

Staffordshire County Council LCWIP – Stafford Cycle Audit

October 2019



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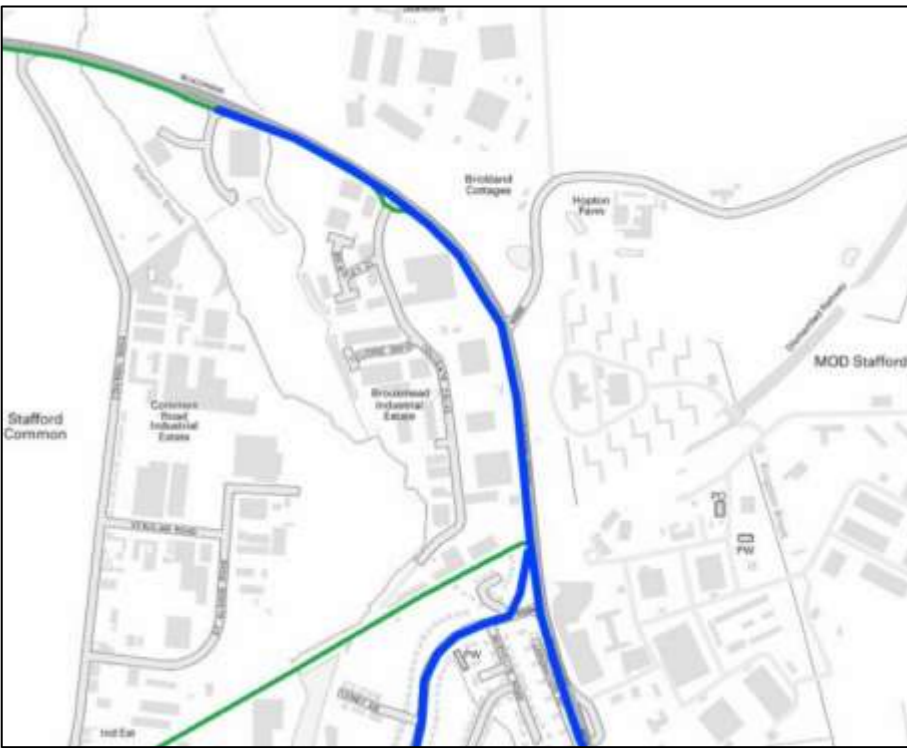
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1. Beaconside (north)
2. Sandon Road (north)
3. Beaconside (south)
4. Weston Road (east)
5. Tixall Road
6. Weston Road (mid)
7. Westhead Avenue
8. Weston Road (west)
9. Bridge Street
10. Lichfield Road
11. Radford Bank
12. Bodmin Avenue
13. Cannock Road
14. Rowley Bank
15. Wolverhampton Road
16. West Way
17. Newport Road
18. Martin Drive
19. Doxey Road
20. Chell Road
21. Stone Road
22. North Avenue
23. Astonfields Road
24. Sandon Road
25. Corporation Street
26. Crooked Bridge Road
27. Oxford Gardens

1 Route Audit

Location / Section to	Location reference number	Comments and recommendations	Photographs	
Beaconside (north)	1	<p>From Marston Lane to Stone Road there is no off-highway cycle provision and new shared use footway/ cycleway is required for the length of this section. There is sufficient room to widen into the verge.</p> <p>New housing is being constructed to the north of Beaconside and it is not known at the time of audit if this housing will be providing off-site contribution to deliver cycleway improvements.</p> <p>A new toucan crossing is also required at Marston Lane to replace existing uncontrolled crossing.</p> <p>(780m of new shared use footway/ cycleway)</p> <p>(1no. New toucan crossing)</p>		
			<p>Beaconside towards Parkside</p> 	
			<p>Beaconside adjacent new housing</p>	

				
Sandon Road (north)	2	<p>Off-highway cycle provision is continuous alongside Beaconside/ Sandon Road from Weston Road all the way to Marston Lane.</p> <p>A bypass of the main road route runs on former highway with barriers at the junction of the A513/ B5066. These barriers are difficult to negotiate and require improvement to make them fit for all users.</p> <p>The closed road section also requires maintenance both to the surface and vegetation clearance.</p> <p>(1 set of new access control barriers)</p> <p>(421m of resurfacing)</p>		

Beaconside wide highway verge



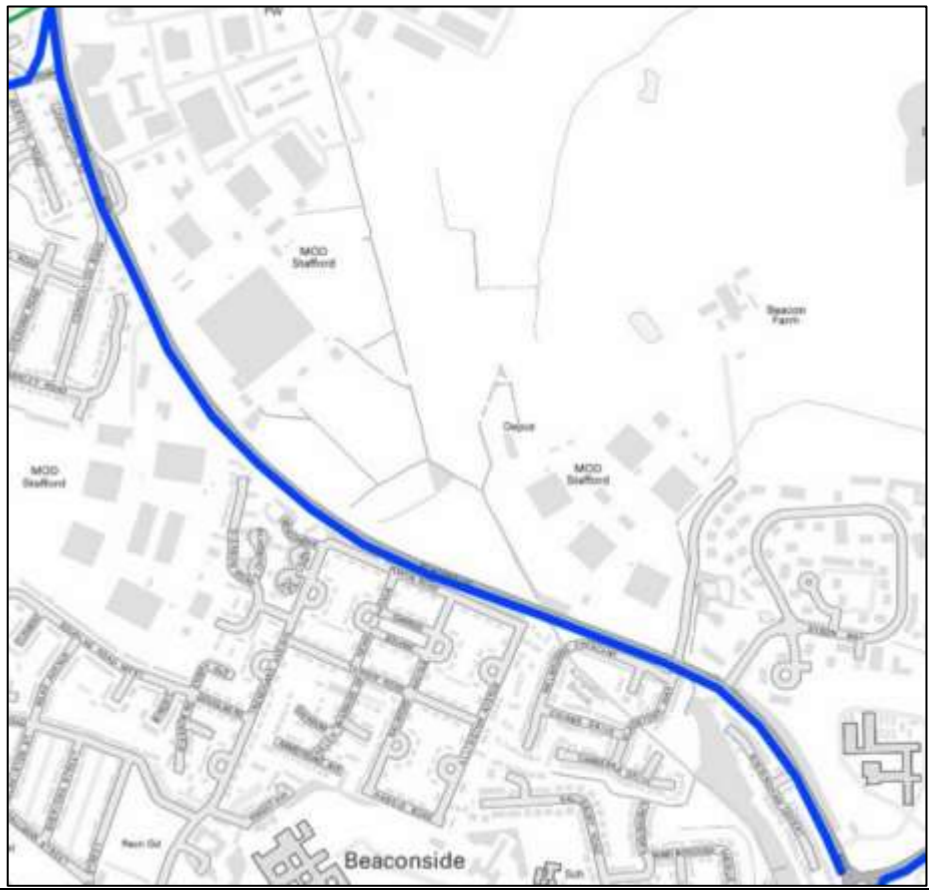
Sandon Road towards Weston Road



Barriers at Sandon Road



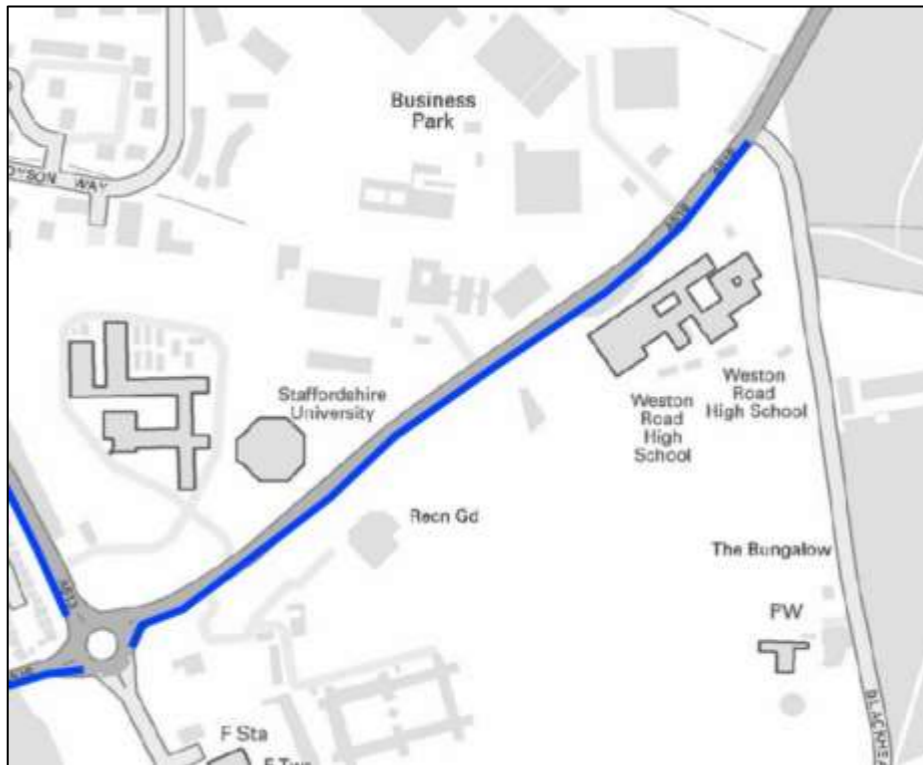


Parallel route to Sandon Road

				
Beaconside (south)	3	<p>Existing segregated cycle route runs for the length of this section that requires no work as it is currently fit for purpose.</p> <p>A new crossing facility is required adjacent to the roundabout with Weston Road to support the improvements detailed below for route item 4.</p> <p>(1no new toucan crossing)</p>		

Existing cycle facility on Sandon Road

Uncontrolled crossing of Beaconside adjacent to university entrance and Weston Road roundabout

				
Weston Road (west)	4	<p>A busy A-class road into and out of Stafford that has fully segregated off-road cycle route for its length to the urban boundary on the south eastern side of the carriageway.</p> <p>Two gaps in provision exist on the north western side of the carriageway that would provide for journeys continuing along Beaconside and into the northern residential areas of Stafford.</p> <p>Currently to access the cycleway provision on Beaconside cyclists have to cross Weston Road twice and negotiate the uncontrolled crossings on the roundabout with Hydrant Way. New shared use route to connect with Beaconside would provide a more direct facility.</p> <p>(367m of new shared use footway cycleway)</p>		

Existing cycle facility on Beaconside




Existing cycle facility on Weston Road opposite university and police headquarters



First route gap between Staffordshire Police Headquarters and Veritas Primary Academy School



Missing link in route adjacent to police headquarters

				
Tixall Road	5	<p>A residential road that is one way from the junction of Weston Road up to Hatherton Street. From that point on, the road comprises two-way running on a residential street.</p> <p>It was noted at the time of survey considerable rat running took place using St Thomas's Street from Weston Road due to the no left turn onto Tixall Road from Weston Road. Furthermore, HGVs used this route to access employment on Tixall Road.</p> <p>From Cull Avenue onwards the road widens and advisory cycle lanes exist in part. However due to no parking restrictions these were used for parking in the more densely built up residential area. The route also provides off-highway segregated cycle route that appears to be parked on in places, however whilst this is an older style of cycle infrastructure it does provide a safe route away from the highway. There are locations where maintenance is required urgently with failed surfacing giving rise to large potholes in the cycleway.</p> <p>From Wolseley Road until the junction with Hydrant Way new shared use has been</p>		

Second route gap between Staffordshire University Campus and Beaconside

Tixall Road one-way section

constructed, in addition the length of Hydrant Way to connect with Weston Road has cycle facilities serving new residential properties.

(New cycle contraflow facility – 187m)

(Quietway treatment – 112m)

(Route maintenance – 1,130m)



HGV movements from St John's



Advisory cycle lanes on Tixall Road



Poor surfacing on segregated cycleway



Pavement parking on Tixall Road

Weston Road

6

Weston Road has adequate off-road cycle provision that was well used at the time of audit this runs from the roundabout with Beaconside to Cull Avenue where it ends.

After this point the highway width narrows and provision would be difficult to implement. Design feasibility could be suggested for this section however a more suitable option may be to link to the provision identified for Tixall Road via route on Cull Avenue, which is already signed as an advisory cycle route.

Investigate making Cull Avenue one way in the direction of Tixall Road to allow cycle contraflow to be introduced.

(160m of quietway treatment)







Weston Road



Cull Avenue



Westhead Avenue	7	<p>Westhead Avenue has been identified due to a school access however it is a 20mph traffic calmed zone that may be busy at school times but does not require any intervention to make it suitable for cycling.</p>	 <p>Westhead Avenue from Weston Road</p>	
Weston Road	8	<p>Weston Road from Tixall Road to the existing cycle facility at the Riverway junction represents a significant challenge to provide new cycle route.</p> <p>The highway space available is limited at present and this is a very busy corridor that often suffers from queuing traffic.</p> <p>However, if on-street parking was removed from the carriageway there may be sufficient space available to provide shared use footway/ cycleway.</p> <p>Further design feasibility is required and for the purposes of this audit new facility has been costed.</p> <p>(250m of new shared use footway/ cycleway)</p>	 <p>Weston Road at junction of Tixall Road</p>	

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Weston Road

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Bridge Street/
Greengate Street/
Gaolgate Street

9

Bridge Street is already suitable for cycling as it is a low speed traffic calmed environment with a bus gate that allows cyclists to pass.

Greengate Street has a time limited Traffic Regulation Order that prevents vehicles and cyclists from using it at certain times of the day.

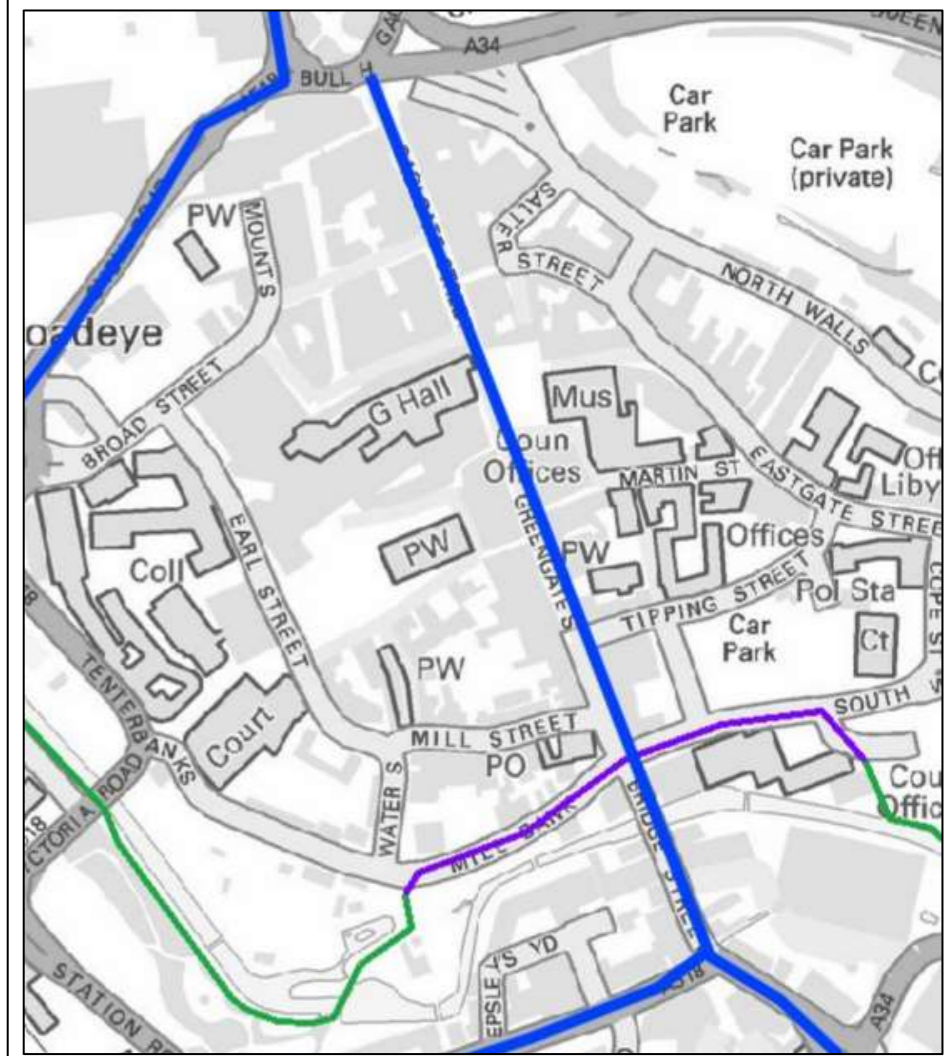
Consider revising the TRO to allow cyclists at all times as this route provides key connectivity across Stafford centre for non-motorised users.

Allowing cycling at all times would enable the use of positive signing to advise cyclists to give way to pedestrians, etc.

No interventions are required to allow cycling apart from the financial implication of amending the TRO.



Bridge Street bus gate section





Greengate Street



Greengate Street

Lichfield Road

10

Providing improvements from the gyratory to the rail bridge would be challenging due to the nature of this busy distributor road.

To gain cycleway through this section would require carriageway realignment and potentially taking space from the carriageway.

However alternative routes exist that are slightly off the main highway alignment, but which provide the connectivity from the town centre to Weeping Cross.

The main alternative route is NCN route 5 along the River Sow, along Fairway and through to Meadow Ridge.

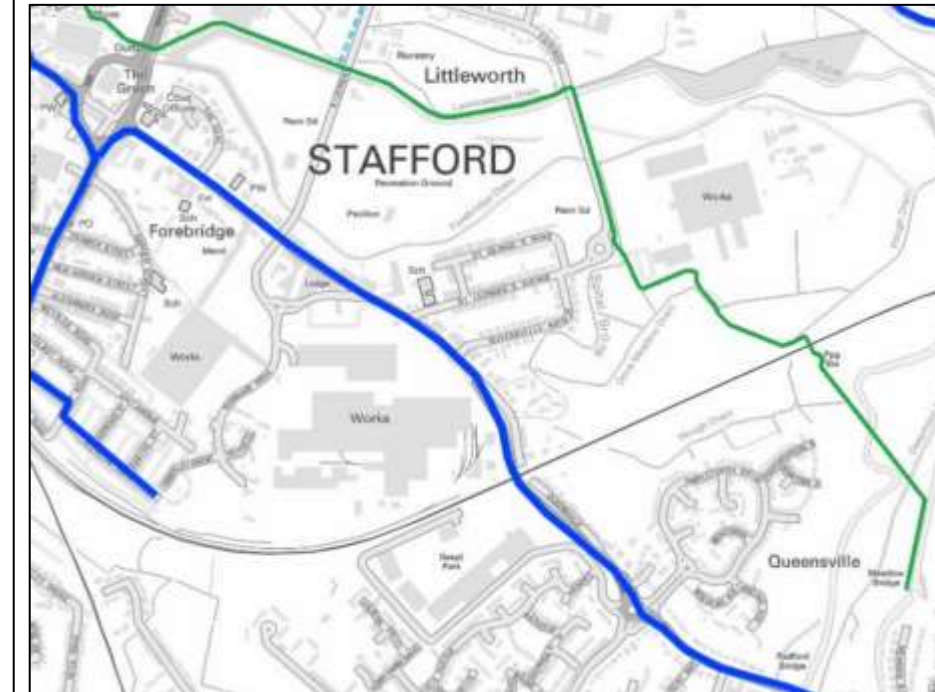
(Recommend utilising the Route Selection Tool to appraise both options for viability)



Lichfield Road looking south from gyratory.



Short section of segregated cycleway between Riverway and retail park








On-highway mandatory cycle lanes over railway bridge



Short section of off-highway cycle lane to bypass roundabout at Silkmore Lane

			 <p>Alternative alignment of NCN 5 to Meadow Ridge</p>	
Radford Bank/ Weeping Cross	11	<p>Radford Bank and the A34 are busy highway corridors and combined with the gradient are not conducive to cycling.</p> <p>Footways are narrow in places and any widening to provide shared use/footway cycleway will involve widening into the carriageway with associated traffic management.</p> <p>As with route 10, Lichfield Road, NCN 5 provides similar connectivity off the main highway alignment.</p> <p>The route selection tool should be used to appraise both options to see where investment could be made.</p> <p>A cost below is identified to provide shared use facility along Radford Bank.</p> <p>In addition, an upgrade of the existing pelican/puffin crossing at Meadow Ridge/ Radford Rise to a toucan crossing is required to support either option detailed above and also Cannock Road connectivity.</p> <p>(1,820m of new shared use footway/ cycleway)</p> <p>(1no. toucan crossing)</p>	 <p>North of Queensville</p>	




[Also see Amey Report:
Cycling Feasibility Report, Moss
Pit, Cannock Road and
Weeping Cross
COSTCDC5298 /001
Revision Final May 2016]



Bridge over River Penk






Crossing at Meadow Rise

				
Bodmin Avenue/ Stockton Lane	12	<p>Both roads are quiet residential roads that form part of NCN 5.</p> <p>They are both fit for purpose and no improvements are required.</p>		

Radford Bank

Bodmin Avenue

				
Cannock Road	13	<p>From Old Croft Road to just before the bus stop adjacent to Wildwood Drive sufficient width exists to create shared use footway/ cycleway alongside Cannock Road. Beyond this point the footway, and available carriageway, becomes too narrow to convert and inevitably leads to cyclists to Radford Bank and the double mini roundabout arrangement that are challenging locations to create new cycle facility.</p> <p>Convert the footway to cycleway from Old Croft Road to this point. An existing toucan crossing is located adjacent to the Wildwood that can be connected to these new facilities.</p> <p>An alternative route exists through the residential area of Wildwood that connects existing off-road cycle provision to link to a pedestrian crossing on Radford Bank that is identified in section 11 of this audit as suitable for upgrade to a toucan crossing.</p> <p>A pedestrian crossing adjacent to Bridle Road can also be converted to a toucan crossing to allow access from Wildwood.</p> <p>Further study is required to identify if Wildwood Drive can be used for on-carriageway</p>		

Stockton Lane

Cannock Road towards Stafford

cycling of if vehicle speed and volume are such that off-highway shared use footway/ cycleway should be provided. For the purposes of this audit costs are identified for new shared use footway/ cycleway.

(Convert 1030m of footway to shared use footway/ cycleway)

(Construct 580m of new shared use footway/ cycleway)




[Also see Amey Report:
Cycling Feasibility Report, Moss Pit, Cannock Road and Weeping Cross
COSTCDC5298 /001
Revision Final May 2016]



Pedestrian crossing on Cannock Road adjacent to Bridle Road



Cannock Road opposite Wildwood Drive

				
Rowley Bank	14	<p>From Kingsley Road sufficient footway width exists to potentially convert the existing footway to shared use footway/ cycleway however the footway narrows on approach to the junction with West Way.</p> <p>An alternative route exists along Rowley Grove/ Brook Glen Road that is 1.14km compared to 873m on Rowley Bank. The extra distance would not be considered significant given the difficulty of implementing new cycle facility along the busy Rowley Bank highway.</p> <p>Brook Glen Road is already an advisory cycle route and terminates at a toucan crossing of Rising Brook to connect with existing segregated cycle facility along the length of Rising Brook to Churchill Way</p> <p>(1,140m of quietway treatment)</p>		

Cycle route at the end of Ripon Drive

Rowley Bank towards Rising Brook



Rowley Bank towards Rising Brook



Kingsley Road

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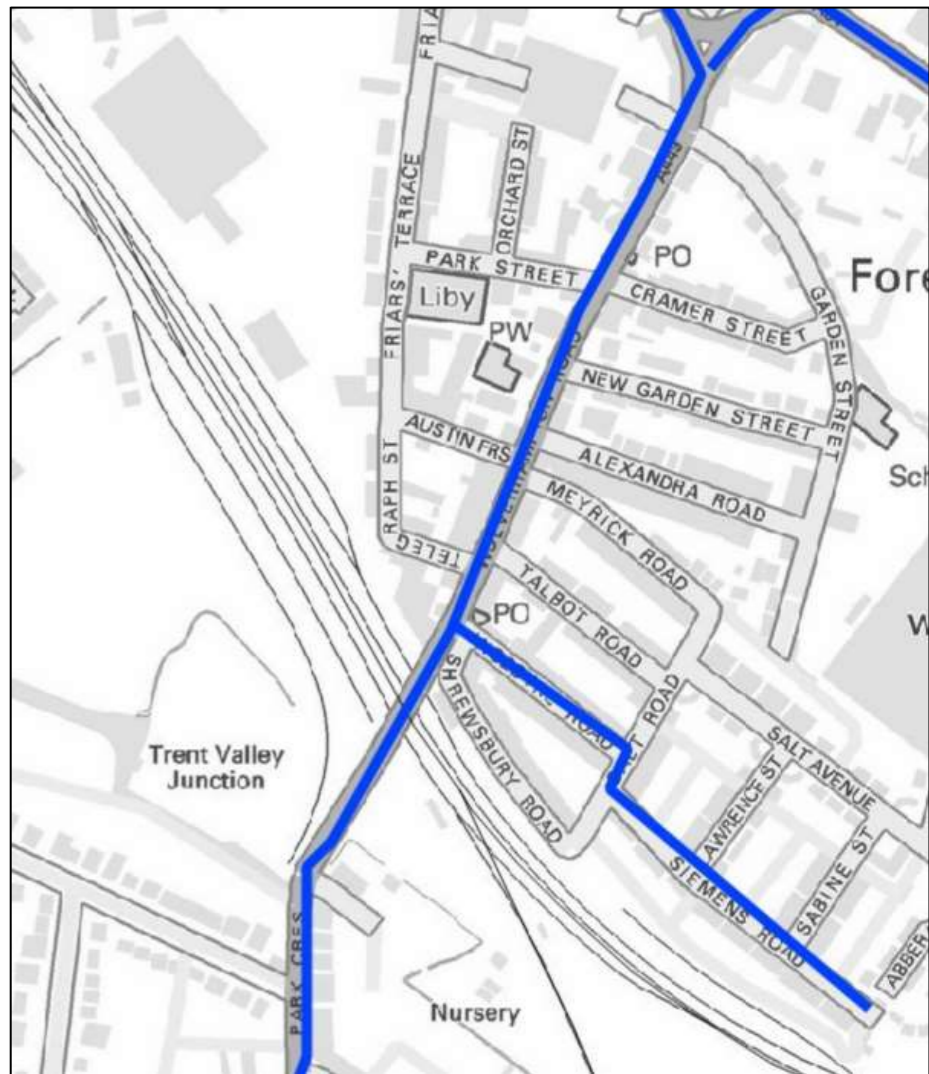


Brook Glen Road

Wolverhampton Road	15	<p>The Wolverhampton Road corridor from the town centre gyratory to the railway bridge is very busy with narrow building lines and little available space to incorporate any cycle facilities.</p> <p>Alternative options should be explored to provide connectivity with the town centre and the end of Telegraph Road.</p> <p>These include connecting with the existing cycle route through Tesco to connect with the toucan crossings of Newport Road and cycle route through Victoria Park.</p> <p>The streets of Friar Lane and Telegraph Road could be considered for cycle contraflow, subject to safety audit, and this would provide two-way connectivity to connect the Tesco route with Wolverhampton road.</p> <p>At Wolverhampton Road there appears to be sufficient width on the western footway to provide a short section of shared use path where Wolverhampton Road widens and a refuge, controlled crossing, or even a signal-controlled junction of Ingestre Road to allow pedestrians and cyclists to cross this busy corridor. The cycle route could continue over the rail bridge with mandatory</p>
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Wolverhampton Road towards Rising Brook



cycle lanes similar to the rail crossing at Radford Bank.

Alternatively, ramped access could be considered for the exiting rail footbridge at the end of Siemens Road. There appears to be sufficient vacant land to provide for ramps however further investigation of ownership and/or design feasibility is required.

Full feasibility of this section is required as it provides a key corridor and pinch point for cycle travel to the Moss Pit area.

(373m of quietway treatment)

(50m of new shared use footway/ cycleway)

(1no. toucan crossing)



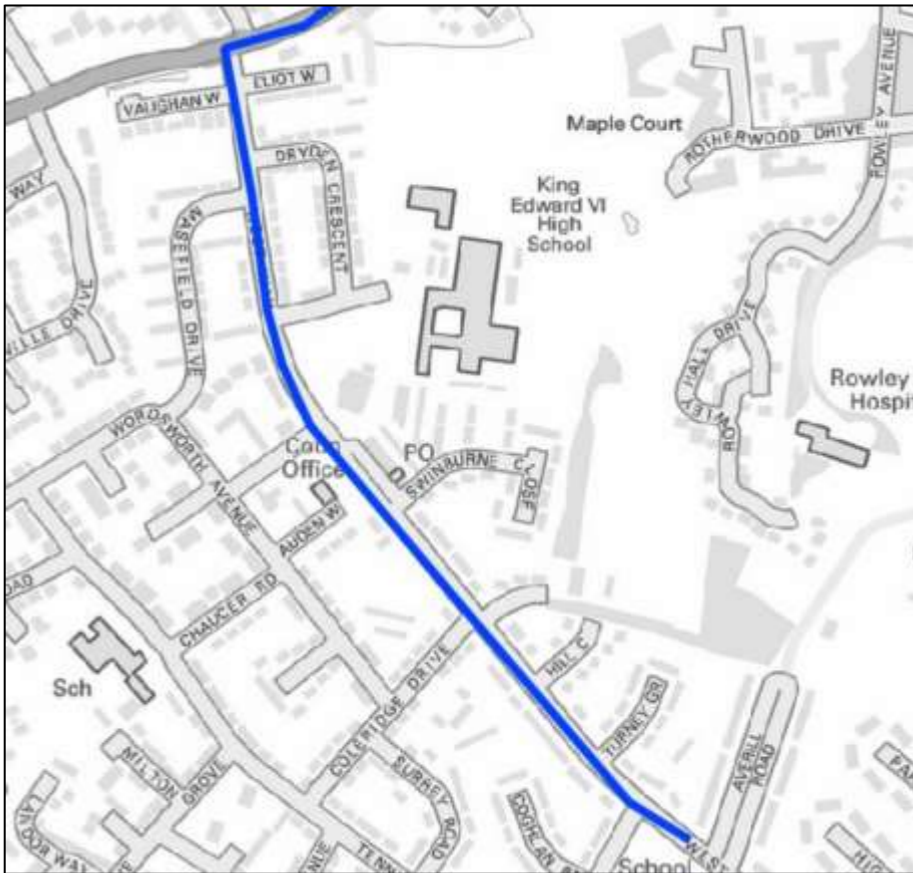
(New ramped access to rail bridge)



Railway footbridge



Wolverhampton Road towards Park Crescent

				
West Way	16	<p>From the Primary School on Westway sufficient highway verge exists along the whole length of the road to its junction with Newport Road however new shared use footway/ cycleway would be compromised in the section from the school, adjacent to Somerset Avenue, to Coleridge Drive by trees in the verge.</p> <p>Cycle route could be constructed however it would be over the area affected by tree routes.</p> <p>A cost has been given in this appraisal for providing shared use route for the whole length despite the caveats stated above and further investigation would be required to ascertain if the route were deliverable.</p> <p>This is based on the most likely user group, which is school children and that they would require a safe off-highway route.</p> <p>This route would also benefit King Edward VI High School</p> <p>(831m of new shared use footway/ cycleway)</p>		

Footbridge at the end of Siemens Road.

Local shopping area on Westway



Wide verge on Westway



Pinch point on Westway

Newport Road

17

From Westway to the new shared use facility alongside Kingsway off-road shared use facility should be provided due to the speed and volume of traffic on Newport Road. Whilst this may be achievable for the majority of this section there is a significantly constrained section between High Park and Deanshill Close.

Further design engineering study is required to ascertain what can be delivered along this corridor, however for the purposes of this audit shared use footway/ cycleway has been costed.

The pedestrian crossing adjacent to Westway will need converting to a toucan crossing.

(520m of new shared use footway/ cycleway)

(1no. toucan crossing)



Crossing to upgrade to a toucan crossing adjacent to Westway



Extent of highway width on north western side of Newport Road




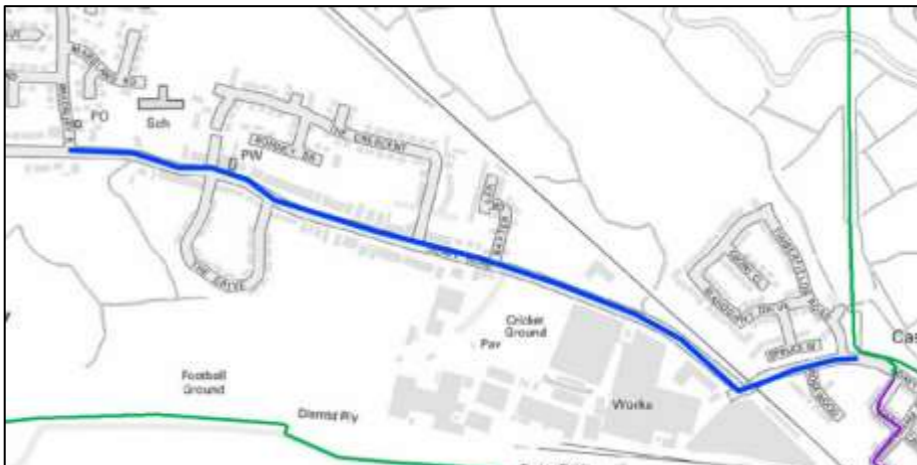




Pinchpoint of Newport Road



New shared use footway/ cycleway on Kingsway

Martin Drive	18	<p>No provision is required as adequate facility already exists in this corridor.</p>	 <p>Shared use footway/ cycleway on Martin Drive</p>	
Doxey Road	19	<p>From Timberfield Road to Bradbury Rise new shared use footway/ cycleway is required to provide connectivity from Doxey to the town centre and vice versa.</p> <p>The railway line poses a significant barrier to residents of Doxey and the only crossing in the near vicinity is the existing highway bridge, which is narrow, on a bend and with limited scope for introducing shared use footway/ cycleway.</p> <p>Shared use footway/ cycleway could be created from the railway bridge to Baxter Green, however at this location where the residential properties front onto the road the space available to provide shared use route is limited.</p> <p>At this location the signalised junction could be amended to incorporate a toucan crossing to allow Doxey in-bound cyclists to cross the road and resume their journey on carriageway.</p> <p>From this location Doxey Road has been traffic calmed and, subject to speed and volume data, centre lines could be removed to introduce advisory</p>	 <p>Doxey Road between railway bridge and Timberfield Road</p>	

cycle lanes on carriageway. At the very least an uphill cycle lane should be provided to mitigate against the difference in speed from vehicles and provide protection for cyclists.

(643m of quietway treatment)

(562m of new shared use footway/ cycleway)

(1no. new toucan crossing)



Doxey Road from the railway bridge




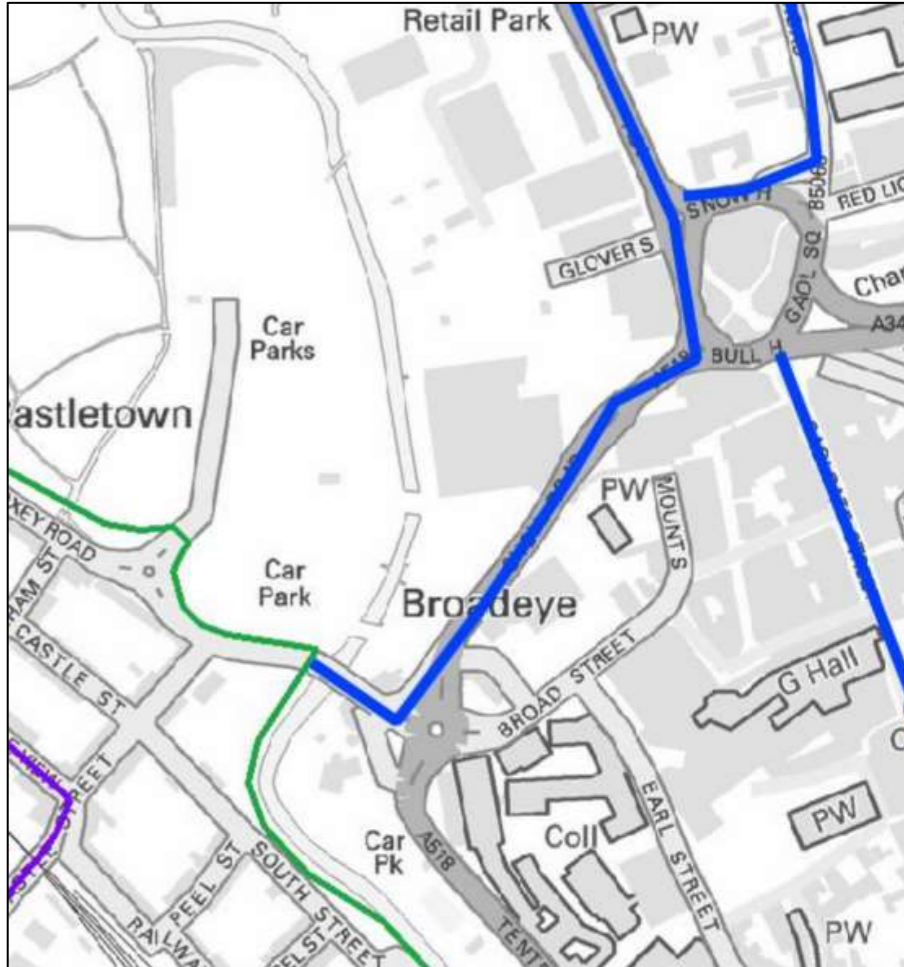

On railway bridge



Doxey Road looking towards railway bridge



Doxey Road beyond Baxter Green.

Chell Road	20	<p>Chell Road has been identified in the audit however the Stafford Western Relief Road (SWAR) will provide new off-road cycle facility that will cover this route.</p> <p>No facility is proposed on Chell Road as part of this audit as the SWAR will provide the required mitigation.</p> <p>Include details of the routes the SWAR will deliver</p>	 <p>Chell Road adjacent to Sainsbury's superstore</p>	
Stone Road/ Greyfriars/ Foregate Street	21	<p>A connection is provided from the Isabel Trail along a short length of Stone Road however it ends abruptly with cyclists having to re-join the carriageway.</p> <p>From the Isabel Trail to the roundabout with Eccleshill Road the highway width available is limited and further engineering feasibility would be required to identify if new shared use footway/ cycleway could be built in this location. An off-highway facility would be required due to the speed and volume of the traffic. This audit assumes it is possible and costs this section appropriately.</p> <p>At the roundabout a suitable bypass route could be created using old Stone Road to access Greyfriars.</p> <p>Sufficient highway width is available to introduce shared use footway/ cycleway between old Stone Road and Browning Street, however from this point</p>		

<p>North Avenue/ Young Avenue</p>	<p>22</p>	<p>Young Avenue is a residential street that has traffic calming. While it is probably busy outside the school at certain times, during school hours no facility is required to make it suitable for cycling.</p> <p>North Avenue has existing shared use footway/ cycleway plus a toucan crossing of Stone Road to cater for journeys to Sir Graham Balfour School.</p> <p>No additional facility is required.</p>	<p>Young Avenue</p>	



North Avenue



North Avenue

Astonfields Road

23

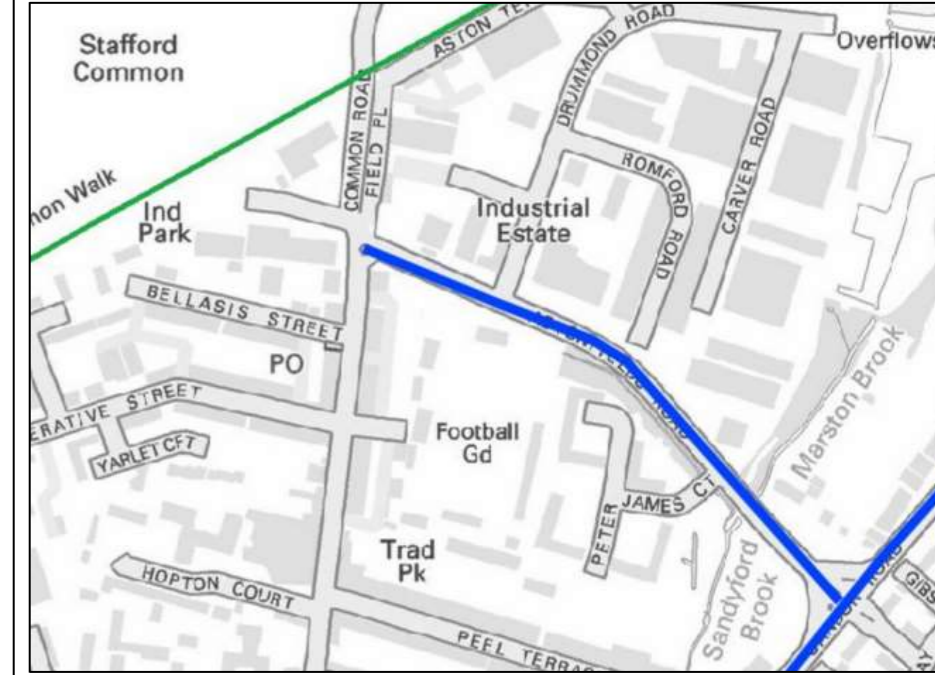
Astonefields Road has wide footways that could be converted to shared use with little infrastructure required.

It is an industrial location and new shared use route here could support journeys to work as well as providing a linking route.

(501m of footway conversion to shared use footway/ cycleway)



Astonfields Road



Sandon Road

24

From Gaol Road to Astonfields Road, Sandon Road is a narrow highway corridor with residential properties fronting it. This section is not suitable for improving to cycle route as very little could be delivered in the highway corridor here.

Beyond this point there may be sufficient width to create new footway/ cycleway however alternative options exists that could be upgraded which will provide similar functionality.

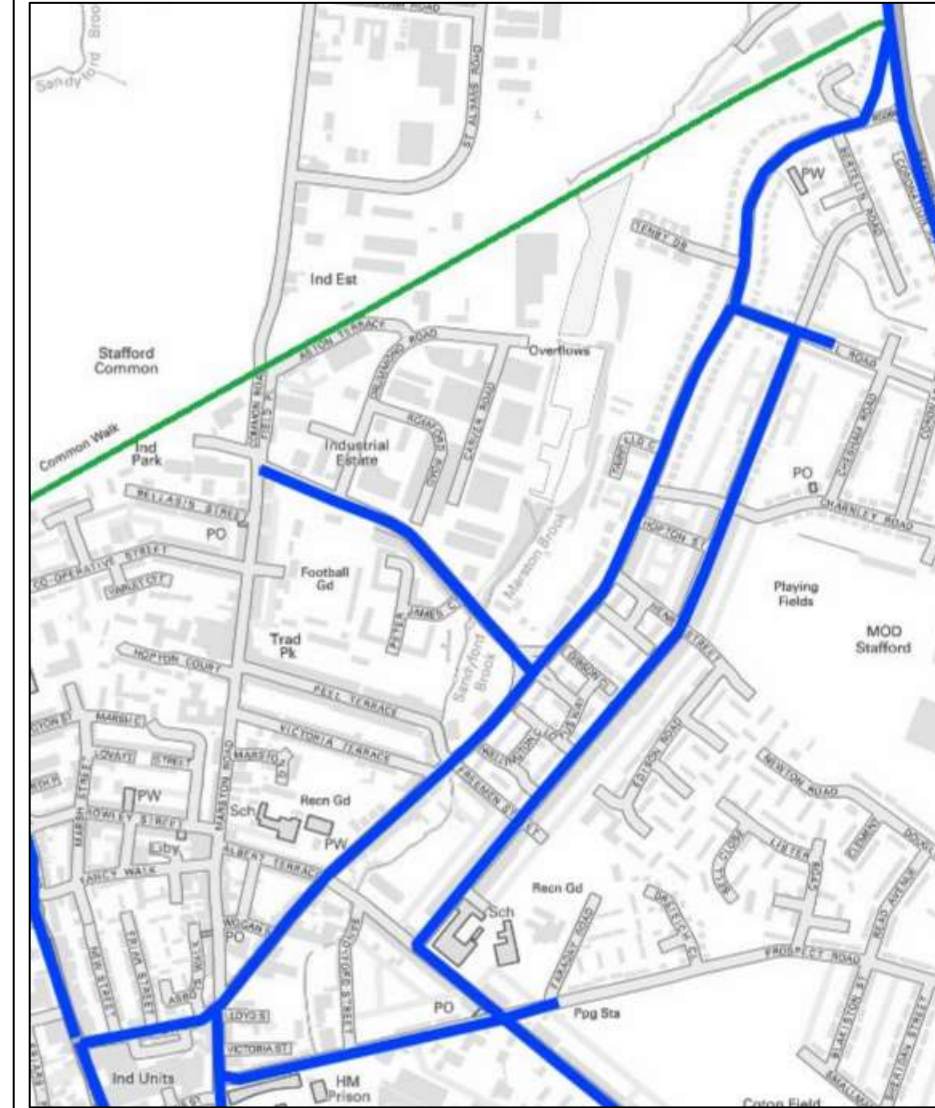
These include the parallel Oxford Gardens route linking with Crooked Bridge Road.



Sandon Road lower



Sandon Road upper



Corporation Street

25

Corporation Street is a residential street that serves as a busy cut through for motor traffic. The route is already traffic calmed however build-outs do not have any provision to give cyclists the advantage.

A better option exists parallel to Corporation Street that runs behind the housing adjacent to the allotments.

This appears to be public highway and is lit.

At the time of auditing a number of local cyclists were observed using this route in preference to Corporation Street.

Very little requires to be done to improve this route so a quietway treatment is recommended to enhance signing and route visibility. (Note the route extends all the way to Weston Road and is included in the measurement below)

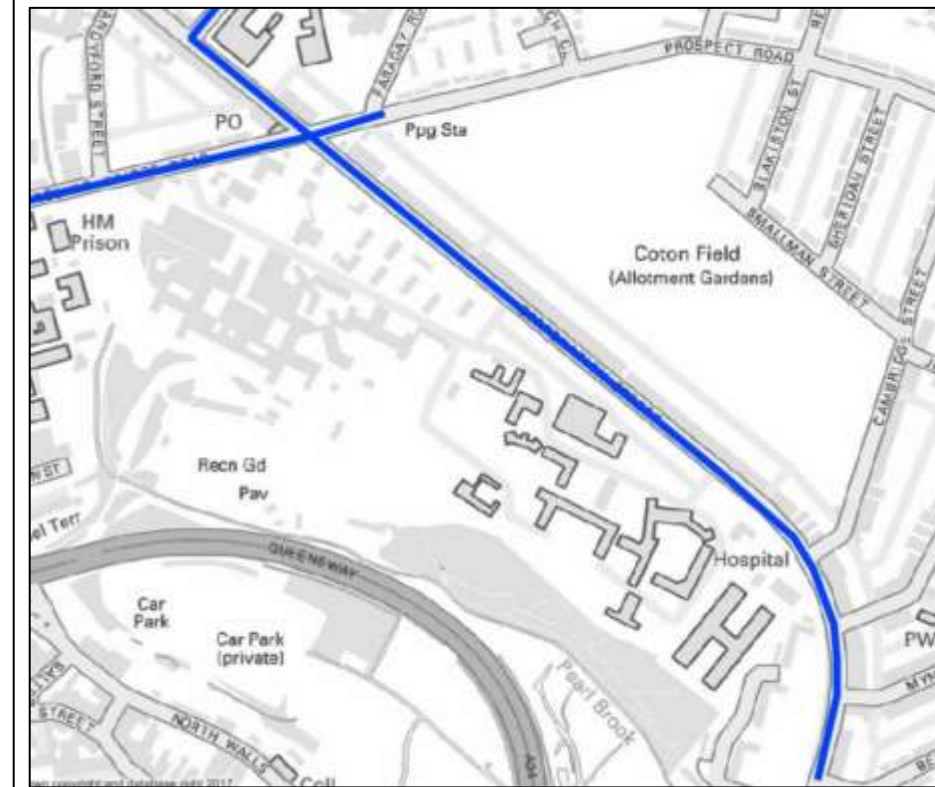
(1,000m of quietway treatment)



Corporation Street



Corporation Street





Parallel route to Corporation Street



Parallel route to Corporation Street

Crooked Bridge Road

26

A road that has two distinct characters. The first is adjacent to the prison and the second is more residential on approach to Corporation Street.

Insufficient footway width exists to provide shared use footway/ cycleway and the road serves as a busy cut through with some HGV movements in evidence.

There are no alternative options to provide connectivity due to the prison and data analysis has identified this route due to the school.

A quietway treatment to identify the route to motorists and some traffic calming to reduce speed would be the suggested options.

(451m of quietway treatment)

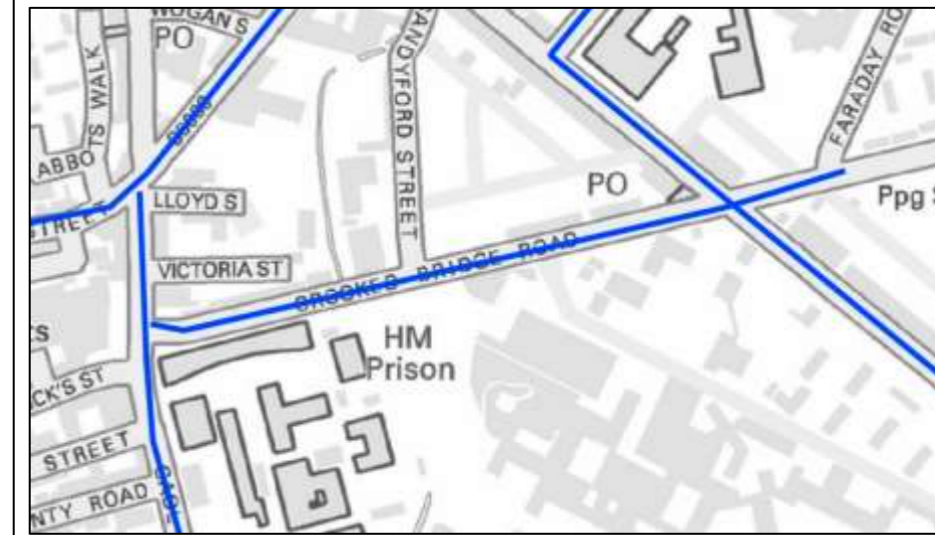
(451m of traffic calming)



Crooked Bridge Road



Crooked Bridge Road



Bertelin Road/
Oxford Gardens

27

Quiet residential roads that provide an alternative to the busy Sandon Road.

A quietway treatment would advertise a cycle route along the road.

(1,300m of quietway treatment)



Oxford Gardens



Oxford Gardens

