston to the river Dove to complement this network.

Category	Ideas	
<b>Key sites 4: Burton Washlands</b>	BW1	Work with East Staffordshire District Council to undertake a signage audit for access to the Washlands and implement an upgraded signage programme to guide visitors to the Washlands from the urban centres, including bus stops.
	BW2	Work with East Staffordshire District Council and Burton and South Derbyshire College to find ways of opening up Burton town centre to the Washlands and making an attractive gateway to the town at the end of the path from Ferry Bridge (Fleet Street and Abbey Street).
<b>Key sites 5: The National Memorial Arboretum</b>	NMA1	Work with local authorities and the Highways Agency to develop better (both more convenient and safer) options for crossing the A38 at Alrewas.
	NMA2	The Brookhay development proposal could facilitate better links between Fradley, Brookhay Garden Village, the National Memorial Arboretum, Brookhay Waterside and Alrewas (and the Trent Valley Way and National Forest Way) with off-road paths on 'green bridges' over the A38 and A513. An off-road link across the river Tame and the railway to Croxall Lakes, Croxall village and beyond could usefully be included in the package.
	NMA3	Work with local interests to upgrade the National Forest Way route from the NMA to Catholme for cycle use.
	NMA4	Build on the work done for the National Forest Way to open up new footpath links, ideally as Public Footpaths, and new crossings of the rivers, and reforging of links south of the A513, and work with all interests to upgrade these routes to cycle use.
	NMA5	Work with Midland Classic, operator of the 811/2, to promote the fact that the bus can stop adjacent to the A38 crossing point.
	NMA6	Work with train operating companies, bus companies and local authorities to optimise and improve train-bus interchange at Lichfield Trent Valley and Burton upon Trent stations.
	NMA7	Work with the NMA to promote public transport options better.
<b>Key sites 6: Barton Marina</b>	BM1	Investigate with Midland Classic and Staffordshire County Council options for a Sunday service on bus route 812 and partnership promotion.
	BM2	Work with local interests to erect walking signs on Efflinch Lane in Barton, close to the bus stops, pointing to Barton Marina along Potters Way and Gilmour Lane.
	BM3	Work with local interest to upgrade the Footpath (Potters Way) and permissive path (Gilmour Lane) to cycle use.
	BM4	Extend the shared use cycle track along the footway on the B5016 from its current terminus to the Barton Marina junction.
	BM5	Promote Barton-under-Needwood as a hub for walking and cycling.
	BM6	Work with local interests to upgrade the National Forest Way route from the NMA to Catholme for cycle use, facilitating a cycle route from Barton-under-Needwood.
<b>The Trent Valley Way</b>	TVW1	As a priority, work with local authorities and the Highways Agency to develop better crossing options along the A38, especially at Alrewas.
	TVW2	The Brookhay development proposal could facilitate better links with the surrounding communities. Fradley, Brookhay Garden Village, the National Memorial Arboretum, Brookhay Waterside and Alrewas (and the Trent Valley Way and National Forest Way) could be linked together with off-road paths on 'green bridges' over the A38 and A513. An off-road link across the river Tame and the railway to Croxall Lakes, Croxall village and beyond could usefully be included in the package.
	TVW3	Ensure all new access is secure, ideally in the form of Public Right of Way status.
	TVW4	Develop a spur on new access into Stafford.
	TVW5	Experiment with foot and cycle ferries to provide crossings of the Trent, particularly at the Wolseley Centre, between Orgreave and Wychnor, at

Category	Ideas	
		Newton Solney, at Twyford, and at King's Mill (between Weston-on-Trent and Castle Donington), and across the Tame at the NMA to reach Croxall Lakes.
	TVW6	Work with local authorities to ensure that there is a high-quality crossing of the new Walton bypass for the Footpath from Station Lane.
	TVW7	Investigate with Midland Classic and Staffordshire County Council options for a Sunday service on bus route 812 and partnership promotion, so improving access to the TVW at Yoxall Bridge and Orgreave.
	TVW8	Work with Midland Classic and Staffordshire County Council to ensure stops on bus service 812 are available close to Footpaths, especially at Yoxall Bridge.
	TVW9	The idea of a Sunday leisure bus (Wolverhampton - Cannock - Cannock Chase - Rugeley - Rugeley TV - Abbots Bromley - Draycott - Marchington - Uttoxeter - Rocester - Alton Towers), presented above, would help access to the TVW at Rugeley.
<b>The Canal Network</b>	CL1	Promote access to nearby attractions and bus connections from mooring points by means of leaflets, web-sites and signs at the canal side.
	CL2	Raise the profile of the canal and towpath in Rugeley and Burton upon Trent, in particular, by signage and interpretation.
	CL3	Carry out an audit of canal access points, pinch points and areas of conflict, to clarify the feasibility of and issues related to opening up all towpath lengths to access of foot and by bicycle.
	CL4	Make all stretches of canal towpath consistent by upgrading them to Public Footpath status and, where safe and otherwise appropriate, cycle access.
	CL5	Improve the footways to and over the Wolseley bridges to link the Wolseley Centre to the towpath better.
	CL6	Investigate options for a footbridge or ferry over the river between the Wolseley Centre and the canal towpath.
	CL7	Ensure sustainable access is not undermined by canal restorations.
<b>The Canoe Access Network</b>	CE1	Work with existing providers of canoe hire and canoe experiences to develop provision in association with existing attractions that are close to public transport or in urban locations.
	CE2	Work with British Canoeing to develop own-canoe launching at places where car access is already of sufficient capacity, local facilities for e.g. refreshments exist, opportunities for interpretation are available, and where any negative impacts can be managed without impinging on existing visitors.

# *Appendices*



## Appendix 1 Key data supplied by the client or other sources

<b>Data</b>	<b>Source</b>
Ordnance Survey mapping	OS (paper/GIS)
On-line mapping, satellite and 'streetview' (used for corroboration)	Google
DWT/SWT nature reserves	DWT (GIS)
Local Nature reserves	DWT (GIS)
Country parks	DWT (GIS)
AONB and National Forest boundaries	SWT (GIS)
Listed buildings	DWT (GIS)
Public Rights of Way	DWT (GIS)
Trent Valley Way routes	DWT (GIS)
Trent Valley Way feasibility study	Internet
National Forest Way route	SWT (GIS)
Promoted long-distance paths in Derbyshire	DWT (GIS)
National Cycle Network	DWT (GIS)
Promoted cycle routes in Derbyshire	DWT (GIS)
Canal navigations (including planned restorations) within five miles of the scheme area	Canal and Rivers Trust (GIS)
Canal and River Trust visitor provision and infrastructure	Canal and Rivers Trust (GIS)
Canal access points	Canal and Rivers Trust (GIS)
Canoe access points	SWT
Bus routes and timetables	Operator web-sites
Train routes and timetables	National Rail Enquiries web-site
High Speed 2 routes	HS2 web-site
Quarries in Staffordshire	SWT
Quarries in Derbyshire	DWT (GIS)
Housing developments in East Staffordshire District	East Staffordshire District Council (GIS)
Sports and leisure centres in East Staffordshire District	East Staffordshire District Council (GIS)
Housing developments in Lichfield District	Lichfield District (GIS)
Housing developments in Derbyshire	Derbyshire County Council (PDF)
Data from the 2011 census for wards within 10km of the TTTV Landscape.	Nomis
Icarus Visitor Perception Survey Report	SWT
List of selected attractions (information used in various sections of the report)	DWT
Selected highways (not shown, as already on base map)	DWT (GIS)
Rivers in Derbyshire (not shown as data only partial and in any case already on base map)	DWT (GIS)
Visitor numbers for the Wolseley Centre (not presented as they only apply to the centre itself and no data was available for other visitor attractions)	SWT





## Appendix 2a Transforming the Trent Valley Landscape Access Points: Reaching the Access Points

Access Point		Facilities	Direct trains to	Bus daily $\geq$ hourly	Bus M-S $\geq$ hourly	Bus Sun $\geq$ two-hourly	Bus limited service	Parking
<i>Trent (Stafford)</i>								
1	Great Haywood	Pub, PO					D & G 841 Stafford-Uttoxeter (M-S, less than hourly), 842 Stafford-Rugeley ( schooldays to mid-afternoon, two-hourly)	
2	Little Haywood	Pub, shop, cash		Arriva 825 Stafford-Lichfield			D & G 842 Stafford-Rugeley ( schooldays to mid-afternoon, two-hourly)	
3	A513 Weetman's Bridge			Arriva 825 Stafford-Lichfield				At Seven Springs
4	Colwich			Arriva 825 Stafford-Lichfield			D & G 842 Stafford-Rugeley ( schooldays to mid-afternoon, two-hourly)	
5	Wolseley Bridges	Shops, cafés, pub, VC, toilets		Arriva 825 Stafford-Lichfield			D & G 842 Stafford-Rugeley ( schooldays to mid-afternoon, two-hourly)	At Wolseley Centre (inc. cycles)
6	Colton	Pub					Needwood Forest Connect DRT (M-S)	
7	Rugeley - Brindley Bank			Arriva 825 Stafford-Lichfield			D & G 842 Stafford-Rugeley ( schooldays to mid-afternoon, two-hourly)	

Access Point		Facilities	Direct trains to	Bus daily $\geq$ hourly	Bus M-S $\geq$ hourly	Bus Sun $\geq$ two-hourly	Bus limited service	Parking
8	Rugeley - Trent Valley Station	Pub	Stafford, Crewe, the North, Birmingham, Lichfield, Tamworth, London					Customer parking (inc. cycles)
9	Rugeley - Centre	Town centre	Rugeley Trent Valley and Birmingham (from Rugeley Town)	Arriva 825 Stafford-Lichfield	Arriva 63 to Cannock		Lichfield & Rugeley Village Connect (M-S)	Town centre parking (inc. cycles)
10	Brereton A513 Rugeley Road	Pub		Arriva 825 Stafford-Lichfield				
11	Armitage			Arriva 825 Stafford-Lichfield				
12	Handsacre	Village centre		Arriva 825 Stafford-Lichfield			Needwood Forest Connect DRT (M-S)	
13	Hill Ridware	Pub					Needwood Forest Connect DRT (M-S)	
14	Pipe Ridware						Needwood Forest Connect DRT (M-S)	
15	Nethertown						Needwood Forest Connect DRT (M-S)	
16	Hamstall Ridware	Pub					Needwood Forest Connect DRT (M-S)	
17	Manor Park Sailing Club, A513						Needwood Forest Connect DRT (M-S)	
18	Riley Hill	Garden Centre						

Access Point		Facilities	Direct trains to	Bus daily $\geq$ hourly	Bus M-S $\geq$ hourly	Bus Sun $\geq$ two-hourly	Bus limited service	Parking
19	King's Bromley	Pub			Midland Classic 812 Burton-Lichfield		Needwood Forest Connect DRT (M-S)	
20	Yoxall Bridge				Midland Classic 812 Burton-Lichfield			
21	Yoxall	Pub			Midland Classic 812 Burton-Lichfield		Needwood Forest Connect DRT (M-S)	
22	A513 east of King's Bromley				Midland Classic 812 Burton-Lichfield			
23	Orgreave				Midland Classic 812 Burton-Lichfield			
24	Lichfield – Netherstowe/ Curborough				Midland Classic 821/2 Lichfield City Circulars (not evenings)			
25	Fradley							
26	Fradley Junction	Pub, toilets, leisure destination			Midland Classic 812 Burton-Lichfield	Midland Classic 811 Burton-Lichfield		Yes (inc. cycles)
<b>Tame</b>								
27	Coton	Pub			Arriva 765/X65 Lichfield-Tamworth			
28	Hopwas	Pub			Arriva 765/X65 Lichfield-Tamworth			

Access Point		Facilities	Direct trains to	Bus daily $\geq$ hourly	Bus M-S $\geq$ hourly	Bus Sun $\geq$ two-hourly	Bus limited service	Parking
29	Whittington	Pub			Arriva 765 Lichfield-Tamworth			
30	Comberford						Solus 82 Tamworth-Elford circular (M-S two-hourly, not evenings)	
31	Elford	Pub, picnic site					Solus 82 Tamworth-Elford circular (M-S two-hourly, not evenings)	At picnic site
32	Croxall							
33	A513 Barley Green Lane Junction							At Whitemoor Lakes
34	National Memorial Arboretum	VC, café						Extensive (inc. cycles)
<b>Trent (Stafford/Burton)</b>								
35	Alrewas	Village centre			Midland Classic 812 Burton-Lichfield	Midland Classic 811 Burton-Lichfield		
<b>Trent (Burton)</b>								
36	Wychnor							
37	Barton-under-Needwood	Village centre			Midland Classic 812 Burton-Lichfield	Midland Classic 811 Burton-Lichfield		Yes
38	Barton Marina	Leisure destination			Midland Classic 812 Burton-Lichfield	Midland Classic 811 Burton-Lichfield		Yes (inc. cycles)

Access Point		Facilities	Direct trains to	Bus daily $\geq$ hourly	Bus M-S $\geq$ hourly	Bus Sun $\geq$ two-hourly	Bus limited service	Parking
39	Walton-on-Trent	Pub					Midland Classic 22 Swadlincote-Burton (M-S two-hourly, not evenings)	
40	Tatenhill	Pub					Needwood Forest Connect DRT (M-S)	At Battlestead Hill
41	Branston Water Park	Pub, toilets, leisure destination						Yes (inc. cycles)
42	Burton-upon-Trent - Branston	Suburban centre			Midland Classic 812, X12 (not evenings)	Midland Classic 811		
43	Burton-upon-Trent - Stapenhill	Suburban centre, toilets		Midland Classic 21/E Burton-Swadlincote	Midland Classic 2 Burton-Stapenhill (not evenings), 9/19 Burton-Ashby (not evenings)		Midland Classic 4 Midway-Burton (M-F half-hourly), 22 Swadlincote-Burton (M-S two-hourly, not evenings)	At Stapenhill Gardens
44	Burton-upon-Trent - Winshill	Suburban centre		Midland Classic 8 Queen's Hospital-Swadlincote (not evenings), 21/E Burton-Swadlincote, TB Villager 3, Arriva 29 Burton-Coalville(-Leicester)	Midland Classic 2 Burton-Stapenhill (not evenings), 3 Winshill-Queen's Hospital (not evenings)		Midland Classic 4 Midway-Burton (M-F half-hourly), 22 Swadlincote-Burton (M-S two-hourly, not evenings)	At Newton Park
45	Burton-upon-Trent - centre	Town centre	Derby, Nottingham, Tamworth, Birmingham	Bus hub				Town centre parking (inc. cycles) and at Washlands,

Access Point		Facilities	Direct trains to	Bus daily $\geq$ hourly	Bus M-S $\geq$ hourly	Bus Sun $\geq$ two-hourly	Bus limited service	Parking
								south of A5189
46	Burton-upon-Trent - Shobnall	Suburban centre		Midland Classic 8 Queen's Hospital-Swadlincote (not evenings)	Midland Classic 3 Winshill-Queen's Hospital (not evenings), 401/2/3 Burton-Uttoxeter	Midland Classic 401 Burton-Uttoxeter		
47	Burton-upon-Trent - Horninglow/Outwoods	Suburban centre		Midland Classic 8 Queen's Hospital-Swadlincote (not evenings)	Midland Classic 1 Burton-Tutbury (not evenings), 2 Burton-Horninglow (not evenings), 3 Winshill-Queen's Hospital (not evenings)			
48	Burton-upon-Trent - Stretton	Suburban centre		TB Villager 1, Arriva/TB X38 Derby-Burton			Midland Classic 17 Burton-Stretton (M-S mornings, hourly)	At Claymills pumping station
49	Newton Solney	Pub		TB Villager 3				
<b><i>Dove</i></b>								
50	Rocester	Village centre			TB Swift (not evenings)			
51	Combridge				TB Swift (not evenings) - may not stop?			
52	Crakemarsh				TB Swift (not evenings) - may not stop?			
53	Uttoxeter	Town centre, camping	Derby, Stoke-on-trent		TB Swift (not evenings), Midland Classic 401/2/3 Burton-Uttoxeter	Midland Classic 401 Burton-Uttoxeter		

Access Point		Facilities	Direct trains to	Bus daily $\geq$ hourly	Bus M-S $\geq$ hourly	Bus Sun $\geq$ two-hourly	Bus limited service	Parking
54	Doveridge	Pub			Midland Classic 401 Burton-Uttoxeter	Midland Classic 401 Burton-Uttoxeter		
55	Sudbury	Pub, PO, café at Sudbury Hall			Midland Classic 401 Burton-Uttoxeter	Midland Classic 401 Burton-Uttoxeter		At Sudbury Hall (inc. cycles)
56	Marchington	Pub					Midland Classic 402 Burton-Uttoxeter (M-S two-hourly), Needwood Forest Connect DRT (M-S)	
57	Coton in the Clay							
58	Scropton							
59	Tutbury & Hatton	Village centres, toilets & café at Castle	Uttoxeter, Stoke-on-Trent, Derby	TB Villager 1	Midland Classic 1 Burton-Tutbury (not evenings), 401 Burton-Uttoxeter	Midland Classic 401 Burton-Uttoxeter		At bridge and in Tutbury
60	Marston on Dove							
61	Hilton	Village centre		TB Villager 1				
62	Egginton							
63	Rolleston on Dove	Village centre		TB Villager 1	Midland Classic 1 Burton-Tutbury (not evenings)			
<b>Trent (Derby)</b>								
64	Repton	Village centre		TB Villager 3				
65	Willington	Village centre	Burton, Tamworth, Birmingham, Derby (limited)	TB Villager 3				Near canal

Access Point		Facilities	Direct trains to	Bus daily $\geq$ hourly	Bus M-S $\geq$ hourly	Bus Sun $\geq$ two-hourly	Bus limited service	Parking
66	Mercia Marina	Leisure destination		TB Villager 3				Yes (inc. cycles)
67	Findern	Village centre		TB Villager 3				
68	Stenson Marina	Pub						
69	Twyford							
70	Derby - Stenson Fields			Arriva 38 Stenson Fields - Derby				
71	Barrow upon Trent	Pub, camping			Arriva 2 Derby-Melbourne (not evenings)			
72	Swarkestone	Pub		Arriva 2 Derby-Swadlincote				
73	Derby - Chellaston			Arriva 2/A/B Derby-Chellaston/Swadlincote				
74	Milton	Pub						
75	Foremark							
76	Ingleby	Pub						
77	Stanton by Bridge			Arriva 2 Derby-Swadlincote				
78	Melbourne - King's Newton	Pubs		Arriva 2 Derby-Swadlincote				
79	Weston-on-Trent				Notts & Derby 73/A Derby-Weston-on-Trent			
80	Aston-on-Trent				Notts & Derby 73/A Derby-Weston-on-Trent			
81	Shardlow / Cavendish Bridge	Pubs, camping		TB Skylink Derby-Leicester				At Shardlow Marina
82	Donington Hall	Camping (at Park Farm)						



Access Point		Facilities	Direct trains to	Bus daily $\geq$ hourly	Bus M-S $\geq$ hourly	Bus Sun $\geq$ two-hourly	Bus limited service	Parking
83	Donington Park	Camping (at Park Farm)		TB Skylink Derby/Nottingham-Leicester				Yes
84	Castle Donington	Village centre		TB Skylink Derby/Nottingham-Leicester				

## Appendix 2b Transforming the Trent Valley Landscape Access Points: Access to Nearby Attractions

Public Rights of Way and Other Access Types		Promoted Long-Distance Paths and Cycleways	
FP	Footpath	CT	Cloud Trail
BW	Bridleway	CW	Churnet Way
BOAT	Byway Open to All Traffic	NFW	National Forest Way
RB	Restricted Byway	SW	Staffordshire Way
NCN	National Cycle Network route	WFTM	The Way for the Millennium

Access Point		Access to river by	Access to canal by	Nearby attraction	Access to attraction via:
<b>Trent (Stafford)</b>					
1	Great Haywood	BW over Essex Bridge (SW) and FP on towpath (WFTM)	BW over Essex Bridge (SW) and FP on towpath (WFTM)	NT Shugborough Estate	BW over Essex Bridge (SW)
				Access land and caves	Main Road
2	Little Haywood	n/a	Meadow Lane (NB no footway under railway) and FP on towpath (WFTM)		
3	A513 Weetman's Bridge	Visible from bridge - but narrow and vehicle congested	n/a		
4	Colwich	FP on Station Road and FP on towpath (WFTM/SW)	FP on Station Road and FP on towpath (WFTM)	SWT Colwich Brickworks	FP opp. Church, under A51 and onto Kingfisher Drive
5	Wolseley Bridges	Wolseley Centre and via footway along A51, then onto FP on towpath (WFTM/SW)	Via footway along A51, then onto FP on towpath (WFTM/SW)	SWT Wolseley Centre	Paths
				Wolseley Barns & Garden Centre	Paths & crossing A51 at roundabout
6	Colton	Lanes, FP & BW to Moreton Brook; FP (SW) to Trent	FP (SW)		
7	Rugeley - Brindley Bank	FP	FP & permissive path on towpath (WFTM)		

Access Point		Access to river by	Access to canal by	Nearby attraction	Access to attraction via:
8	Rugeley - Trent Valley Station	Visible from footway on Colton Road	Footway along Colton Road & Station Road, then permissive path on towpath (WFTM)		
9	Rugeley - Centre	n/a	Urban streets		
10	Brereton A513 Rugeley Road	n/a	Footway on A513 and permissive path on towpath (WFTM)		
11	Armitage	FP (WFTM)	FP and FP on towpath	Mavesyn Ridware	FP (WFTM)
12	Handsacre	Footway along A513 & B5014	Urban streets and FP on towpath		
13	Hill Ridware	Church Lane & FP (WFTM)	Church Lane & FP (WFTM)		
14	Pipe Ridware	FP	n/a		
15	Nethertown	FP	n/a		
16	Hamstall Ridware	FP to River Blithe	n/a		
17	Manor Park Sailing Club, A513	FP	n/a		
18	Riley Hill	n/a	Shaw Lane, BW or verge of A513	King's Bromley Marine	Verge of A513
19	King's Bromley	A515 verge to Trent; FP to Crawley Brook	n/a		
20	Yoxall Bridge	FP	n/a		
21	Yoxall	FP to Trent and Swarbourn	n/a	Wat Buddhavihara Temple	Wide verges on A512
22	A513 east of King's Bromley	FP to Trent and Crawley Brook	n/a	Wat Buddhavihara Temple	Wide verges on A513
23	Orgreave	FP	n/a		
24	Lichfield – Netherstowe/ Curborough	FP to Curborough Brook	FP	Curborough Hall Farm	FP
				Curborough Sprint Course	FP
				Fradley Junction	FP
25	Fradley	n/a	FP to Coventry Canal; FP and Lanes to Trent & Mersey Canal	BW Fradley Junction	FP and lanes
26	Fradley Junction	n/a	Adjacent		
<b>Tame</b>					
27	Coton	FP to tributary dyke only; visible from A51 bridge (footway)	Footway on A51 to Hopwas (Birmingham & Fazeley Canal)		

Access Point		Access to river by	Access to canal by	Nearby attraction	Access to attraction via:
28	Hopwas	BW and ORCR on towpath (Birmingham & Fazeley Canal)	BW and ORCR on towpath (Birmingham & Fazeley Canal)	Hopwas Hays Wood	BW
29	Whittington	n/a	Adjacent	Fisherwick Lakes and Wood	Road only
30	Comberford	Limited	n/a		
31	Elford	Adjacent, but limited	n/a	Fisherwick Lakes and Wood	Footway on A513, then road only, then FP
32	Croxall	Adjacent to River Mease	n/a	SWT Croxall Lakes	Busy road only
33	A513 Barley Green Lane Junction	FP, but crosses A513	n/a	Whitemoor Lakes	Adjacent
				National Memorial Arboretum	Road only
				SWT Croxall Lakes	A513 only (no verge)
34	National Memorial Arboretum	FP (NFW)	FP (NFW)	National Memorial Arboretum	Adjacent
				SWT Croxall Lakes	Road only
<b><i>Trent (Stafford/Burton)</i></b>					
35	Alrewas	FP (FWW/WFTM)	FP (NFW/WFTM)	Whitemoor Lakes	Footways on A513 over major A38 junction, then lanes
				National Memorial Arboretum	Quiet roads, but crossing A38, or long route on footways around major A38/A513 junction
<b><i>Trent (Burton)</i></b>					
36	Wychnor	Lane and FP (WFTM)	Lane and FP (WFTM)		
37	Barton-under-Needwood	n/a	FP	Barton Marina	FP
				SWT Tucklesholme Quarry	Road only - footway but involves navigating major A38 junction.
38	Barton Marina	n/a	Adjacent	SWT Tucklesholme Quarry	Road only - footway but involves navigating major A38 junction.

Access Point	Access to river by	Access to canal by	Nearby attraction	Access to attraction via:	
39	Walton-on-Trent	Station Lane and FP (NFW) – the planned bypass will make Station Lane traffic-free	n/a	SWT Tucklesholme Quarry	Station Lane and FPs – although how the Footpath will cross the bypass is not clear.
				DWT Drakelow	Road only - no verge and no signs! Bus 22
40	Tatenhill	n/a	BW (NFW)	Branston Water Park	BW (NFW)
41	Branston Water Park	Quiet urban roads and FP (NFW) (distant)	Adjacent	Branston Water Park	Adjacent
				DWT Drakelow	Urban roads (including NFW) assuming new bridge to Drakelow.
42	Burton-upon-Trent - Branston	Fairway and Branston Golf and Country Club	Quiet urban roads (NFW)	Branston Water Park	Quiet urban roads (NFW)
				DWT Drakelow	Assuming new footbridge to Drakelow.
43	Burton-upon-Trent - Stapenhill	Riverside paths	n/a	Burton Washlands	Footbridge (Ferry Bridge)
				Scalpcliff Hill LNR	Urban streets
				Stapenhill Gardens	Urban streets
44	Burton-upon-Trent - Winshill	Riverside paths	n/a	Burton Washlands and Bass Meadow	Burton Bridge (footway)
				Scalpcliff Hill LNR	Urban streets
				Newton Park	Urban streets
45	Burton-upon-Trent - centre	Urban streets and riverside paths	Urban streets and permissive path (WFTM) and NCN54 on towpath	Burton Washlands and Bass Meadow	Urban streets
				Leisure centres	Urban streets
				Brewhouse Arts Centre	Urban streets
46	Burton-upon-Trent - Shobnall	n/a	Urban streets and permissive path (WFTM) and NCN54 on towpath	Leisure centre	Urban streets
47	Burton-upon-Trent - Horninglow/ Outwoods	n/a	Urban streets and NCN54 on towpath		

Access Point		Access to river by	Access to canal by	Nearby attraction	Access to attraction via:
48	Burton-upon-Trent - Stretton	Limited access to Dove channel via canal	Urban streets and NCN54 on towpath	Claymills Pumping Station	Urban streets
49	Newton Solney	BW and FPs	n/a	DWT Willington Quarry	None
<b><i>Dove</i></b>					
50	Rocester	FP (SW & CW)	n/a	Roman Fort & Medieval Abbey site	Urban streets
				JCB Lakes	Urban streets and paths
51	Combridge	BW and FP (CW)	n/a		
52	Crakemarsh	FP	n/a		
53	Uttoxeter	FPs (incl. SW) and NCN549 along A50	n/a	Uttoxeter Quarry	FP
				Racecourse	Urban streets
54	Doveridge	FPs (incl. SW)	n/a		
55	Sudbury	FP	n/a	NT Sudbury Hall	Adjacent
56	Marchington	FP (distant)	n/a		
57	Coton in the Clay	Visible from FP	n/a		
58	Scropton	FP	n/a		
59	Tutbury & Hatton	FP	n/a	Tutbury Castle and Museum	Urban streets
60	Marston on Dove	FP	n/a		
61	Hilton	FP (limited)	n/a	DWT Hilton Gravel Pits	Road only
62	Egginton	BW & FP	None - FPs and BW cut off by A38		
63	Rolleston on Dove	Lane, FP	n/a	Brook Hollows Spinney	Village street
<b><i>Trent (Derby)</i></b>					
64	Repton	FP, BW, B5008 Willington Road (footway)	n/a	St. Ann's Well	FP
				DWT Willington Quarry	B5008 Willington Road (footway)
65	Willington	Urban streets and FP	Urban streets and FP on towpath	DWT Willington Quarry	Urban streets, then RB
				Mercia Marina	Findern Lane (footway/verge)
66	Mercia Marina	n/a	Across road		
67	Findern	n/a	FP & BW	Crow Park Nature Reserve	FP

Access Point	Access to river by	Access to canal by	Nearby attraction	Access to attraction via:
			Stenson Marina	FP
68	Stenson Marina	n/a	Adjacent	
69	Twyford	Village streets & FPs	n/a	
70	Derby - Stenson Fields	n/a	Arleston Lane (quiet)	Stenson Marina Stenson Road (footway)
71	Barrow upon Trent	Village streets and FP	Village streets and FP on towpath	Gravel pit FP
72	Swarkestone	FP	FP	Swarkestone Bridge Narrow footway on river bridge; beaten path and FP parallel to floodplain bridge
73	Derby - Chellaston	FP, lanes, NCN6 (CT)	FP, NCN6 (CT)	
74	Milton	Lane, FP	n/a	
75	Foremark	FPs	n/a	Caves FP
76	Ingleby	BW, FP, lanes	n/a	Caves FP
77	Stanton by Bridge	FPs, lanes	n/a	Swarkestone Bridge FP and beaten path parallel to floodplain bridge; narrow footway on river bridge
				Sailing club FP
78	Melbourne - King's Newton	NCN6 (CT)	CNC6 (CT)	Melbourne Hall Village streets
79	Weston-on-Trent	Lanes, BW	Lanes, BW, FP on towpath	Tarasivka (Ukrainian Youth Association) Swarkestone Road (footway)
80	Aston-on-Trent	BW (distant)	FP, lanes, BW, FP on towpath	Gravel pits FP, lane
81	Shardlow / Cavendish Bridge	Adjacent	Adjacent; FP on towpath	Heritage Centre Village streets
				Gravel pits FP on towpath
				Shardlow Marina Adjacent
82	Donington Hall	Adjacent	None - no river crossing	Gravel pits None - no river crossing
				Donington Park motor circuit and museum Estate roads
83	Donington Park	Lanes, FP, NCN6 (CT), estate roads (distant)	None - no river crossing	Donington Park motor circuit and museum Adjacent

Access Point		Access to river by	Access to canal by	Nearby attraction	Access to attraction via:
84	Castle Donington	Park Lane and industrial roads (footway; distant)	None - no river crossing	Gravel pits	None - no river crossing
				Donington Park motor circuit and museum	FP, NCN15 (distant)



## Appendix 3 Transforming the Trent Valley Landscape Access Opportunities

Opportunity Area	Access Points	Opportunities	Issues, missing links, etc.	Ideas
<i>Trent (Stafford)</i>				
Haywood - Shugborough - Wolseley	Great Haywood Little Haywood A513 Weetman's Bridge Colwich Wolseley Bridges	Good links by bus, cycle (towpath), canal and road from Stafford.	Weetman's Bridge is narrow and not pedestrian-friendly.	Develop a Footpath from Essex Bridge along the south side of the river to Weetman's Bridge.
		Good links by bus, canal, foot (towpath) and road from Rugeley. Local services and attractions (NT Shugborough Hall, Wolseley Centre, Haywood Access Land).	Access to the river in the western part of this area needs development.	Investigate options for improving pedestrian crossing of the A513 between Seven Springs and Weetman's Bridge.
		Local services and attractions (NT Shugborough Hall, Cannock Chase, Wolseley Centre, Haywood Access Land).	Access via Shugborough Park is charged for.	Improve the footways to and over Wolseley Bridges to link the Wolseley Centre to the towpath better.
		Good access across barriers.		Investigate options for a footbridge over the river between the Wolseley Centre and canal towpath.
Rugeley	Brindley Bank Rugeley Trent Valley Station Rugeley Centre Brereton A513 Rugeley Road	Large nearby population and good links by bus, train and road to other urban centres.	Unattractive pedestrian routes.	Work with train operating companies, bus companies and local authorities to improve interchange at Rugeley Trent Valley station.
		Significant tourism outside the Landscape (Cannock Chase and the Needwood/Blithfield area) that could be linked to the Landscape through Rugeley.	Poor connectivity between the town centre and Trent Valley Station.	
		Good links by bus and train to other parts of the Landscape.	Limited bus and cycle links from the Needwood/Blithfield area.	Try a Sunday leisure bus: Wolverhampton - Cannock - Cannock Chase - Rugeley - Rugeley TV - Abbots Bromley - Draycott - Marchington - Uttoxeter - Rocester - Alton Towers
		Local services.	No bus link through Cannock Chase.	
	No Sunday bus from Cannock.			

Opportunity Area	Access Points	Opportunities	Issues, missing links, etc.	Ideas
			Almost no access to the river, with the power station, A51 and industrial estates forming a major barrier and landscape intrusion.	Develop green infrastructure routes through the industrial landscape to link the town to the river.
			The canal is hidden, although accessible.	Raise the profile of the canal and towpath by signage and interpretation.
Handsacre & the Ridwares	Armitage Handsacre Hill Ridware Pipe Ridware	Good links by bus, canal and road to Rugeley, Stafford and Lichfield.	Poor pedestrian facilities along A513 and B5014.	Investigate options for improving pedestrian links along the A513 to High Bridge and from there to the Mavesyn Ridware and Pipe Ridware Footpaths.
		Compact, legible section of the valley.	Lack of access to the river.	Investigate options for riverside paths.
		River and canal crossings close by.		
		Local services.		
Bus 812 loop	King's Bromley Yoxall Bridge Yoxall A513 east of King's Bromley Orgreave Alrewas	Reasonable bus route Barton - Yoxall - King's Bromley - Alrewas.	No Sunday bus service.	Investigate with the operator and county council options for a Sunday service and partnership promotion.
		Good Footpath access either side of the floodplain, a riverside path on the south side of the Trent, and Access Land on the north side near Yoxall Bridge.	Limited access to the Trent from the north.	Investigate options for further access on the north side and crossings, perhaps at Potters Meadow.
		Local services.	Poor pedestrian links between the Footpaths on the A513 and A515.	Work with the bus operator and county council to ensure stops are available close to Footpaths.
Curborough & Fradley	Netherstowe/ Curborough Fradley Fradley Junction	Good pedestrian and cycle links from the north of Lichfield, Fradley and from Alrewas.	Poor pedestrian crossing options at the A513 south of Alrewas.	Investigate with the county council options for improving pedestrian crossing and Footpath access on the A513 at Alrewas.
		Large audience in Lichfield and increasing in Fradley.		Work with the developer and local authorities to promote the Landscape and access to it to new residents in the housing development at Fradley South.
		Local services and attractions (Fradley Junction).		

Opportunity Area	Access Points	Opportunities	Issues, missing links, etc.	Ideas
<b>Tame</b>				
Tamworth	Coton Hopwas Whittington Comberford	Large local population.		
		Urban nature reserves and cultural heritage that could be linked in promotion.	No access to the river north of Coton.	Investigate options for river access.
		Good bus links from Tamworth and Lichfield.	No bus on Sundays.	Investigate with the operator and county council options for a Sunday service and partnership promotion.
		Good access to the canal.		
		Local services.		
<b>Tame/Trent</b>				
Alrewas and the National Memorial Arboretum	Croxall A513 Barley Green Lane Junction National Memorial Arboretum Alrewas Wychnor	See Key Sites: National Memorial Arboretum	See Key Sites: National Memorial Arboretum	See Key Sites: National Memorial Arboretum
<b>Trent (Burton)</b>				
Barton	Barton-under-Needwood Barton Marina	See Key Sites: Barton Marina	See Key Sites: Barton Marina	See Key Sites: Barton Marina
Walton and Tucklesholme	Walton-on-Trent	See Key Sites: Tucklesholme Quarry	See Key Sites: Tucklesholme Quarry	See Key Sites: Tucklesholme Quarry
Branston	Tatenhill Branston Water Park	Good bus link to Burton and Lichfield.	No river crossing, preventing access to DWT Drakelow.	Work with local authorities and developers to achieve enhanced foot and cycle links, especially using the proposed footbridge to Drakelow.

Opportunity Area	Access Points	Opportunities	Issues, missing links, etc.	Ideas
	Burton-upon-Trent - Branston	Local services and attractions (Tatenhill hills and woods Access Land, Branston Water Park, canal, towpath and long-distance paths, potential for access to DWT Drakelow).	Need to maintain and enhance PRoW through developments.	Work with the developers and local authorities to promote the Landscape and access to it to new residents in the housing developments.
		Reasonable foot and cycle links, including under the A38.		
		New housing to the south and west, and in Drakelow.		
Burton-upon-trent	Stapenhill Winshill Burton-upon-Trent centre Shobnall Horninglow/ Outwoods Stretton	Major local population.	Poor interchange facilities.	Work with train operating companies, bus companies and local authorities to improve interchange at Burton-upon-Trent station.
		Good local bus network and rail links from further afield.	Poor wayfinding between station/buses, the river, canal and other attractions.	Work with local authorities and other local interests to carry out a signage audit and scheme for new signage in Burton, to aid navigation between buses, trains and attractions.
		Local services and attractions (Washlands, canal and towpath, Clay Mills, national Brewery Centre, arts centre, Scalpcliff Hill, etc.)		Work with those promoting the Leicester-Burton line reopening.
			The canal is hidden, although accessible.	Raise the profile of the canal and towpath by signage and interpretation.
		See also Key Sites: Burton Washlands	See also Key Sites: Burton Washlands	See also Key Sites: Burton Washlands
Willington, Repton & Newton Solney	Newton Solney Repton Willington Mercia Marina	Good bus links to Derby and Burton.		
		Rail links to Burton, Birmingham, Derby and Nottingham.	Large gaps in the train service.	Work with the train operating company to explore possibilities for increased stops at Willington.
		Footpaths and Bridleways to the river, and footways along the main roads.	Missing river crossing on the Repton-Willington Bridleway.	Divert Bridleway around The Buries to join the B5008 Willington Road and then connect to the Footpath to Parson's Hills.

Opportunity Area	Access Points	Opportunities	Issues, missing links, etc.	Ideas
		Local services and attractions (St. Ann's Well, Mercia Marina, DWT Willington).	Newton Solney Bridleway to crosses the confluence of the Trent and Dove, presumably on a ford, but unsuitable for promotion.	Investigate options for footbridges in this vicinity.
		See also Key Sites: Willington Quarry	See also Key Sites: Willington Quarry	See also Key Sites: Willington Quarry
<b><i>Dove</i></b>				
Rocester & Combridge	Rocester Combridge	Junction of long-distance paths in the Dove and Churnet valleys and focus of valley-side PRoW networks.	One Footpath crosses the Dove on a weir.	Investigate options for footbridges, including at the weir crossing.
		Compact, legible section of the valley.	Access to the rivers could be improved.	Investigate options for new access routes.
		Circular walks feasible using Bridleway crossing of Dove east of Combridge.		
		Good links by road and (daytime) bus to Uttoxeter and Derby.	No Sunday or evening bus.	Investigate with the operator and county council options for a Sunday and at least summer evening service, with partnership promotion.
		Local services and leisure attractions (Roman fort, medieval abbey and JCB Lakes).		
Uttoxeter & Doveridge	Uttoxeter Doveridge	Good links to Stoke (rail and road), Derby (rail, bus, cycle), Stafford (bus and road) and Burton (bus & road).	Some bus links not available on Sundays (Stafford & Derby).	Try a Sunday leisure bus: Wolverhampton - Cannock - Cannock Chase - Rugeley - Rugeley TV - Abbots Bromley - Draycott - Marchington - Uttoxeter - Rocester - Alton Towers
		Good access to the Landscape close to the settlements.	Limited access to the Landscape away from the settlements.	Investigate with operators and county councils options for Sunday and at least summer evening services, with partnership promotion.
		The railway station is separated from the town centre by the A518.	Foot and cycle access focussed on NCN 549 parallel to the A50.	Work with local authorities, the Community Rail Partnership and other local interests to carry out a signage audit and scheme for new signage in Uttoxeter, to aid navigation between buses, trains and attractions.

Opportunity Area	Access Points	Opportunities	Issues, missing links, etc.	Ideas
		Local services and attractions (Uttoxeter Quarry reserve, museum, racecourse).		Investigate options for new access routes into the Landscape.
Sudbury	Sudbury	Good access by road, cycle and bus to nearby settlements.	No direct bus to Derby.	Work with the train operating companies, Community Rail Partnership, bus companies and local authorities to optimise interchange at Tutbury & Hatton.
		Limited access to the river, via the A515 footway and a dead-end Footpath.	Missing river crossing to Marchington.	Investigate options for reinstating a crossing towards Marchington.
		Local services and attractions (NT Sudbury).		
Marchington	Marchington	Some access to the river, including crossings of the railway.	Limited bus service.	Try a Sunday leisure bus: Wolverhampton - Cannock - Cannock Chase - Rugeley - Rugeley TV - Abbots Bromley - Draycott - Marchington - Uttoxeter - Rocester - Alton Towers
		Cyclable routes along the valley side.	Missing river crossing to Sudbury.	Investigate options for reinstating a crossing towards Sudbury.
		Local services.		
Tutbury & Hatton	Tutbury & Hatton	Good connections by rail to Stoke and Derby, bus to Uttoxeter, Burton and Derby, cycle to Derby, road to all.		
		Compact, legible section of the valley.	Limited links to the river away from the bridge.	Investigate options for developing paths south of the railway.
		Local services and attractions (castle, museum).		Work with the train operating companies, Community Rail Partnership, bus companies and local authorities to optimise interchange at Tutbury & Hatton station.
Marston on Dove	Marston on Dove Hilton	Good foot and cycle connections from Hilton, Hatton and Rolleston on Dove.		Investigate the development of a riverside path to Hatton.
Egginton	Egginton	Good location in the Landscape, with PRoW to explore it.	PRoW cut off before canal by A38 and railway.	Investigate options for at least one crossing of the A38.

Opportunity Area	Access Points	Opportunities	Issues, missing links, etc.	Ideas
		Good cycle link to Derby and (via A38) Burton.		
Rolleston on Dove	Rolleston on Dove	Good connections by bus and road to Burton and Derby, by Footpath to Tutbury.	Poor links to the river.	Investigate options for new access routes into the Landscape.
		Local services.		
		See also Key Sites: Brook Hollows Spinney	See also Key Sites: Brook Hollows Spinney	See also Key Sites: Brook Hollows Spinney
<b>Trent (Derby)</b>				
South Derby	Stenson Marina Twyford Stenson Fields Barrow upon Trent Swarkestone Chellaston	Major urban area focussed on four direct access points via two suburbs.	Access to the river is more limited.	Investigate options for new access routes to the river.
		In-fill housing development increasing nearby audience.		Work with the developers and local authorities to promote the Landscape and access to it to new residents in the housing developments.
		Good bus service to Swarkestone from Derby and Swadlincote.	Missing crossing river crossing point at Twyford.	Investigate options for reinstating a river crossing at Twyford.
		Five routes from the edge of Derby provide access to the Landscape by road, foot and bicycle.		
		The canal towpath Footpath links all of these routes.		
Milton, Foremark, Ingleby, Stanton	Milton Foremark Ingleby Stanton by Bridge	Good Footpath and lane access to the river.	No bus service.	
		Cyclable road access from Repton and Melbourne.	Missing crossing river crossing point at Twyford.	Investigate options for reinstating a river crossing at Twyford.
		Swarkestone Bridge has pedestrian facilities alongside.	Swarkestone Bridge the first river crossing east of Willington.	
Melbourne	Melbourne - King's Newton	High-quality off-road foot and cycle route across the river and into Derby - the Cloud Trail (NCN 6).	Limited access to river.	Investigate options for new access routes to the river.
		Good bus service from Derby and Swadlincote.		

Opportunity Area	Access Points	Opportunities	Issues, missing links, etc.	Ideas
		Local services and attractions (Staunton Harold Reservoir, Visitor centres, Calke Abbey).		
Weston & Aston	Weston-on-Trent Aston-on-Trent	Good bus service from Derby.	Limited access to river.	Investigate options for new access routes to the river.
		Cyclable routes from Chellaston (Chellaston Lane and Cloud trail).	Missing river crossing point at King's Mills.	Investigate options for reinstating a river crossing at Twyford.
		Good access to the canal.		
		Cloud Trail provides a river crossing point.		
Shardlow	Shardlow / Cavendish Bridge	Major urban populations in Derby, Long Eaton and Nottingham.		
		Local services and attractions (marina, heritage centre, gravel pits, Elvaston Castle, long-distance footpaths).		
		Good bus service to Derby, Castle Donington and Loughborough.		
		Footway on B5010 London Road.		
		Good access to canal and river.		
Castle Donington	Donington Hall Donington Park Castle Donington	Significant local population	Limited access to river and gravel pits.	Investigate options for new access routes to the river.
		Local services and attractions (Donington Park, gravel pits).	Missing river crossing point at King's Mills.	Investigate options for reinstating a river crossing at King's Mills.
		Good bus service to village from Derby, Nottingham, Coalville, Loughborough and Leicester.	Village distant from river.	



## Appendix 4 Visitor Facilities in the Landscape

Location	Pub	Shop	Post Office	ATM	Café	Toilets	Visitor Centre	Other
Great Haywood	✓	✓	✓					
Little Haywood	✓	✓		✓				
Wolseley Bridges	✓	✓			✓	✓	✓	Garden centre
Colton	✓							
Rugeley - Brindley Bank								
Rugeley - Trent Valley Station	✓							
Rugeley - Centre	✓	✓	✓	✓	✓	✓		Town centre
Brereton A513 Rugeley Road	✓							
Armitage								
Handsacre	✓	✓			✓			Village centre
Hill Ridware	✓							
Pipe Ridware								
Nethertown								
Hamstall Ridware	✓							
Manor Park Sailing Club, A513								
Riley Hill								Garden Centre
King's Bromley	✓							Village centre
Yoxall Bridge								
Yoxall	✓							Village centre
A513 east of King's Bromley								
Orgreave								
Lichfield - Netherstowe/Curborough								
Fradley								
Fradley Junction	✓				✓	✓		Leisure destination
Coton	✓							
Hopwas	✓							

Location	Pub	Shop	Post Office	ATM	Café	Toilets	Visitor Centre	Other
Whittington	✓							
Comberford								
Elford	✓							Picnic site
Croxall								
A513 Barley Green Lane Junction								
National Memorial Arboretum					✓	✓	✓	Leisure destination
Alrewas	✓	✓	✓	✓	✓			Village centre
Wychnor								
Barton-under-Needwood	✓	✓	✓	✓	✓			
Barton Marina	✓				✓	✓		Leisure destination
Walton-on-Trent	✓							
Tatenhill	✓							
Branston Water Park	✓					✓		Leisure destination
Burton-upon-Trent - Branston	✓	✓	✓					Suburban centre
Burton-upon-Trent - Stapenhill	✓	✓				✓		Suburban centre
Burton-upon-Trent - Winshill	✓	✓						Suburban centre
Burton-upon-Trent - centre	✓	✓	✓	✓	✓			Town centre
Burton-upon-Trent - Shobnall	✓	✓						Suburban centre
Burton-upon-Trent - Horninglow/Outwoods	✓	✓						Suburban centre
Burton-upon-Trent - Stretton	✓	✓						Suburban centre
Newton Solney	✓							
Rocester	✓							Village centre
Combridge								
Crakemarsh								
Uttoxeter	✓	✓	✓	✓				Town centre, camping
Doveridge	✓							

Location	Pub	Shop	Post Office	ATM	Café	Toilets	Visitor Centre	Other
Sudbury	✓	✓	✓		✓			Village centre & leisure destination
Marchington	✓	✓						
Coton in the Clay								
Scropton								
Tutbury & Hatton	✓	✓	✓		✓			Village centres and leisure destination
Marston on Dove								
Hilton	✓	✓						Village centre
Egginton								
Rolleston on Dove	✓	✓	✓					Village centre
Repton	✓							Village centre
Willington	✓	✓	✓		✓			Village centre
Mercia Marina	✓				✓			Leisure destination
Findern	✓							Village centre
Stenson Marina	✓							Marina
Twyford								
Derby - Stenson Fields	✓	✓						
Barrow upon Trent	✓							Camping
Swarkestone	✓							
Derby - Chellaston	✓	✓						
Milton	✓							
Foremark								
Ingleby	✓							
Stanton by Bridge								
Melbourne - King's Newton	✓	✓	✓	✓				

Location	Pub	Shop	Post Office	ATM	Café	Toilets	Visitor Centre	Other
Weston-on-Trent								
Aston-on-Trent	✓	✓	✓					
Shardlow / Cavendish Bridge	✓	✓	✓		✓	✓	✓	Camping, marina
Donington Hall								Camping (at Park Farm)
Donington Park								Camping (at Park Farm)
Castle Donington	✓	✓	✓	✓				Village centre

## Appendix 5 Facilities for Canal Boat Users (from the Canal & River Trust)

Location	Toilets	Showers	Water	Toilet pump-out	Refuse disposal
Waterpoint, Cranfleet Lock			✓		
Refuse Disposal Point, Cranfleet Lock					✓
Water Point, Trent Lock T/P Winter S1			✓		
Water Point, Trent & Mersey Canal			✓		
Water Point, Upper Trent			✓		
Water Point, Upper Trent			✓		
Water Point, Upper Trent			✓		
Water Point, Sawley Lock Backwater L6			✓		
Water Point, Sawley Lock Backwater L6			✓		
Water Point, Sawley Lock Backwater L6			✓		
Water Point, Sawley Lock Backwater L6			✓		
Water Point, Sawley Lock Backwater L6			✓		
Water Point, Sawley Lock Res L1 Mooring			✓		
Water Point, Upper Trent			✓		
Water Point, Bridge 4c, Sawley Marina			✓		
Water Point, Bridge 3, Idle Bridge			✓		
Water Point, Trent & Mersey Canal			✓		
CSF, Waterpoint			✓		
Water Point 16, Dobson's Wharf			✓		
Rubbish Disposal, Trent & Mersey Canal					✓
Rubbish Disposal, Sawley Lock L6					✓
Rubbish Disposal, Lock 60, Trent Lock					✓
Colwich Cottage Skip Compound					✓
Wychnor Lock Rubbish Compound					✓
Fazeley Tip Skip Compound					✓
Fazeley Refuse Disposal Point					✓
Oakmore Cafe Refuse Disposal Point					✓
Water Point, Barton Turn Lk VM			✓		
Water Point, Barton Turn Lk VM			✓		
Water Point, 2 Park Road L2 Mooring			✓		
Water Point, BW Fradley Yard L1 Mooring			✓		
Water Point, Trent & Mersey Canal			✓		
Water Point, Greenford Marina Tpath Br			✓		
Water Point, Bridge 77			✓		
Water Point, Bridge 73B			✓		
Water Point, Fradley Swing Br Winter)			✓		
Water Point 12, Glascote Top Lock			✓		
Water Point 13, Fazeley Junction			✓		
Water Point 14, Fazeley Office			✓		
Great Haywood Refuse Disposal Point					✓
Water Point, Great Haywood			✓		

Location	Toilets	Showers	Water	Toilet pump-out	Refuse disposal
Fradley Refuse Disposal Point					✓
Water Point, Barton Turns			✓		
Water Point 16, Fradley Swing Bridge			✓		
Water Point 15, Fradley Swing Bridge			✓		
Trent Lock - CSF	✓		✓		
Sawley Lock - CSF	✓	✓	✓	✓	
Willington Customer Service Facility	✓		✓		
Fradley Customer Service Facility	✓	✓	✓	✓	
Horninglow Customer Service Facility	✓		✓		

## Appendix 6 Canoe Access Audit (from British Canoeing)

Waterway	Location (Description)	Grid Ref (10 Digit)	Access point description	In Current Use?	Landowner (if Known)	Detailed description
Tame - Tamworth to Trent	Elford Walled Garden	SK 18340 10555	Access point - with car parking	Yes - With Landowner permission	Elford Garden Project	Garden has installed access. Paid for parking. Good access
Tame - Tamworth to Trent	Elford Car Park	SK 18997 10272	Access point - with car parking	Yes - Informally	Tamworth Borough Council?	Access to river from public car park
Tame - Tamworth to Trent	North of Hopwas	SK 17961 05578	Portage	Yes - Informally	Canal & River Trust	The river and canal pass close to each other here - there is a small section where Canal & River Trust are the bank owner of the river - giving possibility to work together on a portage between the two waterways. Steep embankment to canal, and tricky egress/access to river, but would be a good volunteer project to add basic steps and make egress easier?
Tame - Tamworth to Trent	Opposite National Memorial Arboretum	SK 18817 13923	Access Point (possibly with parking)	Not regularly used.	Unknown who bank owner is	There is a small car park by the Staffordshire Wildlife Trust reserve. Could have path added to river bank by the bridge to add in a new portage point - but would cross a private driveway (?). Also possible to add access point on the NMA side of the river - NMA are positive about canoeing - but this would mean either crossing the road bridge with canoes (not ideal!) or a long walk from NMA car park. Could be a good access point if partnerships can line up.
Tame - Tamworth to Trent	National Memorial Arboretum	SK 18701 14745	Stop-off point	Not regularly used.	National Memorial Arboretum	Have previously discussed having a picnic stop-off point here, at far end of NMA land where Trent and Tame meet. NMA are very positive about this. Would not be suitable for starting or finishing a journey, but simply as a stop off point - especially as sensitive wildlife area opposite, so a formal stop-off would help people avoid stopping at the sensitive site

Waterway	Location (Description)	Grid Ref (10 Digit)	Access point description	In Current Use?	Landowner (if Known)	Detailed description
Trent - Burton to Shardlow	Willington Nature Reserve	SK 29171 27446	Access point - with car parking	No - Potential Future Access	Derbyshire Wildlife Trust	DWT has expressed positive desire to look at adding canoe launch facilities as part of wider plans at Willington. Potential for partnership to joint fund/develop a launching point? There is an informal access point by Willington Bridge - one in in partnership with DWT could potentially work much better.
Trent - Burton to Shardlow	Newton Park, Burton	SK 25956 23698	Access point - with car parking	Yes - With Landowner permission	Council / Burton Canoe Club	Large car park and riverside access - potential for low level camping in partnership with the club, based close by - especially for other canoe clubs or youth groups, etc.
Trent - Burton to Shardlow	Newton Solney	SK 28045 25990	Access Point - no Parking	Yes - Informally	?	Used by Trent Adventure - suggestion the land is public / carries public access rights? From paddle points website: "Put in from a nice grassy area down the bumpy Trent Lane from the village. Probably best to park considerably back in the village after dropping off canoes."
Trent - Burton to Shardlow	Willington (Informal)	SK 29601 27963	Access point - with car parking	Yes - Informally	?	Current informal access point - possibly could be either improved or replaced by the possible partnership with DWT? See other Willington point. From paddle points website: A small garden with an information board leads down to the water just upstream of the bridge on the Willington side of the river. A lay by and car park (watch the restricted height entrance) is located 100yds back from the bridge.
Trent - Burton to Shardlow	Swarkestone Bridge	SK 36892 28482	Access point - with car parking	Yes - Informally	?	Has been informally used for many years. Anglers have objected (spuriously) in past but use continues. There is also potential for creating a new access point on the north bank in conjunction with the Crewe and harper pub. From paddle points website: "Stanton by Bridge, Derby, UK. There are a couple of unofficial lay-bys to park in right by the river."
Trent - Burton to Shardlow	Twyford ferry	SK 32657 28478	Access point - with car parking	Yes - Informally	Grange Farm	An historic ferry crossing - should be a Public Right of Way but under-recorded on Derbyshire CC's map. BC looking into ways of fully claiming the route. Has been used for many years as a canoe access point, recent change of owner after inheritance has seen 'no access' signs put up.
Trent - Burton to Shardlow	Kings Mill	SK 41689 27500	Access point - with car parking	Yes - Informally	Various – inc. Priest House Hotel	Currently underused. Old ford and ferry route so should be public accessibility. Possibility for better partnership with the Priest House Hotel, for example if paddlers can pay for parking?



Waterway	Location (Description)	Grid Ref (10 Digit)	Access point description	In Current Use?	Landowner (if Known)	Detailed description
Trent - Burton to Shardlow	Trent Adventure	SK 33587 28097	Access / Camping	Only by private arrangement	Trent Adventure	Field currently used as a base by Trent Adventure canoe hire. Could potentially be a good partnership opportunity with Trent Adventure, to have low level camping and/or use as an access/finish point for trips. Robine Raine from Trent Adventure is very approachable - office @ Trent Adventure.
Trent - Burton to Shardlow	Shardlow	SK 44167 30210	Access Point	?	?	Possible access to the River Trent opposite the canal off Canal Bank lane - would enable a circular trip using the river and canal around Shardlow if possible. Potential for good partnership with the Clock warehouse pub to enable access to canal & river here, creating new opportunities for them too?
Trent - Burton to Shardlow	Meadowside	SK 25446 23153	Access point	Yes	Council?	Very strong possibility to work with the leisure centre to add a formal access point to the river. Good off-road parking and short distance to the river - already used locally and by Trent adventure.
Trent - Rugeley To Tame Confluence	Alrewas Community Fund Land	SK 16937 15540	Access point - with car parking	No - Potential Future Access	Alrewas Community Fund	Community fund would like to work with canoeing and any partnerships to help strengthen the environmental and public benefits of its land holding (an 'island' between the Trent and the Mill Stream at Alrewas). Very positive - would make a good access point, potentially for small-scale camping, car parking by the road. Very good opportunity.
Trent - Rugeley To Tame Confluence	Trent/T&M Canal convergence	SK 17384 15624	Weir	Yes -	?	Weir used to maintain navigation waters on the T&M canal. Canoe pass in the boom, and easily portageable already.
Trent - Rugeley To Tame Confluence	Close to A38	SK 18512 15715	Campsite	Yes - With Landowner permission	?	From Paddle points website: Quiet camping spot owned by a lovely old bloke. Water, toilets and showers (shower takes coins - can't remember if it's 20p or 50p pieces). Look for get out points on river right, a few dodgy stone steps up a steep bank. Road access from A38, exit is onto the farm after Hi- range 4x4. No slip road so slow down and stay left when you see Hi Range. To book call 01283 790217 and be patient as the old chap is a little hard of hearing! Caravans, campervans and tents. Electric hook-up available.
Trent - Tame to Burton	Branston	SK 22680 20954	Access Point	No	Riverside Inn	Potential for partnership with the pub to use bank as an access point.

Waterway	Location (Description)	Grid Ref (10 Digit)	Access point description	In Current Use?	Landowner (if Known)	Detailed description
Trent - Tame to Burton	Stapenhill	SK 24523 21069	Access point	Yes	?	Possible partnership with council to make this informal access point more formal. Potential for some car parking, along Waterside Road.
Trent - Tame to Burton	Walton	SK 21427 18248	Access Point	No?	?	Small car park by bridge - probability of redevelopment so scope to seek to include better canoe access as part of the redevelopment
Trent & Mersey Canal	Handsacre	SK 09165 16234	Access point	Yes - With Landowner permission	CRT Towpath	Access by The Crown Inn pub. Possibility for partnership with the pub?
Trent & Mersey Canal	Swarkestone lock	SK 37164 29164	Access Point	Yes	CRT Towpath	Small car parking, and good access to the canal.
Trent & Mersey Canal	Stretton	SK 26252 26645	Access Point	Yes	CRT Towpath	Limited car parking, but a couple of lay bys
Trent & Mersey Canal	Shardlow	SK 44157 30276	Access Point	Yes	Clock Warehouse Pub	Private parking for the pub - but good potential for partnering with them on canoe trails.
Trent & Mersey Canal	Alrewas Community Fund Land	SK 16997 15284	Access Point	Yes	CRT Towpath	Links well with parking for the Alrewas access point on the Trent (see other listing). Access to the canal tow path to launch.
Walton Gravel Workings	Walton Gravel Workings	SK 20126 16477	Lake - single site	No	Hansons	Current restoration plan has great plans to have significant canoeing activity - partnership needs to follow this up as could be a great site for various types of canoeing activity, but especially wildlife watching.

*Figures*

