

# Staffordshire County Council LCWIP – Burton Cycle Audit

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October 2019



## About Sustrans

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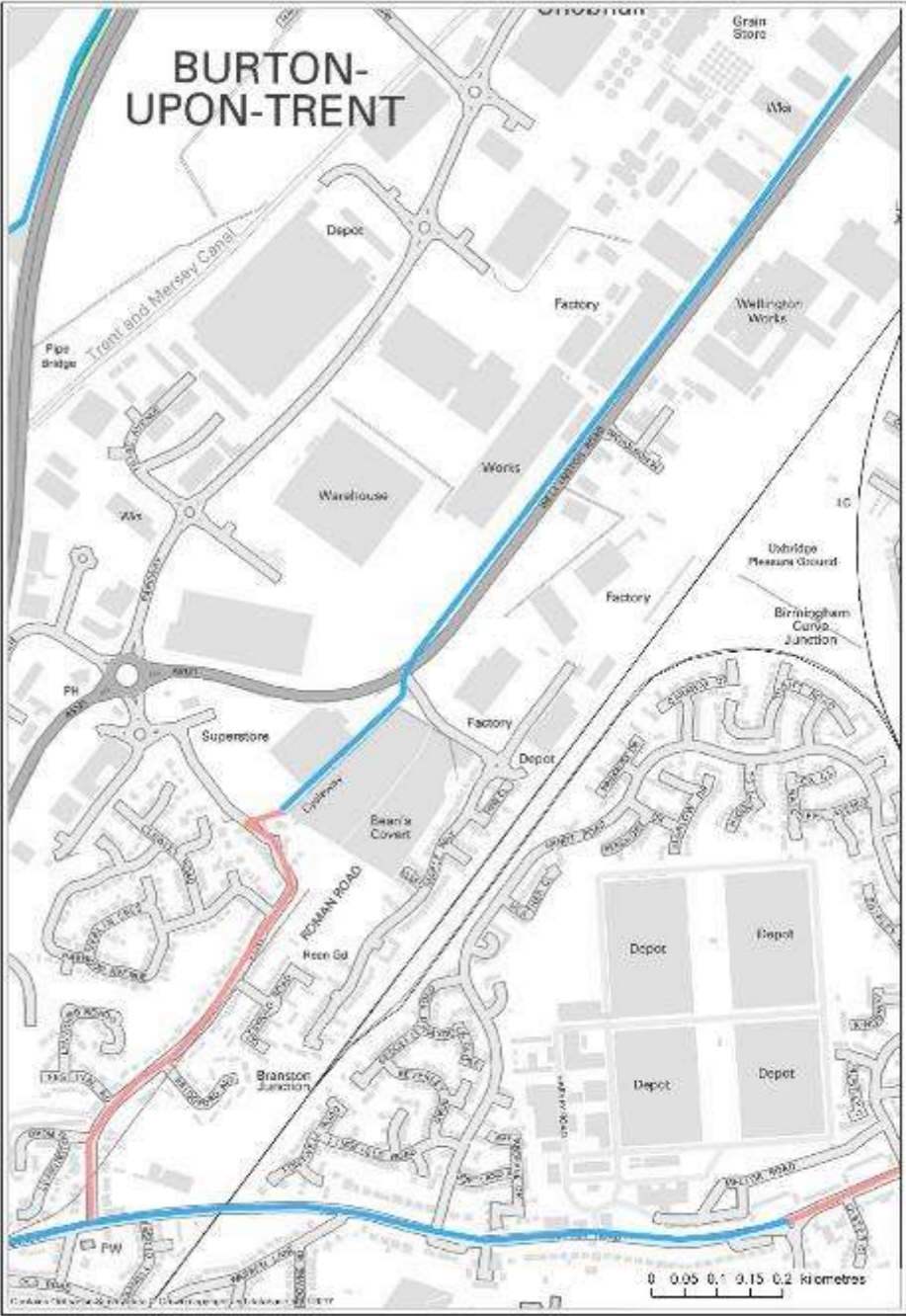
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## Document History:

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1. Clays Lane / A5121 Wellington Road
2. Anglesey Street / Branston Road / Parkway
3. B5018 Burton Road / Branston Road
4. Shobnall Road
5. Belvoir Rd/ Belvedere Rd / Swannington St / Harbury St
6. Dallow St/ Belvedere Rd / Calais Road / Mona Road
7. Shobnall Road
8. Grange Street.
9. A5121 Wellington Street.
10. Borough Road / Milton Street / Duke Street / Russell Street.
11. Uxbridge Street / Dale Street.
12. Clarence Street / Queen Street.
13. All Saints Street.
14. Anglesey Street.
15. Blackpool Street / Trent Street.
16. Ordish Street.
17. Orchard Street / Guild Street.
18. Abbey Street / Stapenhill viaduct.
19. St Peters Bridge / A5189.
20. Rosliston Road.
21. Stanton Road.
22. Violet Way / Orchid Close / Saxon Street / Paulet School Drive.
23. Ashby Road.
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25. Derby Road.
26. Sidney Street.
27. Shakespeare Road / Eton Road.
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29. Rolleston Road.
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31. Britannia Drive / Bitham Close.
32. Bridge Street / Bitham Lane / Harehedge Lane / Beamhill Road.
33. New Street.
34. High Street.
35. Tutbury Road / Horninglow Road North.
36. Horninglow Street.
37. Wetmore Road.
38. Waterloo Street.
39. Victoria Road
40. Wyggeston Street
41. Hevea Road
42. Hunter Street
43. Dallow Street

# 1 Route Audit

Location	Section Number (BC)	Comments and recommendations	Photographs	Photographs
Clays Lane / A5121 Wellington Road.	1	<p>Clays Lane is an access road to a large housing estate. Clays Lane itself is also residential in character and is traffic calmed. Traffic flows are both high and appear fast despite the traffic calming.</p> <p>An off highway link then provides a shared use path past a supermarket that reaches Wellington Road where there are existing segregated facilities on the wide footway.</p> <p>For most of its length Clays Lane has footways that are wide enough for conversion to shared use with the exception of a short section at the southern end near the school. Should this option be persuade then side road entry treatments should be installed.</p> <p>Alternatively, a new field path using land to the south of Clays Lane could be linked through to Cotswold Road and then to Clays Lane Park.</p> <p>At the link through to Wellington Rd the final approach path to the signal crossing requires improvement. The Wellington Road segregated path is useable but sub-standard by current standards. Therefore consideration should be given to widening the facility or changing it to shared use. Either way improved side road crossing facilities should be provided.</p>	 <p>Clays Lane near the school.</p>  <p>Clays Lane and the path past the Supermarket.</p>	



[Link to Wellington Road signals.](#)

Anglesey Street /  
Branston Road /  
Parkway

2

This route section begins with a Good quality section of traffic free path starting from Shobnall Road. This path leads to an unused and partially blocked underpass of the A38. The underpass links to Anglesey Street, a country lane of variable surface quality that runs alongside the A38 before turning west towards a new housing development.

Branston Road has been provided with a new three metre wide shared use path alongside the carriageway. This ends just before the A38 Parkway roundabout. At this point the route continues along Tatenhill Lane to an underpass of the A38 emerging onto lightly trafficked roads to the east of the A38. A shared use path along Main Street provides a link back to Parkway.

Ramps are required to link the existing initial traffic free path with the underpass and lighting as well as a new surface is required at the underpass. Anglesey Street requires only surfacing improvements in places. The Branston Road shared use path requires only new signing whilst the Tatenhill Lane underpass link would benefit from traffic calming and signing. Improved lighting in the underpass would also be a benefit.



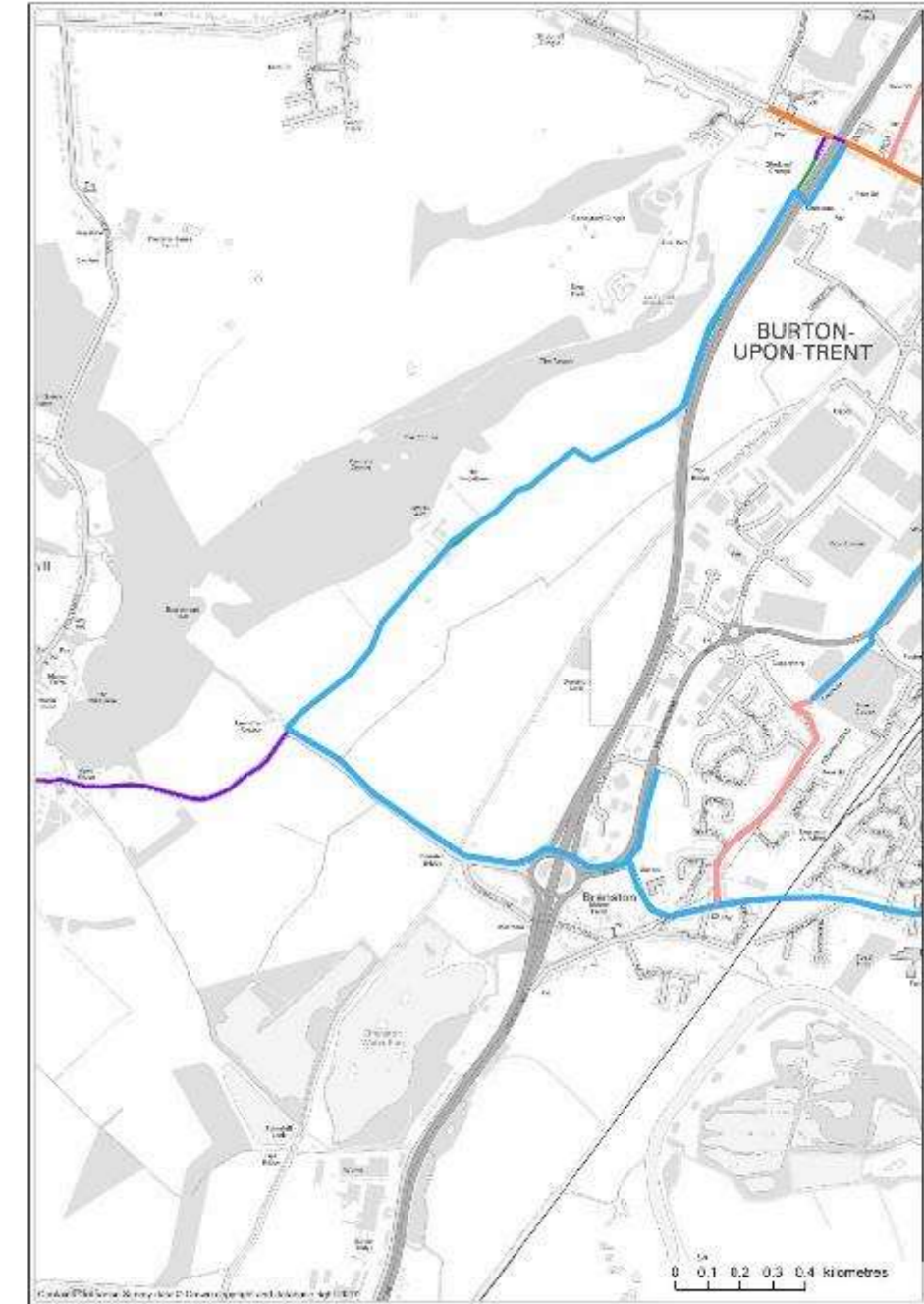
A38 Underpass.



Anglesey Lane.



Tatenhill Lane.



B5018 Burton Road / Branston Road

3

The B5018 is a busy route around the south of Burton fronted by residential properties with off street parking at the Burton Road end and by terraced housing on Branston Road.

Most of the Burton Road section has footways wide enough for conversion to shared use. The exception being over the railway bridge where the footway narrows. Widening to shared use at this point would involve narrow traffic lanes or signals.

The narrow footways under the rail overbridge on Branston Road could only be widened by introducing signals and a single traffic lane.

There is little space to introduce cycle facilities further north from the railway bridge due to narrow footways and parking demand. A solution may be to route cycles onto quiet parallel residential streets.



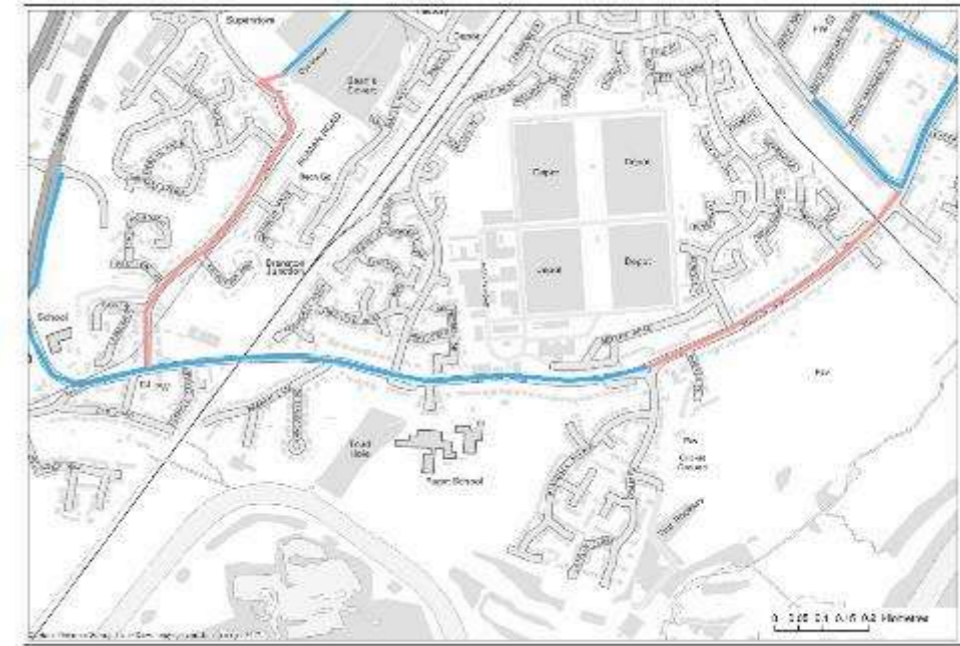
Burton Road at the Railway Bridge.



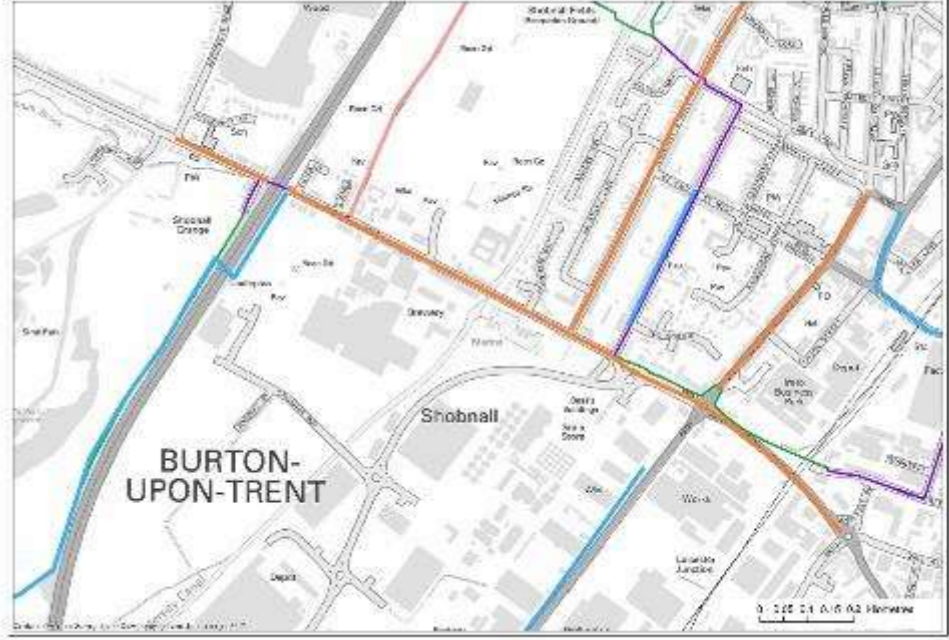


Branston Road Railway Bridge.



Branston Road North of the Railway Bridge.



Shobnall Road	4	<p>Shobnall Road is a very busy route through the town with limited facilities for cycles although a railway underpass allows cyclists to avoid the road bridge over the railway. The cycle links from the underpass end at the very busy Wellington Road roundabout. West from the railway bridge the frontage is mixed residential and business with car parking controlled. Only short sections of the route have footways wide enough for conversion to share use.</p> <p>To provide good quality cycle facilities along Shobnall Road would be very expensive and would probably impact significantly on capacity. A corridor quiet way approach is likely to be more feasible.</p>	 <p>Shobnall Road (East End).</p> 	
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Belvoir Road/  
Belvedere Road/  
Swannington  
Street / Harbury  
Street. Traffic free  
to Shobnall Road.

5

Swannington Street and Harbury Street are relatively lightly trafficked wide residential roads most properties having off street parking. On street parking however still occurs, probably due to the proximity of the hospital.

Parking restrictions or controlled parking to limit hospital parking would reduce traffic on these residential streets resulting in a quieter environment for both cyclists and residents. Traffic calming should also be installed.

Belvedere Road is much busier requiring a controlled crossing to take cycles and pedestrians from Swannington Street to the Belvedere Road verge where there is the space for a shared use path. The route then needs to negotiate the hospital double roundabout arrangement which is unsuitable for use by cyclists. A path through hospital land, crossing the access road via a new controlled crossing point would reach to Belvoir Road.

Belvoir Road has a wide verge separation between the carriageway and footway allowing widening to shared use.

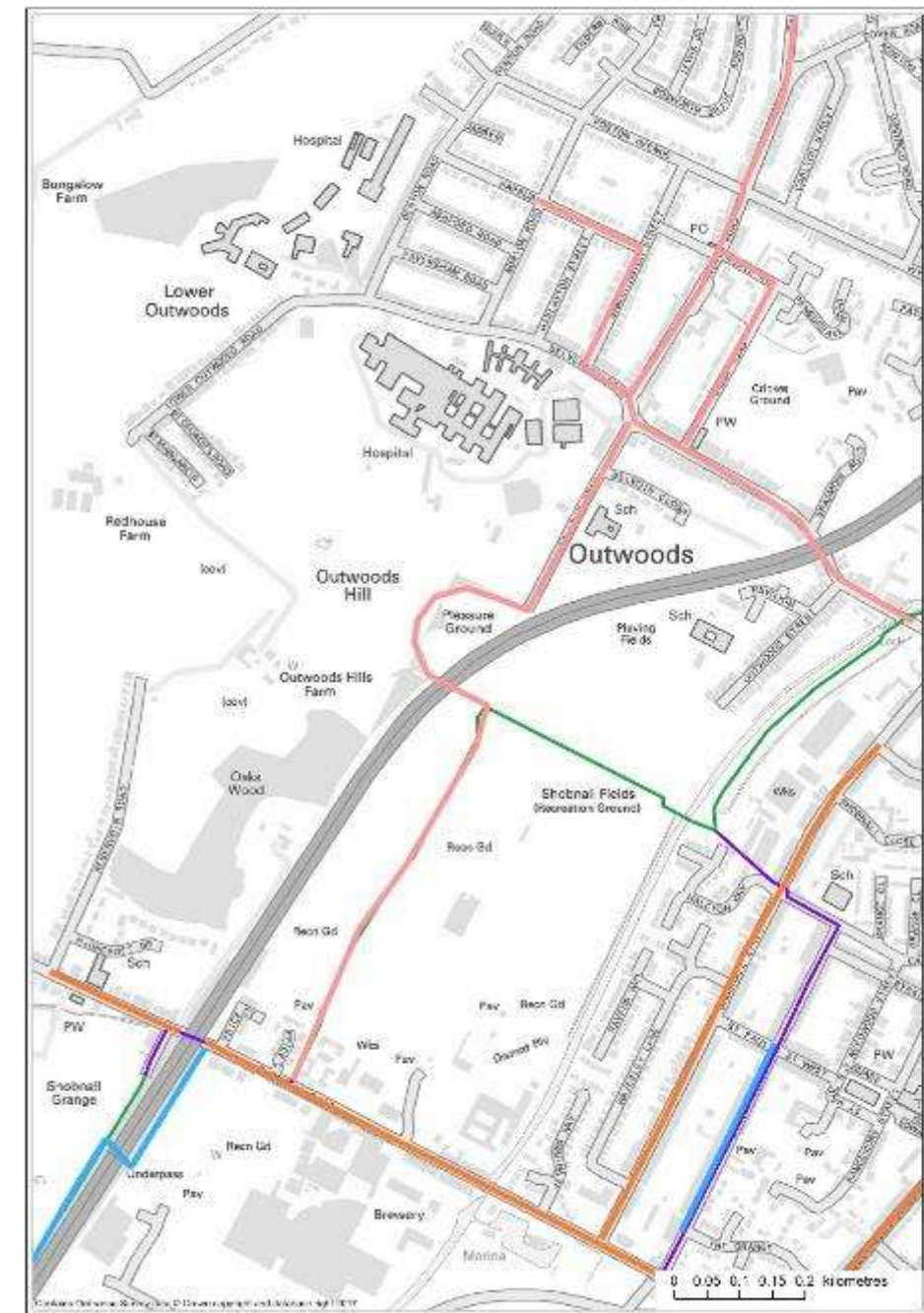
After this point Belvoir Road is traffic free leading to the park, A38 Bridge and leisure complex. The only suggested improvements are widening through the leisure complex and improved access controls on the approach to Shobnall Road.



Belvoir Road verge.



Belvedere Road.





A38 Bridge.



Route through Shobnall Leisure Complex.



Barriers at Shobnall Road.



Swannington Street.

Dallow Street /  
Belvedere Road /  
Calais Road /  
Mona Road.

6

Calais Road and Belvedere Road are busy access roads fronted by terraced houses and provided with standard width footways leaving little opportunity to install cycle facilities. The hospital double mini roundabouts also provide a block to cycle movement. Mona Road is a one way road giving access to residential properties and the Scientia Academy. The school attracts a considerable amount of parking.

Dallow Street is also busy with standard footway widths, however the carriageway lanes appear wide.

Given the lack of available space on Calais Road and Belvedere Road coupled with the need to avoid the Hospital double roundabout. A route using quieter residential roads should be explored. Mona Road could be part of this route by reducing the present level of parking and installing a contra flow cycle lane. An option also exists to route a path through the school site to bypass Belvedere Road. A shared use facility could be provided along Dallow Street by widening the existing footway into the carriageway.



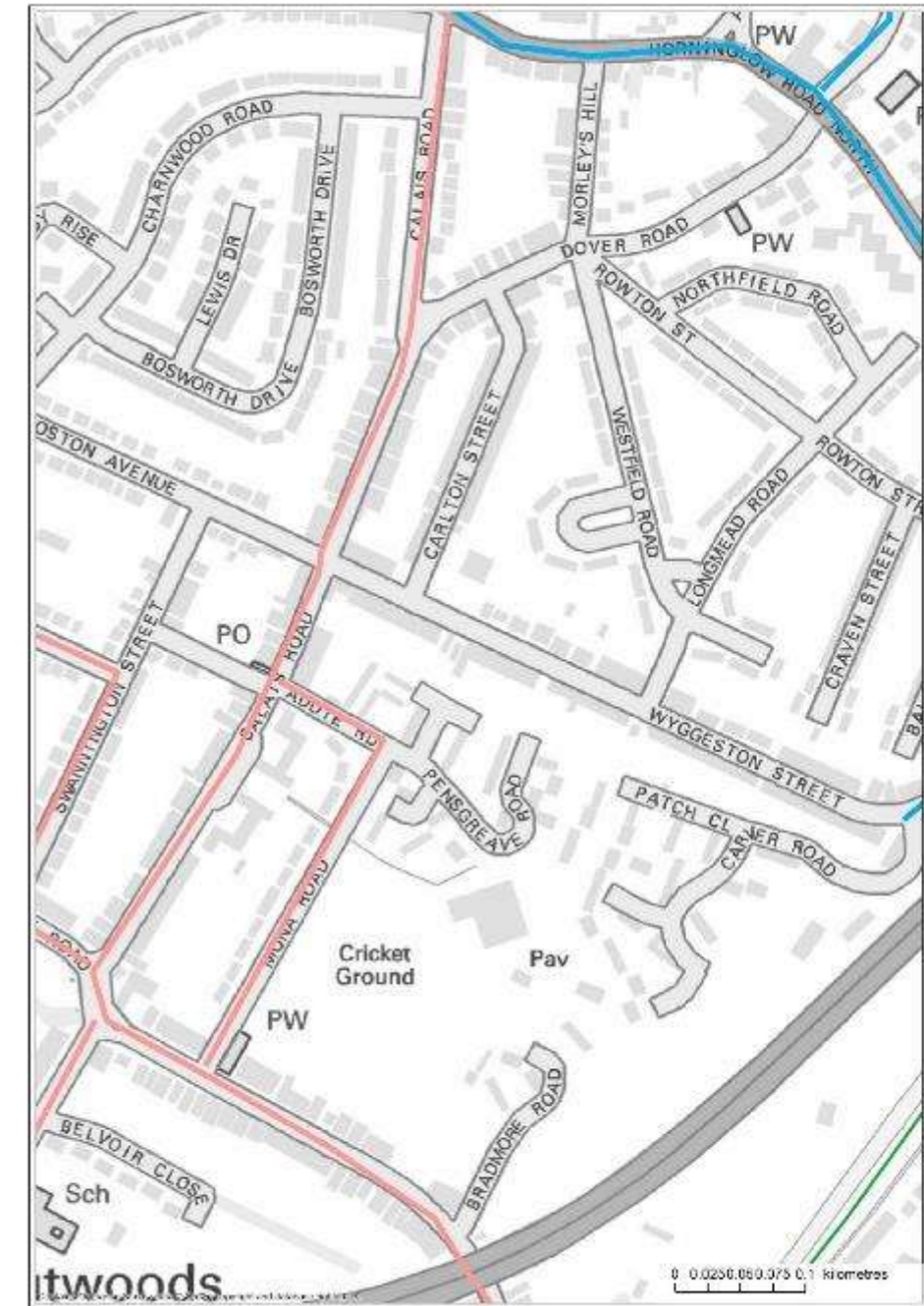
Calais Street.



Belvedere Road.



Dallow Street.





Mona Road.

Shobnall Street.

7

Shobnall Street is a residential terraced street subject to a 30mph speed limit and significant levels of on street parking.

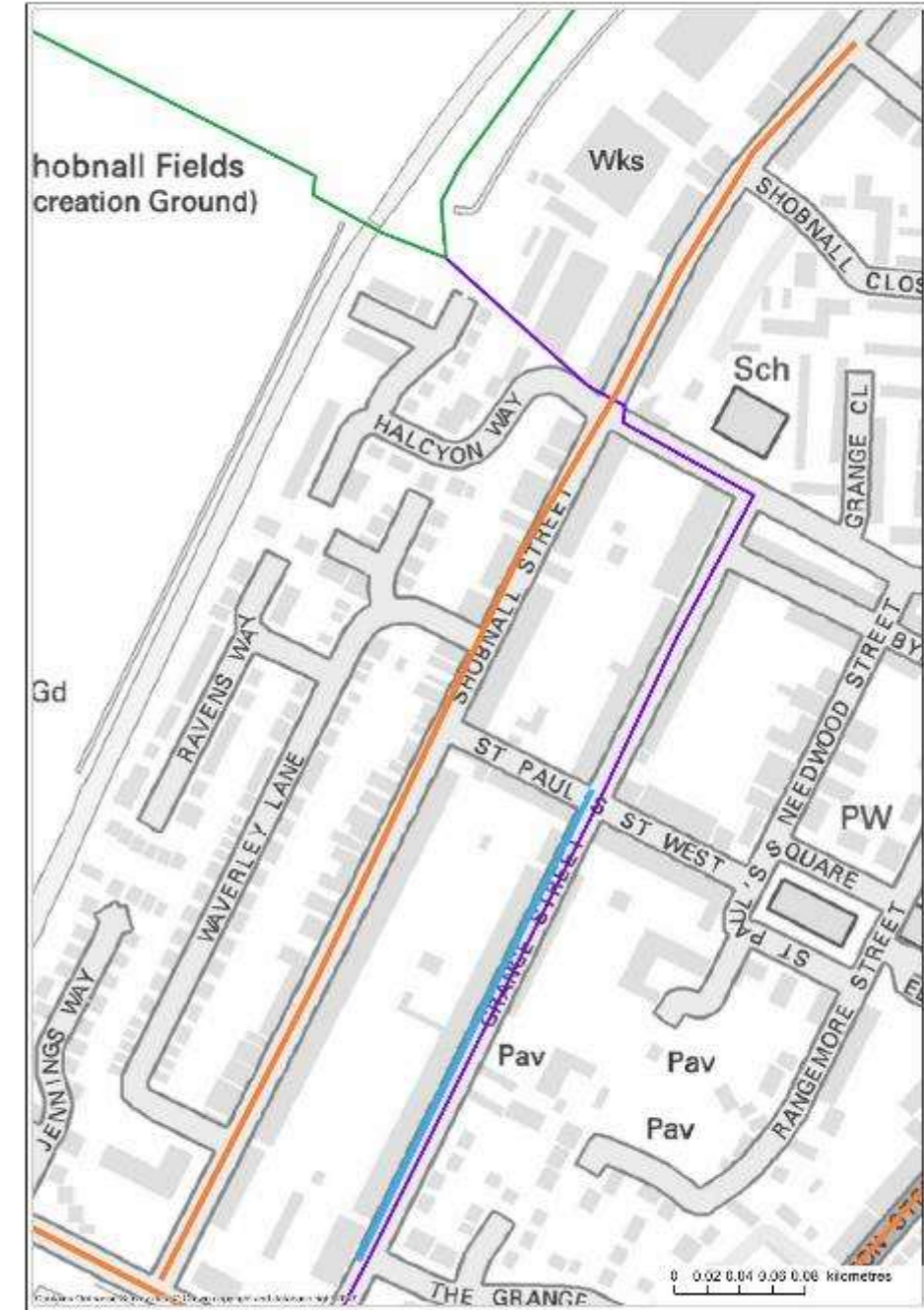
To provide better access for cycles a 20mph speed limit could be enforced with the required traffic calming. All the parking is presently provided on one side of the road. Splitting banks of bays on alternative sides of the road would slow vehicle speeds.



Shobnall Street from Shobnall Road.



Shobnall Street.

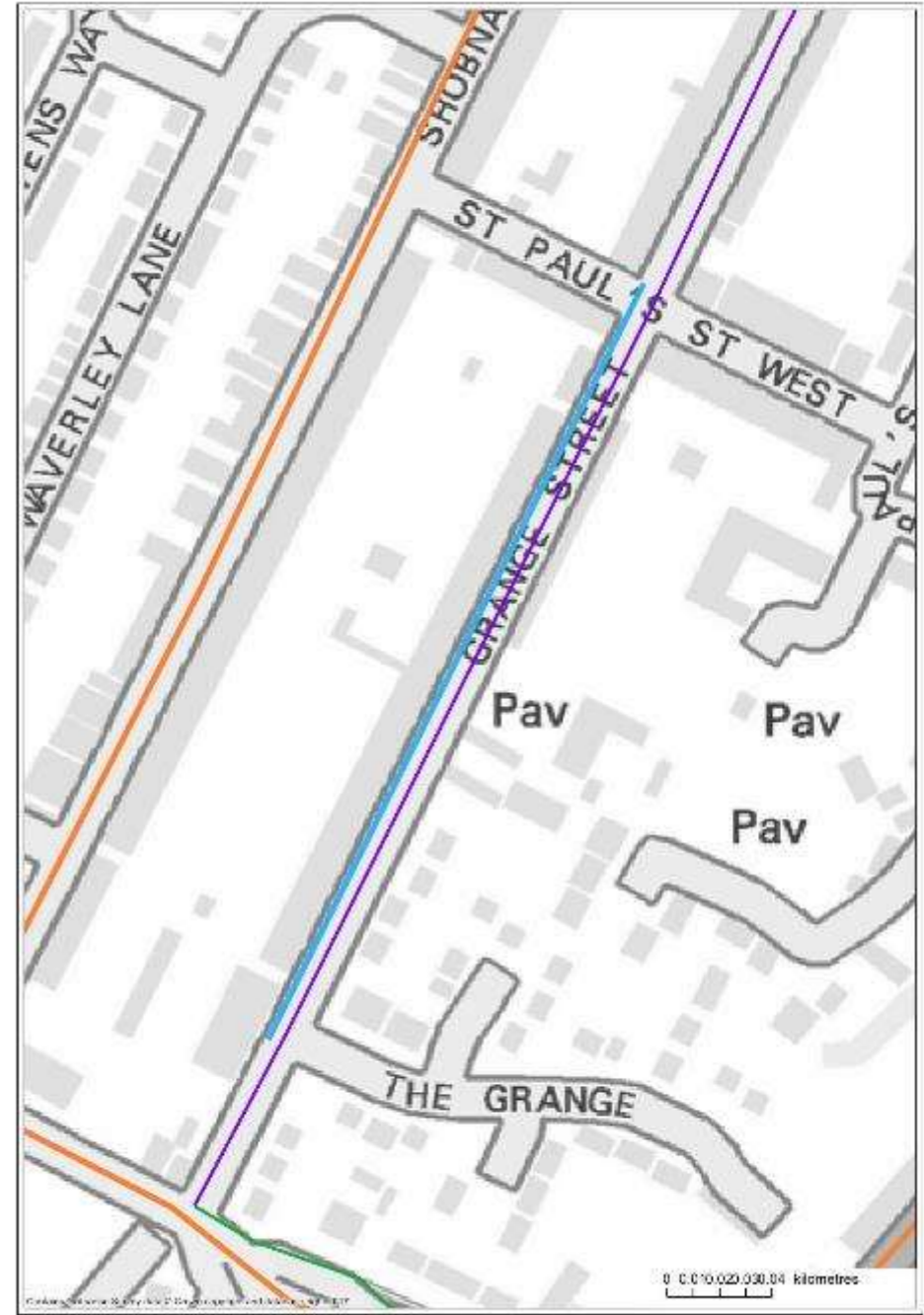


Grange Street.

8

Grange Street is a traffic calmed residential terraced street subject to a 30mph speed limit and significant levels of on street parking.

To provide better access for cycles a 20mph speed limit could be enforced and bays introduced to control the parking.



A5121 Wellington Street

9

Wellington Street is a very busy through route fronted by terraced residential properties with front doors straight onto the footways. Parking is available on one side of the road.

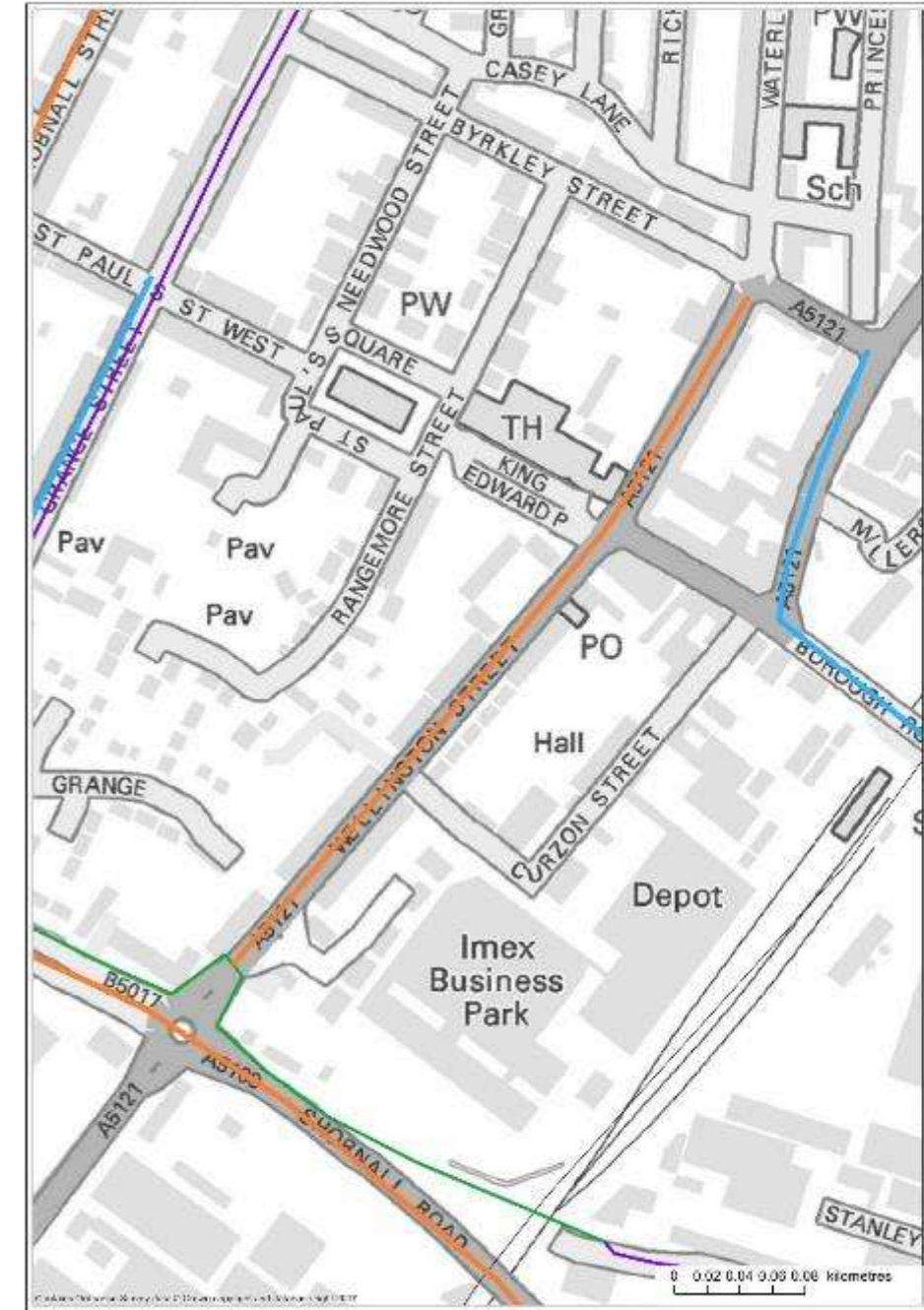
Provision of good quality cycle facilities along Wellington Street would be very challenging, the only available carriageway space being used for parking.



Wellington Street looking North.



Wellington Street.





Derby Street /  
Borough Road /  
Station Street  
Milton Street /  
Duke Street /  
Russell Street

10

At the time of the survey  
Borough Road was closed due  
to work being carried out at the  
Station car park. This resulting  
in Station Street being very  
lightly trafficked.

The ongoing scheme aims to  
improve access to the station  
for pedestrians and wider  
footpaths would be an  
improvement. Footpaths around  
the Derby Street / Borough  
Road junction would also  
benefit from works to rationalise  
the street furniture.

Derby Street on the approach to  
the Station provides two lanes  
of one way traffic with parking  
bays and bus stops. There is no  
cycle provision and cyclists  
were observed using the  
footpath for contra flow  
journeys.

The space is available to  
provide cycle facilities on Derby  
Street but this could only be  
achieved at the expense of  
either the car parking or a traffic  
lane. Given the number of  
shops along the road and the  
level of through traffic it seems  
unlikely that this could be  
achieved.

Milton street is another one way  
street fronted by a mix of  
housing, a dental department  
and a business centre.

There is sufficient width to  
provide a contra flow cycle lane.  
Traffic calming would assist  
cyclists travelling with flow.

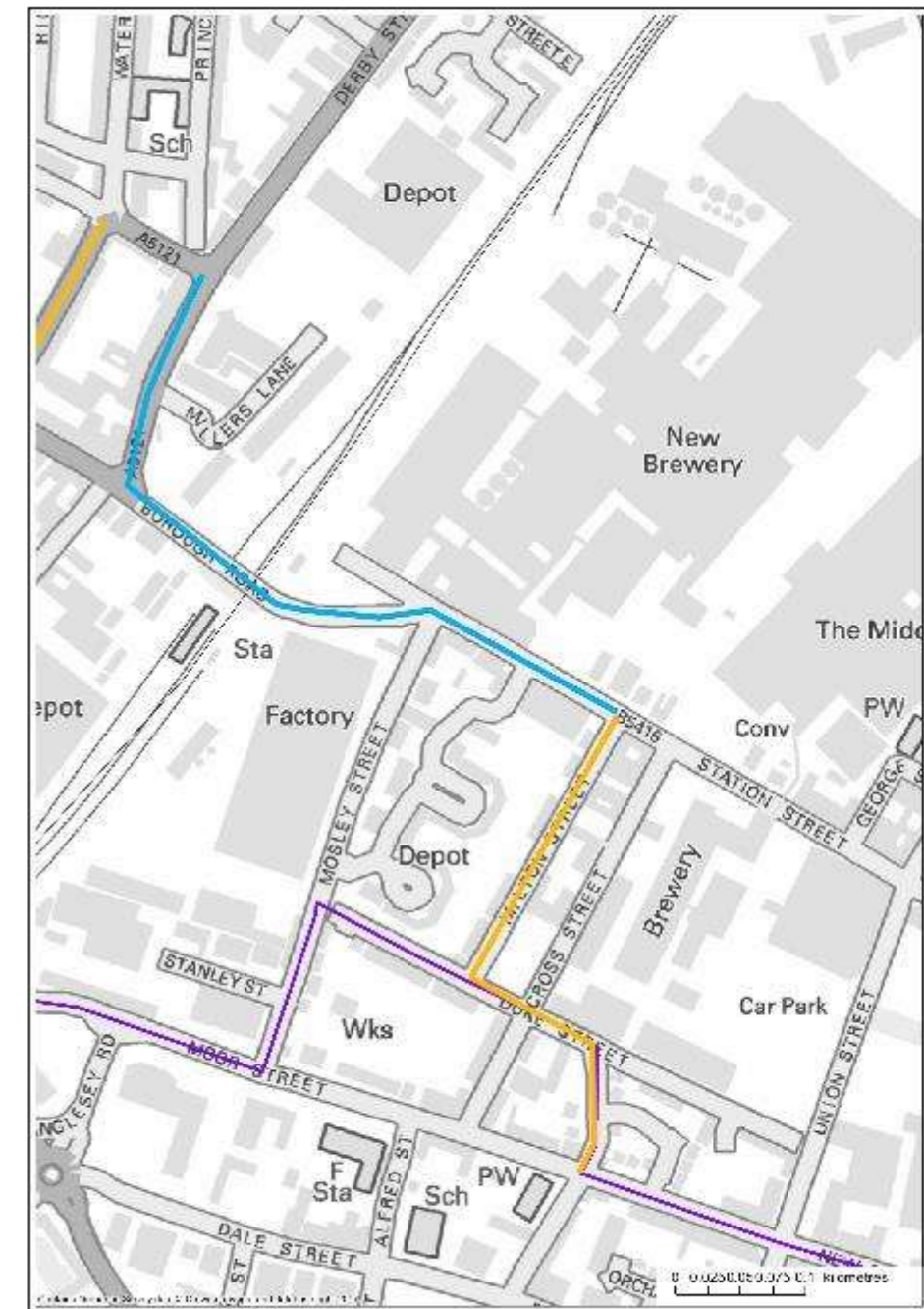
Traffic calming would also be  
required on Duke Street and  
Russel Street with a change of  
priority at the Cross Street  
junction.



Borough Road.



Borough Road Street Clutter.





Station Street.



Milton Street.



Duke Street.

Uxbridge Street / Dale Street

11

Uxbridge Street is a residential road characterised by Victorian Terraced housing without off street parking and shops. The road is traffic calmed with on street parking restricted to one side of the road.

Uxbridge street forms a signal controlled junction with Evershed Way before forming a junction with Dale Street where there is access to a new school.

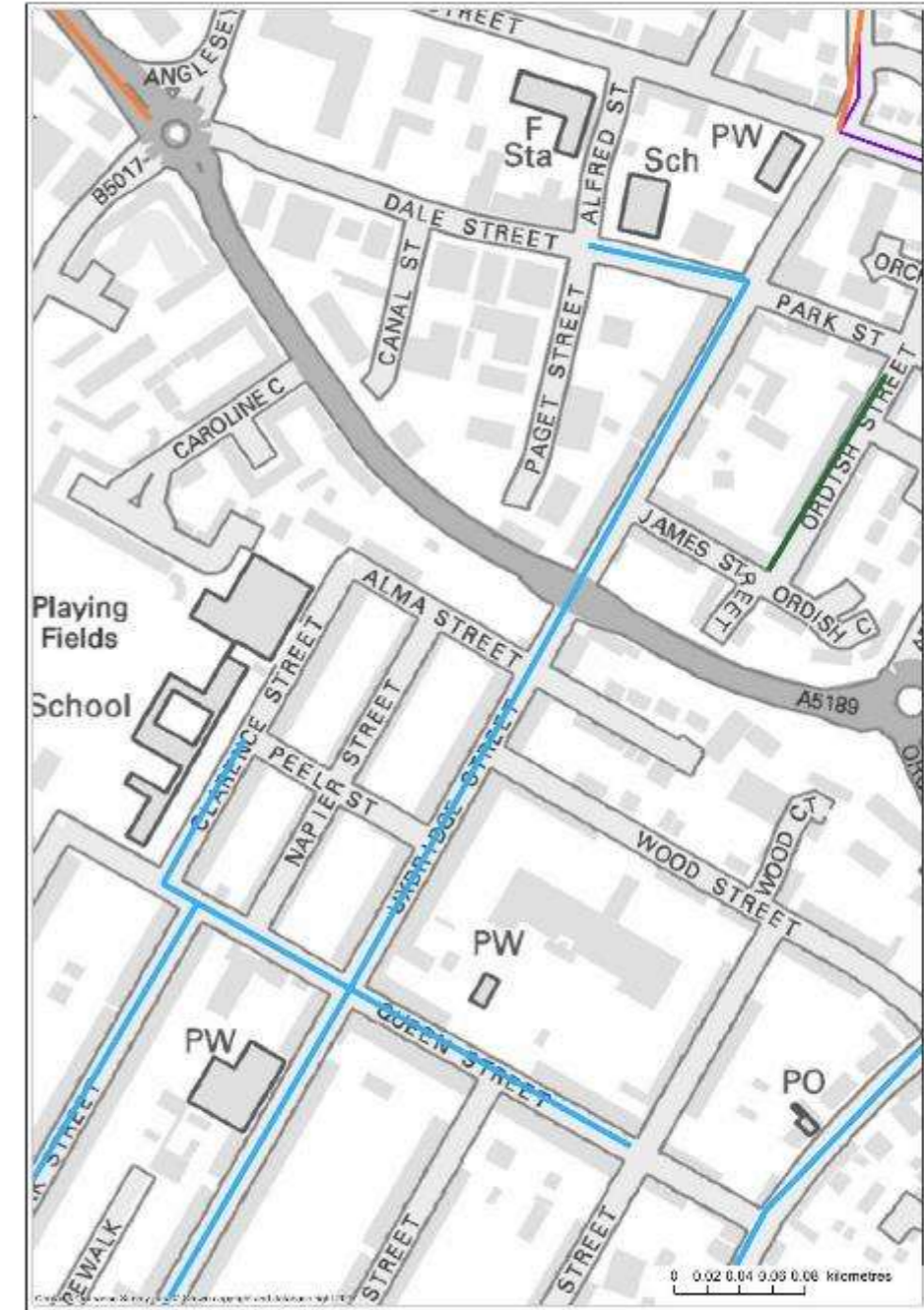
There is no space for segregated cycle facilities along Uxbridge Street. Further traffic calming, a 20 mph speed limit and grouping parking into bays on alternate sides of the road would assist cycle movements. Cycle crossing facilities would need to be installed at the signal controlled junction.



Uxbridge Street.



Evershed Way junction.



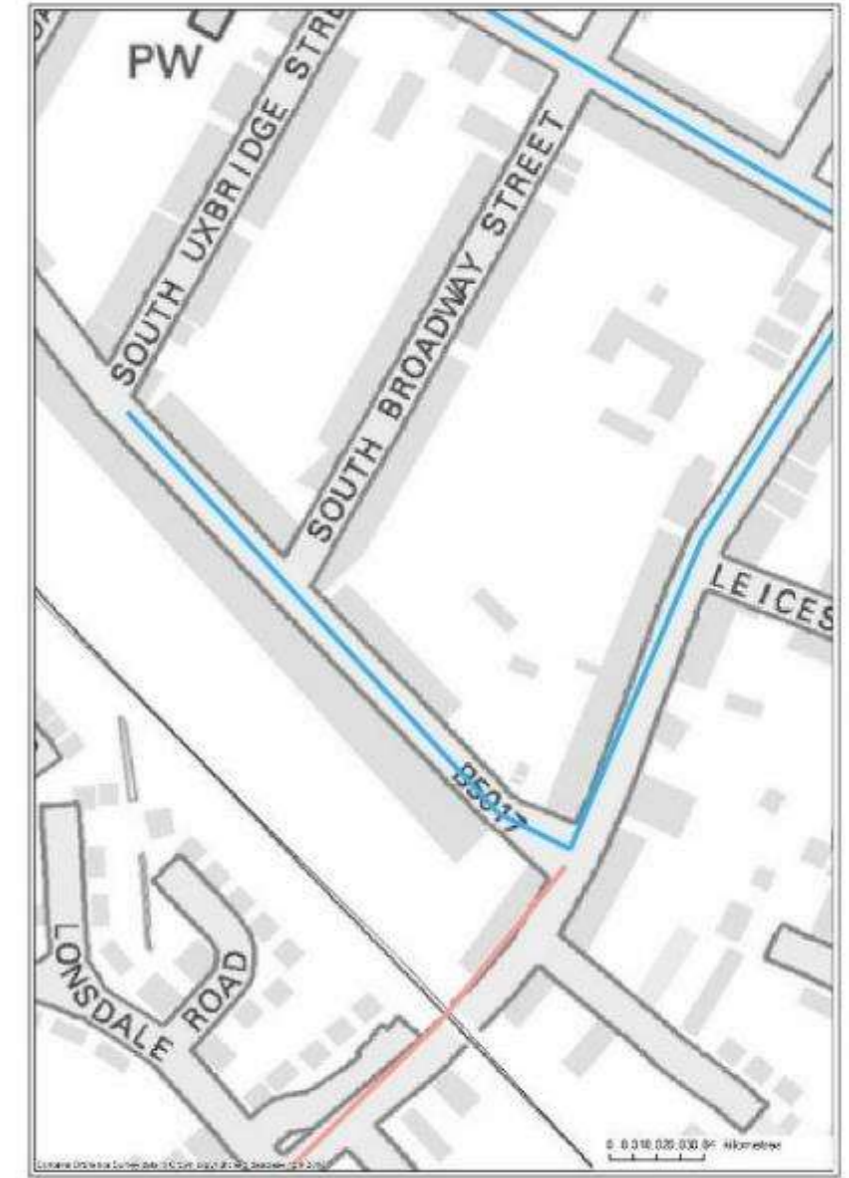
<p>Clarence Street / Queen Street</p>	<p>12</p>	<p>Both streets are Victorian terraced residential streets with high levels of on street parking. A school is situated at the corner of Queen Street and Clarence Street.</p> <p>Introduce a 20 mph speed limit, install further traffic calming with designated bays on alternate sides of the road.</p>	 <p>Clarence Street.</p> <p>Queen Street.</p>	
<p>All Saints Street</p>	<p>13</p>	<p>Another predominantly residential terraced street with traffic calming. On street parking occurs on both sides of the road, some partly on the pavement.</p> <p>Introduce a 20 mph speed limit, install further traffic calming with controlled parking to limit parking to designated bays. Filtered permeability could also be considered.</p>	 <p>All Saints Street.</p>	

Anglesey Road

14

Anglesey Street is a long straight traffic calmed terraced residential street with on street parking occurring on one side of the road.

Install further traffic calming and a 20mph speed limit.



Blackpool Street / Trent Street.

15

Trent Street and Blackpool Street are traffic calmed terraced residential streets with footway parking occurring on both sides of the road.

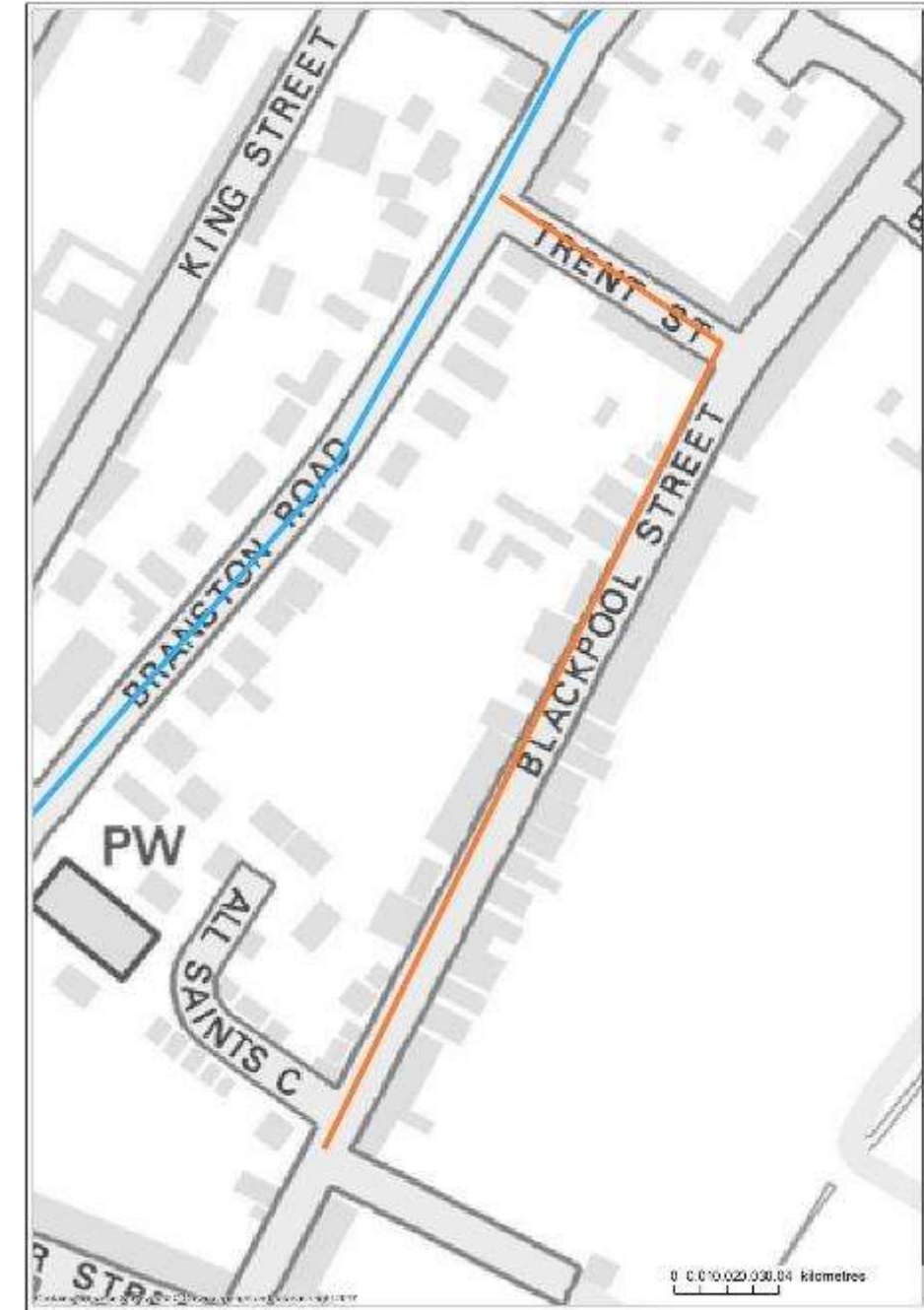
Install a 20mph speed limit with additional traffic calming and provide groups of parking bays on alternative sides of the road.



Trent Street.



Blackpool Street.



Ordish Street

16

Ordish Street is a one way residential street of Victorian terraced houses with doors opening onto the footway. Parking occurs on both sides of the road with marked parking bays on one side of the road.

A contra flow cycle lane along Ordish Street would be very difficult to implement as it would require the removal of parking on one side of the road. With a high level of demand this is unlikely to be achievable. With flow cycling could be achieved with traffic calming and a 20 mph speed limit.



Ordish Street.



Orchard Street /  
Union Street /  
Guild Street.

17

A very busy link to / from the town centre with access points into a number of car parks. There are multi lane signal controlled junctions at a number of points. Frontages are a mainly retail and commercial with some residential.

With space within the public highway largely taken up with turning lanes for car parks or at junctions there is little space to provide cycle facilities without major changes that would impact significantly on capacity.

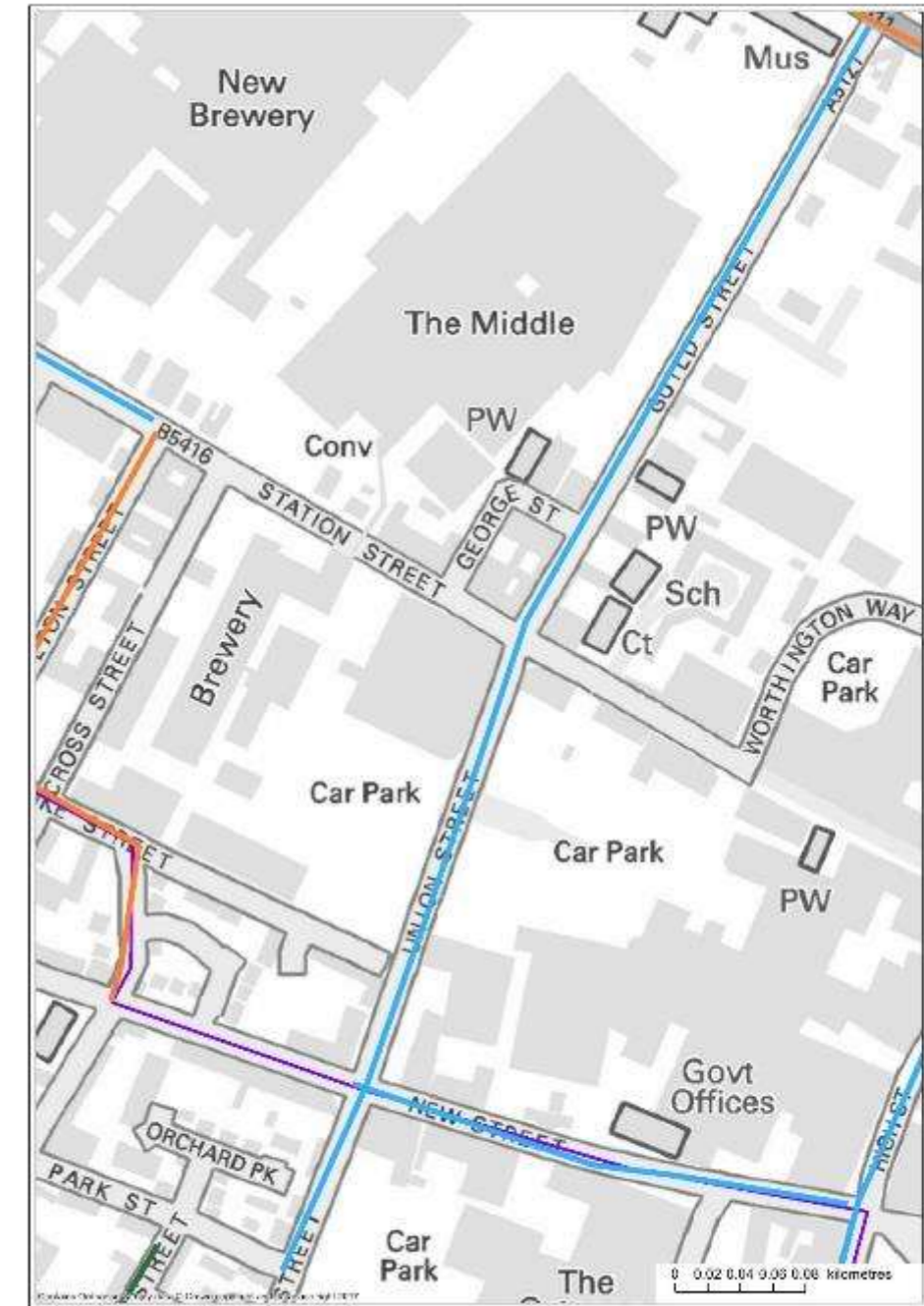
Should it be possible to reduce space on the carriageway then widening footways for conversion to shared use would be possible.



Orchard Street.



Union Street.



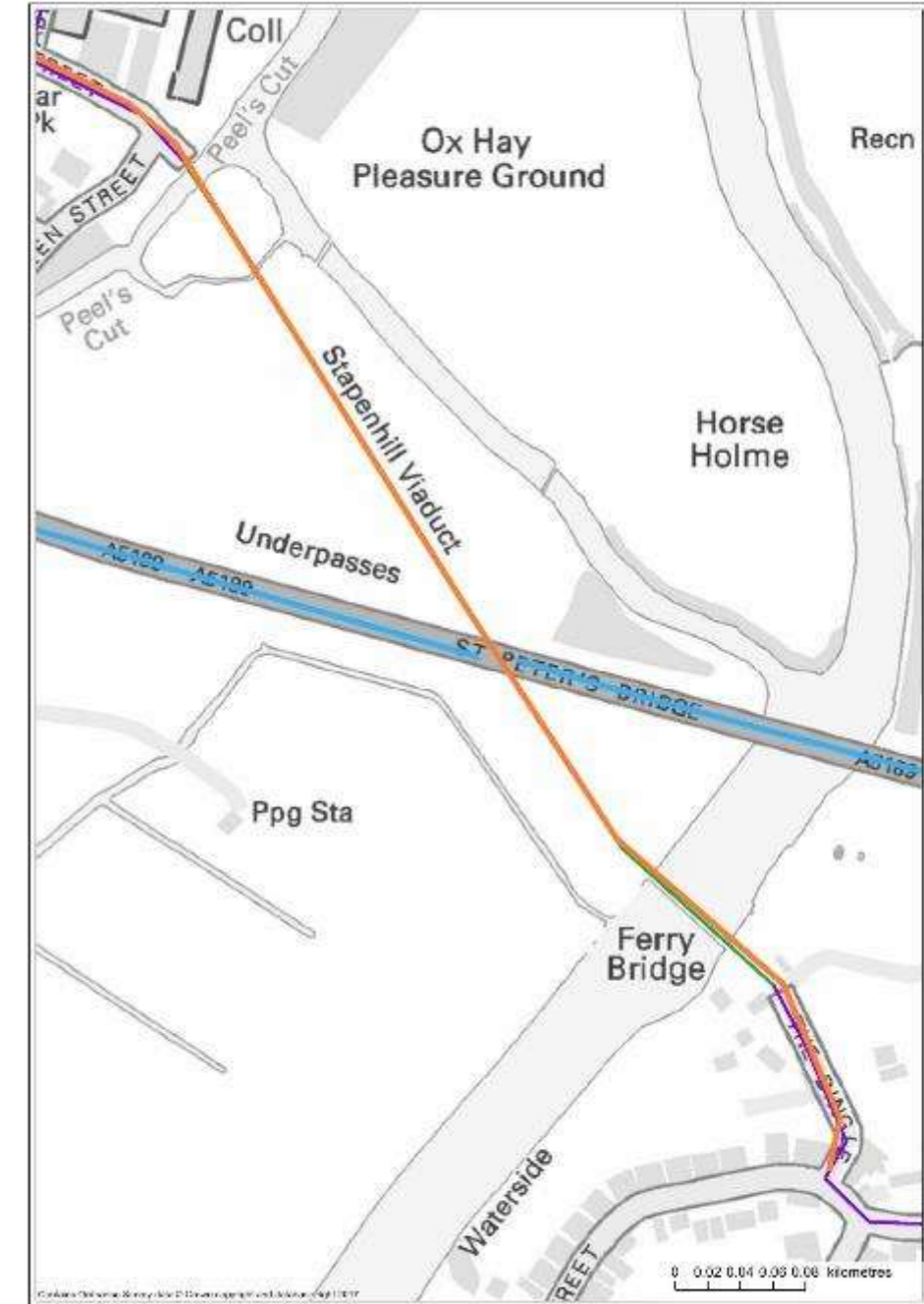


Stapenhill Viaduct

18

Stapenhill viaduct is a three metre wide bridge over the River Trent and its floodplain linking Fleet Street with Ferry Street. The route is segregated with a one metre cycle lane.

Clearly this width is substandard and the preference would be for the route to be shared use.



St Peters Bridge

19

St Peters Bridge is a busy road without frontage. A wide footway on the south side of the road is presently used by cyclists and ramped links are provided down to Stapenhill viaduct.

Improved links should be made at the eastern junction to link with proposed routes towards St Peters Street.



St Peters Bridge.



St Peters Bridge at the link to Stapenhill viaduct.



Rosliston Road

20

Rosliston Road is a busy traffic calmed through route fronted by residential properties. On street parking is restricted. The footways aren't wide enough to accommodate shared use.

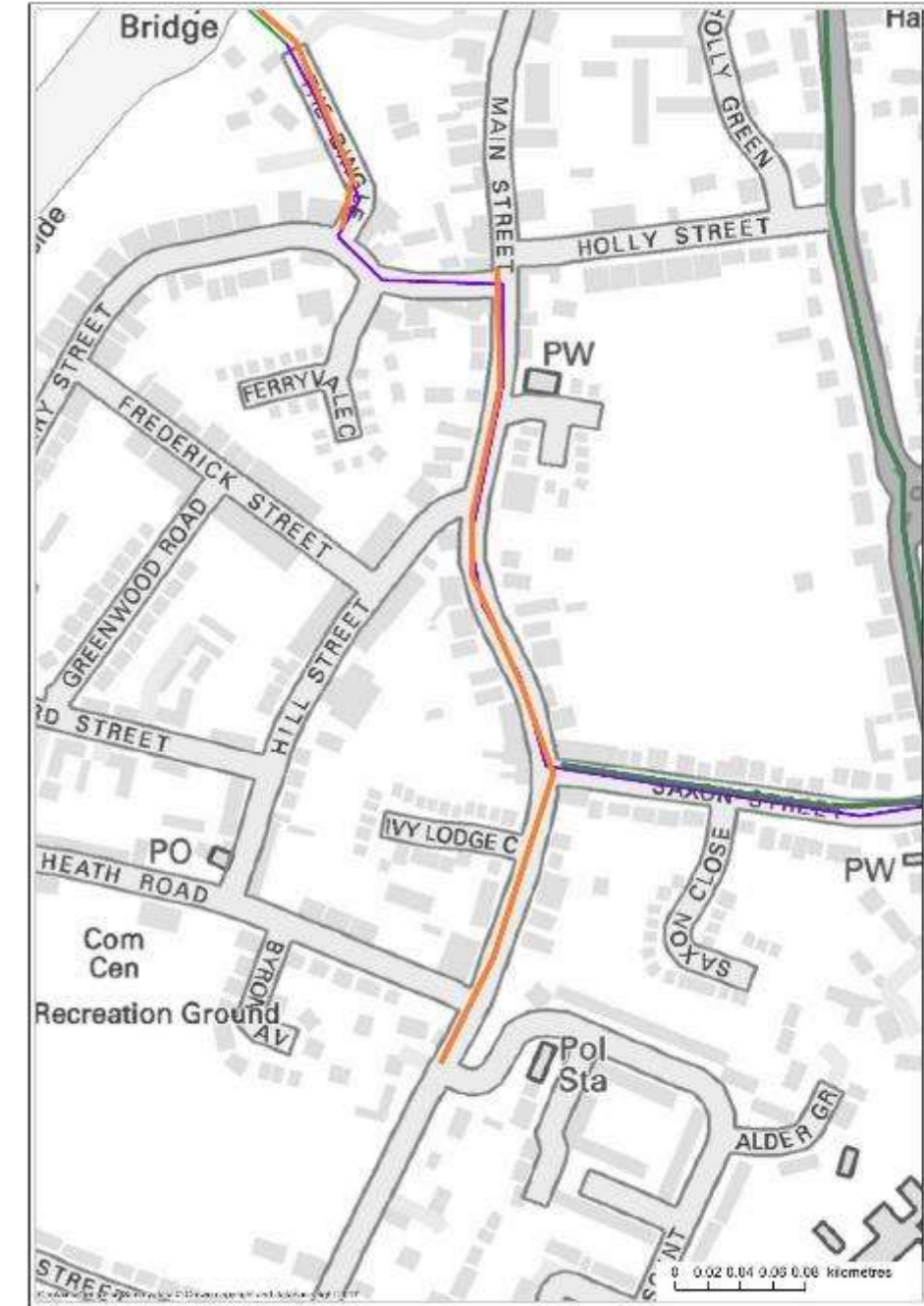
It may be possible to narrow the carriageway allowing one of the footways to be widened and designated as shared use.



Rosliston Road.



Rosliston Road.



Stanton Road

21

A444 Stanton Road is a main route onto and out of the town and is therefore very busy. Frontages are residential with off street parking. On street parking is prohibited. The steep slope up from the town is challenging for cyclists on the carriageway. Footways vary in width along the route.

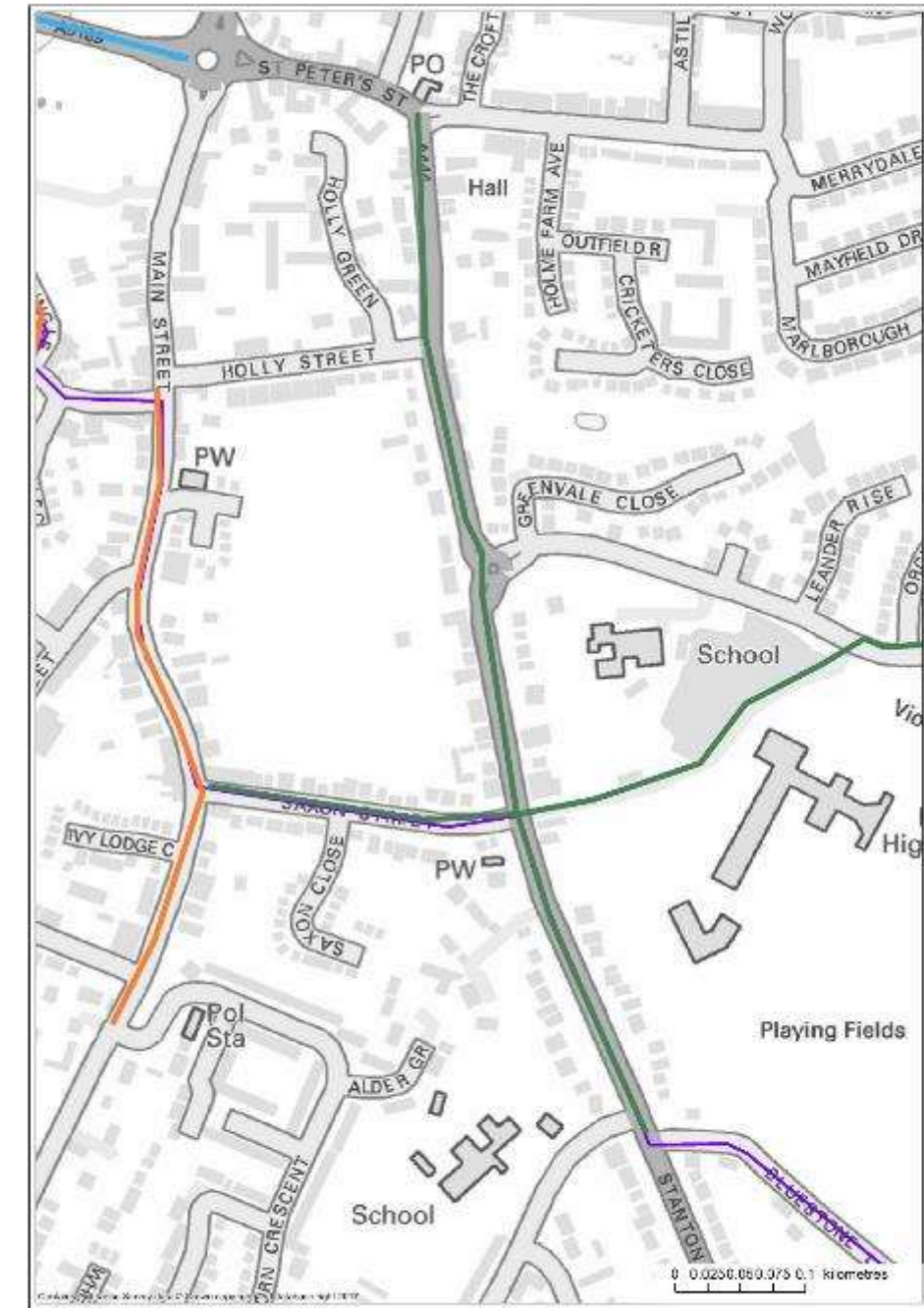
Provide shared use facilities on the existing footway widening into the carriageway where required. If it is not possible to provide the required width then another option would be to look at quieter residential roads adjacent to the A road.



Stanton Road from the pedestrian crossing.



Stanton Road looking north.



Violet Way /  
Orchid Close /  
Saxon Street /  
Paulet School  
Drive.

22

Saxon Street is a lightly trafficked traffic calmed residential street subject to some on street parking. An existing pedestrian crossing links across to Paulet School Drive which is gated (during the holidays). The drive gives access only to the school and its car park and although very quiet during the site visit is likely to be busy within term times. Violet Way is a busier traffic calmed through route with access points into residential estates.

As part of a route Saxon Street would benefit from parking bays located on alternate sides of the road and a 20mph speed limit.

Conversion of the Stanton Road crossing to a Toucan would take the route across to Paulet School Drive.

The school drive itself requires no improvement although ideally the existing on road parking would be re-located. Revised access controls would also be necessary to improve access during the holidays.

An improved crossing of Violet Way would also be required.

A shared use path in the footway along Violet Way could be created by widening the existing footway.

Alternatively, at the end of Orchid Close there is a gap between the houses through to woodland. A new path through the wood would bypass Violet Way.



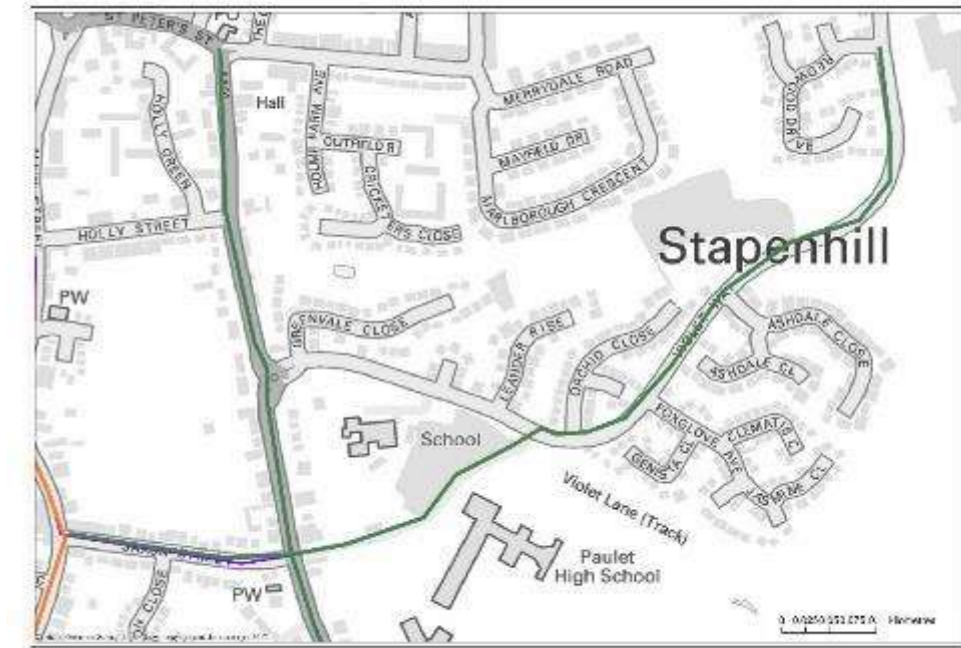
Saxon Street (looking east)




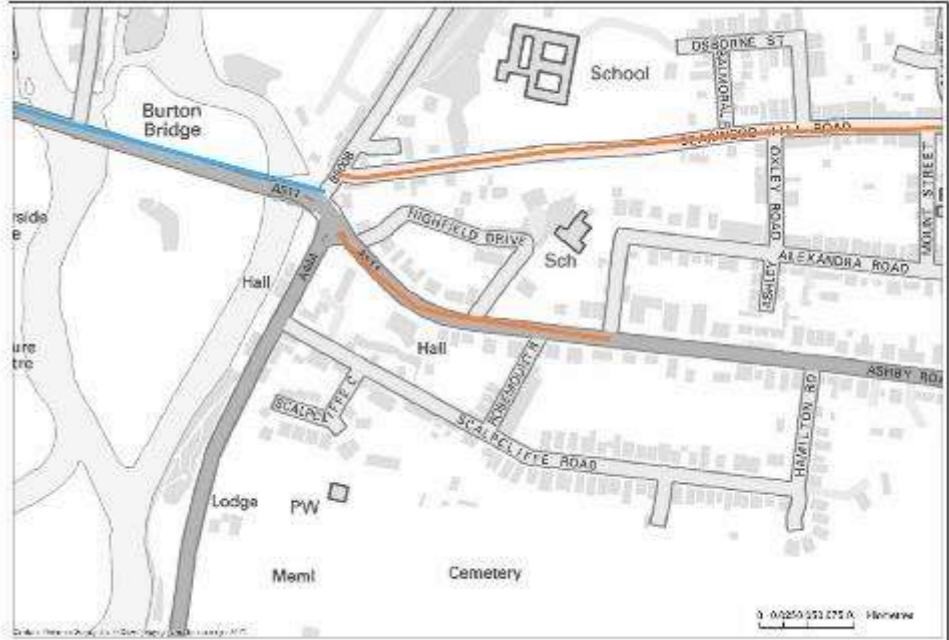


Saxon Street (looking west).



Stanton Road crossing.



			 <p>Paulet School Drive.</p>  <p>Violet Way.</p>	
Ashby Road	23	<p>A511 Ashby Road is a busy route out of the town characterised by a steep uphill gradient from the river.</p> <p>There is little space within the highway boundary to provide the type of facilities that would be required on a road accommodating this level of traffic.</p> <p>An alternative may be to take a route on parallel quiet residential roads. For example Scalpcliffe Road where further traffic calming and a 20mph speed limit could be imposed.</p>	 <p>Ashby Road (looking west).</p>	 <p>A map of the area around Ashby Road. The map shows Ashby Road running north-south, crossing the River Trent at Burton Bridge. To the east of the river, several residential streets are shown, including Scalpcliffe Road, Highfield Drive, Oxley Road, and Alexandra Road. Other landmarks include a School, a Hall, a Lodge, a PW (Public Works) building, a Memorial (Meml), and a Cemetery. A scale bar at the bottom right indicates 0 to 0.250 (250) meters.</p>

			 <p data-bbox="1101 699 1406 730">Ashby Road (looking East).</p>	
<p data-bbox="181 848 338 905">Bearwood Hill Road</p>	<p data-bbox="483 848 522 875">24</p>	<p data-bbox="709 848 1071 1104">Bearwood Hill is another busy and fast route out of the town. The steep uphill gradient from the river has a narrow footway only on one side with very steep banks on both sides of the highway boundary. Provision of good quality cycle facilities would be very difficult.</p>	 <p data-bbox="1101 1472 1451 1503">Bearwood Hill Road (west end).</p>	





Derby Road

25

Derby Road is a very busy link into the town fronted by a mix of business premises and residential properties. Much of the road is subject to waiting restriction but there are sections of on street parking adjacent to residential properties.

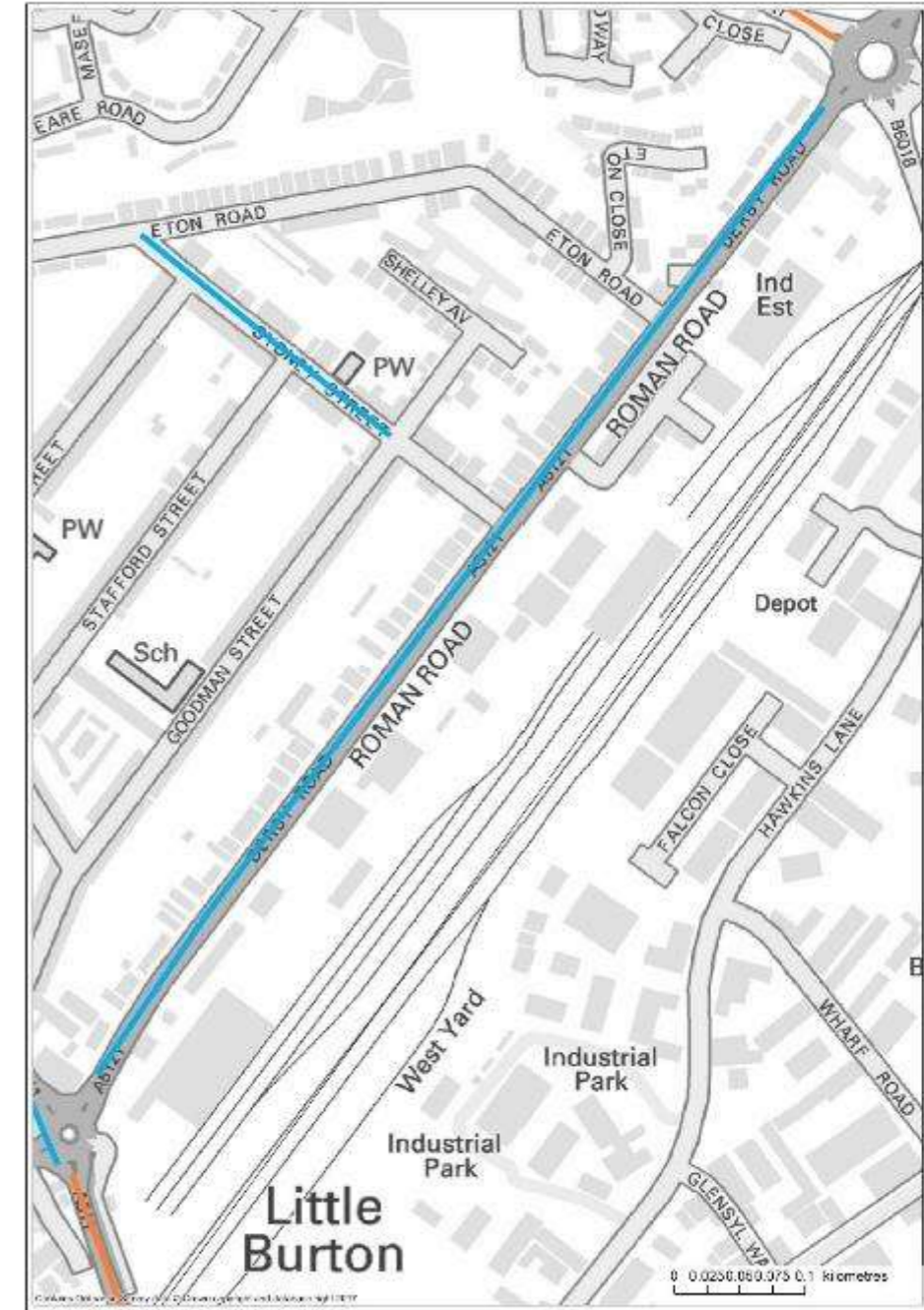
On carriageway cycle facilities would not be appropriate along Derby Road. Only short sections of footway are presently suitable width for conversion to shared use. More space may be available adjacent to the business units but only if the highway verge is wide enough.



Derby Road.



Derby Road.



Sidney Street

26

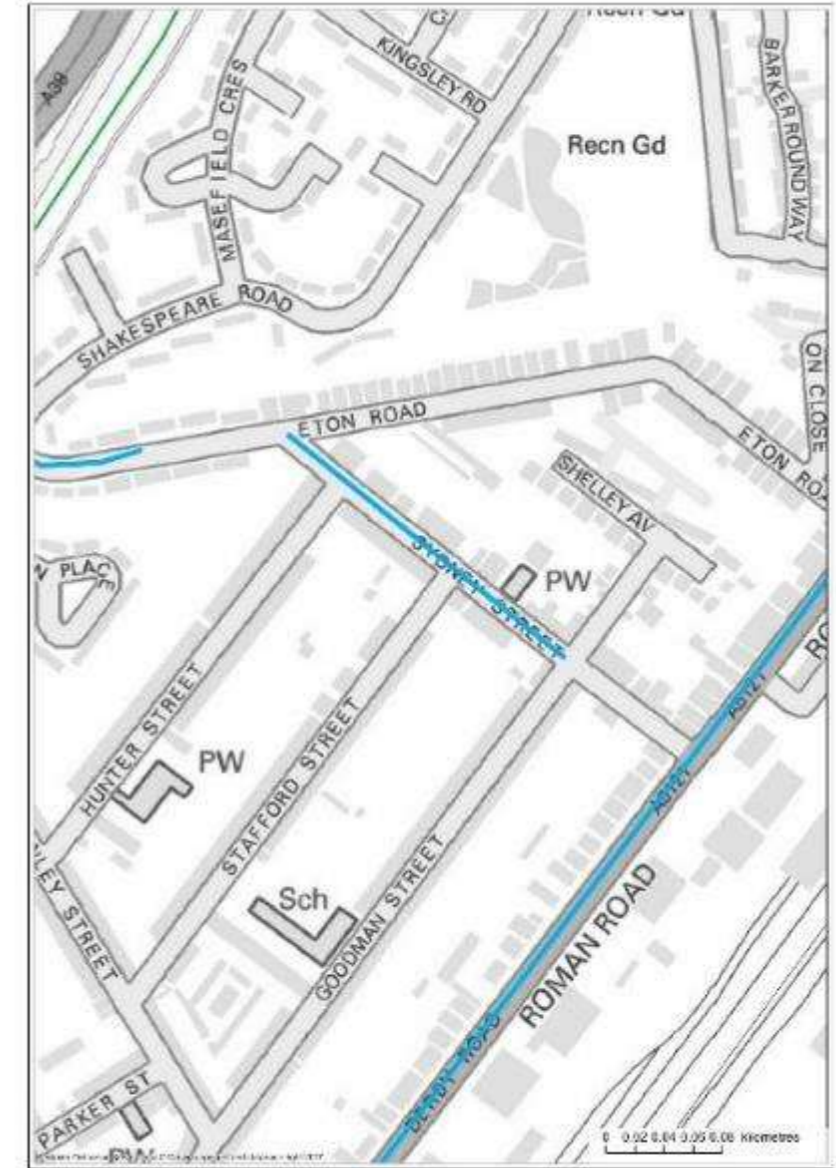
Sidney Street is a residential terraced street providing access to more terraced residential streets.

On street parking occurs on both sides of the road.

To make Sidney Street more accessible to cycles a 20mph speed limit with traffic calming should be introduced. Marked bays for parking on alternate side of the road could also be installed.



Sidney Street.



Shakespeare Road / Eton Road

27

Shakespeare Road is a residential access road subject to a 30 mph speed limit, although neighbouring streets are in a 20mph zone. Some on street parking occurs but most properties have off street provision.

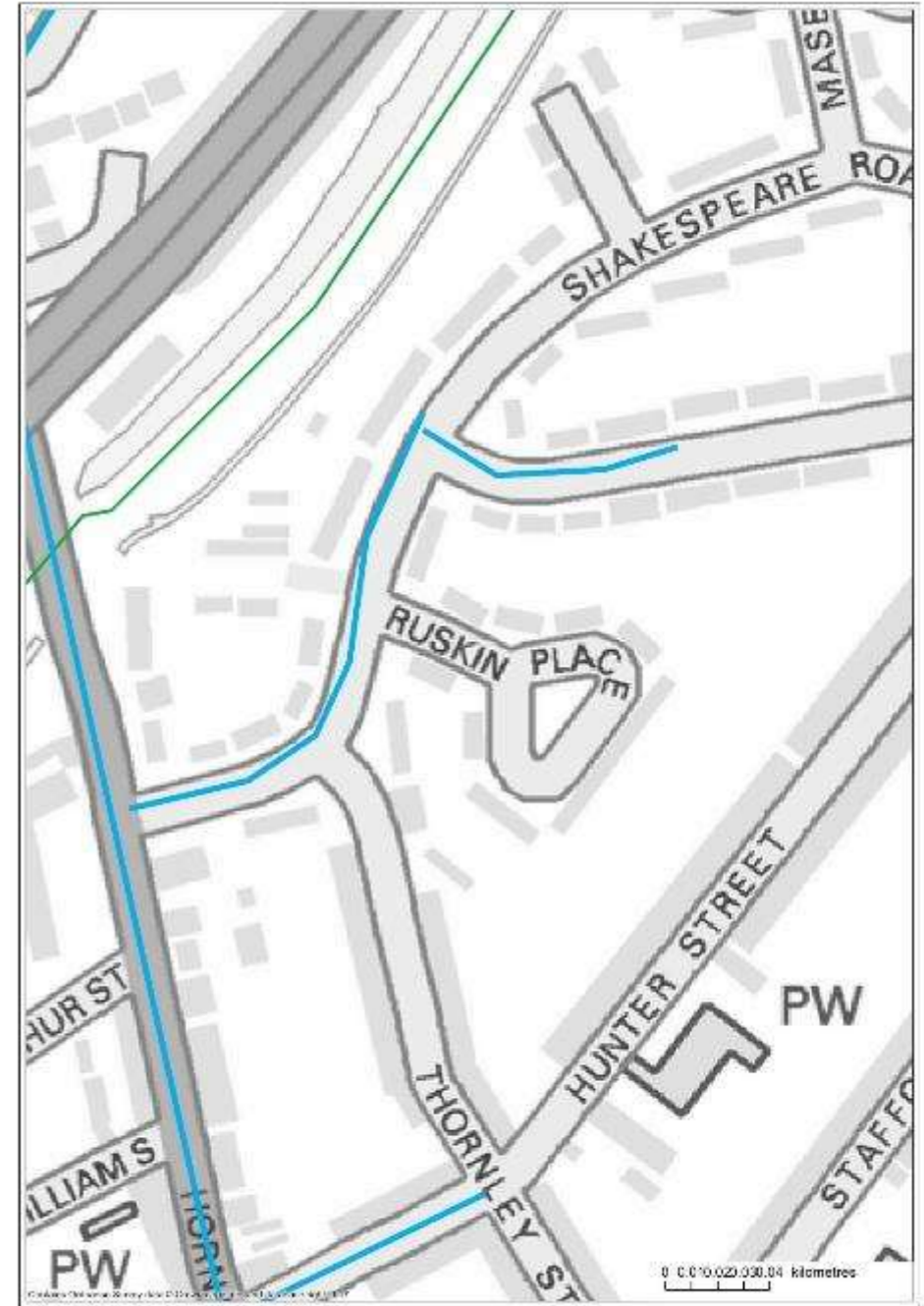
Include Shakespeare Road within the 20 mph zone and introduce traffic calming.



Shakespeare Road.



Eton Road.



Harper Avenue

28

Harper Avenue is a long very straight traffic calmed residential road. Most properties have off street parking although on street parking still occurs. During the site visit traffic speeds seemed high given the presence of road humps.

Further traffic calming would be a benefit.



Harper Avenue from Horninglow Road North.



Harper Avenue.

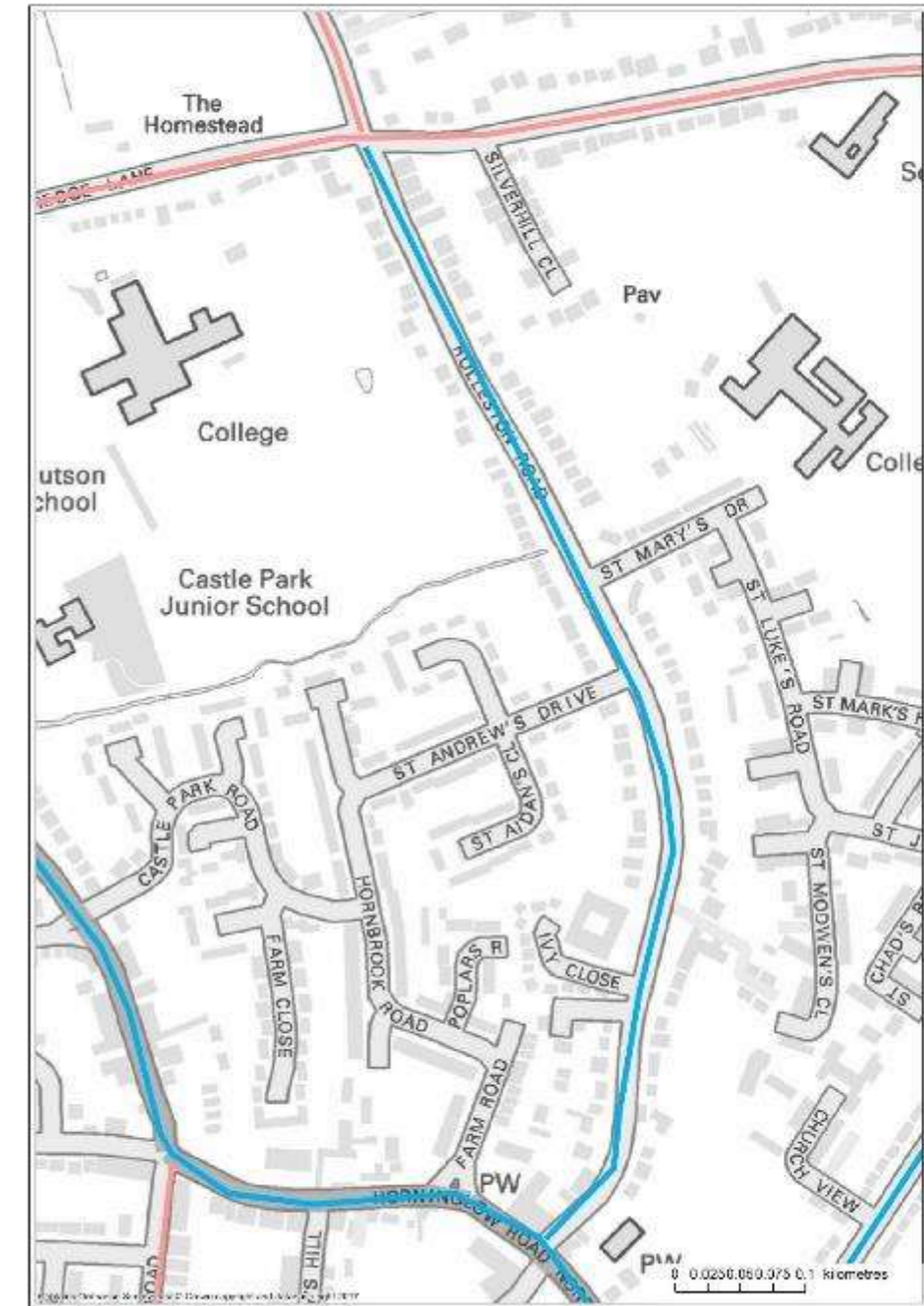


Rolleston Road

29

A residential access road climbing up from Horninglow Road. Properties have off street parking and parking on the carriageway is limited. In places there are verges that could be widened to provide shared use but this isn't consistent along the length of the road.

Traffic calming and a reduction in the speed limit to 20mph would help cyclists particularly when heading up hill.



Main Street / Princess Way

30

Main Street and Princess Way are busy routes through the town. Princess Way includes segregated cycle facilities north from the Wetmore Road roundabout to the A38 overbridge. North from the A38 no facilities are provided as the footways narrow and the adjacent land use is residential with retail.

The existing facilities should be improved by widening and clearing back vegetation. Side road crossings should also be improved along with the pinch point at the canal bridge. In the long term a new bridge would provide a future proof solution to lack of highway space.

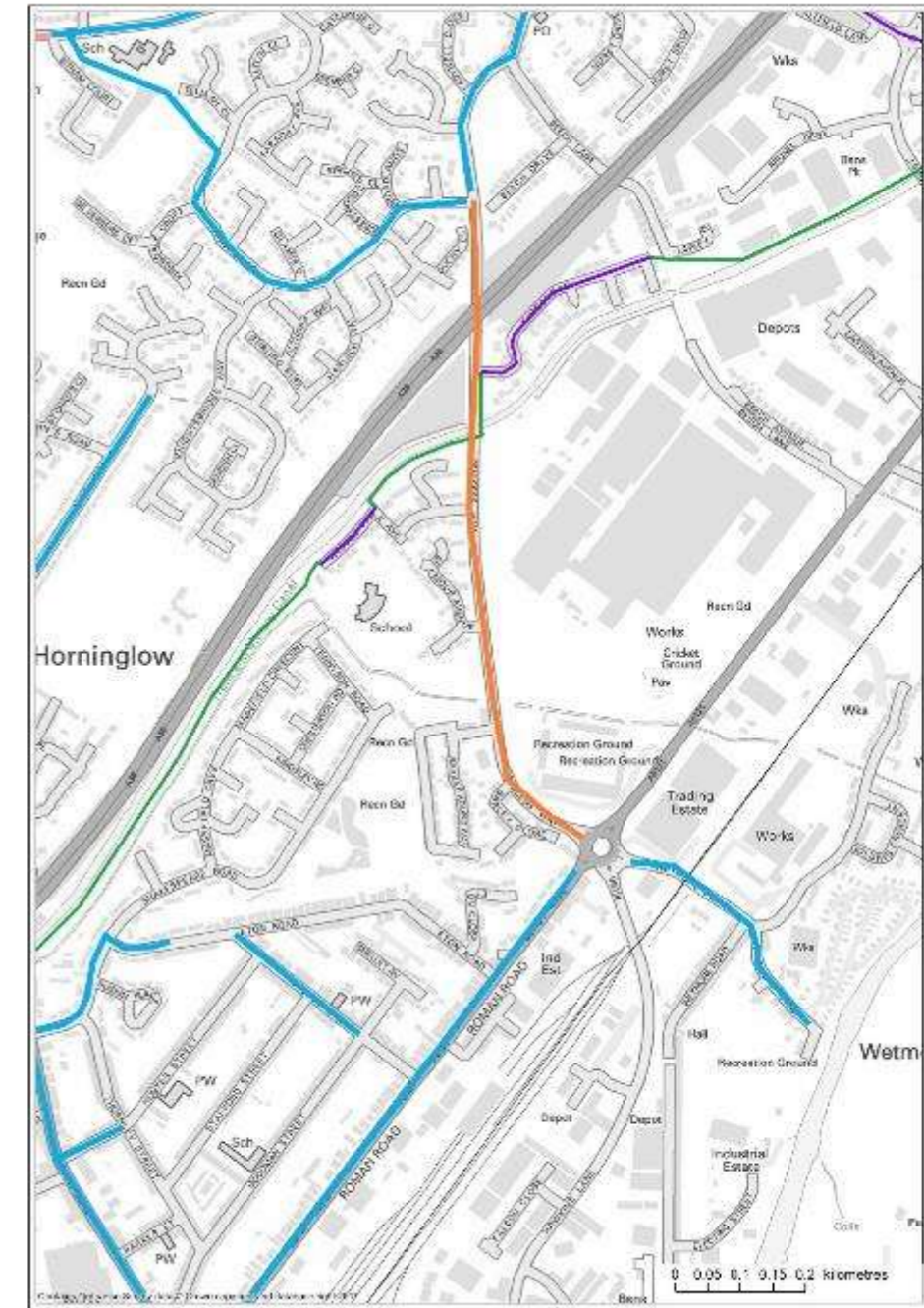
Space exists to widen footways along Princess Way to shared use however, continuing this treatment along Main Street will not be possible due to lack of width. Further traffic calming and a 20mph speed limit could be installed as an alternative.



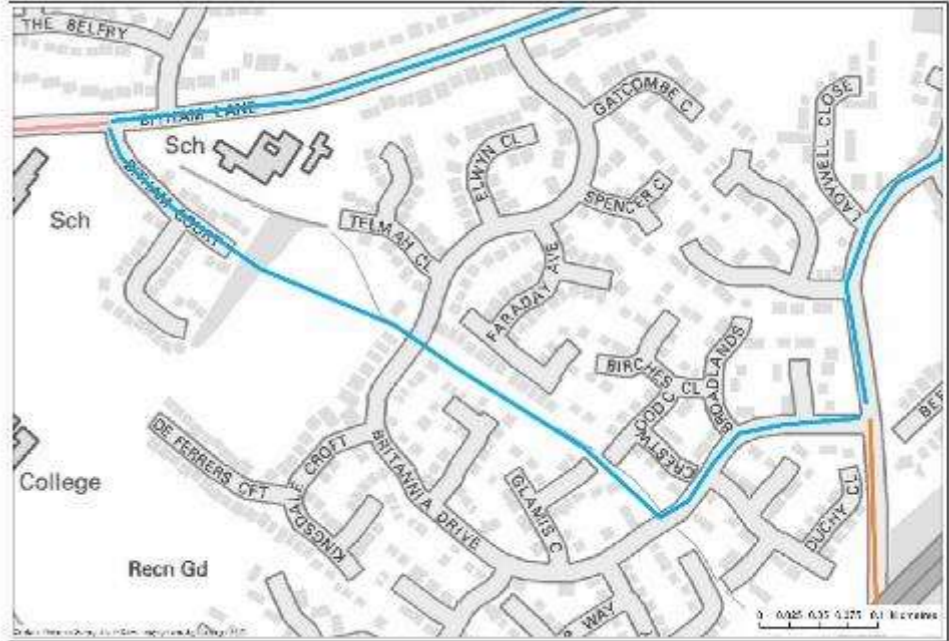




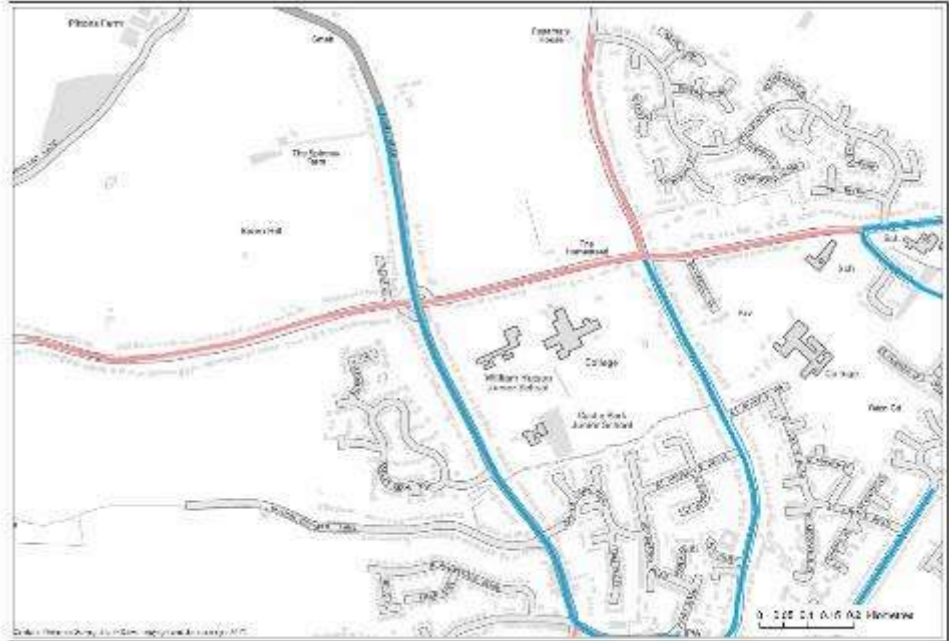
Princess Way, Canal Bridge narrowing.





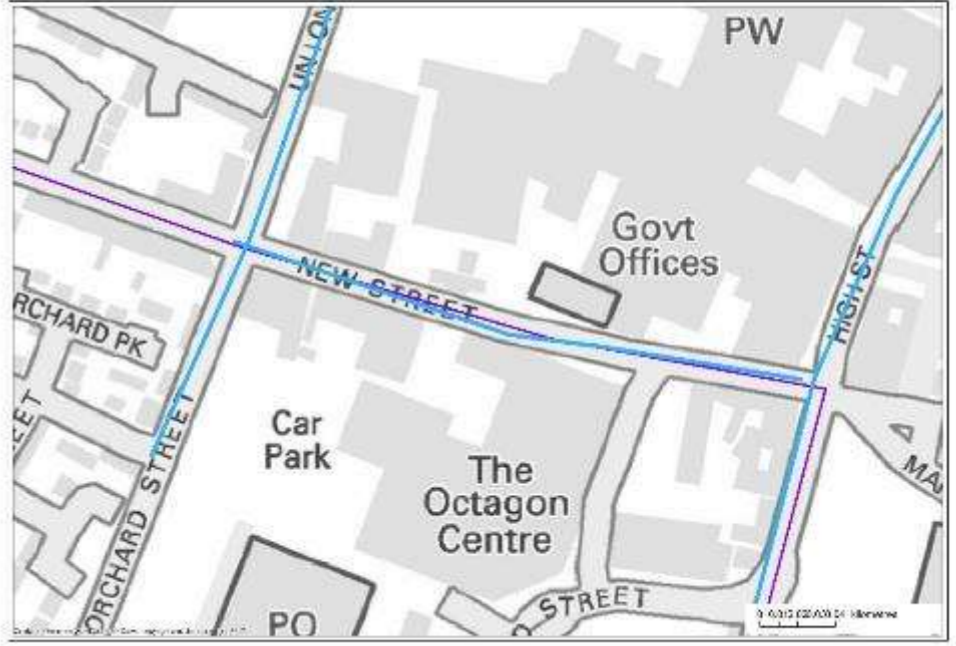
Princess Way segregated facility.



			 <p>Main Street.</p>	
<p>Britannia Drive / Bitham Close</p>	<p>31</p>	<p>Britannia Drive and Bitham Close are residential roads with little on street parking. Bitham Close is a Cul-de-sac and requires no improvements to be part of a cycle route. A traffic free cut-through leads from Bitham Close to Britannia Drive. Further pedestrian only cut-throughs run along the back of gardens to provide a more direct route than the road.</p> <p>The initial pedestrian route envelope from Bitham Close has sufficient width to be widened for shared use. Once at Britannia Drive the routes are too narrow with garden fences hard up against the path. Route progress would be via Britannia Drive either by traffic calming on road or by widening footways to shared use.</p>	 <p>Britannia Drive.</p>	

			 <p data-bbox="1101 909 1866 961">Britannia Drive pedestrian cut through.</p>	
<p data-bbox="166 966 403 1081">Bridge Street / Bitham Lane / Harehedge Lane / Beamhill Road.</p>	<p data-bbox="403 966 599 997">32</p>	<p data-bbox="599 966 1086 1260">These roads make up a link across the north of Burton. The roads are straight encouraging faster speeds. Adjacent land use is mostly residential with some open fields. Along most of the route there are wide grass verges and little on street parking was noted during the site visit.</p> <p data-bbox="599 1281 1086 1575">Shared use facilities could be constructed within the verges along most of the route with improved crossing points at the junctions. Where the footway narrows (at Harehedge Lane) consideration should be given to negotiating with the landowner for land to build a path in the field boundary.</p>	 <p data-bbox="1101 1724 1878 1776">Bitham Lane</p>	



			 <p data-bbox="1101 751 1294 783">Harehedge Lane.</p>	
New Street	33	<p data-bbox="709 957 1077 1157">New Street is a busy town centre road that serves as a bus station and has one of the busiest pedestrian crossing points in the town. The road is challenging for cyclists because of the large number of buses.</p> <p data-bbox="709 1184 1077 1383">Space could be found for cycles if the present bus bays were turned over for pedestrians and cyclists, leaving buses to stop on carriageway. This may require cars to be banned from the street.</p>	 <p data-bbox="1101 1556 1234 1587">New Street.</p>	



New Street.

High Street /  
Lichfield Street /  
Abbey Street.

34

High Street can be divided into a number of sections with similar characteristics. The northern section between Horninglow Street and Worthington Way has wide footways particularly on the east side suitable for conversion to shared use. Where the footways narrow a route could deviate away from High Street to follow Meadowside Drive.

The middle section of High Street has been partly pedestrianised with only buses, cycles and delivery vehicles allowed. The low traffic levels make the section suitable for cycles. Although the roundabout at the southern end, along with Lichfield Road present barriers to cyclists which could be avoided by providing a route along Manor Drive and the east side of the park.



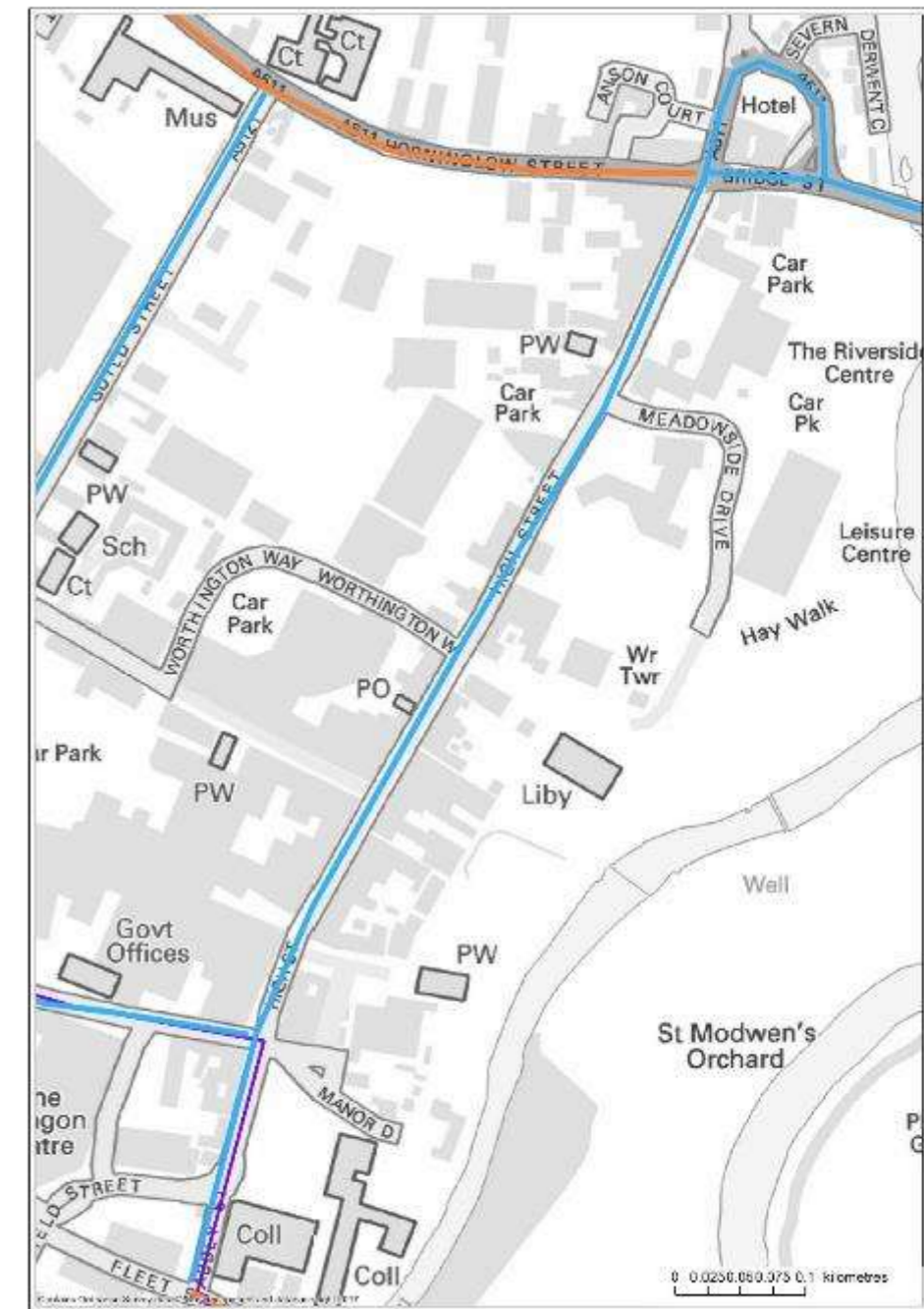
High Street (looking north).



High Street (looking south).



Lichfield Street.





Abbey Street.

Tutbury Road /  
Horninglow Road  
North

35

Tutbury Road is residential in character with wide verges and street trees. Heading south pedestrians are taken across the Beamhill Roundabout on signal controlled crossings. South of this roundabout Tutbury Road continues with grass verges and street trees to the Castle Park Road junction.

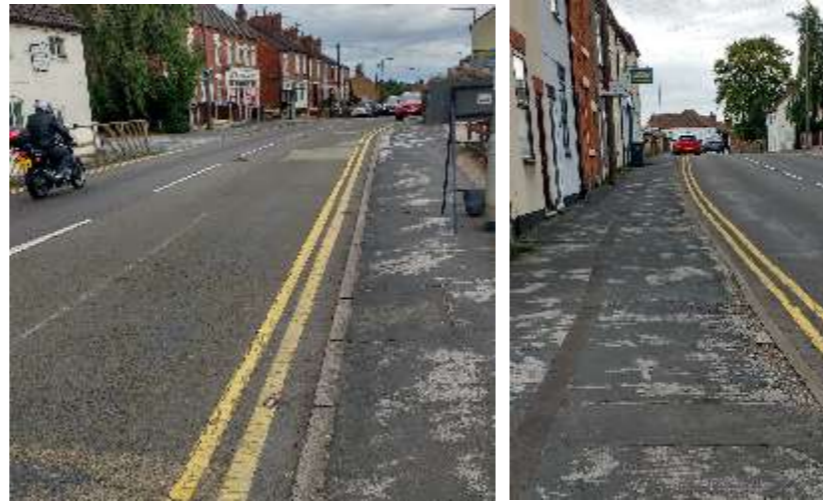
On Horninglow Road North the footways narrow reducing the options for cycle route provision considerably.

Provide cycle paths along Tutbury Road built into the grass verges with the existing Beamhill Roundabout crossings being converted to Toucans.

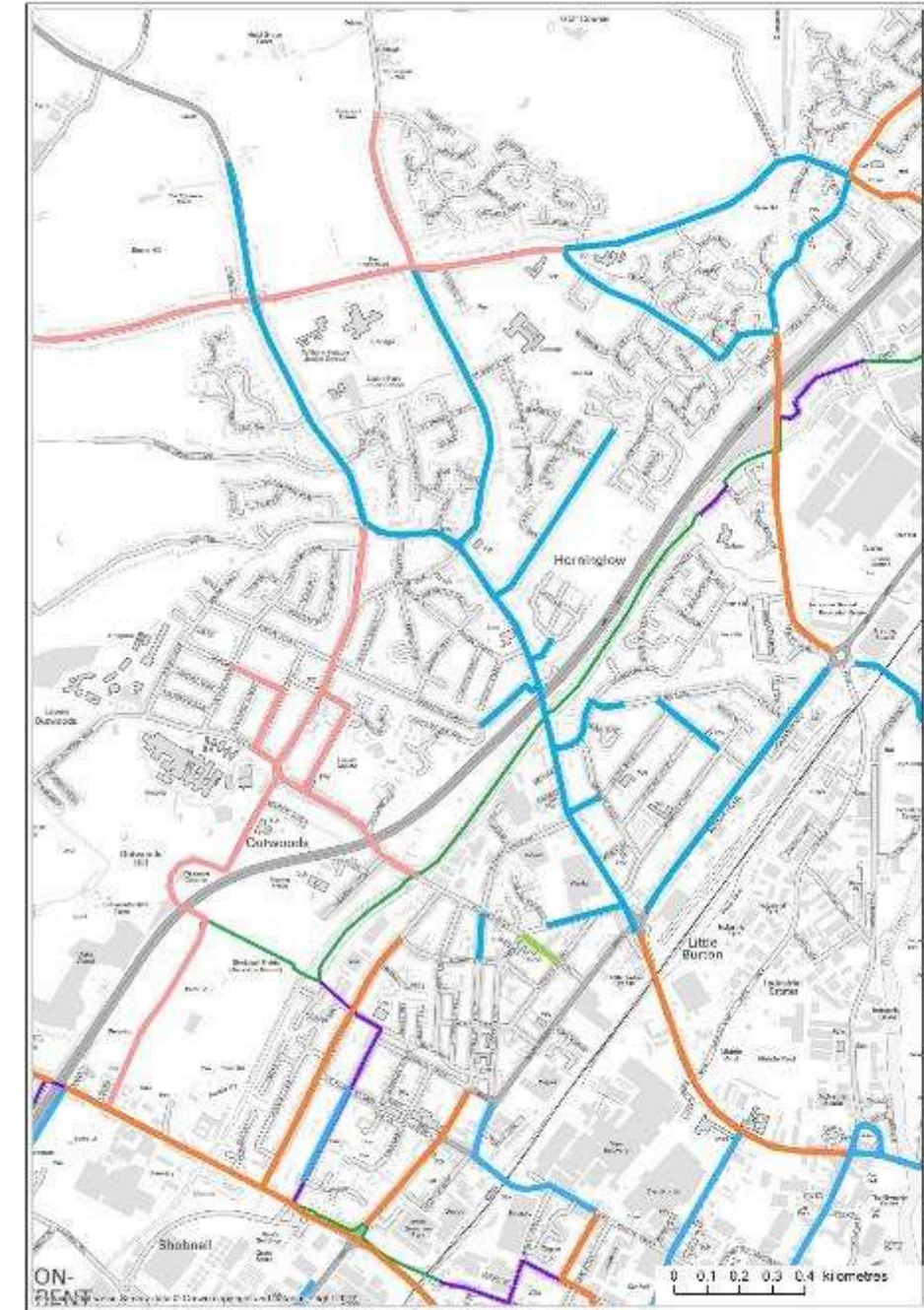
Take a quiet route approach to the route from Castle Park Road south to link with existing facilities beginning close to Hevea Road. Provide improved side road crossing at Horninglow Croft and Hevea Road.



Tutbury Road.



Horninglow Road North.



Horninglow Street

36

Horninglow Street is a busy through route with two lanes in each direction.

Off carriageway facilities would be required along Horninglow Street. In places, on both side of the road the footway is wide enough for a shared use designation. However, the footways narrow towards the A511 junction.

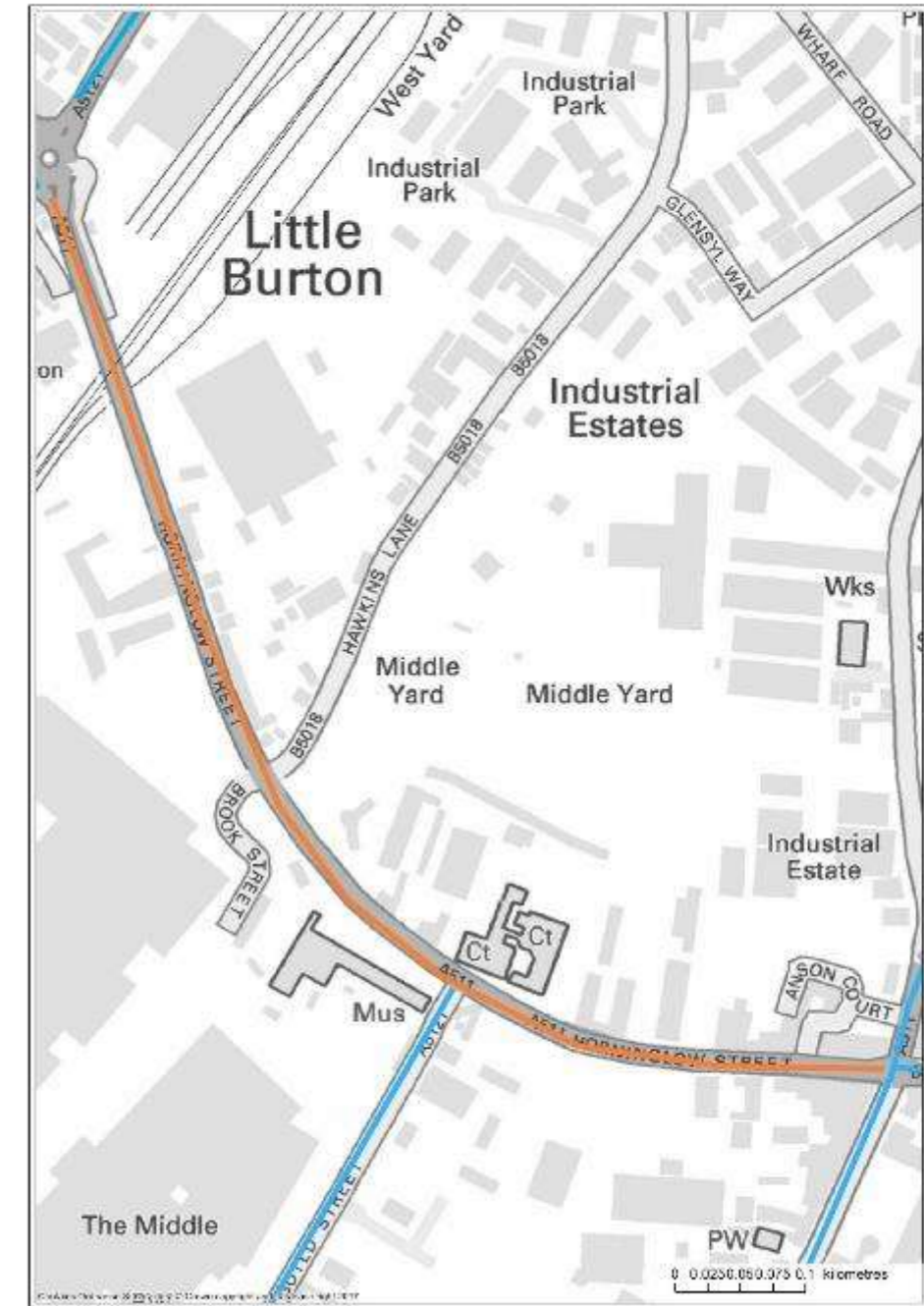
The south side footway probably provides the best option for a shared use path although there are side roads that would require treatment along with the Derby Road roundabout which needs a signalised crossing. Also the railings at the Brewery would need to be set back to widen the footway.

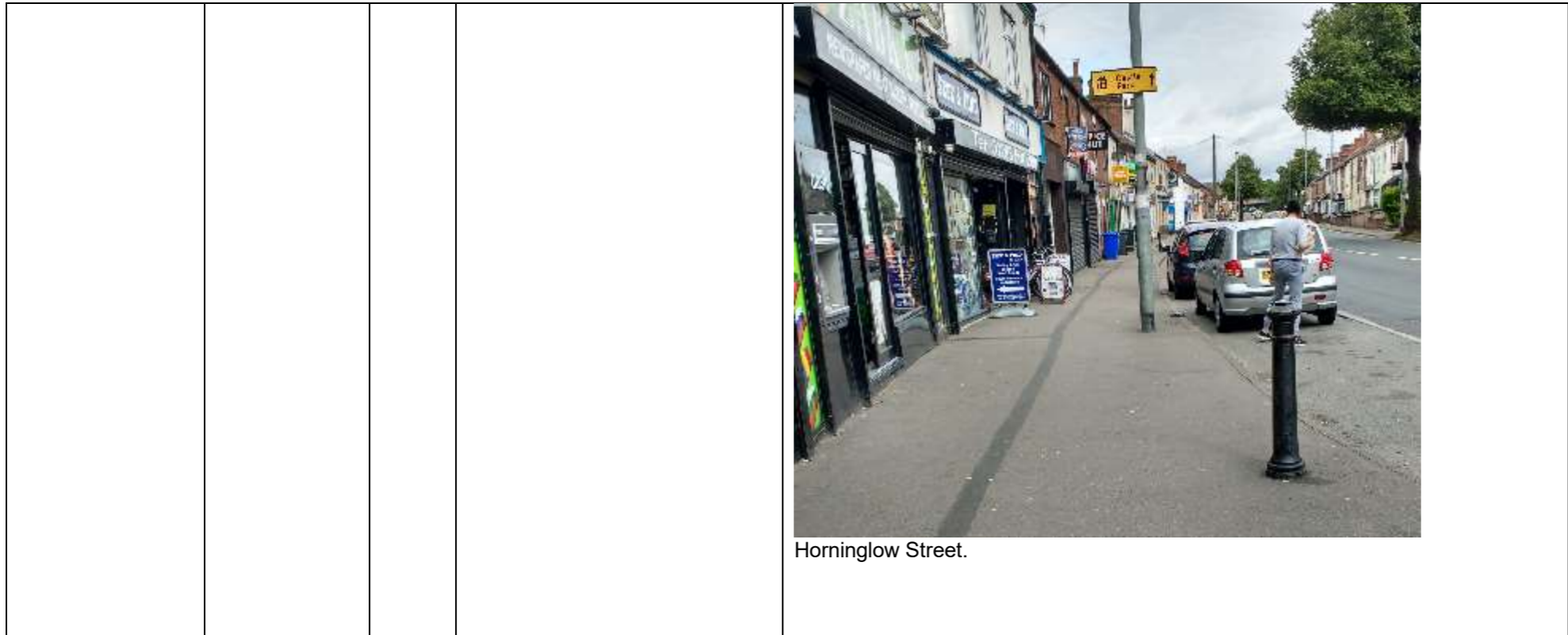


Derby Road roundabout.

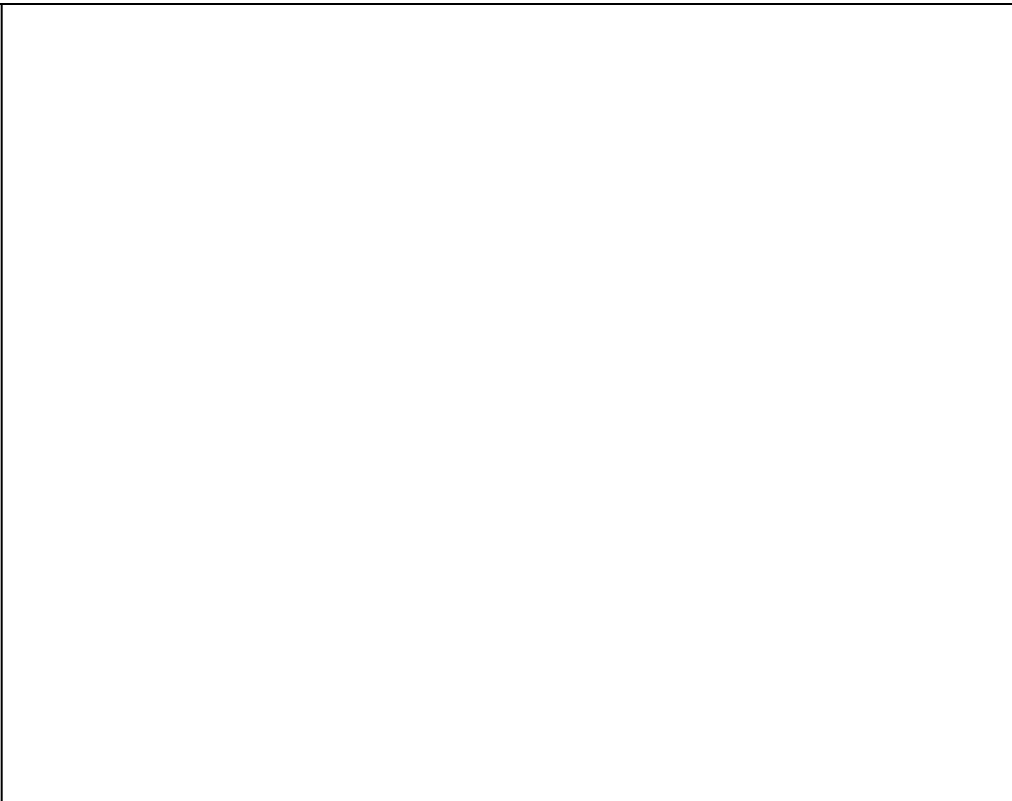


Horninglow Street (south end).





Horninglow Street.



Wetmore Road  
37

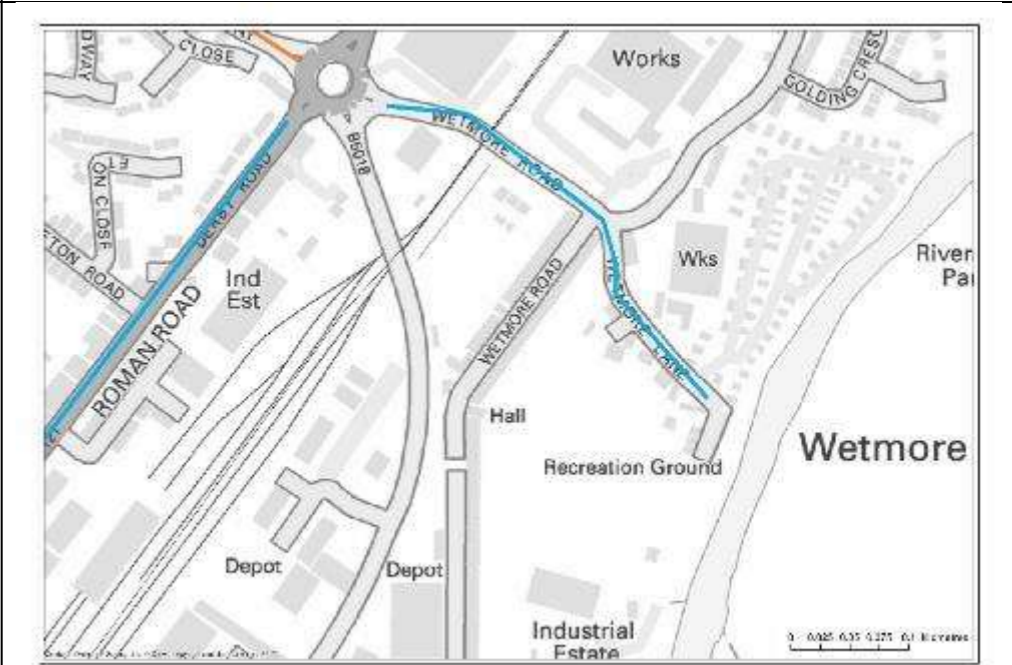
Wetmore Road is a residential access road providing a link over the railway to an area of new housing located between the railway and the River Trent. The road is traffic calmed and provided with advisory cycle lanes (very narrow when heading west.)

Wetmore Road leads to Wetmore Lane which is a dead end leading only to a recreation area and the river bank.

An option would be to consolidate the existing width in the narrow footways and cycle facilities into one two way shared use path of a good width.



Wetmore Road Railway Bridge



Waterloo Street

38

Waterloo Street is a busy traffic calmed terraced street with a mix residential properties and shops. On street parking occurs on both sides of the road. The road is also a bus route.

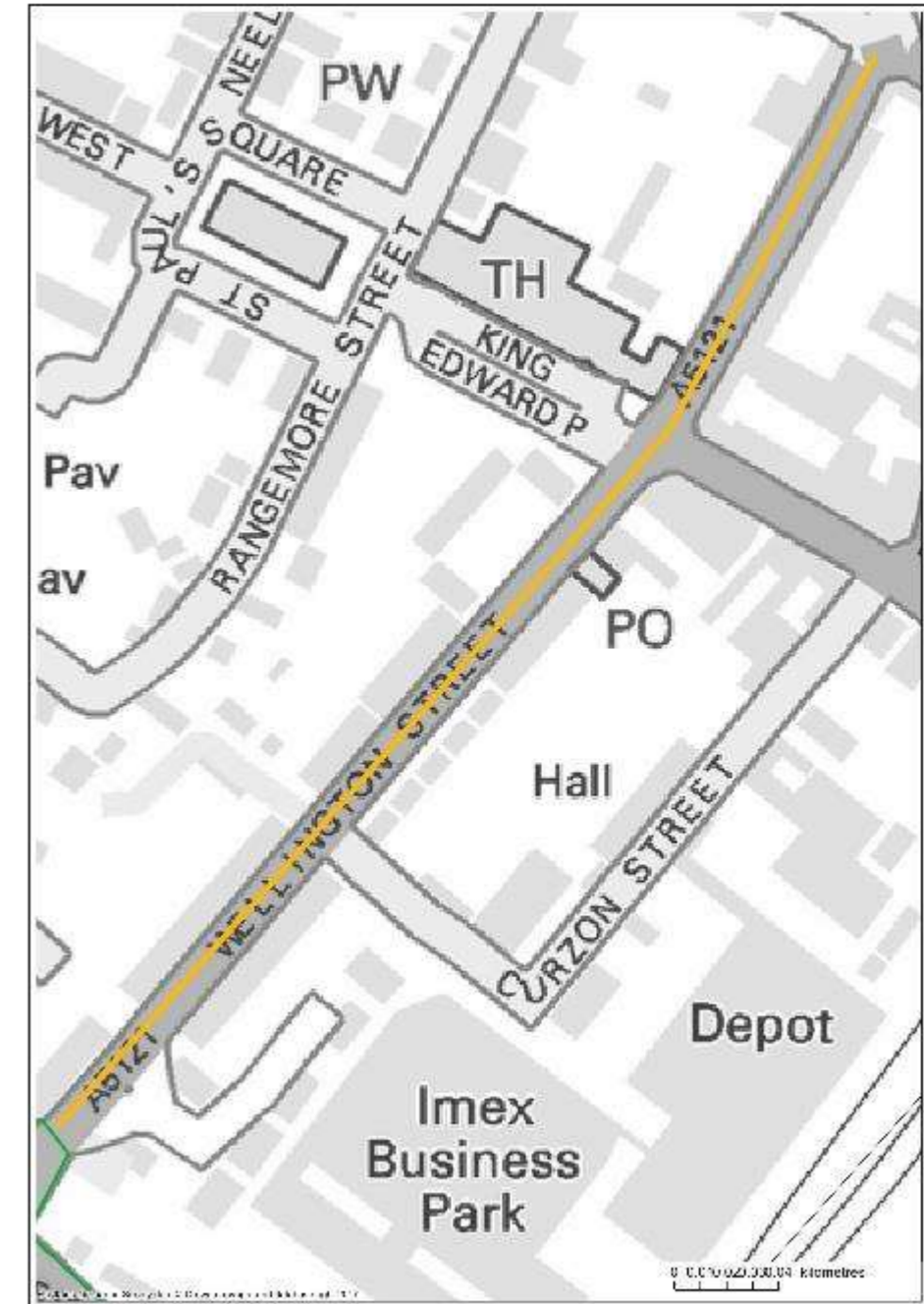
Traffic calming and a 20mph speed limit would improve the situation for cyclists but the provision of dedicated facilities would require a likely unacceptable loss of parking.



Waterloo Street (looking north).


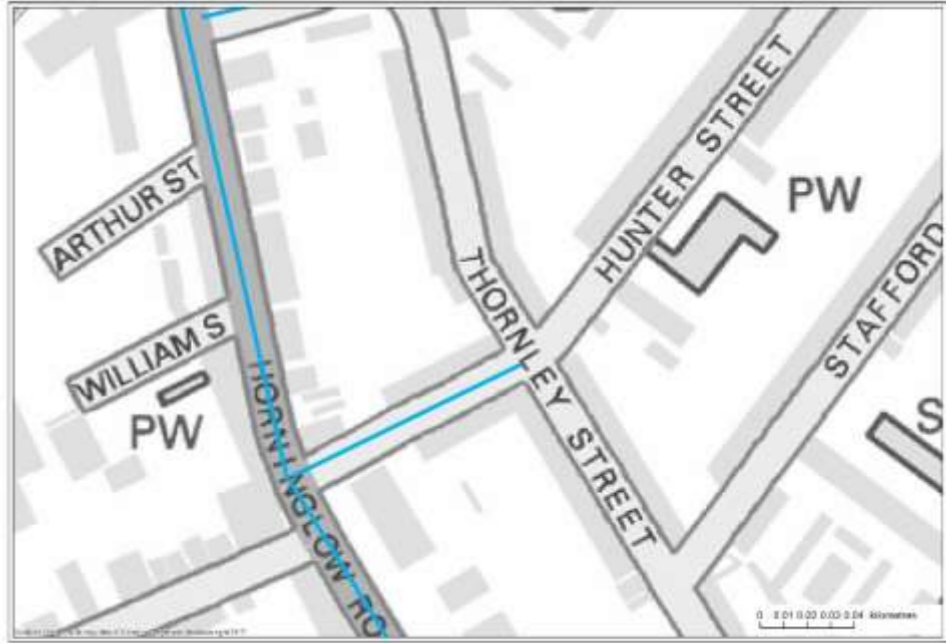


Waterloo Street (looking south).





Victoria Road	39	<p>Victoria Road is a traffic calmed mixed use street providing access to a primary school. On street parking on footways was observed during the site visit.</p> <p>Introduce a 20mph speed limit with further traffic calming and marked bays for parking.</p>	 <p>Victoria Road.</p>	
Wyggeston Street	40	<p>A terraced Victorian road with parking demand on both sides of the road. There is some existing traffic calming.</p> <p>Introduce a 20mph speed limit, further traffic calming and marked bays for parking.</p>	 <p>Wyggeston Street.</p>	

<p>Hevea Road</p>	<p>41</p>	<p>A modern residential access road without traffic calming.</p> <p>Introduce a 20mph speed limit and traffic calming.</p>	 <p>Hevea Road.</p>	
<p>Hunter Street</p>	<p>42</p>	<p>A terraced Victorian road with parking on one side of the road. There is some existing traffic calming.</p> <p>Provide signing and cycle symbols on the carriageway.</p>	 <p>Hunter Street.</p>	

Dallow Street	43	<p>A residential terraced street with a mix of new and Victorian housing. Parking occurs on both sides of the road.</p> <p>Introduce a 20mph speed limit and traffic calming.</p>	 A photograph of Dallow Street, a residential terraced street. The street is lined with brick buildings, some appearing to be newer and others older. Several cars are parked along the sides of the road. The street name 'Dallow St' is visible on the road surface.	 A map showing the location of Dallow Street. The map includes labels for 'Works' and 'Schs'. Other roads shown include 'LOW CRESCENT', 'VICTORIA STREET', 'A511', and 'A5121'. A scale bar at the bottom right indicates distances in kilometers (0, 0.01, 0.02, 0.03, 0.04).
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