City of
Stoke-on-Trent

Stoke-on-Trent Local Cycling and Walking Infrastructure Plan 2025 – 2035

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Foreword

“As the Cabinet Member for Transport, Infrastructure and Regeneration, I am proud to present our Local Cycling and Walking Infrastructure Plan (LCWIP) - an essential step towards creating a more sustainable future for our city.

The urgency of addressing climate change has never been clearer which is why Stoke-on-Trent City Council declared a climate emergency in 2019.

The transition to sustainable transport is not just a response to environmental challenges but also an opportunity to enhance public health and drive economic growth in our city. This document outlines how we will support this transition, enabling residents and visitors to move around the city conveniently and safely without the need for a private car.

Improving our existing transport network can help us meet a number of the key priorities in our new Corporate Strategy as we strive to become a healthier, cleaner, greener, safer, and fairer city.

The Council’s LCWIP strategy aligns with the national Government’s targets, supporting the commitment for 50% of short journeys to be walked or cycled by 2030. We are proud to be part of this nationwide effort and are determined to ensure that Stoke-on-Trent is at the forefront of the transition to sustainable transport.

Through adopting this approach, we can lay the foundation for a greener, more prosperous Stoke-on-Trent where future generations can enjoy a better quality of life.”

Councillor Finlay Gordon-McCusker
Cabinet Member for Transport, Infrastructure and Regeneration

Councillor Lynn Watkins
Cabinet Member for Health and Wellbeing

Introduction and vision

Welcome to Stoke-on-Trent's first Local Cycling and Walking Infrastructure Plan. This document highlights our commitment to sustainable transport and sets out our approach to increasing the number of people walking and cycling within the conurbation.

By improving conditions for walking and cycling, we can create a better sense of place, improve connectedness, and promote healthier lifestyles.

Our vision is to make Stoke-on-Trent a place where people choose to walk or cycle, particularly for short journeys. To enable such change, we aim to create an environment that puts people first by creating a network of routes that are safe, convenient, and direct.

We recognise that there are challenges. The city is bounded by some major roads as well as the national West Coast railway line. However, Stoke-on-Trent also has some unique strengths - three national cycle routes pass through our city. We have an extensive network of canal and greenway routes that can be further developed to improve accessibility for our communities. Much of Stoke-on-Trent's population is within walking distance of their nearest town centre - this is another key strength of the city.

In the context of this document, references to 'walking' include the use of wheelchairs, mobility scooters, and other mobility aids. References to cycling include the use of adapted cycles and e-bikes.

Why we produced this plan

Congestion and pollution

We recognise car journeys are essential for some people. However, too much traffic creates problems such as congestion and pollution. It results in people walking and cycling feeling unsafe, and roads can become difficult to cross.

The population of Stoke-on-Trent is approximately 258,000. Although car ownership is lower than the national average, our roads still experience heavy congestion daily. It is estimated that 0.85 billion vehicle miles were travelled on our city's roads in 2023. If car ownership and traffic volumes continue to rise, more residential streets in Stoke-on-Trent will suffer the impacts of levels of traffic that they were not designed to accommodate.

Congestion creates noisy, unpleasant streets with harmful emissions. Everyone's health is impacted by poor air quality, but it particularly impacts children and those who are most vulnerable in our communities such as people with existing health conditions.

In 2023, we were in the unenviable position of having the most polluted street in the entire country (Parliament Row in Hanley). While problems with air pollution aren't limited to Stoke-on-Trent, we recognise that things need to change if we are to address local issues with unsafe levels of air pollution.

Enabling people to walk or cycle for more journeys can help to play a key role in improving air quality.

Inequality

From a national and local perspective, private cars have been prioritised ahead of other modes of transport for decades.

Whilst cars undoubtedly bring advantages in terms of convenience, their dominance has tended to be to the detriment of other modes such as walking and cycling. This has had a disproportionate effect on people who don't drive – which is more likely to be older people, people from low-income households, disabled people, those from black or ethnic minority backgrounds, and of course children.

Our city is in a period of change. As well as transforming the area around the main train station to enhance connectivity and bus routes, the Council aims to provide equal access to opportunities including employment, leisure, education, social and health care. By providing safe and convenient cycling and walking infrastructure, more people will have choice over how they travel.

We want Stoke-on-Trent to be a place where everyone has affordable access to the services they need, even if they don't own a car.

Inactivity and obesity

In 2021/22, over a quarter of children in Stoke-on-Trent were found to be overweight or obese, which is higher than the national average. By the time children within the city reach year 6 (10-11 years old), the percentage of those with excess weight increases. According to NHS guidelines on weight, almost one in three children in Stoke-on-Trent are officially classed as obese. We have the fourth highest rate of obesity amongst 10 and 11-year-olds in the country.

In terms of obese adults, data from the Active Lives survey in 2021/22 estimates the percentage within the city to be just over a third (34%). This continues to be significantly worse than the national average.

The main causes of illness and early death in urban areas relate to how people live their everyday lives, particularly in relation to diet and exercise. Physical inactivity is estimated to cost the NHS almost £1 billion per year.

The human body works optimally when it is moving throughout the day. This is why building walking and cycling into our daily lives can play such a crucial role in maintaining physical health.

Active travel has also been linked to improved mental health and a reduction in the number of preventable early deaths, such as those associated with obesity and poor air quality.

Road safety

Last year, 45 people in Stoke-on-Trent and Staffordshire died on our roads and a further 366 were seriously injured.

We are committed to keeping our road network as safe as possible, whether driving, cycling, or walking.

We know that road safety is a concern for many of our citizens who do not currently cycle but would do so in safer environments. Similarly, parents concerned about the number and speed of cars are less likely to allow their children to cycle, thus removing some chances for physical activity. This is a key reason why our LCWIP focuses on high-quality infrastructure and looks to introduce segregated and off-road cycleways where possible.

Benefits of walking/cycling

- Reduced traffic congestion – quieter and safer streets that are easier to cross.
- Economy – a report commissioned by the charity Living Streets concluded that when Piccadilly in Hanley was pedestrianised it led to a 30% increase in footfall. People who drive to shops tend to only visit one place. Those on foot or cycling visit more and the increased dwell time around local shops results in a higher customer spend.

- Enabling everyone in the area with the option to travel affordably and sustainably will improve access to opportunities for employment and education for all.
- Air quality - mitigation of climate change through reduced carbon dioxide and other greenhouse gas emissions from fewer motor vehicle journeys.
- Public health – walking or cycling for transport is an excellent way to build exercise into a daily routine.
- Improved connectivity to residential areas, green spaces, to the six town centres and access to the public transport network.

Our approach

An LCWIP is a Local Cycling and Walking Infrastructure Plan that identifies options for potential investment in new infrastructure to support more people making journeys on foot or by cycle.

National government has targets for an increased number of local journeys to be walked or cycled by 2030. In Stoke-on-Trent, we have equally ambitious plans. While our polycentric Victorian city with many terraced streets presents certain challenges, there are also plenty of opportunities. As part of this plan, we aim to capitalise on the fact that many residents live within close proximity of one of the six town centres – Stoke, Hanley (city centre), Tunstall, Burslem, Fenton and Longton.

Up until a few years ago, there were no minimum standards required for cycling infrastructure. In many cases, this resulted in inadequate facilities being created that didn't provide the directness, connectedness, or level of safety required to encourage more people to cycle.

In 2020, a new national standard for cycling infrastructure known as LTN 1/20 was introduced. This standard focuses on creating routes that are safe, direct, high-quality, and easy to navigate.

Local Authorities that adhere to these standards are best placed to secure additional funding for future walking and cycling projects.

Stoke-on-Trent City Council is committed to following LTN/120 guidelines which aim to only provide high-quality infrastructure improvements.

An existing on-road cycle lane on City Road with an outdated design. The dashed lines do not provide any physical segregation from motor vehicles.

A new cycle lane on College Road which follows best practice guidelines. It is kerb-protected and is separate to the road and pavement.

Healthy Streets

Healthy Streets is an approach to building fairer, sustainable, attractive urban spaces. The foundation of Healthy Streets is based upon 10 indicators, that relate to the human experience of being on a street. It has been adopted by leading organisations in the transport and health sector throughout the UK and beyond.

The diagram below outlines the indicators that are to be balanced to improve social, economic, and environmental sustainability through the way our streets are designed.

Stoke-on-Trent City Council is committed to delivering a Healthy Streets approach. This means we embed the indicators into the decision-making process when making changes related to our streets and local transport.

Glossary of Terms

All new walking and cycling schemes will adhere to the latest design guidance for best practice. Detailed below are some of the types of public realm improvement that we aim to implement.

Segregated cycle facility – a space for cycling that is separate from cars and pedestrians

Greenway routes – shared-use, walking and cycling routes through traffic-free green spaces such as Central Forest Park

Footway - a part of public space used by pedestrians. Where a footway runs alongside a road, it is commonly referred to as pavement

Continuous footway - a method of asserting pedestrian priority over vehicle turning movements at side junctions by continuing the footway material across the access mouth of the junction. This also provides strong visual priority to the pedestrian. A ‘continuous cycleway’ can be added in a similar way if a cycle lane is present

Desire line - a desire line is a route that pedestrians and cyclists take informally (away from the footway of existing cycle route), indicating a preference for direct travel

Dropped kerb - a feature to facilitate non-stepped access, usually between the footway and carriageway. Must be flush to ensure level access

Parallel crossing - a crossing similar to a zebra crossing, which accommodates cyclists as well as pedestrians

Tactile paving - paving that helps people with sight impairments to read the street environment by using changes in texture or colour

Dutch kerb – entrance kerbs designed to slow vehicles down when turning across a pavement (or cycle lane) allowing the pavement to remain level and more comfortable to use

Raised crossing - a raised section of the carriageway, used to slow traffic and improve pedestrian crossing facilities

LCWIP Process

To create this plan, Stoke-on-Trent City Council followed the methodology as set out in the Department for Transport's Local Cycling and Walking Infrastructure Plan's technical guidance (2017).

The guidance note has been used by other local authorities across the country to ensure consistency in how walking and cycling networks are planned. In line with the guidance, the Stoke-on-Trent City Council Local Cycling and Walking Infrastructure Plan was created using the following steps:

Determining scope

Identifying the geographical area to be covered by the plan

Identifying a project team to deliver the plan

Identifying teams and stakeholders who would need to be involved in creating the plan

Agreeing timescales

Gathering information

Reviewing local policies and strategies to understand linkages

Collecting information on existing walking and cycling trips across the network

Identifying trip origins and destinations

Network planning for walking and cycling

Identifying key desire lines for cycling using available data, predictive tools and local weighting factors (such as routes connecting to areas of deprivation, jobs, schools etc)

Identifying Core Walking Zones for improvement

Auditing all of our cycling and walking routes to understand the quality of the existing provision, and identifying areas for improvement. Engaging with internal teams and stakeholders to suggest a list of improvements to bring walking and cycling routes up to the best possible standard.

Prioritising improvements

Costing improvements

Establishing a timeframe for delivery

Integration and application

Integrating the Local Cycling and Walking Infrastructure Plan into other plans and strategies

Using the Local Cycling and Walking Infrastructure Plan to bid for funding

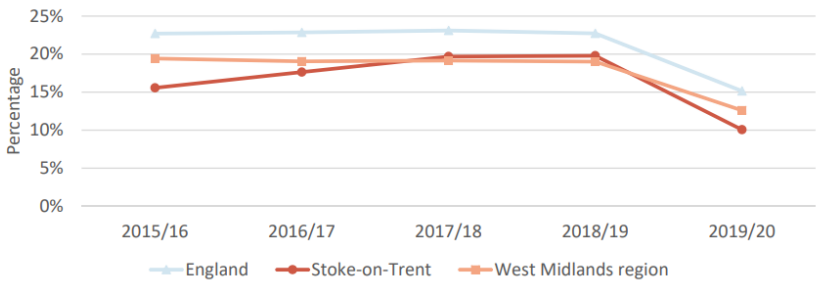
Reviewing and updating the Local Cycling and Walking Infrastructure Plan

Walking

Regular walking is a great activity for health and is a good way of incorporating exercise into people's daily routines.

The Director of Public Health for Stoke-on-Trent City Council produces an annual report to outline the health of the local population. Data from the Office for Health Improvement and Disparities 2023, shows that in 2019/20, only 10% of adults walked for travel at least three days per week. This was lower than the national average of 15%.

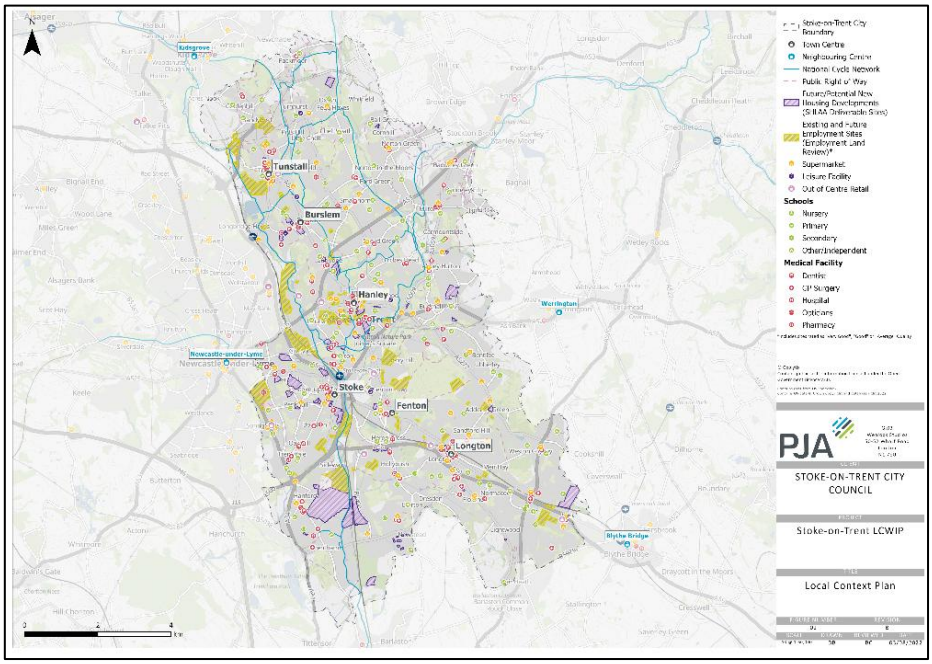
Percentage of adults walking for travel at least 3 days per week:



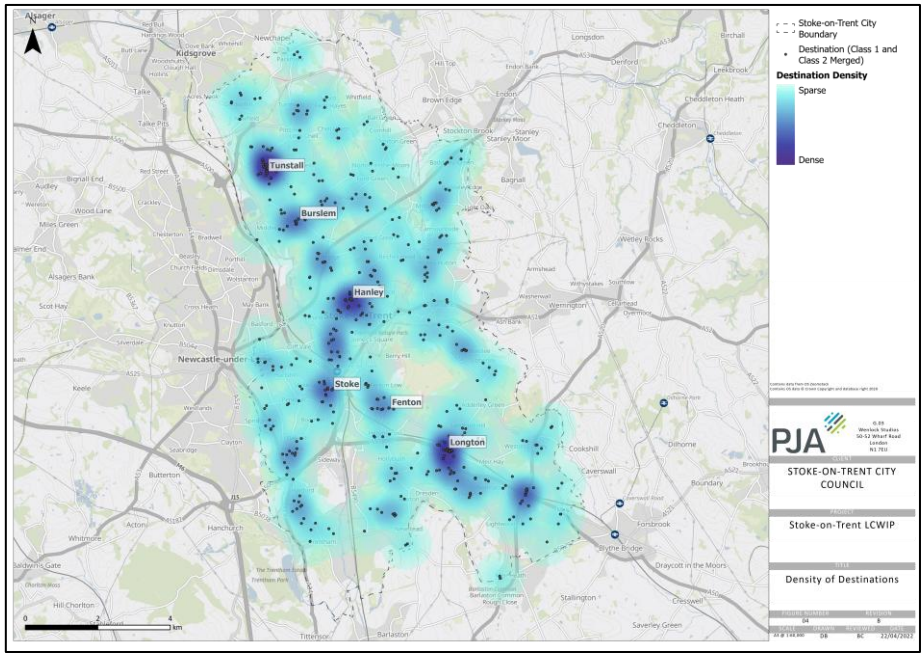
There are a number of barriers which can put people off walking in our city. By altering the existing network and increasing safety, conditions for walking can be improved and we can reduce the number of people relying on cars for short journeys that could easily be made on foot.

As part of this plan, a walking audit was performed to identify areas where infrastructure improvements are needed. 'Core Walking Zones' were identified in Stoke, Tunstall, Burslem, Longton, Hanley and Fenton.

The diagram below summarises the distribution of key destinations within the city, including town centres, schools, local centres, future development sites, leisure and retail facilities, cycle routes, Public Rights of Way, open spaces, and key employment sites. The plan demonstrates that the greatest concentration of trip generators is clustered around the six town centres.



The central areas of each town were classed as Core Walking Zones as these were considered the locations with a greater cluster of destinations, and therefore likely to experience the most footfall. For example, in Stoke town Centre, key destinations included the railway station, Staffordshire University and the Civic Centre.



Identification of Core Walking Zones based on Destination Density

Several routes radiating in each direction of the Core Walking Zones were assessed. The routes were generally a mile or so in length i.e., within a 20-minute walking catchment area.

A Department for Transport auditing tool was used to assess the routes based on several categories such as comfort, directness, and safety. Each route was allocated a percentage score to build up a picture of where improvements on the walking network are needed.

Average scores were taken per location. The lowest average score was recorded for Tunstall (56%) with Hanley coming out highest (65%).

Tunstall average = 56%

Burslem average = 60%

Fenton average = 60%

Longton average = 63%

Stoke average = 63%

Hanley average = 65%

The walking audit highlighted some common problems across each town in Stoke-on-Trent.

Crossings

Informal crossings such as traffic islands/pedestrian refuges can be helpful when crossing busy roads. However, they are often limited in width, which can be off-putting for some users, and may deter people from walking.

Many formal crossings have multiple traffic light stages and/or take a long time to let people cross the road. Long wait times over busy roads can be unpleasant and

inconvenient. These could be improved with quicker green man release/response times or by converting two-stage crossings to a single stage.

Example of a two-stage crossing on Brownhills Rd, Tunstall

Some roads in the city have a lack of crossing opportunities for pedestrians. The audit also highlighted that in many cases where crossings do exist, they are not on the desire lines, which forces people to either walk further than necessary or potentially cross in a place that doesn't feel safe.

Poorly maintained surfaces

The audit highlighted issues with uneven footways and cracked paving that could present potential trip hazards. These were recorded mostly in Fenton and Stoke but also present elsewhere.

Examples of loose paving in Fenton and Burslem.

Pavement parking

Issues with pavement parking were observed in multiple parts of the city. This can have a detrimental effect on pedestrians as it limits the ability to walk in a safe, and pleasant public environment.

Inconsiderate parking can result in blocked pavements and impede access for people using mobility aids or pushchairs, often forcing them onto the road.

Pavement parking and clutter reducing clearance widths for pedestrians (Boothen)

Pavement parking on Queen St, Burslem

High traffic volumes

Traffic volumes were high throughout various parts of the city resulting in congestion along major routes. Examples include City Road, Victoria Road, King Street, Leek Road, Waterloo Road, and Newcastle Street. This can create a noisy and unpleasant walking environment. Some footways were particularly narrow resulting in pedestrians having to walk in close proximity to traffic.

Narrow footway alongside a busy road (Elenora Street)

Accessibility

Dropped kerbs enable step free-access at side roads and should be flush to ensure level access. The lack of provision of dropped kerbs in Stoke-on-Trent makes certain routes unusable and others inconvenient/unsafe. During the audit, some people with mobility aids were observed using roads instead of pavements due to a lack of dropped kerbs.

Tactile paving helps people with sight impairments to read the street environment by using changes in texture and colour. The city as a whole scored poorly in this category with many instances of tactile paving either falling below current standards or missing entirely.

Side road junction with incorrect tactile paving and poorly maintained surface on Corporation Street

Loose and cracked tactile paving on Tunstall High St

Other accessibility issues were also noted. For example, the poor surface condition on the initial section of the Duke Street greenway (Longton) would make the route unusable to those with pushchairs or mobility aids. A route in Hanley leading to Festival Retail Park had a footbridge with stepped access, but no ramp. A similar issue was observed on Station Bridge Road in Fenton.

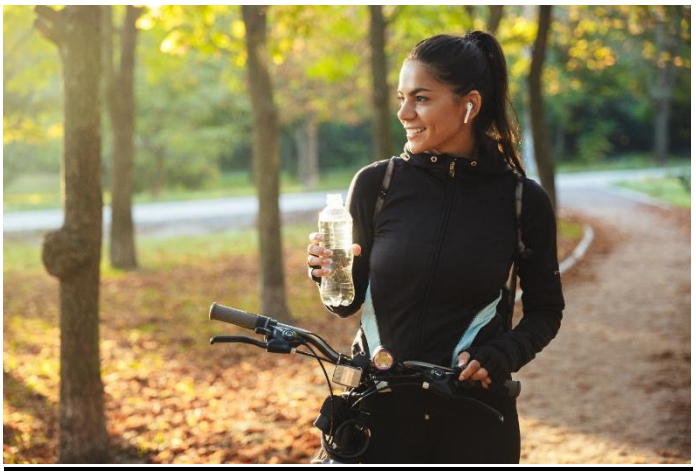
The key issues raised in the walking audit focussed on the accessibility, condition and width of footways and the availability and positioning of pedestrian crossings, tactile paving and dropped kerbs. Other issues highlighted included the proximity of walking routes next to high traffic volumes and speeds, poor general maintenance of routes, excessive street clutter and poor overall attractiveness of the urban realm. When combined, these factors undermine the continuity of walking routes and impact the comfort of pedestrians along footways and at crossing points, with knock-on impacts on safety.

Many of the above factors indicate that the basic functionality of the walking network is currently poor across Stoke-on-Trent. The combination of narrow footways with poor surface quality, alongside inconsistent provision of dropped kerbs and tactile

paving, is ultimately not conducive to creating a comfortable and consistent walking network and may deter some users (particularly vulnerable user groups) from walking.

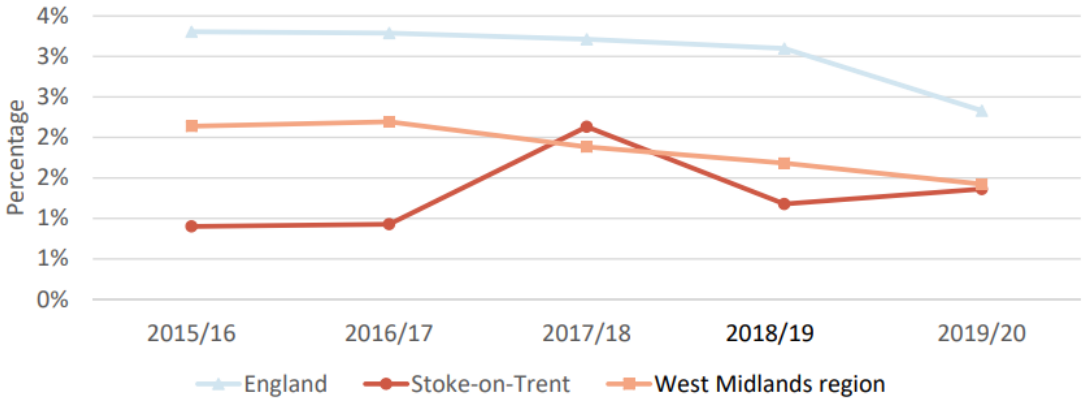
Cycling

When cycling routes are properly designed and well-connected, they have the potential to transform the way people move around in urban environments. Not only does cycling offer an affordable, sustainable way to travel, but more people on bikes results in a healthier population and a quieter, more attractive environment.



The Director of Public Health for Stoke-on-Trent City Council produces an annual report to outline the health of the local population. Data from the Office for Health Improvement and Disparities 2023, shows that in 2019/20 only 1.4% of adults in Stoke-on-Trent cycled as a mode of transport for at least 3 days a week.

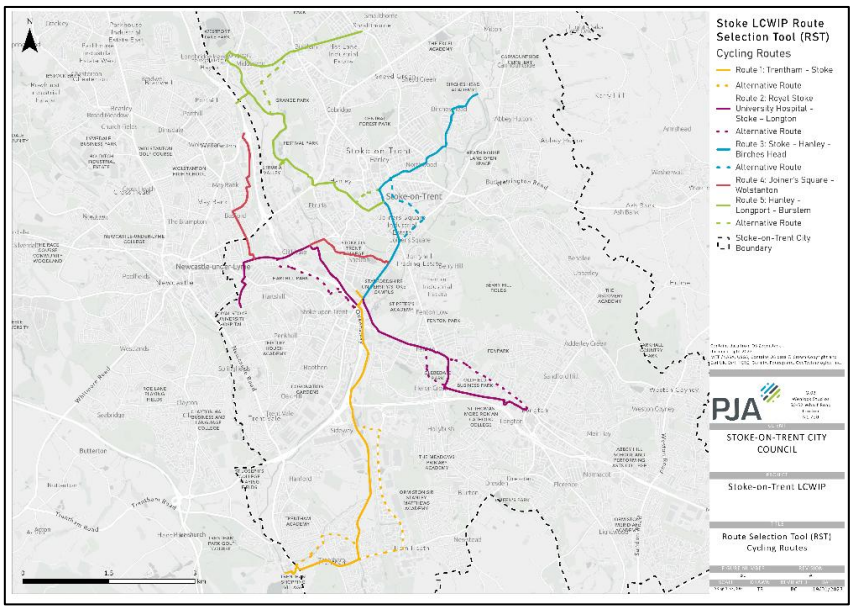
Percentage of adults cycling for travel at least 3 days per week



Research from 2020 indicated that Stoke-on-Trent is the 14th most congested place in the UK and that it is gradually getting worse. Replacing some car journeys with cycling could ease traffic congestion and help to address issues with poor air quality. If more trips in the city were made by cycling, it would free up road space for those who have no other option than to travel by car.

Despite three national cycling routes (routes 5, 55 and 555) running through the city, bike ownership in Stoke-on-Trent is lower than average. With many areas having terraced streets, storage of bikes can be an issue for many residents.

As part of this plan, an audit was carried out on the existing cycling network to identify what other barriers exist and to see where improvements are needed most.



Barriers to cycling in Stoke-on-Trent

Poor-quality cycle infrastructure/lack of provision

There are generally limited dedicated cycling facilities in Stoke-on-Trent and where they do exist, they are often inconsistent in terms of placement, meaning cyclists often must navigate between shared-use paths and cycling in the carriageway. Many routes have poor connectivity and disjointed infrastructure, e.g., cycle lanes stop suddenly and force people to re-join a busy road.

A number of shared-use paths are in a state of disrepair and therefore are likely to be unattractive for people cycling. Moreover, many of the routes that were audited are located along roads which have high volumes of traffic. The city has an extensive network of greenway routes, however, there can be security concerns in these areas e.g., a lack of lighting or antisocial behaviour.

Traffic speeds

Due to a lack of dedicated cycling infrastructure, cyclists are frequently required to mix with high volumes of motor traffic. 30mph speed limits are regularly being exceeded by drivers – this is a particular deterrent for less confident cyclists and children.

The city currently has eight 20mph zones however they are limited in scope and are rarely on arterial routes.

Accessibility

Certain routes were found not fully accessible for all types of cyclists e.g., those using non-standard cycles or cargo bikes. Some canal towpaths have barriers or pinch points that are difficult to navigate or too narrow to pass through. The audit highlighted some locations which were not cycle accessible due to the presence of steps.

Lack of route knowledge

Not knowing where to ride is another barrier to cycling. There are insufficient maps/signage to help guide people to the safest routes. Stoke-on-Trent City Council is in the process of updating its digital cycling network map.

Hilly topography

Stoke-on-Trent has a hilly topography. The north and east of the city are characterised by several steep gradients. The gradients are also particularly prominent in the west of the city, where the gradient rises away from the railway line towards Newcastle-under-Lyme. In general, the railway line and Strategic Road Network follow a valley that runs in a north-west to south-east alignment and traverses the city.

Developing a cycling network for Stoke-on-Trent

It is well documented that investment in active travel (walking, cycling and wheeling) plays a key role in helping to address environmental challenges, creating a healthier population and boosting the local economy.

A network of cycle routes could better connect the six towns, linking to key destinations and employment sites as well as other locations within the conurbation. Developing the network would consist of filling in gaps to link up to existing infrastructure in the city, including the canal and greenway routes.

With an improved network of infrastructure, it is estimated that trips of up to 6 miles could be achieved by cycling. These distances could be longer if e-bikes are used, which is an important factor given the fact the city has some steep hills.

On main roads with high traffic volumes, Stoke-on-Trent City Council would look to implement segregated cycle lanes wherever possible. In areas where there is a limited design scope, an alternative approach may be required to improve conditions without necessarily introducing dedicated cycling facilities. Implementing 20mph speed restrictions and traffic calming measures can be effective in improving safety in some instances.

In the case of streets with particularly low pedestrian flows, widening and improving existing shared-use facilities may be suitable in order to ensure the continuity of the cycle network. The types of locations where this type of provision might be considered would be inter-urban routes or routes on the edges of the city where pedestrian flows are low.

Quietway routes and 20mph zones

Quietways are signed cycling routes linking key destinations that typically follow backstreet routes avoiding some of the busier roads in the area. These are great for people who prefer a quieter journey and can also help overcome some of the barriers that might prevent less confident people from getting on their bikes.

Quietways through residential streets can complement other initiatives such as segregated cycleways, to link up with sections of greenways or canals to create a wider network of cycling routes.

In some circumstances, Quietways may be dependent on reducing traffic via the use of ‘modal filters’.

Modal filters are used to remove vehicle access whilst retaining access for all other users. This approach significantly reduces volumes of vehicular traffic and therefore improves local conditions for cycling. Typically, modal filters are enforced using bollards to physically prevent vehicle access. Several streets in the city already have

bollards in place to restrict through traffic, Pinnox Street and Jacqueline Street in Tunstall, Riseley Street in Hartshill for example.

There is consensus from road safety professionals that 20mph is the maximum safe speed limit for places where motorised traffic is in close proximity to people walking and cycling. Creating a series of 20mph Quietway routes could be a cost-effective way to improve safety, increase network coverage, and to enable more people to walk or cycle for short journeys.

Accessibility

Building inclusive cycling infrastructure is an important, yet often overlooked, aspect of inclusive design. Stoke-on-Trent City Council is looking at best practice guidance from organisations such as Sustrans to see how barriers on the network can be removed or redesigned without increasing anti-social behaviour.

A joint Council and Police initiative known as ‘Operation Transom’ was set up to target those who put the public at risk through the use of off-road motorbikes.

The Council is also looking at longer-term strategies, such as mitigating crime by helping locals report instances of unlawful behaviour more easily, e.g., QR codes on signs.

Working alongside public right-of-way officers, the Council will also factor in the Equality Act to enable those on non-standard cycles to more easily access green spaces.

Wayfinding

Several of the routes would benefit from the installation of wayfinding in the form of maps/signage. Wayfinding is a measure to guide users through complex physical environments and can improve the user experience of a cycle route, making it safer and easier to navigate along and between key destinations. Examples of existing wayfinding signage in Stoke-on-Trent is shown in the images here.

Examples of existing wayfinding in Stoke-on-Trent

Prioritised Schemes

As part of the 2025-2035 local cycling and walking infrastructure plan, prioritised cycling and walking schemes have been identified.

Routes which overlapped with existing walking and/or cycling routes (e.g. National Cycle Network or the canal towpath network) were identified as a higher priority on the basis that the delivery of these routes will enhance onward connectivity and contribute towards a comprehensive walking and cycling network.

While best efforts have been made to identify a list of prioritised measures, we will regularly review and update the list based on the relative complexity and scale of the proposed designs, the individual scheme feasibility, and the local context.

In each case, the scale of the benefit will be further assessed to prioritise routes that provide the best connectivity between local centres, key employment sites and other destinations within the conurbation.

Prioritised cycling schemes

The proposed cycling network was developed based on a modelling tool that analyses where the highest levels of demand for increased cycle trips are anticipated. The site audit results were then used to develop a programme of cycle infrastructure improvements based on auditing results.

The recommended cycle network consisted of five key routes as shown below (several of the routes included alternative route alignments).

Route 1 was extended to connect to Trentham Lakes. Two alternative alignments were added to the southern section of the route, the first of which was via Longton Brook Greenway and the second of which was via Stanley Matthews Way.

The western section of **Route 2** was amended to instead connect with Royal Stoke University Hospital. Three sections of alternative routes were also added:

- via North Street and Copeland Road
- via Glebeland Close
- via Kings Street

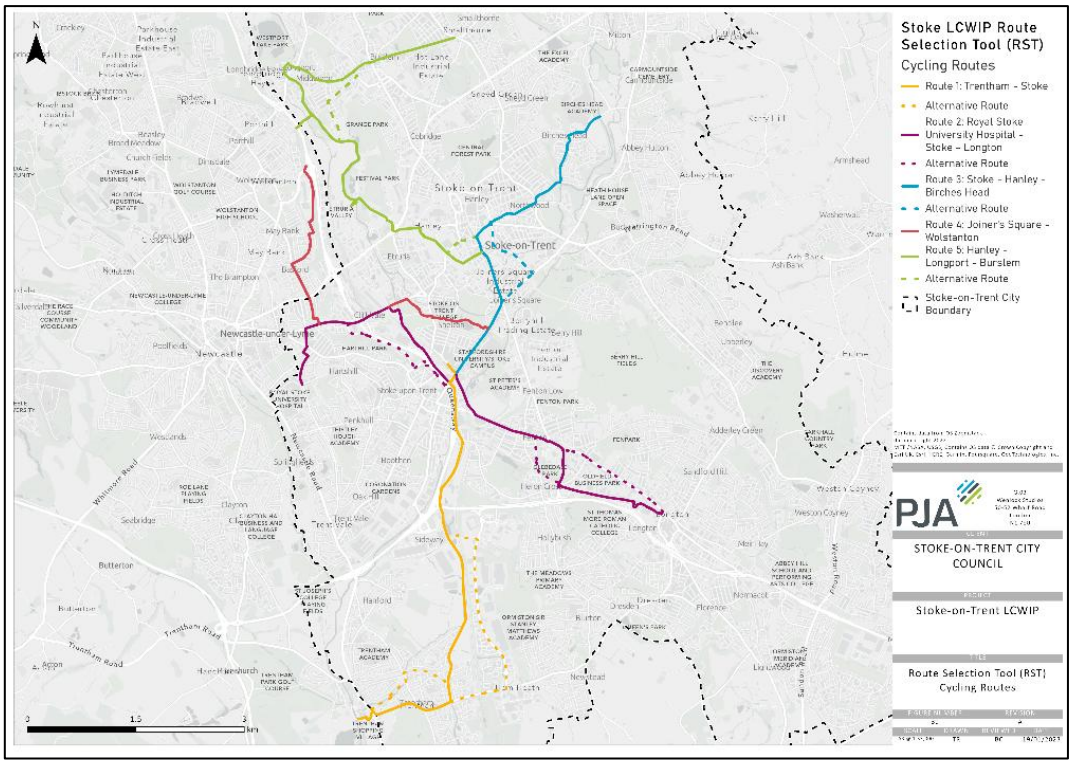
Route 3 was extended slightly further north, to connect with the River Trent Path. One alternative alignment was added, which continues further east on A52 Leek Road before following Bottleslow Street and connecting with Potteries Way.

Route 4 was extended further north to the A527 / A500 junction in order to join up with the recently constructed A500 shared-use path.

The northern section of **Route 5** was shortened to instead terminate at Smallthorne as this was a more logical end point for the route. Two route alternatives were identified for auditing, the first of which was through Hanley town centre (as an alternative to Potteries Way) and the second of which was via Furlong Lane (avoiding the challenging topography along Newcastle Street). Finally, a short spur was added to connect the route with the recently constructed A500 shared-use path.

The resulting cycling routes are shown below:

- Trentham - Stoke (alternative routes via Longton Brook Greenway and via Stanley Matthews Way)
- Royal Stoke University Hospital - Stoke – Longton (alternative routes via North Street, via Glebedale Park and via the A5007/King Street)
- Stoke - Hanley - Birches Head (alternative route via Botteslow Street)
- Joiner's Square/University of Staffs – Wolstanton
- Hanley - Longport – Burslem (alternative routes via Albion Street and via Newport Lane)

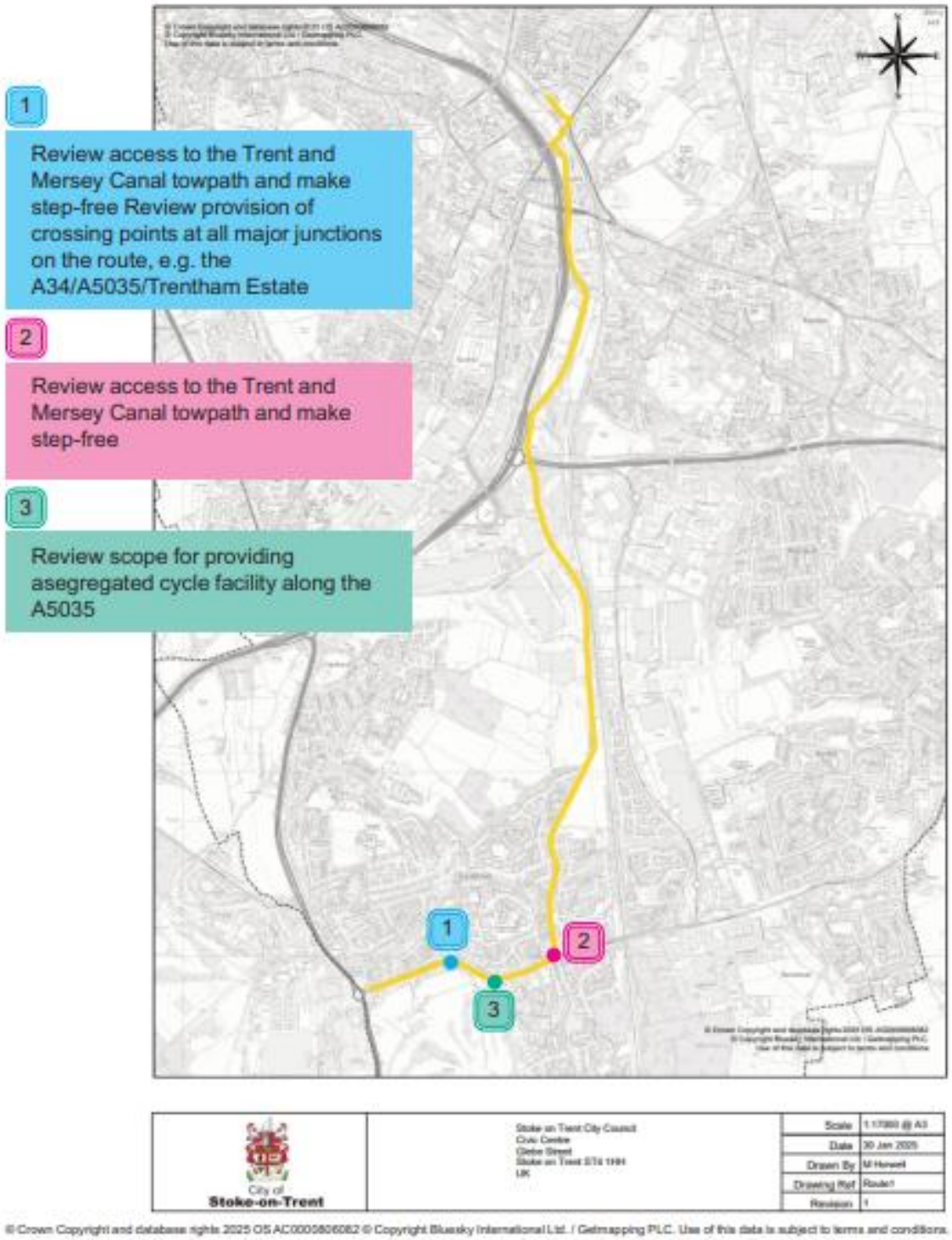


Cycling Route Maps

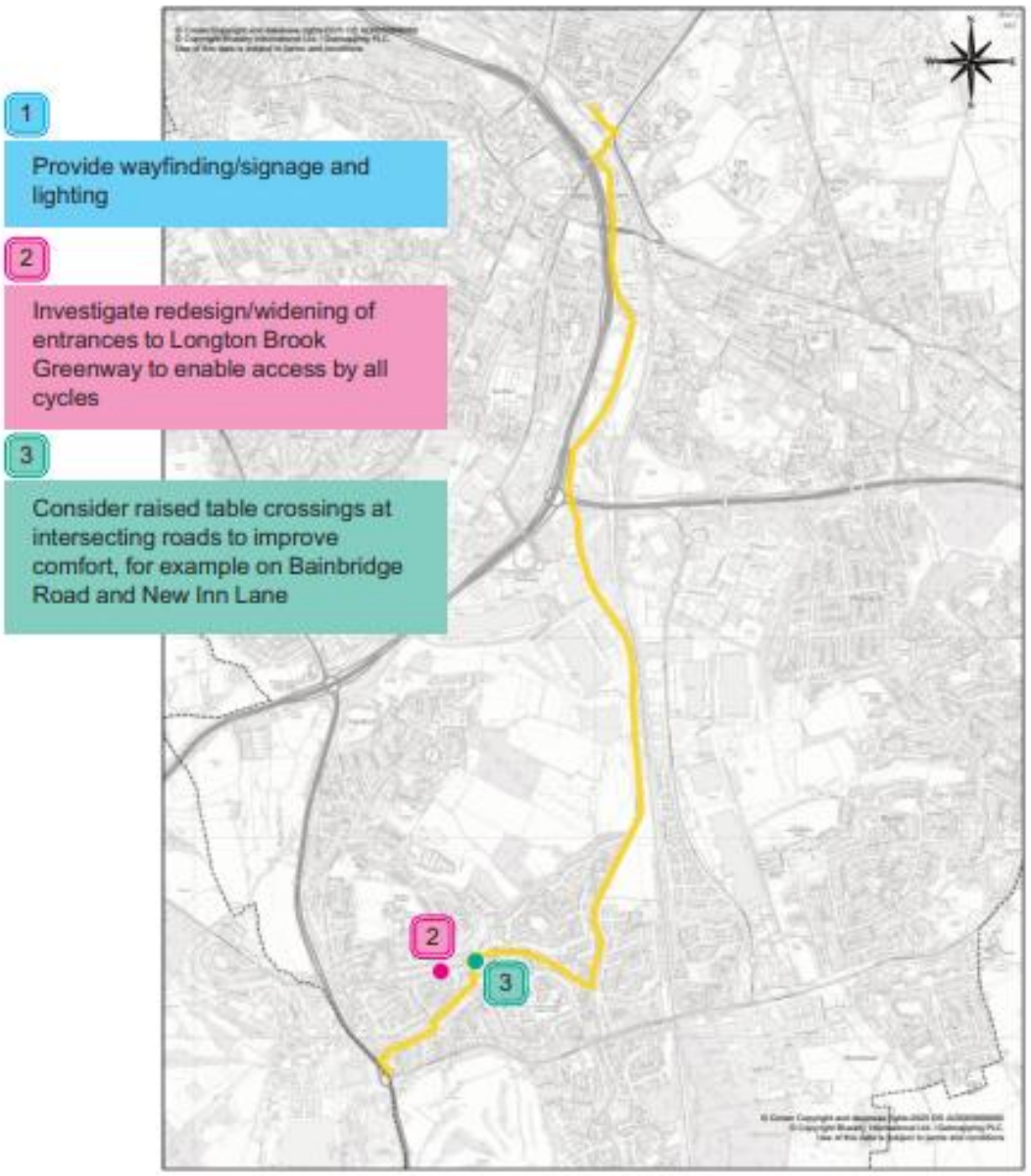
The following improvements to walking and cycling routes have been identified. Such projects can take a few years from inception to completion and usually require several months of detailed design work and, in some cases, consultation before they are considered for funding. These improvements are to be considered a starting point in how we want the walking and cycling network to evolve over the next 10 years.

Trentham to Stoke

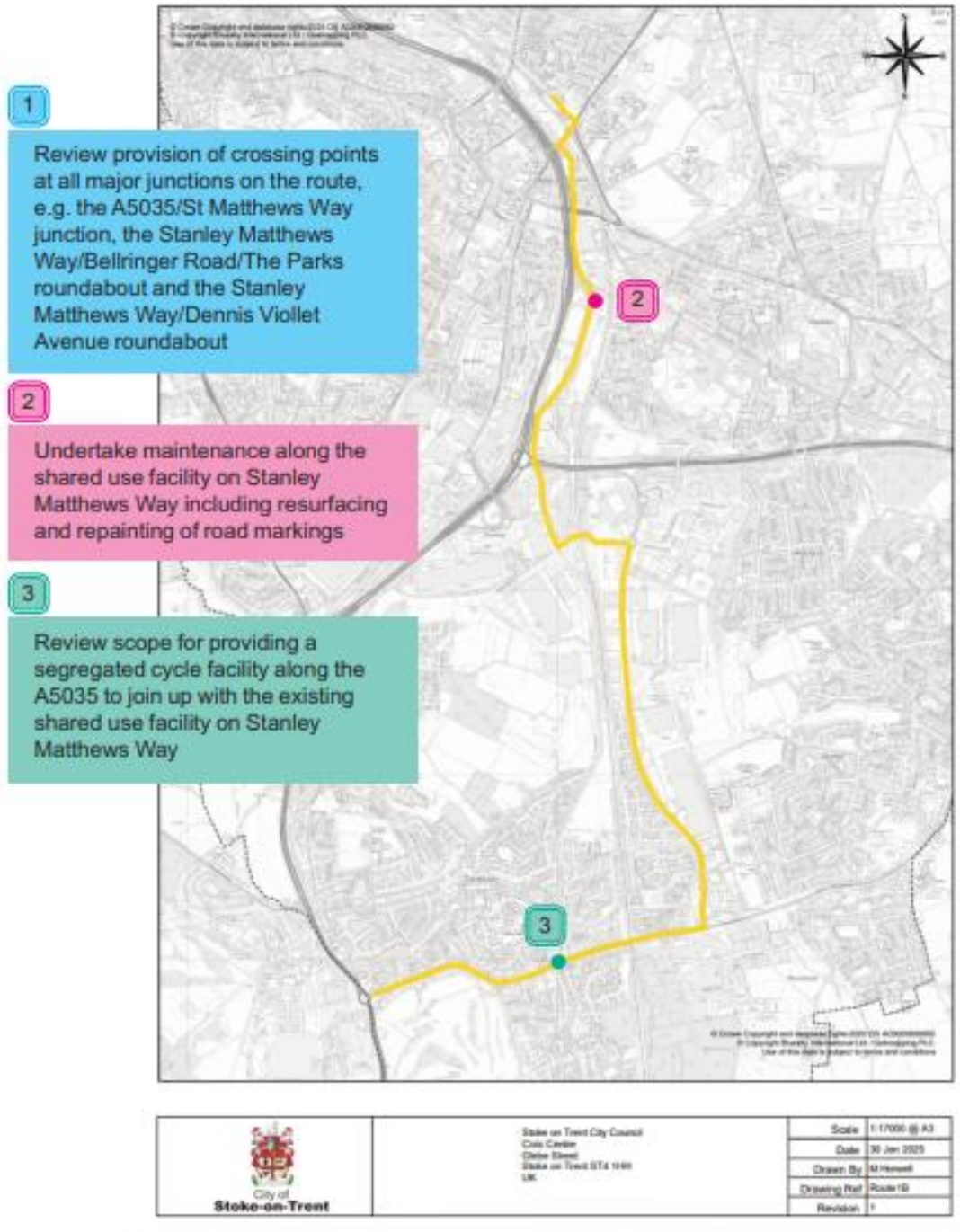
Via Longton Rd (A5035) - Trent & Mersey Canal



Alternative route via Longton Brook Greenway - Trent & Mersey Canal

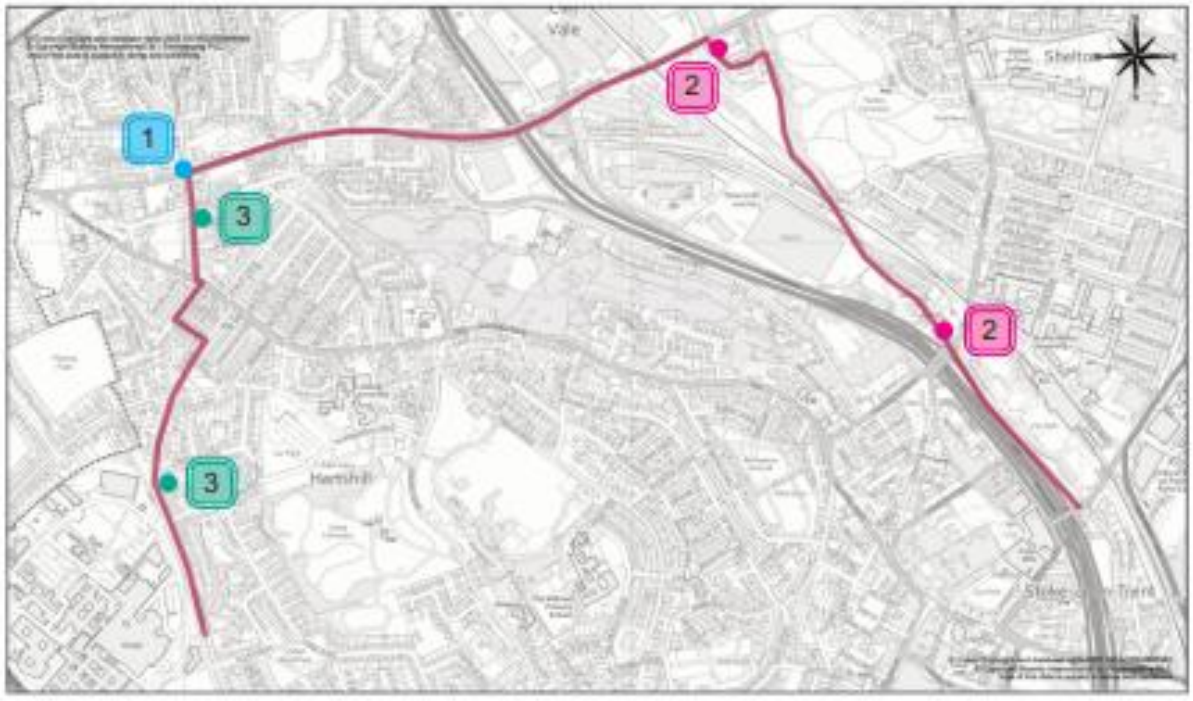


Alternative route via Longton Rd (A5035) - Stanley Matthews Way - Trent & Mersey Canal



Stoke University Hospital to Longton (section 1 RSUH to Stoke)

Hilton Rd – Albany Rd – Linley Rd – Riseley Rd – Victoria St – Shelton New Rd (B5045) – Penstock Dr - Trent & Mersey Canal



City of Stoke-on-Trent

1

Review provision of crossing points at all major junctions on the route, e.g. the Riseley Road/A52/Victoria Street junction

2

Consider accessibility along the length of the route, including making it step free and clearof obstructions. Notably at the A52/Riseley Road junction where there are no dropped kerbs between Penstock Drive and the Canal towpath which is currently narrow and unsurfaced and on the canal towpath itself, where barriers obstruct the route next to the lock north of Vernon Road

3

Investigate provision of segregated cycle facility along key route sections including Hilton Road/Albany Road, Victoria Street and along the B5045

Alternative route via North St – Shelton Old Rd - Copeland St – Glebe St - Trent & Mersey Canal

City of Stoke-on-Trent

1

Review crossing facility on B5045 at junction with North Street

2

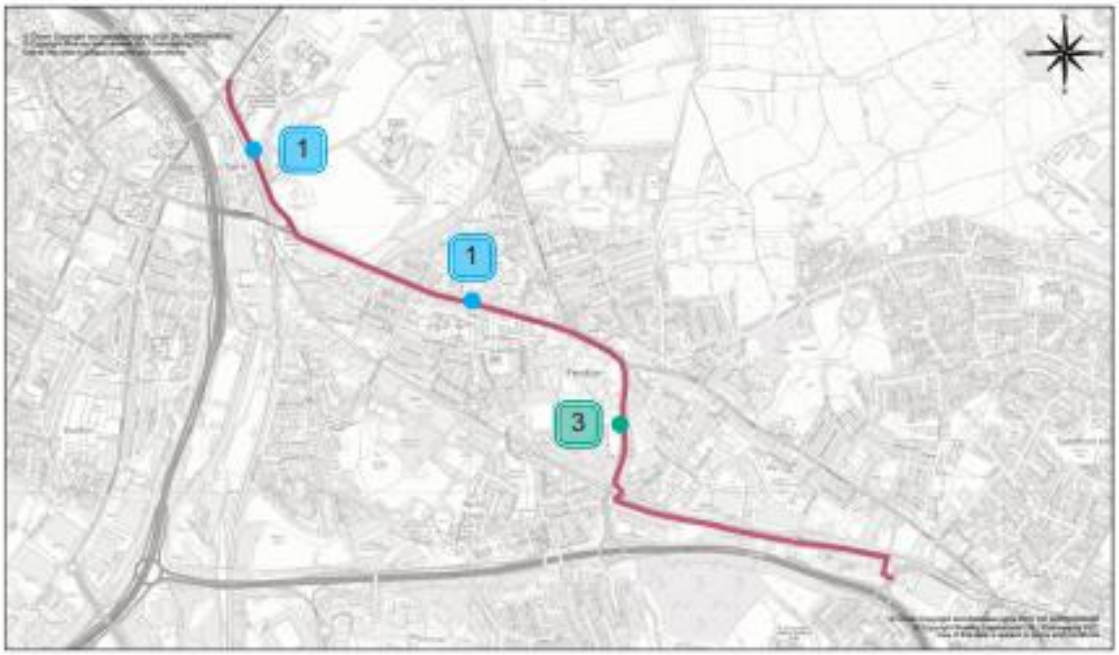
Consider providing a fully segregated cycle facility on Copeland Street and the A52, potentially reclaiming carriageway space

3

Review crossing locations along the route, including where there is currently an absence of a proper crossing facility where the shared use cycle/footway connects with Copeland Street. Cut back vegetation to improve visibility

Stoke University Hospital to Longton (section 2 Stoke to Longton)

Via Leek Rd (A52) – City Rd (A5007) and A50



1

Review scope for providing a segregated cycle facility along the A52 and the A5007. Consider reducing carriageway widths, removal of pinch points, providing smooth transitions across side roads/installing continuous footways and introducing lower speed limits

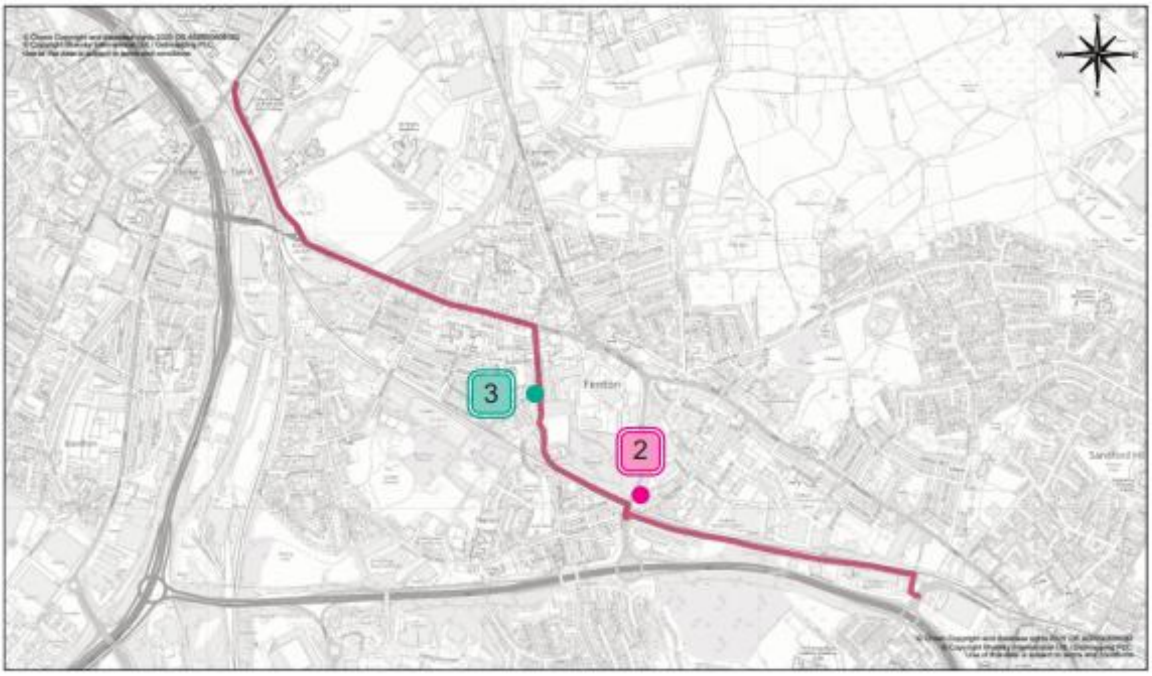
2

Upgrade and provide crossing facilities at all key junctions along the route, particularly the busy A52/A5007/A50 sections

3

Improve wayfinding along the route, specifically on the A50/King Street section where navigating the existing roundabouts is difficult/dangerous

Alternative route via Glebedale Road



City of
Stoke-on-Trent

Stoke on Trent City Council
Civic Centre
Glebe Street
Stoke on Trent ST4 1HH
UK

Scale	1:11000 @ A3
Date	30 Jan 2025
Drawn By	[illegible]
Drawing Ref	[illegible]
Revision	1

1

Provide wayfinding/signage and lighting

2

The access currently provided from Glebedale Park down to the A50 should be made step free to ensure it is accessible for cyclists

3

Investigate provision of a cycle facility, preferably segregated, on Glebedale Road

Alternative route via King St (A5007)

City of Stoke-on-Trent

Stoke on Trent City Council
Civic Centre
Globe Street
Stoke on Trent ST4 1HH
UK

Scale	1:11000 @ A3
Date	08 Jan 2025
Drawn By	M Horwell
Drawing Ref	Route02
Revision	1

1

Introduce wayfinding/signage along the route and highlight key destinations such as Longton railway station

2

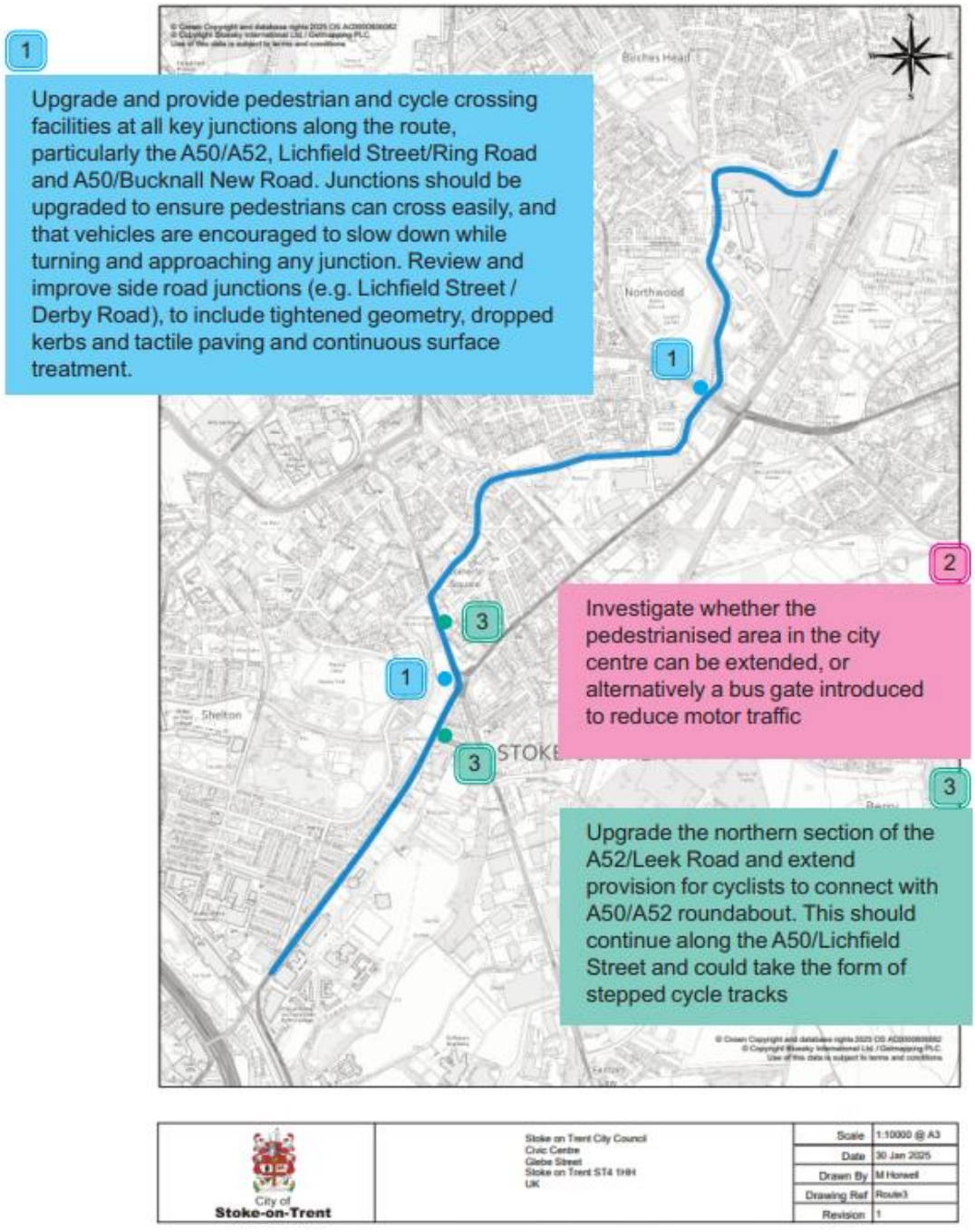
Review scope for providing a segregated cycle facility along the A5007/King Street. Consider reducing carriageway widths, removal of pinch points, providing smooth transitions across side roads/installing continuous footways and introducing lower speed limits

3

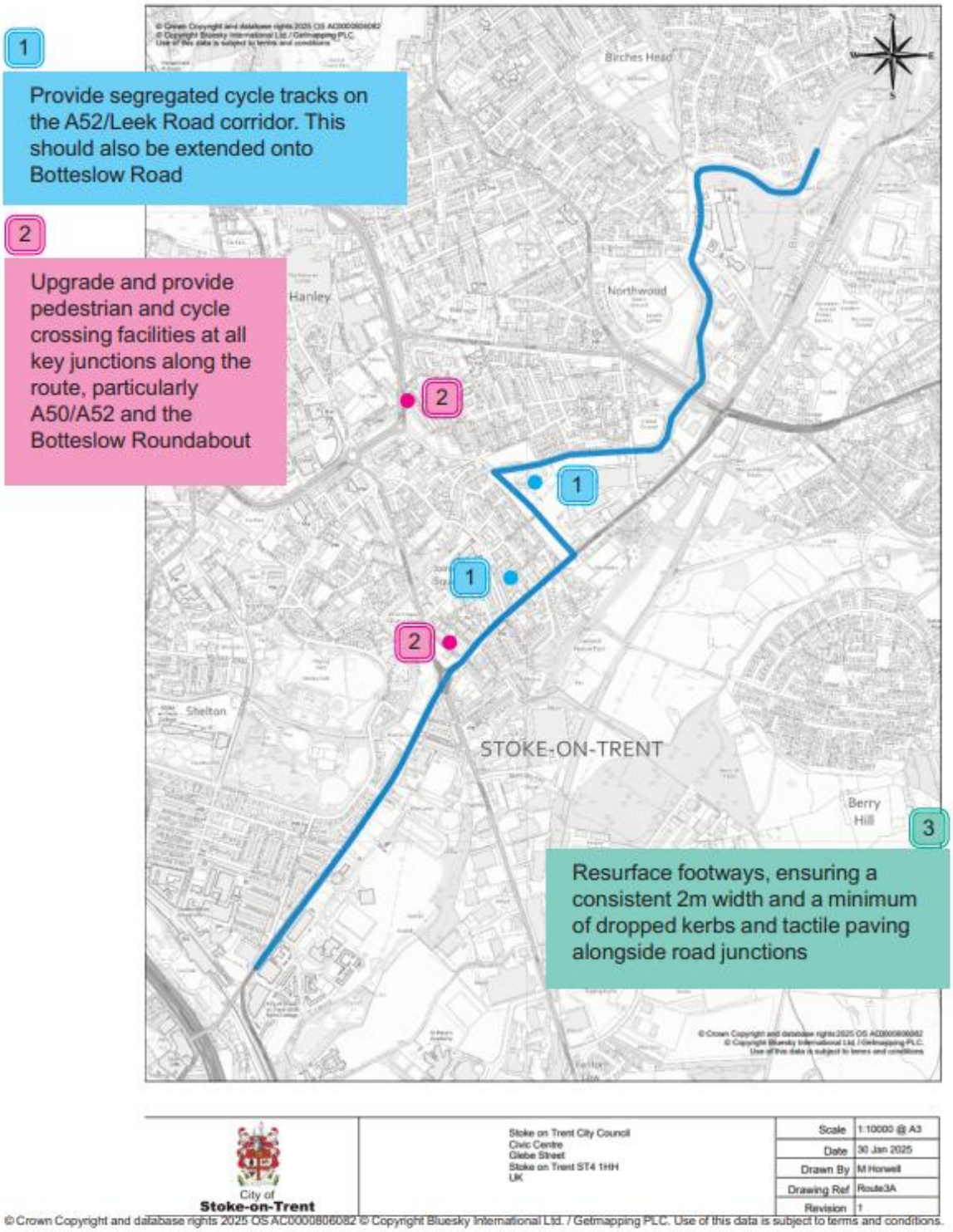
Enhance public space around areas which may attract increased numbers of cyclists/pedestrians e.g. Longton railway station

Stoke to Birches Head

Leek Rd (A52) – Lichfield St (A50) – Caldon Canal (NCN5)



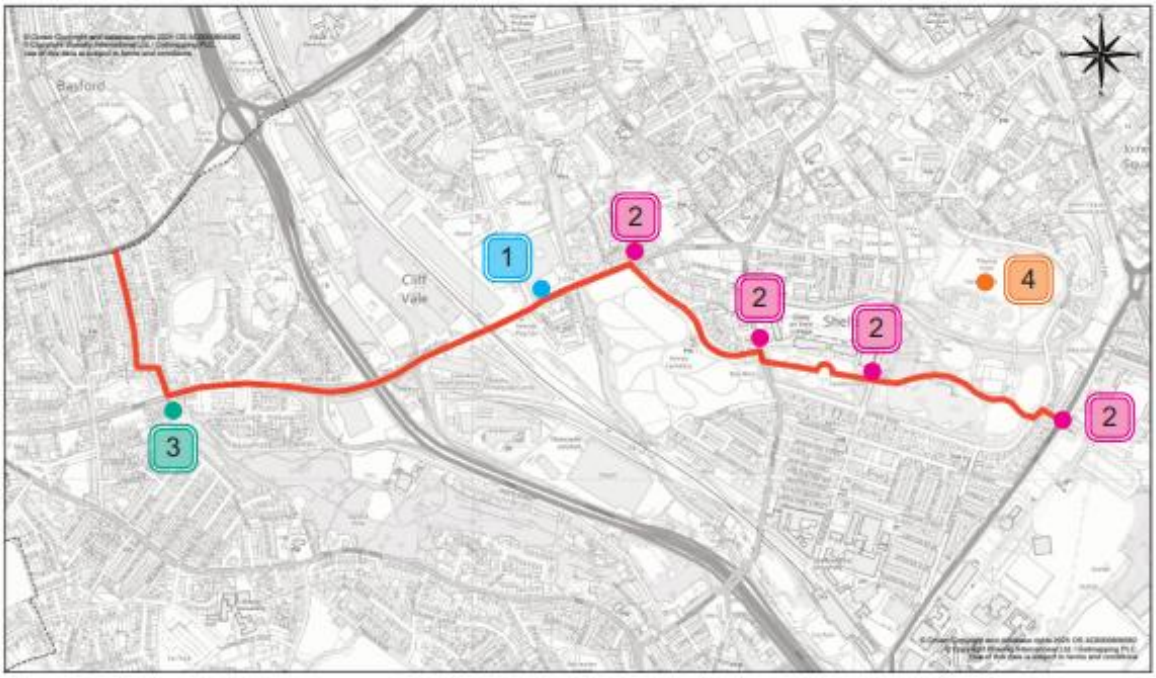
Alternative route via Botteslow St



Joiners Square/University of Staffordshire to Wolstanton*

Leek Rd (A52) - Mawson Grove – Hanley Park – Cemetery Rd – Shelton New Rd – Gladstone St (border with Newcastle)

*The section where Gladstone St meets the A53 is the county border. Extending the route beyond this point will require collaboration with Staffordshire County Council.



City of Stoke-on-Trent

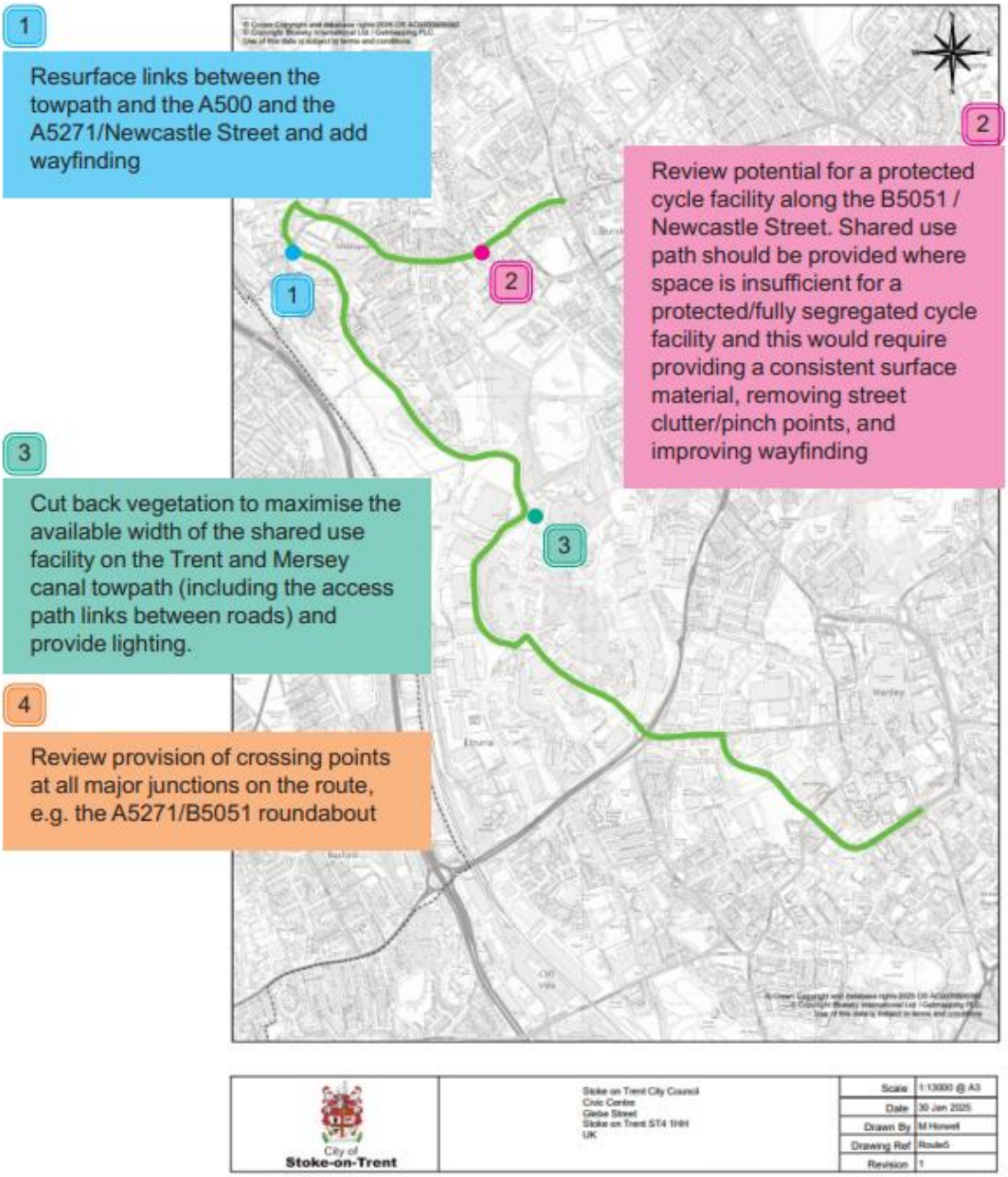
Stoke on Trent City Council
Civic Centre
Glebe Street
Stoke on Trent ST4 1HH
UK

Scale	1:8000 @ A3
Date	30 Jan 2025
Drawn By	M Horwell
Drawing Ref	Route4/4A
Revision	1

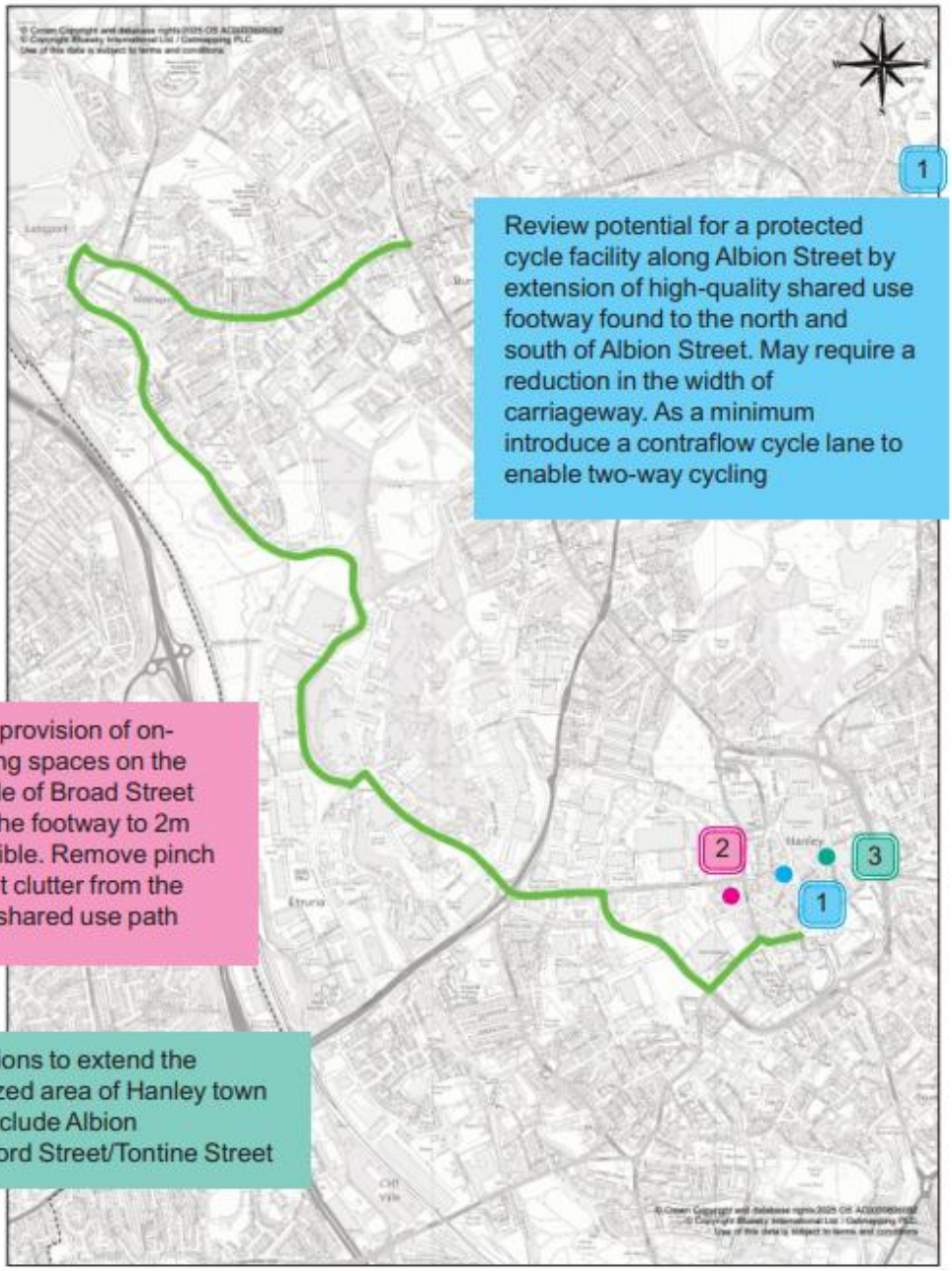
1	Consider corridor cycle lane approach along the B5045, providing a segregated route between Hanley and existing cycle facilities to the west
2	Review ped/cycle crossing opportunities along the route, for example on the A52 at the Mawson Grove junction, on College Road, Stoke Road and on the B5045 (junction with Cemetery Road)
3	Review provision of crossing points at all major junctions on the route, e.g. the B5369/A53/Gladstone Street junction
4	Consider street lighting and wayfinding throughout Hanley Park

Hanley to Burslem via Middleport

Potteries Way (A5008) – Etruria (A5010) – Festival Way – Trent & Mersey Canal – Newcastle St (B5051)



Alternative route via Albion St and Broad St (A5006)

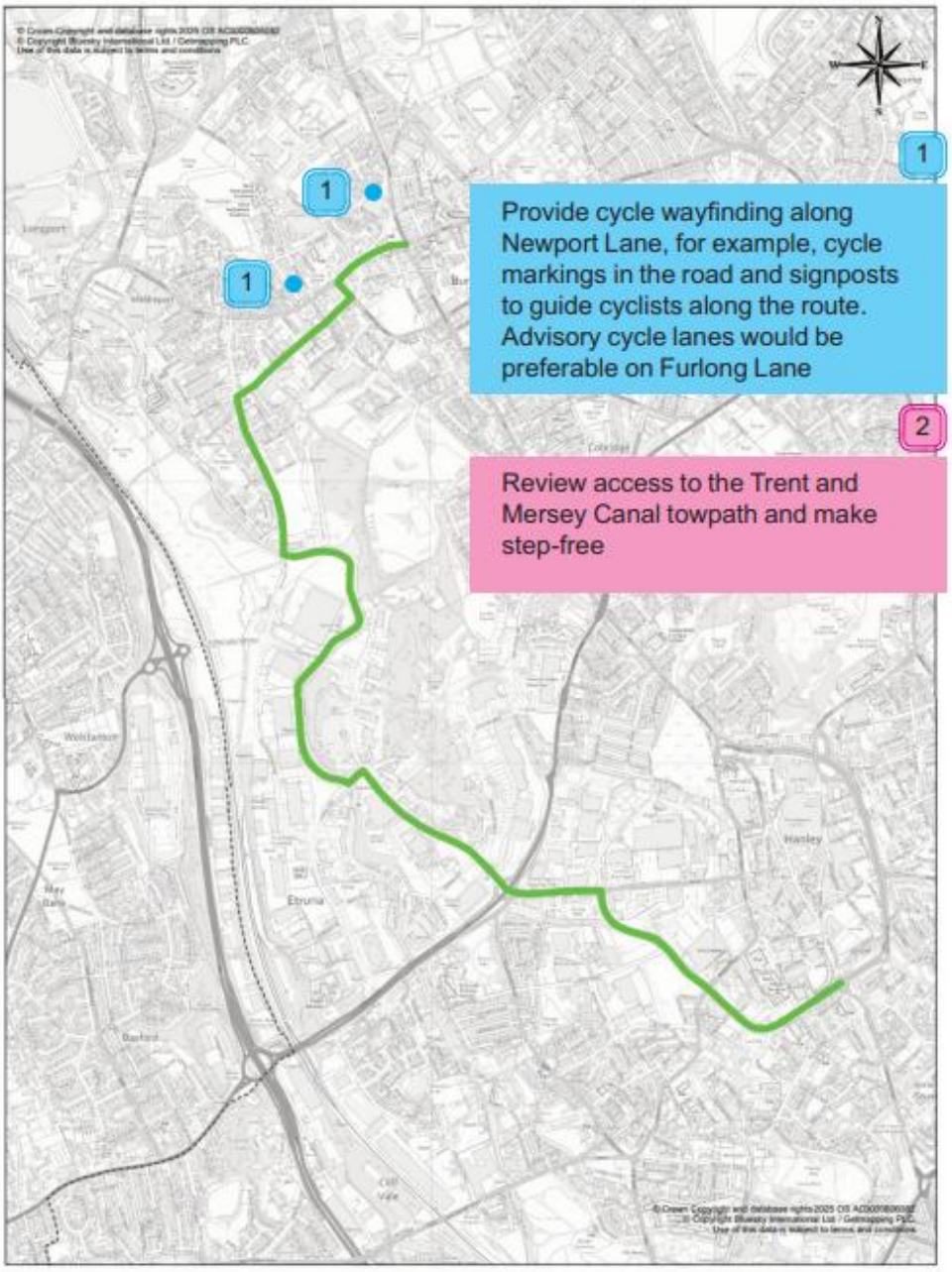


City of Stoke-on-Trent

Stoke on Trent City Council
Civic Centre
Glebe Street
Stoke on Trent ST4 1HH
UK

Scale	1:13000 @ A3
Date	30 Jan 2025
Drawn By	M Horwell
Drawing Ref	RouteSA
Revision	1

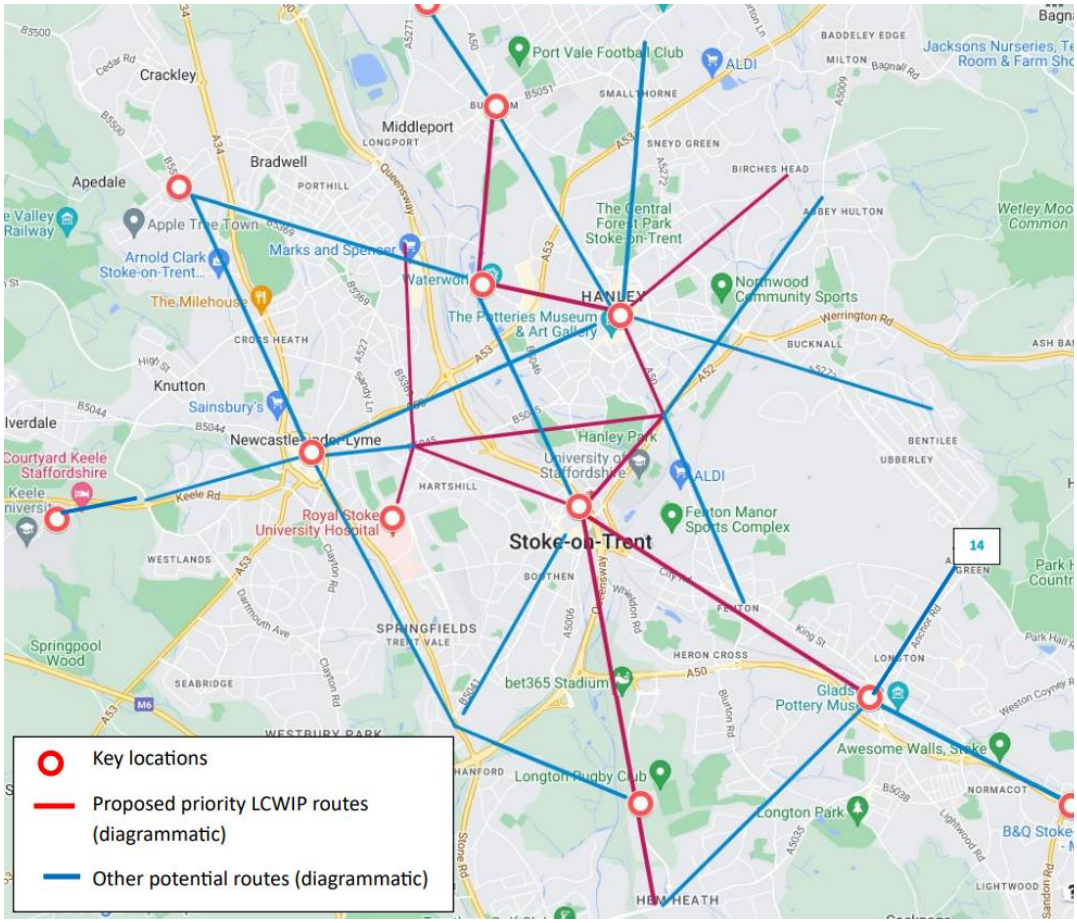
Alternative route via Newport Lane and Furlong Lane



City of Stoke-on-Trent	Stoke on Trent City Council Civic Centre Glebe Street Stoke on Trent ST4 1HH UK	Scale	1:13000 @ A3
		Date	30 Jan 2025
		Drawn By	M Horwell
		Drawing Ref	Route5B
		Revision	1

Alternative schemes

Consideration will be given to extending connectivity to other areas such as Meir, Abbey Hulton, Bentilee and across the border to Newcastle-under-Lyme. We will continue to work with stakeholders to develop a high-quality cycle network for our residents. The map shows proposed schemes within this LCWIP as well as potential future schemes within the wider area.



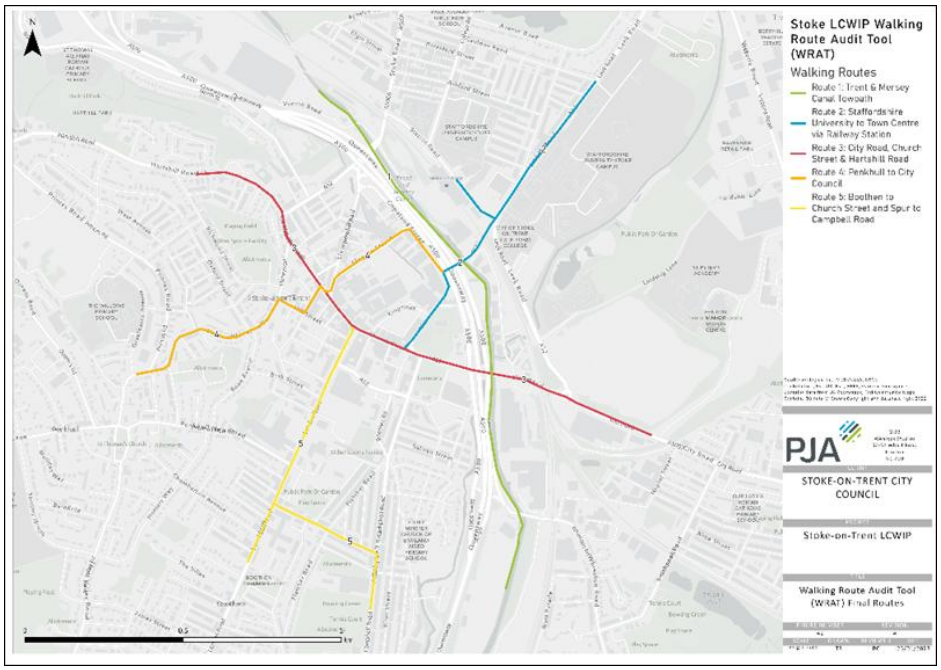
Prioritised walking schemes

Stoke town centre's strategic position in the city and the presence of the rail station, civic centre and University of Staffordshire means it is a natural hub for walking journeys. The town centre is bounded in part by a busy one-way gyratory with limited crossing points which forms a severance feature for journeys into and out of the town centre. Limited crossing points, staggered crossing arrangements and guard railing currently impede easy walking access to and from the centre.

It is important to improve connectivity to key future developments within the town including the Goods Yard which is being developed to provide office, leisure and commercial space along with apartments and a hotel. Similarly, the redevelopment of the Spode site in Stoke town centre may require improved accessibility as part of the walking network upgrades.

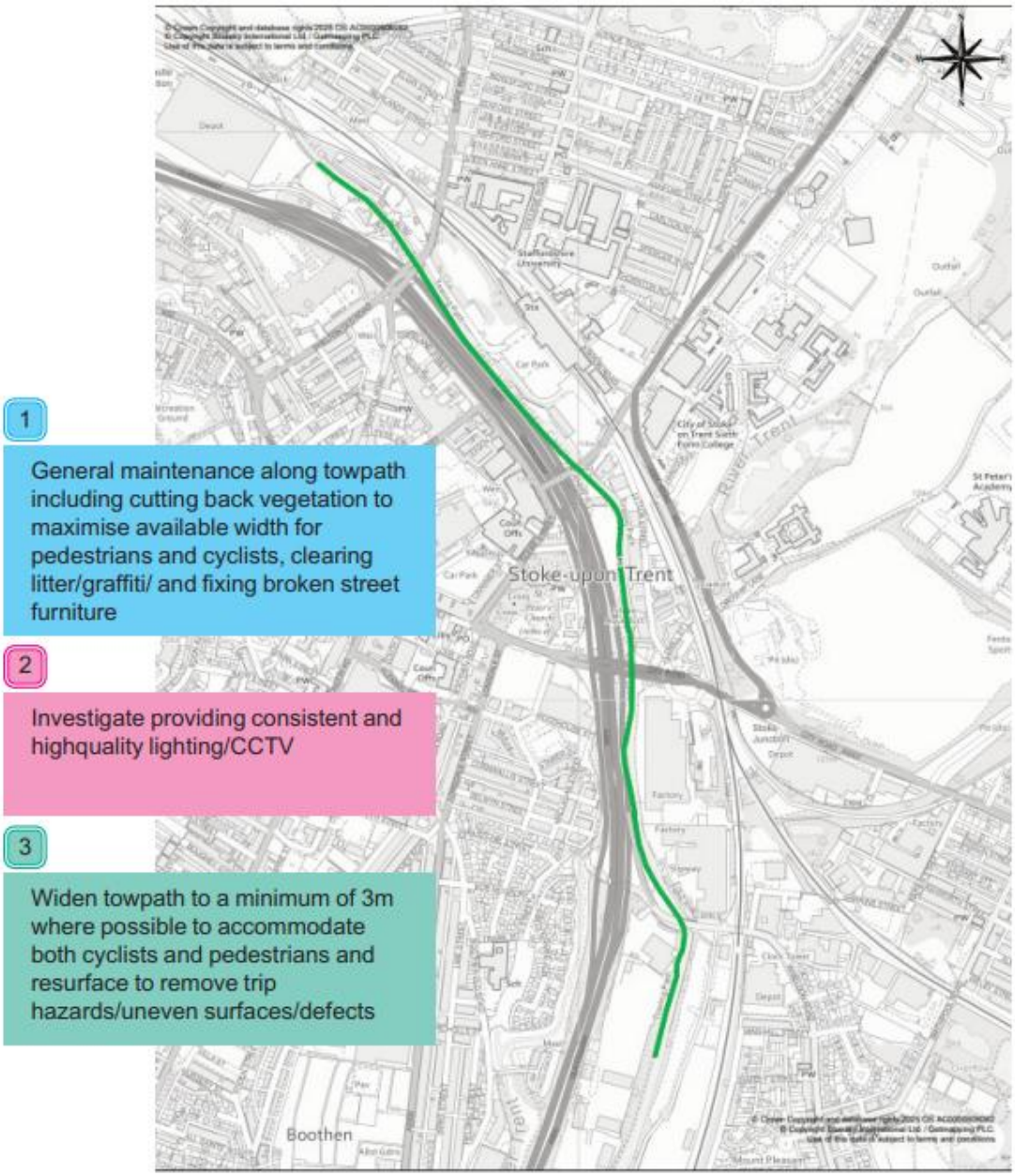
The below map of Stoke town centre details where some of the preliminary walking route design interventions are to occur. Consideration will also be given to

improvements in other areas across the city as detailed in the walking section earlier in this LCWIP.

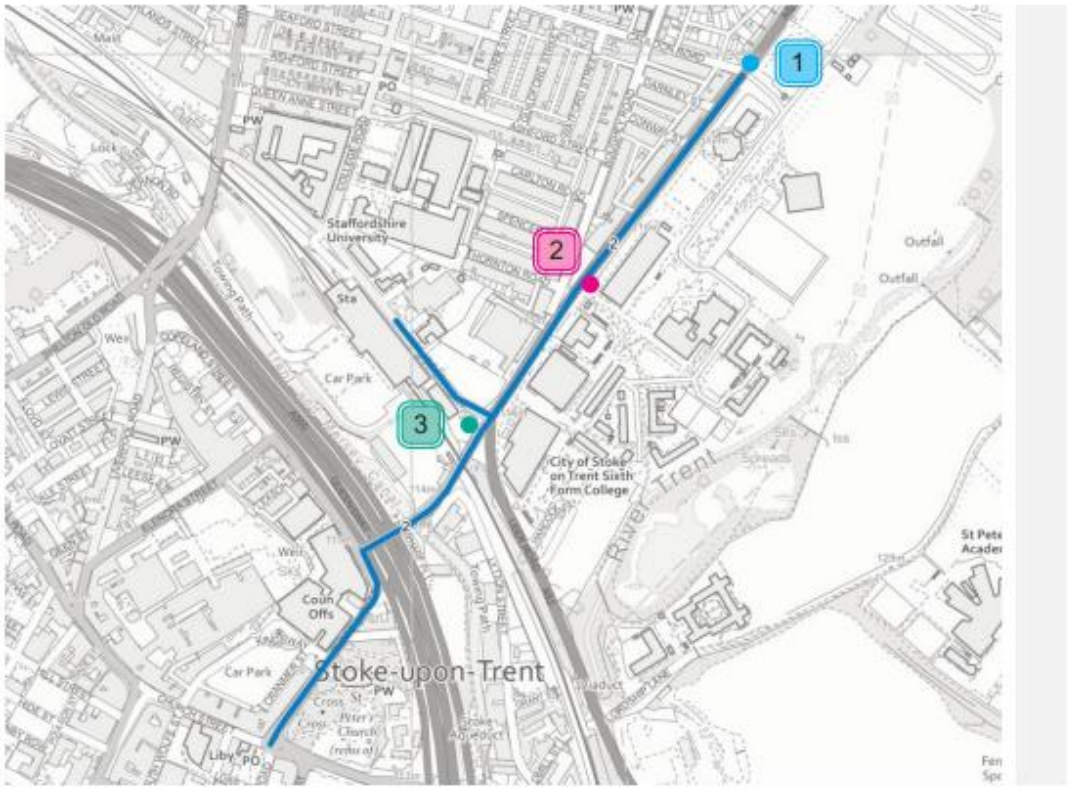


Walking Route Design Interventions

Trent & Mersey Canal Towpath



University of Staffordshire to Town Centre via Railway Station



1

Review provision of crossing points at key junctions on the route, for example at the A52/Leek Road/Cauldon Road junction where no pedestrian signal phases exist at present

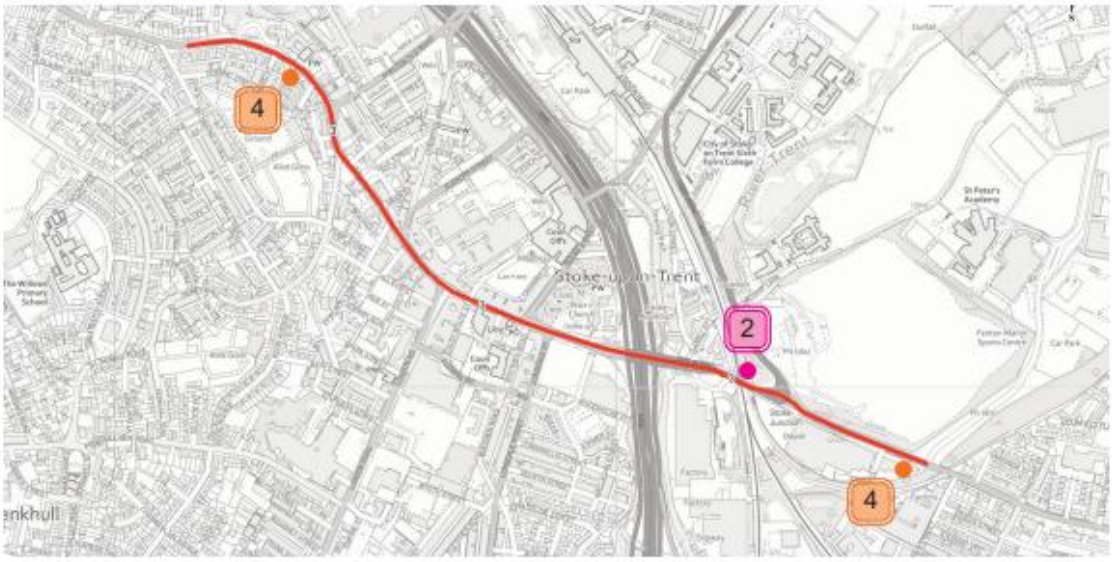
2

Remove 200m long guardrail on A52/Leek Road adjacent to Staffordshire University and investigate replacement with softer interventions. Also remove delineation between pedestrians and cyclists along A52/Leek Road to the north of Boughey Road, to enable two-way cycling and resurface in line with route to the south

3

Reduce wait times and increase green man time at crossings along the route, in particular at the A52/Leek Road/Station Road/Glebe Street junction

City Road, Church Street & Hartshill Road



1

Review provision of crossing points at key junctions on the route, for example at the A5007/City Road//A52/Leek Road roundabout, the Church Street/A52/Lonsdale Street junction and the Church Street/A52/Liverpool Road/Hartshill Road junction

2

Resurface footways, ensuring a consistent 2m width and a minimum of dropped kerbs and tactile paving at side road junctions. In particular on City Road under the railway line where currently <1m

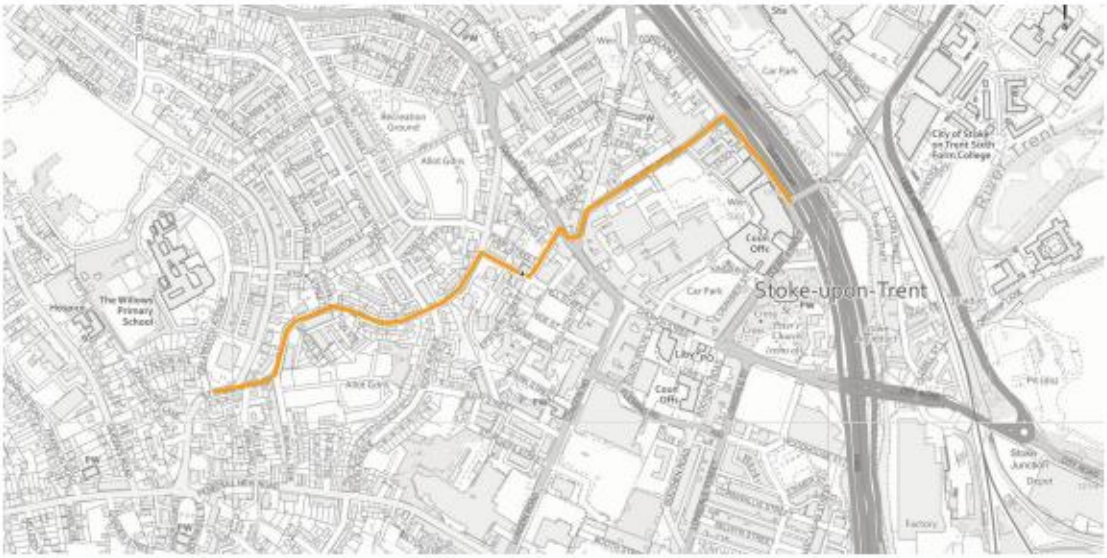
3

Investigate potential extension of pedestrian zone on Church Street

4

Review areas where footway is missing on one side of the carriageway and reinstate where possible (i.e., opposite Fenton Manor bus stop and Higson Avenue bus stop)

Penkhull to Stoke-on-Trent City Council



1

Resurface footways, ensuring a consistent 2m width and a minimum of dropped kerbs and tactile paving at side road junctions. In particular on Honeywall where it often falls below 1.5m or is absent (west of Hill Street). Limit footway parking to maximise footway width

2

Investigate traffic/speed reduction measures on the A52 gyratory, including reducing the number of traffic lanes and implementing speed restrictions. Implement measures to mitigate against a car centric environment, e.g. removal of guard railings, widening of footways, addition of crossings and addition of trees/greening

3

Review provision of crossing points at key junctions on the route, for example at A52/Church Street/Liverpool Road/Hartshill Road junction and the A52 junction with Copeland Street

Boothen to Church Street and Spur to Campbell Road

1	Introduce/reinstate pedestrian crossing facility over the B5041/London Road, near the junction with the A52 and investigate better step-free access to shops on both sides
2	Resurface footways, ensuring a consistent 2m width and a minimum of dropped kerbs and tactile paving at side road junctions. In particular on the B5041/London Road, A5006/Campbell Street and Corporation Street. Limit footway parking to maximise footway width
3	Investigate the removal of the A52 gyratory around the town centre or look at traffic reduction measures to tackle noise/air pollution and improve safety. Investigate removal of guard railings on the A52/Campbell Place

National and Local Policy Context

National Policy Context

Gear Change and LTN 1/20

The national policy context for active travel changed significantly in 2020 with the DfT's publication of 'Gear Change' and the revised Local Transport Note 1/20 'Cycle Infrastructure Design'. These two documents outline significant changes for the future of transport planning and design in the UK and the prioritisation of measures that encourage increased levels of walking and cycling.

'We want – and need – to see a step change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently'

(Gear Change, 2020)

These documents fully endorse the Local Cycling and Walking Infrastructure Plan (LCWIP) approach as a means to help improve conditions for walking and cycling. It will be ensured that all emerging design recommendations from this LCWIP will comply with LTN 1/20, with particular consideration given to attracting new cyclists.

Local Policy Context

Our City, Our Wellbeing – our Corporate Strategy 2024 – 2028 outlines our vision and key priorities for creating a thriving city for everyone.

This Corporate Strategy sets out Stoke-on-Trent City Council's vision and priorities for the next four years. It explains how we will improve the wellbeing of our residents by making our city healthier, greener, safer, wealthier, cleaner, fairer and more skilled.

Our Transport Strategy 2022 – 2031 and Transport Vision 2026 - 2040 set out the priorities within the area of Stoke-on-Trent with detailed plans for future investment and direction.

Conclusion

Through adopting this plan to improve conditions for walking and cycling, we aim to tackle congestion, improve air quality and road safety, and provide affordable, sustainable ways of travelling around Stoke-on-Trent.

It is important to note that the Local Cycling and Walking Infrastructure document forms only part of Stoke-on-Trent City Council's wider plans and ambitions for creating and improving active travel.

However, we have to start somewhere, and we believe this is a significant and exciting first step towards outlining our plan for transforming sustainable travel within the city.

Councils with Local Cycling and Walking Infrastructure Plans are better placed to secure future funding. The proposed schemes in this plan will continue to be reviewed as we progress through the decade and beyond to ensure we lay the foundation for a greener, more prosperous Stoke-on-Trent where future generations can enjoy a better quality of life.