

Staffordshire County Council LCWIP – Cannock Cycle Audit

October 2019



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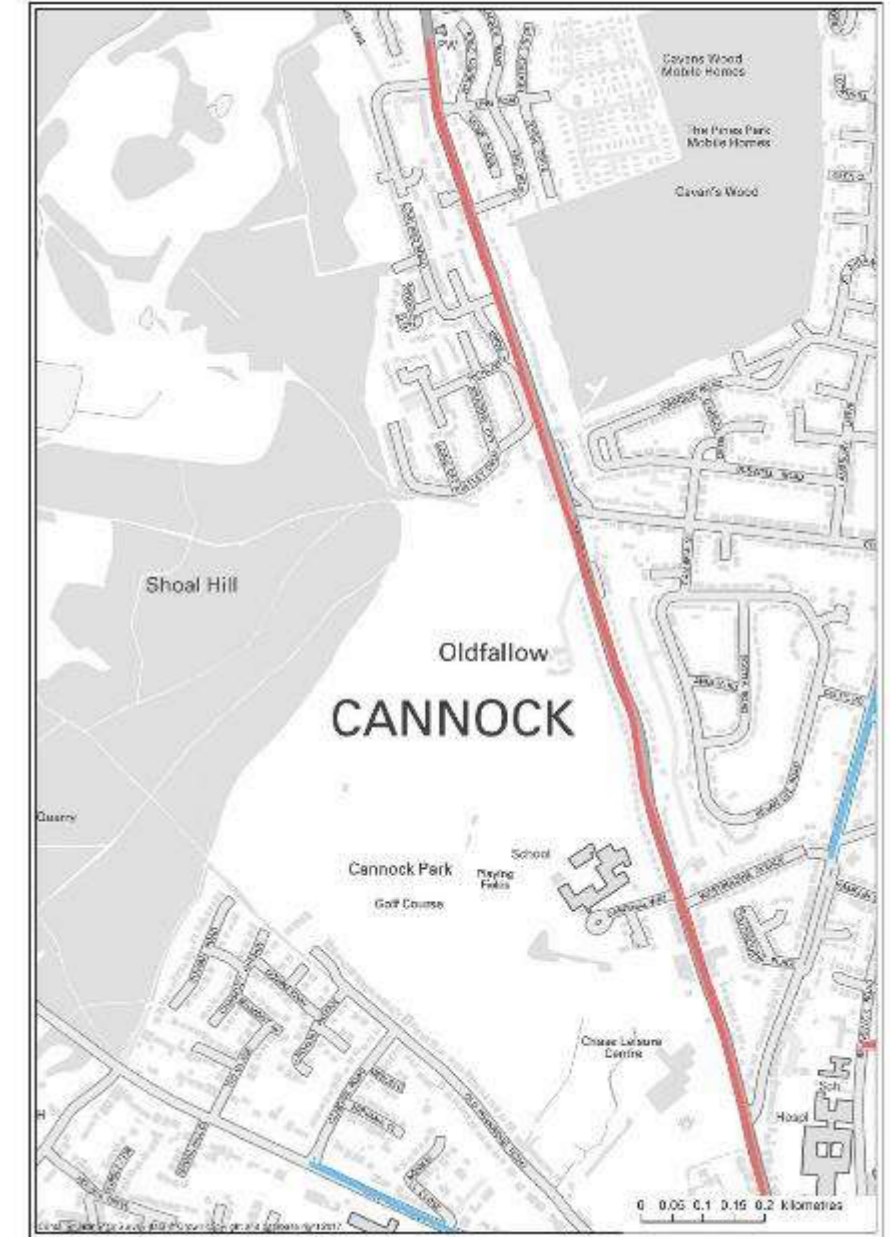
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1. A34 Stafford Road
2. B5012 New Penkridge Road
3. Beecroft Road
4. Pye Green Road
5. Chenet Way
6. Hednesford Road / Cannock Road / Huntington Terrace Road.
7. Mill Street / Ringway
8. Heath Gap Road / Common Road / Hawks Green Lane
9. High Mount Street
10. Market Street, Hednesford
11. Wood Lane / Reservoir Road
12. Littleworth Road
13. Hemlock Way / Keys Park Road
14. Wimblebury Road
15. Bank Street
16. B4154 Hednesford Road (north)
17. Norton Road / Hednesford Road
18. Chapel Street
19. Cannock Road, Chase Terrace
20. A5190 Lichfield Road (west)
21. A5190 Lichfield Road (east)
22. A34 Walsall Road, Churchbridge

1 Route Audit

1.

Location / Section to	Photo location reference number	Comments and recommendations	Photographs
A34 Stafford Road.	1	A busy route into the town centre passing through predominantly residential areas. There is scope to introduce shared use facilities on existing footways by converting grass verge or by controlling pavement parking. There are pinch points in places requiring more detailed examination.	 <p>The photographs section contains two images. The top image shows a wide, curved road with double yellow lines, identified as Ringway. The bottom image shows a residential street with a speed camera sign and a park entrance, identified as Stafford Road, park entrance.</p>





Stafford Road, Cardinal Way junction.



Stafford Road footway looking south.

B5012 New Penkridge Road – School link

2

A largely residential road with narrow footpaths. There is little scope to widen the footways into the carriageway.

The road is straight encouraging high vehicle speeds.

Consider a reduction in the speed limit with removal of the central hatching and traffic calming.

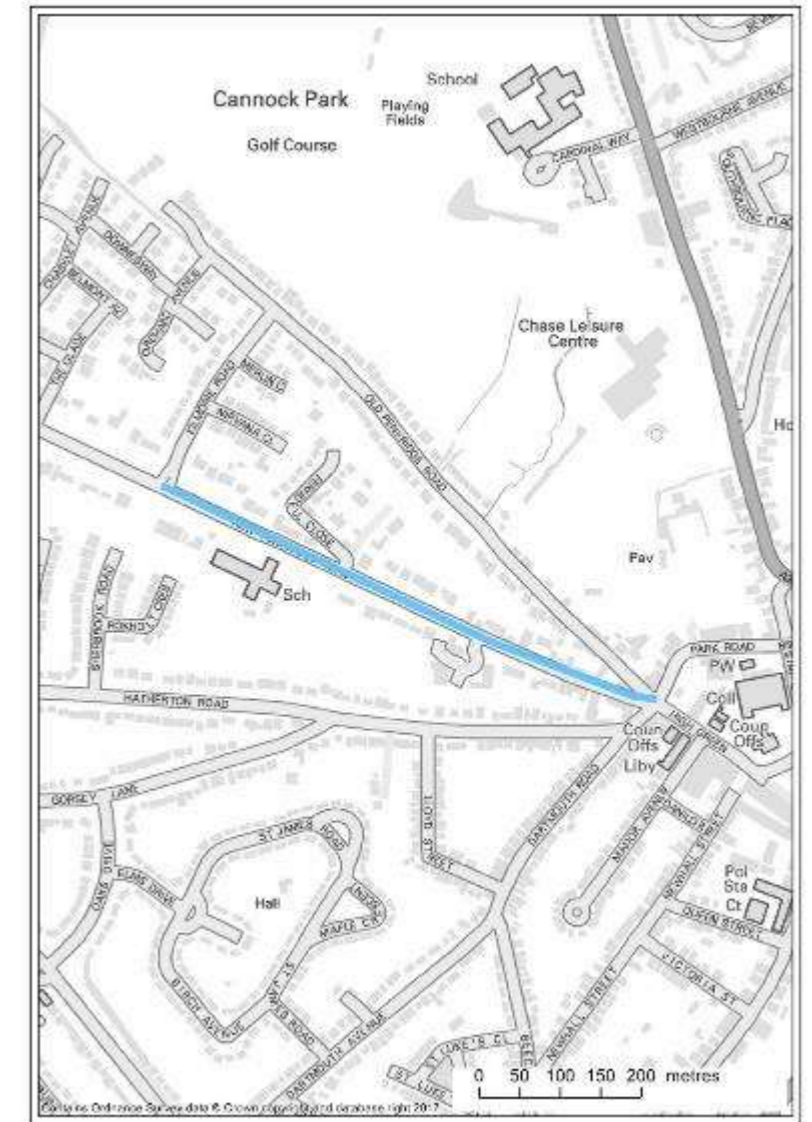
(550m – traffic calming)



New Penkridge Road.



New Penkridge Road.



Park Road

3

Park Road is a busy town centre route with limited space within the public highway to accommodate cycle facilities.

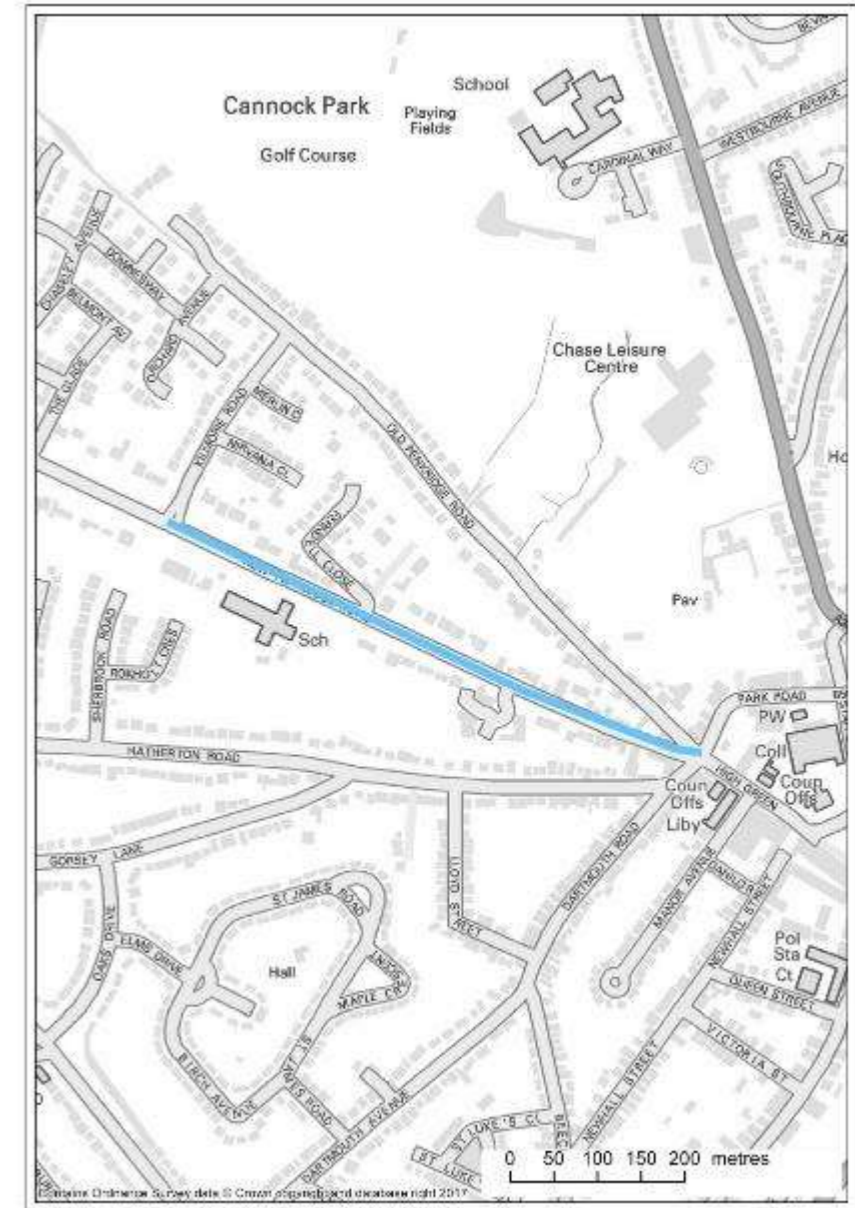
Potentially Market Place and High Green provide a quieter more promising route between New Penkridge Road and Stafford Road.



Park Road footway.



Park Road looking towards the High Green roundabout.



Pye Green Road

4

A predominantly residential road with little space available to widen footways.

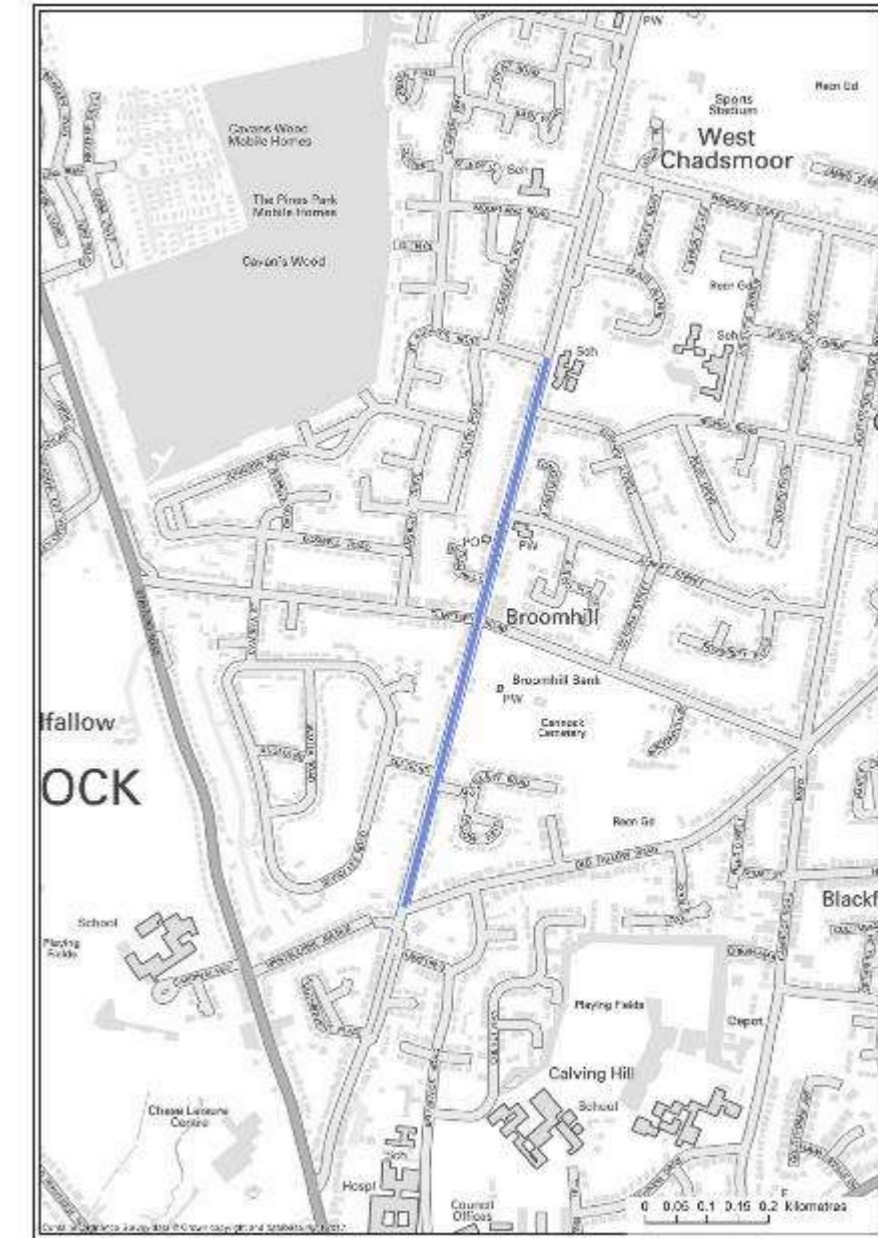
Traffic calming and a reduction in the speed limit to 20mph would be an option with some scope to use residential service roads.



Pye Green Road junction with Old Fallow Road.



Pye Green Road junction with Hamelin Street.



Chenet Way

5

Chenet Way gives access to Cannock Chase High School, a large housing estate and two car parks. Much of the route section is adjacent to landscaping with widening to accommodate a shared use facility relatively straight forward.

The final approach to Brunswick Road would require a small amount of land within one of the car parks to widen an existing footway for shared use.



Chenet Way



Chenet Way Hospital car park access.



Hednesford Road / Cannock Road / Huntington Terrace Road.

6

A busy route into the town centre, particularly to the south before the Old Hednesford Road junction where a number of cyclists were observed on the footway. The route passes through predominantly residential areas. There are existing cycle facilities in the vicinity of the school.

Standard width footways and property boundaries along the majority of this route provide little scope for widening to provide shared use facilities. Although this may be possible for the very busy southern section up to the Old Hednesford Road junction.

Traffic calming, controlled parking and a reduced speed limit are the option for most of this route. The double roundabout junction at Old Fallows Road / Cemetery Road requires particular attention.



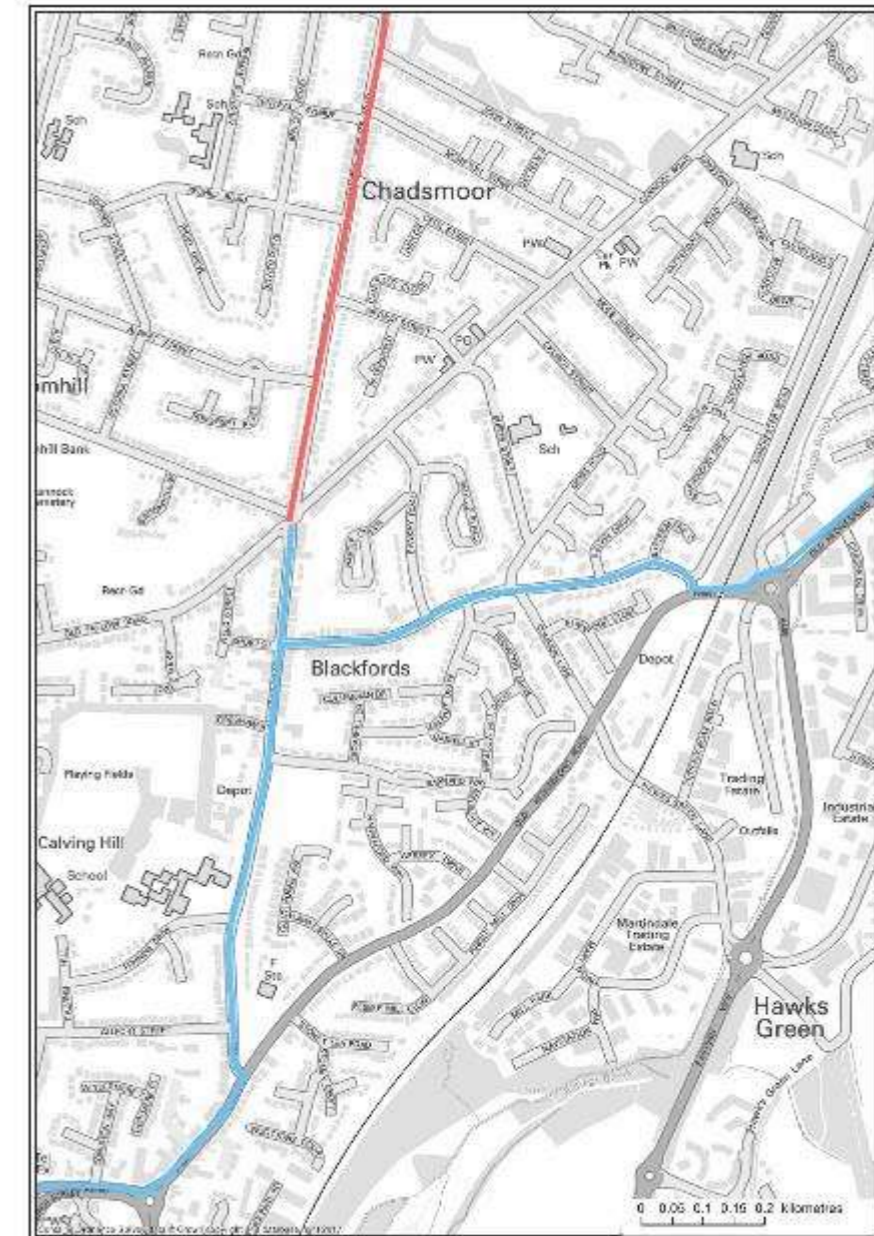
Hednesford Road.



Old Hednesford Road junction.



Fallows Road and Cemetery Road double mini roundabouts.





Huntington Terrace Road.

Mill Street /
Ringway.

7

Mill Street and Ringway are heavily trafficked sections of the inner ring around Cannock town centre. There is an underpass giving access for pedestrians between the Mill Street car park and the town centre. This is used by cyclists but not officially.

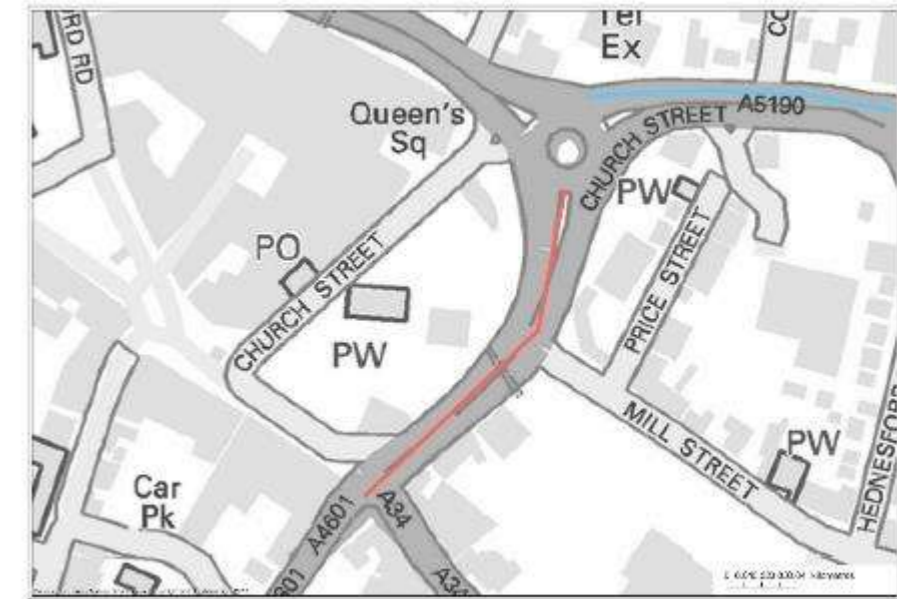
One way to provide the space for good quality cycle facilities in this area would be to replace the subway with high quality at grade signal controlled crossings (as in Leicester – outside the railway station).



Mill Street.



Mill Street Subway.

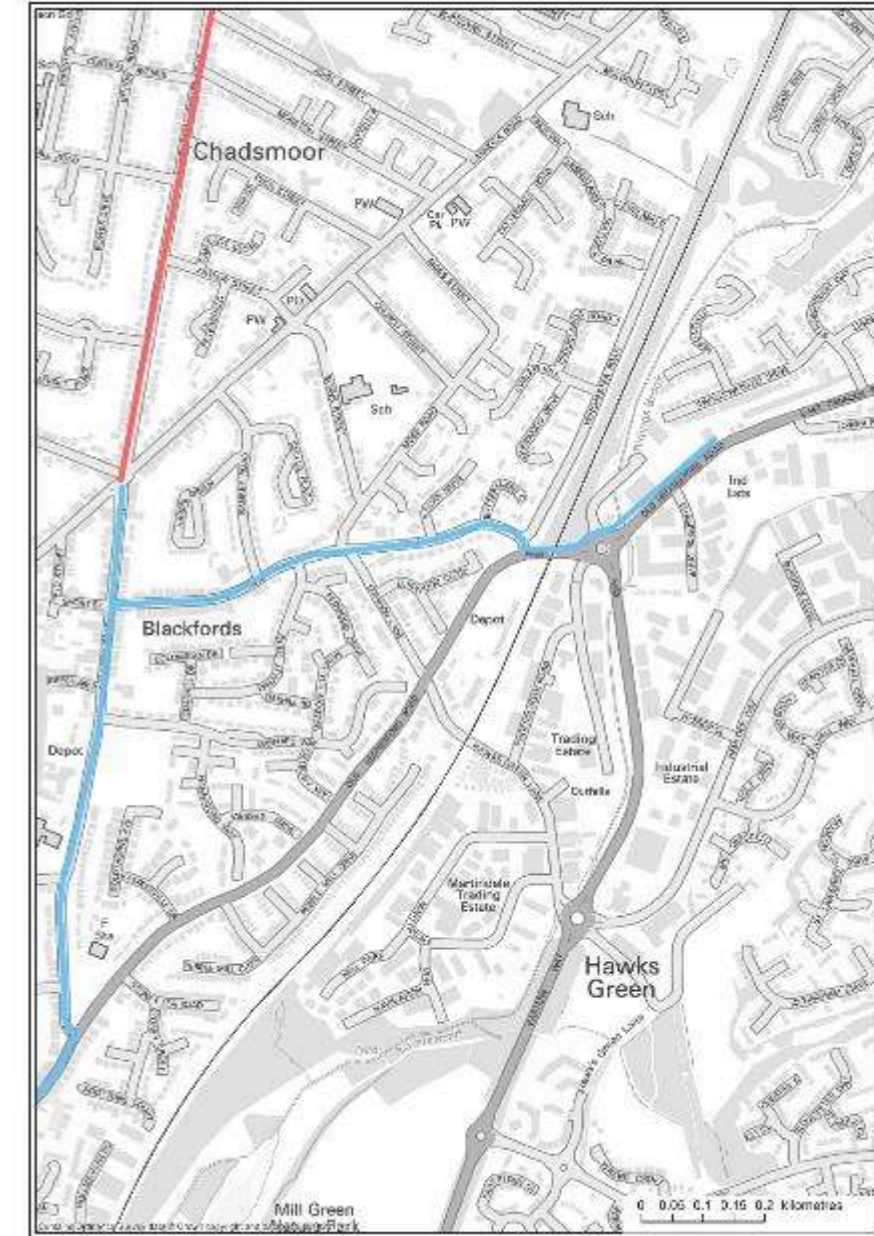


Heath Gap Road /
Common Lane
and Hawks Green
Lane.

8

Heath Gap Road is residential in character with on street parking and little opportunity to widen footways. Formalising the on street parking and introducing traffic calming with a 20 mph speed limit would make the road more useable for cycles.

Common lane is also residential in character although with scope to install shared use facilities leading to the Old Hednesford Road junction. A controlled crossing point (Toucan) would be required to reach Hawks Green Lane. An existing wide footway under the railway bridge could be converted to shared use. Space is tight through the industrial estate to the south of the railway but it should be possible to install a shared use facility reaching to the Eastern Way Roundabout. A Toucan crossing would be needed at the Eastern Way arm of the junction.



Market Street

10

The Market Street section of route is subject to a 20mph speed limit with traffic calming and a one way layout. Parking bays occupy the remaining carriageway space adjacent to the long downhill one way lane.

Ideally a contra flow cycle lane would be provided on Market Street. However, due to the restricted space caused by the building lines the only way to achieve this would be to install a lane at the expense of much of the on street parking.

The A460 and the top end of the A4154 offer little opportunity for the provision of cycle facilities, they are heavily trafficked roads with little space in the highway. A 'Quiet Ways' approach to bypass these roads could be considered using widened existing pedestrian routes and residential roads (Kingfisher Drive, Pendle Hill and Forge Street with a new controlled crossing of the A460). Forge Street links into Kings Avenue where a path through Kingsmead School grounds would reach Littleworth Road. From Littleworth Road south the B4154 has the width to accommodate a shared use facility.



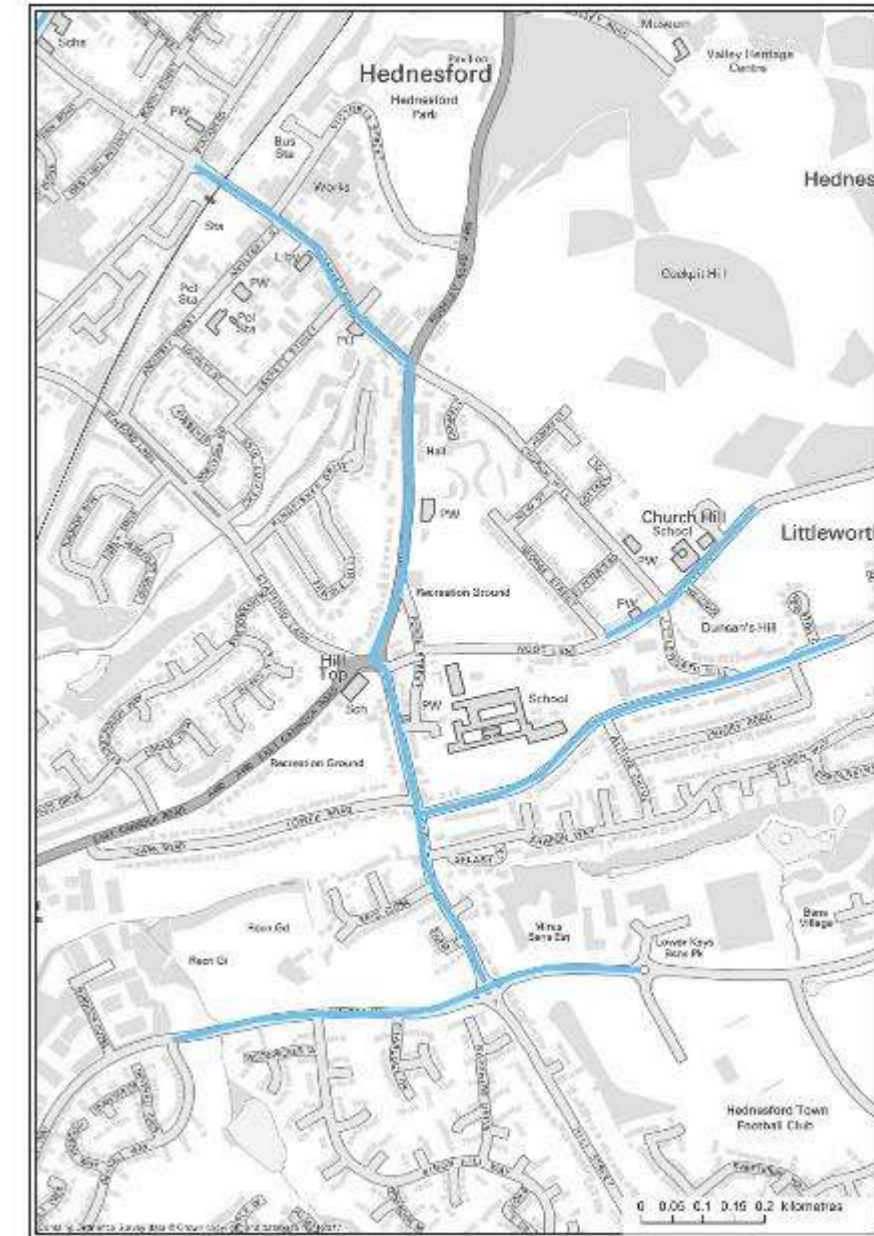
Market Street, One way section.



A460, close to the Market Street junction.



A460 / Wood Lane roundabout.





Hill Street.

Wood Lane /
Reservoir Road

11

Reservoir Road is a narrow road with narrow footways providing access to St Peters Primary School and the Hednesford Hills Local Nature Reserve. On street parking associated with the school but more significantly with the nature reserve obstruct the road.

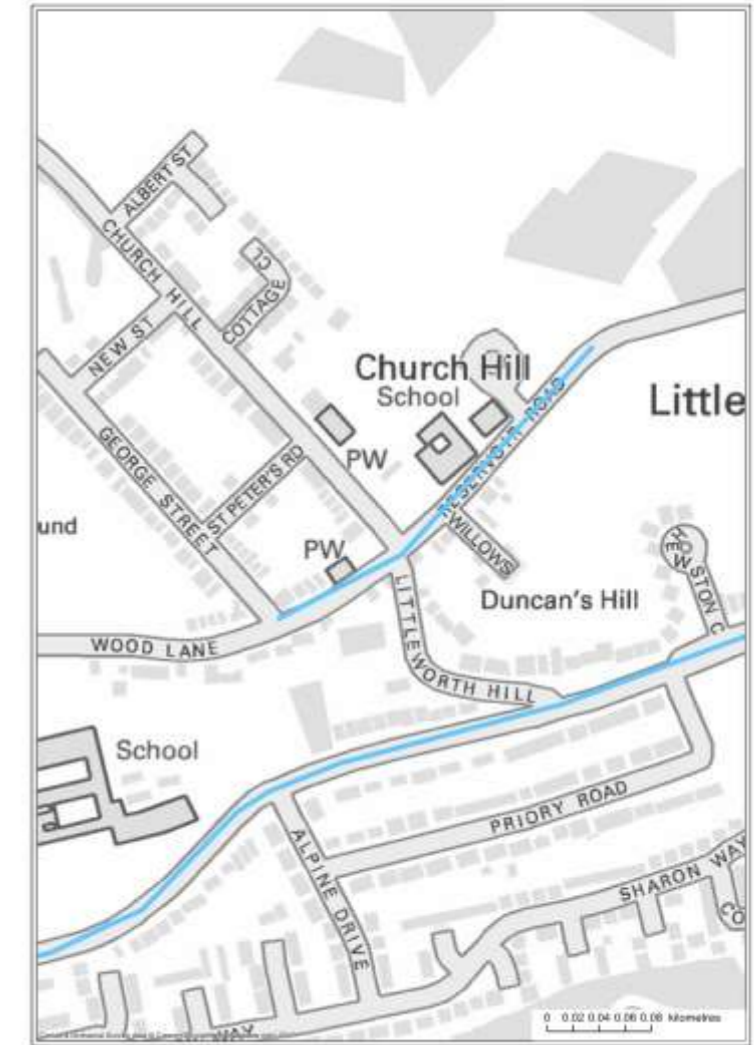
There is little room for the provision of cycle facilities unless the on street parking can be provided for elsewhere. Provision of a 20mph speed limit and traffic calming should be considered.



Reservoir Road adjacent to St Peter's School.



Reservoir Road towards the Raceway.



Littleworth Road

12

Littleworth Road is a residential access road, additionally providing access to Kingsmead School and Anglesey Business Park. It is a traffic calmed bus route with verge strips adjacent to standard width footpaths along most of its length.

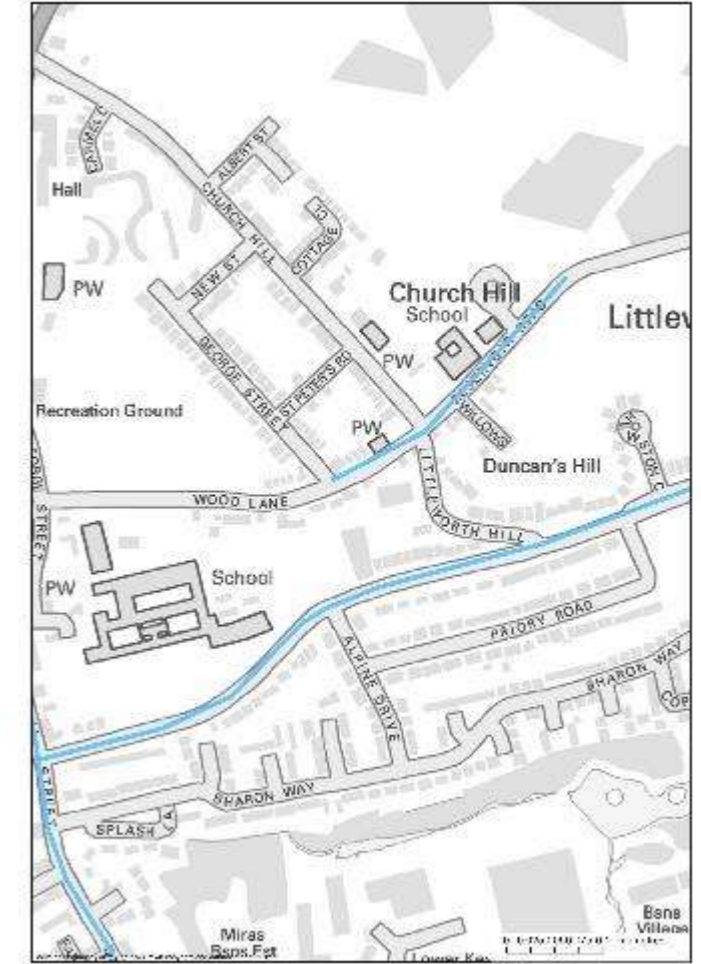
In-order to cater for trips to/from school, widen footways and introduce shared use with controlled crossing points where required if the available width alters from one side of the road to the other.



Littleworth Road traffic calming.



Littleworth Road near the Industrial Estate.



Hemlock Way /
Keys Park Road.

13

Both Hemlock Way and Keys Park Road have wide existing footways and verge strips suitable for use as shared use facilities with little if any improvement. However, the B4154 roundabout has uncontrolled crossing facilities that are inadequate provision during busy times.

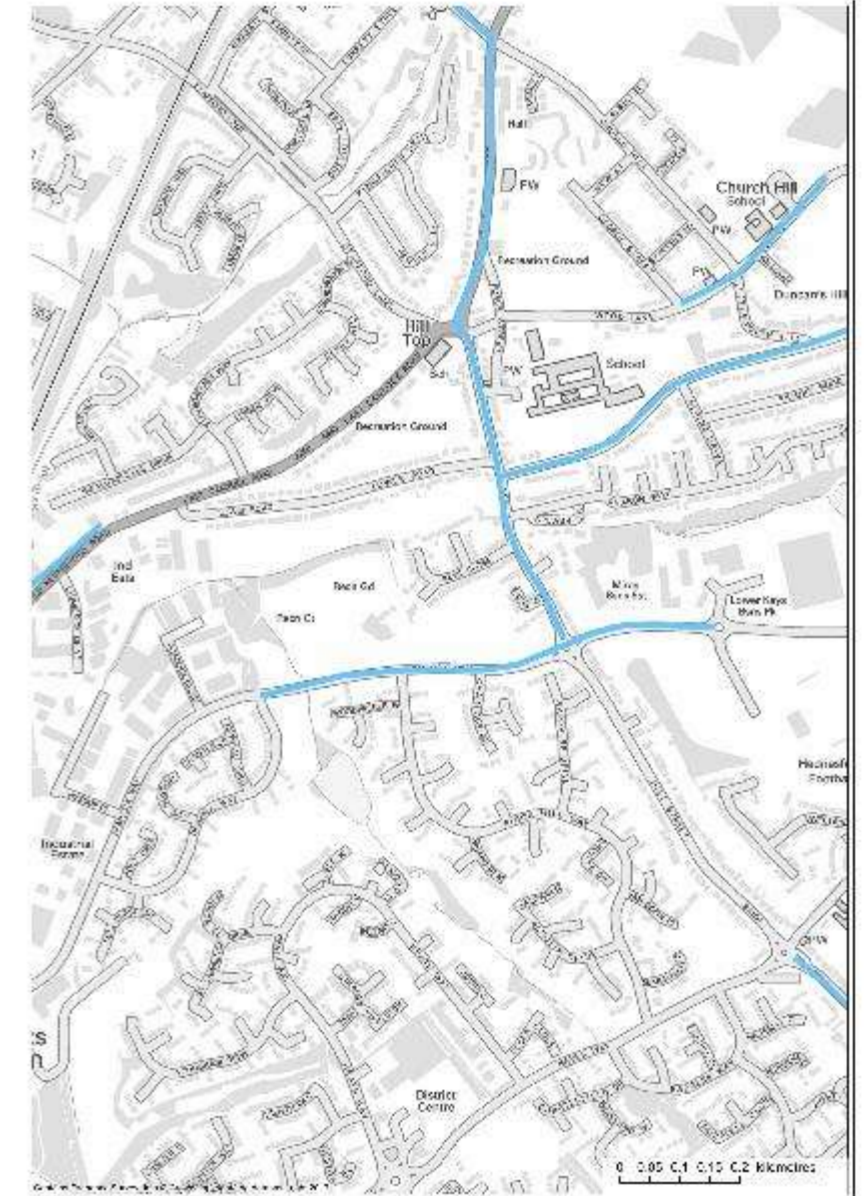
A Toucan crossing facility on the Hill Street arm of the junction would make a route along Hemlock Way and Keys Park Road viable. Some widening work of the footway at the corner of Hill Street and Keys Park Way would also be required.



Keys Park Road.



B4154 Hill Street Roundabout.



Wimblebury Road

14

A section of Wimblebury Road dominated by Heath Hayes Academy on one side a fields on the other. A straight traffic calmed road with parking issues at school start and finish times. It is also a through route to Wimblebury.

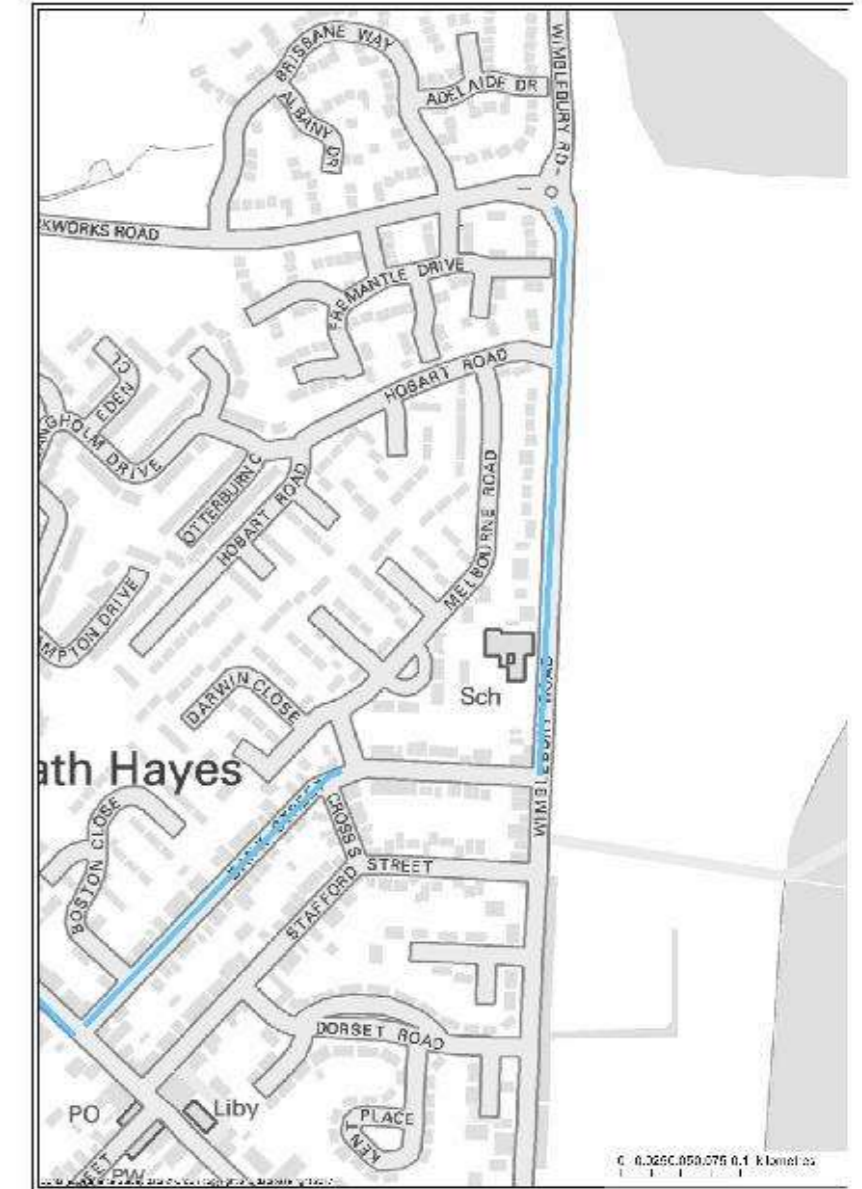
Introduce a 20mph speed limit along with further crossing points.



Wimblebury Road adjacent to Heath Hayes Academy.



Wimblebury Road looking north.



Bank Street

15

Bank street is a residential Road characterised by terraced housing without off street parking. Pavement parking is widespread.

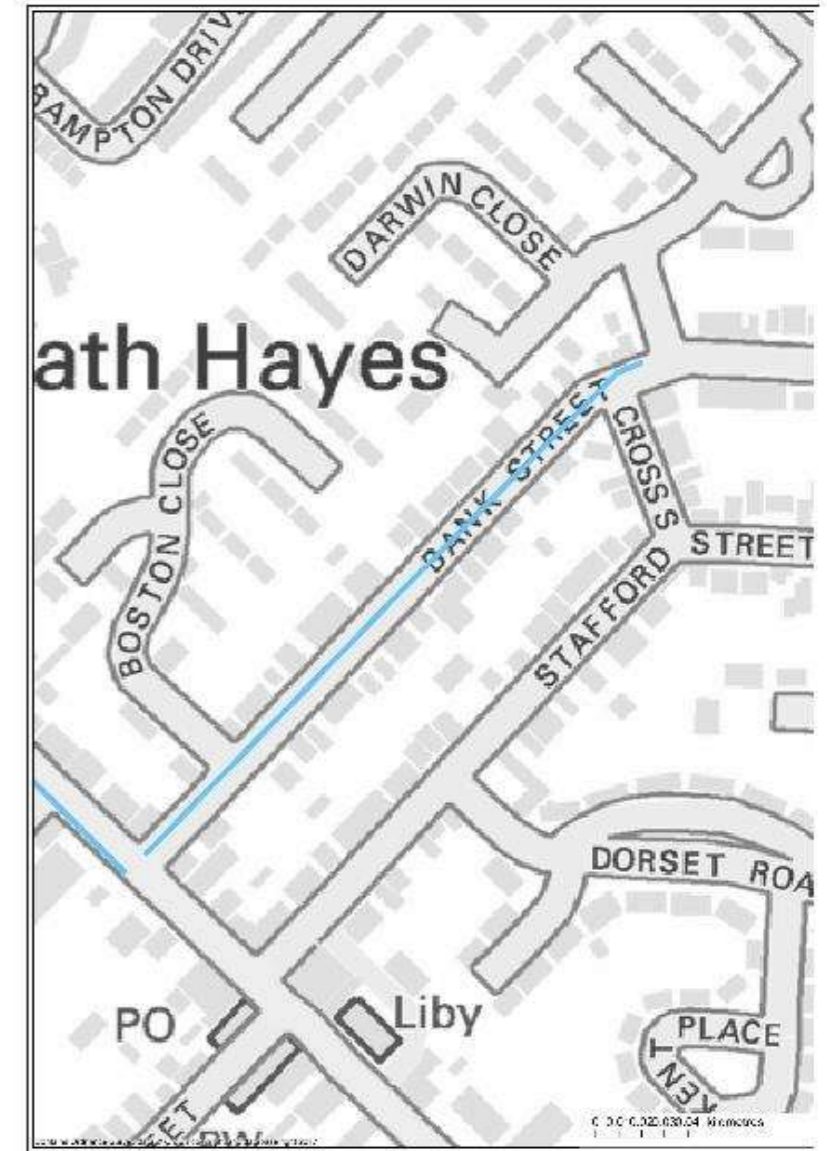
There is little scope for the introduction of formal cycle facilities along Bank street but a 20mph speed limit, formalised parking, and traffic calming would help to make the road more accessible to those on cycles.



Bank Street from Hednesford Road.



Bank Street



B4154
Hednesford Road
(North)

16

This section of Hednesford Road (between Five Ways school and Bank Street) is heavily trafficked with speeds that feel high despite the traffic calming. A 20mph speed limit and further traffic calming would help to make the road more acceptable as a cycle route but volumes would remain high.

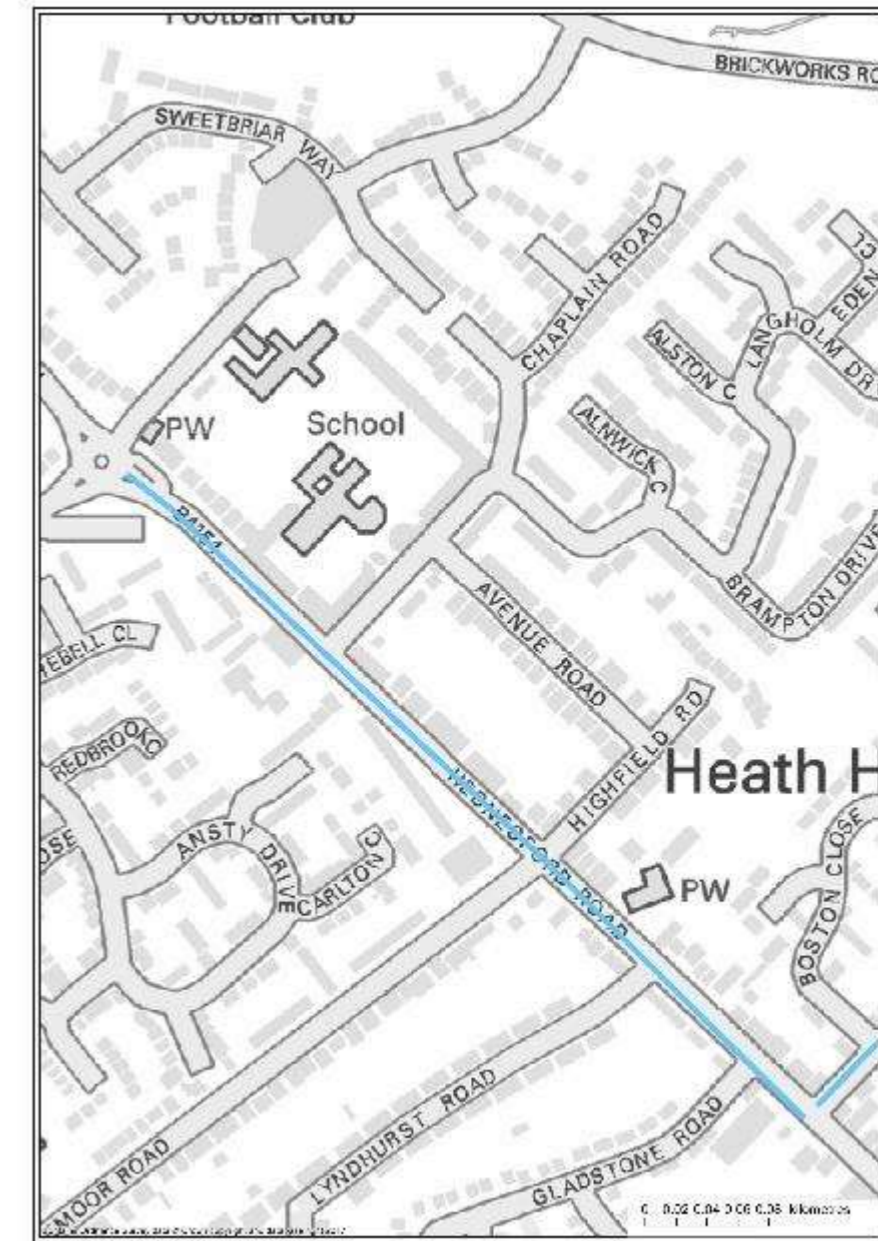
Consideration should also be given to developing a route utilising residential roads to the rear of the school, linking through to Bank Street via the allotment area.



Hednesford Road traffic calming.



Hednesford Road looking Northwest.



Norton Road /Hednesford Road

17

Norton Road is a busy fast road with space in the verge for approximately 350 metres south from the Cannock Road roundabout. After this point the space narrows as the road passes a small lake.

A shared use facility could be constructed south from the Cannock Road roundabout for 350 metres after which a path would need to go through third party land, probably to the west of the road (a controlled crossing point of Norton Road would be required). Potentially a link could then be made into the back of Norton Canes High School.

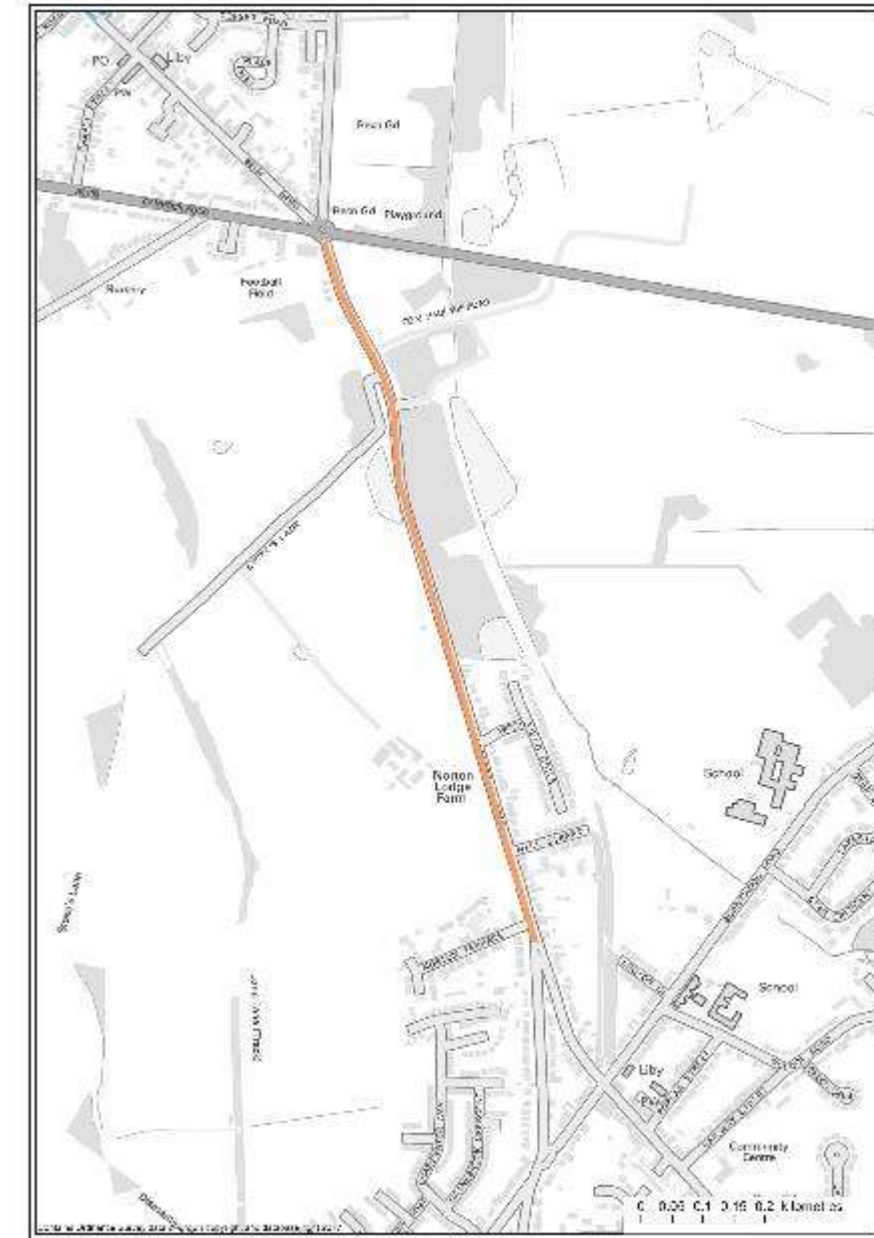
Use of Stoke's Lane is also a possibility.



Norton Road looking towards Cannock Road roundabout.



Hednesford Road adjacent to the Lake.



Chapel Street

18

Chapel Street is a traffic calmed residential access road also providing access to a school.

Despite the nature of the road, during the site visit vehicle flows and speeds seemed relatively high.

Introduce a 20mph speed limit and add to the existing traffic calming.

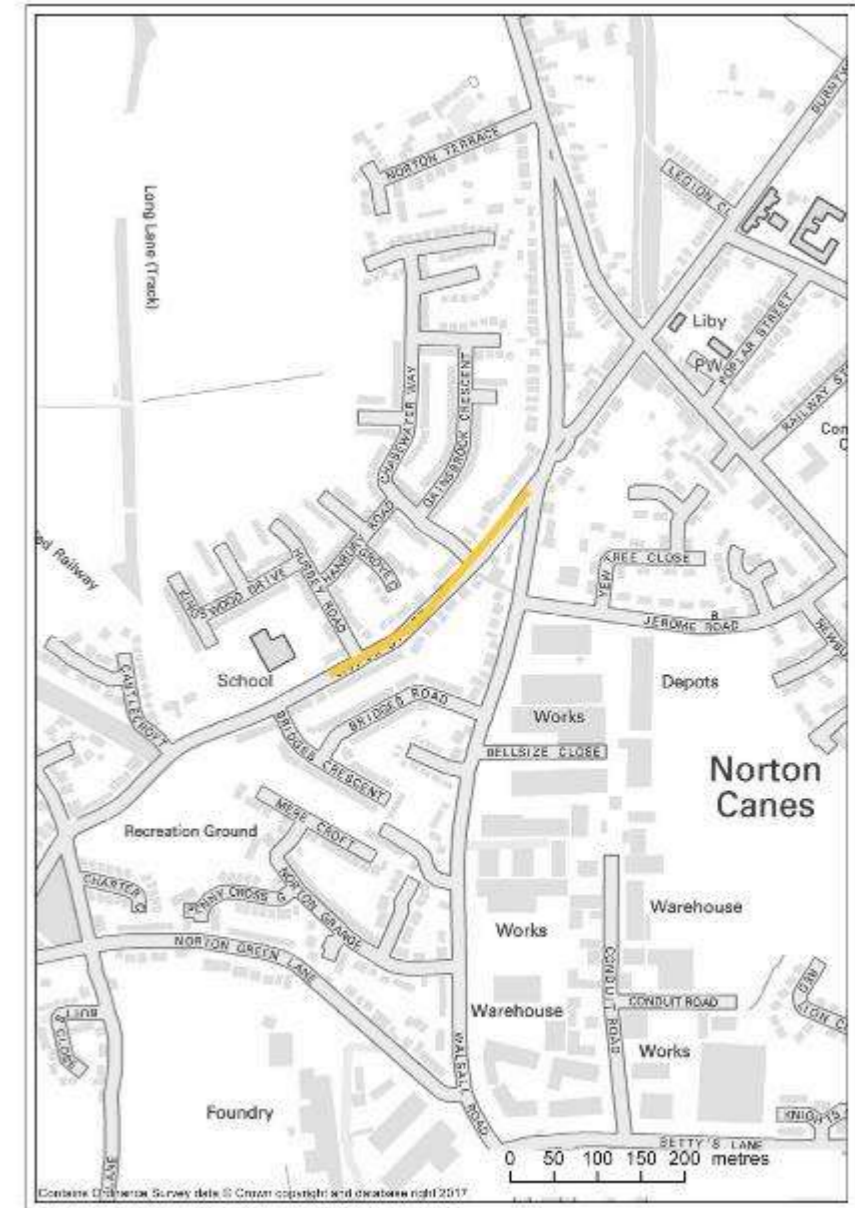
(Approximately 275 metres)



Chapel Street looking South.



Chapel Street looking North.



Cannock Road,
Chase Terrace

19

A straight road subject to a 30mph speed limit with traffic calming features. Traffic speeds appear high despite the calming features.

Reduce the speed limit to 20 mph. Add further traffic calming measures as appropriate and install cycle bypass lanes at the existing build outs.



Cannock Road Traffic Calming.



Cannock Road recent resurfacing and lining.



A5190 Lichfield Road (west)

20

This section of Lichfield Road is predominantly residential in character but forms a link from Eastern Way to the train station, a supermarket and the town centre. There are existing cycle facilities on the approach to the train station.

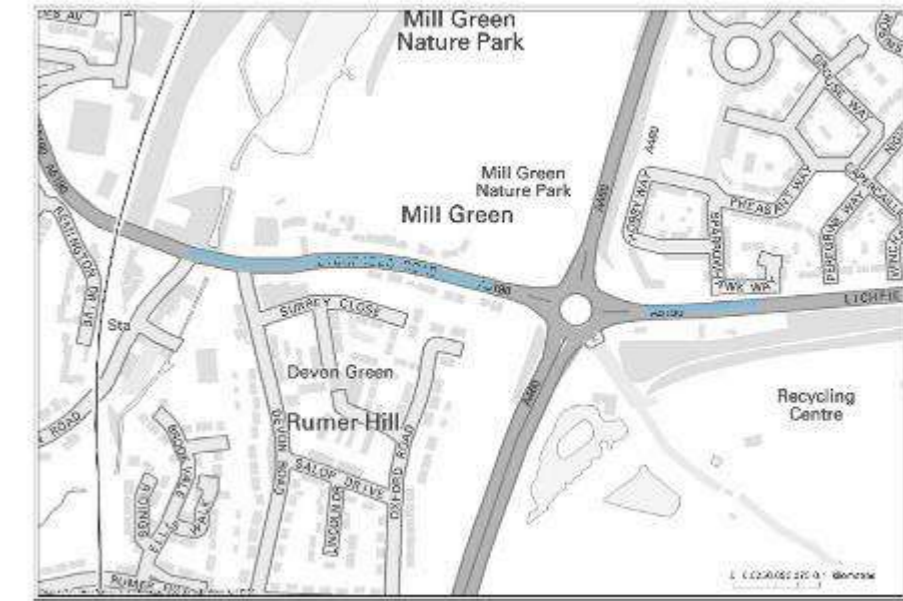
Install shared use facilities, probably on the north side road by removing existing grass verge.



Lichfield Road at the Devon Road junction.



Lichfield Road looking towards the A460 roundabout.



A5190 Lichfield Road (east)

21

This short section of Lichfield Road to the east of the Eastern Way roundabout includes a verge on the north side suitable for the installation of a shared use facility.

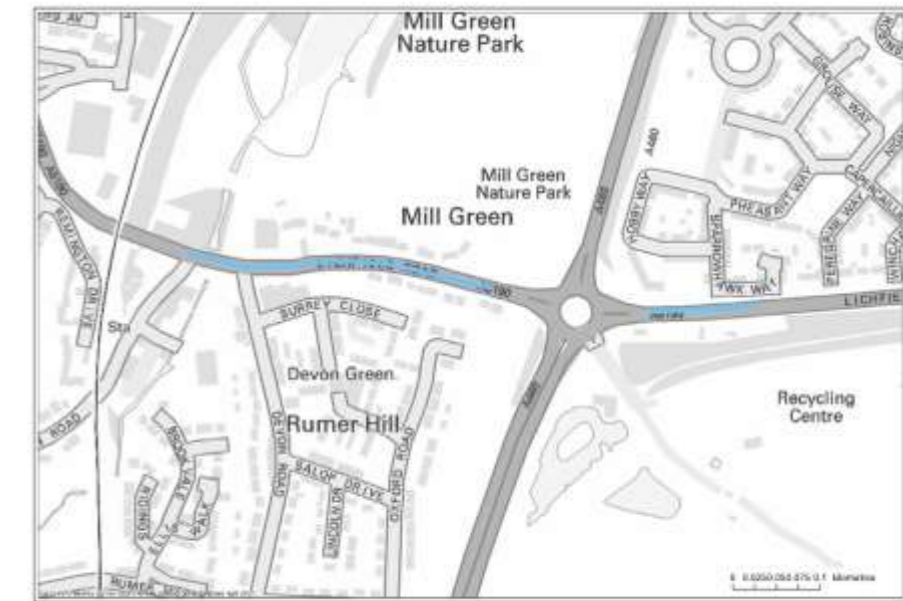
Controlled crossing points of the Eastern Way carriageway would be required to link any new facilities on Lichfield Road.



Lichfield Road, East of the A460 roundabout.



Lichfield Road, East of the A460 roundabout.



Walsall Road,
Churchbridge

22

From the shared use and Toucan crossing on the M6 bridge to existing shared use on the initial section of Walsall Road and on through the residential area.

Walsall Road is busy with high traffic speeds for a predominantly residential area. At school times pedestrian flows are heavy.

Provide a controlled crossing point of Walsall Road close to the southern M6 overbridge roundabout at the location of the existing dropped kerbs. Install shared use facilities within the northern highway verge up to the existing pedestrian crossing. Convert this crossing to a Toucan and continue the shared use on the opposite verge.

(Approximately 600 metres)



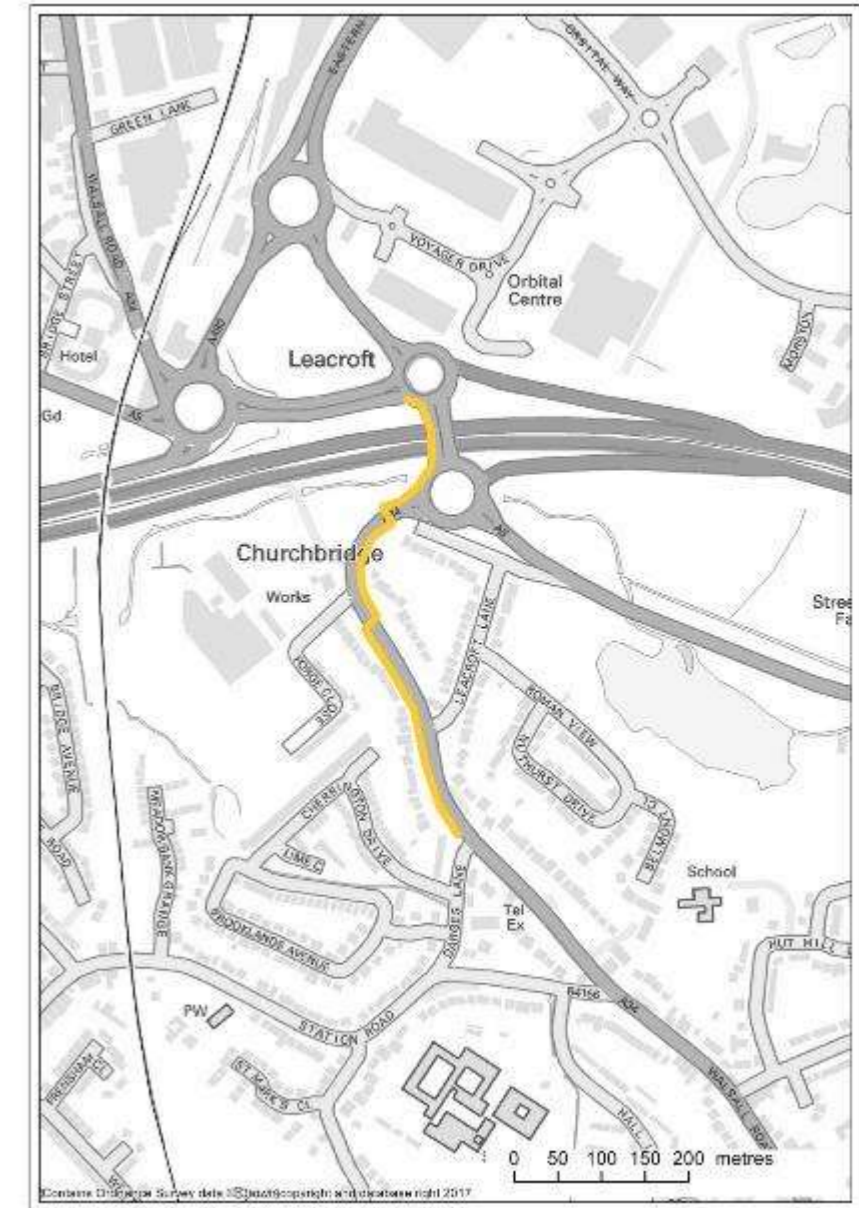
A5 Dumbell roundabout looking towards the Gateway Retail Park.



Walsall Road crossing point.



Walsall Road shared use path.





Walsall Road cycle path / parking bay?