

Ref.	Scheme Description			Effectiveness							Policy							Economic			Deliverability			Prioritisation	
	Scheme location	Description	Indicative cost £000s	Existing Cycle demand (5)	Forecast cycle demand (5)	Average cycle score (5)	Town centre location with high pedestrian demand (5)	Walk to work demand (5)	Average walk score (5)	Connects to rail (4)	Proximity to new jobs and schools (4)	Improves safety (4 cycling 6 walking)	Improves cycle network density (4)	Enhances walking zone (4)	Walking audit performance score	Average cycle score (5)	Average walk score (5)	Benefit score (5)	Cost score (5)	Indicative value for money (5)	Scheme feasibility (5)	Potential to attract funding (5)	Average score (5)	Score (out of 20)	Rank based on score
1BC	Clays Lane / A5121 Wellington Road	Clays Lane and Wellington road shared use and side road crossing treatments	£269,000	3	1	2	0	0	0	1	3	2	3	0	0	2.8	0	2.4	3	0.8	4	3	3.5	9.1	M
2BC	Anglesey Street / Branston Road / Parkway	Enhanced A38 underpass (ramps, lighting and new surface), Anglesey St surface improvements, Branston Road signing, Tatenhill Lane traffic calming	£257,000	1	2	1.5	0	0	0	1	3	1	3	0	0	2.5	0	2.0	3	0.7	3	3	3	7.7	L
3BC	B5018 Burton Road / Branston Road	Shared use, footway widening on rail bridge and use of quiet residential streets	£788,000	3	3	3	0	0	0	1	3	1	4	0	0	2.8	0	2.9	4	0.7	4	5	4.5	11.0	S
4BC	Shobnall Road	Corridor quietway solution and traffic calming	£100,000	2	2	2	0	0	0	1	3	1	3	0	0	2.5	0	2.3	2	1.1	4	5	4.5	10.1	S
5BC	Belvoir Rd / Belvedere Rd / Swannington St / Harbury St, traffic free to Shobnall Road	On street parking restrictions related to the hospital, traffic calming, Belvedere Rd controlled crossing and shared use, route through the hospital and Belvoir Rd shared use	£346,000	1	2	1.5	0	0	0	1	3	3	4	0	0	3.4	0	2.5	4	0.6	3	2	2.5	8.1	M
6BC	Dallow St / Belvedere Rd / Calais Rd / Mona Rd	Route using quieter residential roads including, Mona Road contra flow cycle lane, a route through the school site, shared use Dallow St	£165,000	3	2	2.5	0	0	0	1	3	3	4	0	0	3.4	0	3.0	3	1.0	3	2	2.5	9.4	M
7BC	Shobnall Street	20mph speed limit and traffic calming	£44,000	2	1	1.5	0	0	0	1	3	1	2	0	0	2.2	0	1.8	1	1.8	3	3	3	8.5	M
8BC	Grange Street	20mph speed limit and traffic calming	£11,000	2	2	2	0	0	0	1	3	3	2	0	0	2.8	0	2.4	1	2.4	3	3	3	10.2	S
9BC	A5121 Wellington Street.	Quietway treatment	£32,000	3	1	2	0	0	0	1	3	1	2	0	0	2.2	0	2.1	1	2.1	2	2	2	8.3	M
10BC	Derby Rd / Borough Rd / Station St / Milton St / Duke St / Russell St	Derby Rd / Borough Rd junction rationalise street furniture, Milton St contraflow cycle lane and traffic calming, traffic calming Duke St / Russell St, change of priority at Cross St junction	£538,000	4	1	2.5	0	0	0	1	3	1	2	0	0	2.2	0	2.3	4	0.6	2	1	1.5	6.8	L
11BC	Uxbridge St / Dale St	20mph and traffic calming, cycle facilities at signal junctions	£178,000	3	1	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	3	0.8	3	1	2	7.6	L
12BC	Clarence St / Queen St	20mph and traffic calming	£34,000	2	1	1.5	0	0	0	1	3	1	4	0	0	2.8	0	2.2	1	2.2	3	3	3	9.5	M
13BC	All Saints Road	20mph and traffic calming, controlled parking to designated bays, filtered permeability	£28,000	3	1	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	1	2.4	2	3	2.5	9.7	M
14BC	Anglesey Road	20mph and traffic calming	£20,000	2	1	1.5	0	0	0	1	3	1	4	0	0	2.8	0	2.2	1	2.2	3	3	3	9.5	M
15BC	Blackpool St / Trent St	20mph and traffic calming (parking bays on alternate side of road)	£28,000	4	3	3.5	0	0	0	1	3	1	3	0	0	2.5	0	3.0	1	3.0	2	3	2.5	11.5	S
16BC	Ordish Street	20mph and traffic calming	£14,000	3	1	2	0	0	0	1	3	1	1	0	0	1.9	0	1.9	1	1.9	3	1	2	7.8	L
17BC	Orchard St / Union St / Guild St	Possible shared use opportunities	£1,577,000	4	1	2.5	0	0	0	1	3	2	2	0	0	2.5	0	2.5	5	0.5	1	1	1	6.5	L
18BC	Stapenhill Viaduct	Shared use	£10,000	3	1	2	0	0	0	1	3	2	1	0	0	2.2	0	2.1	1	2.1	3	1	2	8.3	M
19BC	St Peter's Bridge	Improved link to eastern junction to link with proposed routes towards St Peters St	£202,000	4	2	3	0	0	0	1	3	1	2	0	0	2.2	0	2.6	3	0.9	2	2	2	8.1	M
20BC	Rosliston Road	Shared use on one side	£1,364,000	3	2	2.5	0	0	0	1	3	2	1	0	0	2.2	0	2.3	5	0.5	3	2	2.5	7.7	L
21BC	Stanton Road	Shared use or quieter residential roads	£160,000	2	3	2.5	0	0	0	1	3	1	1	0	0	1.9	0	2.2	3	0.7	5	4	4.5	9.6	M
22BC	Violet Way / Orchid Close / Saxon St / Pualet School Drive	Saxon St bays on alternate sides of the road and 20mph, Stanton Rd crossing conversion to toucan, improved crossing and shared use on Violet Way, new path at end of Orchid Close between houses	£523,000	2	3	2.5	0	0	0	1	3	1	1	0	0	1.9	0	2.2	4	0.5	4	3	3.5	8.4	M
23BC	Ashby Road	Quiet parallel residential route on Scalcliffe Rd, with 20mh and traffic calming	£42,000	3	1	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	1	2.4	3	1	2	9.2	M
24BC	Bearwood Hill Road	Quiet ways treatment on alternative routes.	£32,000	4	3	3.5	0	0	0	1	2	1	4	0	0	2.5	0	3.0	1	3.0	3	1	2	11.0	S
25BC	Derby Road	Some potential for shared use	£307,000	3	1	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	4	0.6	1	1	1	6.4	L
26BC	Sydney Street	20mph and traffic calming	£18,000	2	2	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	1	2.4	2	2	2	9.2	M
27BC	Shakespeare Rd / Eton Rd	20mph and traffic calming	£20,000	3	2	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	1	2.7	2	2	2	10.0	M

28BC	Harper Avenue	Further traffic calming	£30,000	3	1	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	1	2.4	2	2	2	9.2	M
29BC	Rolleston Road	20mph and traffic calming	£55,000	4	3	3.5	0	0	0	1	3	1	4	0	0	2.8	0	3.2	2	1.6	2	2	2	9.9	M
30BC	Main Street / Princess Way	Improve existing facilities through widening and verge clearance, improved side road crossings, shared use on Princess St, Main St 20mph speed limit	£285,000	4	2	3	0	0	0	1	3	1	4	0	0	2.8	0	2.9	3	1.0	2	2	2	8.8	M
31BC	Britannia Drive / Bitham Close	Shared use on the link between the two roads and Britannia Drive traffic calming	£156,000	1	2	1.5	0	0	0	1	3	1	4	0	0	2.8	0	2.2	3	0.7	2	2	2	7.0	L
32BC	Bridge St / Bitham Lane / Harehedge Lane / Beamhill Rd	Shared use and improved crossing at junctions, Harehedge Lane may require land acquisition	£647,000	2	3	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	4	0.7	2	2	2	8.0	L
33BC	New Street	Cycle routes through bus bays, leaving bus stops on carriageways and removal of through traffic	£270,000	4	1	2.5	0	0	0	1	3	4	1	0	0	2.8	0	2.7	3	0.9	3	4	3.5	9.7	M
34BC	High Street / Lichfield Street / Abbey Street	Shared routes, junction treatments and alternative routes on Manor Drive and through the park	£394,000	3	1	2	0	0	0	1	3	3	2	0	0	2.8	0	2.4	4	0.6	3	4	3.5	8.9	M
35BC	Tutbury Road / Horninglow Road north	Cycle path Tutbury Road, toucans Beamhill roundabout, quiet routes and side road crossings	£337,000	1	1	1	0	0	0	1	3	1	4	0	0	2.8	0	1.9	4	0.5	2	2	2	6.3	L
36BC	Horninglow Street	Off carriageway facilities shared use, side road treatment, Derby Road roundabout signal crossing, set back of railings	£738,000	4	3	3.5	0	0	0	1	3	1	3	0	0	2.5	0	3.0	4	0.8	3	3	3	9.8	M
37BC	Wetmore Road	One two-way shared use facility	£576,000	2	1	1.5	0	0	0	1	3	2	4	0	0	3.1	0	2.3	4	0.6	3	1	2	7.2	L
38BC	Waterloo Street	20mph and traffic calming	£150,000	4	2	3	0	0	0	1	3	1	4	0	0	2.8	0	2.9	3	1.0	3	4	3.5	10.3	S
39BC	Victoria Road	20mph, further traffic calming and parking bays	£18,000	1	2	1.5	0	0	0	1	3	4	4	0	0	3.8	0	2.6	1	2.6	3	1	2	9.9	M
40BC	Wyggeston Street	20mph speed limit and traffic calming	£18,000	3	1	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	1	2.4	2	1	1.5	8.7	M
41BC	Hevea Road	20mph speed limit and traffic calming	£12,000	1	2	1.5	0	0	0	1	3	1	4	0	0	2.8	0	2.2	1	2.2	2	1	1.5	8.0	L
42BC	Hunter Street	Signing and road markings	£2,000	1	1	1	0	0	0	1	3	1	4	0	0	2.8	0	1.9	1	1.9	4	1	2.5	8.2	M
43BC	Dallow Street	20mph speed limit and traffic calming	£22,000	2	2	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	1	2.4	2	1	1.5	8.7	M
1CC	A34 Stafford Road	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.	£120,000	2	2	2	0	0	0	2	2	2	4	0	0	3.1	0	2.6	3	0.9	3	2	2.5	8.5	M
2CC	B5012 New Penkridge Road - School link	Reduction in the speed limit with removal of the central hatching and traffic calming with cycle bypasses.	£60,000	2	2	2	0	0	0	2	2	3	4	0	0	3.4	0	2.7	2	1.4	3	2	2.5	9.3	M
4CC	Pye Green Road	Reduction in speed limit to 20mph. This may not receive local support due to enforcement difficulties	£25,000	3	2	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	1	2.7	2	2	2	10.0	M
5CC	Chenet Way	Widening using landscape area to accommodate a shared use facility. 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.	£100,000	3	2	2.5	0	0	0	2	2	2	4	0	0	3.1	0	2.8	2	1.4	2	2	2	9.0	M
6CC	Hednesford Road / Cannock Road / Huntington Terrace Road	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. May not receive local support.	£200,000	4	2	3	0	0	0	3	2	1	3	0	0	2.8	0	2.9	3	1.0	2	2	2	8.8	M
7CC	Mill Street / Ringway	Replace subways with at-grade crossing facilities	£150,000	2	2	2	0	0	0	4	2	1	4	0	0	3.4	0	2.7	3	0.9	3	2	2.5	8.8	M
8CC	Heath Gap Road / Common Lane and Hawks Green Lane	Formalise on-street parking, traffic calming and 20mph speed limit on Heath Gap Road. Common lane shared use, toucan to reach Hawks Green Lane. Footway under the railway bridge could be converted to shared use. Shared use facility reaching to the Eastern Way Roundabout (space tight). Toucan crossing at the Eastern Way arm of the junction.	£500,000	3	2	2.5	0	0	0	2	2	1	4	0	0	2.8	0	2.7	4	0.7	3	2	2.5	8.5	M
9CC	High Mount Street	Traffic calming and 20mph speed limit. Formalise parking in bays in groups on alternate sides of the road	£100,000	4	2	3	0	0	0	1	3	2	3	0	0	2.8	0	2.9	2	1.5	3	2	2.5	9.8	M

10CC	Market Street, Hednesford	Contra flow cycle lane - at the expense of much of the on street parking. Alternative (costed) - quietways approach, widened existing pedestrian routes and residential roads (Kingfisher Drive, Pendle Hill and Forge Street with a new controlled crossing of the A460). An on-road route may be possible rather than provision of shared use facilities. 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.	£150,000	4	4	4	0	0	0	2	3	1	3	0	0	2.8	0	3.4	3	1.1	2	2	2	9.9	M
11CC	Wood Lane / Reservoir Road	Review on-street parking and consider traffic calming and reduced speed limit	£80,000	3	2	2.5	0	0	0	2	2	1	4	0	0	2.8	0	2.7	2	1.3	3	2	2.5	9.1	M
12CC	Littleworth Road	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.	£240,000	2	3	2.5	0	0	0	2	2	1	4	0	0	2.8	0	2.7	3	0.9	2	2	2	8.2	M
13CC	Hemlock Way / Keys Park Road	Both Hemlock Way and Keys Park Road footways and verge suitable for shared use. Toucan crossing 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.	£175,000	3	2	2.5	0	0	0	2	2	1	4	0	0	2.8	0	2.7	3	0.9	4	4	4	10.2	S
14CC	Wimblebury Road	20mph speed limit and crossing points	£100,000	2	3	2.5	0	0	0	2	2	2	4	0	0	3.1	0	2.8	2	1.4	4	2	3	10.0	S
15CC	Bank Street	Formalised parking, traffic calming and 20mph speed limit	£100,000	3	2	2.5	0	0	0	2	2	2	4	0	0	3.1	0	2.8	2	1.4	2	2	2	9.0	M
16CC	B4154 Hednesford Road (north)	Traffic calming and 20mph and cycle route on residential roads to rear of school linking to Bank St	£100,000	4	3	3.5	0	0	0	2	2	2	4	0	0	3.1	0	3.3	2	1.7	3	2	2.5	10.8	S
17CC	Norton Road / Hednesford Road	Shared use 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. Possible use of Stoke's Lane.	£150,000	3	2	2.5	0	0	0	2	2	1	4	0	0	2.8	0	2.7	3	0.9	3	2	2.5	8.7	M
18CC	Chapel Street	Traffic calming and 20mph	£80,000	2	2	2	0	0	0	2	1	1	4	0	0	2.5	0	2.3	2	1.1	3	2	2.5	8.1	M
19CC	Cannock Road, Chase Terrace	Reduce the speed limit to 20 mph. Add further traffic calming measures as appropriate and install cycle bypass lanes at the existing build outs.	£100,000	3	2	2.5	0	0	0	1	1	1	3	0	0	1.9	0	2.2	2	1.1	3	2	2.5	8.0	L
20CC	A5190 Lichfield Road (west)	Install shared use facilities, probably on the north side road by removing existing grass verge.	£150,000	3	2	2.5	0	0	0	4	2	1	4	0	0	3.4	0	3.0	3	1.0	4	3	3.5	10.4	S
21CC	A5190 Lichfield Road (east)	Lichfield Road to the east of the Eastern Way roundabout includes a verge on the north side suitable for shared use. Controlled crossing points of the Eastern Way carriageway required to link to Lichfield Road.	£165,000	3	2	2.5	0	0	0	4	2	1	4	0	0	3.4	0	3.0	3	1.0	3	2	2.5	9.4	M
22CC	Walsall Road, Churchbridge (south of M6/A5)	Controlled crossing point of Walsall Road close to the southern M6 overbridge roundabout. Shared use in northern verge up to existing pedestrian crossing converted to a toucan and continue the shared use on the opposite verge.	£400,000	2	2	2	0	0	0	3	1	2	3	0	0	2.8	0	2.4	4	0.6	2	2	2	7.4	L
1LC	Burton Road (A5127)	Shared use, cycle provision at crossing and signalled junction and shared use on alternative route through residential area. Signalised crossing facility does not provide a cycling phase nor is there shared use footway to access the housing at Oak Way. There is no cycling provision at the signalised junction either.	£209,806	1	3	2	0	0	0	2	3	2	4	0	0	3.4	0	2.7	3	0.9	3	4	3.5	9.8	M
3LC	Rotten Row / Sturgeon Hill / Boley Lane	Quietway and speed reduction. Traffic flows were relatively high and speeds increased once over the railway bridge and on to Boley Lane. Little opportunity exists within the existing carriageway for cycle facilities due to restricted width.	£12,997	2	2	2	0	0	0	2	3	1	3	0	0	2.8	0	2.4	1	2.4	3	2	2.5	9.7	M
4LC	Broad Lane	Signage and quietway. A quiet residential street that is already traffic calmed with build-outs.	£11,400	1	3	2	0	0	0	2	3	2	4	0	0	3.4	0	2.7	1	2.7	3	2	2.5	10.7	S
6LC	Tamworth Road (A51)	Requires shared use and use of parallel service road, improved access onto Shortbutts Lane junction, alternative route that accesses St John's Street via Borrowcop Lane. A service road that runs parallel to Tamworth Road provides an alternative quiet cycle option and would reduce the amount of new shared use construction.	£53,038	1	2	1.5	0	0	0	2	3	2	4	0	0	3.4	0	2.5	2	1.2	3	4	3.5	9.7	M

7LC	Birmingham Road A5127 (south of The Friary)	Shared use. Sufficient carriageway width appears to be available to construct new cycleway by widening the footway into the carriageway.	£217,001	1	3	2	0	0	0	3	3	1	4	0	0	3.4	0	2.7	3	0.9	3	4	3.5	9.8	M
8LC	Friary Road	Maintenance of existing facility	£10,000	2	2	2	0	0	0	2	3	1	3	0	0	2.8	0	2.4	1	2.4	5	5	5	12.2	S
9LC	Christchurch Lane	Shared use on cut-through and dropped crossing, quietway treatment and 20mph speed limit. Improve the current footpath through the trees to shared use footway cycleway and improve dropped crossing access at Christchurch Lane. Consider implementing quietway treatments and speed reduction to 20mph to highlight the cycle route.	£66,244	1	2	1.5	0	0	0	2	3	1	3	0	0	2.8	0	2.2	2	1.1	4	4	4	9.4	M
10LC	Birmingham Road (A5127) south of St John Street and St John's to Capper's Lane	Upgrade of existing facilities to improve safety and consistency, cycle and ped phases at St John's junction, refuges, narrowing of junction requires revising to meet with current guidance and standards. Hazards where the cycle route is marked directly in front of residential driveways. Cycling and pedestrian phases to be introduced at the junction with St John's. There is no facility for either pedestrians or cyclists nor are there even refuges. The crossing distances are large and this junction presents a significant hazard. Sufficient highway width and verge exists to provide new shared use footway cycleway on the northern side of Birmingham Road from the signal junction at St Johns past the existing toucan crossing to the station and on to Church Street at the junction with St Michael's Road. The signal controlled junction at Rotten Row/ Greenhill will require cycle crossing phases and a toucan crossing will be required between St Michael's Road and Burton Old Road West to allow access to the quiet residential road network. Beyond this point available highway width reduces significantly and it would not be possible to introduce cycle facilities without seriously reducing highway capacity. An existing signed quiet cycle route along Valley Lane allows for journeys to the north of Trent Valley Road and the quiet streets of Burton Old Road allows access for cyclists to the south of Trent Valley Road.	£320,000	1	2	1.5	0	0	0	3	3	1	3	0	0	3.1	0	2.3	4	0.6	3	4	3.5	8.7	M
11LC	Grange Lane	Uphill cycle lane, quietway treatment. Whilst the road is already designated 20mph it would benefit from a quietway treatment to further reduce speeds.	£9,500	1	2	1.5	0	0	0	1	2	1	4	0	0	2.5	0	2.0	1	2.0	3	2	2.5	8.5	M
12LC	Weston Road	Quietway treatment	£10,000	2	2	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	1	2.4	3	2	2.5	9.7	M
13LC	Eastern Avenue (near school)	Shared use on north side and incorporate cycles in crossings. New shared use footway/ cycleway is required on the north side of Eastern Avenue to support existing journeys from the residential areas south of Eastern Avenue to The Friary School, Friary Grange Leisure Centre and the care home. There appears to be sufficient room at each pedestrian crossing to incorporate cycle provision.	£250,000	2	3	2.5	0	0	0	1	2	1	4	0	0	2.5	0	2.5	3	0.8	4	5	4.5	10.3	S
14LC	Dimbles Lane / Weston Road	Cycle provision at the mini roundabout. Main challenge to cyclists here is the very wide mini roundabout at the junction. This does not provide any speed reduction for vehicle and the good visibility allows vehicles to proceed without slowing.	£85,000	1	2	1.5	0	0	0	1	3	2	4	0	0	3.1	0	2.3	2	1.2	3	3	3	8.8	M
15LC	Watery Lane	Shared use. Any further new development in this location should allow for new shared use up to the employment zone.	£75,676	1	2	1.5	0	0	0	2	3	1	4	0	0	3.1	0	2.3	2	1.2	3	4	3.5	9.3	M
16LC	Eastern Avenue (SE Watery Lane)	Toucan crossing and shared use in parallel greenspaces. A spur path has been constructed to access the housing however no safe crossing exists, and traffic flows are such that crossing delays are significant. A network of existing footpaths runs parallel to Eastern Avenue in greenspace that could be easily widened and upgraded to shared use footway/ cycleway to join with existing provision adjacent to Netherstowe Lane where Nation Cycle Network route 54 provides access to the city centre.	£250,000	1	2	1.5	0	0	0	2	3	1	4	0	0	3.1	0	2.3	3	0.8	3	5	4	9.4	M
17LC	Curborough Road / St Chad's Road	A quietway treatment may highlight the cycle route further and other options such as filtered permeability or by controlling vehicle access with one-way streets.	£10,000	2	2	2	0	0	0	2	3	1	4	0	0	3.1	0	2.6	1	2.6	3	2	2.5	10.2	S
18LC	Greenhill / George Lane	Alternative signed route from Rotten Row into the City Centre and avoiding Greenhill. There are no cycle facilities and other alternative routes should be explored to achieve an access into and out of the city centre at this point. Options include utilising the proposed cycle route improvements along Birmingham Road to sign a route from Rotten Row into the city centre and avoiding Greenhill.	£10,000	3	3	3	0	0	0	2	3	1	3	0	0	2.8	0	2.9	1	2.9	3	3	3	11.7	S
19LC	St Chad's Road	Quietway treatment (could be combined with Curborough Rd/St Chads Rd quietway scheme)	£10,000	3	3	3	0	0	0	1	3	1	4	0	0	2.8	0	2.9	1	2.9	3	3	3	11.7	S

1NC	Liverpool Road A34 (Milehouse Lane to Wolstanton Road)	Signed two-way cycle track in verge alongside Wolstanton Golf Course and quietway treatment Meadow Lane, linking to quieter routes under 2NC and 3NC	£50,000	3	2	2.5	0	0	0	1	3	1	3	0	0	2.5	0	2.5	1	2.5	3	1	2	9.5	M
2NC	West of Liverpool Road A34 (Milehouse Lane to ring road)	Parallel quietway to west of A34 via Greenway, Knutton Lane, Ashfields New Rd, Douglas Rd. New parallel zebra at Silverdale Rd and Milehouse Lane, resurfacing/widening improvements to existing Greenway, signalised crossing further west along Milehouse Road where the existing Greenway crosses near Weston Close.	£150,000	3	2	2.5	0	0	0	1	3	1	2	0	0	2.2	0	2.3	3	0.8	3	3	3	8.5	M
3NC	East of Liverpool Road A34(Dimsdale parade to ring road)	Quietway treatment parallel to east via Hempstalls Lane, Hoon Avenue, Hassam Parade. Improve link route into Liverpool Rd. Widen shared footways and upgrade toucan crossing to a one-stage parallel cycle/ped signalised crossing to provide a more coherent link across the ring road at Ryecroft.	£250,000	3	2	2.5	0	0	0	1	3	1	3	0	0	2.5	0	2.5	3	0.8	3	3	3	8.8	M
4NC	London Road and Wolstanton Road, Chesterton	Possible cycle tracks as part of a wider one way scheme with London Road and Wolstanton Rd. Traffic calming measures in Chesterton	£500,000	4	2	3	0	0	0	1	2	1	4	0	0	2.5	0	2.8	4	0.7	2	1	1.5	7.7	L
5NC	Wolstanton Rd and Dimsdale Parade	With-flow stepped cycle tracks and parking restrictions	£200,000	4	2	3	0	0	0	1	3	1	4	0	0	2.8	0	2.9	3	1.0	2	1	1.5	8.3	M
6NC	A52 George St	Light segregation to protect cycle lanes and parallel crossing for access to the two-way cycle track and links to existing signed routes.	£200,000	4	3	3.5	0	0	0	1	3	1	3	0	0	2.5	0	3.0	3	1.0	3	3	3	10.0	S
7NC	A53 King St and Etruria Rd	Parallel to the A52 priority route. Provide advanced stop lines at existing junctions	£55,000	4	3	3.5	0	0	0	1	3	1	3	0	0	2.5	0	3.0	2	1.5	3	1	2	9.5	M
8NC	Sandy Lane and Albert St	Traffic calming/quiet route treatment plus advanced stop lines. 1.0km	£250,000	4	2	3	0	0	0	1	3	1	4	0	0	2.8	0	2.9	3	1.0	2	4	3	9.8	M
9NC	North A527 and Basford Park Road plus connections to Wolstanton Retail Park	Quiet route provision using Moreton Parade crossing facility Basford Park Rd (near to play area)	£150,000	4	2	3	0	0	0	1	3	1	4	0	0	2.8	0	2.9	3	1.0	4	2	3	9.8	M
10NC	Alexandra Road and Basford Park Rd	Quietway side road treatment and advanced stop line at junction with A53	£150,000	4	2	3	0	0	0	1	3	1	4	0	0	2.8	0	2.9	3	1.0	4	2	3	9.8	M
11NC	Knutton Rd, Pool Dam and Keele Rd (plus Greenway parallels)	Orme Road quiet parallel route, cycle crossing Pool Dam and Blackfriars Road to serve Greenway, parallel zebra crossing on Keele Road in vicinity of Orme Rd, track resurfacing north west of Orme Road	£250,000	4	2	3	0	0	0	1	3	1	2	0	0	2.2	0	2.6	3	0.9	4	4	4	10.1	S
1SC	Beaconside (north)	Shared use route will be provided from Parkside East junction to A34 as part of development. A gap in provision of approximately 150 metres will remain but should be completed as part of future development works. The existing central refuge across Beaconside near Marston Lane could be replaced with a toucan crossing although there may be an option to improve the existing facility estimated cost provided	£250,000	2	2	2	0	0	0	1	4	1	4	0	0	3.1	0	2.6	3	0.9	3	4	3.5	9.5	M
2SC	Sandon Road (north)	New barriers and resurfacing and vegetation clearance providing improved cycle access but prohibiting vehicular access	£88,076	1	4	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	2	1.3	4	3	3.5	10.1	S
3SC	Beaconside (south)	Toucan crossing at Weston Road roundabout	£151,594	2	4	3	0	0	0	1	3	2	3	0	0	2.8	0	2.9	3	1.0	4	4	4	10.8	S
4SC	Weston Road (west)	Shared use to connect with Beaconside	£118,688	1	3	2	0	0	0	1	3	1	4	0	0	2.8	0	2.4	3	0.8	3	3	3	8.6	M
5SC	Tixall Road	Re-surfacing and maintenance is considered important. This is not one way from Weston Rd to St Thomas Street therefore a contra-flow cycle facility would be inappropriate. Although there is No Entry from Weston Rd, the section itself permits two way movements. Tixall Rd is considered a distributor road to key residential areas and beyond to outlying villages at Tixall, Haywood and Ingestre and HGV access is considered important.	£120,000	3	3	3	0	0	0	1	2	2	2	0	0	2.2	0	2.6	3	0.9	5	2	3.5	9.6	M
6SC	Weston Road	It would be difficult to make Cull Avenue one way towards Tixall Rd as St Thomas Street is already one way in the same direction. Cull Avenue could be considered for quietway treatment although it already has vertical traffic calming features.	£55,000	4	4	4	0	0	0	1	2	1	2	0	0	1.9	0	2.9	2	1.5	2	1	1.5	8.8	M
8SC	Weston Road	New shared use footway/cycleway, removing on-street parking. There are some businesses on this section of Weston Rd as well as numerous residences requiring car parking with no alternative options. It is therefore unlikely that removal of on-street parking would be locally supported. A new route would require footway widening to provide shared use	£80,850	4	3	3.5	0	0	0	2	2	1	3	0	0	2.5	0	3.0	2	1.5	1	1	1	8.5	M

9SC	Bridge Street / Greengate St / Gaolgate St	Revised TRO to allow cyclists	£20,000	4	2	3	0	0	0	2	2	1	3	0	0	2.5	0	2.8	1	2.8	3	5	4	12.3	S
11SC	Radford Bank / Weeping Cross	Route selection tool should be used to appraise options as alternative off-carriageway route is available. Convert puffin to toucan on Radford Bank. New shared use footway/cycleway not considered deliverable	£50,000	4	3	3.5	0	0	0	1	2	1	3	0	0	2.2	0	2.8	1	2.8	5	5	5	13.5	S
13SC	Cannock Road	Conversion of existing footway to shared use route as well as new shared use on Wildwood Drive. Conversion of two pedestrian facilities to toucan crossings	£208,391	2	2	2	0	0	0	1	2	1	4	0	0	2.5	0	2.3	3	0.8	4	3	3.5	8.8	M
14SC	Rowley Bank	Quietway treatment to adjacent route on Brook Glen Rd/Rowley Grove	£23,042	4	3	3.5	0	0	0	2	2	1	4	0	0	2.8	0	3.2	1	3.2	4	2	3	12.5	S
15SC	Wolverhampton Road	Quietway, shared use, toucan, bridge ramps at Siemens Road (possible land acquisition), connections to existing routes, cycle contraflow could be considered on Telegraph St and Friars' Terrace. This may be difficult to deliver since the structure is not in SCC ownership and one ramp would be within NR land	£675,303	1	3	2	0	0	0	1	2	1	4	0	0	2.5	0	2.3	4	0.6	3	1	2	7.1	L
16SC	Westway	Difficulties with existing trees and roots. Shared use route could potentially be delivered benefiting the local High School	£268,745	1	2	1.5	0	0	0	1	2	1	4	0	0	2.5	0	2.0	3	0.7	2	2	2	6.7	L
17SC	Newport Road	Shared use Westway to Kingsway (constraints between High Park and Deanshill Close) and toucan	£319,762	2	3	2.5	0	0	0	1	2	1	4	0	0	2.5	0	2.5	4	0.6	3	3	3	8.6	M
19SC	Doxey Road	Quietway, shared use (Timberfield to Bradbury Rise), advisory lines on carriageway through existing traffic calming, traffic signal upgrade to provide cycle facilities	£194,748	3	2	2.5	0	0	0	1	2	3	3	0	0	2.8	0	2.7	3	0.9	3	3	3	9.2	M
20SC	Chell Road	Shared use following delivery of the SWAR	£200,000	3	4	3.5	0	0	0	2	2	4	2	0	0	3.1	0	3.3	3	1.1	4	5	4.5	12.2	S
21SC	Stone Road, /Greyfriars/Foregate Street	Shared use from Isabel Trail to Eccleshall Road roundabout and on to Browning Street and the gyratory. May not be deliverable due to road widths and land availability.	£326,634	3	2	2.5	0	0	0	1	2	2	3	0	0	2.5	0	2.5	4	0.6	2	2	2	7.6	L
23SC	Astonfields Road	Shared use with little infrastructure required	£162,023	2	2	2	0	0	0	1	2	1	3	0	0	2.2	0	2.1	3	0.7	5	2	3.5	8.4	M
25SC	Corporation Street	Quietway behind houses adjacent to allotment, enhancing signing and route visibility	£20,213	3	4	3.5	0	0	0	1	2	2	3	0	0	2.5	0	3.0	1	3.0	4	3	3.5	12.5	S
26SC	Crooked Bridge Road	Quietway treatment and some traffic calming to reduce speeds	£20,000	2	2	2	0	0	0	1	2	3	3	0	0	2.8	0	2.4	1	2.4	3	2	2.5	9.7	M
27SC	Bertelin Road / Oxford Gardens	Quietway that provides alternative to Sandon Rd	£26,276	3	3	3	0	0	0	1	3	1	3	0	0	2.5	0	2.8	1	2.8	3	2	2.5	10.8	S
1TC	Coton Lane	Cycle route ends at the first junction with Fontenaye Road. Should have been constructed as a toucan crossing with linking shared use footway/ cycleway into the development. 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. Improved road markings to existing route, upgrade of existing crossing to toucan and provision of 100 metres of shared use route	£60,000	2	2	2	0	0	0	1	2	1	4	0	0	2.5	0	2.3	2	1.1	4	5	4.5	10.1	S
2TC	Comberford Rd	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.	£210,000	3	2	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	3	0.9	4	3	3.5	9.7	M
3TC	Ashby Rd	It has wide verges and shared use footway/ cycleway should be possible for the entirety of its length. Due to the length of Ashby Road a toucan crossing should be considered at its mid-point to assist crossing from adjacent residential areas.	£300,000	1	4	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	3	0.9	4	3	3.5	9.7	M
4TC	Upper Gungate to Offadrive	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. It will have advantages in that the north south route can be connected to the town centre utilising less crossings and avoidance of the garage and retail entrance. It does however require additional crossings of the gyratory.	£270,000	4	1	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	3	0.9	2	3	2.5	8.7	M
5TC	Offadrive	Maintenance required including signing	£25,000	1	2	1.5	0	0	0	3	3	1	3	0	0	3.1	0	2.3	1	2.3	4	3	3.5	10.4	S
6TC	Bolebridge Street	Segregated off-highway cycle provision is provided alongside Bolebridge Street that only requires minimal maintenance and signing to bring it to a high standard.	£30,000	4	4	4	0	0	0	2	2	1	2	0	0	2.2	0	3.1	1	3.1	5	4	4.5	13.8	S

7TC	Glascote Rd B5000	Existing cycle route 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. Cycleway should be provided through the pinch point, with appropriate signage, to allow cyclists to continue on the footway. 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. Recommend 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.	£150,000	4	3	3.5	0	0	0	1	2	1	2	0	0	1.9	0	2.7	3	0.9	3	4	3.5	9.8	M
8TC	Tamworth Rd	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. Possible further traffic calming.	£160,000	3	2	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	3	0.9	3	2	2.5	8.7	M
9TC	Florendine St/Woodland Rd	Quietway treatment, new signing and maintenance	£20,000	2	3	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	1	2.7	5	2	3.5	11.5	S
10TC	Woodland Rd (S)	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.	£60,000	3	3	3	0	0	0	1	3	1	2	0	0	2.2	0	2.6	2	1.3	5	1	3	9.5	M
11TC	Mercian Way/Eagle Drive	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. 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. Further investigation required to establish demand given adjacent off-road provision. Shared use route could be provided	£225,000	1	2	1.5	0	0	0	1	3	1	4	0	0	2.8	0	2.2	3	0.7	2	1	1.5	6.5	L
12TC	Tamworth Rd	Widening to provide shared use route. Key missing link on Tamworth Road that would enable access to Amington Road Industrial Estate from Stoneydelph.	£125,000	2	2	2	0	0	0	1	3	1	3	0	0	2.5	0	2.3	3	0.8	3	1	2	7.3	L
13TC	Off-road Tamworth Rd to Watling St	An existing spine route that provides safe off-road cycleway and serves journeys through and to Stoneydelph plus links with similar off-road provision to Tamworth centre. The route is lit but would benefit from maintenance to surface, signing, etc.	£45,000	2	2	2	0	0	0	2	3	1	3	0	0	2.8	0	2.4	1	2.4	5	2	3.5	10.7	S
16TC	Hockley Rd/Tinker's Green Rd	Highway verge is wide however significant street furniture is located within it, including lighting columns and telegraph poles. The optimum solution would be shared use on the eastern side with a crossing to allow access into the quiet road network at Sycamore. Whilst Tinkers Green road is traffic calmed speeds still seem relatively high. The route is marked on the walking and cycling map as an advisory route. Consider further on-road measures to provide cycle lanes or a quietway treatment. 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. An allowance has been made for shared use route from Brookside Way.	£300,000	3	3	3	0	0	0	1	2	1	4	0	0	2.5	0	2.8	3	0.9	2	1	1.5	7.9	L
18TC	Wilnecote Ln/Birds Bush Rd	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. There would be benefit in providing shared use footway/ cycleway from where the route intersects with Bird's Bush Road to the school.	£65,000	2	2	2	0	0	0	1	2	2	3	0	0	2.5	0	2.3	2	1.1	4	1	2.5	8.1	M
19TC	Tamworth Rd	Tamworth Road is narrow and busy as it approaches Watling Street and has little opportunity for improvement with narrow footways. 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. A quietway treatment is recommended	£15,000	4	2	3	0	0	0	1	2	2	2	0	0	2.2	0	2.6	1	2.6	3	1	2	9.8	M
20TC	Lichfield St/Coleshill St	A connection is required from the quiet residential streets of Fallow Road past Victoria Road and through to Coleshill Street. 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. As has a toucan crossing of Tamworth Road to replace the existing zebra crossings adjacent to the war memorial.	£340,000	3	2	2.5	0	0	0	1	2	1	3	0	0	2.2	0	2.3	4	0.6	3	1	2	7.3	L

21TC	Fazeley Rd/Riverdrive	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. All of these routes would benefit from minor maintenance improvements	£15,000	4	2	3	0	0	0	1	2	1	1	0	0	1.6	0	2.3	1	2.3	5	4	4.5	11.3	S
22TC	Dunstall Lane	Provides 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. As part of the the Dunstall Lane residential development sections of Dunstall Lane will be converted to walk/cycle only with no motorised users therefore not all of the route will require Quietway treatment.	£30,000	1	2	1.5	0	0	0	1	3	2	1	0	0	2.2	0	1.8	1	1.8	3	1	2	7.5	L
23TC	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. The existing section would benefit from improved signage and some maintenance. 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. Costs include shared use.	£150,000	4	2	3	0	0	0	1	3	3	3	0	0	3.1	0	3.1	3	1.0	2	1	1.5	8.6	M
24TC	Aldergate	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. Consider a quietway treatment on Aldergate to allow for additional cycle signage and cycle logos.	£10,000	2	3	2.5	0	0	0	1	3	1	4	0	0	2.8	0	2.7	1	2.7	4	2	3	11.0	S
25TC	Off-road Snowdome Grounds	An allowance for quietway treatment has been included to allow for signage improvements if they were felt necessary.	£12,000	4	2	3	0	0	0	1	2	1	1	0	0	1.6	0	2.3	1	2.3	3	1	2	8.8	M
26TC	Kettlebrook Rd	Quiet residential street that has a significant amount of on-street parking reducing the road to one lane running. 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.	£55,000	4	3	3.5	0	0	0	2	2	1	1	0	0	1.9	0	2.7	2	1.3	3	2	2.5	9.2	M
27TC	Silver Link Rd	Residents of Kirtley are not served with cycle provision. 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.	£80,000	4	2	3	0	0	0	1	3	2	2	0	0	2.5	0	2.8	2	1.4	4	1	2.5	9.4	M
28TC	Off-road Silver Link Rd to Fossdale Rd,	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. 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.	£175,000	4	2	3	0	0	0	1	3	2	3	0	0	2.8	0	2.9	3	1.0	4	1	2.5	9.3	M
1BW	Station Street	Wider footways at pinch points eg at bus stops, refuges, remove A frame obstructions, tactile pavements additional crossing facilities	£300,000	0	0	0	4	5	4.5	4	4	3	0	3	23	3.1	4.1	4.3	3	1.4	3	4	3.5	13.5	M
2BW	Union Street	Reduce impact of signposts on footways, tactiles	£25,000	0	0	0	4	5	4.5	3	4	5	0	4	19	3.2	4.5	4.5	1	4.5	5	3	4	17.5	S
3BW	Worthington Way	Improve pedestrian facilities at High Street junction, crossing point on desire line between Burton Place and car park, tactile paving	£250,000	0	0	0	4	5	4.5	3	4	3	0	3	24	2.8	3.8	4.1	3	1.4	5	4	4.5	14.1	M
4BW	Orchard Street	Improve surfacing, reduce impact of sign posts, improve pedestrian crossing times, tactile paving	£100,000	0	0	0	4	5	4.5	3	4	5	0	4	19	3.2	4.5	4.5	2	2.2	4	4	4	15.2	S
5BW	New Street	More space for pedestrians behind bus stops, widen the crossing at the Octagon, increase pedestrian crossing time, replace bus shelters that have more space and visibility, tactile paving	£250,000	0	0	0	5	5	5	3	4	4	0	3	23	3.0	4.0	4.5	3	1.5	3	4	3.5	14.0	M
6BW	Lichfield Street	Improve Rugby Club frontage, widen narrow sections of footway, remove sign post obstructions, remove vegetation, wider pedestrian refuge, footway parking obstructions, consider pedestrian desire lines at Lichfield St / High Street junction, wider refuges at Park Street, slow speeds, tactile paving	£100,000	0	0	0	4	5	4.5	3	4	4	0	5	15	3.0	4.6	4.5	2	2.3	4	4	4	15.4	S
7BW	Green Street	Footway maintenance, continuous footways, wider footways (taking carriageway), tactile paving	£150,000	0	0	0	4	5	4.5	3	4	1	0	4	18	2.4	3.6	4.1	3	1.4	4	3	3.5	13.0	M
8BW	Manor Drive	Provide footway along carriageway and on desire line in the grass, tactile paving	£100,000	0	0	0	5	5	5	3	4	1	0	2	30	2.4	3.0	4.0	2	2.0	3	3	3	13.0	M

9BW	High Street	Footway maintenance, wider footways, review of furniture location, Worthington Way crossing point is restricted, restrict pavement parking (particularly delivery vehicles)	£300,000	0	0	0	5	5	5	3	4	2	0	3	23	2.6	3.5	4.3	3	1.4	4	5	4.5	14.5	M
10BW	Guild Street	Surface improvements, review street furniture and sign posts, reduce pedestrian delay at traffic signals, tactile paving	£100,000	0	0	0	4	5	4.5	3	4	6	0	4	18	3.4	4.7	4.6	2	2.3	3	4	3.5	15.0	M
11BW	Fleet Street	Footway maintenance, widen footway, tactile paving,	£150,000	0	0	0	3	5	4	3	4	1	0	3	22	2.4	3.3	3.7	3	1.2	5	3	4	12.6	M
12BW	Bond Street	Footway maintenance, remove fence blocking the footway, tactile paving	£100,000	0	0	0	3	5	4	3	4	1	0	3	21	2.4	3.3	3.7	2	1.8	5	3	4	13.2	M
13BW	Abbey Street	Footway maintenance, shared pedestrian priority with formal footways removed	£250,000	0	0	0	4	5	4.5	3	4	1	0	2	30	2.4	3.0	3.8	3	1.3	4	3	3.5	12.3	M
14BW	Borough Road	Rationalise street furniture, enhance space at crossing points, reduce pedestrian delay at traffic signals, speed enforcement, tactile paving	£100,000	0	0	0	5	5	5	4	4	5	0	4	18	3.5	4.8	4.9	2	2.4	3	4	3.5	15.7	S
15BW	Meadowside Drive	Overgrown vegetation, more direct footpaths to the town centre, tactile paving	£50,000	0	0	0	3	5	4	3	4	2	0	3	29	2.6	3.5	3.8	1	3.8	4	3	3.5	14.8	M
16BW	Horninglow Street	Review signpost locations, remove footway parking, reduce delays for pedestrians at signal crossings, tactile paving	£100,000	0	0	0	4	5	4.5	3	4	5	0	4	19	3.2	4.5	4.5	2	2.2	2	4	3	14.2	M
1CW	Stafford Road	Overgrown vegetation requires cutting back. Widening footways would require carriageway narrowing on this heavily trafficked route which may not be most appropriate. Consideration should be given to location and type of potential additional pedestrian crossing facilities.	£120,000	0	0	0	5	5	5	4	4	5	0	4	18	3.5	4.8	4.9	3	1.6	3	2	2.5	13.9	M
2CW	Brunswick Road	Maintenance works to footways at side road crossings to improve surfacing and reduce trip hazards	£50,000	0	0	0	5	5	5	4	4	3	0	3	27	3.1	4.1	4.5	1	4.5	5	3	4	17.6	S
3CW	Beecroft Road	Provision of drop kerb at Allport Rd	£5,000	0	0	0	4	4	4	3	3	3	0	3	27	2.5	3.4	3.7	1	3.7	4	3	3.5	14.7	M
5CW	Church Street (north)	Surface maintenance on footway crossing points required	£15,000	0	0	0	5	5	5	4	4	5	0	3	23	3.5	4.5	4.7	1	4.7	5	3	4	18.2	S
6CW	Church Street (south)	Provision of new footway and tactile paving across service and car park accesses	£55,000	0	0	0	5	5	5	4	4	3	0	3	23	3.1	4.1	4.5	2	2.3	3	3	3	14.3	M
8CW	Mill Street	Visibility at Morrisons not possible to improve significantly. Drop kerbs, tactiles could be provided outside car wash	£55,000	0	0	0	5	5	5	4	4	3	0	3	23	3.1	4.1	4.5	2	2.3	2	2	2	13.3	M
9CW	Walsall Road	A34 Walsall Road/A4601 Avon Rd junction requires general removal of street clutter to widen footways and remove obstacles. Surface maintenance and new tactiles should be considered where appropriate	£65,000	0	0	0	5	5	5	4	4	5	0	3	23	3.5	4.5	4.7	2	2.4	5	3	4	15.8	S
10CW	Avon Road	Review of crossing facilities adjacent to ASDA required with view to potential upgrade. Difficult to position additional facilities, consider signalling junction with Hunter Rd perhaps with Backcrofts.	£250,000	0	0	0	5	5	5	4	4	3	0	3	22	3.1	4.1	4.5	3	1.5	3	2	2.5	13.1	M
11CW	Wolverhampton Road	Reconfigure drop kerbs at Backcrofts	£10,000	0	0	0	4	4	4	3	3	3	0	3	28	2.5	3.4	3.7	1	3.7	4	3	3.5	14.7	M
12CW	High Green	Need for decluttering on High Green/Dartmouth Rd corner of junction. Consider removal of guardrail (safety audit) and potential footway widening on this radius.	£55,000	0	0	0	5	5	5	4	4	1	0	2	32	2.7	3.3	4.2	2	2.1	3	3	3	13.4	M
13CW	Park Road	De-clutter Park Rd in vicinity of bus station, consider removal of guardrail where appropriate (safety audit). Implement tactiles where required. Footway widening.	£35,000	0	0	0	5	5	5	4	4	5	0	3	23	3.5	4.5	4.7	1	4.7	4	3	3.5	17.7	S
1LW	The Friary	Footway maintenance caused by trees, remove pavement obstructions, review signal timings at St John Street junction. Bus shelter causes a pinch point and there are bollards. The one signal controlled crossing point at the corner of St John Street is two stage with an Island that lacks capacity for peak usage.	£100,000	0	0	0	5	5	5	4	4	4	0	3	29	3.3	4.3	4.6	2	2.3	3	3	3	14.6	M
3LW	Sandford Street	Footway maintenance, dropped kerbs and crossing points set back from desire line. Wall fallen onto the footway. defects at the transition between the pedestrian area and the older street scape. Relocation/replacement of drop kerbs to match desire line, low cost maintenance of surfacing near pedestrianised area.	£75,000	0	0	0	5	5	5	4	4	2	0	3	25	2.9	3.9	4.4	2	2.2	4	3	3.5	14.6	M

4LW	The Close	Footway widening, new footway and tactiles. Variable footpath widths, in places as little as 1 metre. There is no footway on one side of the road (adjacent to the Cathedral). There is a ramp structure constructed for disabled access into one of the listed properties adjacent to the Cathedral. This takes the whole width of the footway. Tactile paving has not been provided in historic heritage area. Historic low trafficked street, access to Cathedral, conservation area.	£100,000	0	0	0	5	5	5	4	4	1	0	2	30	2.7	3.3	4.2	2	2.1	2	2	2	12.4	M
5LW	Dam Street	Vegetation maintenance required	£20,000	0	0	0	5	5	5	4	4	1	0	2	34	2.7	3.3	4.2	1	4.2	2	2	2	14.5	M
7LW	Birmingham Road	Footway maintenance, narrowing of side roads, improved pedestrian signal timings. Some uneven sections of footway adjacent to the development site opposite the station. Side road crossing distances are long at some junctions, ie, the bus station (approx. 13 metres). The signal controlled junction near to the station has no pedestrian crossing facilities. New Rotten Row junction - all arms are staggered with guard railing. The two stage crossings introduce delay for pedestrians. Tactile paving is provided at some side road junctions but not at for example the bus station access points.	£200,000	0	0	0	5	5	5	4	4	6	0	2	34	3.8	4.4	4.7	3	1.6	3	5	4	14.9	M
8LW	St John's Street	Footway maintenance, speed reduction measures, improved pedestrian signal timings, narrowing of junctions. Damaged flags and some failed kerbs at side roads resulting in evidence of ponding. This is a very busy road and the narrow footpaths make it an uncomfortable environment. Further speed reduction measures would help. There are some very narrow sections of footway. There are no facilities for pedestrians to cross the road at the Birmingham Road signal controlled junction. Traffic speeds probably 'Feel' faster than they actually are due to pedestrians inability (due to narrow footways) to keep any distance from the traffic. Junction radii could be tightened up where possible to slow turning manoeuvres and improve visibility. Potential to undertake environmental enhancements as well as implement a reduced speed limit (20mph) to reduce the feel of traffic domination,	£250,000	0	0	0	5	5	5	4	4	5	0	4	13	3.5	4.8	4.9	3	1.6	4	4	4	15.4	S
9LW	Swan Road	Footway maintenance, narrowing of side roads and dropped kerbs. The Sanford Street crossing point is wide and set back a long way. Drop kerbs are present at Sandford Street but bell mouth is wide, consider modifying kerb lines.	£75,000	0	0	0	4	5	4.5	4	4	6	0	4	16	3.8	5.0	4.8	2	2.4	3	3	3	14.9	M
10LW	Church Street	Crossing provision and improve pedestrian signal timings. There is a desire line crossing Church Street at the pedestrian access to Tesco. There are existing pedestrian facilities on two arms of this junction (not the eastern arm) enabling pedestrians full access around the junction and across Church Street.	£100,000	0	0	0	4	5	4.5	4	4	5	0	3	22	3.5	4.5	4.5	2	2.2	2	1	1.5	12.7	M
11LW	Conduit Street	Removal of parked vehicles. Conduit Street is very busy with pedestrians walking on the road as the footways are compromised by the building layouts. Parked cars (in designated bays) also narrow the carriageway. Potential conflict can occur when small numbers of vehicles use the road when vehicles are parked and pedestrian movements are heavy.	£60,000	0	0	0	5	5	5	4	4	3	0	2	33	3.1	3.8	4.4	2	2.2	2	3	2.5	13.4	M
12LW	Greenhill	Footway widening, improved pedestrian signal timings. Footways are very narrow in places, notably at the George Lane corner. The phasing at the Rotten Row signal controlled junction results in considerable delay for pedestrians at the Greenhill arm.	£90,000	0	0	0	5	5	5	4	4	3	0	4	15	3.1	4.4	4.7	2	2.3	2	3	2.5	14.2	M
13LW	Lombard Street	Footway widening and dropped kerbs. The footway narrows in places. The Cross Keys / Lombard Street junction is wide and vehicle speeds can be high. The dropped kerbs are set well back from the desire line. Investigate widening footway where required although on-street parking and deliveries utilising large vehicles should be considered.	£125,000	0	0	0	5	5	5	4	4	3	0	3	24	3.1	4.1	4.5	3	1.5	2	3	2.5	13.1	M
1NW	Liverpool Road	Limited traffic at present due to relocation of supermarket and vacant site. Forms part of gyratory for access to town centre. Possible entry treatment, dropped kerbs at Ryecroft end - linked to cycle/ped crossing of Ryecroft	£55,000	0	0	0	3	5	4	3	4	1	0	3	29	2.4	3.3	3.7	2	1.8	5	5	5	14.2	M
3NW	Church St and Merrial St	Church St runs up from Lower St into the town centre. Merrial St extends northwards to Ryecroft and is part of a bus route through the town. There are no pedestrian crossing points or dropped kerbs along Merrial St apart from at the junction with High St. Proposed crossing at northern end of Merrial Street	£25,000	0	0	0	5	5	5	3	4	3	0	3	26	2.8	3.8	4.4	1	4.4	5	5	5	18.1	S
4NW	Friars Street and Hassell Street	Streetscape works to bring northern end of street up to similar standard as the fully pedestrianised areas. Crossing/entry treatment at southern end of Friars st by Lower St.	£200,000	0	0	0	5	5	5	3	4	3	0	3	24	2.8	3.8	4.4	3	1.5	5	4	4.5	14.7	M

5NW	Ryecroft	Side road crossings not in line with desire line. Replace current two-stage crossing with single stage parallel ped and cycle signalised crossings. Improve and widen shared footway/cycle tracks to link to adjacent streets.	£250,000	0	0	0	5	5	5	3	4	6	0	4	13	3.4	4.7	4.8	3	1.6	3	5	4	15.3	S
6NW	Lower Street	Links are unpleasant due to lack of active frontage and proximity of traffic. Subways at regular intervals (each major junction) but not pleasant. Replace subway crossings with single stage parallel ped and cycle signalised crossings for better access to retailers and residences on outside of ring road. No dropped kerbs at car park access	£250,000	0	0	0	4	5	4.5	3	4	6	0	4	8	3.4	4.7	4.6	3	1.5	3	3	3	13.7	M
7NW	Barracks Road	Links are unpleasant due to lack of active frontage and proximity of traffic. Subways at regular intervals (each major junction) but not pleasant. Improve subway entrances from footways by widening, guardrail removal, planting etc. Dropped kerbs/tactiles or entry treatments to reduce crossing distance at side roads. Hassell St crossing needs to be a single stage toucan to accommodate cycle traffic - needs footway widening on Hassell St (east) - see also cycle audit.	£100,000	0	0	0	5	5	5	3	4	6	0	4	15	3.4	4.7	4.8	2	2.4	4	4	4	16.1	S
8NW	Pool Dam and Brook Lane	Some narrow footway sections. Retail/commercial frontage with some footway parking noted. Severance at Lower st end of Pool Dam- no crossing, and at Greenway. Upgrade existing crossing at Brook Lane with a parallel cycle crossing to serve the Greenway (and widen linking footways). Install new signalised crossing for Greenway at Pool Dam.	£160,000	0	0	0	4	5	4.5	3	4	6	0	4	16	3.4	4.7	4.6	3	1.5	3	3	3	13.7	M
1SW	North Walls	Footway maintenance	£75,000	0	0	0	4	5	4.5	3	4	1	0	2	32	2.4	3.0	3.8	2	1.9	5	2	3.5	12.9	M
2SW	Eastgate Street	Footway / vegetation maintenance, tactiles and dropped kerbs	£100,000	0	0	0	4	5	4.5	3	4	1	0	2	30	2.4	3.0	3.8	2	1.9	5	4	4.5	13.9	M
4SW	Salter Street (a. retail area)	Flush paving has no edge marking for visually impaired users	£10,000	0	0	0	5	5	5	3	4	1	0	2	31	2.4	3.0	4.0	1	4.0	5	2	3.5	15.5	S
5SW	Salter Street (b. from North Walls)	Footway maintenance	£10,000	0	0	0	4	5	4.5	3	4	1	0	3	28	2.4	3.3	3.9	1	3.9	5	2	3.5	15.3	S
7SW	Broad Eye	Footway widening and review of crossing facilities	£250,000	0	0	0	5	5	5	4	4	5	0	3	21	3.5	4.5	4.7	3	1.6	3	5	4	15.1	S
8SW	Chell Road	Footway and vegetation maintenance, footway widening at bus stop, improved visibility at service area access, improved ped crossing timings	£250,000	0	0	0	5	5	5	4	4	6	0	4	17	3.8	5.0	5.0	3	1.7	4	5	4.5	16.2	S
14SW	Victoria Road / Station Road	Improved carriageway surfacing outside rail station, footway widening at bus stop, review pedestrian wait time	£250,000	0	0	0	5	5	5	4	4	2	0	3	27	2.9	3.9	4.4	3	1.5	4	5	4.5	14.8	M
1TW	Church Street	Footway maintenance, wider footways (at expense of parking), marked disabled bays. Even small numbers of vehicles on this narrow street impact on noise and pollution. The road is a route out from Corporation Street for buses. Double yellow lines parked on regularly by disabled badge holders. This restricts visibility for pedestrians. The Corporation Street crossing point is set well back from Church Street.	£170,000	0	0	0	5	5	5	4	4	2	0	3	22	2.9	3.9	4.4	3	1.5	5	5	5	15.3	S
2TW	Corporation Street	More direct route for pedestrians and improved crossing facilities. The taxi rank and turning area creates a significant diversion for pedestrians and crossing the road involves negotiating buses. Buses impact on visibility, particularly when crossing the road.	£230,000	0	0	0	5	5	5	4	4	2	0	3	24	2.9	3.9	4.4	3	1.5	5	5	5	15.3	S
3TW	Holloway	Repair to slabs, tactile paving	£10,000	0	0	0	4	4	4	3	3	2	0	3	29	2.3	3.2	3.6	1	3.6	4	4	4	14.8	M
4TW	Lichfield Street	Improve crossing points at side roads, widen footways, controlled parking, tactile paving. Some side road crossing locations are located well back from the give way line (Sunset Close). Provision of tactile paving is mixed at the many side roads.	£150,000	0	0	0	4	5	4.5	4	4	6	0	4	19	3.8	5.0	4.8	3	1.6	3	3	3	14.1	M
5TW	Lower Gungate	Public realm, footway widths, reducing vehicle speeds, reduce pedestrian waiting times, tactile paving. Install public realm improvements centred around increasing footway widths and reducing vehicle speeds. Very wide one way road with narrow footways. The one way traffic travels to quickly due to the space available. No tactile paving at side road junction.	£300,000	0	0	0	4	5	4.5	4	4	3	0	4	16	3.1	4.4	4.4	3	1.5	3	3	3	13.4	M
6TW	Marmion Street	Improve footway condition further away from the town, widen footways, controlled crossing points. Traffic speeds can be high on this one way link around the town centre. Visibility is poor for pedestrians crossing at the Spinning School Lane turn. Review the provision of tactile paving - could be linked to redevelopment sites	£200,000	0	0	0	4	5	4.5	4	4	5	0	4	16	3.5	4.8	4.6	3	1.5	3	3	3	13.8	M
7TW	Albert Road	Maintenance, remove footway parking, pedestrian crossing, tactile paving. The Marmion Way junction has no crossing facilities if a pedestrian is on the south side of Albert Road. Busy route into the town centre car parks.	£90,000	0	0	0	4	5	4.5	4	4	3	0	3	25	3.1	4.1	4.3	2	2.1	3	3	3	13.7	M

