



Transport Topic Paper

September 2026

Introduction

1. This paper identifies relevant national policy and guidance; sub regional and local Transport strategy and the Local Plan evidence base and explains how these are reflected in the Local Plan Transport strategy, both in terms of any allocations and policies.
2. This Transport Topic paper relates to the following issues:
 - Spatial Strategy
 - Transport Infrastructure
 - Active Travel
 - Parking Standards

Executive Summary

3. As explained in more detail in the Development Strategy Topic Paper the Spatial Strategy of meeting Housing Market Area housing need in full in close proximity to where it arises, which is Derby, is the most sustainable strategy when compared to reasonable alternatives.
4. The transport issues associated with this are key. In simple terms the evidence in the [HMA Sustainability Appraisal 2024](#) shows that more dispersed options perform particularly poorly on transport grounds as residents are still making trips to access employment, services and leisure opportunities in Derby, but they are travelling further to do so and do not have the same cycling walking or public transport options available to them, leaving little choice other than to use their private car.
5. The chosen strategy has positive SA implications in reducing the number and distance of trips and in focussing residential development on large strategic sites close to Derby. This has the twin benefits of providing the full suite of services within the Strategic Sties to minimise the use of the private car, but also to give the greatest opportunities for public transport interventions with closer proximity to both to Derby and major employers such as Toyota, Rolls Royce, The Freeport and Infinity Park Derby, when compared to alternative options further south and more dispersed on smaller sites through the District.

National Policy

6. As the South Derbyshire District Council (SDDC) Local Plan Review Part 1 reached Regulation 19 before the 12th March 2025 the policies set out in the Submission Plan comply with the 2023 NPPF as set out under the Transitional Arrangements as set out in the latest version of the National Planning Policy Framework (NPPF) 2026.

7. The [National Planning Policy Framework \(2023\)](#) (Paragraph 108) states that *‘Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.’*
8. *‘The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’ (NPPF Para 109)*
9. NPPF Para 110 states: *Planning policies should:*
- a) ‘support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
 - d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*

- e) *provide for any large scale transport facilities that need to be located in the area¹, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
 - f) *recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy²*
10. NPPF Para 111 states that if setting local parking standards for residential and non-residential development policies should take account of issues such as accessibility; type, mix and use, availability and opportunity for public transport and local car ownership levels. NPPF Para 112 relates to maximum parking standards and states that: *‘for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.’*
11. In terms of lorry parking NPPF para 113 states *‘Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.’*

Planning Practice Guidance (PPG)

12. [Planning Practice Guidance](#) (PPG) sets out the need and purpose of a transport evidence base stating that it should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources. A robust evidence base will enable an assessment of the

¹ Policies for large scale facilities should, where necessary, be developed through collaboration between strategic policy-making authorities and other relevant bodies. Examples of such facilities include ports, airports, interchanges for rail freight, public transport projects and roadside services. The primary function of roadside services should be to support the safety and welfare of the road user (and most such proposals are unlikely to be nationally significant infrastructure projects).

² Department for Transport (2015) General Aviation Strategy.

transport impacts of both existing and proposed development and can inform sustainable approaches to transport at a plan-making level.

13. The NPPG goes on to identify the key issues to be considered in developing the transport evidence base. These can be summarised as: assess the existing situation and likely generation of trips over time by all modes of transport; opportunities to support sustainable modes of transport; promote opportunities to reduce the need to travel; identify opportunities to prioritise the use of alternative modes in both existing and new development if appropriate; consider cumulative impacts of existing and proposed development on transport impacts.
14. A Transport assessment should be undertaken at a number of stages during the preparation of a local plan. The baseline information to inform the local plan preparation should include but is not limited to:
 - all current transport issues
 - the potential options to address the issues identified and any gaps in the network
 - the locations of proposed land allocations and areas/corridors of development
 - solutions to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
 - the scope and options for maximising travel planning and behavioural change.
 - accessibility of transport nodes such as rail/bus stations to facilitate integrated solutions

Climate Change Act 2008

15. This Act committed the UK to reducing its greenhouse gas emissions by 80 per cent by 2050, compared to 1990 levels. However, this target was made more ambitious in 2019 when the UK became the first major economy to commit to a 'net zero' target. The new target requires the UK to bring all greenhouse gas emissions to net zero by 2050. As transport represents a large proportion of total UK gas emissions, action must be made to reduce gas emissions produced by transport to meet this target.

Decarbonising Transport: a Better Greener Britain

16. The government sets out their commitments and actions needed to decarbonize the entire transport system in the UK in the '[Decarbonising transport: a better, greener Britain](#)' plan published in July 2021. It includes a pathway to net zero transport in the UK, the wider benefits net zero transport can deliver, and the principle that underpin their approach to delivering net zero transport. The strategic priorities to reach these commitments are to accelerate a modal shift to public and active transport, decarbonise road transport, and decarbonise how we get our goods.

Road to Zero Strategy

17. [The Road to Zero Strategy](#) was published in 2018 and provides next steps towards cleaner road transport and delivering the UK's Industrial Strategy, with the ambition that by 2050 almost every car and van will be zero emission. To meet this target, the aim is for the UK to stop selling petrol and diesel vehicles by 2040, with the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability.

National Bus Strategy

18. [The National Bus Strategy for England, 'Bus Back Better'](#) was published by the Department for Transport in 2021 and sets out the Government's vision and objectives for bus services throughout England. The objectives include making buses more frequent, reliable, cheaper, easier to understand and use, better to ride in and greener. The strategy emphasises the importance of joint working and targeted investment to transform local bus networks.

Gear change: a bold vision for cycling and walking

19. The Department for Transport published '[Gear change: a bold vision for cycling and walking](#)' in July 2020 which details the government's vision to make England a great walking and cycling nation, by setting out actions required to make better streets for cycling and people, to put cycling and walking at the heart of decision-making, and to enable and protect people when cycling. The strategy seeks to increase active travel and to promote walking and cycling as the preferred way of making short journeys, and acknowledges how many people move around, whilst acknowledging the challenge of achieving lasting behavioural changes.

Cycling and Walking Investment Strategy

20. The governments '[Cycling and Walking Investment Strategy](#)' was first published in 2017 and aimed to double cycling levels by 2025, increase walking activity, reduce the rate of cyclists killed or seriously injured, and increase the percentage of school children walking to school. The Second Cycling and Walking Investment Strategy was published in 2022 and built upon the first strategy by outlining objectives and financial resources for active travel across government for the period April 2021 to March 2025. The aim was to make active travel more inclusive by removing barriers that make it harder for some to walk, wheel or cycle to their destination. In June 2026 a consultation on the third Cycling and Walking Investment Strategy was published which sets out a new ten year vision for walking, wheeling and cycling and will '*set out a long-term, strategic approach to making these choices a reality. It will lead to improved health, give our children greater freedom to get around safely and increase access to jobs and training – helping to raise living standards across the country.*' The aim is to empower local government to embed active travel into transport systems ensuring benefits are felt by all.

Regional/Local Policy

Derbyshire Local Transport Plan

21. The most recent [Derbyshire Local Transport Plan](#) was published in 2011 by Derbyshire County Council. The vision aimed to achieve a transport system that is both fair and efficient, promotes healthier lifestyles, safer communities, safeguards and enhances the natural environment and provides better access to jobs and services. Whilst also improving choice and accessibility of transport and integrating economic, social and environmental needs.
22. The five transport goals are:
 - Supporting a resilient local economy.
 - Tackling climate change.
 - Contributing to better safety, security and health.
 - Promoting equality of opportunity.
 - Improving quality of life and promoting a healthy natural environment.
23. It should be noted that East Midlands Combined County Authority (EMCCA) now has responsibility for the preparation of the Transport Strategy taking responsibility from Derbyshire and Nottinghamshire County and Derby and Nottingham City Councils and are working on the Mayor's Transport Plan. This single Plan will replace the four Local Transport Plans currently in place.

East Midlands Combined County Authority Corporate Plan 2026-2029

24. Whilst EMCCA prepares its Transport Strategy it has set out broad aims in its [Corporate Plan](#) which states that £2.2 Billion is secured to transform transport across the region. Priority 2.4 Corporate – Connected Communities states the ambition: *'By 2040 communities in the East Midlands will benefit from reliable, inclusive and sustainable connectivity, through integrated transport and high quality digital infrastructure, broadening access to opportunity and reducing reliance on private cars, while driving investment across the region.'*

Evidence Base

Derby Housing Market Area Growth Options Study 2021

25. Derby City Council, Amber Valley Borough Council and South Derbyshire District, which jointly form the Derby Housing Market Area (HMA) commissioned Aecom to identify and assess strategic opportunities for housing led sustainable new growth within the Derby HMA (the Growth Options Study). The Study looks at strategic sites outside Derby City but acknowledges that infill, redevelopment

or smaller sites will still have an important role to play. The report identified several locations on the edge of Derby as the most sustainable options.

Derby Housing Market Area Sustainability Appraisal 2024

26. The [HMA SA](#) was commissioned by the HMA partners to look at scale, distribution and apportionment of Derby's unmet housing need between SDDC and AVBC. A set of housing growth options has been established through close working with the Derby HMA officers. The housing growth options consist of three scale options and four distribution options. The options have been assessed against a framework of sustainability objectives which is consistent with SA frameworks established for the SAs of the local authorities' Local Plans.
27. The SA has found that options which concentrate all or most of Derby's unmet housing need into the Derby administrative area perform poorly for economy and employment (as a lack of identified housing sites in the city means that housing may have to be developed on economic/employment sites), climate change adaptation, biodiversity, historic environment, and landscape.
28. Options which concentrate all or most of the Derby unmet need into the Derby administrative area / Urban Fringe perform most positively for vibrant and viable centres, accessibility, quality of life, inequalities, sustainable transport and climate change mitigation.
29. Development in the SDDC Urban Fringe performs more positively than development in the AVBC Urban Fringe for sustainable transport as there is higher potential for transport infrastructure improvements and more existing routes into Derby.
30. The Council has prepared a [Cycle Network SPD](#) which sets out a number of priorities for enhanced cycling provision which the spatial strategy will assist in delivering.

SDDC Infrastructure Delivery Plan 2025 and 2026

31. An [Infrastructure Delivery Plan](#) was prepared alongside the Regulation 19 Local Plan Part 1 Review setting out infrastructure requirements for all types of physical, social and environmental infrastructure including roads and other transport facilities. This is a 'living document' and therefore has been updated at submission and will continue to be updated regularly.

Sustainability Appraisal (Reg 19)

32. The Council commissioned Consultants SLR to undertake a [Sustainability Appraisal](#), an iterative process, undertaken at each stage of plan preparation identifying potential social, environmental and economic effects of the Plan. The preferred Strategic Sites generally perform well against the SA objectives and Para 7.2 identifies the particular positive and negative effects for most issues.

The key sustainability benefit on Transport grounds, is the location of the each of the Strategic Sites on the edge of Derby benefitting from the scale of development and internalising trips, and the location reducing the need to travel and giving better options for such trips to be walking, cycling or via public transport.

Derby HMA Transport Modelling 2026

33. The Housing Market Area Authorities commissioned SYSTRA to undertake transport modelling to assess the transport implications of the Local Plan Strategy across the whole of the HMA including the sites set out in the SDDC Submission Local Plan Part 1. The East Midlands Gateway Model (highway and public transport) (EMGM) was utilised to assess the impacts of the Local Plan developments, a series of sustainable travel and public transport schemes, and associated mitigation packages on the local transport networks.
34. The East Midlands Gateway Model (EMGM) is a multimodal transport model built following the guidance in the Department for Transport's (DfT) 'Transport Analysis Guidance' (TAG). The model was fully calibrated and validated in line with TAG guidance in 2018 and has a base year of 2016. It has since been used for a variety of studies, including local plans, development assessments, DfT compliant business cases and regional growth strategies.
35. To ensure that the EMGM is fit for purpose for the Derby HMA Local Plan assessment, a model validation check has been undertaken. Details of this process is provided in the Derby [HMA Model Validation Note 1](#). The EMGM achieves good levels of calibration and validation across the Derby HMA area, the local SRN network and the wider model. It is therefore recommended as 'fit for purpose' to assess the impact of the developments and infrastructure of the Derby HMA Local Plan.

Modelling Scenarios

36. In conjunction with the Derby HMA Transport Working Group, SYSTRA has developed a number of the transport model scenarios using EMGM for the purposes of assessing the Derby HMA strategy. These are as follows:
 - 2044 Do Minimum – Baseline containing committed development only. (a baseline scenario.)
 - 2044 Do Something 1 – Local Plan development excluding mitigation. (Provides an indication of traffic impacts of the local plan developments)
 - 2044 Do Something 2 – Scenario 1 and "Known Mitigation" measures. (Assessment of the "Known Mitigation" measures including the new A50(T) Junction, South Derby Integrated Transport Link Phase 1, A50(T)/A38(T) Toyota Junction Improvement, and the A38 Derby Junctions Scheme to establish how much these measures mitigate the local plan impacts and identify what extra measures are required.)
 - 2044 Do Something 3a/3b – Do Something 2 and PT, Active Mode, and Highway Mitigation. (Building on Do Something 2, this scenario assesses

the PT and active mode mitigation strategies and 3b builds on this scenario assessing the impact of additional highway mitigation measures.)

- 2044 A38 Sensitivity Test – removes the A38 Grade Separation to understand implications for the HMA strategy. (“Sensitivity Test” to understand how the A38 Junctions scheme (grade separation of the A5111 Kingsway junction, A52 Markeaton junction and A61 Little Eaton junction) affects local plan traffic.)
37. The assessment year of 2044 allows for the plan proposals for each of the local authorities to be fully occupied and operational. In the case of SDDC sites this includes all housing and employment allocations set out in the Submission Plan.
38. The transport model has provided an indication of the likely impacts of each scenario in terms of changes in traffic flows, junction congestion and key network statistics (travel time, distance, average speed and overall level of congestion) for a 2044 future year. An indication of changes to bus utilisation and mode share at key development sites has also been included to show the impact of the public transport mitigation schemes.
39. The following table presents the level of mitigation each scenario is expected to achieve. Without any mitigation the local plan strategy results in over a 100% increase in congestion across the HMA area. The full mitigation package mitigates the impact of the local plan strategy by 59%. If the A38 Junctions scheme does not occur, the effectiveness of the mitigation strategy reduces to 32%.

Table 1: level of mitigation each modelling scenario is expected to achieve

SCENARIO	IMPACT (COMPARED TO DO MINIMUM)
2044 With HMA Local Plan Developments (Do Something 1)	Congestion increases by 111%
2044 With HMA Local Plan and Known Mitigation (Do Something 2)	Mitigates the Impact of the Local Plan by 53%
2044 With HMA Local Plan and Additional Mitigation (Do Something 3a PT and Active Mode Mitigation)	Mitigates the Impact of the Local Plan by 53%
2044 With HMA Local Plan and Additional Mitigation (Do Something 3b Additional Highway Mitigation)	Mitigates the Impact of the Local Plan by 59%
2044 A38 Grade Separation (Do Something 4)	Mitigates the Impact of the Local Plan by 32%

40. Of particular note is the modelling relating to the link road between the A38 and the A516. The report states that the new link road would improve accessibility of the site to the wider network providing the opportunity for development traffic to avoid the Findern roundabout. The road is primarily used as a development access road and helps mitigate the impact of the proposed strategic development on land to the South of Mickleover.
41. Part of the ongoing masterplanning process will ensure the link road achieves these mitigations at the same time as securing a ‘main street’ design with its

alignment and detailed design to include a tree lined character with different rural and urban elements, with an overarching objective to be designed to secure low vehicle speeds.

42. The report concludes that the additional development that is predicted to be built by 2044 across the HMA generates 32,649 additional person trips in the morning peak hour and 28,920 trips in the evening peak hour across the three local authorities. The report does not recommend a specific scenario but it is clear that 'Do Something 3b' is the most effective scenario in terms of mitigating the effects of the additional development across the HMA. It is also apparent that the impact of the upgrade to the A38 has a significant effect on the whole HMA.

Local Plan Review Reg 19 Responses to relevant Transport policies

S1 Sustainable Development Strategy

43. This overarching policy seeks to promote sustainable growth whilst meeting the objectively assessed housing and commercial need set out in the Plan by locating new development in a sustainable location and providing new infrastructure including transport provision improving access to services and facilities. Neighbouring LPAs Derby City Council, Amber Valley Borough Council and East Staffordshire Borough Council and Derbyshire County Council had no objection to the transport element of this policy. National Highways made comments relating to the plan period and, although not specific to this policy, expect the growth proposals will be supported by proportionate and up-to-date transport evidence. This should demonstrate that the cumulative impacts of proposed non-strategic allocations, when considered alongside the strategic growth in the Local Plan Part 1 Review and development in neighbouring authorities, can be accommodated on both the local highway network and the SRN. Where relevant, this evidence should consider junction performance, network resilience and in-combination effects. Any strategic sites anticipated to have an impact on the SRN in the area are to be the subject of consultation with National Highways.
44. Landowners and Developers have also made representations to this policy but, other than support for the proposed link road to connect the A38 and the A516 and provide better connectivity to Mickleover, are not directly related to the transport element of the proposal.

S6 - Sustainable Access

45. This policy, which supports the objectives of the Local Transport Plan sets out ways in which the Council will seek to minimise travel and where necessary encourage a shift towards more sustainable travel. No neighbour Authorities,

statutory consultees or landowners and developers made comments on this policy at the last consultation. Some Parish Councils and individuals raised concern about road infrastructure and traffic issues in general across the district.

STRA1 - Infinity Garden Village Mixed Use Allocation

46. A strategic allocation for mixed use development on the Derby fringe sets out the requirements in terms of amount and type of development, infrastructure or contributions to be provided including primary vehicle access and measures to mitigate the transport impact of the site and access to sustainable modes of transport. Representations were made by Derby City Council supporting the continuation of walking and cycling routes connecting to existing and proposed routes within Derby. Landowners and developers commented on other aspects of this policy, only Network Rail made comments at Reg 19 stage referencing Swarkestone Sports Field Level Crossing. This was to make clear that development at this site should consider impacts on the level crossing.

STRA2 - Land South of Mickleover

47. A strategic allocation for mixed use development on the Derby fringe sets out the requirements in terms of amount and type of development, infrastructure or contributions to be provided including primary vehicle access and measures to mitigate the transport impact of the site and access to sustainable modes of transport. Although STRA 2 did refer to a link road in the Submission Plan a proposed modification now specifically refers to the requirement of a link road following representations from Derby City and Derbyshire County Council as well as developers who made representations which referred to the HMA Transport Modelling. In addition, reflecting the need for this new requirement is an amended indicative layout.
48. Individuals had raised concerns about the A516/A38 link road and asked questions at Environment and Development Services (EDS) Committee on 5 March 2026 where proposed modifications were approved for consultation as part of the Regulation 19 Addendum. The 10 questions submitted under the Council procedure Rule 10 centred on the impact the link road would have on the site and the wider area. Responses were given to each question by the Chair of Environmental and Development Services Committee on the night and are set out in the [5 March 2026 minutes](#). In summary the Chair responded to each question and outlined the consultation process to be undertaken; the process of submitting representations to the Planning Inspectorate; where information was available relating to publicity for the consultation; Confirmed that the Transport Modelling was available to view; Confirmed that the Heritage Impact Assessment provided to consultants undertaking a Design Review and this in turn has informed the allocation. It is also stated that the principle of the link road was considered in detail in the Design Review process.
49. Further responses relating to minimum distances between future development and the link road, the main purpose of the link road – e.g. If the road was to reduce congestion around Etwall, could it not be to the southwest of Burnaston? The Chair responded that development could be accommodated on the A516

frontage and still leave a gap of 170m from the built development on the A516 frontage associated with the link road; In response to relieving congestion, the road will primarily be a development access and helps to mitigate the impact of the proposed development and improves the accessibility of the site to the wider network. The detailed design will be considered through the planning application process, and the principles will be set out in the ongoing Strategic Masterplan process which had not been commenced at the time on the March EDS Committee.

50. The question relating to how close the link road would be to existing properties, was dealt with by the Head of Planning who advised that this could not be confirmed at this stage and would be subject to a consultation process and further committee approval.
51. Questions were raised about how the link road would be delivered and secured at the appropriate phase and the viability of road. The Chair explained that the road is promoted by the developer and supported by the Design Review process and transport modelling. An updated Infrastructure Delivery Plan is under preparation (*and has now been prepared*), and the Council will need to consider funding. Since this time the Whole Plan Viability Report has been concluded with the link road being viable when considered with other costs.
52. A question relating to mitigating the transport impacts was asked relating to alternative mitigation options. The Chair responded mitigation was undertaken in two stages; firstly mitigating the impact of development through public transport interventions and secondly highway interventions are also expected to be required which include the link road between the A516 and A38. In response to a question about reasonable alternatives the Head of Planning confirmed that reasonable alternatives had been tested and subject to the Sustainability Appraisal consultation.
53. A question relating to the robustness of advancing the modification of a link road – was it justified and legally sound/ The Chair confirmed that sufficient information was available to the Committee, and the full transport modelling was available for the Reg 19 Addendum publicity period and was extensively commented on.

STRA3 – Drakelow

Part of the former Drakelow Power Station site and is expected to deliver up to 68ha of employment land on the eastern edge of Burton upon Trent. This site will include a multi-user greenway linking into the Derbyshire Key Cycle network and further measures necessary to mitigate the transport impact of the site. North West Leicestershire District Council requested a reference to the wider highway network with regards to transport assessment and travel plans to ensure the impact on the A444 and J 11 of the A42 are properly considered.

FLG1

54. A long-term strategic housing growth area which was proposed as an allocation in the Council's Reg 19 Plan having previously been an area of potential future growth. This site is only sustainable as part of a cross-boundary allocation predominantly in Amber Valley and together would be a large strategic mixed-use allocation and would need to include an access and movement framework as part of the masterplan and measures to mitigate transport impact created by the proposal. No representations were made relating to this site at Reg 19 stage relating to transport.

BNE1 – Design Excellence

55. Whilst this policy is SDDC's key design policy setting out the key areas of good design which includes street design movement and legibility it is also the link to the Design Supplementary Planning Guidance at k (ii) which requires proposals for new development to have regard to the Council's Design SPD which sets out, amongst other things, parking standards. No representations were made relating to this policy at Reg 19 stage relating to transport.

INF2 – Sustainable Transport

56. Whilst strategic allocations set out certain requirements relating to transport, this is the Council's key policy relating to sustainable travel. Proposals will be supported where access to and within the development is prioritised for walking, cycling, wheeling and public transport users. The policy goes on to state that, in order to achieve this, contributions from developers will be sought where needed. The policy also specifically states that the Council will work with partners to secure the expansion, improvement and protection of walking and cycling networks including public rights of way. Part C of this policy sets out how the Council will work in partnership with County and neighbouring Councils and transport operators to improve transport services, infrastructure and information provision in the district. Part D and E of this policy refer to road and rail freight and parking respectively relating to appropriate delivery hours and parking provision. A minor change is made in the proposed modifications following comments from Network Rail who sought the inclusion of a reference to railway safety in para A i) a).

INF3 – East Midlands Intermodal Park Strategic Rail Freight Interchange/ East Midlands Freeport

57. This policy, an evolution from the existing Local Plan of 2016, is now an allocation. The site remains a Nationally Significant Infrastructure Project (NSIP) but is now a formal allocation in the Submission Plan. The policy formally allocates the land and sets out criteria of what the development must incorporate and when including suitable means of access, provision by foot, cycle and public transport and, if feasible, passenger rail. Representations made by Turley's on behalf of the Freeport and Goodman UK Ltd care of Lichfields, were made at Reg 19 stage relating to how the proposal may be determined and when development may come forward. It was proposed that Criterion (B) of Policy INF3 should be amended to allow development to come forward prior to the final

delivery and commissioning of connections to the rail network coming forward. It stated that the policy is not consistent with the National Networks NPS (March 2024). No proposed modification has been made as a result of these comments. The only alteration is a reference in the explanatory text relating to the way that the proposal may be determined recognising that the proposal may come forward as a planning application to be determined by the Local Planning Authority rather than an NSIP. Further comments made relate to the economic importance of the proposal are addressed in the Employment Topic Paper.

58. It is understood from the Regulation 19 Addendum consultation that landowners of Access 50 are working with East Midlands Freeport on developing potential access options for the East Midlands Intermodal Park (EMIP), including potential new connections across the A38 and/or the A50. The site is immediately adjacent to this major infrastructure project and may support early delivery with enhanced early access options to the Freeport.
59. The infrastructure requirements of all three Freeport sites are considered in an [SPD](#) which SDDC adopted in June 2026.

INF4 - Transport Infrastructure Improvement Schemes

60. The policy sets out the transport infrastructure required to provide/improve access to proposed and existing development. These are long standing commitments largely carried forward from the previous adopted Local Plan. Junction improvements at the A38/A50 and at the A50/A514 have been identified to support the strategic allocations at STRA1 and are supported by the transport modelling work. Partial funding has been confirmed for a new junction on the A50 and Integrated Transport Link phase 1 (i) as have improvements to the A38/A50 junction (ii). Other schemes either listed in the policy or to support allocated sites will require developer funding. No representations were made relating to this policy at Reg 19 stage relating to transport, but National Highways made a general reference relating to the expectation of up-to-date transport evidence. Systra has undertaken modelling for the whole of the HMA and taken all proposed sites into account and modelled their effects, setting out scenarios for mitigation. This will be the basis for negotiation with developers in conjunction with Transport Assessments for all Major applications. National Highways state that: *'Any potential sites anticipated to have an impact on the SRN in the area are to be subject to consultation with National Highways, and appropriately assessed in line with the Department for Transport (DfT) Circular 01/2022 to determine the extent of their potential impacts on the SRN in the area.'*

INF5 – East Midlands Airport

61. Although East Midlands Airport is not within South Derbyshire, the site lies directly to the east within North West Leicestershire District on the boundary of the two Districts. Given the wider impact of the airport the policy seeks to protect its operational integrity and safety through the designation of a safeguarded area on the policies map. Development listed in the policy will trigger consultation of

East Midlands Airport. No representations were made relating to this site at Reg 19 stage relating to transport.

62. The policies listed above either directly or indirectly relate to transport whether it be related to the strategic road or rail network, public transport or supporting and extending other forms of sustainable travel.

Local Context – The Story

63. Transport is an essential part of everyday life and a key consideration when making planning decisions. It enables us to commute to work, school, access healthcare, shops and services as well as visit family and friends and supports a healthy and vibrant economy. Good transport plans are integral to good planning and the vision for South Derbyshire.
64. As the UK seeks to reach net zero by 2050 reducing emissions from road transport is a significant challenge. Government statistics show road traffic in Great Britain has increased from 255 billion miles travelled in 1990 to 342.6 billion vehicle miles in 2025. Traffic in 2025 was 1.2% higher when compared to 2019 pre-pandemic levels.
65. South Derbyshire District is a mix of urban and rural at the heart of the Midlands with two key trunk roads (the A38 and the A50) part of the strategic road network and maintained by Highways England intersecting within the District. The A50, in particular, links the M6 with the M1 and to the wider strategic road network.
66. Other important A roads within the District are:
- A514 linking Derby and Swadlincote via Swarkestone
 - A511 linking Burton, northern Swadlincote and Ashby de la Zouch
 - A444 linking the M42 to the south of the District with Swadlincote and Burton upon Trent.
67. Whilst the District has excellent links to the strategic road network, it is less well served by the rail network having just two small railway stations at Willington and Hatton. Willington serves the Cross-Country route between Derby and Birmingham, and Hatton, the Derby-Crewe line. Opportunities exist – and have previously been reserved for - new stations along the ‘Ivanhoe Line’ a freight line between Burton and Leicester. However, this has been delayed and its delivery is uncertain.
68. In terms of other public transport, bus services from Swadlincote connect to the main centres of Derby, Burton upon Trent, Ashby de la Zouch and Coalville in neighbouring Authorities and often connect via villages. A key route serving Burton, Swadlincote and Melbourne is the No9 to East Midlands Airport which is a crucial route in terms of serving residents in the district with opportunities for

employment. This route has been supported in the past and any opportunity to secure funding until the route is self-sustaining will need to be sought.

69. Supporting and enhancing access to services and facilities is an important goal for achieving sustainable development. The District faces three key challenges:
 - Ensuring significant development is delivered in locations which are, or can be made, accessible by a range of transport modes;
 - Maximising access to services and reducing the need to travel;
 - Decarbonising transport by increasing active travel and public transport use and moving to low or zero emission vehicles.
70. As referenced above and in the Strategy Topic Paper, the Plan seeks to locate new development predominantly on the edge of Derby City as has been demonstrated through the HMA work and the Sustainability Appraisal to be the most sustainable approach to growth within the District.
71. The strategic allocation policies set out clearly the transport infrastructure – both highway mitigation and public transport and active travel mitigation - required by each development and INF2 has been amended in the light of comments provided to ensure no undue impacts on local amenity, the environment and railway safety are taken account of.
72. The transport modelling undertaken for the HMA area first sets out a baseline scenario starting with the ‘do minimum’. This option includes no HMA development but does include infrastructure schemes that are either already constructed or committed and expected to be operational by 2044. This still results in a 15% increase in congestion between 2016 and 2044. This, of course, is not a realistic option given Local Planning Authorities are required to plan for housing needs requirements set out in NPPF.
73. The subsequent ‘do something’ scenarios set out above have been tested including a separate A38 grade separation of the three junctions to the north of South Derbyshire – Kingsway, Markeaton, and Little Eaton roundabouts to show the impact this mitigation alone would have if not implemented.
74. The Transport Modelling Report demonstrates in the ‘do something 1’ scenario that without any intervention the local plan development increase congestion in the HMA area by 111%.
75. The ‘do something 2, 3a and 3b’ scenarios are variations of specific infrastructure and mitigation. The modelling scenarios and what mitigation is included in table 2 below:

Table 2: modelling scenarios and mitigation

Derby HMA Modelling Scenarios	
SCENARIO	PURPOSE
2044 Do Minimum No HMA Local Plan	Produce “Baseline” scenario which includes:

	- Built infrastructure and developments within the Local Plan Area - Committed infrastructure and developments outside local plan area
2044 With HMA Local Plan Developments (Do Something 1)	Indication of traffic impacts of the Local Plan developments, in the absence of mitigation
2044 With HMA Local Plan and Known Mitigation (Do Something 2)	Test the impact of “Known” Mitigation” measures including the new A50(T) Junction, South Derby Integrated Transport Link Phase 1, A50(T)/A38(T) Toyota Junction Improvement. How much does the existing mitigation go towards mitigating the local plan impacts? What else needs to be done?
2044 With HMA Local Plan and Additional Mitigation (Do Something 3a PT and Active Mode Mitigation)	Testing of PT and active mode mitigation strategies – how much do strategies help to mitigate the impact of the Local Plan development?
2044 With HMA Local Plan and Additional Mitigation (Do Something 3b Additional Highway Mitigation)	Testing additional highway mitigation measures
2044 A38 Grade Separation (Do Something 4)	“Sensitivity Test” to understand how the A38 Junctions scheme (grade separation of the A5111 Kingsway junction, A52 Markeaton junction and A61 Little Eaton junction) affects local plan traffic

76. The ‘Do something 3a’ scenario includes active mode and public transport mitigation and 3b includes additional highway mitigation measures over and above those identified in and highway mitigation measures set out the ‘Do something 2’ scenario. The table below sets out the schemes included in the public transport and active mode mitigation strategy. These are:

Table 3: Active Travel Mitigation

SCHEME ID	SCHEME	FURTHER DESCRIPTION
HMA3b01	Bus service to serve land west of Staker Lane	New service providing 3 service per hour between development and city centre
HMA3b02	Extensive network of connected routes within development	Links to HMA3b03 and b04
HMA3b03	Strategic cycle link improvement	Segregated route on Brierfield Way
HMA3b04	Strategic cycle link improvement	The Hollow to Pastures Hill
HMA3b05	Strategic cycle link improvement	Rykneld Road from Tutbury Avenue to Hillsway

HMA3b06	Bus service to serve sites on Rykneld Road	Extension of Harlequin Service to provide three buses per hour
HMA3b07	Extension of Number 2 bus through Infinity Garden Village	Provide minimum bus frequency of 3 buses per hour or DRT
HMA3b08	Strategic cycle link improvement	Provide segregated cycle route from Grampian Way to Outer Ring Road
HMA3b09	Extensive network of connected routes within development	Links to Sinfin Lane Route 66, Route 6 north and south and SDiTL
HMA3b10	Burton Road Bus Priority Improvements	Signal hurry call facilities and potentially physical measure
HMA3b11	Hospital Gyratory Integrated Transport Improvement from Chain Lane to Manor Road Junction	Signal and minor capacity improvements to reduce corridor delays, providing priority for buses and provide a step change in active travel routes.
HMA3b12	Mick Mack Strategic Cycle Route	Provide segregated cycle route from Station Road to Friar Gate
HMA3b13	Strategic cycle link improvement	Link through Mackworth from Radbourne Lane to A52 Prince Charles Avenue
HMA3b14	New bus service to serve Hackwood Farm and Brun Lane	New bus service with a minimum frequency of 3 buses per hour
HMA3b15	Active travel and bus priority improvement scheme at A514/A5111 Spider Islan	
HMA3b16	Segregated cycle improvement on Outer Ring Road from London Road to Uttoxeter Road	
HMA3b17	Extensive network of connected routes within development	Part of SDiTL but also to DCC's Trent and Mersey Canal Route
HMA3b18	Replacement of Caxton Street Footbridge	Replacement of bridge that would provide a new cycle link
HMA3b19	Bus Service connecting Infinity Park to City Centre via Boulton Moor and Pride Park	3 buses per hour

77. Scenario 3b measures see the highway mitigation measures added to the active travel measures to decrease the impact of the new development on the wider Housing Market Area. Below is a list of the physical highway mitigation works:

Table 4: physical highway mitigation

SCHEME ID	SCHEME	FURTHER DESCRIPTION
HMA3a01	Link providing connectivity between the A516 and the A38 Findern Roundabout junction	Local Distributor Road providing optimal route choice and access for and linkages for public transport and active travel modes.

HMA3a02	Realignment of Staker Lane through proposed strategic development on land south of Mickleover	Providing a link to modern standards and stopping up existing route, perhaps providing cycle link.
HMA3a03	Link through proposed cross boundary strategic development at Brun Lane	Local Distributor Road providing optimal route choice and access for and linkages for public transport and active travel modes. Could form part of potential West Mickleover Integrated Transport Link.
HMA3a05	Signalisation of A50(T)/A514 Bonnie Prince Charlie Junction	
HMA3a06	Improvements to Blagreaves Avenue Signal Junction	left turn only lanes both directions between Blagreaves Avenue and Goodsmoor Road.
HMA3a07	Spondon Interchange Signalisation	Provides better control and allows for bus rapid call through the junction.
HMA3a08	Signalisation of Prince Charles Avenue/A52 Junction	The scheme improves safety and provides cycle and pedestrian crossing facilities.

78. Scenario 3b scheme HMA3a01 is the proposed link road between the A38 and the A516. The report states that the link road is primarily used as a development access but also improves accessibility of the site to the wider network providing opportunity for development traffic to avoid the Findern roundabout. It also reduces flow on local roads through Mickleover including the Hollow, Staker Lane, Haven Baulk Lane, Briarfield Way and Etwall Road.

Conclusions

79. The growth strategy developed in conjunction with neighbouring Authorities has been demonstrated by the HMA work as the most sustainable approach to growth in the housing market area and at the same time offers opportunities to deliver real improvements to transport infrastructure for both highway mitigation and public transport and active travel strategy.
80. It should be noted that the transport modelling, undertaken across the HMA, presents results that need to be delivered across the HMA. The Report does not recommend a specific scenario but it is clear that Scenario 3b is the most effective and, if all mitigation was delivered, congestion throughout the HMA area would be minimised. This means that, to achieve the level of mitigation set out in each scenario each scheme set out in the modelling will need to be implemented across the whole of the HMA. Partnership working will therefore be an important part of the implementation strategy. Given the scale of the strategic sites within South Derbyshire and the requirement of the policies to deliver the necessary infrastructure or contributions, partnership working will be a fundamental part of the delivery strategy.

81. The suite of policies including the strategic allocations, strategic infrastructure requirements and sustainable transport initiatives supported by the policy background and evidence base are considered to deliver a sound strategy in line with national policy and the overall aims of the Plan which will also serve as a basis for seeking funding to support the delivery of some of infrastructure mitigation.
82. As set out in the Development Strategy Topic Paper, the government consulted on removing funding from the A38 upgrade very late in the Local Plan process. SDDC and other LPA partners contributed to the EMCCA response that was submitted on 14 September 2026. The Council has considered the implications of this and there is no option available to SDDC that would secure addressing cross boundary housing need in a sustainable manner in a more dispersed way (Sustainability Appraisal Regulation 19 Addendum (May 2026)).
83. Specifically on transport grounds, there is no option within SDDC that can deliver the housing required without leading to significant additional vehicle trips on the A38. The strategy chosen of large strategic sites on the edge of Derby will minimise these trips as a result of providing services and facilities within the Strategic Sites to internalise trips, and provide better public transport mitigation than is possible with a more dispersed strategy. The Council considers that to significantly reduce the Local Plan housing requirement at such a late stage would be bad planning, would result in planning by appeal, and delays in securing much needed housing including affordable housing in sustainable locations.