

Staffordshire County Council LCWIP – Newcastle Cycle Audit

October 2019



Document History:

Report number:	
Revision number:	1.0
Propose of issue:	Draft
Date Issued:	November 2019
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Checked by:	

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1 Introduction



Staffordshire County Council commissioned audits of the highest scoring routes following analysis of the travel patterns in the LCWIP. For Newcastle these are:

1. Liverpool Road
2. Liverpool Road (western parallel)
3. Liverpool Road (eastern parallel)
4. London Road and Chesterton
5. Wolstanton Road and Dimsdale Parade
6. Brunswick Street and George Street
7. King Street
8. Sandy Lane and Albert Street
9. Queen Street Brampton Road to Wolstanton Retail Park
10. Alexandra Road and Basford Park Road
11. Keele Road, Pool Dam and Blackfriars

During the site visits it was noted that there are already some quieter alternative cycle routes provided as Greenways or along quieter parallel roads. Extensions and improvements to these parallel routes may potentially offer better value for money if a cycle route along one of the principle alignments listed above proves to be costly or unfeasible due to operational constraints. In all cases designers should adhere to the principles and recommendations set out in government design guidance to ensure that the routes meet the needs of users.

2 Route Audit

1.

Location / Section to	Location reference number	Comments and recommendations	Photographs
Liverpool Road	1	<p>A busy route into the town centre from the A500/M6 and the northern suburbs of Chesterton and Bradwell.</p> <p>The rural section of the A34 from the A500 to High Carr Business Park is a 4 lane dual carriageway with wide grass verges. There is no footway or cycleway. Speed limit is national speed limit.</p> <p>The section between High Carr Business Park and Premier Inn has a narrow footway along the west side of the road.</p> <p>South of the Premier Inn a footway is provided on both sides of the road.</p> <p>The junction with Parkhouse Road is an unsignalized roundabout.</p> <p>Footways are provided on either side of the road between Parkhouse Road and Wolstanton Road.</p> <p>Speed limit is 40mph.</p> <p>The junction with Bradwell Lane is signalised and has a pedestrian crossing of the A34.</p> <p>Recommendation: Existing footways could be widened to provide 3.0m shared surface on east side of road along all link sections.</p> <p>Recommendation: Toucan crossings of Parkhouse road and A34 (or signalisation of roundabout).</p> <p>South of Bradwell Lane the road is more constrained by property boundaries although there are some parallel service roads.</p>	 <p>Southbound view – Typical cross section to north of Wolstanton Road</p> <p>Junction with Wolstanton Rd/Dimsdale Parade and other major junctions are all large unsignalized roundabouts which are hazardous for cycling.</p> 

Recommendation: Possible use of Baines Grove and Talke Rd as part of cycleway parallel to A34 along east side.

A staggered puffin crossing is provided adjacent to the entry to Bradwell Hospital.

There are a number of other minor junctions either left-in/out or with a right-turning pocket in the central reserve for inbound vehicles.

Recommendation: Potential 2-way cycle track along eastern side of A34 widening into verge and carriageway.

The junction with Wolstanton road is a roundabout. There are pedestrian subways.

There is good potential for a two-way track in the verge alongside the Wolstanton Golf Course, although to the south of the golf course the road is bounded by houses with driveways. The junction with Milehouse Lane is a large roundabout.

The footway and carriageway width is more restricted to the south of Milehouse Lane through to the town centre and this would be a more challenging section to deliver. There is a level difference between the two sides of the carriageway in places.

Recommendation: Possible 2-way cycle track along east side of road but this would require significant construction costs with potential widening of the carriageway into the central reservation and the reconfiguration of major junctions.

The junction with the A52 is a large roundabout with pedestrian subways.

Lower St forms part of the town centre ring road with a series of large roundabouts joining the A525, A53 and A34. There are subways but no cycling facilities.



Southbound approaching Milehouse Lane junction – wide verge by golf course ends at housing.



Southbound view below Milehouse Lane



Lower Street

<p>Liverpool Road (parallel to west)</p>	<p>2</p>	<p>There is an existing signed cycle route that starts at Knutton Lane and follows Ashfields New Road and Douglas Road/Greenway to Milehouse Lane. The route links to cycle facilities and parallel crossing on Knutton Lane, to Newcastle Under Lyme College and to the local Greenways.</p> <p>Recommendations: This route to be more prominently signed and extended southwards to Keele Road by replacing the existing narrow footbridges to form a connection to Keele Road.</p> <p>Route to be extended northwards across Milehouse Lane to path leading to Meadow Lane to link back to Liverpool Road.</p> <p>Recommendation:</p> <p>Provide a signalised crossing further west along Milehouse Road where the existing Greenway crosses near Weston Close.</p>	 <p>Knutton Lane</p> <p>Access to railway crossing</p>	
<p>Liverpool Road (parallel to east)</p>	<p>3</p>	<p>Quieter parallel route following Hassam Parade, Hoons Lane and Hempstalls Lane. Links to existing Greenway (Station Walks) and to toucan crossing of ring road at Ryecroft.</p>		

Recommendation: Consider neighbourhood-wide modal filter schemes to deter through-traffic from rat-running through the residential areas.

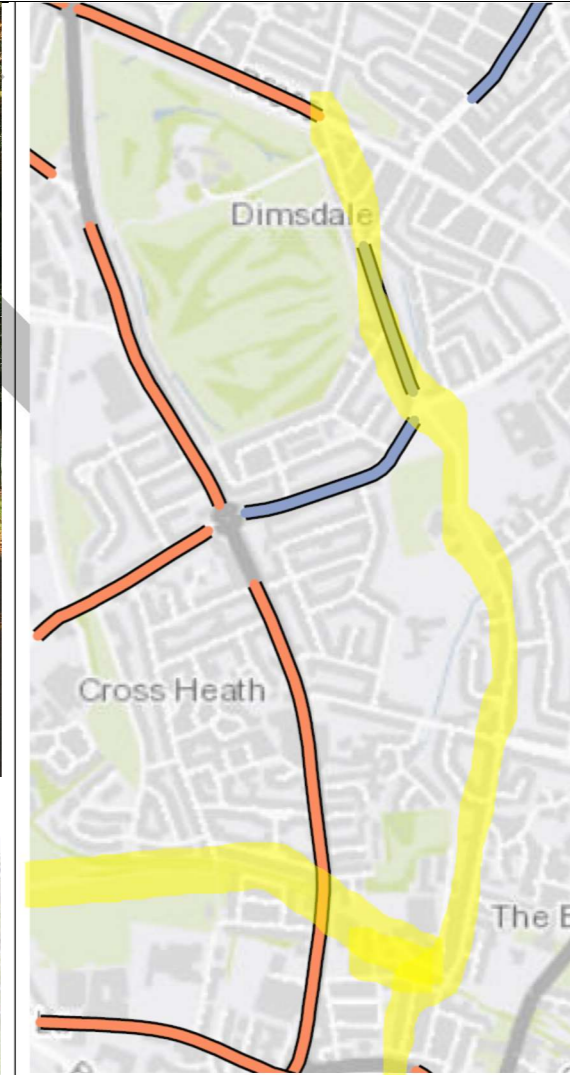
Widen shared footways and upgrade toucan crossing to a one-stage parallel cycle/ped signalled crossing to provide a more coherent link across the ring road at Ryecroft.



Hassam Parade



Hoon Lane








Hempstalls Lane



				
London Road and Chesterton	4	<p>London Road is a B road that runs between Chesterton and the A34. It is a 2-lane single carriageway, in general a footway is provided on one side of the road only. The road is busy due to recent housing developments around Chesterton and onward connections to more distant villages.</p> <p>There is some traffic calming with build-outs adjacent to the local primary school.</p> <p>Recommendation: This would be a difficult road to improve for cycling given the current volume of users and the physical constraints within the highway.</p> <p>One option may be to make the road one-way (in combination with Wolstanton Road) to release space for a cycle facility.</p>	 <p>London Road within the built-up part of Chesterton is lined with terraced housing and shops.</p>	

			 <p>The inter-urban sections of London Road are bounded by fields and lower density housing, with a footway on one side only.</p>	
Wolstanton Road and Dimsdale Parade	5	<p>Wolstanton Road is a two-lane single carriageway road with a central hatched area. The road is bounded by housing, with many residential driveways. The footways are relatively wide but they are used by parked cars.</p> <p>The roundabout junction with Liverpool Road has a pedestrian subway on the northern side but no cycle facilities.</p> <p>Recommendation: It may be possible to introduce stepped with-flow cycle tracks on either</p>	 <p>Wolstanton Road westbound view</p>	

side of the road but this would also require parking enforcement to prevent pavement parking.

Dimsdale Parade is narrower than Wolstanton Road at some points but similar in character. Provision of a stepped cycle track would require removal of on-street parking.



Wolstanton Road approach to Liverpool Road



Dimsdale Parade looking east

George Street

6

George St is a single carriageway 2 lane road with some kerbside parking along the northern side. On the southern side there is an advisory cycle lane.


There is a two-way cycle track over the borough border in Stoke.



Recommendation: Investigate potential for light segregation to protect cycle lanes.

Provide a parallel crossing for access to the two-way cycle track.



George St looking to border with Stoke

			 <p>George St – inbound cycle lane.</p>	
<p>King St and Etruria Road (A53)</p>	<p>7</p>	<p>The western end of King St forms part of a gyratory system with one-way traffic outbound and a series of bus stops, with parking along the right hand side of the road.</p> <p>Beyond Borough Road King St becomes a two-way single carriageway road and leads to the suburb of Basford and onwards to the city of Stoke.</p> <p>No current provision exists for cyclists and traffic volumes are high.</p> <p>Insufficient carriageway width appears to be available to construct new cycle facilities on links.</p> <p>Recommendation: As a minimum Advanced Stop Lines to be added to the signalised junctions.</p>	 <p>King Street – western end</p> 	

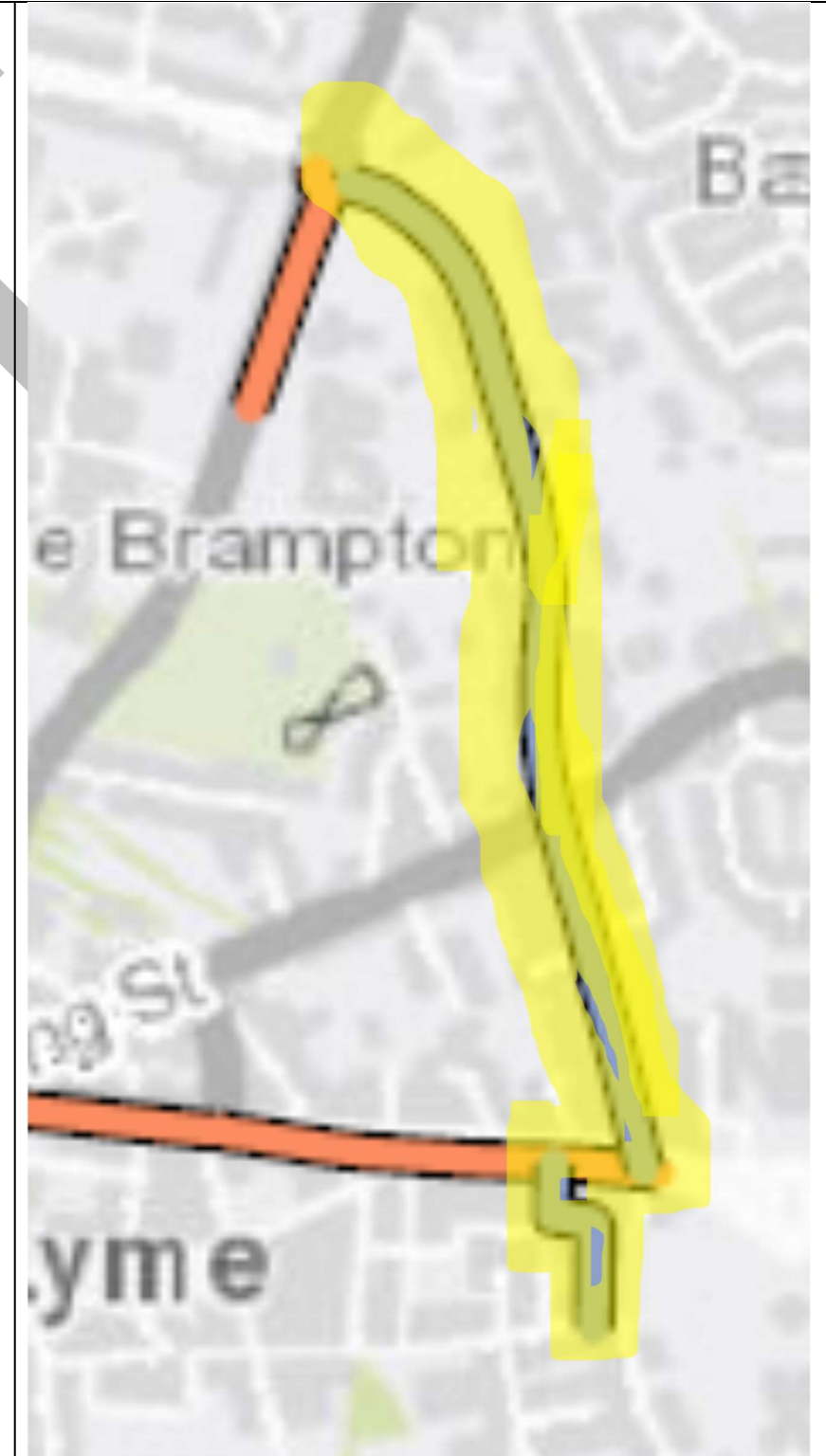
			<p>King Street junction with Borough Road</p>  <p>King St to west of Sandy Lane</p>  <p>Etruria Road junction with Basford Park Road</p>	
Sandy Lane and Albert Street	8	<p>Albert Street forms a link between King St and George St. It is a two-way single carriageway road.</p> <p>Sandy Lane is a two-way single carriageway road through a residential area. It is relatively narrow and is used to connect between the A34 and A53.</p> <p>The route is signed into the town centre via an existing route with light segregation contraflow cycle lane.</p> <p>Recommendation: Advanced stop lines at the signalled junctions. Traffic calming features along Sandy Lane to deter through traffic.</p>		



Albert Street looking west



Albert St viewed from Sandy Lane



				
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Sandy Lane

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Queen St/Brampton Rd and Grange Lane (connection to Wolstanton Retail Park)

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This is a busy single carriageway road route connecting the Wolstanton Road Retail Park and the town centre.

There is good scope for off-carriageway provision on some sections, and scope for off-road and quiet street links to the retail park such as May Avenue/Downham Avenue or via Moreton Parade.

Brampton Road also intersects with Station Walks off-road route.

Recommendation: Quiet Streets route from retail park to High St via Moreton Parade and open space with new crossing of Basford Park Road near play area.

Stepped cycle track and shared footway provision along Brampton Road and Queen St.

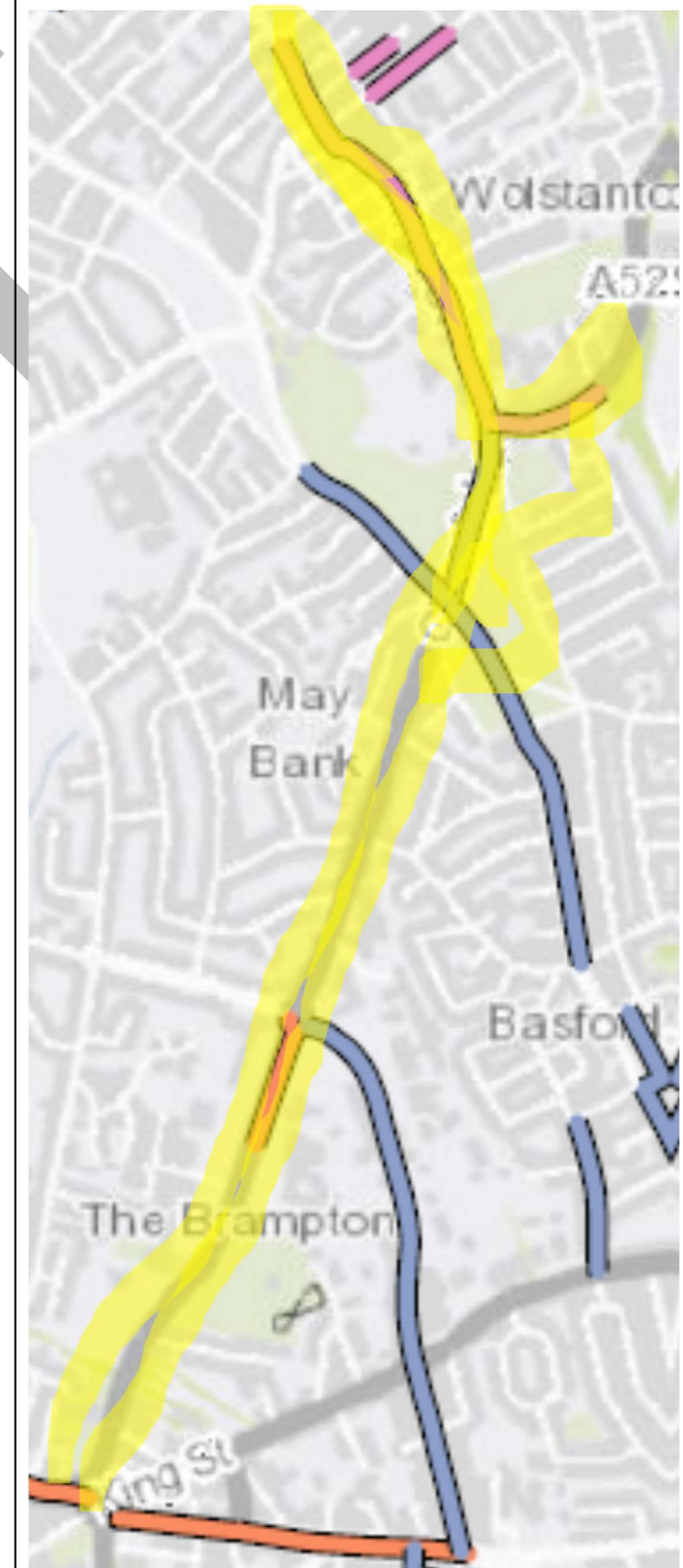
Parallel zebra at Station Walks crossing.



Connection to retail park



Church Lane junction with Moreton Parade





Church Lane looking towards Grange Lane



Brampton Road



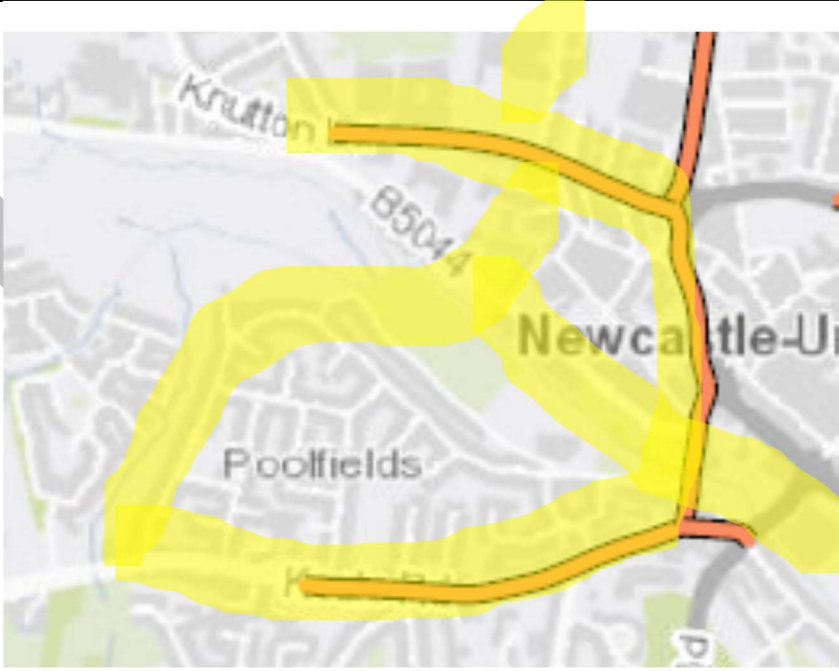


Brampton Rd by Brampton Park



Station Walks crossing of Brampton Road

			 <p data-bbox="1101 743 1768 772">Off-road link across Wolstanton Marsh from Moreton Parade</p>	
<p data-bbox="181 1257 385 1339">Alexandra Road and Basford Park Road</p>	<p data-bbox="486 1262 522 1283">10</p>	<p data-bbox="709 1262 1071 1457">These roads connect to form an orbital link around the north east of the town from Milehouse Lane to the A53 Etruria Road. They are mainly fronted by residential properties and open space.</p> <p data-bbox="709 1486 1062 1598">Moreton Parade, Oxford Road and Lower Oxford Road form a quieter parallel back-streets route.</p> <p data-bbox="709 1627 1050 1745">Some parts of Basford Park Road have parallel service roads that can be used for the cycle route.</p> <p data-bbox="709 1774 1062 1942">Recommendations: ASLs at A53 junction. Combination of cycle lanes and quietways treatment. Additional and wider off-road links to connect into retail park through</p>	 <p data-bbox="1101 1759 2006 1789">Moreton Parade quieter parallel – road is closed to through-traffic at southern end.</p>	

<p>Knutton Road, Pool Dam and Blackfriars to Keele Road</p>	<p>11</p>	<p>open space by Highfield Avenue and widening across Moreton Marsh. Parallel crossing of Basford Park Road.</p> <p>Keele Road is a two-lane single carriageway road with a mix of commercial and residential frontage. Pool Dam and Blackfriars link the A525 and A53 to the ring road at Lower Street.</p> <p>This area is intersected by an existing Greenway that follows Lyme Brook to provide an east-west connection.</p> <p>There is scope for a quieter parallel route using St Pauls Road and Orme Road to avoid Keele Road, although the gradient of Orme Road is steeper and some key destinations such as local schools are to the south of Keele Road.</p> <p>Recommendations: Improved cycle crossing at Pool Dam and Blackfriars to serve existing Greenway.</p> <p>Parallel zebra crossing on Keele road in vicinity of Orme road to facilitate crossing. Signed route from Orme road to Greenway including resurfacing of track between community centre and Greenway;</p> <p>Widen bridge and links on existing Greenway and clear overhanging vegetation.</p> <p>Advisory cycle lanes along Keele Road/Deansgate as a speed reduction device for visual narrowing of carriageway</p> <p>Cycle/pedestrian crossing at Silverdale Road..</p>	 <p>Bridge to Greenway from St Pauls Road</p>  <p>Potential extension of surfaced Greenway towards Silverdale</p>	
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Greenway crossing point at Pool Dam



Keele Road



Keele Road



Pool Dam junction with Keele Road



Connection from Greenway to Stanier St at Silverdale Road