

# Staffordshire County Council LCWIP – Tamworth Cycle Audit

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November 2019



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1. Coton Lane
2. Comberford Road
3. Ashby Road
4. Upper Gungate to Offa Drive
5. Offadrive
6. Bolebridge Street
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24. Aldergate
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26. Kettlebrook Road
27. Silver Link Road
28. Off-road route – Silver Link Road to Fossdale Road

# 1 Route Audit

Location / Section to	Location reference number	Comments and recommendations	Photographs				
Coton Lane	1	<p>Coton Lane has an excellent cycle route along this busy 40mph road. However, it ends at the first junction with Fontenaye Road. Minor re-lining works required to improve legibility.</p> <p>In this vicinity there is also a signalised pedestrian crossing associated with new housing that should have been constructed as a toucan crossing with linking shared use footway/ cycleway into the development.</p> <p>The GIS appraisal shows a requirement for route along Coton Lane to the second junction with Fontenaye Road however the Route Selection Tool should be used to assess whether this is required over and above the residential highway network within the residential area.</p> <p>A short section of footway can be converted to shared use footway/ cycleway to link a quiet service road with segregated cycle route on Coton Lane and a crossing of Comberford Road to the Rawlett School.</p> <p>Masefield Road continues as a quiet residential road to provide connection to the north.</p> <p>(New shared use shared use footway/ cycleway alongside Coton Lane to link new housing to existing network – 100m)</p> <p>(1no. - Toucan crossing upgrade)</p>		<p>Existing cycle route on Coton Lane</p>			<p>New pedestrian crossing with no cycle provision.</p>





Looking towards Comberford Road



From Clifton Avenue along service road adjacent to Comberford road

Comberford Road

2

A busy A-class road with wide verges and sufficient space to construct new shared use footway/ cycleway.

The western footway offers more opportunity and also will benefit greater numbers of residential properties in the Dryden Road area.

A new toucan crossing would be required to access the existing cycleway.

(1 new toucan crossing)

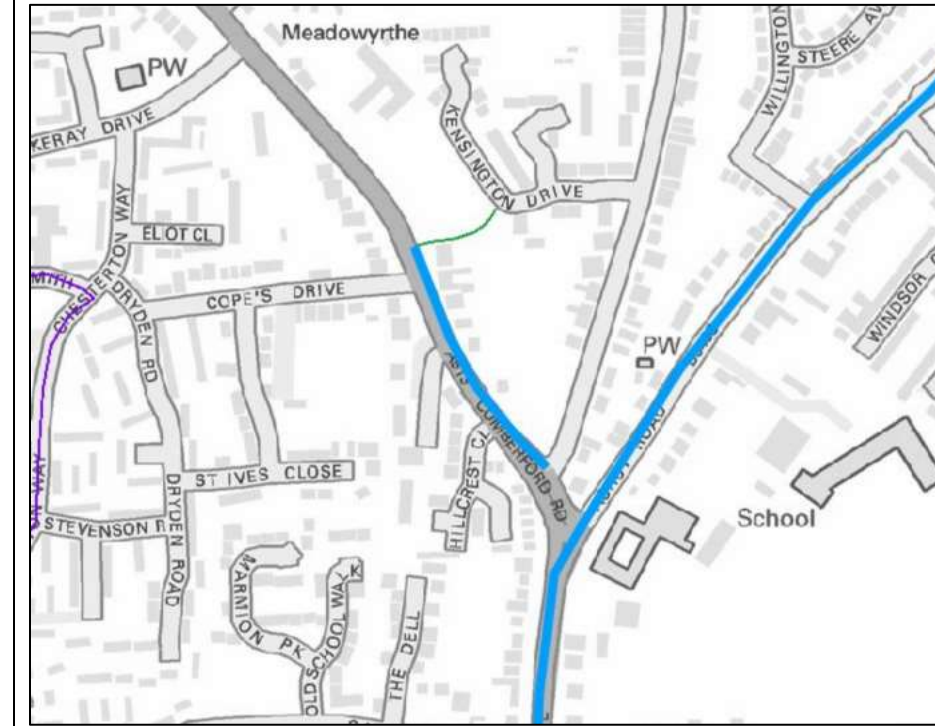
(180m of new shared use footway/ cycleway)





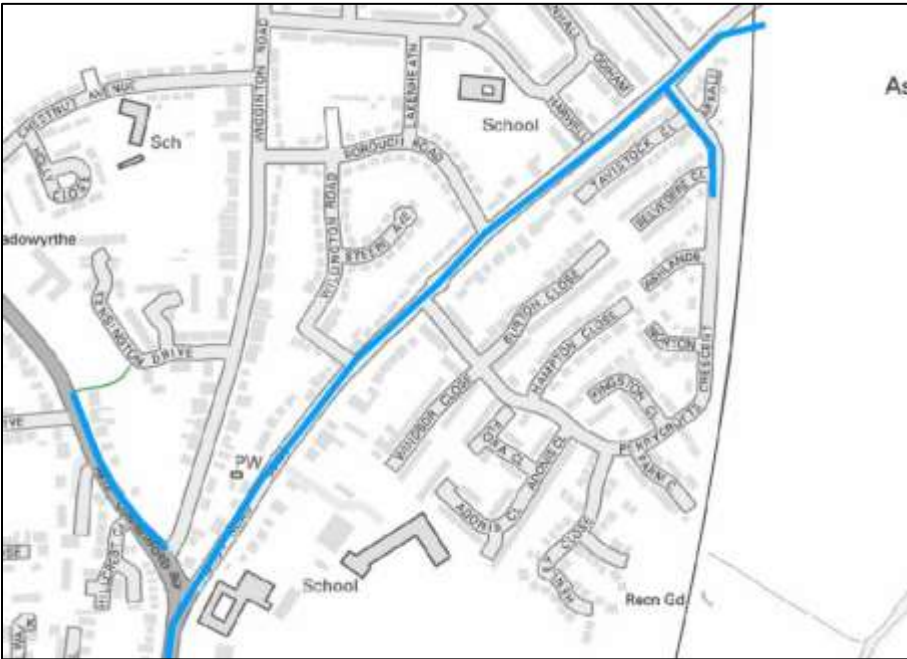
Link from Comberford Road to existing cycle route



Comberford Road looking north





Ashby Road	3	<p>Ashby Road is a B-class road that has reasonably high traffic flows. It has wide verges and shared use footway/ cycleway should be possible for the entirety of its length. Further design feasibility study will be required to assess the potential of this route.</p> <p>A new pedestrian/ cycle bridge has been constructed over the railway line at the north of Ashby Road to allow access to the new housing developments.</p> <p>Due to the length of Ashby Road a toucan crossing should be considered at its mid-point to assist crossing from adjacent residential areas.</p> <p>(1no new toucan crossing)</p> <p>(890m of new shared use footway/ cycleway)</p>	 <p>Ashby Road looking north</p>  <p>New pedestrian/ cycleway bridge over railway line to give access to new housing</p>	
Upper Gungate to Offadrive	4	<p>The eastern footway of Upper Gungate is constrained in width and would require significant widening to provide cycle route. Whilst fairly narrow it provides adequate connectivity for pedestrians.</p> <p>Solution would be to provide connection from Offadrive to the western footway of Upper Gungate and link to Salter's Lane and beyond to the crossing of Upper Gungate outside the college.</p> <p>Whilst this is not the optimal solution it does have advantages in that the north south route can be connected to the town centre utilising less crossings and avoidance of the</p>		

garage and retail entrance. It does however require additional crossings of the gyratory.

Further design feasibility study should be undertaken here of this complicated but crucial missing section of the network.

For the purposes of this report an allowance has been made for new shared use footway/ cycleway for the entirety of the route with an associated toucan crossing.

(Also see document Tamworth Routes Audit – Walking and Cycling Routes – Sustrans – December 2015)

(370m – new shared use footway/ cycleway)

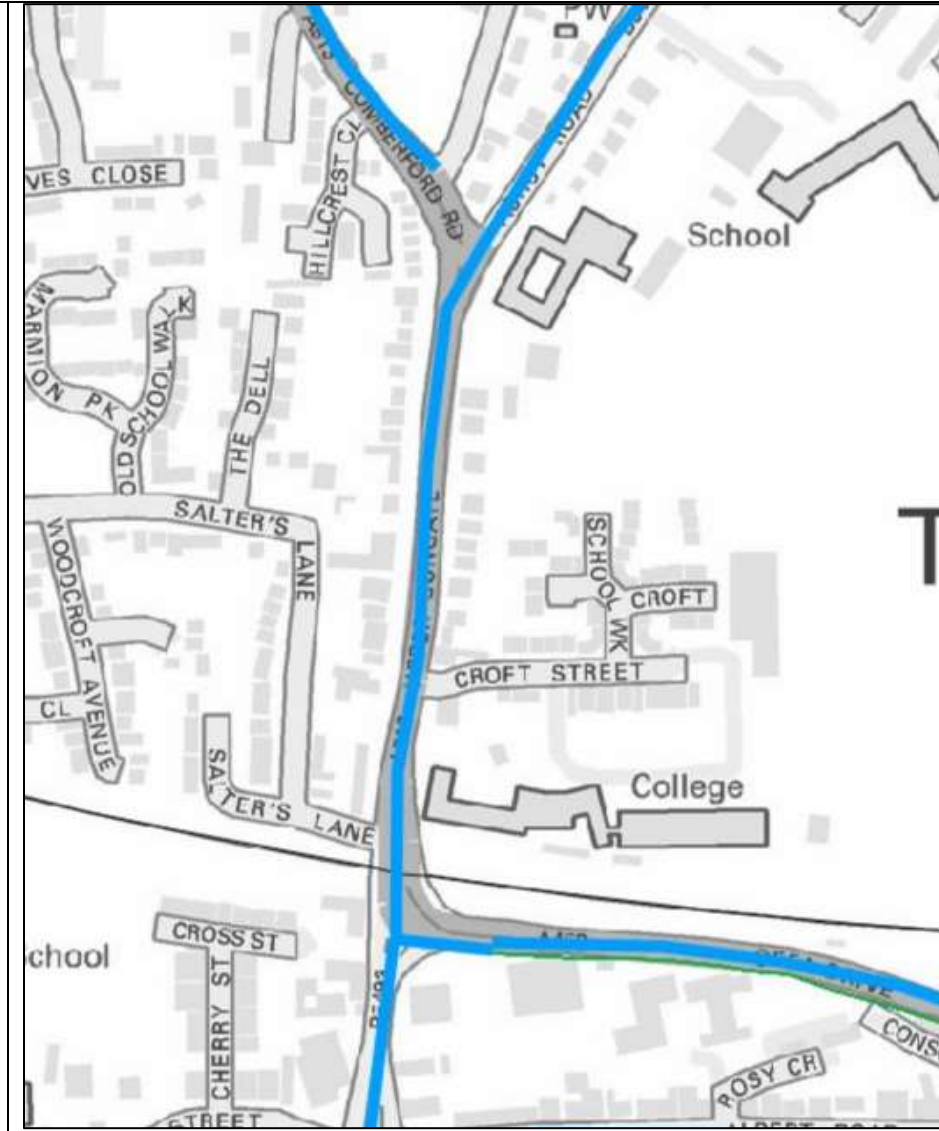
1no new toucan crossing)



Termination of cycle provision on Upper Gungate south of college



Footway provision and highway space available.







Looking south adjacent to college entrance.



Levels difference constraint.



Offadrive

5

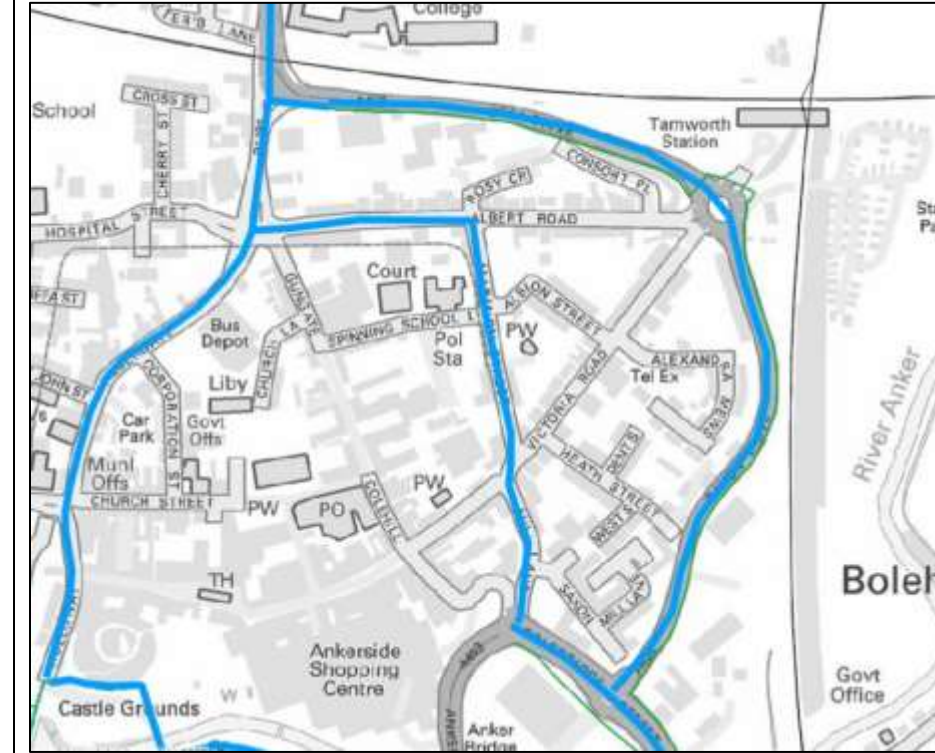
Offa Drive provides good quality off-road cycleway for its length and only requires an element of maintenance and signage to improve it for all users.  
(1000m of maintenance)



Cycle route adjacent to station entrance



Cycle route alongside Offadrive





Bolebridge Street

6

Bolebridge Street is well connected with Offdrive and the existing network of routes that run in greenspace adjacent to the Snow Dome.

Segregated off-highway cycle provision is provided alongside Bolebridge Street that only requires minimal maintenance and signing to bring it to a high standard.

An existing toucan crossing allows access to the network of off-highway routes.

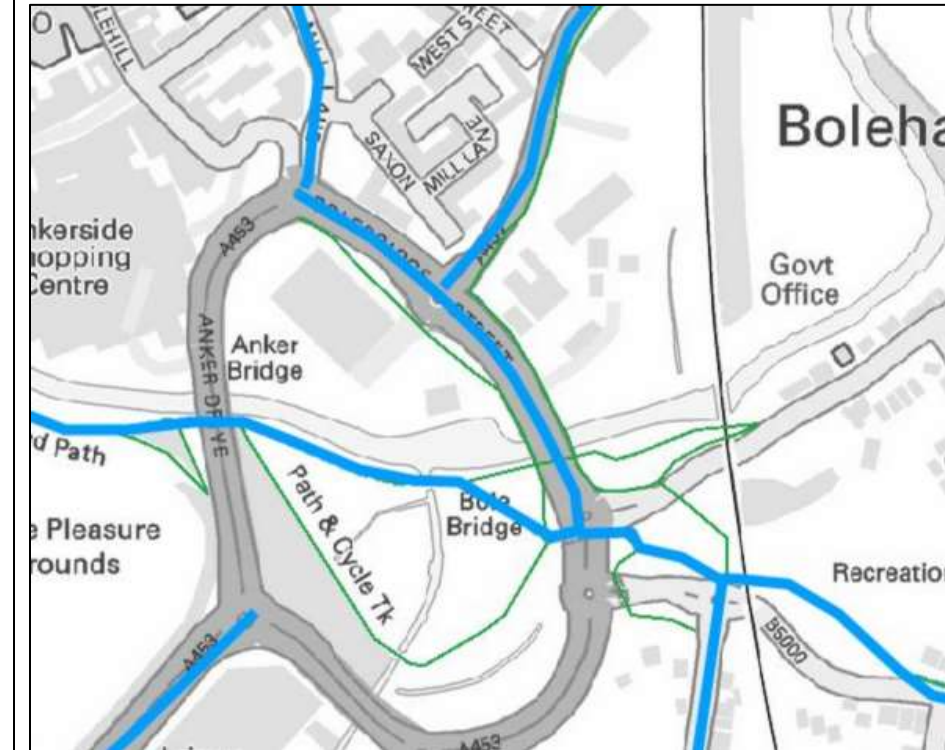
(171m of maintenance)



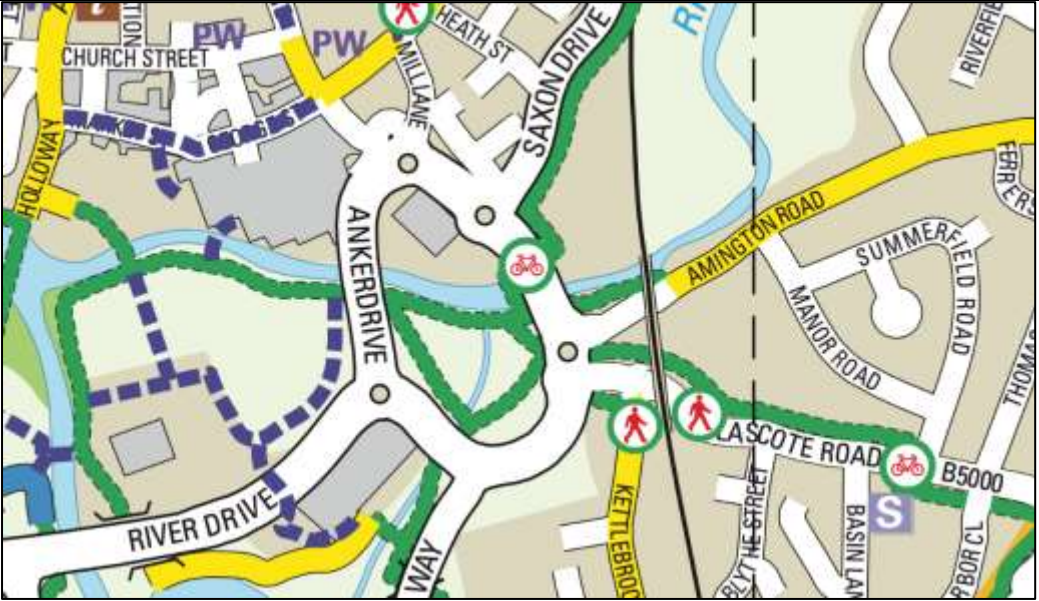


Toucan crossing adjacent to Lidl on Bolebridge Street



Aerial view of Bolebridge Street and existing cycle routes





			 <p>Extract of cycle map showing Bolebridge Street to the centre and network of off-road cycle routes</p>	
<p>Glascote Road</p>	<p>7</p>	<p>A well-lit and well used underpass of Anker Drive allows access from the network of routes around the Snow Dome.</p> <p>Existing cycle route then continues east on Glascote Road only to stop adjacent to Blythe Avenue where the gradient increases and the footway narrows to a pinch point of 2.3m.</p> <p>Segregated cycleway than continues uphill with a toucan crossing over Glascote Road allowing the route to continue up hill to the Coventry Canal.</p> <p>New shared use footway/ cycleway should be provided through the pinch point, with appropriate signage, to allow cyclists to continue on the footway. A number of cyclists used the footway in preference to the busy road at the time of audit.</p> <p>The route then stops at the Coventry Canal however sufficient verge is available after the canal to allow new shared use footway cycleway to be constructed.</p> <p>Shortly after the Coventry Canal Bridge there is an excellent link route, which is lit, that drops</p>	 <p>Underpass at Anker Drive</p>	



down to existing spine route through Kettlebrook Park.

After Abbey Road, Glascote road remains a narrow and busy highway corridor with numerous driveways crossing the footway. New shared use footway/ cycleway could not be provided in this location due to width constraints and on-highway provision is not recommended due to traffic speed and volume.

After Marlborough Way Glascote Road turns into a 40mph limit dual carriageway.

This audit does not recommend any provision alongside Glascote Road from Abbey Road east but instead recommends linking with the existing off-road spine cycle track that links the residential areas of Kettlebrook Park, Glascote Heath and Stoneydelph. These routes require maintenance and an allowance has been indicated.

The Route Selection Tool should be run for the Stoneydelph Spine route and the existing highway corridor.

(Also see document Tamworth Routes Audit – Walking and Cycling Routes – Sustrans – December 2015)

(116m of new shared use footway/ cycleway – Blythe Stree to Basin Lane section)

(77m of new shared use footway/ cycleway – Coventry Canal to Kettlebrook Park link)

(3660m of maintenance)



End of cycle route adjacent to Blythe Street on Glascote Road



Looking south on Glascote Road from end of segregated cycle route





Missing gap in cycle route over the Coventry Canal



Missing link form Coventry Canal Bridge to Abbey Road





Existing high-quality cycle route in Kettlebrook Park



Glascote Road from Abbey Road to Marlborough Way



Glascoate Road from Malborough way east



Extract from cycle map showing alternative route.



Tamworth Road

8

At this location Tamworth Road is a narrow highway corridor with tight building lines.

It would be difficult to improve cycle facility in this corridor to provide off-road route however further traffic calming may be advantageous.

Given the proximity of the Coventry Canal running parallel to Tamworth Road, and that access points are available on Bracklesham Way and from Tamworth Road itself adjacent to Florendine Street, no intervention is recommended here.

To improve access from Florendine Street and Route Audit Section 9 the existing crossing of Tamworth Road at Florendine Street should be upgraded to a toucan crossing with a short section of linking new shared use footway/ cycleway as this provides an important link over the canal from residential properties to the north to the primary and secondary schools south of Tamworth Road.

(40m of new shared use footway/ cycleway)

(1no. toucan crossing upgrade)



Tamworth Road looking west



Tamworth Road looking east





Canal bridge from Florendine Street



Coventry Canal running parallel to Tamworth Road



Florendine Street/  
Woodland Road

9

Florendine Street and Highfield Avenue lead on to existing off-road cycle provision that links to further cycle provision alongside Woodland Road.

This provides an important link to the primary and secondary schools from the residential areas north of Tamworth Road.

Florendine Street has limited width and is already traffic calmed, it is also expected to be busy at school drop off times.

A quietway treatment is recommended in this location.

The segregated cycle route adjacent to Woodland Road provides an important link to Landau Forte Academy, however it is showing signs of wear to the segregation lining.

Suggest removal of segregation and allow shared use, which will be more appropriate during busy school times.

At the crossing of Woodland Road adjacent to Cornel there is confusing cycle signage relating to the pelican crossing.

Multiple types of conflicting tactile paving, which could be confusing to the visually impaired.

(290m of quietway treatment)

(570m of maintenance)



Florendine Street from junction with Tamworth Road



Worn segregated cycle track on Woodland Road







Worn segregated cycle track on Woodland Road



Crossing of Woodland Road adjacent to Cornel



Woodland Road (south)

10

The is a clear desire line in the wider verge adjacent to Woodland Road from Abelia north to access the existing route that runs east/west through Clemetis and also north/south giving links to the Landau Fort Academy.

Given that no provision exists here it is suggested that this route is important to residents of Abelia.

New shared use footway/ cycleway should be constructed in the wide highway verge.

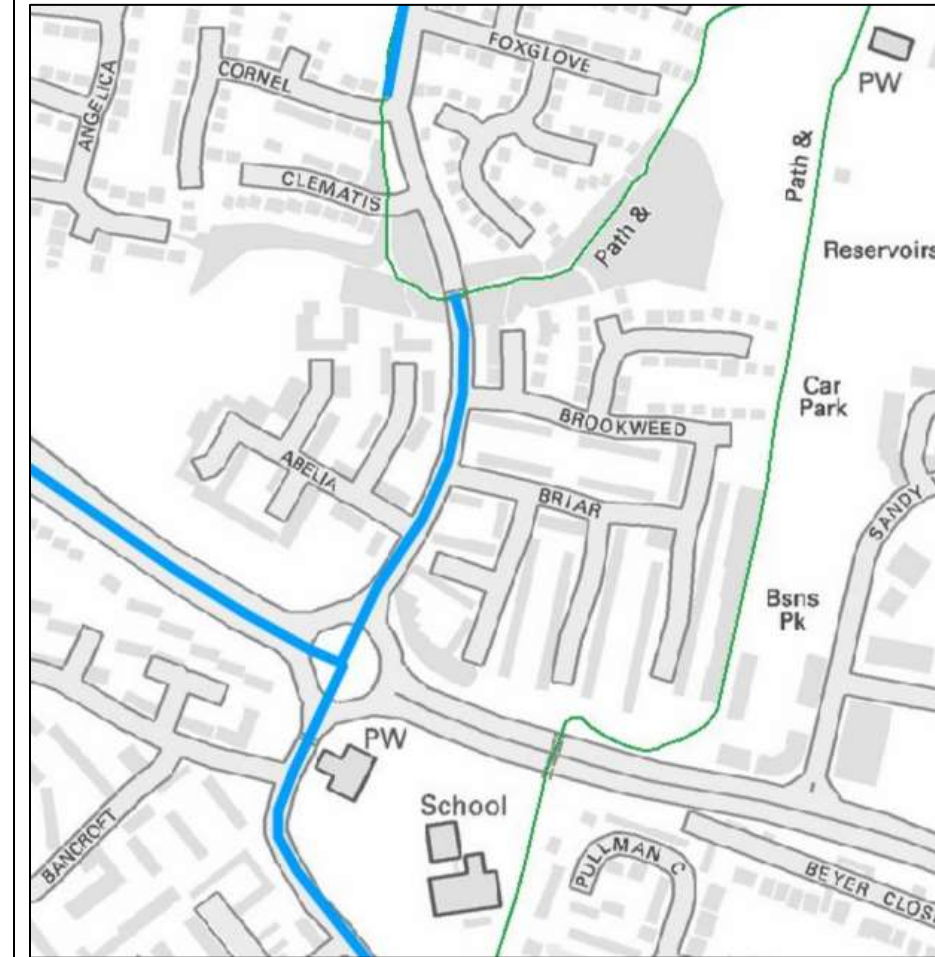
(180m of new shared use footway/ cycleway)



End of footway adjacent to Woodland Road north of Abelia at bus stop.



Access from Woodland Road to existing underpass and segregated cycleway.





Mercian Way/  
Eagle Drive

11

Relatively new shared use footway/ cycleway provision has been constructed alongside Mercian Way from new housing development to link with a new toucan crossing at Eagle Drive, which benefits both the new housing and access from Eagle Drive.

This allows access to the network of off-road routes that run through Amington and access both schools and community facilities.

No facility exists south of this point on Mercian Way and there is little in the way of a desire line showing except for a short section immediately south that possibly links into the Sandy Lane employment zone.

Further analysis is recommended at this location as the benefit of a route here is not clear given the adjacent off-road provision which does provide access to all locations.

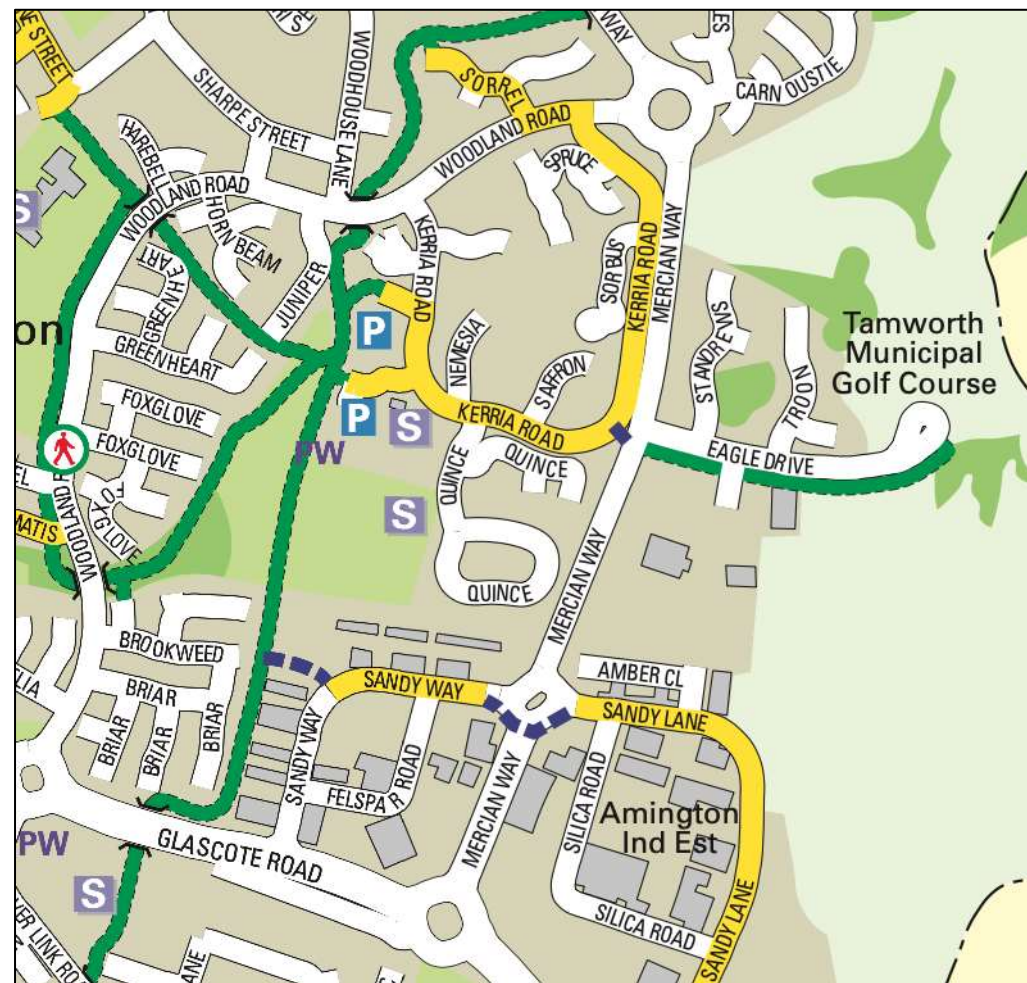
It is recommended that the Route Selection Tool is used to identify the best option.

An allocation is identified to provide new off-road cycleway footway adjacent to Mercian Way from the toucan crossing to Glascote Road should that be identified as a requirement.

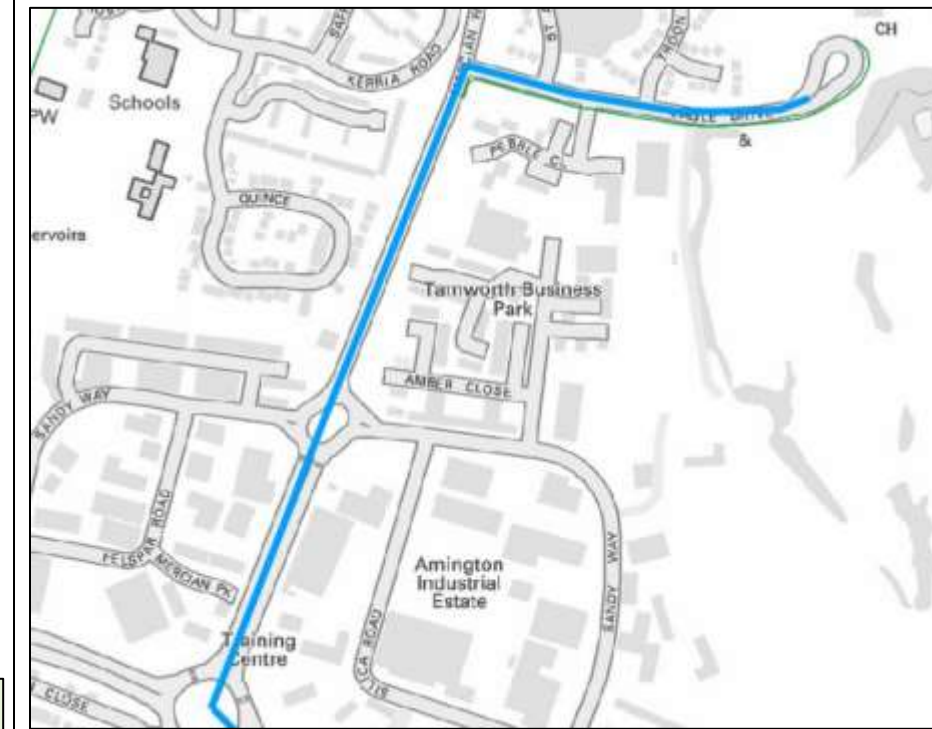
(694m of new shared use footway/ cycleway)



Mercian Way toucan crossing



Alternative routes parallel to Mercian Way





Tamworth Road

12

Key missing link on Tamworth Road that would enable access to Amington Road Industrial Estate from Stoneydelph.

Note: the walk cycle map incorrectly identifies this as Glascote Road.

Sufficient highway verge appears available to widen to shared use and provide this key missing link.

Undertake design feasibility to identify solution.

(610m of new shared use footway/ cycleway)



Tamworth Road



Tamworth Road











Underpass under Pennine Way



Route alongside Chiltern Road

Pennine Way

14

There is sufficient highway space to create shared use footway/ cycleway from Malham Road east however west of this point to the existing crossing with Fossdale Road the levels make it more difficult to deliver the width required.

There are alternative options that already exist for cyclists and these are off-road and do not present a significant detour.

No alternative provision is suggested in the is location and the existing is fit for purpose.






Looking east along Pennine Way from Malham Road



Looking west along Pennine Way from Malham Road



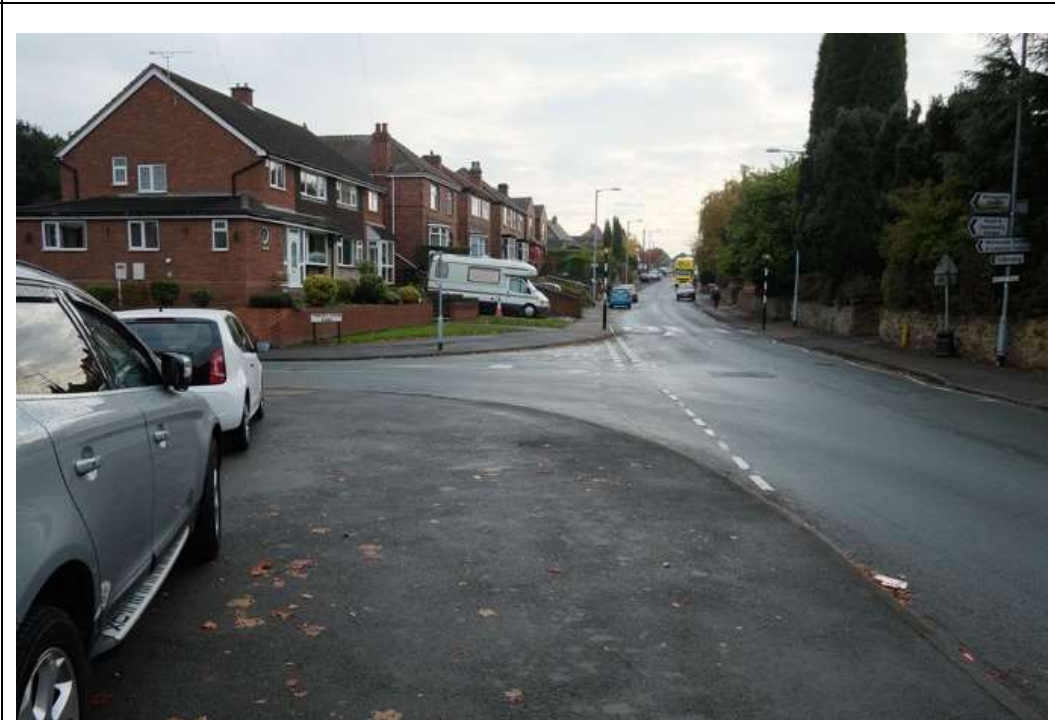



				
Watling Street	15	<p>The nature of journeys along Watling Street requires further study as there are alternative residential streets that connect with Hockley Road and link into Wilnecote Schools (Shelton Street/ Smithy Lane/ Tinkers Green Road).</p> <p>The major trip generators in this location are the school and all other main journeys are likely to be into the town centre on a north/ south alignment that is well catered for with off-road cycle routes.</p> <p>Watling Street is unsuitable for on-road cycling and narrow building lines and carriageway make it unlikely that off-road shared use footway/ cycleway can be accommodated in this corridor.</p> <p>Further study of alternative routes is required along with use of the Route Selection Tool.</p>	 <p>Watling Street adjacent to Paddock Close</p>	



				
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Existing crossing on Watling Street at Kimberley

<p>Hockley Road/ Tinker's Green Road</p>	<p>16</p>	<p>To provide a route connection shared use route and a crossing are required on Hockley Road.</p> <p>Highway verge is wide however significant street furniture is located within it, lighting columns, telegraph poles, etc.</p> <p>The optimum solution would be shared use on the eastern side with a crossing to allow access into the quiet road network at Sycamore.</p> <p>Further investigation of the potential options is required however an allowance has been made for new shared use footway/ cycleway and a toucan crossing.</p> <p>This element forms a complete linking package of measures with improvement to Tinker's Green Road.</p> <p>Tinker's Green Road provides the link from this residential area over Hockley Road and on to Wilnecote.</p> <p>Whilst this road is traffic calmed speeds still seem relatively high. The route is marked on the walking and cycling map as an advisory route.</p>		
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Hockley Road at Tinker's Green Road



Consider further on road measures to provide cycle lanes or a quietway treatment.

The eastern section of the road does not appear to have a parking issues with the majority of housing having drives however closer to Hockley Road parking becomes a concern.

The footways at the Hockley Road end appear wide enough to convert to shared use and this would provide onward connectivity with a potential crossing of Hockley Road.

Further investigation required to understand what route can be constructed here. An allowance has been made for shared use route from Brookside way.

(155m of new shared use footway/ cycleway – Hockley Road)

(1 no new toucan crossing)

(293m of new shared use footway/ cycleway – Tinker's Green Road)



Hockley Road looking north at Tinker's Green Road



Hockley Road looking south from Sycamore


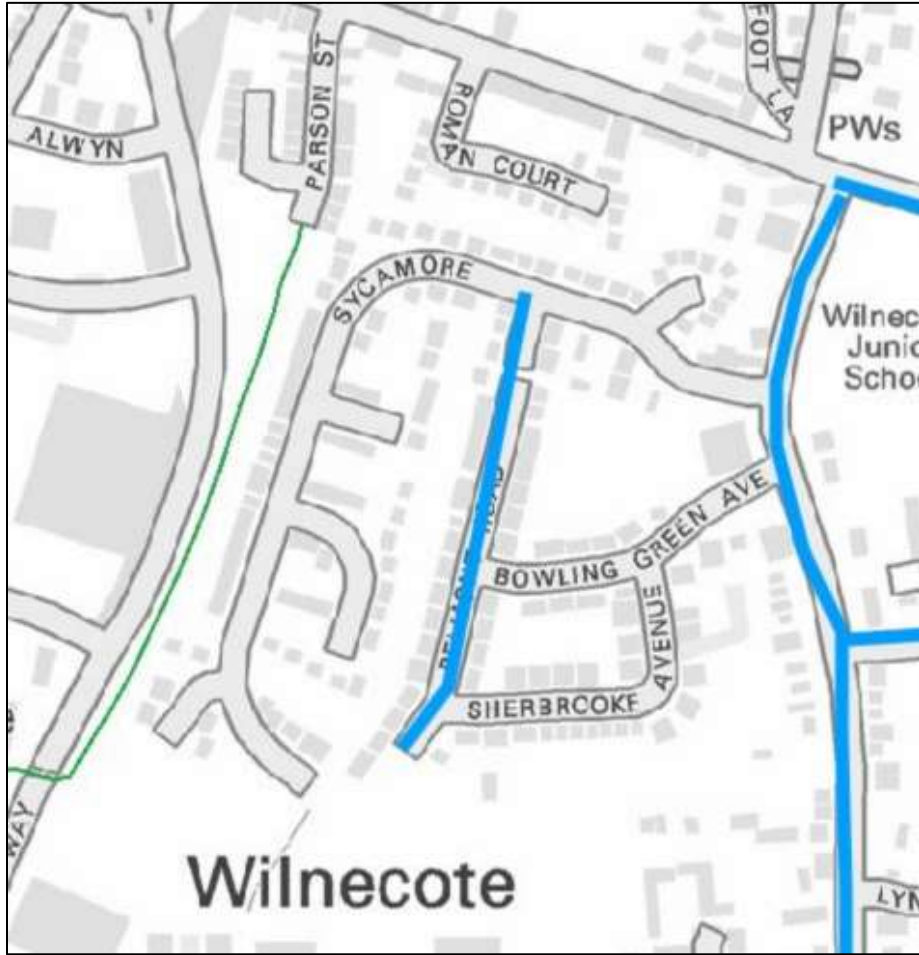




Tinker's Green Road



Tinker's Green Road



Belmont Road	17	<p>Belmont Road is a short length of quiet residential road that links with existing cycle route at Town Wall but has no connectivity to the north and Sycamore.</p> <p>No intervention is proposed in this location.</p>	 <p>Belmont Road</p>	
Wilnecote Lane/ Bird's Bush Road	18	<p>An excellent network of routes exists that provide an alternative option to upgrading to shared use on Wilnecote Lane and Bird's Bush Road.</p> <p>A lit and surfaced segregated cycle path runs from an underpass at Marlborough Way to Bird's Bush Road that serves the same function. Bird's Bush Road is a wide residential road that could be improved in the verges to provide shared use footway/ cycleway however this would duplicate the existing facility that would only require maintenance to bring it to a very good standard.</p> <p>This route extends to the point of the GIS analysed route on Bird's Bush Road; however it does not provide direct access to Belgrave High School and that is assumed to be the reason the route has been identified.</p> <p>There would be benefit in providing shared use footway/</p>	 <p>Wilnecote Lane looking south</p>	

cycleway from where the route intersects with Bird's Bush Road to the school.

The remainder of this area is well catered for with off-highway cycle routes including the connectivity required over the A5 to access Staffordshire College.

(190m on new shared use footway/ cycleway)



Bird's Bush Road adjacent to Belgrave High School



Cycle route parallel to Wilnecote Lane





Cycle route adjacent to Marlborough Way



Underpass of Marlborough Way





Cycleway adjacent to Belgrave Lake

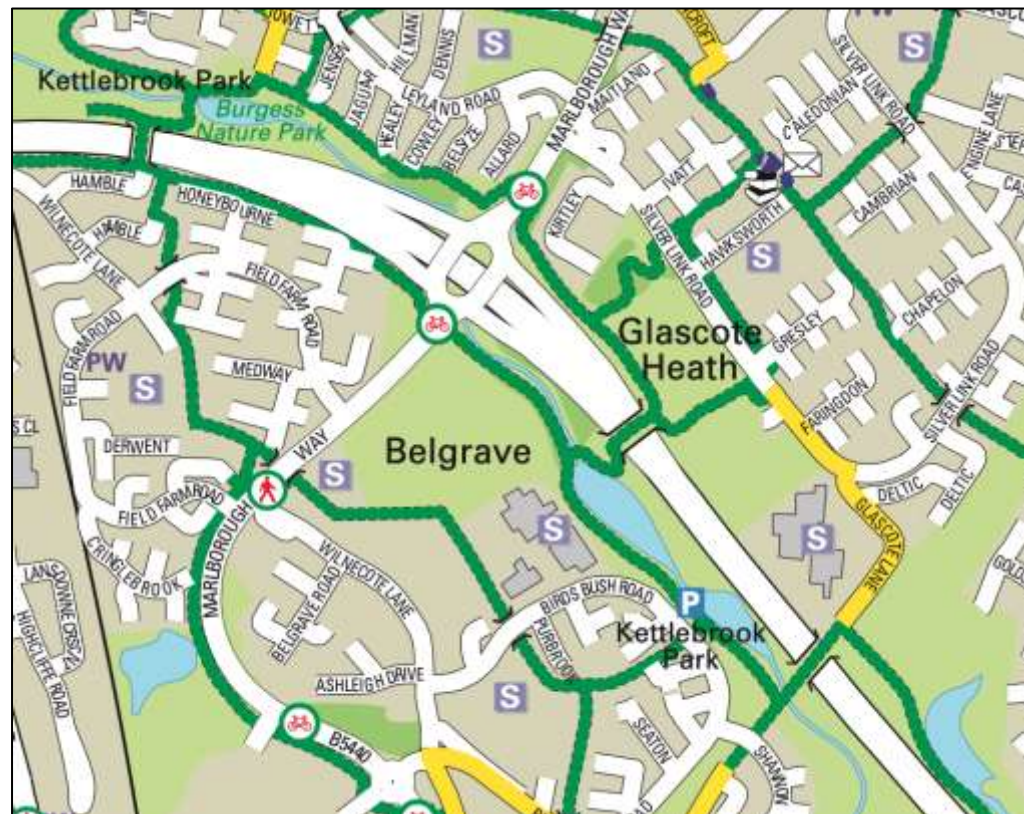


Cycleway to greenspace adjacent to Belgrave School





Cycleway over A5 to South Staffordshire College



Cycle network plan around Wilnecote Lane and Bird's Bush Road.



Tamworth Road

19

Tamworth Road is narrow and busy as it approaches Watling Street and has little opportunity for improvement with narrow footways.

As the road levels out there is a pedestrian crossing that serves Two Gates Primary School and a parallel residential service road to avoid Tamworth Road.

Those making school journeys from the north are catered for with the service road and new toucan crossing at Peeler's Way, which gives linkage with the off-road cycle routes around and across Peeler's Way into Tamworth.

For cyclists wishing to access Watling Street south the quiet residential street of Highcliffe Road provides the connectivity as it has an access at the end onto Watling Street.

Little is required that could improve this route beyond signage, so a quietway treatment is recommended to achieve that.

(710m of quietway treatment)



Tamworth Road looking from Watling Street junction



Looking towards Watling Street from Tamworth Road





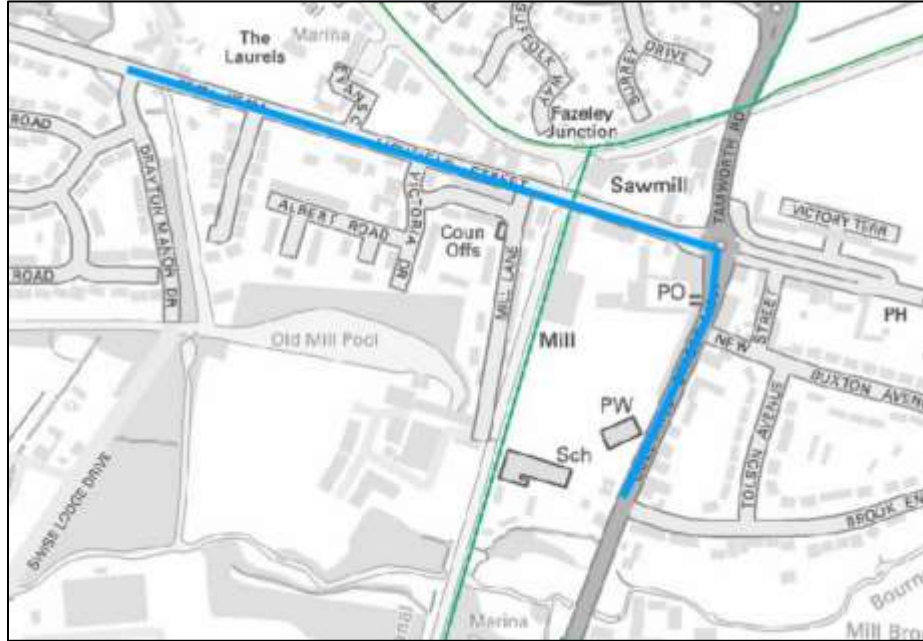




Residential service road adjacent to Tamworth Road



New toucan crossing at Peeler's Way

				
Lichfield Street/ Coleshill Street	20	<p>A connection is required from the quiet residential streets of Fallow Road past Victoria Road and through to Coleshill Street.</p> <p>Due to the volume of vehicles along Lichfield Street this would preferably be shared use off-highway cycle route however this will be difficult to achieve in this location due to restricted highway width and the canal bridge.</p> <p>Further design feasibility is required to understand if this can be delivered however for the purpose of this audit new shared use cycleway/ footway has been costed.</p> <p>As has a toucan crossing of Tamworth Road to replace the existing zebra crossings adjacent to the war memorial.</p> <p>No provision is required for the section identified on Coleshill Street as existing toucan crossings and route are already provided and signed along the New Street to then link with existing shared use footway/ cycleway.</p> <p>(594m of new shared use footway/ cycleway)</p> <p>(1no. new toucan crossing)</p>		

Highcliffe Road

Lichfield Street from Victoria Street

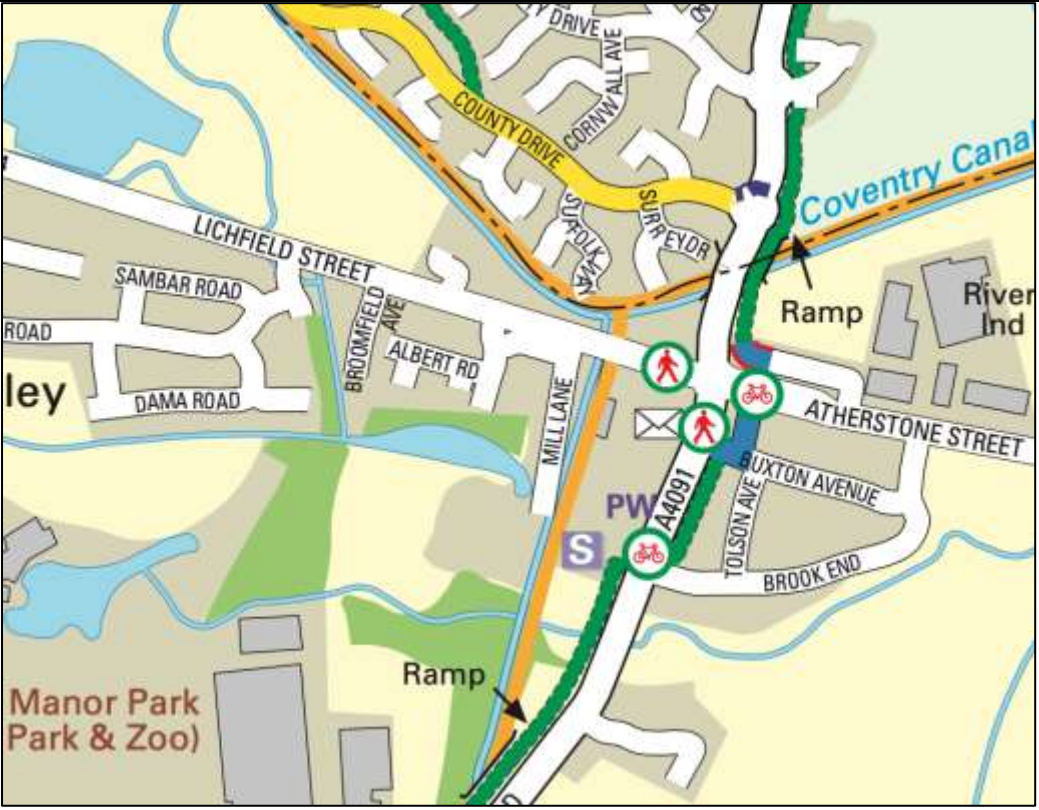





Lichfield Street looking west over canal bridge



Alternative signed route along New Street.

				
<p>Fazeley Road/ River Drive</p>	<p>21</p>	<p>Fazeley Road has segregated cycle route for the whole length identified in the GIS analysis, furthermore the off-highway cycle route extends fully to Watling Street and on to Drayton Manor Park and Zoo.</p> <p>The route also has full connectivity into and around Ventura Retail Park.</p> <p>The analysis identifies River Drive however there are far better alternative routes already in place that provide the same connectivity as River Drive and on a similar alignment.</p> <p>All of these routes would benefit from minor maintenance improvements and an allowance has been made for that in this audit.</p> <p>The Route Selection Tool could be used to identify if the costs of providing new shared use footway/ cycleway along River Drive is advantageous when balanced against the existing network.</p>		

Alternative signed route on New Street and associated toucan crossings

Fazeley Road looking towards River Drive



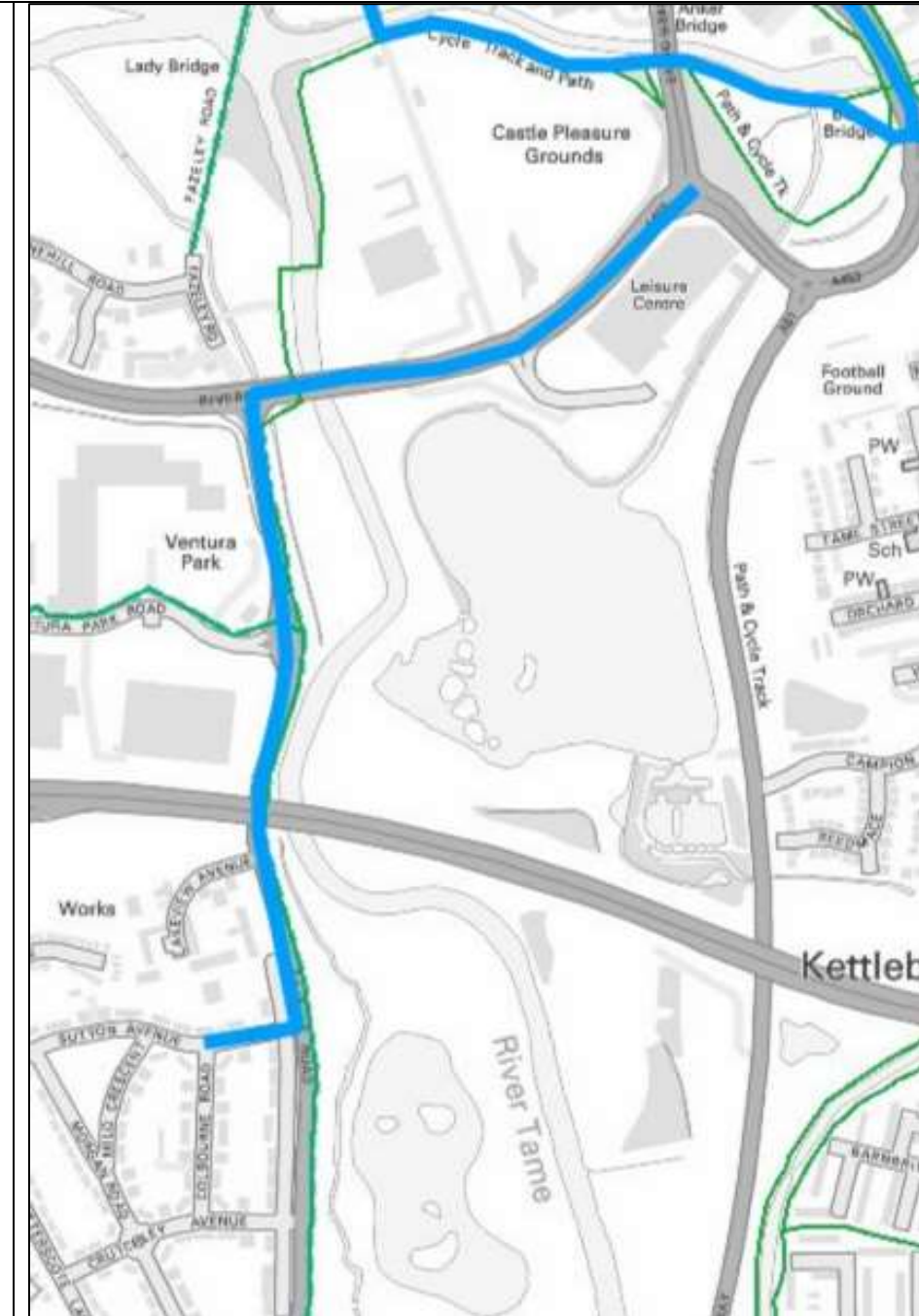
(676m of maintenance –  
Fazeley Road)



Fazeley Road looking towards toucan crossing into Ventura Park

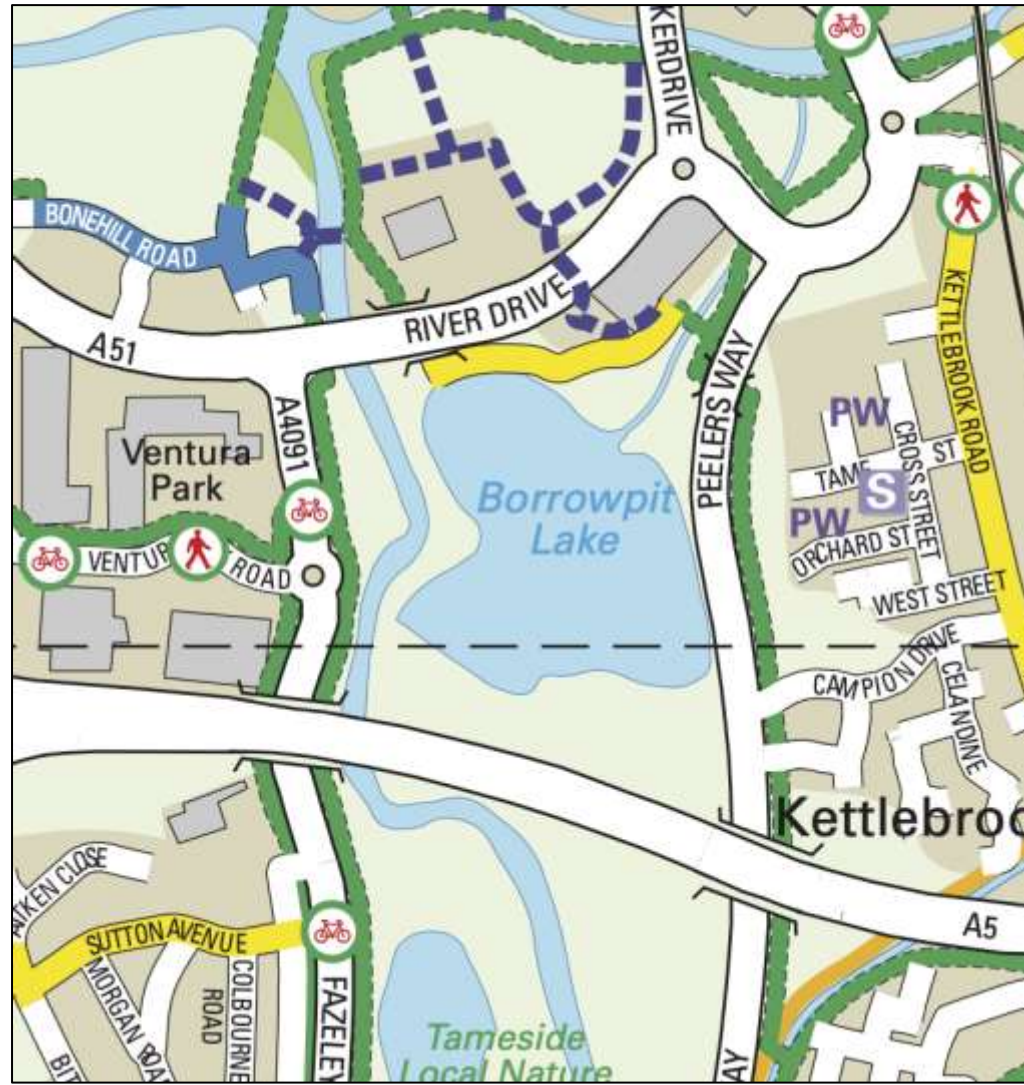


Segregated cycle route at Sutton Avenue





River Drive looking towards Ventura Park with off-highway cycle route ramp visible to left.



Cycle map of off-highway cycle routes that deliver the connectivity identified in the GIS analysis.



Dunstall Lane

22

Dunstall Lane provides a quiet single-track back lane on-highway route to Hopwas, however the analysis only identifies it as far as Dunstall Farm. This only serves a handful of residents on the fringes of Tamworth.

Further analysis is required to understand if this route suffers from rat running by motorists trying to avoid the A51. At the time of the audit the highway conditions were very quiet.

The road is unlit and would only be suitable during the hours of darkness for a few seasoned cyclists.

It does, however, provide an excellent route to Hopwas and the surrounding countryside for leisure journeys.

Further analysis is required of how this route is used by local cyclists and what the specific issues are relating to it.

For the purposes of the audit a quietway treatment is proposed. Two costs are identified, for the GIS identified section and for the whole route to Hopwas.

(1380m of quietway – From Bonehill Road to Dunstal Farm only)

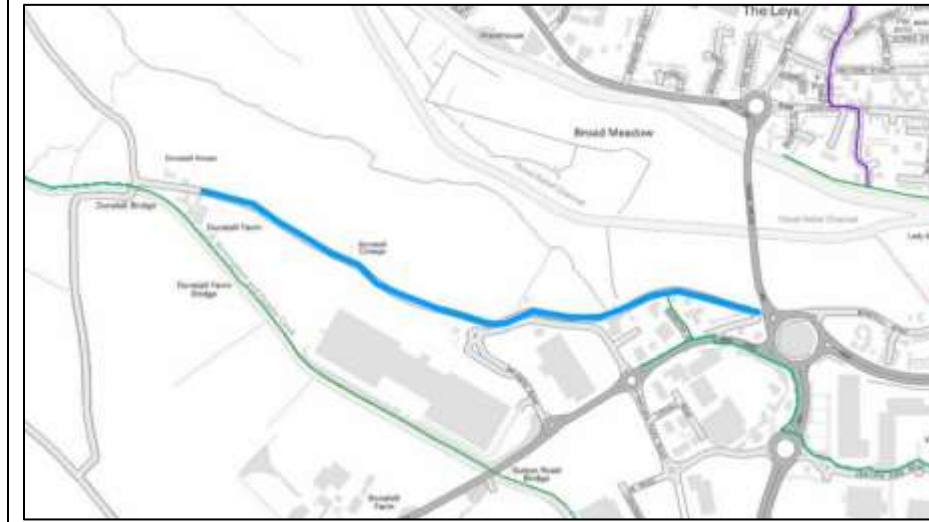
(2630m of quietway treatment – From Bonehill road to Hints Road)



General view of Dunstall Lane



Access to Dunstall Lane at A51 adjacent to Ventrura Park





Lichfield Street

23

An existing off-road cycle route runs along Lichfield Street that follows an advisory route on the Tamworth cycle map. This connects from the residential and employment areas north of Lichfield Street.

Shared use could be provided on the missing section of Lichfield Street from the Moor Street roundabout to Wardle Street however the residential back road route serves the same purpose from the north.

This has been costed as part of this audit although the Route Selection Tool is recommended for this section.

The existing section would benefit from improved signage and some maintenance, which has been allowed for.

The remaining missing section of cycle route from Lichfield Road (south) to Aldergate/ Church Street would require a technical solution to deliver a route in this busy highway corridor. Firstly, the Route Selection tool should be used to see if this has benefit over the existing quiet route to the Castle Grounds and, secondly, design feasibility is required to engineer this section. An allowance has been made for shared use off-road cycleway/ footway.

(155m of new shared use footway/ cycleway – Moor Street to Wardle Street)

(90m of maintenance)

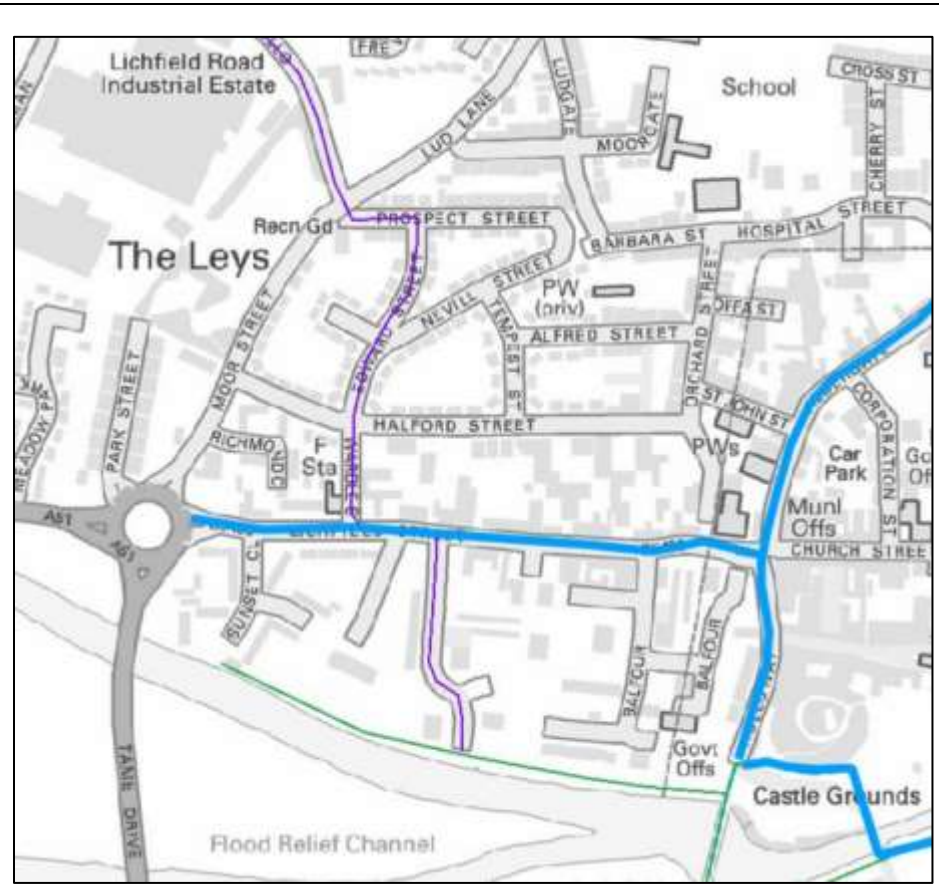
(278m of new shared use footway/ cycleway – Lichfield Street (south) to Aldergate)



Segregated cycle route on Lichfield Street at Wardle Street



Looking west on Lichfield Street towards Wardle Street. Note two-way cycle track.







Two-way cycle track entering south spur of Lichfield Street



Quiet road route to Castle Grounds



Off-road cycle route alternative to Lichfield Street.



Lichfield Street looking towards town centre



Aldergate

24

Aldergate is a busy and cramped highway corridor with little space available to improve conditions for cyclists.

Advisory cycle lanes could offer additional comfort for cyclists travelling through however, current highway width means that vehicles cannot pass cyclists and cycle lanes would offer limited benefit.

Speed and volume should be investigated however it is anticipated that speeds are not regularly greater than 30mph and that this road is effectively a 20mph limit road.

Alternative routes could be investigated with the Route Selection tool, such as allowing cycling cycle contraflow on Church Street/ Corporation Street however these are bus routes that will make implementing cycle contraflow unadvisable given their width.

Consider a quietway treatment on Aldergate to allow for additional cycle signage and cycle logos.

(345m of quietway treatment)



Aldergate looking north



Aldergate looking south



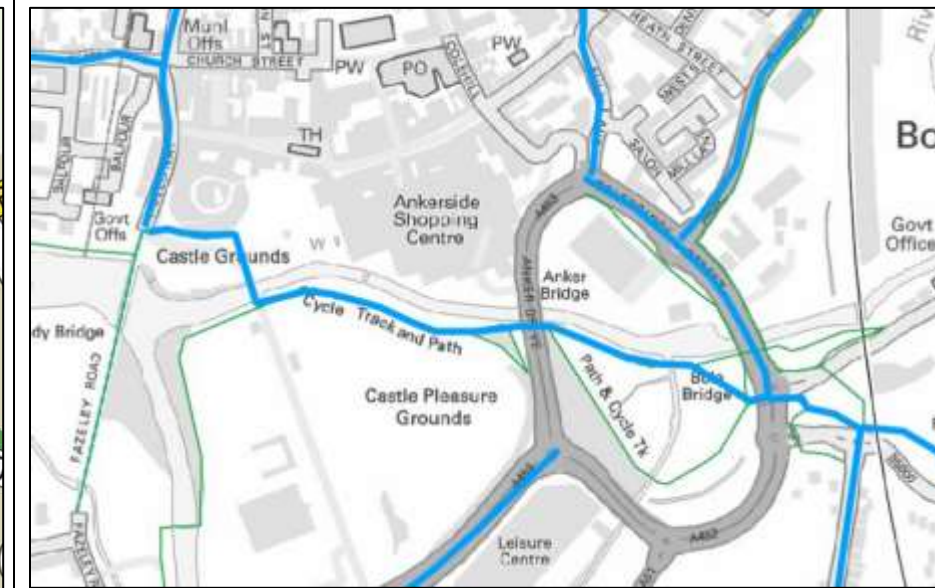
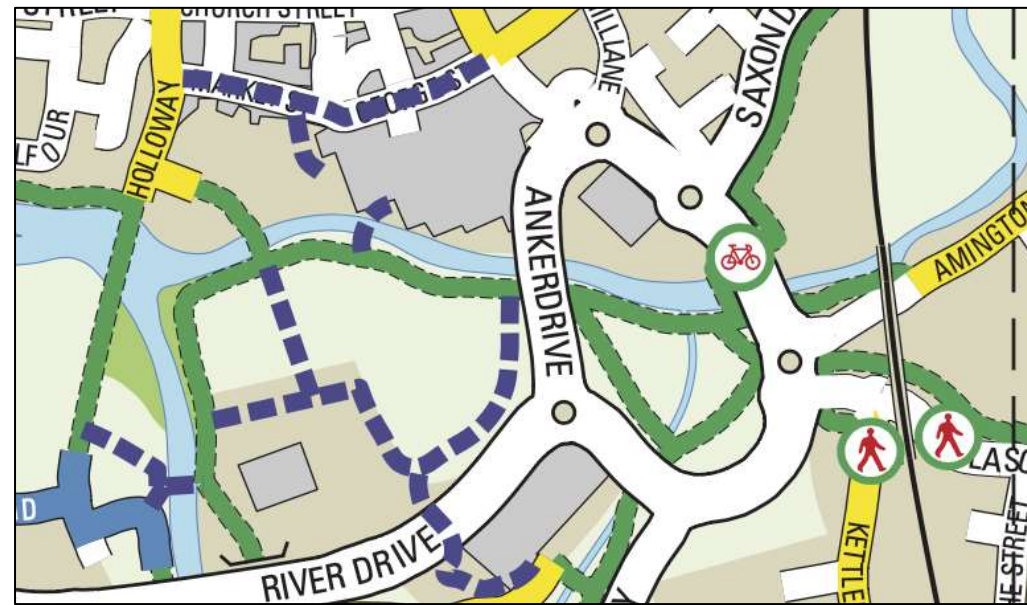
Off-road route –  
Snow Dome  
through Castle  
Grounds

25

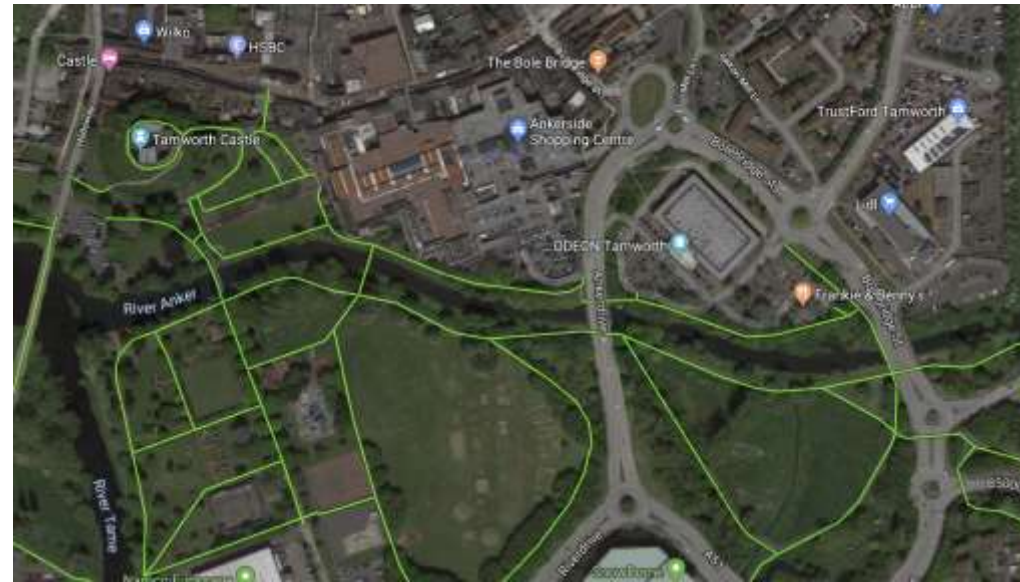
High quality, well used and lit routes existing in this corridor. These routes serve a variety of journey types and are already fit for purpose with no action required.

An allowance for quietway treatment has been included to allow for signage improvements if they were felt necessary.

(785m of quietway treatment)



Network of routes from Tamworth Castle Grounds to the Snow Dome



Aerial view of available routes.



Kettlebrook Road

26

Kettlebrook Road is a quiet residential street that has a significant amount of on-street parking reducing the road to one lane running.

Swan Park Business Centre is also located to the end of Kettlebrook road with associated HGV movements along with an increased general level of traffic.

The top of Kettlebrook Road, adjacent to Glascoate Road, is well connected to the network of off-highway cycle routes around the Snow Dome.

The only solution to improve cycle facilities on Kettlebrook Road is to employ a quietway treatment to raise awareness that it is a cycle route. Speeds are expected already to be low.

No alternative routes are available due to severance caused by the railway line and A51.

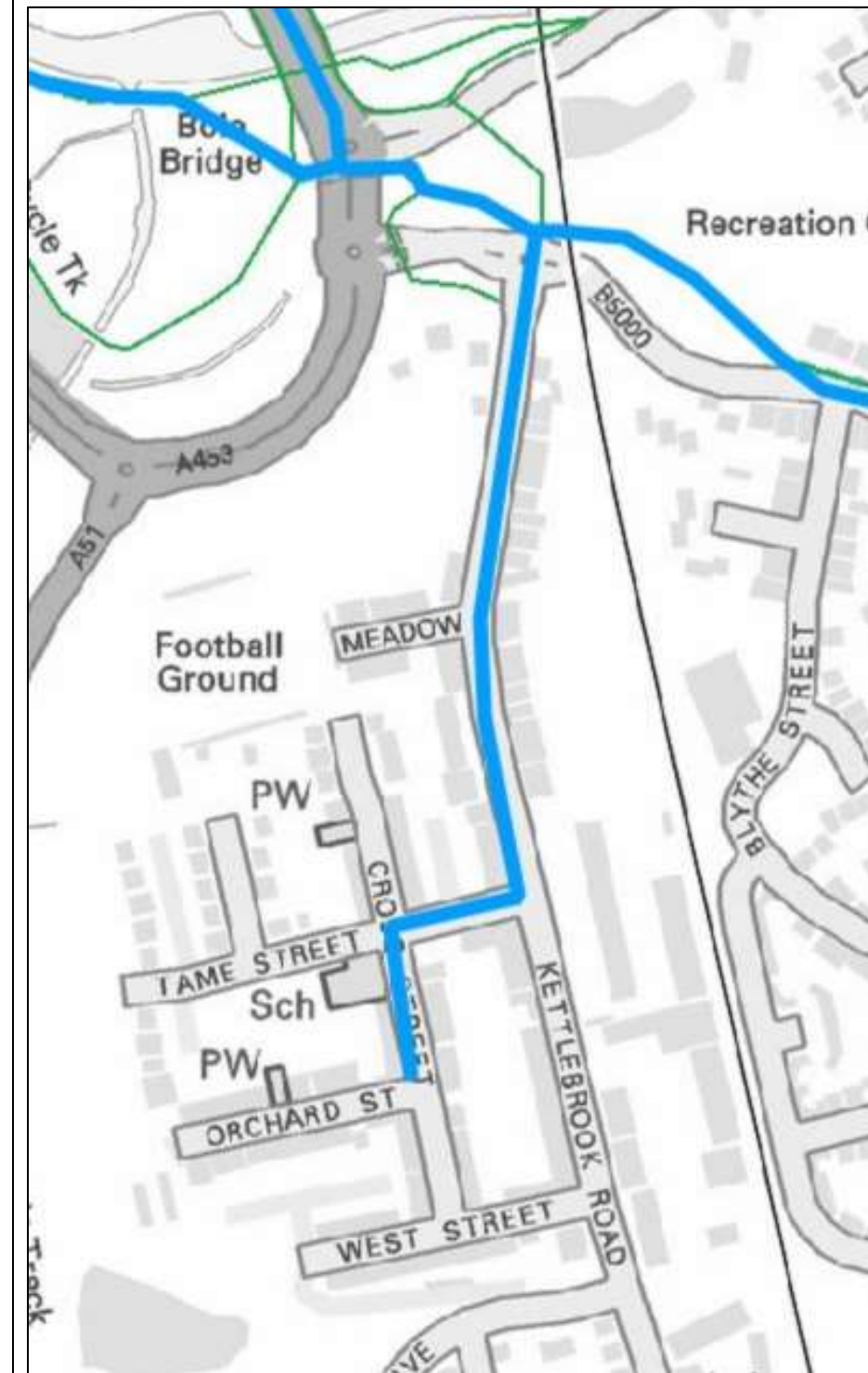
(457m of quietway treatment)



Looking south on Kettlebrook Road



Cycle route and crossing at junction of Glascoate Road





Silver Link Road

27

Residents of Kirtley are not served with cycle provision. Existing routes skirt around the residential estate with no direct connection from Marlborough Way and into Tamworth town centre.

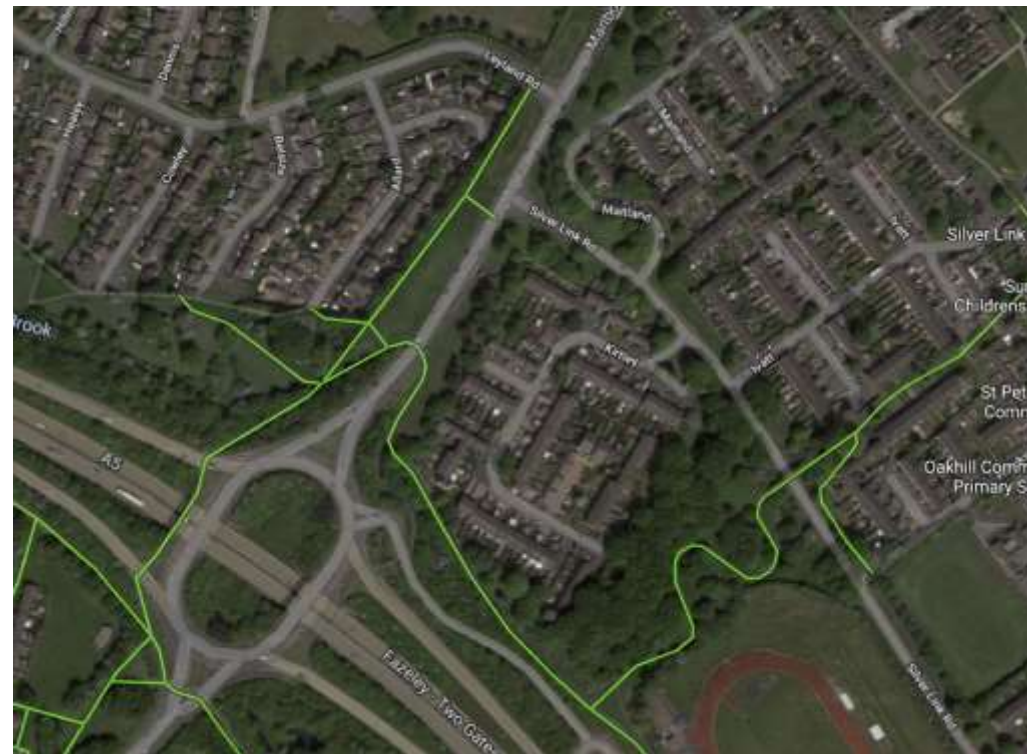
An existing route runs from Marlborough Way and around the south east and south west of the estate however it crosses Silver Link Way at a higher level on an underbridge.

New route is required to connect the existing toucan crossing on Marlborough Way with further new shared use footway/ cycleway along Silver Link road to access the residential streets of Kirtley.

(243m of new shared use footway/ cycleway)



Toucan crossing of Marlborough Way showing footway to upgrade to shared use footway/ cycleway



Aerial view showing existing cycle routes







Sliver Link Road looking west from Kirtley



Cycle route bridge crossing Silver Link Way

Off-road route – Silver Link Road to Fossdale Road

28

High quality cycle route connects Tamworth town centre to Silver Link Road and onwards to Fossdale Road however there is no onward cycleway from Fossdale Road onto Pennine Way to give access to Crowden Road and to Stoneydelph Primary School

The existing route through to Glascote had limited vandalism, is well lit and clear sight lines. At the time of this audit it appeared well used.

There is an at grade crossing of Fossdale Road that is provided by a zebra crossing. This crossing could be converted to a new standard tiger crossing.

(195m of new shared use footway/ cycleway)

1no. new tiger crossing)



Junction of routes from Glascote, Stoneydelp and Amington.



Underpass – Silverlink Road.







Crossing of Fossdale Road.



Cycle map showing missing link on Fossdale Road and Pennine Way.



Pennine Way north from junction with Fossdale