

## Site 18 - A5009 Leek Road / Bagnall Road Traffic Signals

## Baseline Assessment

## Deficiencies identified by North Staffordshire Integrated Transport Study.

The more significant delays are experienced on the minor road approaches to the junction. i.e. Bagnall Road and Millrise Road.

Modelled Average Delay Per Vehicle (In Minutes) – Base Year 2002					
		To			
From		A	B	C	D
	A – A5009 Leek Road (South)	-	0.39	0.39	0.40
	B – Millrise Road	2.05	-	2.04	2.04
	C – A5009 Baddeley Green Lane	0.21	0.22	-	0.21
	D – Bagnall Road	0.87	0.87	0.88	-

Modelled Average Delay Per Vehicle (In Minutes) – 2021					
		To			
From		A	B	C	D
	A – A5009 Leek Road (South)	-	0.45	0.45	0.46
	B – Millrise Road	2.46	-	2.45	2.45
	C – A5009 Baddeley Green Lane	0.24	0.25	-	0.24
	D – Bagnall Road	1.33	1.33	1.34	-

## Accident Record

There were 7 recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005). All of the eight casualties involved were classified as having slight injuries. One of the accidents involved a pedestrian.

## Buses

The junction lies on a frequently used bus route.

## Cycles

There are currently no specific facilities provided for cyclist at this junction.

## Pedestrians

There are currently no specific facilities provided for pedestrians at this junction.

## Environmental Issues

The site exceeds the acceptable particulates (PM<sub>10</sub>) level and may possibly also exceed the national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) mainly due to traffic emissions. Further monitoring of air quality levels is recommended.

## Site 18 - A5009 Leek Road / Bagnall Road Traffic Signals

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### Improvement Options

#### Option 1 - (Drawing Number 1101123:18:01)

This junction consists of staggered cross roads with terrace properties fronting the footway and there are no opportunities to improve its capacity without significant property acquisition. This option involves the construction of a roundabout on the cross roads and will require the acquisition of a minimum of 12 residential and commercial properties.

Capacity of the junction is currently reduced by the restricted widths on all approaches and therefore any long term improvements must be carried out in conjunction with widening of these link roads.

#### Option 2 - (Drawing Number 1101123:18:02)

This option involves the construction of a signalized junction incorporating right turning lanes. There will also be the opportunity to provide pedestrian facilities at the signals. This option requires the acquisition of at least 22 residential and commercial premises with significant land take from two additional premises.

Adverse  
Slightly Adverse  
Neutral  
Slightly Beneficial  
Beneficial

-2  
-1  
0  
1  
2

Site 18 **A5009 Leek Road / Bagnall Road Roundabout - Option 1**

**Transport and Access**

General	<p>This junction consists of staggered cross roads with terrace properties fronting the footway and there are no opportunities to improve its capacity without significant property acquisition. This option involves the construction of a roundabout on the crossroads and will require the acquisition of a minimum of 12 residential and commercial properties. Capacity of the junction is currently reduced by the restricted widths on all approaches and therefore any long term improvements must be carried out in conjunction with widening of these link roads.</p>	N/A
Regeneration	<p>This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.</p>	0
Pedestrians	<p>Pedestrian crossing measures will be provided on the splitter islands</p>	1
Cyclist	<p>No specific improvements for cyclist are proposed at this junction.</p>	0
Buses	<p>No specific bus priority measures are proposed at this junction however the creation of more road space should be beneficial to all vehicular traffic. This junction is not on a route designated as a Bus Priority Corridor.</p>	1 0
Traffic	<p>Widening of the approaches will improve overall capacity of the junction. However the junctions capacity is significantly reduced by the restricted widths on all approaches.</p>	1
Congestion	<p>The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT</p>	1 0
Safety	<p>The creation of pedestrian facilities will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.</p>	2
Accessibility	<p>The scheme will provide general benefits of access through the City.</p>	1
Integration	<p>Improvements to this junction will have limited benefit in terms of integration with other modes of transport.</p>	0
<b>Environment</b> General	<p>The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.</p>	N/A



**Site 18 A5009 Leek Road / Bagnall Road Roundabout - Option 1**

Landscape / Townscape	The scheme will have benefits in terms of Townscape improvements providing the opportunity for the provision of a high quality landscaping scheme including tree planting.	2
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>10</b>



**Site 18 A5009 Leek Road / Bagnall Road Traffic Signals - Option 2**

**Transport and Access**

General	This option involves the construction of a signalized junction incorporating right turning lanes. There will also be the opportunity to provide pedestrian facilities at the signals. This option requires the acquisition of at least 22 residential and commercial premises with significant land take from two additional premises.	N/A
Regeneration	This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.	0
Pedestrians	Pedestrian crossing measures will be provided within the signalized junction.	2
Cyclist	No specific improvements for cyclist are proposed at this junction however the creation of more road space should be beneficial to cyclists.	1
Buses	No specific bus priority measures are proposed at this junction however the creation of more road space should be beneficial to all vehicular traffic. This junction is not on a route designated as a Bus Priority Corridor.	1 0
Traffic	Widening of the approaches will improve overall capacity of the junction. However the junctions capacity is significantly reduced by the restricted widths on all approaches.	1
Congestion	The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	2 0
Safety	The creation of pedestrian facilities will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.	2
Accessibility	The scheme will provide general benefits of access through the City.	1
Integration	Improvements to this junction will have limited benefit in terms of integration with other modes of transport.	0
<b>Environment</b>		
General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A



Site 18 **A5009 Leek Road / Bagnall Road Traffic Signals - Option 2**

Landscape / Townscape	The scheme will have benefits in terms of Townscape improvements providing the opportunity for the provision of a high quality landscaping scheme including tree planting.	2
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>13</b>

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**PROJECT:**  
North Staffordshire Road Network  
Junction Assessment - Feasibility Study

**PROJECT No:**  
1101123  
**DWG. TITLE:**  
A5009 Leek Road / Baginall Road Traffic Signals  
Option 1

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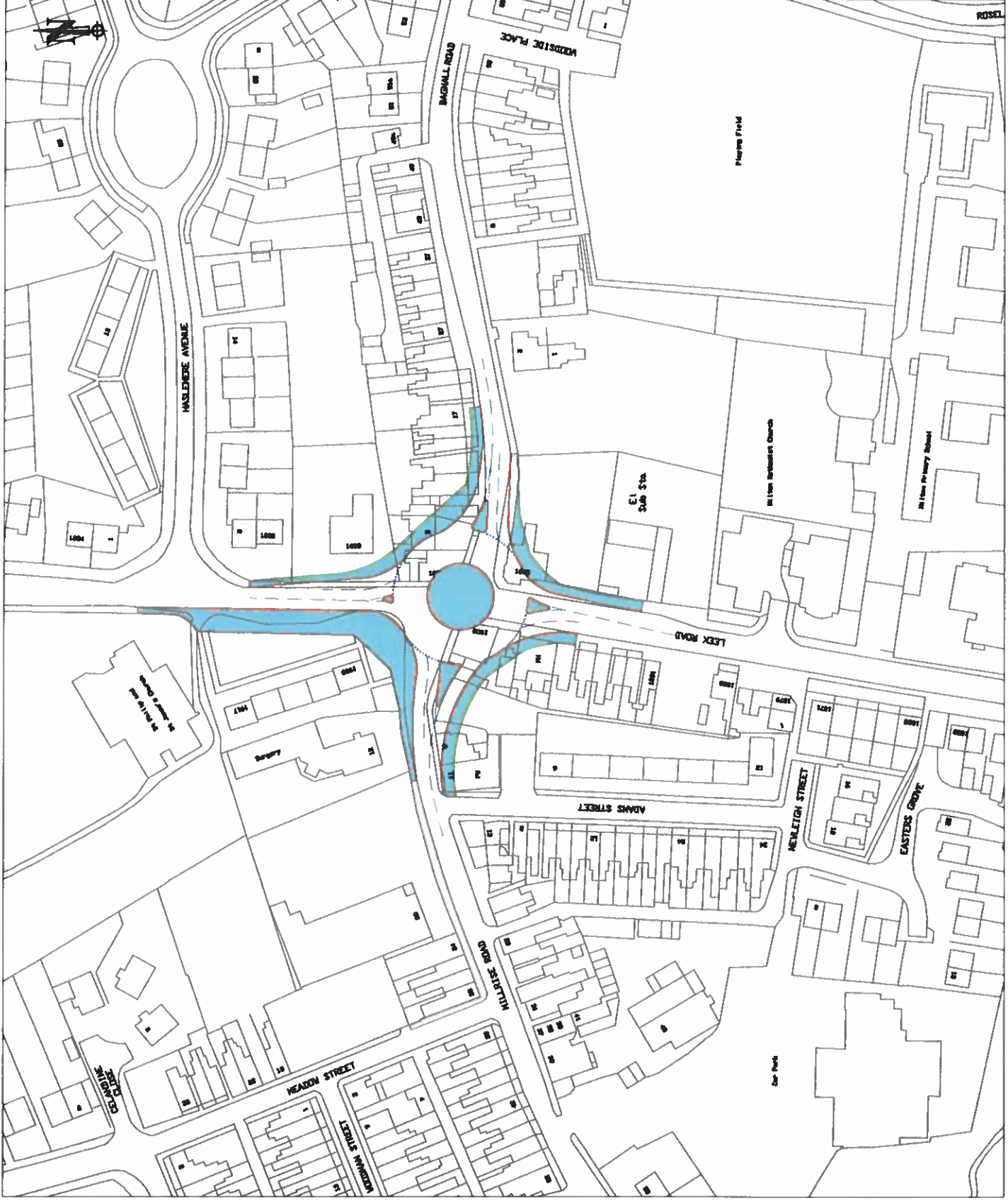
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1101123;18:01



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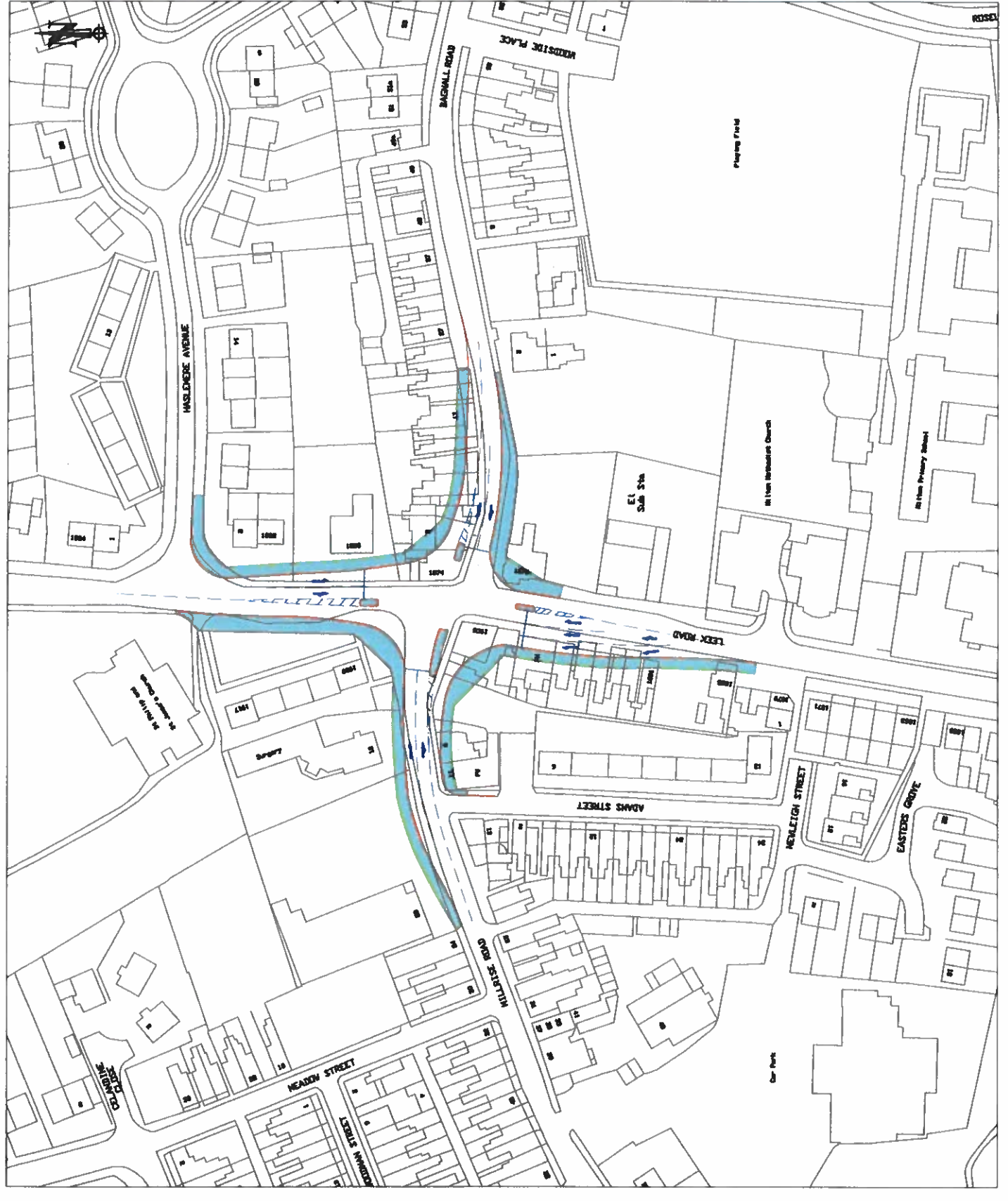
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**Site19 - Blurton Road / Grove Road Junction****Baseline Assessment****Deficiencies identified by North Staffordshire Integrated Transport Study (NSITS).**

Single lane approaches on all four arms lead to significant delays but highway improvements constrained by property acquisition. Congestion is forecast to be moderate in the year 2021

Modelled Average Delay Per Vehicle (in Minutes) – Base Year 2002				
		To		
From		A	B	C
	A - Blurton Road	-	0.69	0.69
	B - Grove Road	0.35	-	0.34
	C - Heron Street	0.82	0.83	-

Modelled Average Delay Per Vehicle (in Minutes) – 2021				
		To		
From		A	B	C
	A - Blurton Road	-	1.41	1.41
	B - Grove Road	2.11	-	2.10
	C - Heron Street	0.32	0.34	-

**Accident Record**

There have been 2 recorded accidents within a 50m radius of the junction over a 5 year period (2001- 2006) involving 3 vehicles. All of the 4 casualties received slight injuries

**Buses**

The junction lies on a bus route but not designated as a Bus Priority Corridor. There are currently no specific bus priority measures in operation at this junction.

**Cycles**

There are currently no specific cycle routes identified through this junction.

**Pedestrians**

There are currently no specific pedestrian facilities identified through this junction

**Environmental Issues**

The particulates (PM<sub>10</sub>) level is being exceeded at this junction mainly due to traffic emissions.

**Improvement Options****Option 1 Traffic Signals** (Drawing Number 1101123:19:01)

An additional lane has been added to each of the four arms. Advanced stop lines to assist cyclists and pedestrian crossing facilities within the traffic signals are proposed

**Site19 - Blurton Road / Grove Road Junction**

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**Option 2 Roundabout (Drawing Number 1101123:19:02)**

An additional lane has been added to each of the four arms, but no facilities are proposed for cyclists and pedestrians

Site 19      **Blurton Road / Grove Road Junction - Option 2 Roundabout**



Total Score      14



**Site 19 Blurton Road / Grove Road Junction - Option 2 Roundabout**

Transport and Access	General	Score
General	Single lanes on all four approaches contribute to predicted congestion. Additional lanes added to all four approaches to provide a right turning lane	N/A
Regeneration	This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.	0
Pedestrians	unchanged	2
Cyclist	No specific improvements for cyclist are proposed at this junction. Roundabout less favourable to cyclists	-1
Buses	Blurton Road is a bus route but not designated as a Bus Priority Corridor however the increased capacity of the junction will improve bus journey times	2
Traffic	Widening of the approaches to the junction will improve overall capacity	2
Congestion	The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - MODERATE	2 1
Safety	The creation of pedestrian facilities will provide safety benefits.	2
Accessibility	The increase in capacity will provide benefits for private and public transport	2
Integration	Improvements to this junction will have benefit in terms of integration with other modes of transport	1
Environment		
General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of townscape improvements	0
Noise	No change	0
Air Quality	Reduction in queue lengths will provide an improvement in air quality	1



**Site 19 Blurton Road / Grove Road Junction - Option1 Traffic Signals**

Category	Description	Score
Transport and Access	General	N/A
	Regeneration	0
Pedestrians	General	2
	Cyclist	1
Buses	General	2
	Traffic	1
Congestion	General	2
	Level of congestion as identified in North Staffordshire Transport Study - MODERATE	1
Safety	General	2
	Accessibility	2
Integration	General	1
	Environment	N/A
Landscape / Townscape	General	0
	Noise	0



**Site 19**      **Blurton Road / Grove Road Junction - Option1 Traffic Signals**

Air Quality

Reduction in queue lengths will provide an improvement in air quality

1

Total Score

15

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 OPTION 1

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Land Requirements

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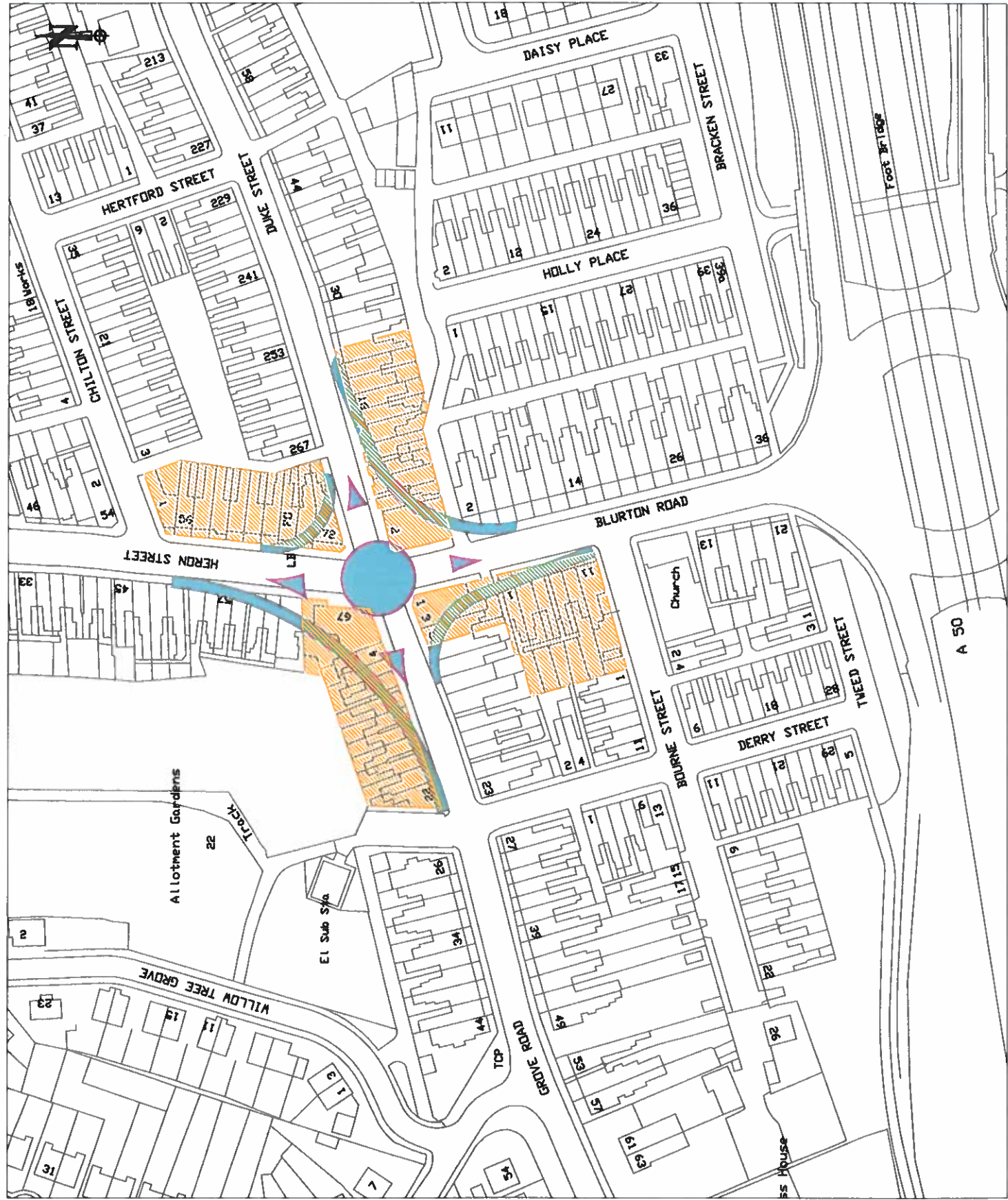
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 Blurton Road / Grove Road Roundabout  
 OPTION 1

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**Site 20 – A52 Bucknall Road / A5272 Dividy Road Traffic Signals****Baseline Assessment****Deficiencies identified by North Staffordshire Integrated Transport Study (NSITS).**

Significant delays are expected on all approaches to the junction. Two major bus routes merge at this junction and delays have a detrimental effect on bus journey times. There is a bus lane at present on the A52 Werrington Road approach.

Problems experienced at this junction have an adverse effect on the operation of Limekiln and vice versa. In addition there are no dedicated pedestrian facilities within the junction.

Potential improvements to the junction are constrained by the Trent bridge and significant property acquisition.

It is recommended that any solution to the congestion at this junction must be assessed in conjunction with improvements to the Leek Road Bucknall Road junction

The construction of the Hanley Bentilee Link would reduce traffic flows along the A5008 Bucknall New Road / A52 Bucknall Road / A5272 Dividy Road Corridor. This would enable bus priority measures to be installed along the corridor between Potteries Way / Bucknall New Road junction and Dividy Road.

<b>Modelled Average Delay Per Vehicle (in Minutes) – Base Year 2002</b>				
		<b>To</b>		
<b>From</b>		<b>A</b>	<b>B</b>	<b>C</b>
	<b>A - A52 Werrington Road</b>	-	-	2.24
	<b>B - A5272 Dividy Road</b>	1.09	-	0.14
	<b>C - A52 Bucknall Road</b>	0.10	1.01	-

<b>Modelled Average Delay Per Vehicle (in Minutes) – 2021</b>				
		<b>To</b>		
<b>From</b>		<b>A</b>	<b>B</b>	<b>C</b>
	<b>A - A52 Werrington Road</b>	-	-	2.96
	<b>B - A5272 Dividy Road</b>	1.09	-	0.17
	<b>C - A52 Bucknall Road</b>	0.10	1.66	-

**Accident Record**

There were 11 recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005) involving 19 vehicles. One of the accidents involved a fatality to a pedestrian and one of the casualties received a serious injury. Nine casualties were classified as receiving 'slight' injuries. 3 of the accidents involved pedestrians.

**City Centre Transport Assessment**

This junction falls within the area assessed by Scott Wilson's in Phase 2 of the Stoke-on-Trent City Centre Transport Assessment.

**Buses**

The junction lies on a Quality bus route designated as a Bus Priority Corridor. There is a bus lane at present on the A52 Werrington Road approach.

**Cycles**

There are currently no specific cycle routes identified through this junction.

## Site 20 – A52 Bucknall Road / A5272 Dividy Road Traffic Signals

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### **Pedestrians**

There are currently no specific pedestrian facilities identified through this junction

### **Environmental Issues**

The site exceeds the acceptable particulates (PM<sub>10</sub>) level and may possibly also exceed the national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) mainly due to traffic emissions. Further monitoring of air quality levels is recommended.

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### **Improvement Options**

#### **Option 1 – (Drawing Number 1101123:20/A)**

It is recommended that any solution to the congestion at this junction must be assessed in conjunction with improvements to the Leek Road Bucknall Road junction.

This option recommends the upgrading of the signals and provides an addition right turning lane on the east bound approach on Werrington Road and additional lanes in Dividy Road for both inbound and out bound traffic. Pedestrian facilities should be incorporated within the signal design. This option requires the acquisition of six residential properties and significant land from 9 other commercial premises.

#### **Option 2 – (Drawing Number 1101123:20/B)**

This option is similar to option one but provides bus lanes.

Adverse  
Slightly Adverse  
Neutral  
Slightly Beneficial  
Beneficial



**Site 20 A52 Bucknall Road / A5272 Dividy Road Traffic Signals - Option 1**

**Transport and Access**

General	<p>It is recommended that any solution to the congestion at this junction must be assessed in conjunction with improvements to the Leek Road Bucknall Road junction.</p> <p>This option recommends the upgrading of the signals and provides an addition right turning lane on the east bound approach on Werrington Road and additional lanes in Dividy Road for both inbound and out bound traffic. Pedestrian facilities should be incorporated within the signal design. This option requires the acquisition of six residential properties and significant land from 9 other commercial premises.</p>	N/A
Regeneration	<p>This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.</p>	0
Pedestrians	<p>Full pedestrian facilities will be provided on all legs of the junction.</p>	2
Cyclist	<p>No specific improvements for cyclist are proposed at this junction.</p>	0
Buses	<p>The provision of additional lanes on the Werrington Road (Eastbound) and Dividy Road approaches will improve Bus facilities and journey times.</p> <p>Site lies on a route designated as a Bus Priority Corridor.</p>	1 2
Traffic	<p>The reduction of traffic through this junction assumes the construction of the Hanley Bentilee Link Road. The provision of additional lanes will improve the junctions capacity. However due to its close proximity to Leek Road / Bucknall Road (Limekiln) junction these benefits will be marginal unless they are combined with improvements to this other junction.</p>	1
Congestion	<p>The construction of Hanley Bentilee Link and the subsequent reduction of traffic using the junction together with the provision of additional carriageway space will reduce congestion.</p> <p>Level of congestion as identified in North Staffordshire Transport Study - SLIGHT</p>	1 0
Safety	<p>The reduction in traffic using the junction and the provision of pedestrian facilities will provide safety benefits.</p>	2
Accessibility	<p>The scheme will improve accessibility to the City Centre.</p>	2
Integration	<p>The scheme will have limited benefits in terms of integration with other modes of transport</p>	0

**Environment**



Site 20 **A52 Bucknall Road / A5272 Dividy Road Traffic Signals - Option 1**

General	The scheme has been developed as a Highway scheme to reduce delays and provide improved facilities for buses.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Landscape and Townscape improvements	0
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO <sub>2</sub> ) and particulates (PM <sub>10</sub> ) emissions.	1
<b>Total Score</b>		<b>12</b>



Site 20 **A52 Bucknall Road / A5272 Dividy Road Traffic Signals - Option 2**

**Transport and Access**

General	It is recommended that any solution to the congestion at this junction must be assessed in conjunction with improvements to the Leek Road Bucknall Road junction. This option recommends the upgrading of the signals and provides additional bus lanes on the east bound approach on Werrington Road and both sides of Dividy Road. Pedestrian facilities should be incorporated within the signal design. This option requires the acquisition of six residential properties and significant land from 9 other commercial premises.	N/A
Regeneration	This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.	0
Pedestrians	Full pedestrian facilities will be provided on all legs of the junction.	2
Cyclist	No specific improvements for cyclist are proposed at this junction. However the provision of bus lanes will improve the situation	1
Buses	The provision of bus lanes on the Werrington Road (Eastbound) and Dividy Road approaches will improve Bus facilities and journey times. Site lies on a route designated as a Bus Priority Corridor.	2 2
Traffic	The reduction of traffic through this junction assumes the construction of the Hanley Bentilee Link Road. The provision of bus lanes will only have a marginal effect on the junctions capacity and any improvement must be linked to improvements on the Leek Road / Bucknall Road (Limekiln) junction.	1
Congestion	The construction of Hanley Bentilee Link and the subsequent reduction of traffic using the junction together with the provision of additional carriageway space will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	1 0
Safety	The reduction in traffic using the junction and the provision of pedestrian facilities will provide safety benefits.	2
Accessibility	The scheme will improve accessibility to the City Centre.	2
Integration	The scheme will have limited benefits in terms of integration with other modes of transport	0

**Environment**



**Site 20 A52 Bucknall Road / A5272 Dividy Road Traffic Signals - Option 2**

General	The scheme has been developed as a Highway scheme to reduce delays and provide improved facilities for buses.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Landscape and Townscape improvements	0
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO <sub>2</sub> ) and particulates (PM <sub>10</sub> ) emissions.	1
<b>Total Score</b>		<b>14</b>

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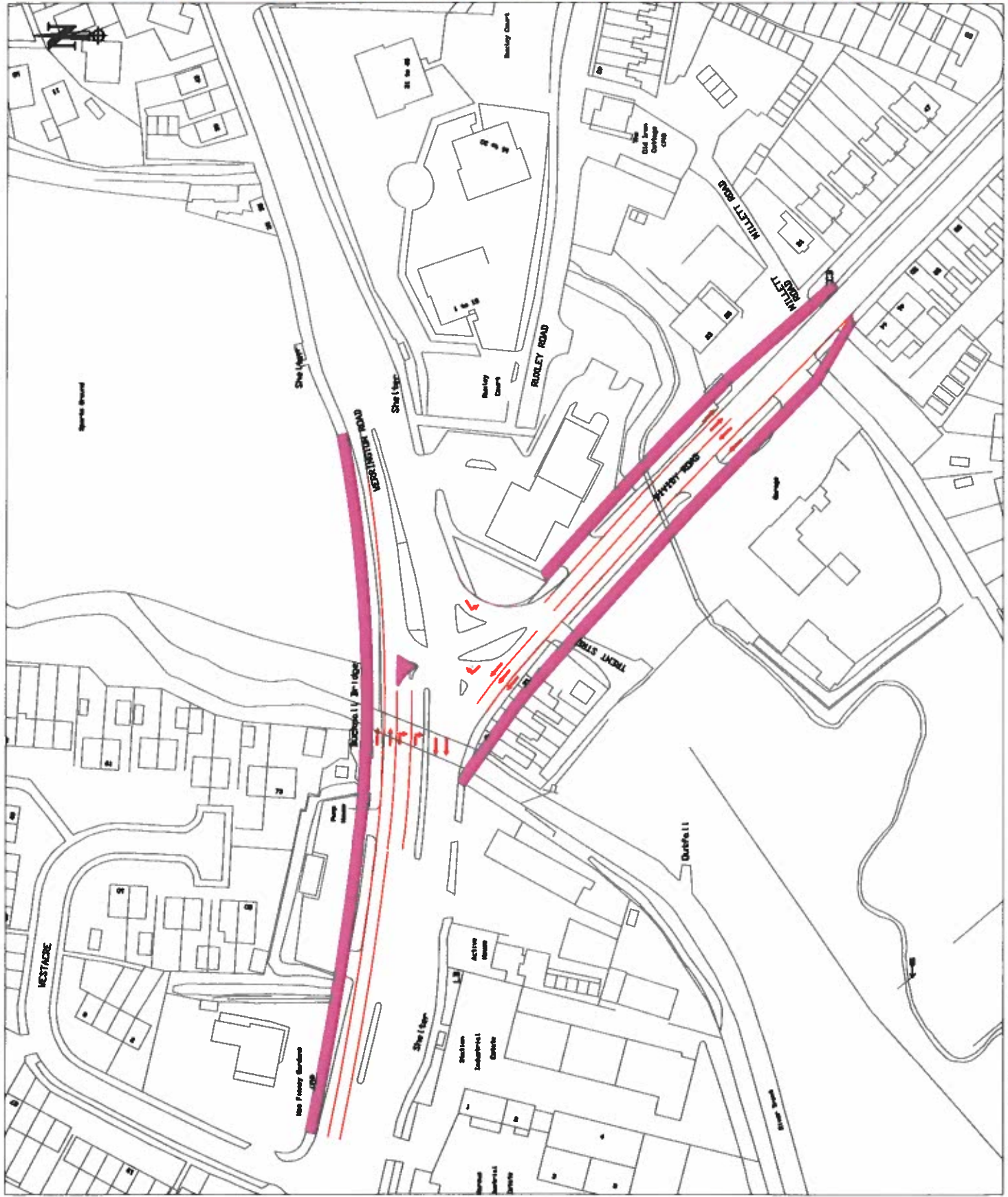
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 A52 Bucknall Road / A5272 Dwdy Road Traffic  
 Signals OPTION 1

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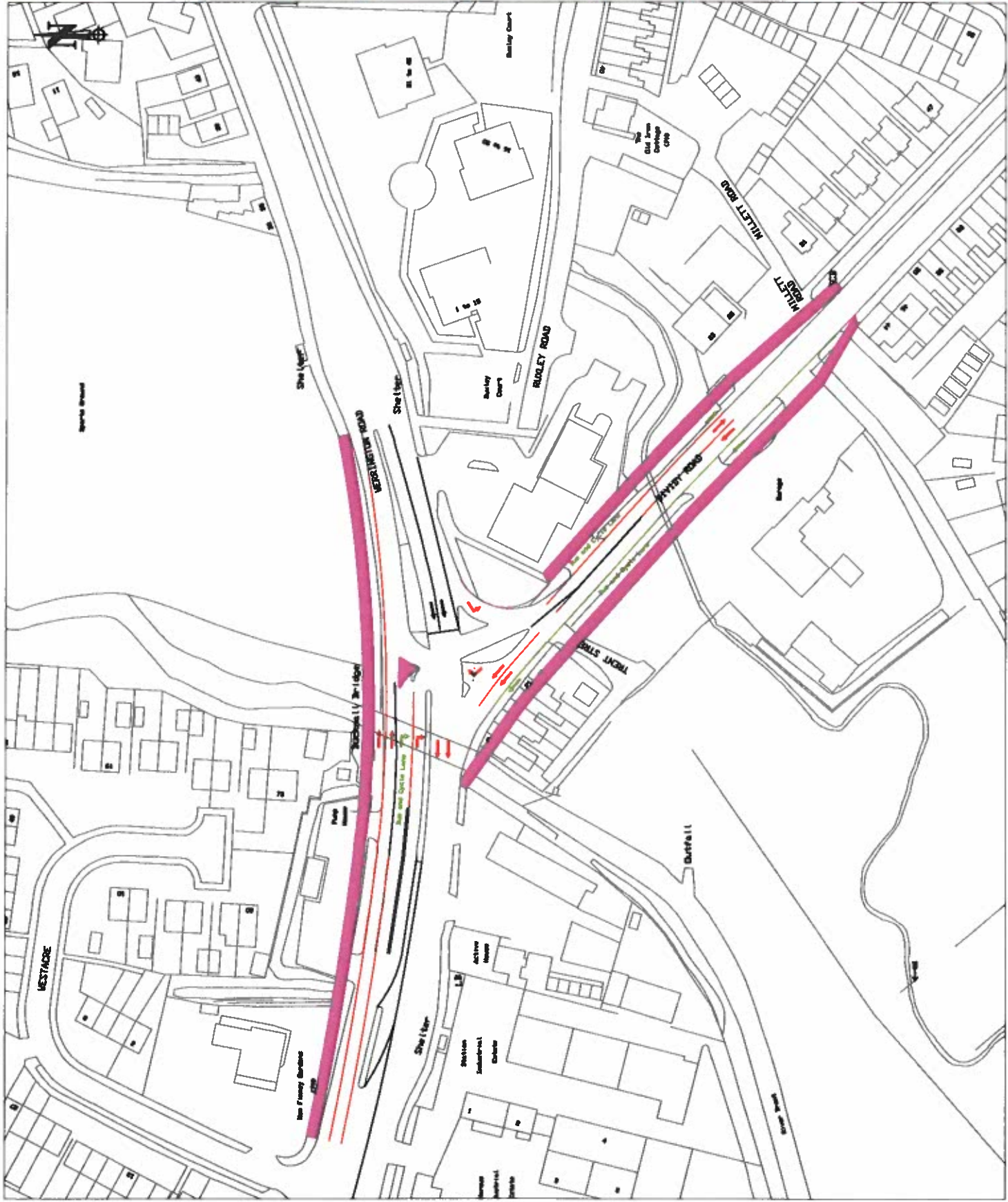
**PROJECT:**  
North Staffordshire Road Network  
Junction Assessment - Feasibility Study

**PROJECT No:**  
1101123  
**DWG. TITLE:**  
A52 Bucknall Road / A5272 Davidy Road Traffic  
Signals OPTION 2 Bus Lanes

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## Site 21 - A5038 Belgrave Road / B5035 Trentham Road Traffic Signals

### Baseline Assessment

#### Deficiencies identified by North Staffordshire Integrated Transport Study.

The junction is characterised by having a single lane approach on all arms of the junction with the right turn movement from A5038 Belgrave Road to B5035 Trentham Road currently prohibited. The main delays predicted on the junction are on the Trentham Road approaches.

Modelled Average Delay Per Vehicle (In Minutes) – Base Year 2002					
		To			
From		A	B	C	
	A - B5038 Trentham Road	-	0.66	0.66	
	B - A5035 Belgrave Road	-	-	0.29	
	C - A5035 Trentham Road	0.47	0.48	-	

Modelled Average Delay Per Vehicle (In Minutes) – 2021					
		To			
From		A	B	C	
	A - B5038 Trentham Road	-	1.48	1.48	
	B - A5035 Belgrave Road	-	-	0.21	
	C - A5035 Trentham Road	0.58	0.60	-	

#### Accident Record

There were 5 recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005). All of the 6 casualties involved were classified as having slight injuries. Two of the accidents involved pedestrians.

#### Buses

There are currently no bus services using this junction. However services 23 and 23A are routed on Belgrave Road and Carlisle Street.

#### Cycles

There are currently no specific facilities provided for cyclist at this junction.

#### Pedestrians

There are currently no specific facilities provided for pedestrians at this junction.

#### Environmental Issues

The site exceeds the acceptable particulates (PM<sub>10</sub>) level and it is likely to also exceed the national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) mainly due to traffic emissions. Further monitoring of air quality levels is recommended.

## Site 21 - A5038 Belgrave Road / B5035 Trentham Road Traffic Signals

---

### Improvement Options

#### Option 1 - (Drawing Number 1101123:21:01)

This junction consists of crossroads with terrace properties fronting the footway on the north eastern quadrant of Trentham Road and Belgrave Road. There is no exit onto the junction from Cemetery Avenue. This option involves the improvement of the existing junction by the provision of additional lanes in Trentham Road. This option requires the acquisition of at least 6 residential and commercial premises with significant land take from one additional premises.



**Site 21 A5038 Belgrave Road / B5035 Trentham Road Traffic Signals**

**Transport and Access**

General	This junction consists of cross roads with terrace properties fronting the footway on the north eastern quadrant of Trentham Road and Belgrave Road. There is no exit onto the junction from Cemetery Avenue. This option involves the improvement of the existing junction by the provision of additional lanes in Trentham Road. This option requires the acquisition of at least 6 residential and commercial premises with significant land take from one additional premises.	N/A
Regeneration	This junction falls within the Dresden & Normacott General Renewal Area	1
Pedestrians	Pedestrian crossing measures will be provided within the signalized junction.	1
Cyclist	No specific improvements for cyclist are proposed at this junction however the creation of more road space should be beneficial to cyclists.	1
Buses	There are no proposals to introduce bus priority measures on this junction, however additional capacity provided will be beneficial to all traffic. This junction is not on a route designated as a Bus Priority Corridor.	1 0
Traffic	Widening of the Trentham Road approaches will improve overall capacity of the junction.	1
Congestion	The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	1 0
Safety	The creation of pedestrian facilities will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.	2
Accessibility	The scheme will provide general benefits of access through the City.	1
Integration	Improvements to this junction will have limited benefit in terms of integration with other modes of transport.	0
Environment		
General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A



**Site 21 A5038 Belgrave Road / B5035 Trentham Road Traffic Signals**

Landscape / Townscape	The scheme will have limited benefits in terms of Townscape improvements.	1
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>11</b>

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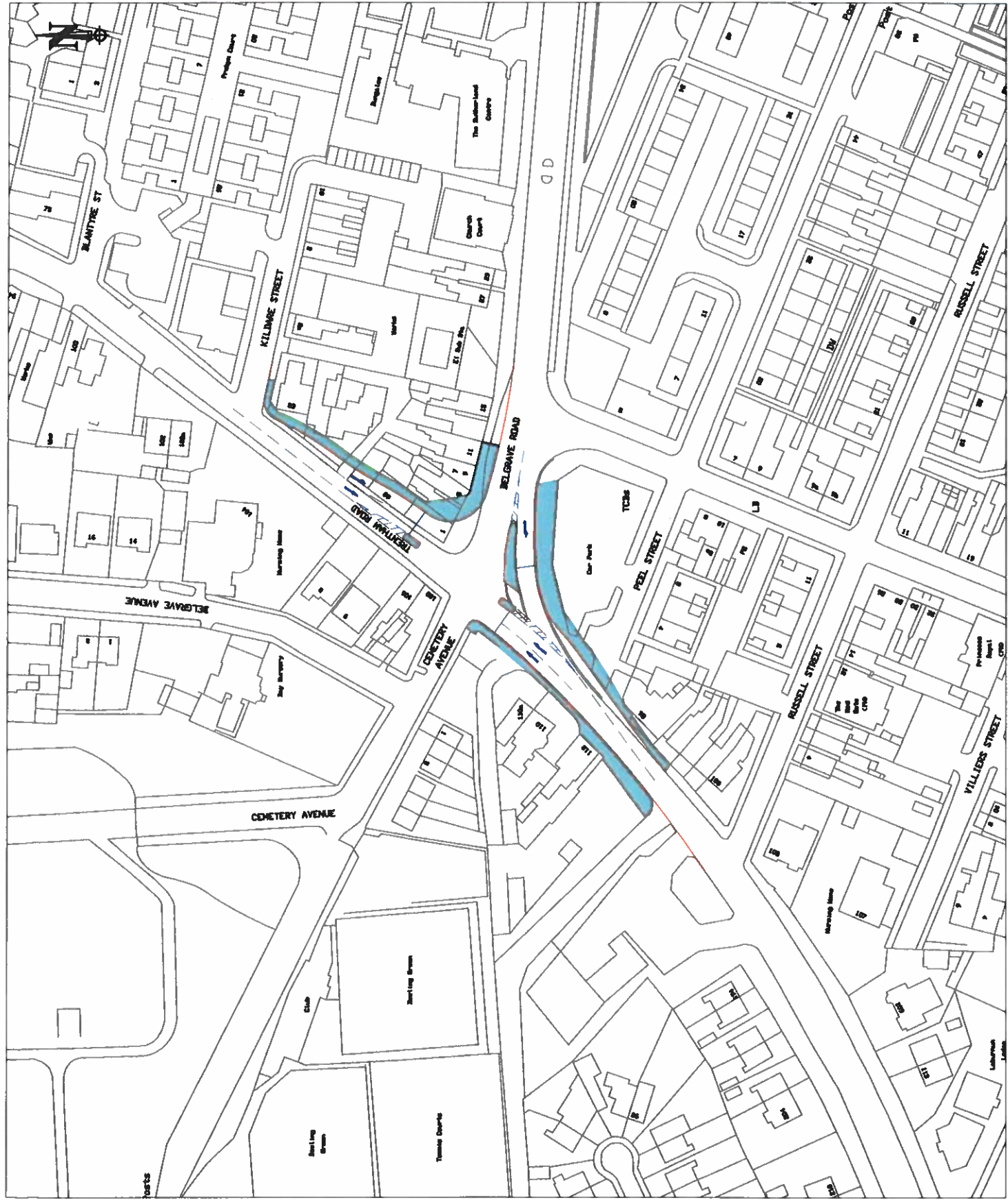
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 Junction Assessment - Feasibility Study

**PROJECT No:**  
 1101123  
**DWG. TITLE:**  
 A5035 Beigrave Road / B5038 Trentham Road  
 Traffic Signals - Option 1

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**Site 22 - B5050 North Road / Sandbach Road Traffic Signals****Baseline Assessment****Deficiencies identified by North Staffordshire Integrated Transport Study.**

The junction is characterised by having a single lane approach on all arms of the junction with delays predicted on all of the approaches.

Modelled Average Delay Per Vehicle (In Minutes) – Base Year 2002					
		To			
		A	B	C	D
From	A - Sandbach Road (South)	-	0.46	0.46	0.47
	B - B5050 North Road (West)	0.57	-	0.56	0.56
	C - Sandbach Road (North)	0.64	0.65	-	0.64
	D - B5050 North Road (East)	0.42	0.42	0.43	-

Modelled Average Delay Per Vehicle (In Minutes) – 2021					
		To			
		A	B	C	D
From	A - Sandbach Road (South)	-	0.49	0.49	0.50
	B - B5050 North Road (West)	0.64	-	0.63	0.63
	C - Sandbach Road (North)	0.34	0.36	-	0.34
	D - B5050 North Road (East)	1.03	1.03	1.04	-

**Accident Record**

There were 10 recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005). All of the 13 casualties involved were classified as having slight injuries. One of the accidents involved a pedestrian.

**Buses**

The 39 bus service (Hanley – Middleport) is routed along North Road.

**Cycles**

There are currently no specific facilities provided for cyclist at this junction.

**Pedestrians**

There are currently no specific facilities provided for pedestrians at this junction.

**Environmental Issues**

The national air quality objective for particulates (PM<sub>10</sub>) is being exceeded at this junction mainly due to traffic emissions.

## Site 22 - B5050 North Road / Sandbach Road Traffic Signals

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### Improvement Options

#### Option 1 - (Drawing Number 1101123:22:01)

This junction consists of staggered cross roads with terrace properties fronting the footway on North Road (East) and on the eastern side of Sandbach Road, there are no opportunities to improve the junctions capacity without significant property acquisition. This option involves the construction of a signalized junction incorporating right turning lanes. There will also be the opportunity to provide pedestrian facilities at the signals. This option requires the acquisition of at least 10 residential and commercial premises with significant land take from two additional premises.

Adverse  
Slightly Adverse  
Neutral  
Slightly Beneficial  
Beneficial

-2  
-1  
0  
1  
2

Site 22 **B5050 North Road / Sandbach Road Traffic Signals - Option 1**

**Transport and Access**

General	This option involves the construction of a signalized junction incorporating right turning lanes. There will also be the opportunity to provide pedestrian facilities at the signals. This option requires the acquisition of at least 10 residential and commercial premises with significant land take from two additional premises.	N/A
Regeneration	This junction does not fall within an area designated as a General Improvement Area or an Area of Major Housing Intervention.	0
Pedestrians	Pedestrian crossing measures will be provided within the signalized junction.	1
Cyclist	No specific improvements for cyclist are proposed at this junction however the creation of more road space should be beneficial to cyclists.	1
Buses	There are no proposals to introduce bus priority measures on this junction. This junction is not on a route designated as a Bus Priority Corridor.	0 0
Traffic	Widening of the approaches will improve overall capacity of the junction.	1
Congestion	The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	1 0
Safety	The creation of pedestrian facilities will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.	2
Accessibility	The scheme will provide general benefits of access through the City.	1
Integration	Improvements to this junction will have limited benefit in terms of integration with other modes of transport.	0
<b>Environment</b>		
General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A





**Site 22 B5050 North Road / Sandbach Road Traffic Signals - Option 1**

Landscape / Townscape	The scheme will have limited benefits in terms of Townscape improvements.	1
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>9</b>

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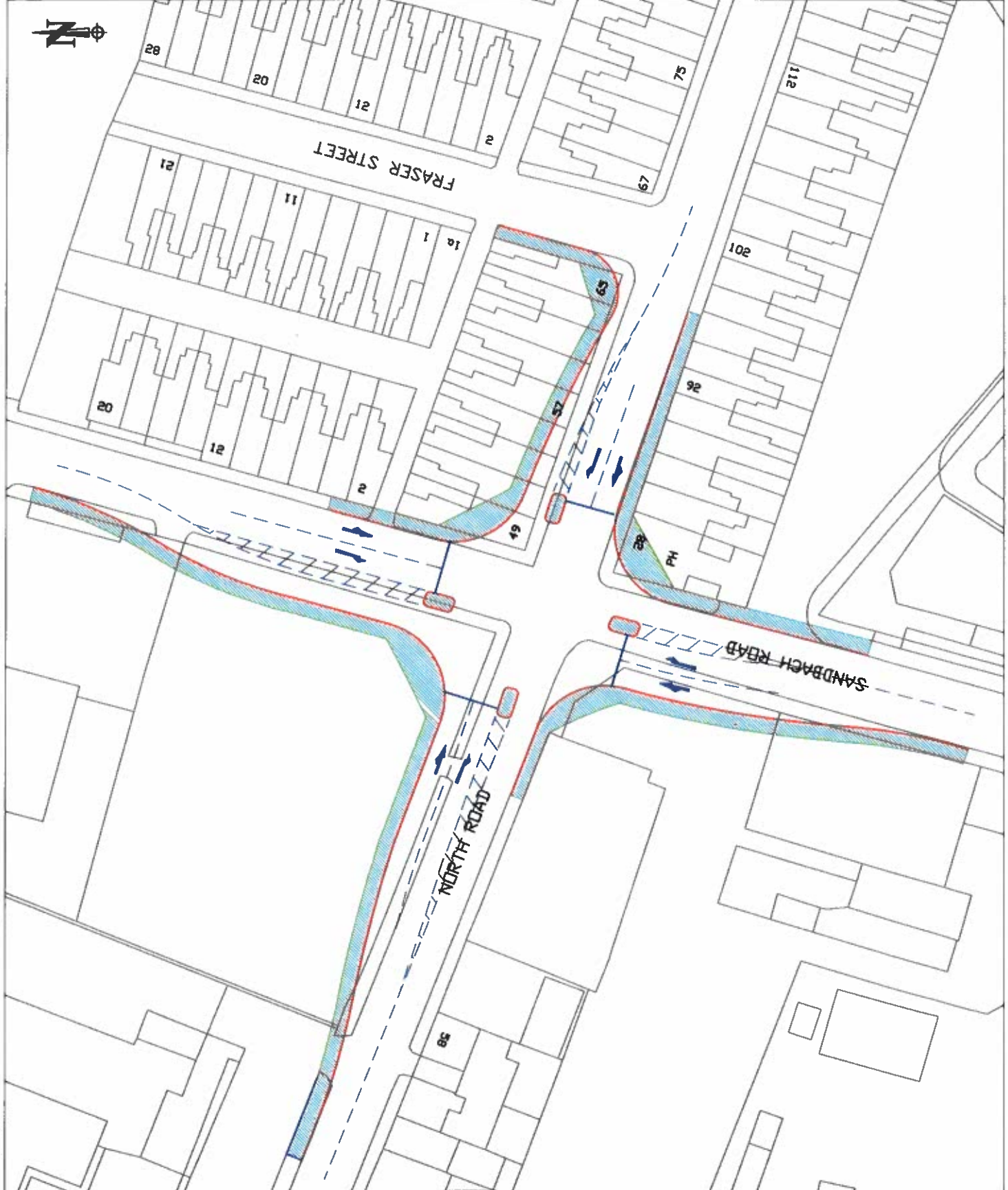
**PROJECT No:**  
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**DWG. TITLE:**  
 B5050 North Road / Sandbach Road Traffic Signals  
 Option 1

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**Site 23 - A52 Hartshill Road / Queen's Road Priority Junction****Baseline Assessment****Deficiencies identified by North Staffordshire Integrated Transport Study.**

The significant delays predicted at this junction will be experienced on the minor road (Queen's Road) leg of the junction. This minor road has a flared approach to accommodate separate lanes for left and right turning traffic.

<b>Modelled Average Delay Per Vehicle (in Minutes) – Base Year 2002</b>				
		<b>To</b>		
<b>From</b>		<b>A</b>	<b>B</b>	<b>C</b>
	<b>A - A52 Hartshill Road (East)</b>	-	0.10	0.03
	<b>B - Queen's Road</b>	2.77	-	2.75
	<b>C - A52 Hartshill Road (West)</b>	0.04	0.11	-

<b>Modelled Average Delay Per Vehicle (in Minutes) – 2021</b>				
		<b>To</b>		
<b>From</b>		<b>A</b>	<b>B</b>	<b>C</b>
	<b>A - A52 Hartshill Road (East)</b>	-	0.10	0.03
	<b>B - Queen's Road</b>	4.45	-	4.43
	<b>C - A52 Hartshill Road (West)</b>	0.04	0.11	-

**Accident Record**

There were 3 recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005). All of the 4 casualties involved were classified as having slight injuries. One of the accidents involved a pedestrian.

**Buses**

The junction lies on a bus route designated as a Bus Priority Corridor.

**Cycles**

There are currently no specific facilities provided for cyclist at this junction.

**Pedestrians**

There are currently no specific facilities provided for pedestrians at this junction, however there is a puffin crossing in Hartshill Road less than 30 metres from the junction.

**Environmental Issues**

The site exceeds the acceptable particulates (PM<sub>10</sub>) level and it is likely to also exceed the national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) mainly due to traffic emissions. Further monitoring of air quality levels is recommended.

## Site 23 - A52 Hartshill Road / Queen's Road Priority Junction

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### Improvement Options

#### **Option 1 - (Drawing Number 1101123:23:01)**

The significant delays predicted at this junction will be experienced on the minor road (Queen's Road) approach to the junction. This option involves the signalization of the junction and will incorporate pedestrian facilities. The existing pelican crossing outside 307 Hartshill Road will be removed and a new locations for the existing bus shelters will need to be found. Land will need to be acquired from three frontages on Hartshill Road.

#### **Option 2 - (Drawing Number 1101123:23:02)**

This option involves the signalization of the Hartshill Road – Princes Road junction incorporating pedestrian facilities. In addition the Princes Road – Queens Road junction is to be realigned creating extra carriageway space to allow for additional length of two lane approach at Hartshill Road. Land will need to be acquired from seven residential premises together with car parking space from the hospital complex.



**Site 23 A52 Hartshill Road / Queen's Road Priority Junction - Option 1**

**Transport and Access**

General	This option involves the signalization of the junction and will incorporate pedestrian facilities. The existing pelican crossing outside 307 Hartshill Road will be removed and a new locations for the existing bus shelters will need to be found. Land will need to be acquired from three frontages on Hartshill Road.	N/A
Regeneration	This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.	0
Pedestrians	Pedestrian facilities will be incorporated within the traffic signalisation of the junction.	2
Cyclist	No specific improvements for cyclist are proposed at this junction however the creation of more road space should be beneficial to cyclists.	1
Buses	No specific facilities for bus priority are proposed, however the resiting of two existing shelters away from the junction should improve the junctions efficiency. This junction is on a route designated as a Bus Priority Corridor.	1 2
Traffic	Widening of the approaches to the junction and the provision of a dedicated left turn into Princes Road will improve overall capacity of the junction. The incorporation of the pedestrian facilities into the signal controlled junction will allow the junction to operate in a more efficient manner.	1
Congestion	The improvement of the junction by the provision of additional lanes will reduce congestion on the minor road approach. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	1 0
Safety	The creation of pedestrian facilities will provide safety benefits.	1
Accessibility	The scheme will provide general benefits of access to the Hospital complex.	1
Integration	Improvements to this junction with have limited benefit in terms of integration with other modes of transport.	0
<b>Environment</b>		
General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A



**Site 23 A52 Hartshill Road / Queen's Road Priority Junction - Option 1**

Landscape / Townscape	The scheme will have limited benefits in terms of Townscape improvements.	0
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>11</b>



**Site 23 A52 Hartshill Road / Queen’s Road Priority Junction - Option 2**

**Transport and Access**

General	This option involves the signalization of the Hartshill Road – Princes Road junction incorporating pedestrian facilities. In addition the Princes Road – Queens Road junction is to be realigned creating extra carriageway space to allow for additional length of two lane approach at Hartshill Road. Land will need to be acquired from seven residential premises together with car parking space from the hospital complex.	N/A
Regeneration	This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.	0
Pedestrians	Pedestrian facilities will be incorporated within the traffic signalisation of the junction.	2
Cyclist	No specific improvements for cyclist are proposed at this junction however the creation of more road space should be beneficial to cyclists.	1
Buses	No specific facilities for bus priority are proposed, however the resiting of two existing shelters away from the junction should improve the junctions efficiency. This junction is on a route designated as a Bus Priority Corridor.	1 2
Traffic	Widening of the approaches to the Hartshill Road - Princes Road and Princes Road - Queens Road junctions and the provision of a dedicated left turn into Princes Road will improve overall capacity of the junction. The incorporation of the pedestrian facilities into the signal controlled junction will allow the junction to operate in a more efficient manner.	2
Congestion	The improvement of the junction by the provision of additional lanes will reduce congestion on the minor road approach. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	1 0
Safety	The creation of pedestrian facilities will provide safety benefits.	1
Accessibility	The scheme will provide general benefits of access to the Hospital complex.	2
Integration	Improvements to this junction with have limited benefit in terms of integration with other modes of transport.	0

**Environment**



**Site 23 A52 Hartshill Road / Queen's Road Priority Junction - Option 2**

General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Townscape improvements.	0
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
Total Score		13



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PROJECT:  
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Junction Assessment - Feasibility Study**

PROJECT No:  
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A52 Hartsill Road / Queen's Road Priority Junction  
Option 2

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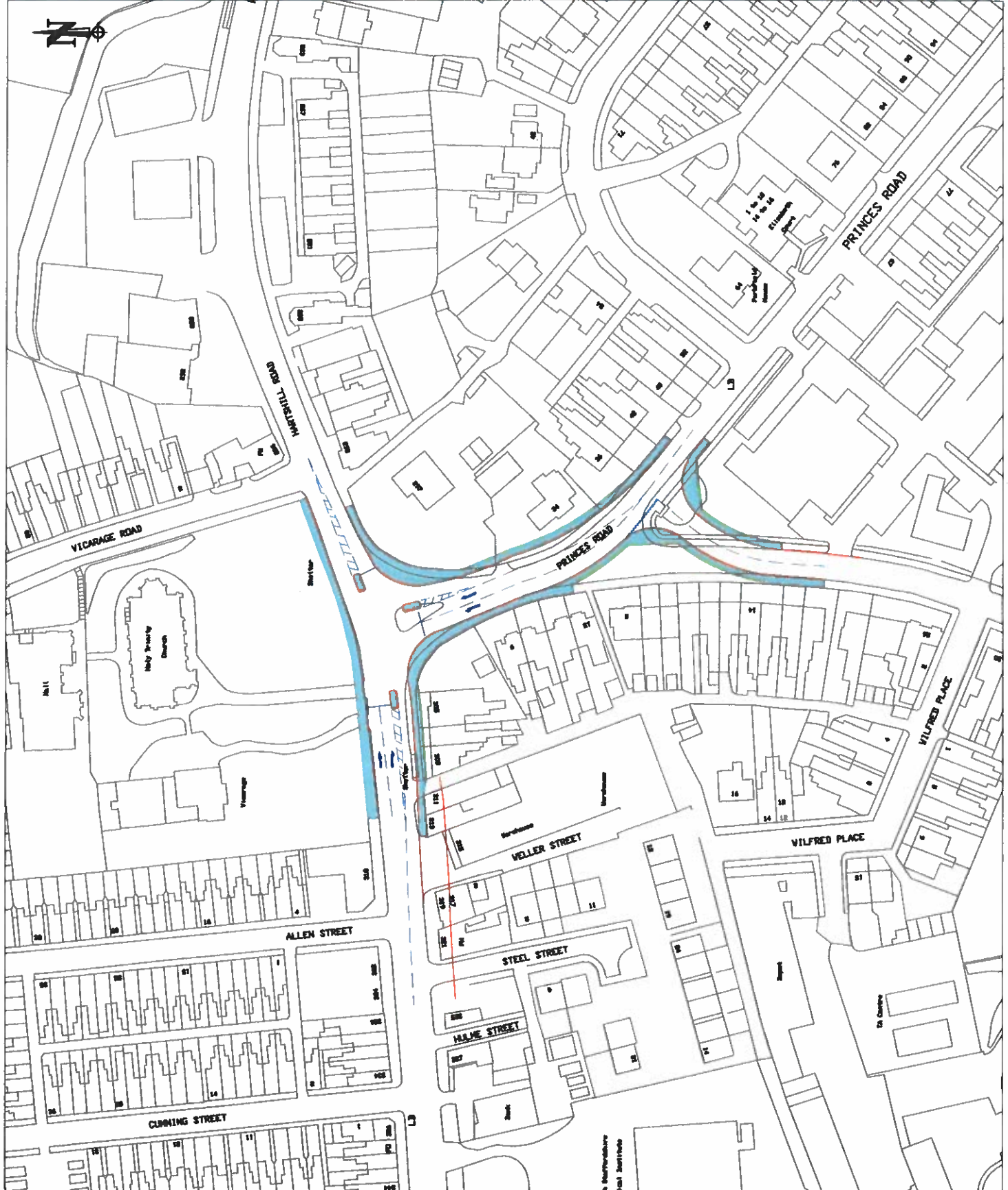
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**PROJECT No:**  
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A52 Henshill Road / Queen's Road Priority Junction  
Option 1

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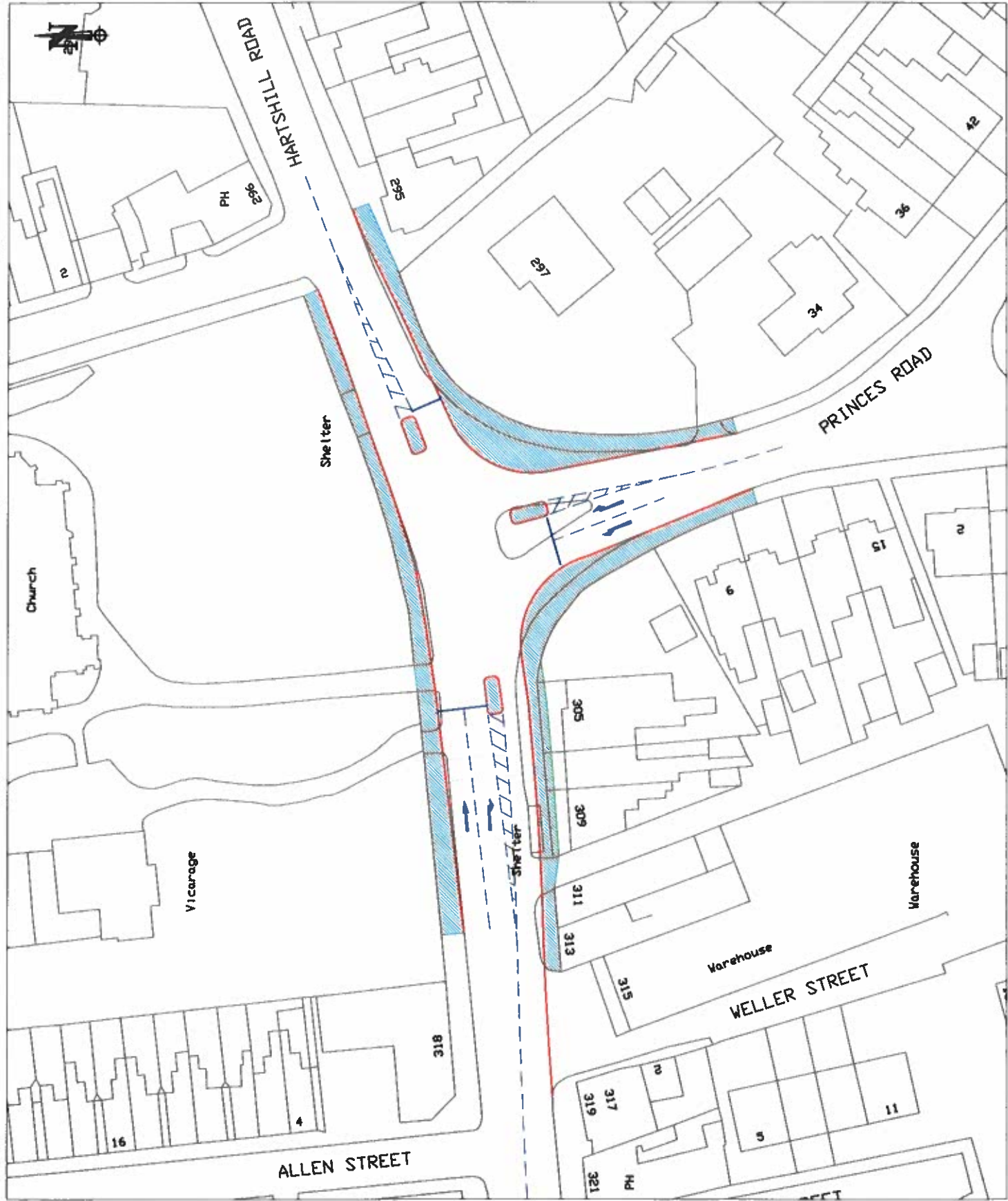
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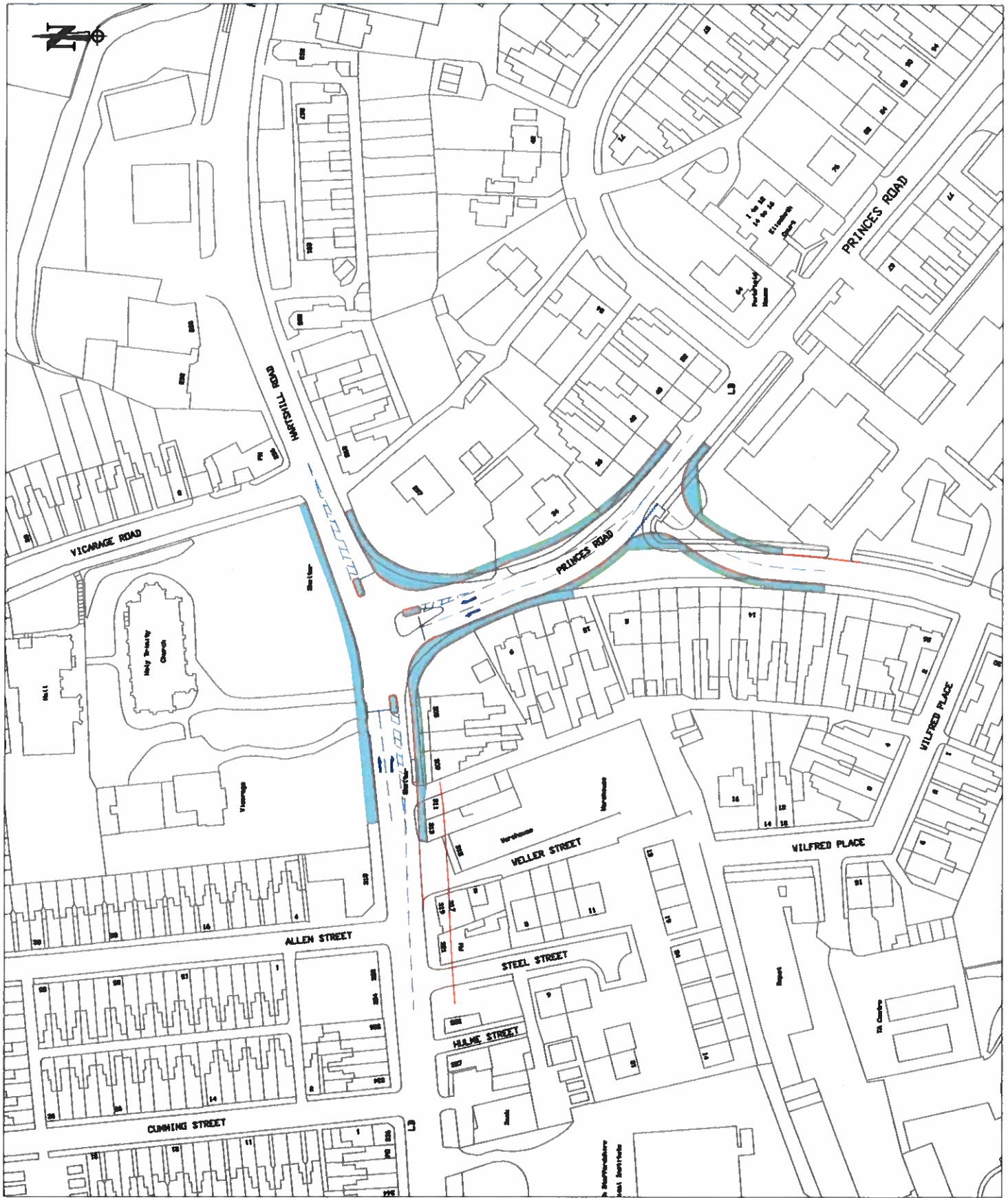
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## Site 24 – A5272 Hulton Street / B5047 Town Road Junction

**Baseline Assessment****Deficiencies identified by North Staffordshire Integrated Transport Study (NSITS).**

Delays are predicted on all approaches to the junction which will have a major effect on bus journey times. Highway improvements are constrained by property acquisition. The current layout prohibits a number of turning movements to improve capacity. The operation of the junction is impaired by the highway capacity of the Chell Street approach and the proximity of the Birches Head Road and Merrick Street junctions. Congestion is forecast to be slight in the year 2021

Modelled Average Delay Per Vehicle (in Minutes) – Base Year 2002				
		To		
From		A	B	C
	A - A5272 Hulton Street	-	0.09	0.09
	B - Town Road (East)	0.22	-	0.22
	C - B5047 Town Road (South)	0.83	0.83	-

Modelled Average Delay Per Vehicle (in Minutes) – 2021				
		To		
From		A	B	C
	A - A5272 Hulton Street	-	-	0.12
	B - Town Road (East)	2.20	-	0.97
	C - B5047 Town Road (South)	0.66	-	-

**Accident Record**

There have been 10 recorded accidents within a 50m radius of the junction over a 5 year period (2001- 2006) involving 21 vehicles. All of the 12 casualties received light injuries have occurred in the five year period up to February 2007

**City Centre Transport Assessment**

This junction falls within the area to be assessed by Scott Wilson's as part of the Stoke-on-Trent City Centre Transport Assessment Phase 2.

**Buses**

The junction lies on a bus route designated as a Bus Priority Corridor. There are currently no specific bus priority measures in operation at this junction.

**Cycles**

There are currently no specific cycle routes identified through this junction.

**Pedestrians**

Pedestrian facilities are included in the existing layout

**Environmental Issues**

**Site 24 – A5272 Hulton Street / B5047 Town Road Junction**

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The site exceeds the acceptable particulates (PM<sub>10</sub>) level and it is likely to also exceed the national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) mainly due to traffic emissions. Further monitoring of air quality levels is recommended.

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**Improvement Options**

**Option 1 Additional Lanes** (Drawing Number 1101123:24:01)

An additional lane in both directions has been added on the approach to and beyond Town Road, Merrick Street and Birches Head Road junctions. Property will be required

**Option 2 Bus Lanes** (Drawing Number 1101123:24:02)

Similar to Option 1 but the additional lanes would become bus lanes



Site 24 **A5272 Hulton Street / B5047 Town Road junction : Option 1 (Bus Lanes)**

**Transport and Access**

General	Junction consists of two side roads (Dilke Street and Town Road ) with signalised restricted access to Hulton Street. The proximity of Birches Head Road and Merrick Street junctions requires any proposed improvements to consider both junctions as a single complex junction. Residential and commercial property required to introduce additional lanes	N/A
Regeneration	This junction falls within the City Centre East Area of Major Intervention Phase 2 and Birches Head General Renewal Area	2
Pedestrians	Additional pedestrian crossing measures will be provided within the signalized junction. (Birches Head Road)	1
Cyclist	Cyclists will be able to use bus lanes	2
Buses	Bus lanes and priority measures are proposed at this junction in both directions This junction lies on a route designated as a Bus Priority Corridor.	2 2
Traffic	Widening of the approaches will improve overall capacity of the junction.	1
Congestion	The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	2 0
Safety	The creation of pedestrian facilities will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.	2
Accessibility	The increase in capacity of the junction will provide benefits for public and private transport	1
Integration	Improvements to this junction with have limited benefit in terms of integration with other modes of transport.	0
<b>Environment</b>		
General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Landscape and Townscape.	0
Noise	No change	0

Site 24 **A5272 Hulfton Street / B5047 Town Road junction : Option 1 (Bus Lanes)**



Air Quality Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.

1
16

Total Score



**Site 24 A5272 Hulton Street / B5047 Town Road junction : Option 2**

**Transport and Access**

General	Junction consists of two side roads (Dilke Street and Town Road ) with signalised restricted access to Hulton Street. The proximity of Birches Head Road and Merrick Street junctions requires any proposed improvements to consider both junctions as a single complex junction. Residential and commercial property required to introduce additional lanes	N/A
Regeneration	This junction falls within the City Centre East Area of Major Intervention Phase 2 and Birches Head General Renewal Area	2
Pedestrians	Additional pedestrian crossing measures will be provided within the signalized junction. (Birches Head Road)	1
Cyclist	No specific improvements are proposed for cyclists although Advanced Stop lines could be incorporated	0
Buses	No specific bus priority measures are proposed at this junction however the creation of more road space should be beneficial to all vehicular traffic. This junction lies on a route designated as a Bus Priority Corridor.	1 2
Traffic	Widening of the approaches will improve overall capacity of the junction.	1
Congestion	The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	2 0
Safety	The creation of pedestrian facilities will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.	2
Accessibility	The increase in capacity of the junction will provide benefits for public and private transport	1
Integration	Improvements to this junction will have limited benefit in terms of integration with other modes of transport.	0
<b>Environment</b>		
General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Landscape and Townscape.	0





**Site 24 A5272 Hulton Street / B5047 Town Road junction : Option 2**

Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>13</b>

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**PROJECT:**  
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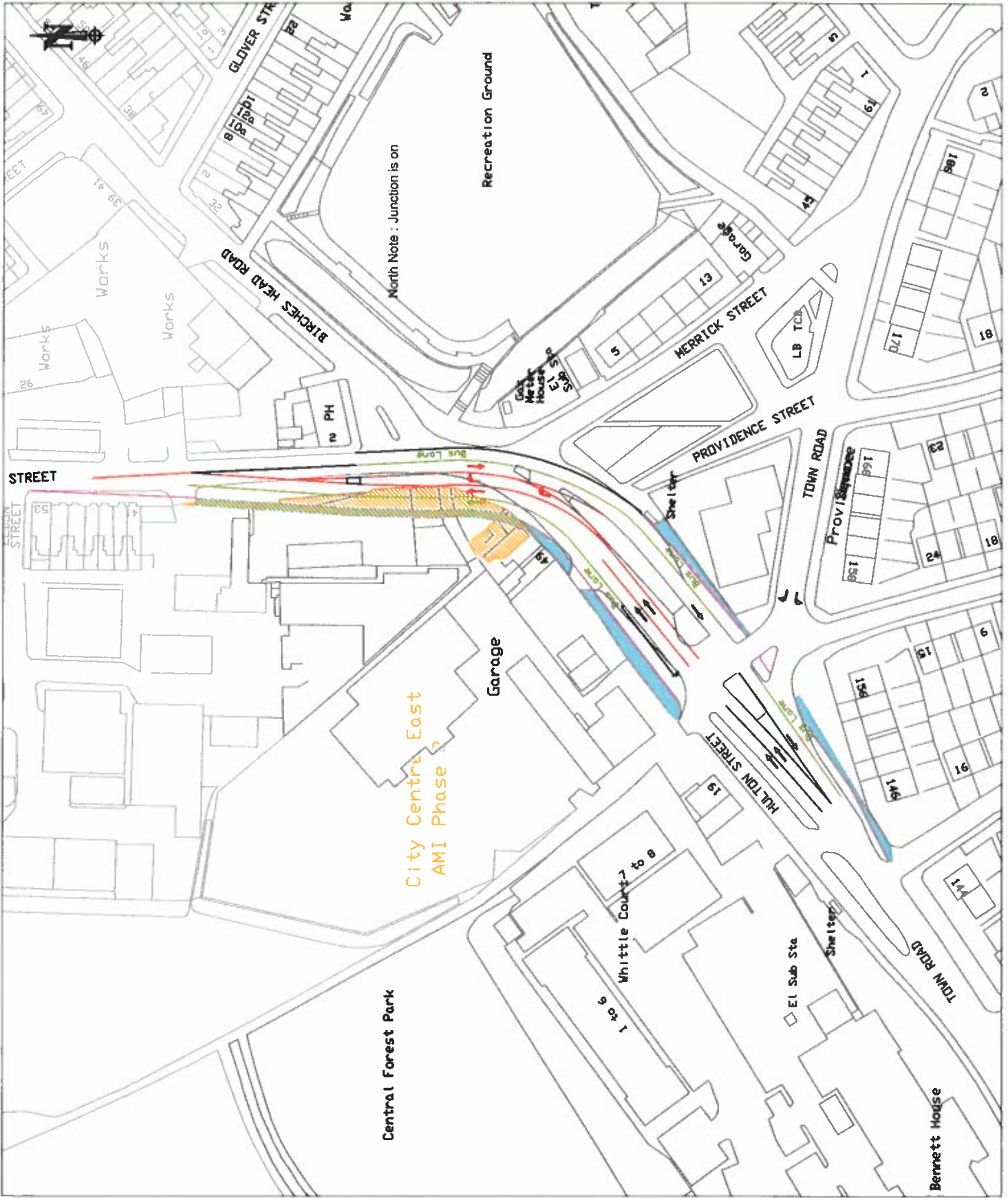
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 1101123  
**DWG. TITLE:**  
 A5272 Hulton Street / B5047 Town Road Junction  
 Option 1

**DRAWING STATUS**  
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**DRAWING FILE NAME**  
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**DRAWN BY** SCALE 1:1000  
**ANI/JT**  
**DATE** January 2007  
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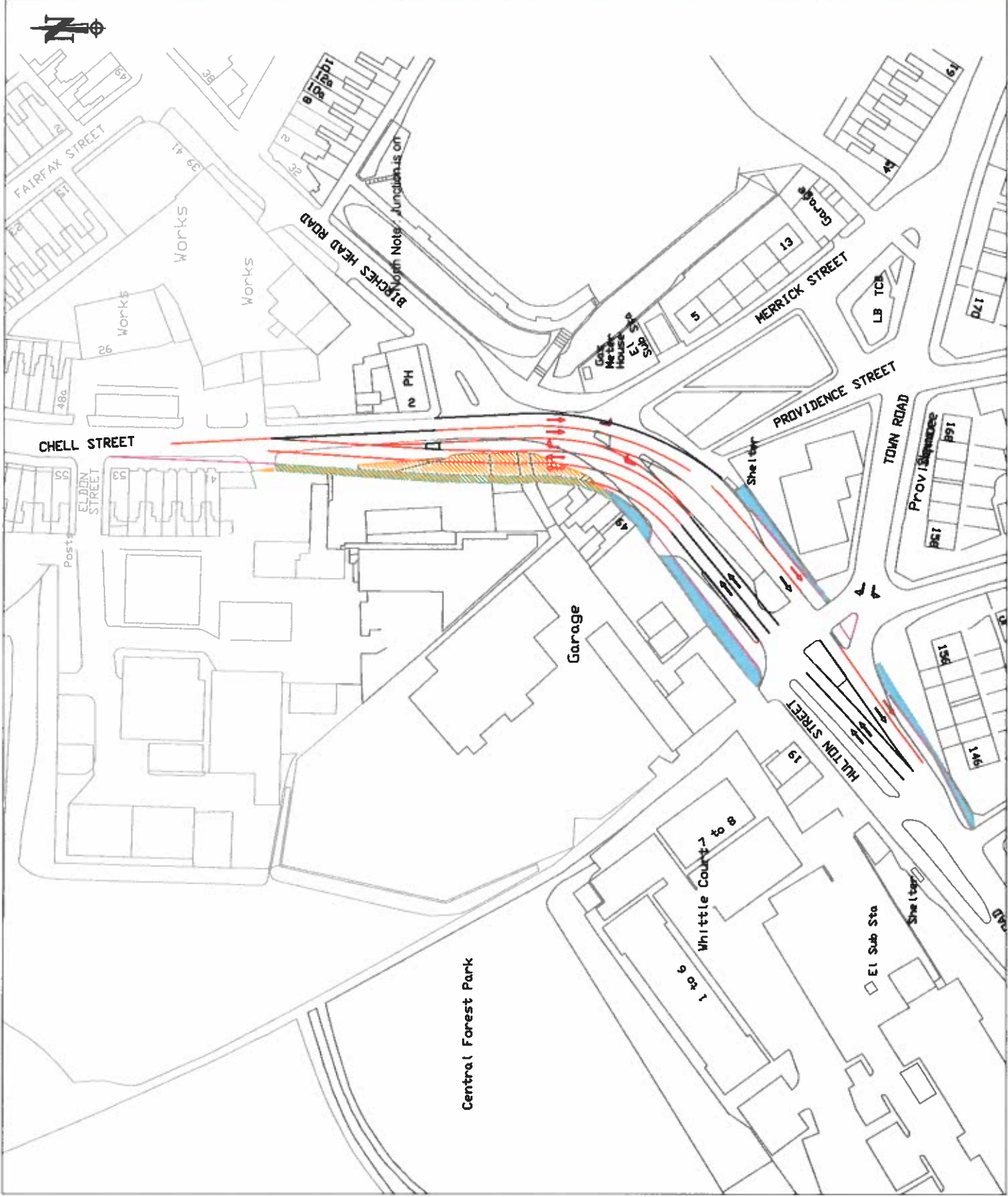
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**PROJECT:**  
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Junction Assessment - Feasibility Study

**PROJECT No:**  
1101123  
**DWG. TITLE:**  
A5272 Hulton Street / B5047 Town Road Junction  
OPTION 2

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January 2007	*****
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1101123:24:02	



Central Forest Park

## Site 28 - B5045 Shelton New Road / Victoria Street Traffic Signals

### Baseline Assessment

#### Deficiencies identified by North Staffordshire Integrated Transport Study.

The junction is characterised by having a single lane approach on all arms of the junction. Delays are predicted on all approaches but in particular the B5045 Shelton New Road approach from Hanley which has a significant right turn movement.

Modelled Average Delay Per Vehicle (In Minutes) – Base Year 2002					
		To			
		A	B	C	D
From	A - B5045 Shelton New Road (East)	-	0.34	0.34	0.35
	B - Victoria Street (South)	0.94	-	0.93	0.93
	C - B5045 Shelton New Road (West)	0.16	0.17	-	0.16
	D - Victoria Street (North)	0.99	0.99	1.01	-

Modelled Average Delay Per Vehicle (In Minutes) – 2021					
		To			
		A	B	C	D
From	A - B5045 Shelton New Road (East)	-	2.94	2.94	2.95
	B - Victoria Street (South)	0.74	-	0.73	0.73
	C - B5045 Shelton New Road (West)	0.28	0.29	-	0.28
	D - Victoria Street (North)	0.82	0.82	0.83	-

#### Accident Record

There were 9 recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005). Of the 9 casualties involved 8 were classified as having slight injuries and one serious injury. One of the accidents involved a pedestrian.

#### Buses

The junction lies on a bus route designated as a Bus Priority Corridor.

#### Cycles

Cycle lanes are currently provided in Shelton New Road approach to the junction with advance stop lines incorporated within the signal layout. This route is identified as a signposted cycle route on the cities cycling map.

#### Pedestrians

There are currently no specific facilities provided for pedestrians at this junction, however there is a puffin crossing in Hartshill Road less than 30 metres from the junction.

#### Environmental Issues

The site exceeds the acceptable particulates (PM<sub>10</sub>) level and may possibly also exceed the national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) mainly due to traffic emissions. Further monitoring of air quality levels is recommended.

## Site 28 - B5045 Shelton New Road / Victoria Street Traffic Signals

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### Improvement Options

#### **Option 1 - (Drawing Number 1101123:28:01)**

This junction consists of cross roads with terrace properties fronting the footways on all legs, there are no opportunities to improve its capacity without significant property acquisition. The existing radii are tight and therefore left turning traffic encroaches onto the opposite carriageway. This option involves the reconstruction of a signalized junction incorporating right turning lanes. There will also be the opportunity to provide pedestrian facilities at the signals and to provide continuity of cycle facilities on Shelton New Road. This option requires the acquisition of at least 22 residential and commercial premises with minor land take from two additional premises.

#### **Option 2 - (Drawing Number 1101123:28:02)**

This option provides some localised carriageway widening allowing right turn lanes to be incorporated at the junction together with improvements of the radii. However there will be a loss in continuity of the cycle facilities through the junction. This option requires the acquisition of at least 9 residential and commercial premises with minor land take from four additional premises.

Adverse  
Slightly Adverse  
Neutral  
Slightly Beneficial  
Beneficial

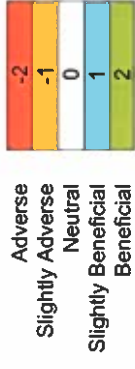
-2  
-1  
0  
1  
2

Site 28 **B5045 Shelton New Road / Victoria Street Traffic Signals - Option 1**

**Transport and Access**

General	This junction consists of cross roads with terrace properties fronting the footways on all legs, there are no opportunities to improve its capacity without significant property acquisition. The existing radii are tight and therefore left turning traffic encroaches onto the opposite carriageway. This option involves the reconstruction of a signalized junction incorporating right turning lanes. There will also be the opportunity to provide pedestrian facilities at the signals and to provide continuity of cycle facilities on Shelton New Road. This option requires the acquisition of at least 22 residential and commercial premises with minor land take from two additional premises.	N/A
Regeneration	This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.	0
Pedestrians	Pedestrian crossing measures will be provided within the signalized junction.	2
Cyclist	The provision of on carriageway cycle route in Shelton New Road and the widening of the carriageway in Victoria Street will create more road space which will be beneficial to cyclists	2
Buses	No specific bus priority measures are proposed at this junction however the creation of more road space should be beneficial to all vehicular traffic. This junction lies on a route designated as a Bus Priority Corridor.	1 2
Traffic	Widening of the approaches will improve overall capacity of the junction.	1
Congestion	The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - MODERATE	2 1
Safety	The creation of pedestrian facilities will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.	2
Accessibility	The scheme will provide general benefits of access through the City and into Newcastle.	1
Integration	Improvements to this junction will have limited benefit in terms of integration with other modes of transport.	0

**Environment**



**Site 28 B5045 Shelton New Road / Victoria Street Traffic Signals - Option 1**

General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Townscape. However there is the opportunity to provide a high quality landscaping scheme including tree planting where property demolition is required.	2
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>17</b>

Adverse  
Slightly Adverse  
Neutral  
Slightly Beneficial  
Beneficial

-2  
-1  
0  
1  
2

Site 28 **B5045 Shelton New Road / Victoria Street Traffic Signals - Option 2**

**Transport and Access**

General	This junction consists of cross roads with terrace properties fronting the footways on all legs, there are no opportunities to improve its capacity without significant property acquisition. The existing radii are tight and therefore left turning traffic encroaches onto the opposite carriageway. This option provides some localised carriageway widening allowing right turn lanes to be incorporated at the junction together with improvements of the radii. However there will be a loss in continuity of the cycle facilities through the junction. This option requires the acquisition of at least 9 residential and commercial premises with minor land take from four additional premises.	N/A
Regeneration	This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.	0
Pedestrians	Limited facilities providing Pedestrian crossing measures will be provided within the signalized junction.	1
Cyclist	The existing cycle route in Shelton New Road will be reduced in length to accommodate the additional lanes.	-1
Buses	No specific bus priority measures are proposed at this junction however the creation of more road space should be beneficial to all vehicular traffic. This junction lies on a route designated as a Bus Priority Corridor.	1 2
Traffic	Widening of the approaches will improve overall capacity of the junction.	1
Congestion	The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - MODERATE	1 1
Safety	The creation of pedestrian facilities will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.	1
Accessibility	The scheme will provide general benefits of access through the City and into Newcastle.	1
Integration	Improvements to this junction will have limited benefit in terms of integration with other modes of transport.	0

**Environment**





**Site 28 B5045 Shelton New Road / Victoria Street Traffic Signals - Option 2**

General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Townscape. However there is the opportunity to provide a high quality landscaping scheme including tree planting where property demolition is required.	2
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>11</b>

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**PROJECT:**  
North Staffordshire Road Network  
Junction Assessment - Feasibility Study

**PROJECT No:**  
1101123  
**DWG. TITLE:**  
BS045 Shelton New Road / Victoria Street Traffic  
Signals - Option 1

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Land Requirements



## Site 29 - A34 Stone Road / B5041 London Road Traffic Signals

### Baseline Assessment

#### Deficiencies identified by North Staffordshire Integrated Transport Study.

The delays predicted at this junction affect the A34 Stone Road southbound and B5041 London Road approaches to the junction. All of the approaches are on major bus routes and hence efficiency problems at this junction have a significant detrimental impact on bus journey times. It should be noted that the delays modelled for the base year relate to the junction layout prior to recent works being completed, however the 2021 figures reflect the current signalised layout.

Modelled Average Delay Per Vehicle (In Minutes) – Base Year 2002					
		To			
From		A	B	C	
	A - A34 Newcastle Road (North)	-	0.09	0.02	
	B - B5041 London Road	0.72	-	0.71	
	C - A34 Stone Road (South)	0.01	0.38	-	

Modelled Average Delay Per Vehicle (In Minutes) – 2021					
		To			
From		A	B	C	
	A - A34 Newcastle Road (North)	-	2.40	2.40	
	B - B5041 London Road	2.84	-	2.83	
	C - A34 Stone Road (South)	0.10	0.18	-	

#### Accident Record

There were 7 recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005) involving 17 vehicles. All of the 7 casualties involved were classified as having slight injuries. Two of the accidents involved pedestrians.

#### Buses

The junction lies on a bus route designated as a Bus Priority Corridor. All of the approaches are on major bus routes and hence efficiency problems at this junction have a significant detrimental impact on bus journey times.

#### Cycles

There are currently no specific facilities provided for cyclist at this junction.

#### Pedestrians

Signalised pedestrian facilities are currently provided on London Road and Newcastle Road (A34) approaches to the junction.

#### Environmental Issues

The particulates (PM<sub>10</sub>) level is being exceeded at this junction mainly due to traffic emissions.

## Site 29 - A34 Stone Road / B5041 London Road Traffic Signals

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### Improvement Options

#### Option 1 - (Drawing Number 1101123:29:01)

This is an angled 'T' shaped junction and lies on a bus route designated as a Bus Priority Corridor. This option involves the construction of an additional lane on the A34 (Stone Road – Newcastle Road) together with the provision of a bus lane on the London Road approach. Existing pedestrian crossing measures are to be retained. Although this option does not require the acquisition of any properties additional land fronting flats and residential properties will need to be acquired.



**Site 29 A34 Stone Road / B5041 London Road Traffic Signals - Option 1**

**Transport and Access**

General	This is an angled 'T' shaped junction and lies on a bus route designated as a Bus Priority Corridor. This option involves the construction of an additional lane on the A34 (Stone Road – Newcastle Road) together with the provision of a bus lane on the London Road approach. Existing pedestrian crossing measures are to be retained. Although this option does not require the acquisition of any properties additional land fronting flats and residential properties will need to be acquired.	N/A
Regeneration	This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.	0
Pedestrians	Full dedicated pedestrian facilities will be provided within the traffic signalisation of the junction.	2
Cyclist	No specific improvements for cyclist are proposed at this junction however the creation of more road space should be beneficial to cyclists.	1
Buses	The provision of a dedicated bus lane in London Road will improve Bus facilities and journey times. Site lies on a route designated as a Bus Priority Corridor.	2 2
Traffic	Widening of the A34 approaches to the junction to two lanes will improve overall capacity of the junction.	2
Congestion	The improvement of the junction by the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - MODERATE	2 1
Safety	The creation of pedestrian facilities will provide safety benefits.	1
Accessibility	The scheme will provide general benefits of access through the City	1
Integration	Improvements to this junction will have limited benefit in terms of integration with other modes of transport.	0
<b>Environment</b>		
General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A



**Site 29 A34 Stone Road / B5041 London Road Traffic Signals - Option 1**

Landscape / Townscape	The scheme will have limited benefits in terms of Landscape and Townscape improvements	0
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO <sub>2</sub> ) and particulates (PM <sub>10</sub> ) emissions.	1
<b>Total Score</b>		<b>15</b>

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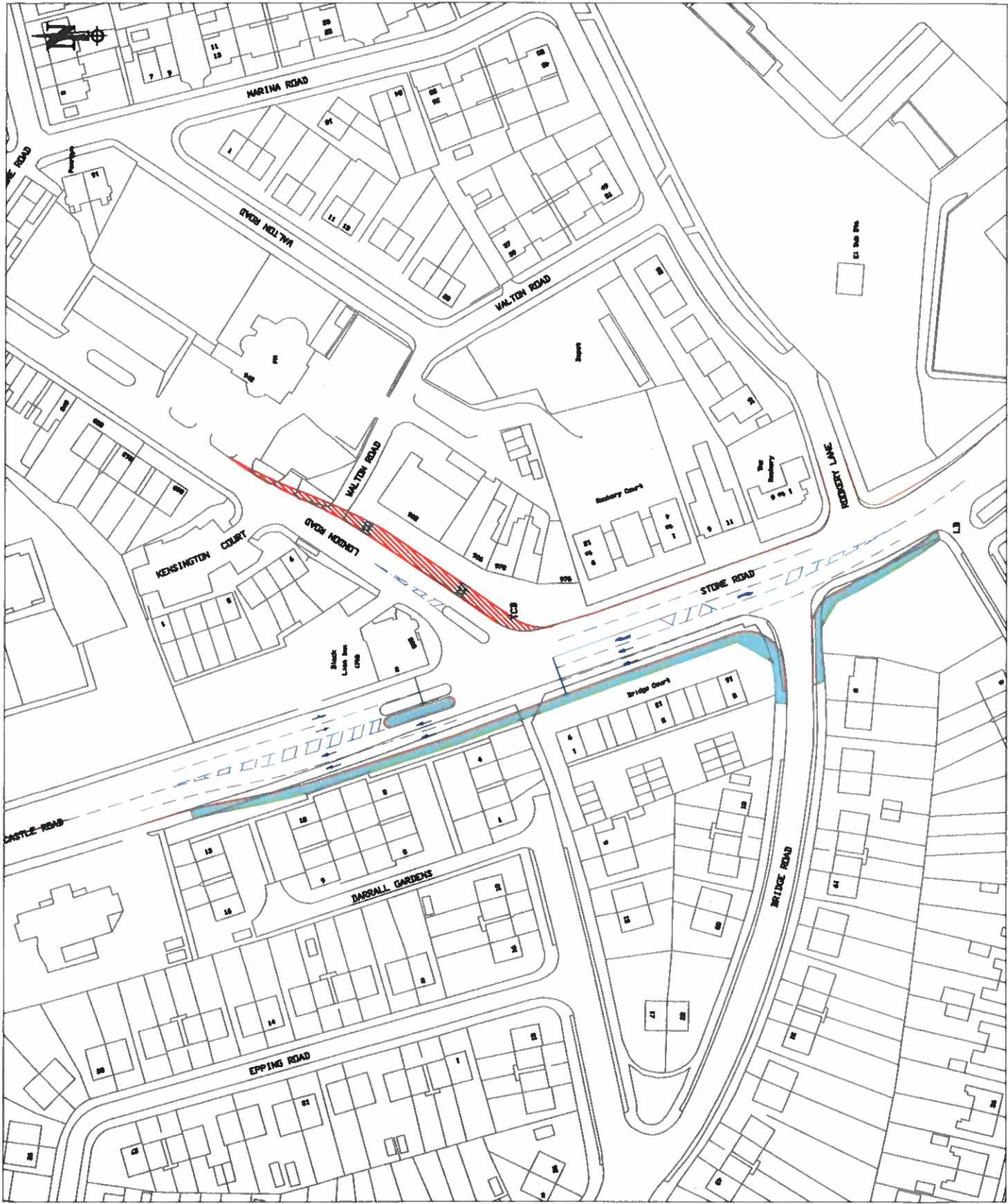
**PROJECT:**  
 North Staffordshire Road Network  
 Junction Assessment - Feasibility Study

**PROJECT No:**  
 1101123  
**DWG. TITLE:**  
 A34 Stone Road / B5041 London Road Traffic  
 Signals Option 1

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**Site 31 - A5035 Trentham Road / B5490 Stanley Matthews Way Traffic Signals**

**Baseline Assessment**

**Deficiencies identified by North Staffordshire Integrated Transport Study.**

The delays predicted at this junction will be experienced by the straight ahead movement on the A5035 Trentham Road towards Longton and the right-turn movement from Stanley Matthews Way.

Modelled Average Delay Per Vehicle (In Minutes) – Base Year 2002					
		To			
From		A	B	C	
	A - A5035 Trentham Road (West)	Not Modelled			
	B - Stanley Matthews Way				
	C - A5035 Trentham Road (East)				

Modelled Average Delay Per Vehicle (In Minutes) – 2021					
		To			
From		A	B	C	
	A - A5035 Trentham Road (West)	-	0.50	1.88	
	B - Stanley Matthews Way	1.75	-	0.41	
	C - A5035 Trentham Road (East)	0.48	0.50	-	

**Accident Record**

There were no recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005).

**Buses**

The junction lies on a frequently used bus route.

**Cycles**

There are currently no specific facilities provided for cyclist within this junction, however cycle routes are provided in Trentham Road and on the footway in Stanley Matthews Way.

**Pedestrians**

Full signalised pedestrian facilities are currently provided within the junction.

**Environmental Issues**

The site exceeds the acceptable particulates (PM<sub>10</sub>) level and it is likely to also exceed the national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) mainly due to traffic emissions. Further monitoring of air quality levels is recommended.



## Site 31 - A5035 Trentham Road / B5490 Stanley Matthews Way Traffic Signals

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### Improvement Options

The developers of the Trentham Lakes site are currently investigating options to improve the capacity of this junction, the transport assessment for this improvement should include for the City Councils requirements for junction improvements.

#### Option 1 - (Drawing Number 1101123:31:01)

The delays modelled at this junction will be experienced by the straight ahead movement on the A5035 Trentham Road towards Longton and the right-turn movement from Stanley Matthews Way. This junction is complicated by its close proximity to Alderflat Drive.

This option proposes the amendment of the Alderflat Drive junction to be left in and out only, other traffic will be diverted to a new improved signalised junction on Trentham Road at its intersection with Crowscroft Road which can be entirely constructed within the existing highway boundary. The close proximity of the Magdalen Drive junction may necessitate its linking to this junction.

It should be noted that the A5035 Trentham Road – Alderflat Drive junction was not modelled in the original North Staffordshire Transportation Study. The A5035 Trentham Road – B5490 Stanley Matthews way junction has therefore been identified as a source of congestion based on its own operational inefficiencies. Further modelling work of this junction is recommended.

#### Option 2 - (Drawing Number 1101123:31:02)

This option proposes a new signalised junction with the provision of additional lanes on Trentham Road and Stanley Matthews Way together with the realignment of the Alderflat Drive junction. Access to this junction from the Trentham Road slip road will be closed and traffic diverted to Crowscroft Road. There will be the opportunity to include cycle provisions within this junction.

Adverse  
Slightly Adverse  
Neutral  
Slightly Beneficial  
Beneficial



Site 31 **A5035 Trentham Road / B5490 Stanley Matthews Way Traffic Signals - Option 1**

**Transport and Access**

	<p>The delays modelled at this junction will be experienced by the straight ahead movement on the A5035 Trentham Road towards Longton and the right-turn movement from Stanley Matthews Way. This junction is complicated by its close proximity to Alderflat Drive.</p> <p>This option proposes the amendment of the Alderflat Drive junction to be left in and out only, other traffic will be diverted to a new improved signalised junction on Trentham Road at its intersection with Crowscroft Road which can be entirely constructed within the existing highway boundary. The close proximity of the Magdalen Drive junction may necessitate its linking to this junction. Further modelling work is therefore recommended.</p>	<p>N/A</p>
Regeneration	<p>This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention, however its efficient operation will have significant benefit to the Trentham Lakes development.</p>	<p>1</p>
Pedestrians	<p>Pedestrian refuge island will be provided within the new signal installation at Crowscrofts Road</p>	<p>1</p>
Cyclist	<p>The existing cycle lane in Trentham Road is to be diverted onto the footway through the new signal installation.</p>	<p>0</p>
Buses	<p>There are no proposals to introduce bus priority measures on this junction. This junction is not on a route designated as a Bus Priority Corridor.</p>	<p>0 0</p>
Traffic	<p>Modifications to the existing junction with Crowscrofts Road and Alderflat Drive junctions with Trentham Road will have a positive effect on traffic.</p>	<p>1</p>
Congestion	<p>The improvement of the Crowscrofts Road Trentham Road junction and the simplification of the existing junction of Alderflat Drive and Trentham Road will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - MODERATE</p>	<p>2 1</p>
Safety	<p>The creation of additional pedestrian facilities will provide significant safety benefits.</p>	<p>1</p>
Accessibility	<p>The scheme will provide general benefits of access through the City.</p>	<p>1</p>
Integration	<p>Improvements to this junction will have limited benefit in terms of integration with other modes of transport.</p>	<p>0</p>

**Environment**



**Site 31 A5035 Trentham Road / B5490 Stanley Matthews Way Traffic Signals - Option 1**

General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Townscape improvements.	0
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
Total Score		9

Adverse  
Slightly Adverse  
Neutral  
Slightly Beneficial  
Beneficial



Site 31 **A5035 Trentham Road / B5490 Stanley Matthews Way Traffic Signals - Option 2**

**Transport and Access**

General	<p>The delays modelled at this junction will be experienced by the straight ahead movement on the A5035 Trentham Road towards Longton and the right-turn movement from Stanley Matthews Way. This junction is complicated by its close proximity to Alderflat Drive. This option proposes a new signalised junction with the provision of additional lanes on Trentham Road and Stanley Matthews Way together with the realignment of the Alderflat Drive junction. Access to this junction from the Trentham Road slip road will be closed and traffic diverted to Crowscroft Road. There will be the opportunity to include cycle provisions within this junction.</p>	N/A
Regeneration	<p>This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention, however its efficient operation will have significant benefit to the Trentham Lakes development.</p>	1
Pedestrians	<p>Pedestrian facilities will be provided within the new signalised installation.</p>	1
Cyclist	<p>The existing cycle lane in Trentham Road is to be diverted onto the footway through the new signal installation.</p>	1
Buses	<p>There are no proposals to introduce bus priority measures on this junction. This junction is not on a route designated as a Bus Priority Corridor.</p>	0 0
Traffic	<p>The provision of additional lanes together with the realignment of Alderflat Drive junction will improve traffic flows through the junction.</p>	1
Congestion	<p>The improvement of the Stanley Matthews Way Trentham Road junction and the simplification of the existing junction of Alderflat Drive and Trentham Road will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - MODERATE</p>	2 1
Safety	<p>The creation of additional pedestrian facilities will provide significant safety benefits.</p>	1
Accessibility	<p>The scheme will provide general benefits of access through the City.</p>	1
Integration	<p>Improvements to this junction will have limited benefit in terms of integration with other modes of transport.</p>	0
Environment		



**Site 31 A5035 Trentham Road / B5490 Stanley Matthews Way Traffic Signals - Option 2**

General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Townscape improvements, however additional tree planting / landscaping will be possible on Alderflat Drive.	1
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>11</b>

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No. DATE NOTE



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PROJECT:  
North Staffordshire Road Network  
Junction Assessment - Feasibility Study

PROJECT No:  
1101123  
DWG. TITLE:  
A5035 Trentham Road / Stanley Matthews Way  
Traffic Signals Option 1

DRAWING STATUS

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January 2007

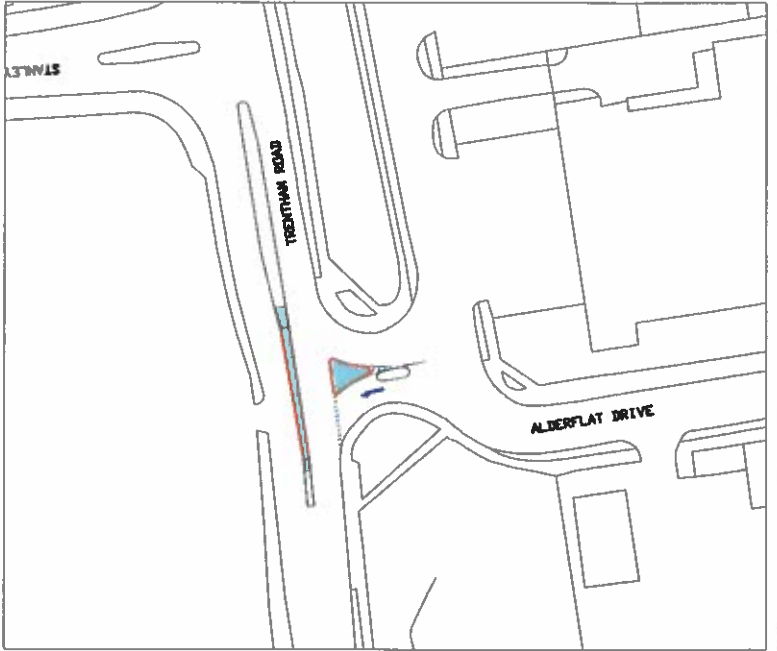
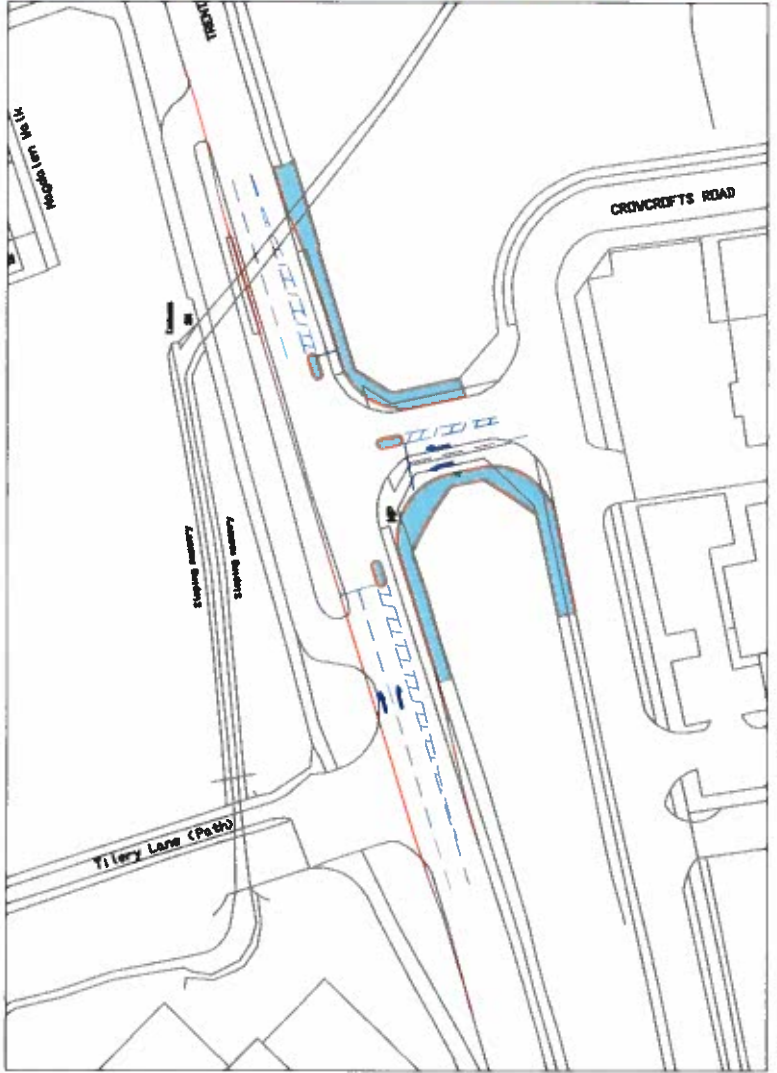
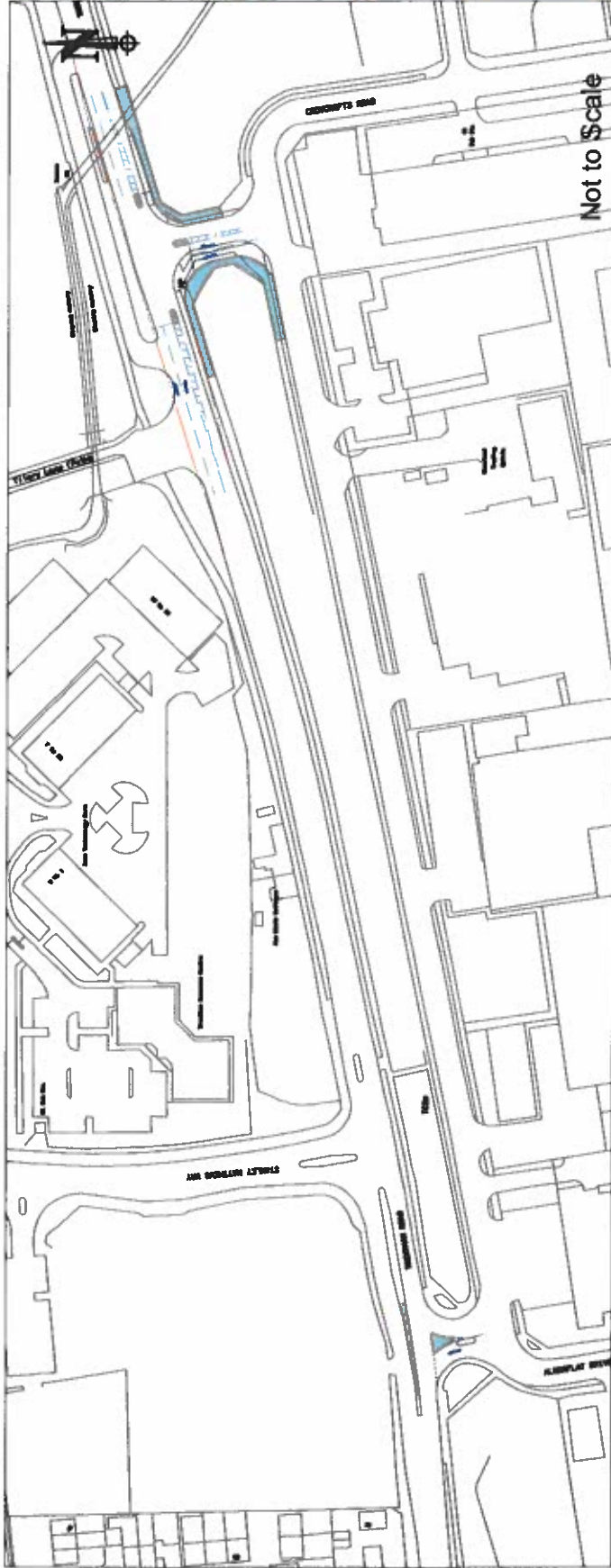
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DWG No:

1101123:31:01

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**Site 32 - Sutherland Road / Weston Coyney Road Priority Junction****Baseline Assessment****Deficiencies identified by North Staffordshire Integrated Transport Study.**

The delays predicted at this junction will be experienced by traffic exiting the Weston Coyney Road approach and the significant right-turn movement from Sutherland Road to Weston Coyney Road.

Modelled Average Delay Per Vehicle (In Minutes) – Base Year 2002					
		To			
From		A	B	C	
	<b>A - Sutherland Road (West)</b>	-	0.18	0.11	
	<b>B - Weston Coyney Road</b>	0.84	-	0.83	
	<b>C - Sutherland Road (East)</b>	0.45	0.52	-	

Modelled Average Delay Per Vehicle (In Minutes) – 2021					
		To			
From		A	B	C	
	<b>A - Sutherland Road (West)</b>	-	0.20	0.13	
	<b>B - Weston Coyney Road</b>	1.04	-	1.03	
	<b>C - Sutherland Road (East)</b>	1.47	1.54	-	

**Accident Record**

There were five recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005). All of the five casualties involved were classified as having slight injuries.

**Buses**

The junction lies on a frequently used bus route.

**Cycles**

There are currently no specific facilities provided for cyclist within this junction.

**Pedestrians**

There are currently no specific facilities provided for pedestrians within this junction.

**Environmental Issues**

The national air quality objective for particulates (PM<sub>10</sub>) is being exceeded at this junction mainly due to traffic emissions.

## Site 32 - Sutherland Road / Weston Coyney Road Priority Junction

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### Improvement Options

#### Option 1 - (Drawing Number 1101123:32:01)

This is a 'T' junction with a significant right-turn movement from Sutherland Road to Weston Coyney Road. This option involves the construction of a mini roundabout which can be entirely constructed within the existing highway boundary.

It should be noted that flows through the junction are compromised by the tight 90° bend at the junction of Sutherland Road and Meirhay Road. Further consideration should be given to the improvement of this junction and the junction of Meirhay Road and Uttoxeter Road.



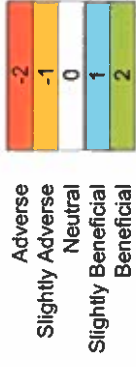
Adverse  
Slightly Adverse  
Neutral  
Slightly Beneficial  
Beneficial



**Site 32 Sutherland Road / Weston Coyney Road Priority Junction - Option 1**

**Transport and Access**

<p><b>General</b></p>	<p>This is a 'T' junction with a significant right-turn movement from Sutherland Road to Weston Coyney Road. This option involves the construction of a mini roundabout which can be entirely constructed within the existing highway boundary. It should be noted that flows through the junction are compromised by the tight 900 bend at the junction of Sutherland Road and Meirhay Road. Further consideration should be given to the improvement of this junction and the junction of Meirhay Road and Uttoxeter Road.</p>	<p>N/A</p>
<p><b>Regeneration</b></p>	<p>This junction does not fall within an area designated as a General Improvement Area or Area of Major Housing Intervention.</p>	<p>0</p>
<p><b>Pedestrians</b></p>	<p>No additional pedestrian facilities are proposed for this junction.</p>	<p>0</p>
<p><b>Cyclist</b></p>	<p>No specific improvements for cyclist are proposed at this junction however the reduction in congestion will be beneficial to cyclists.</p>	<p>-1</p>
<p><b>Buses</b></p>	<p>There are no proposals to introduce bus priority measures on this junction. This junction is not on a route designated as a Bus Priority Corridor.</p>	<p>0 0</p>
<p><b>Traffic</b></p>	<p>The installation of the roundabout will improve overall capacity of the junction.</p>	<p>1</p>
<p><b>Congestion</b></p>	<p>The improvement of the junction will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT</p>	<p>1 0</p>
<p><b>Safety</b></p>	<p>No change</p>	<p>0</p>
<p><b>Accessibility</b></p>	<p>The scheme will provide general benefits of access through the City.</p>	<p>1</p>
<p><b>Integration</b></p>	<p>Improvements to this junction with have limited benefit in terms of integration with other modes of transport.</p>	<p>0</p>
<p><b>Environment</b></p>		
<p><b>General</b></p>	<p>The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.</p>	<p>N/A</p>



**Site 32 Sutherland Road / Weston Coyney Road Priority Junction - Option 1**

Landscape / Townscape	The scheme will have limited benefits in terms of Townscape improvements.	0
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>3</b>

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**PROJECT:**  
 North Staffordshire Road Network  
 Junction Assessment - Feasibility Study

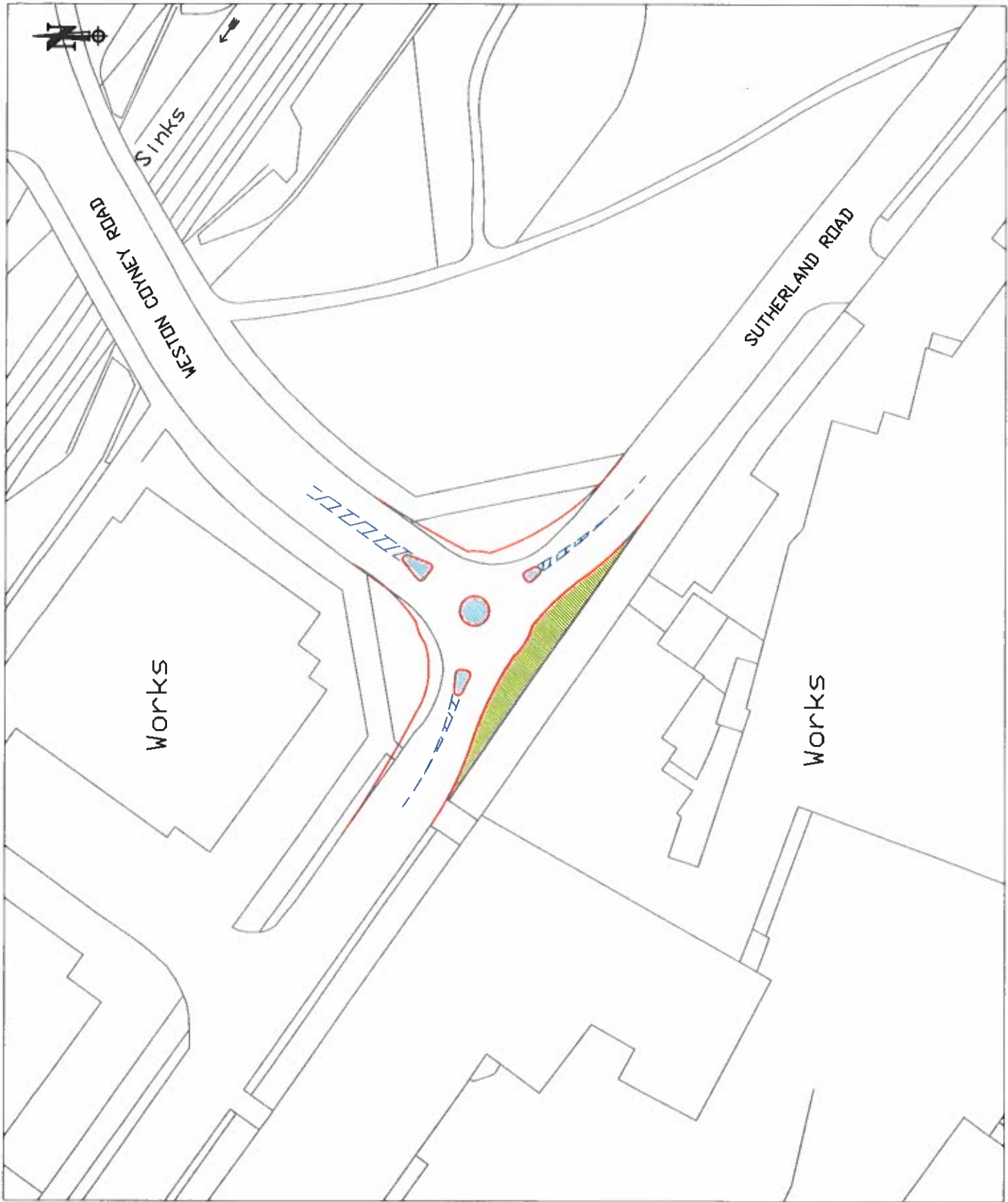
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 1101123  
**DWG. TITLE:**  
 Sutherland Road / Weston Coyney Road Priority  
 Junction Option 1

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**REVISION**



**Site 33 - B5041 London Road / Penkhull New Road Priority Junction****Baseline Assessment****Deficiencies identified by North Staffordshire Integrated Transport Study.**

The significant delays predicted at this junction are predicted to be experienced on the minor road approach to the junction. i.e. Penkhull New Road.

<b>Modelled Average Delay Per Vehicle (In Minutes) – Base Year 2002</b>					
		<b>To</b>			
<b>From</b>		<b>A</b>	<b>B</b>	<b>C</b>	
	<b>A - B5041 London Road (South)</b>	-	0.14	0.07	
	<b>B - Penkhull New Road</b>	1.05	-	1.03	
	<b>C - B5041 London Road (North)</b>	0.11	0.19	-	

<b>Modelled Average Delay Per Vehicle (In Minutes) – 2021</b>					
		<b>To</b>			
<b>From</b>		<b>A</b>	<b>B</b>	<b>C</b>	
	<b>A - B5041 London Road (South)</b>	-	0.17	0.10	
	<b>B - Penkhull New Road</b>	2.31	-	2.29	
	<b>C - B5041 London Road (North)</b>	0.15	0.23	-	

**Accident Record**

There were 4 recorded accidents within a 50 metre radius of the junction over a five year period (2001 – 2005). All of the casualties involved were classified as having slight injuries. One of the accidents involved a pedestrian.

**Renew**

The junction lies within Stoke Phase 2 Area of Major Intervention, RENEW should be consulted to determine if land can be made available to improve the junction.

**Buses**

The junction lies on a frequently used bus route.

**Cycles**

There are currently no specific facilities provided for cyclist at this junction.

**Pedestrians**

There are currently no specific facilities provided for pedestrians at this junction.

**Environmental Issues**

The national air quality objective for particulates (PM<sub>10</sub>) is being exceeded at this junction mainly due to traffic emissions.

## Site 33 - B5041 London Road / Penkhull New Road Priority Junction

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### Improvement Options

#### Option 1 - (Drawing Number 1101123:33:01)

The main delays experienced at this junction are on Penkhull New Road. This option provides an additional lane in Penkhull New Road and the improvement of the radii and will require the acquisition of a minimum of 4 residential and commercial properties.



**Site 33 B5041 London Road / Penkhull New Road Priority Junction - Option 1**

**Transport and Access**

General	The main delays experienced at this junction are on Penkhull New Road. This option provides an additional lane in Penkhull New Road and the improvement of the radii and will require the acquisition of a minimum of 4 residential and commercial properties.	N/A
Regeneration	This junction lies within Stoke Area of Major Housing Intervention Phase 2.	2
Pedestrians	Pedestrian refuge island will be provided on Penkhull New Road.	1
Cyclist	No specific improvements for cyclist are proposed at this junction however the creation of more road space should be beneficial to cyclists.	1
Buses	There are no proposals to introduce bus priority measures on this junction. This junction is not on a route designated as a Bus Priority Corridor.	0 0
Traffic	Widening of the Penkhull New Road approach will improve overall capacity of the junction.	1
Congestion	The improvement of the junction and the provision of additional lanes will reduce congestion. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	1 0
Safety	The creation of pedestrian facilities will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.	1
Accessibility	The scheme will provide general benefits of access through the City.	1
Integration	Improvements to this junction with have limited benefit in terms of integration with other modes of transport.	0
<b>Environment</b>		
General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Townscape improvements.	0



**Site 33 B5041 London Road / Penkhull New Road Priority Junction - Option 1**

Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>9</b>

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REVISION	DATE	NOTE



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PROJECT:  
**North Staffordshire Road Network  
 Junction Assessment - Feasibility Study**

PROJECT No:  
**1101123**  
 DWG. TITLE:  
 B5041 London Road / Penkhull New Road Priority  
 Junction - Option 1

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**1101123:33:01**  
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## Site 34 – A5006 Marsh Street / A5010 Trinity Street Traffic Signals

### Baseline Assessment

#### Deficiencies identified by North Staffordshire Integrated Transport Study (NSITS).

The A5006 Marsh Street and A5010 Trinity Street approaches are predicted to experience the more significant delays at this junction. This will have a significant detrimental impact on bus journey times as these roads lie on a major bus route. Traffic problems at this junction will also effect the operation of the Marsh Street / Clough Street junction due to its close proximity.

It should be noted that the implementation of the City Centre link and Waterloo Road Development Link Road will significantly reduce flow on Marsh Street and resolve these predicted problems.

Modelled Average Delay Per Vehicle (In Minutes) – Base Year 2002					
		To			
From		A	B	C	D
	A - A5006 Marsh Street South	-	0.59	0.59	0.46
	B - A5010 Trinity Street (West)	-	-	0.45	0.45
	C - A5006 Marsh Street North	-	-	-	-
	D - Trinity Street (East)	-	0.32	0.34	-

Modelled Average Delay Per Vehicle (In Minutes) – 2021					
		To			
From		A	B	C	D
	A - A5006 Marsh Street South	-	0.64	0.64	0.40
	B - A5010 Trinity Street (West)	-	-	0.72	0.72
	C - A5006 Marsh Street North	-	-	-	-
	D - Trinity Street (East)	-	0.42	0.43	-

#### Accident Record

There have been 20 recorded accidents within a 50m radius of the junction over a 5 year period (2001- 2006) involving 33 vehicles. One of the casualties received a serious injury and the remaining 19 casualties received slight injuries. 5 of the accidents involved pedestrians.

#### City Centre Transport Assessment

This junction falls within the area assessed by Scott Wilson's in Phase 1 of the Stoke-on-Trent City Centre Transport Assessment.

#### Renew

The junction lies within an area designated for City Centre Environmental improvements, RENEW should be consulted to determine if land can be made available to improve the junction.

#### Buses

The junction lies on a Quality bus route designated as a Bus Priority Corridor. There are currently no specific bus priority measures in operation at this junction.

#### Cycles

## Site 34 – A5006 Marsh Street / A5010 Trinity Street Traffic Signals

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There are currently no specific cycle routes identified through this junction.

### **Pedestrians**

Pedestrian crossing facilities are provided on Marsh Street (West).

### **Environmental Issues**

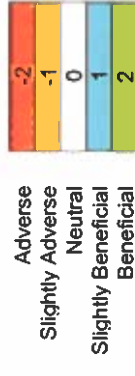
The site exceeds the acceptable particulates (PM<sub>10</sub>) level and the national air quality objectives for nitrogen dioxide (NO<sub>2</sub>) mainly due to traffic emissions. Further monitoring of air quality levels is recommended.

---

## **Improvement Options**

### **Option 1 – (Drawing Number D110115/D004/Fig 4.9)**

Proposed modifications to this junction will enable Marsh Street to operate as a two way bus only lane from Trinity Street to Broad Street. The proposed allows for the realignment of the junction to facilitate a left turn from Trinity Street (North).



**Site 34 A5006 Marsh Street / A5010 Trinity Street Traffic Signals**

**Transport and Access**

General	Proposed modifications to this junction will enable Marsh Street to operate as a two way bus only lane from Trinity Street to Broad Street. The proposed allows for the realignment of the junction to facilitate a left turn from Trinity Street (North).	N/A
Regeneration	The junction lies within an area designated for City Centre Environmental improvements	0
Pedestrians	Existing pedestrian facilities will be maintained.	0
Cyclist	No specific improvements for cyclist are proposed at this junction.	0
Buses	Proposed modifications to this junction will enable Marsh Street to operate as a two way bus only lane from Trinity Street to Broad Street. The proposed allows for the realignment of the junction to facilitate a left turn from Trinity Street (North) enabling the improvement of Bus journey times. Site lies on a route designated as a Bus Priority Corridor.	2
Traffic	The reduction of traffic through this junction through the construction of the City Centre Link and Waterloo Road Development Link Road will significantly reduce flow on Marsh Street and resolve predicted problems.	1
Congestion	The reduction of traffic through this junction through the construction of the City Centre Link and Waterloo Road Development Link Road will significantly reduce flow on Marsh Street and resolve predicted congestion problems. Level of congestion as identified in North Staffordshire Transport Study - SLIGHT	1
Safety	The reduction in traffic using the junction will provide safety benefits.	1
Accessibility	The scheme will improve accessibility to the City Centre.	2
Integration	The scheme will have limited benefits in terms of integration with other modes of transport	0
<b>Environment</b>		
General	The scheme has been developed as a Highway scheme to reduce delays and provide improved facilities for buses.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Landscape and Townscape improvements	0



**Site 34 A5006 Marsh Street / A5010 Trinity Street Traffic Signals**

Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO <sub>2</sub> ) and particulates (PM <sub>10</sub> ) emissions.	1
<b>Total Score</b>		<b>10</b>

## Site 37 - A53 Leek New Road - Sandbach Road Priority Junction - Option 1

---

### Baseline Assessment

#### Deficiencies identified by North Staffordshire Integrated Transport Study.

This junction was not identified within the original report produced for the North Staffordshire Integrated Transport Study however it has been included in this feasibility study at the request of the Highway Manager. The junction is characterised by having a single lane approach on all arms of the junction with delays currently experienced on the minor road (Sandbach Road) approach.

#### Accident Record

Not available

#### Buses

The 19 bus service is routed on Leek New Road through this junction.

#### Cycles

The site lies adjacent to the route of the National Cycle Network route 5 which currently crosses Leek New Road via a Toucan cross sited 40 metres south of the junction. The unmarked cycle route continues into Sandbach Road.

#### Pedestrians

There are currently no specific facilities provided for pedestrians at this junction, however controlled crossing of Leek New Road is provide at the Toucan Crossing.

#### Environmental Issues

The national air quality objective for particulates (PM<sub>10</sub>) is being exceeded at this junction mainly due to traffic emissions.

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### Improvement Options

#### Option 1 - (Drawing Number 1101123:37:01)

There is limited opportunity to improve this junction without the acquisition of part of the industrial (foundry) building on the north eastern corner. However, a scheme has been presented in this feasibility study for the improvement of the junction of Sandbach Road and North Road (Site 22) and additionally there is developer led section 106 works proposed for the Leek New Road - North Road junction.

This option considers the implementation of a 'one-way' system on Sandbach Road between Leek New Road and Sandbach Road together with localised widening of Leek New Road and modifications to the proposals presented at North Road. Consideration should be given to the signalisation of the North Road Leek New Road junction.

This option requires the acquisition of 9 residential and commercial premises with significant land take from one additional premises.

Adverse  
Slightly Adverse  
Neutral  
Slightly Beneficial  
Beneficial

-2  
-1  
0  
1  
2

Site 37 **A53 Leek New Road - Sandbach Road Priority Junction - Option 1**

**Transport and Access**

<p>General</p>	<p>There is limited opportunity to improve this junction without the acquisition of part of the industrial (foundry) building on the north eastern corner. A scheme has been presented in this feasibility study for the improvement of the junction of Sandbach Road and North Road (Site 22) and there also developer led section 106 works proposed for the Leek New Road - North Road junction. This option therefore considers the implementation of a 'one-way' system on Sandbach Road between Leek New Road and Sandbach Road together with localised widening of Leek New Road and modifications to the proposals presented at North Road. Consideration should be given to the signalisation of the North Road Leek New Road junction. This option requires the acquisition of 9 residential and commercial premises with significant land take from one additional premises.</p>	<p>N/A</p>
<p>Regeneration</p>	<p>This junction does not fall within an area designated as a General Improvement Area or an Area of Major Housing Intervention.</p>	<p>0</p>
<p>Pedestrians</p>	<p>There are no proposals to provide additional pedestrian facilities at the junction of Sandbach Road and Leek New Road.</p>	<p>0</p>
<p>Cyclist</p>	<p>No specific improvements for cyclist are proposed at this junction however making Sandbach Road one-way and the creation of more road space should be beneficial to cyclists.</p>	<p>1</p>
<p>Buses</p>	<p>There are no proposals to introduce bus priority measures on this junction, however the creation of an additional lane in Leek New Road will benefit all modes of transport. This junction is not on a route designated as a Bus Priority Corridor.</p>	<p>1 0</p>
<p>Traffic</p>	<p>Simplification of the junctions and improved visibility will improve overall capacity of the junction.</p>	<p>1</p>
<p>Congestion</p>	<p>Introduction of a 'one-way' system will significantly reduce congestion.</p>	<p>2</p>
<p>Safety</p>	<p>Removing traffic from Sandbach Road and utilising the improved junction at North Road will provide safety benefits and the demolition of properties will allow for significant improvement in forward visibility.</p>	<p>1</p>
<p>Accessibility</p>	<p>The scheme will provide general benefits of access through the City.</p>	<p>1</p>
<p>Integration</p>	<p>Improvements to this junction with have limited benefit in terms of integration with other modes of transport.</p>	<p>0</p>

**Environment**



**Site 37 A53 Leek New Road - Sandbach Road Priority Junction - Option 1**

General	The scheme has been developed as a Highway scheme to reduce delays and where possible provide improved facilities for buses, cyclists and pedestrians.	N/A
Landscape / Townscape	The scheme will have limited benefits in terms of Townscape improvements.	0
Noise	No change	0
Air Quality	Reduction in queue lengths and congestion will provide improvement in air quality by reducing nitrogen dioxide (NO2) and particulates (PM10) emissions.	1
<b>Total Score</b>		<b>8</b>

- Contractor to check all dimensions and report errors and omissions to the Engineer or Contract Administrator.
- The Contractor is responsible for all setting out.
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REVISION  
No. DATE NOTE



**NORTH STAFFORDSHIRE  
REGENERATION PARTNERSHIP**  
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PROJECT:  
North Staffordshire Road Network  
Junction Assessment - Feasibility Study

PROJECT No:  
1101123  
DWG. TITLE:  
A53 Leek New Road / Sandbach Road Priority  
Junction - Option 1

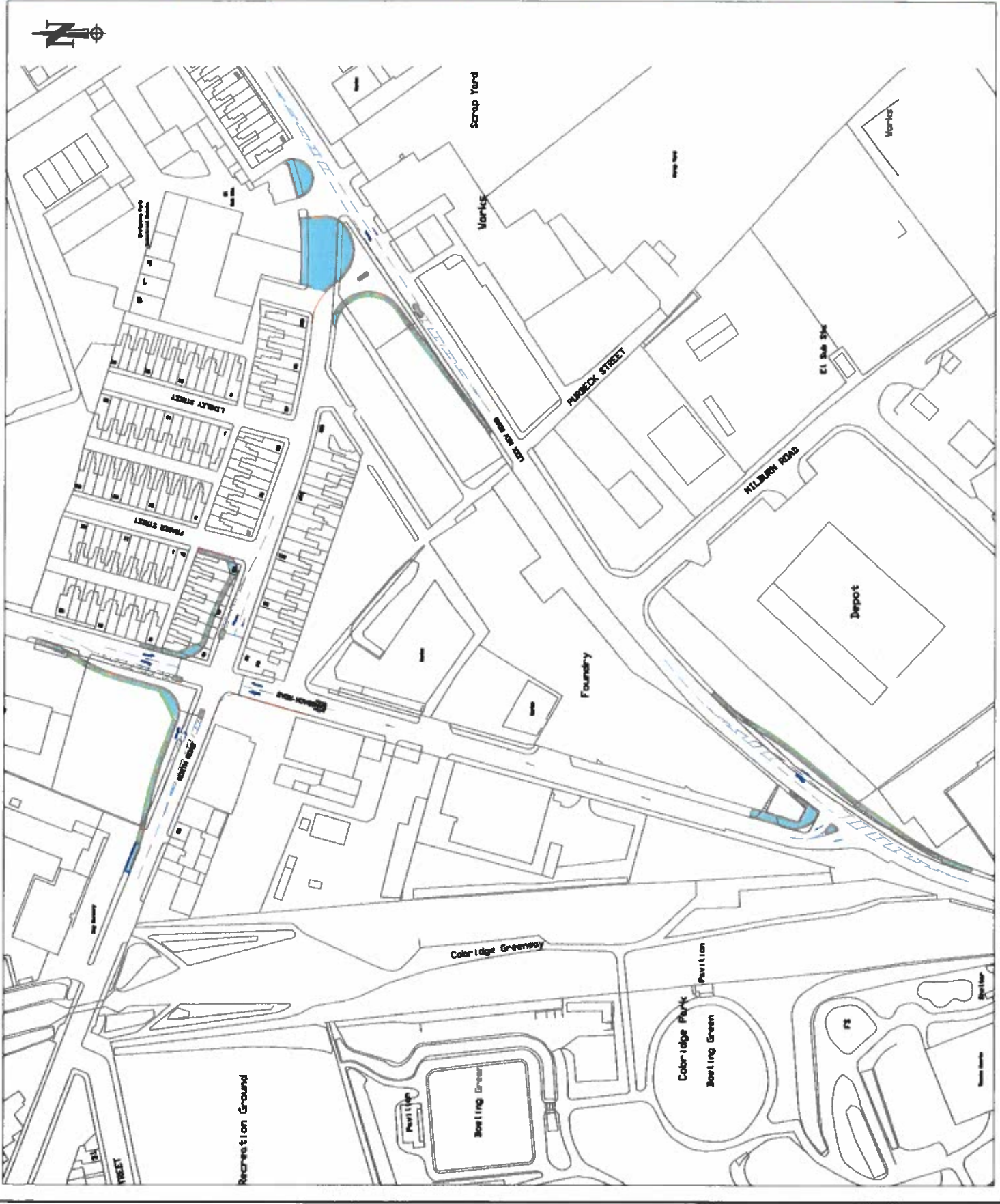
DRAWING STATUS

DRAFT  CONTRACT AS BUILT

DRAWING FILE NAME  
\*\*\*\*\*

DRAWN BY SCALE  
AM / JT N.T.S.  
DATE CHECKED  
January 2007 \*\*\*\*\*

DWG No: 1101123:37:01  
REVISION





## North Staffordshire Road Network Junction Assessment - Feasibility Study

Category	Site No	Location	Assessment Total	Level of Congestion modelled for 2021	Site on Bus Priority Corridor	Site within Area of Major Housing Intervention or General Renewal Area
1	8	A500(T) / A50(T) Grade Separated Roundabout	N/A	Severe	No	No
1	25	A500(T) / Whieldon Road Traffic Signals	N/A	Severe	No	No
1	26	A500(T) Northbound Off-Slip / A52 City Road Traffic Signals	N/A	Severe	Yes	No
1	27	A50(T) / Trentham Lakes Grade Separated Traffic Signals	N/A	Severe	No	No
1	15	A52 Leek Road / A50 Lichfield Street Roundabout	N/A	Severe	No	City Centre South AMI Phase 1
1	5	A50 Waterloo Road / A53 Cobridge Road Traffic Signals	Option 1	Severe	Yes	City Centre North West AMI Phase 2
1	7	A520 Weston Road / A5272 Park Hall Road Traffic Signals	Option 1	Severe	No	No
1	7	A520 Weston Road / A5272 Park Hall Road Traffic Signals	Option 2	Severe	No	No
1	5	A50 Waterloo Road / A53 Cobridge Road Traffic Signals	Option 2	Severe	Yes	City Centre North West AMI Phase 2
2	30	A500(T) Southbound On-Slip / A52 City Road Traffic Signals	N/A	Moderate	No	No
2	4	A50 Potteries Way / A5008 Bucknall New Road Traffic Signals	N/A	Moderate	Yes	City Centre South AMI Phase 1 & City Centre East AMI Phase 2
2	3	A52 Leek Road / Station Road Traffic Signals	Option 1	Moderate	Yes	South Shelton AMI Phase 2
2	3	A52 Leek Road / Station Road Traffic Signals	Option 2	Moderate	Yes	South Shelton AMI Phase 2
2	16	A5007 King Street / Times Square Traffic Signals	Option 2	Moderate	Yes	No
2	28	B5045 Shelton New Road / Victoria Street Traffic Signals	Option 1	Moderate	Yes	No
2	29	A34 Stone Road / B5041 London Road Traffic Signals	Option 2	Moderate	Yes	No
2	19	Blurton Road / Grove Road Traffic Signals	Option 1	Moderate	No	No
2	9	A50 Waterloo Road / B5050 Pitt Street Traffic Signals	Option 1	Moderate	Yes	Middleport AMI Phase 1
2	19	Blurton Road / Grove Road Traffic Signals	Option 2	Moderate	No	No
2	9	A50 Waterloo Road / B5050 Pitt Street Traffic Signals	Option 2	Moderate	Yes	Middleport AMI Phase 1
2	28	B5045 Shelton New Road / Victoria Street Traffic Signals	Option 2	Moderate	Yes	No
2	31	A5035 Trentham Road / B5490 Stanley Matthews Way Traffic Signals	Option 2	Moderate	No	No
2	31	A5035 Trentham Road / B5490 Stanley Matthews Way Traffic Signals	Option 1	Moderate	No	No
3	35	A500(T) Northbound On-Slip / A5006 Stoke Road Traffic Signals	N/A	Slight	No	No
3	36	A500(T) Southbound Off-Slip / A5006 Stoke Road Traffic Signals	N/A	Slight	No	No
3	10	A52 Leek Road / A5008 Bucknall Road Traffic Signals	N/A	Slight	Yes	No
3	14	A53 Leek New Road / Norton Lane Traffic Signals	N/A	Slight	No	No
3	17	A50 Waterloo Road / B5051 Moorland Road Traffic Signals	N/A	Slight	Yes	No
3	20	A52 Bucknall Road / A5272 Dividy Road Traffic Signals	N/A	Slight	Yes	No

## North Staffordshire Road Network Junction Assessment - Feasibility Study

Category	Site No	Location	Assessment Total	Level of Congestion modelled for 2021	Site on Bus Priority Corridor	Site within Area of Major Housing Intervention or General Renewal Area
3	34	A5006 Marsh Street / A5010 Trinity Street Traffic Signals	N/A	Slight	Yes	City Centre Environmental Improvements
3	24	A5047 Hulton Street / B5047 Town Road Junction	16	Slight	Yes	City Centre East AMI Phase 2 & Birches Head GRA
3	17	A50 Waterloo Road / B5051 Moorland Road Traffic Signals	16	Slight	Yes	No
3	11	A53 Etruria Road / B5369 Basford Park Road Traffic Signals	15	Slight	Yes	No
3	6	A5008 Bucknall Road / A5272 Bucknall Old Road Priority Junction	15	Slight	Yes	City Centre South AMI Phase 1 & City Centre East AMI Phase 2
3	6	A5008 Bucknall Road / A5272 Bucknall Old Road Priority Junction	14	Slight	Yes	City Centre South AMI Phase 1 & City Centre East AMI Phase 2
3	13	A52 Hartshill Road / A52 Shelton Old Road Traffic Signals	13	Slight	Yes	No
3	18	A5009 Leek Road / Bagnall Road Traffic Signals	13	Slight	No	No
3	23	A52 Hartshill Road / Queen's Road Priority Junction	13	Slight	Yes	No
3	24	A5047 Hulton Street / B5047 Town Road Junction	13	Slight	Yes	City Centre East AMI Phase 2 & Birches Head GRA
3	23	A52 Hartshill Road / Queen's Road Priority Junction	11	Slight	Yes	No
3	12	A50 Scotia Road / A5271 The Boulevard Traffic Signals	11	Slight	No	Tunstall GRA
3	21	A5038 Belgrave Road / B5035 Trentham Road Traffic Signals	11	Slight	No	Dresden & Normacott GRA
3	12	A50 Scotia Road / A5271 The Boulevard Traffic Signals	11	Slight	No	Tunstall GRA
3	18	A5009 Leek Road / Bagnall Road Traffic Signals	10	Slight	No	No
3	11	A53 Etruria Road / B5369 Basford Park Road Traffic Signals	9	Slight	Yes	No
3	11	A53 Etruria Road / B5369 Basford Park Road Traffic Signals	9	Slight	Yes	No
3	22	B5050 North Road / Sandbach Road Traffic Signals	9	Slight	No	No
3	33	B5041 London Road / Penkhull New Road Priority Junction	9	Slight	No	Stoke AMI Phase 2
3	32	Sutherland Road / Weston Coyney Road Priority Junction	3	Slight	No	No
4	1	A500(T) / A5006 Stoke Road Roundabout	N/A	-	No	No
4	2	A500(T) / A52 City Road Roundabout	N/A	-	Yes	No
5	37	A53 Leek New Road / Sandbach Road Priority Junction	8	-	No	No

### Appendix 1 [Junctions considered within the City Centre Transport Assessment Report]

6	15	A52 Leek Road / A50 Lichfield Street Roundabout	Option 1	Severe	Yes	City Centre South AMI Phase 1
6	6	A5008 Bucknall New Road / A5272 Bucknall Old Road Traffic Signals	Option 1	Slight	Yes	City Centre South Phase 1 & City Centre East Phase 2 AMI

## North Staffordshire Road Network Junction Assessment - Feasibility Study

Category	Site No	Location	Assessment Total	Level of Congestion modelled for 2021	Site on Bus Priority Corridor	Site within Area of Major Housing Intervention or General Renewal Area
6	4	A50 Potteries Way / A5008 Bucknall New Road Traffic Signals	14	Moderate	Yes	City Centre South Phase 1 & City Centre East Phase 2 AMI
6	6	A5008 Bucknall New Road / A5272 Bucknall Old Road Traffic Signals	14	Slight	Yes	City Centre South Phase 1 & City Centre East Phase 2 AMI
6	10	A52 Leek Road / A5008 Bucknall New Road / (Limekiln) junction	14	Slight	Yes	No
6	20	A52 Bucknall Road / A5272 Dividy Road Traffic Signals	14	Slight	Yes	No
6	20	A52 Bucknall Road / A5272 Dividy Road Traffic Signals	12	Slight	Yes	No
6	34	A5006 Marsh Street / A5010 Trinity Street Traffic Signals	10	Slight	Yes	City Centre Environmental Improvements