

Town and Country Planning Act 1990 –Section 78  
Town and Country Planning (Development Management Procedure) (England) Order 2013  
Town and Country Planning (Inquiries Procedure) (England) Rules 2002

Appeal by Gladman Developments Limited

Land South of Eccleshall Road, Loggerheads, Staffordshire

Against the Non-Determination by

Newcastle-under-Lyme Borough Council for

APP/P3420/W/24/3354312

**Outline planning application for the erection of up to 150 dwellings (including affordable housing) with public open space, landscaping, sustainable drainage system (SuDS) and vehicular access. All matters reserved except for means of access.**

**Agreed Statement of Common Ground Between  
Staffordshire County Council and Ashley Helme Associates Ltd**

**January 2025**

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## STATEMENT OF COMMON GROUND: HIGHWAYS & TRANSPORTATION

### LAND SOUTH OF ECCLESHALL ROAD, LOGGERHEADS, STAFFORDSHIRE

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## 1.0 INTRODUCTION & BACKGROUND

1.1 This Highways Statement of Common Ground (SoCG) has been prepared jointly by Ashley Helme Associates (herein referred to as AHA, on behalf of Gladman Developments Limited) and Staffordshire County Council (herein referred to as SCC). It sets out a summary of the areas of agreement between all parties.

1.2 The statement refers to the non-determination of the planning application (ref 24/00162/OUT) that is the subject of an appeal (ref APP/P3420/W/24/3354312) which comprises:

**“Outline planning application for the erection of up to 150 dwellings (including affordable housing) with public open space, landscaping, sustainable drainage system (SuDS) and vehicular access. All matters reserved except for means of access.”**

1.3 There is no highways/transport objection from SCC, subject to the imposition of suitable conditions and financial contributions.

1.4 This statement sets out the agreed matters of fact and the agreed position between SCC and AHA in respect of this Appeal.

### 1.5 Reports

1.5.1 The planning application was supported by the following transport documents prepared by AHA:

- |                                   |               |
|-----------------------------------|---------------|
| (i) Transport Assessment:         | ref 1877/2/D; |
| (ii) Travel Plan:                 | ref 1877/3/D; |
| (iii) Designer’s Response Report: | ref 1877/4/A. |

1.5.2 The application sought outline planning consent with all matters reserved **except** for the Site access.

### 1.6 Policy

1.6.1 It is agreed that the following are relevant to the Appeal Site and the Appeal scheme:

- (i) National Planning Policy Framework (NPPF), December 2023,
- (ii) Planning Practice Guidance (PPG), March 2014,
- (iii) Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy 2006-2026,
- (iv) Newcastle-under-Lyme Local Plan (2003) Saved Policies.

1.6.2 It is agreed the development proposal is in accordance with policies at both national and local level on transportation matters.

## 2.0 EXISTING CONDITIONS

### 2.1 Appeal Site Location

2.1.1 The Appeal Site has frontage on Eccleshall Road, which is public highway.

2.1.2 Eccleshall Road is single carriageway road, circa 6.3m wide in the vicinity of the Appeal Sites. There is footway on the north side of Eccleshall Road towards the north-eastern boundary of the Site. Most of the Eccleshall Road Appeal Site frontage is within a 60mph speed limit zone but there is a change of speed limit to 30mph towards the north-eastern boundary of the Site, in the vicinity of the Eccleshall Road/Mucklestone Wood Lane junction. Eccleshall Road benefits from street lighting up to the existing speed limit change.

### 2.2 TA Study Area: Local Highway Network

2.2.1 With respect to the local highway network, it is agreed that the following study network is applicable for the Appeal development:

REF	JUNCTION	CONTROL
SJ1	Site/B5026 Eccleshall Road	To be confirmed,
SJ2	Mucklestone Wood Lane/Eccleshall Road/Mucklestone Road	Priority controlled,
SJ3	Mucklestone Road/A53 Market Drayton Road/Eccleshall Road	Double mini-roundabout,
SJ4	Mucklestone Wood Lane/A53 Newcastle Road/Gravelly Hill	Priority controlled,
SJ5	A51/A53 Newcastle Road (south junction)	Priority controlled,
SJ6	A51/A53 (north junction)	Priority controlled.

2.2.2 It is agreed that these study junctions represent an appropriate extent of local highway network to examine the traffic impact of the Appeal development.

### 2.3 Existing Highways Infrastructure

2.3.1 It is agreed that the description of the existing local highway network in the AHA TA (Chapter 3) report ref 1877/2/D in the locale of the Appeal Site is accurate. It is agreed that the following AHA drawings are an accurate representation of current junction arrangements:

REF	JUNCTION	DRAWING No
SJ2	Mucklestone Wood Lane/Eccleshall Road/Mucklestone Road	1877/02,

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SJ3	Mucklestone Road/A53 Market Drayton Road/Eccleshall Road	1877/03,
SJ4	Mucklestone Wood Lane/A53 Newcastle Road/Gravelly Hill	1877/04,
SJ5	A51/A53 Newcastle Road (south junction)	1877/06,
SJ6	A51/A53 (north junction)	1877/07.

## 2.4 Personal Injury Collision (PIC) Data

2.4.1 The latest PIC records from Staffordshire County Council (SCC) for the period 01.01.18 – 105.012.24 have been reviewed for the Appeal Site frontage, TA study junctions and the A53/A51 between study junctions 3 & 6. The PIC records are included in Appendix D.

2.4.2 It is agreed that no pattern of collisions has been identified from the data so as to give rise for concern regarding the impact of the Appeal development and the need for any mitigation.

## 2.5 Traffic Surveys

2.5.1 It is agreed that the times when the traffic generated by the Appeal development is greatest are the weekday AM & PM peak hours.

2.5.2 Traffic surveys were undertaken on:

### **Eccleshall Road:**

ATC 1: between 12 September and 18 September 2023(inclusive),

ATC 2: between 9 November and 15 November 2023 (inclusive), and,

ATC 3: between 13 May 2024 and 19 May 2024 (inclusive).

### **Study Junctions:**

SJ2-SJ4: Classified turning count 12 September 2023,

SJ5-6: Classified turning count 9 November 2023,

2.5.3 The identified peak hours are 0730-0830 and 1630-1730. It is agreed that this data is accepted as representing typical traffic conditions. It is agreed that the ATC surveys are acceptable for use to determine visibility splays at the Appeal vehicular and pedestrian/cycle access points.

## 2.6 **Public Transport**

2.6.1 It is agreed that the No64 bus service operates near to the Appeal Site on A53.

2.6.2 The closest bus stops to the Appeal Site are located on A53, as follows

- (i) Eastbound bus stop: 785m from centre of Site, and
- (ii) Westbound bus stop: 865m from centre of Site.

2.6.3 There are bus shelters, timetable information and low floor access provided at both bus stops.

2.6.4 It is agreed that the No 64 bus service provides opportunity to commute to Market Drayton, Newcastle-under-Lyme and Hanley during the typical commuting period.

### 3.0 PROPOSED DEVELOPMENT

#### 3.1 Development Proposals

3.1.1 The proposed development comprises a residential development of up to **150 new dwellings**.

#### 3.2 Access Arrangements

3.2.1 Vehicular access to the proposed residential development is proposed via a new priority controlled 'T' junction on Eccleshall Road. The proposed Site Access/Eccleshall Road junction arrangements are presented on Drg No 1877/10/B (Appendix A). It is **agreed** with SCC highway officers that the scheme shown on Drg No 1877/10/B is suitable to serve the Appeal development.

3.2.2 It is agreed that the proposed Site access/Eccleshall Road junction:

- (i) Satisfies geometric and visibility requirements;
- (ii) Offers appropriate provision for all users;
- (iii) Can accommodate the tracking movements of a range of vehicles; and
- (iv) Has sufficient operational capacity.

#### 3.3 Stage 1 Road Safety Audit

3.3.1 A Stage 1 RSA was undertaken by Meraki Alliance for the Appeal Site access proposals (Drg No 1877/10/A).

3.3.2 AHA produced a Designer's Response Report (ref 1877/4/A, Appendix E). The issues and recommendations were considered and a revised access drawing (1877/10/B) was prepared to respond to the comments raised in the Stage 1 Road Safety Audit. These were submitted to SCC and are agreed, including the actions set out in the decision log.

## 4.0 ACCESSIBILITY BY SUSTAINABLE TRANSPORT

4.1 The accessibility of the Appeal Site by walk, cycle and public transport modes are set out in Chapters 5 & 6 of the AHA TA report (ref 1877/2/D).

### 4.2 Local Amenities

4.2.1 It is agreed that there are a number of amenities located within a 1200m walk of the Appeal Site, including:

- (i) Travel: Bus stops,
- (ii) Education: Primary school, nursery,
- (iii) Shopping: Convenience stores, post office,
- (iv) Leisure: Restaurant/take-aways, public house, salons,
- (v) Health: Pharmacy,
- (vi) Community: Library.

### 4.3 Existing Pedestrian Infrastructure

4.3.1 It is agreed that there is existing footway provision along Muckleston Road on the desire line to village amenities.

### 4.4 Walk Routes to Schools

4.4.1 The nearest primary schools to the Appeal Site are:

Hugo Meynell C of E Primary School: 1200m

St Mary's C of E Primary School: 1950m

4.4.2 The distances are measured from the centre of the Appeal Site and along public highways. It is agreed that the above schools are within a walking distance of the Appeal Site.

4.4.3 For journeys to Hugo Meynell C of E Primary School the route will be via Eccleshall Road (N) – Muckleston Road – A53 Newcastle Road – Eccleshall Road (S). The route comprises sealed footway with street lighting. The Appeal development will deliver improvements to the walk route as shown in Drg No 1877/12. The improvements comprise widening of the footway and tactile paving provision.

4.4.4 The walk route to St Mary's C of E Primary School will be via Rock Lane. The Appeal development will provide improved footway and crossings connecting the Appeal Site with the Rock Lane/Mucklestone Wood Lane junction. Rock Lane is accepted as a sustainable route for journeys to St Mary's C of E Primary School.

#### 4.5 **Walk Routes to Loggerheads Centre**

4.5.1 There are a number of amenities located on Eccleshall Road in the vicinity of A53/Eccleshall Road/Mucklestone Road double mini-roundabout junction. The walking distance is about 940m between the Appeal Site and these amenities. This represents an 11-12 minute walk based on typical walking speeds. It is agreed that amenities in the centre of Loggerheads are within walking distance of the Appeal Site.

#### 4.7 **Proposed Pedestrian Infrastructure**

4.7.1 It is agreed that there are a number of pedestrian improvements that will be delivered by the Appeal scheme. The improvements are shown on the following drawings:

Drg No 1877/10/B: Proposed Access Arrangements: Option 3

Drg No 1877/11: Proposed School Bus Stop Improvement: Mucklestone Wood Lane

Drg No 1877/12: Existing and Proposed Pedestrian Infrastructure

4.7.2 The agreed improvements comprise:

##### **Drg No 1877/10/B (Appendix A)**

- Introduce 3.0m wide pedestrian/cycle link towards north-eastern boundary of the Site;
- Introduce build-out with dropped kerbs and tactile paving crossing to connect with existing footway provision on the north side of Eccleshall Road;
- Reduce Eccleshall Road carriageway width by circa 0.9m towards the north-eastern corner of the Site boundary to provide improved intervisibility at pedestrian crossing. A residual carriageway width of 5.5m will remain in this location;
- Introduce footway at Mucklestone Wood Lane/Rock Lane junction. Dropped kerbs and tactile paving to be installed to connect with existing footway provision on Mucklestone Wood Lane.

**Drg No 1877/11 (Appendix B)**

- Introduce new hardstanding area on the west side of Mucklestone Wood Lane for pedestrians accessing the school bus service on Mucklestone Wood Lane;
- Introduce dropped kerbs and tactile paving connecting the hardstanding area with the existing footway on the east side of Mucklestone Wood Lane;
- Introduce dropped kerbs and tactile paving on Hunter's Point.

**Drg No 1877/12 (Appendix C)**

- Provide localised widening of footway on Mucklestone Road;
- Introduce dropped kerbs and tactile paving at existing crossing location on Mucklestone Road;
- Introduce tactile paving at the existing dropped kerb crossing on Folly View.

**4.8 Existing Bus Stop Infrastructure**

4.8.1 Bus stops are located on A53 Market Drayton Road, in the vicinity of the Mucklestone Road/Eccleshall Road double mini-roundabout junction. The walking distance from the centre of the Appeal Site to these stops is about 785m (eastbound bus stop) and 865m (westbound bus stop). There are bus shelters, timetable information and low floor access provided at both bus stops.

4.8.2 A school bus service calls on Mucklestone Wood Lane. The school bus serves Madeley High School.

**4.9 Proposed Bus Stop Improvements**

4.9.1 A school bus stop is proposed on Mucklestone Wood Lane. The proposed bus stop provision and complimentary crossing improvements are shown on Drg No 1877/11.

4.9.2 The improvements comprise a hardstanding area for bus passengers and dropped kerb and tactile paving crossings on Mucklestone Wood Lane and Hunter's Point.

**4.10 Travel Plan**

4.10.1 The planning application was supported by a Travel Plan (TP) prepared by AHA (ref 1877/3/D).

4.10.2 The objectives, measures and targets are agreed.

4.10.3 It is agreed that the residential developer is required to finance the TP.

## 5.0 TRAFFIC IMPACT ANALYSIS

### 5.1 Analysis Years

5.1.1 It is agreed that TA analysis and modelling of Appeal development traffic impact is undertaken for years 2029 & 2040.

### 5.2 Traffic Growth Factors

5.2.1 It is agreed that National Transport Model (NTM) growth factors are applied to the count data.

### 5.3 Committed Development

5.3.1 The committed developments considered within the TA are agreed. The committed developments are as follows:

- (i) Mucklestone Road, Loggerheads (15/00015/OUT)
- (ii) Land South of Market Drayton Road (17/00067/DEEM4)
- (iii) Baldwins Gate Farm Development (21/01041/OUT)

### 5.4 Sensitivity Test

5.4.1 The Land off Mucklestone Wood Lane (23/00002/OUT) scheme was included by way of a sensitivity test. The scheme was refused at the time the TA was prepared. This approach was agreed with SCC.

### 5.5 Generated Traffic

5.5.1 It is agreed that the trip rates set out in the AHA TA report (ref 1877/2/D) are suitable to estimate the traffic generated by the Appeal development. The consequent agreed estimates of AM & PM peak hour Appeal development generated traffic are:

	AM			PM		
	ARR	DEP	2WAY	ARR	DEP	2WAY
Vehicle	25	63	88	61	35	96
Cyclists	1	3	4	3	2	5
Pedestrians	6	26	32	10	8	18



that the additional traffic generated by the Appeal development can be accommodated within the consented signalised junction improvement scheme with no detriment to junction performance. As the scheme will mitigate the developments adverse traffic impact at the existing J5 and J6 and the delivery of the signalised junction improvement scheme by others (Bellway Homes- Baldwins Gate Farm development) is not within the applicant's control, it is agreed that if the improvements have not been delivered by others, the applicant will implement a scheme broadly in accordance with the agreed mitigation proposals prior to 10<sup>th</sup> occupation of the development to be secured by planning condition.

## 6.0 MEASURES TO BE SECURED THROUGH CONDITION AND DELIVERED THROUGH HIGHWAY WORKS AGREEMENT

6.1 It is agreed that the following measures will be secured by S278 agreement:

- Introduce new Site Access, forming a 'T' junction with Eccleshall Road;
- Provide 2.0m wide footway on both sides of Site Access road;
- Introduce 3.0m wide pedestrian/cycle link towards north-eastern boundary of the Site;
- Introduce a scheme of traffic calming measures on Eccleshall Road;
- Introduce build-out with dropped kerbs and tactile paving crossing to connect with existing footway provision on the north side of Eccleshall Road;
- Reduce Eccleshall Road carriageway width by circa 0.9m towards the north-eastern corner of the Site boundary to provide improved intervisibility at pedestrian crossing; A residual carriageway width of 5.5m will remain in this location;
- Introduce footway at Mucklestone Wood Lane/Rock Lane junction. Dropped kerbs and tactile paving to be installed to connect with existing footway provision on Mucklestone Wood Lane;
- Introduce new hardstanding area on the west side of Mucklestone Wood Lane for pedestrians accessing the school bus service on Mucklestone Wood Lane;
- Introduce dropped kerbs and tactile paving connecting the hardstanding area with the existing footway on the east side of Mucklestone Wood Lane;
- Introduce dropped kerbs and tactile paving on Hunter's Point;
- Provide localised widening of footway on Mucklestone Road;
- Introduce dropped kerbs and tactile paving at existing crossing location on Mucklestone Road;
- Introduce tactile paving at the existing dropped kerb crossing on Folly View.
- Permanent closure of 2no. existing gated field accesses to the site on Eccleshall Road and reinstatement to highway verge.

6.2 The above works are shown on **Drg Nos 1877/10/B, 1877/11 and 1877/12** and secured by condition.

## 7.0 MEASURES DELIVERED BY FINANCIAL CONTRIBUTIONS

7.1 SCC have requested the following measures are to be secured by financial contributions:

- (i) A total of **£150,000** towards the No 64 bus service over a 5 year period;
- (ii) Travel Plan monitoring for a 5 year period: **£6,000**;
- (iii) School Travel Plan measures and initiatives: **£5,000**;
- (iv) **Speed limit change on Eccleshall Road: £10,000.**

**TOTAL £171,000.**

Signed on behalf of Staffordshire County Council

*C. L. Simpson*

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Mrs Claire Simpson

Signed on behalf of the Appellant

*B D Jackson*

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Mr Benjamin Jackson

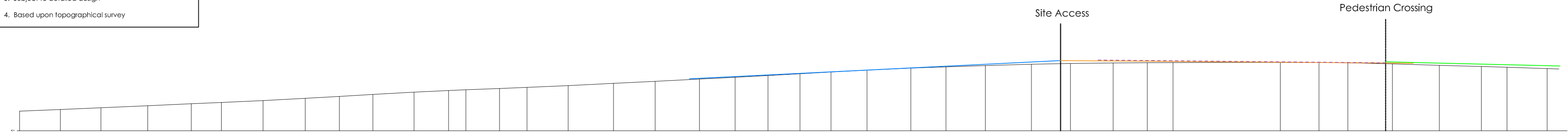
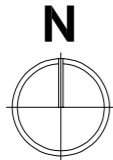
January 2025

**APPENDIX A**

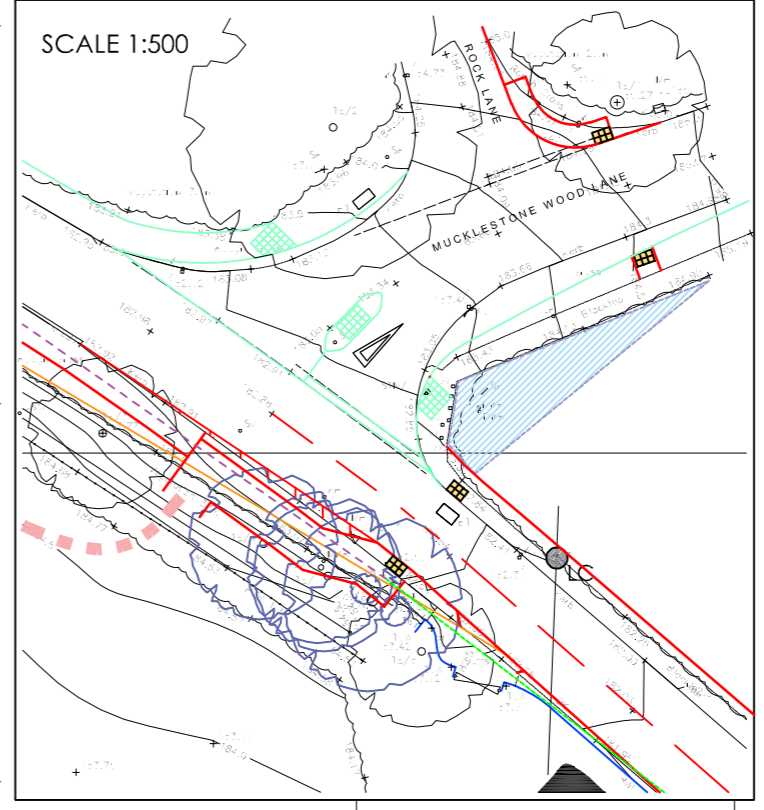
**Drg No 1877/10/B**

**Proposed Access Arrangements**

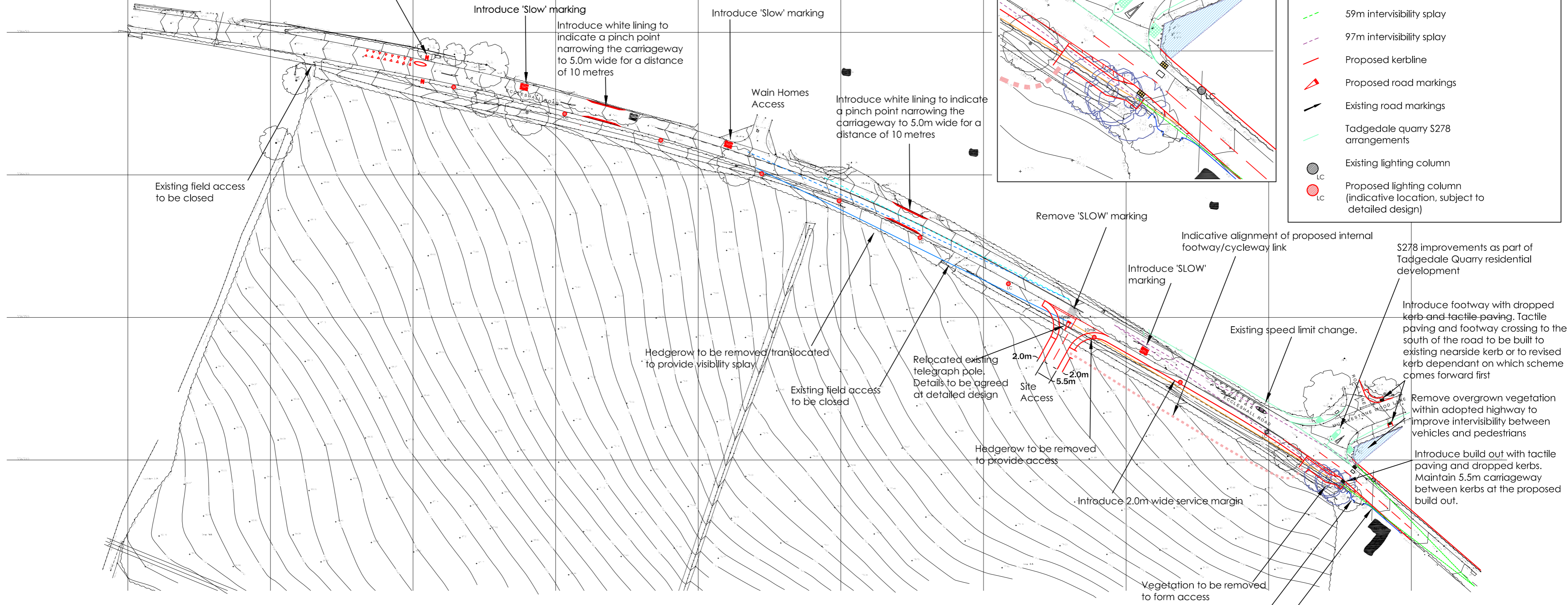
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Suggested relocated speed limit change as indicated on Wain Homes access drawing. Precise speed (30 or 40mph) to be agreed with SCC. Scheme could comprise gateway feature, roundel and dragons teeth markings. Details to be agreed with SCC in the context of current liaison on this matter for the Wain Homes access



- Key:
- 2.4m x 119m visibility splay
  - 2.4m x 124m visibility splay
  - 124m stopping sight distance
  - 96m stopping sight distance (absolute minimum based on recorded speed)
  - 59m intervisibility splay
  - 97m intervisibility splay
  - Proposed kerbline
  - Proposed road markings
  - Existing road markings
  - Tadgedale quarry S278 arrangements
  - Existing lighting column
  - Proposed lighting column (indicative location, subject to detailed design)



- S278 improvements as part of Tadgedale Quarry residential development
- Introduce footway with dropped kerb and tactile paving. Tactile paving and footway crossing to the south of the road to be built to existing nearside kerb or to revised kerb dependant on which scheme comes forward first
- Remove overgrown vegetation within adopted highway to improve intervisibility between vehicles and pedestrians
- Introduce build out with tactile paving and dropped kerbs. Maintain 5.5m carriageway between kerbs at the proposed build out.

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Project	LAND OFF ECCLESHALL ROAD, LOGGERHEADS	Title	PROPOSED ACCESS ARRANGEMENTS: OPTION 3	Drg No	1877/10	Rev	B	<b>ASHLEY HELME ASSOCIATES</b> Telephone: 0161 972 0552 Email: aha@ashleyhelme.co.uk Website: www.ashleyhelme.co.uk Address: 76 Washway Road, Sale, Manchester, M33 7RE									
Client	GLADMAN DEVELOPMENT LTD			Date	AUGUST 2024	Scale	1:1000@A2										
								<table border="1"> <thead> <tr> <th>Rev</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>Amendments in response to Stage 1 RSA</td> <td>23.08.24</td> </tr> <tr> <td>A</td> <td>Additional footway widening</td> <td>10.06.24</td> </tr> </tbody> </table>	Rev	Description	Date	B	Amendments in response to Stage 1 RSA	23.08.24	A	Additional footway widening	10.06.24
Rev	Description	Date															
B	Amendments in response to Stage 1 RSA	23.08.24															
A	Additional footway widening	10.06.24															

**APPENDIX B**

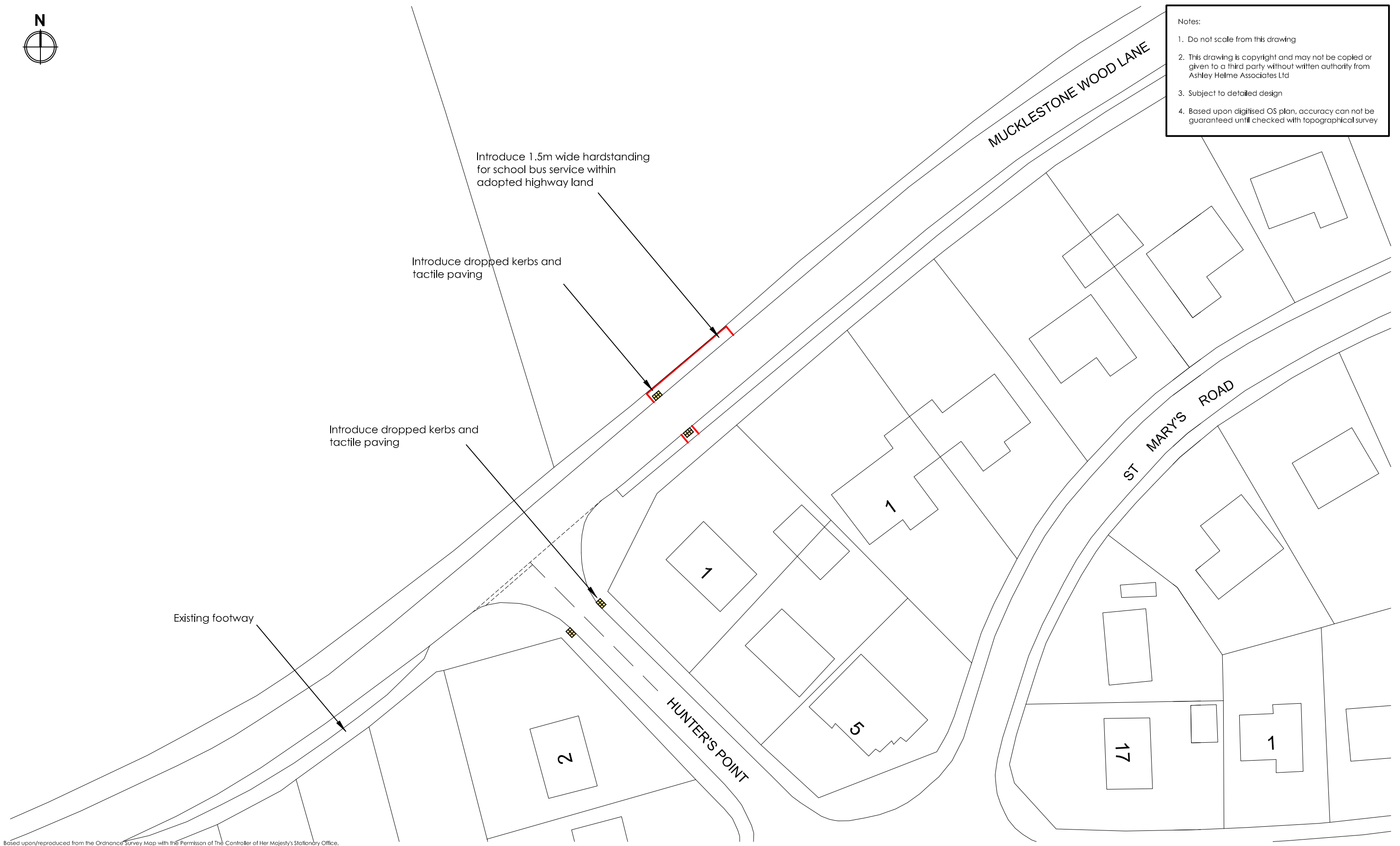
**Drg No 1877/11**

**Proposed School Bus Stop Improvement: Mucklestone**


**Wood Lane**



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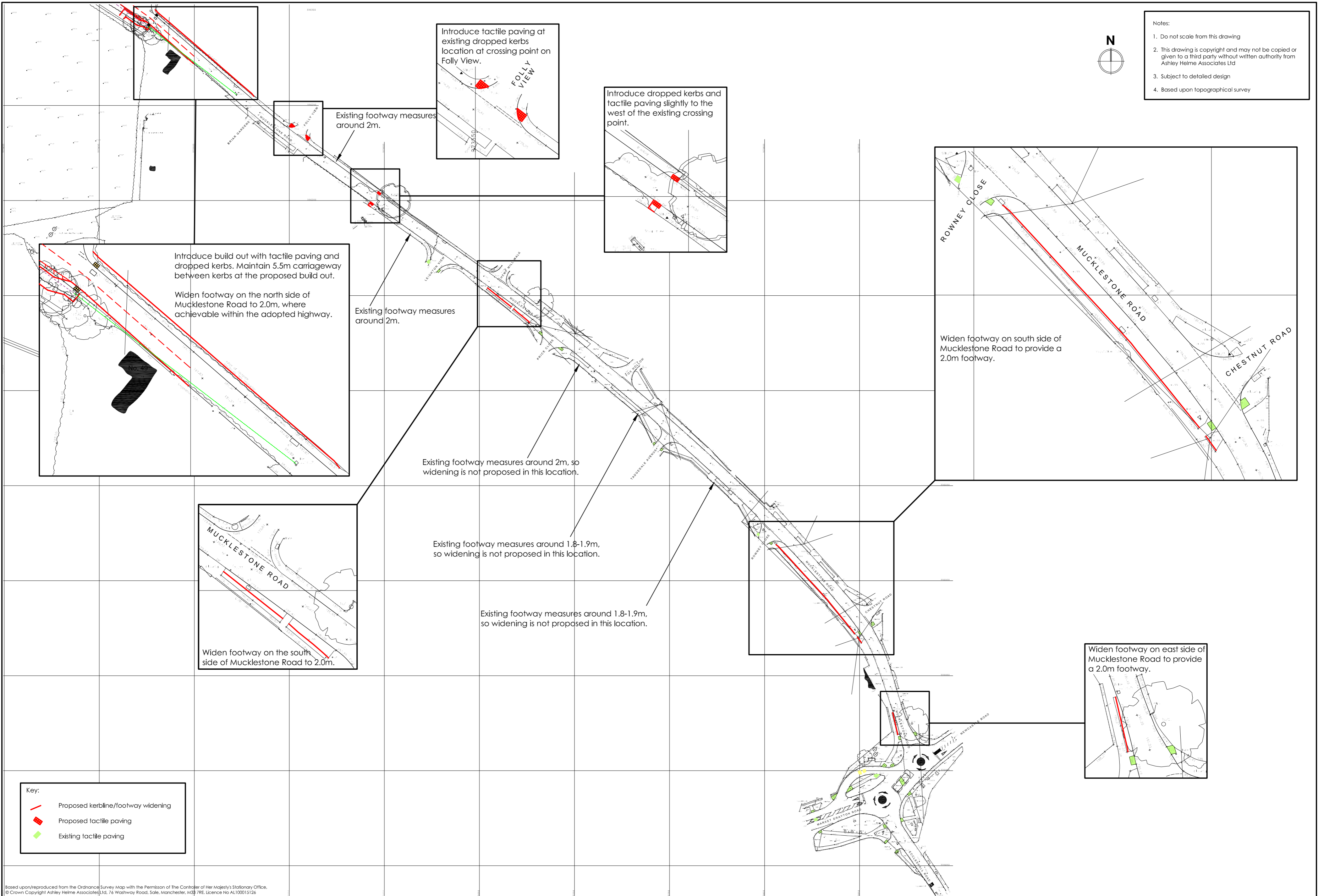
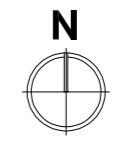
Project <b>LAND OFF ECCLESHALL ROAD, LOGGERHEADS</b>	Title <b>PROPOSED SCHOOL BUS STOP IMPROVEMENT: MUCKLESTONE WOOD LANE</b>	Drawing No <b>1877/11</b>	Rev 	 <b>ASHLEY HELME ASSOCIATES</b>	Telephone 0161 972 0552 Email <a href="mailto:aha@ashleyhelme.co.uk">aha@ashleyhelme.co.uk</a> Website <a href="http://www.ashleyhelme.co.uk">www.ashleyhelme.co.uk</a> Address 76 Washway Road, Sale, Manchester, M33 7RE
Client <b>GLADMAN DEVELOPMENTS LTD</b>		Date <b>APRIL 2024</b>	Scale <b>1:500@A3</b>		

**APPENDIX C**

**Drg No 1877/12**

**Existing and Proposed Pedestrian Infrastructure**

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Introduce tactile paving at existing dropped kerbs location at crossing point on Folly View.

Introduce dropped kerbs and tactile paving slightly to the west of the existing crossing point.

Existing footway measures around 2m.

Existing footway measures around 2m.

Existing footway measures around 2m.

Existing footway measures around 2m, so widening is not proposed in this location.

Existing footway measures around 1.8-1.9m, so widening is not proposed in this location.

Existing footway measures around 1.8-1.9m, so widening is not proposed in this location.

Widen footway on south side of Muckleston Road to provide a 2.0m footway.

Widen footway on east side of Muckleston Road to provide a 2.0m footway.

Introduce build out with tactile paving and dropped kerbs. Maintain 5.5m carriageway between kerbs at the proposed build out.  
Widen footway on the north side of Muckleston Road to 2.0m, where achievable within the adopted highway.

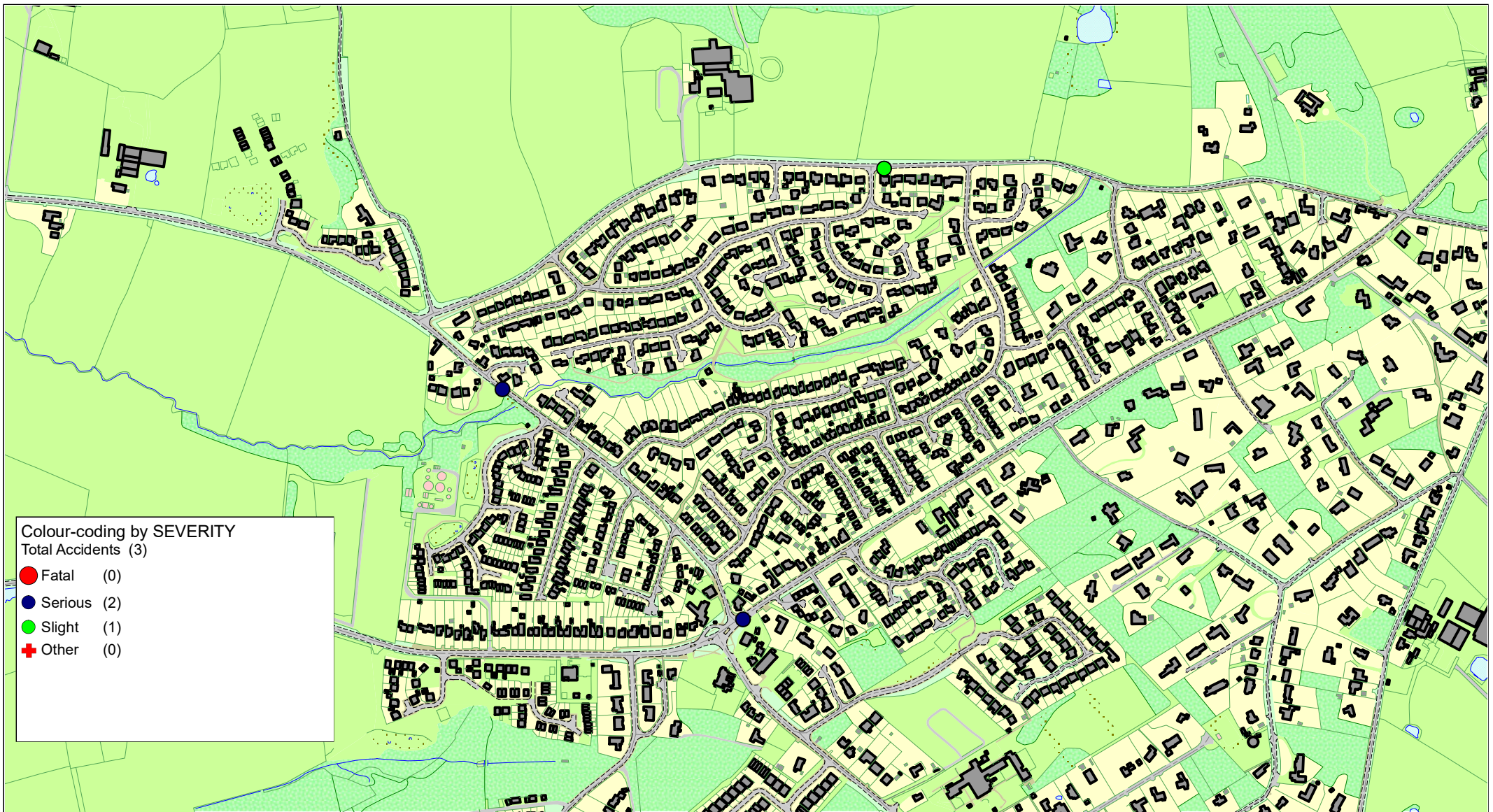
Widen footway on the south side of Muckleston Road to 2.0m.

- Key:
- Proposed kerbline/footway widening
  - Proposed tactile paving
  - Existing tactile paving

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Project	LAND OFF ECCLESHALL ROAD, LOGGERHEADS	Title	EXISTING AND PROPOSED PEDESTRIAN INFRASTRUCTURE	Dwg No	1877/12	Rev	
Client	GLADMAN DEVELOPMENT LTD			Date	APRIL 2024	Scale	1:1250@A2
						 <b>ASHLEY HELME ASSOCIATES</b>	<b>Telephone</b> 0161 972 0552 <b>Email</b> aha@ashleyhelme.co.uk <b>Website</b> www.ashleyhelme.co.uk <b>Address</b> 76 Washway Road, Sale, Manchester, M33 7RE

## **APPENDIX D      Staffordshire PIC records**



Loggerheads PIC Data Map

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	1 : 7000
	11/12/2024

AccsMap - Accident Analysis System

Accidents between dates **01/01/2018** and **05/12/2024** (83) months

Selection: Notes:

Selected using Manual Selection

**Acc. Ref. No:** 19949125 **Road:** B 5026 **Grid Reference:** 373574 336217  
**District Council:** Newcastle-under-Lyme **Time:** 0054 **Saturday** 23-November-2019  
**Lighting:** Darkness: street lights present and lit **Weather:** Raining without high winds **Speed limit:** 30  
**Severity:** SERIOUS **Road surface** Wet/Damp  
**Location:** MUCKLESTONE ROAD (B5026) APPROX 20MTS SE J/W FOLLY VIEW

The accident occurred at a T or staggered junction on the B5026, a single carriageway at its junction with the Unclassified236 controlled by a g way or uncontrolled. There was a central reservation within 50 metres..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle cleared junction or waiting/parked at junction e The female driver aged 45 lived in TA20.

**Casualty 1** (Vehicle 1) A male pedestrian aged 46 suffered a serious injury9.

**Contributory Factors**

Vehicle 1 Failed to look properly  
 Casualty 1 Dangerous action in carriageway  
 Casualty 1 Impaired by alcohol

**Acc. Ref. No:** 231416082 **Road:** D **Grid Reference:** 374080 336510  
**District Council:** Newcastle-under-Lyme **Time:** 1759 **Monday** 06-March-2023  
**Lighting:** Darkness: street lighting unknown **Weather:** Raining without high winds **Speed limit:** 30  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** MUCKLESTONE WOOD LANE J/W BADGER BROW ROAD,

The accident occurred at a T or staggered junction on an unclassified road, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from S to E was turning right on the main carriageway. The vehicle was entering main road. The female driver aged 52.

**Casualty 1** (Vehicle 1) A female driver aged 52 suffered a slight injury.

**Acc. Ref. No:** 241477042 **Road:** A 53 **Grid Reference:** 373893 335912  
**District Council:** Newcastle-under-Lyme **Time:** 1130 **Saturday** 03-August-2024  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 30  
**Severity:** SERIOUS **Road surface** Dry  
**Location:** NEWCASTLE RD (A53) APPROX 5MTS NE R'BT J/W MUCKLESTONE RD (B5026)

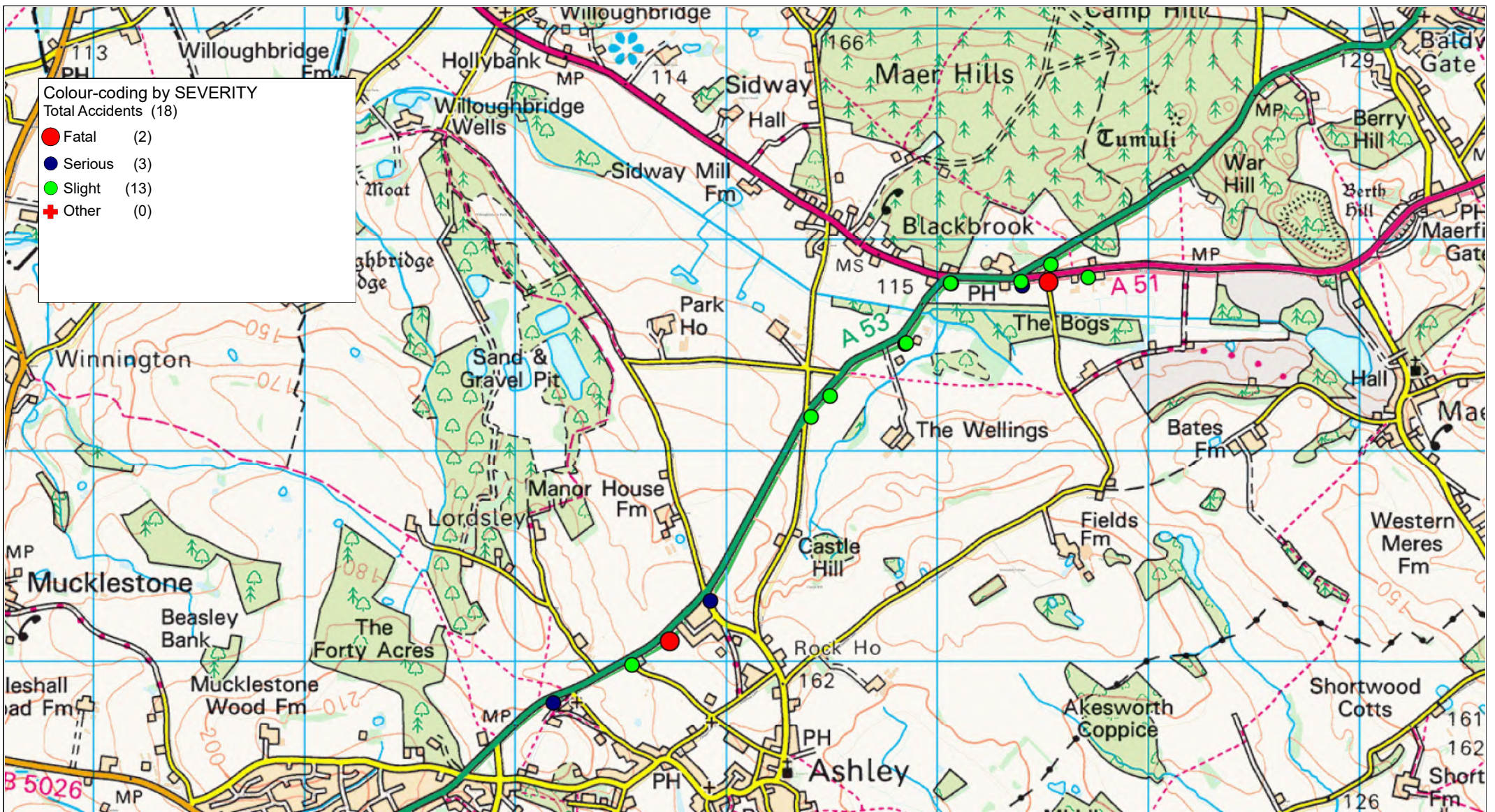
The accident occurred at a mini roundabout on the A53, a single carriageway at its junction with the B5026 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NE to SW was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The untraced driver of an unknown age .

**Vehicle 2** Pedal Cycle, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 16 lived in TF9.

**Casualty 1** (Vehicle 2) A male rider aged 16 suffered a serious injury.



A53 Newcastle RD\_A51 Blackbrook Map

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██████████	11/12/2024
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██████████	

AccsMap - Accident Analysis System

Accidents between dates **01/01/2018** and **05/12/2024** (83) months

Selection: Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b> 18281237	<b>Road:</b> A 51	<b>Grid Reference:</b> 377403 338789
<b>District Council:</b> Newcastle-under-Lyme	<b>Time:</b> 0806	Thursday 25-January-2018
<b>Lighting:</b> Daylight	<b>Weather:</b> Fine without high winds	<b>Speed limit:</b> 50
<b>Severity:</b> SERIOUS	<b>Road surface:</b> Wet/Damp	
<b>Location:</b> STONE RD A51 AT JN WITH NEWCASTLE RD A53		

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from N to W was turning right on the main carriageway. The vehicle was entering main road. The female driver aged 45 lives M34.

**Vehicle 2** Van or Goods 3.5 tonnes mgw and under, travelling from E to W was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 32 lived in WS7.

**Vehicle 3** Car, travelling from W to E was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 35 lived in CW3.

**Casualty 1** (Vehicle 1) A female driver aged 45 suffered a slight injury.

**Casualty 2** (Vehicle 3) A female driver aged 35 suffered a serious injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Failed to judge other persons path or speed

Vehicle 1 Careless/Reckless/In a hurry

<b>Acc. Ref. No:</b> 18284823	<b>Road:</b> A 53	<b>Grid Reference:</b> 376845 338514
<b>District Council:</b> Newcastle-under-Lyme	<b>Time:</b> 1240	Sunday 28-January-2018
<b>Lighting:</b> Daylight	<b>Weather:</b> Fine without high winds	<b>Speed limit:</b> 60
<b>Severity:</b> SLIGHT	<b>Road surface:</b> Dry	
<b>Location:</b> NEWCASTLE ROAD A53 APPROX 360MTS SW J/W A51		

The accident occurred on the A53, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Motorcycle over 500cc, travelling from W to NE was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The male driver aged 27.

**Vehicle 2** Car, travelling from NE to W was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 38.

**Casualty 1** (Vehicle 1) A male rider aged 27 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Deposit on road (eg oil, mud, chippings)

Vehicle 1 Slippery road (due to weather)

Vehicle 1 Loss of control

AccsMap - Accident Analysis System

Accidents between dates **01/01/2018** and **05/12/2024** (83) months

Selection: Notes:

Selected using Manual Selection

**Acc. Ref. No:** 18275235 **Road:** A 51 **Grid Reference:** 377529 338809  
**District Council:** Newcastle-under-Lyme **Time:** 0843 **Wednesday** 28-February-2018  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 50  
**Severity:** SLIGHT **Road surface** Dry  
**Location:** STONE ROAD A51 AT JN WITH WHARMADINE LANE

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the Unclassified102 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from N to W was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 23 lived in ST5.

**Vehicle 2** Goods vehicle - unknown weight, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - or roundabout or main road. The male driver aged 47 lived in ST3.

**Casualty 1** (Vehicle 2) A male driver aged 47 suffered a slight injury.

**Casualty 2** (Vehicle 2) A male vehicle or pillion passenger aged 37 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Illegal turn or direction of travel  
 Vehicle 1 Poor turn or manoeuvre  
 Vehicle 1 Failed to look properly

**Acc. Ref. No:** 18338561 **Road:** A 53 **Grid Reference:** 376850 338518  
**District Council:** Newcastle-under-Lyme **Time:** 1805 **Wednesday** 06-June-2018  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 60  
**Severity:** SLIGHT **Road surface** Dry  
**Location:** NEWCASTLE ROAD A53

The accident occurred on the A53, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to N was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. male driver aged 26 lived in ST1.

**Vehicle 2** Car, travelling from N to SW was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 49 lived in TF9.

**Casualty 1** (Vehicle 2) A male driver aged 49 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Sudden braking  
 Vehicle 1 Swerved  
 Vehicle 1 Failed to judge other persons path or speed  
 Vehicle 1 Travelling too fast for conditions

AccsMap - Accident Analysis System

Accidents between dates **01/01/2018** and **05/12/2024** (83) months

Selection: Notes:

Selected using Manual Selection

**Acc. Ref. No:** 18353354 **Road:** A 51 **Grid Reference:** 377067 338800  
**District Council:** Newcastle-under-Lyme **Time:** 0810 **Monday** 10-December-2018  
**Lighting:** Daylight **Weather:** Raining without high winds **Speed limit:** 50  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** NANTWICH RD BLACKBROOK A51 AT JN WITH NEWCASTLE RD A53

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a stop sign..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to E was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 20 lived SY13.

**Vehicle 2** Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. T female driver aged 20 lived in DY8.

**Vehicle 3** Goods 7.5 tonnes mgw and over, travelling from W to E was going ahead but held up on the main carriageway. The vehicle was approach junction or waiting/parked at junction approach. The male driver aged 30 lived in WA9.

**Casualty 1** (Vehicle 1) A male driver aged 20 suffered a slight injury.

**Casualty 2** (Vehicle 2) A female driver aged 20 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed

Vehicle 1 Road layout (eg bend, hill crest)

**Acc. Ref. No:** 19831185 **Road:** A 53 **Grid Reference:** 376490 338268  
**District Council:** Newcastle-under-Lyme **Time:** 0945 **Tuesday** 19-March-2019  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 60  
**Severity:** SLIGHT **Road surface** Dry  
**Location:** NEWCASTLE ROAD (A53) APPROX 100MTS SW J/ W GYPSY LN

The accident occurred on the A53, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NE to SW was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 20 of a junction. The female driver aged 56 lived in ST4.

**Vehicle 2** Goods vehicle - unknown weight, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or with 20M of a junction. The male driver aged 22 lived in ST11.

**Vehicle 3** Goods vehicle - unknown weight, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was not at, or with 20M of a junction. The male driver aged 33 lived in TS25.

**Casualty 1** (Vehicle 1) A female driver aged 56 suffered a slight injury.

**Acc. Ref. No:** 19842256 **Road:** A 51 **Grid Reference:** 377066 338800  
**District Council:** Newcastle-under-Lyme **Time:** 1353 **Saturday** 27-April-2019  
**Lighting:** Daylight **Weather:** Raining without high winds **Speed limit:** 50  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** NANTWICH ROAD (A51) JUNCTION WITH NEWCASTLE ROAD (A53)

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to E was starting on the main carriageway. The vehicle was entering main road. The male driver of an unknown a lived in SA16.

**Vehicle 2** Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. T male driver aged 48 lived in ST3.

**Casualty 1** (Vehicle 1) A female vehicle or pillion passenger aged 19 suffered a slight injury.

**Casualty 2** (Vehicle 2) A female vehicle or pillion passenger aged 47 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Junction overshoot

Vehicle 1 Failed to look properly

Vehicle 1 Careless/Reckless/In a hurry

Accidents between dates **01/01/2018** and **05/12/2024** (83) months

Selection: Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	19866185	<b>Road:</b>	A 53	<b>Grid Reference:</b>	375730	337103
<b>District Council:</b>	Newcastle-under-Lyme	<b>Time:</b>	2235	<b>Wednesday</b>	07-August-2019	
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	FATAL	<b>Road surface</b>	Dry			
<b>Location:</b>	BOONS BANK (A53) APPROX108 MTS SW J/W SANDY LANE					

The accident occurred on the A53, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Van or Goods 3.5 tonnes mgw and under, travelling from SW to NE was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded and overturned. The male driver aged 38 lived in ST5.

**Vehicle 2** Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 48 lived in TF9.

**Vehicle 3** Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 18 lived in ST5.

**Vehicle 4** Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 56.

**Vehicle 5** Goods 7.5 tonnes mgw and over, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 37 lived in WV10.

**Casualty 1** (Vehicle 1) A male driver aged 38 suffered a fatal injury.

**Casualty 2** (Vehicle 2) A female driver aged 48 suffered a serious injury.

**Contributory Factors**

Vehicle 1 Disobeyed double white line

Vehicle 1 Exceeding speed limit

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Impaired by alcohol

<b>Acc. Ref. No:</b>	19887650	<b>Road:</b>	A 53	<b>Grid Reference:</b>	376400	338169
<b>District Council:</b>	Newcastle-under-Lyme	<b>Time:</b>	1344	<b>Sunday</b>	22-September-2019	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	NEWCASTLE ROAD (A53) J/W HUNGERS HEATH LANE					

The accident occurred at a T or staggered junction on the A53, a single carriageway at its junction with the C207 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from N to SW was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 89 lived in TF9.

**Vehicle 2** Van or Goods 3.5 tonnes mgw and under, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 46 lived in ST7.

**Casualty 1** (Vehicle 1) A male driver aged 89 suffered a slight injury.

**Casualty 2** (Vehicle 2) A male driver aged 46 suffered a slight injury.

<b>Acc. Ref. No:</b>	19929836	<b>Road:</b>	A 51	<b>Grid Reference:</b>	377716	338829
<b>District Council:</b>	Newcastle-under-Lyme	<b>Time:</b>	1225	<b>Saturday</b>	02-November-2019	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	STONE ROAD (A51) OS BROOKFIELDS FARM SHOP					

The accident occurred at a private drive on the A51, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 77 lived in ST14.

**Vehicle 2** Car, travelling from E to N was turning right on the main carriageway. The vehicle was leaving main road. The male driver aged 73 lived in ST5.

**Casualty 1** (Vehicle 2) A male driver aged 73 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to judge other persons path or speed

Vehicle 1 Sudden braking

Accidents between dates **01/01/2018** and **05/12/2024** (83) months

Selection: Notes:

Selected using Manual Selection

**Acc. Ref. No:** 19953997 **Road:** A 53 **Grid Reference:** 375180 336811  
**District Council:** Newcastle-under-Lyme **Time:** 1950 **Thursday** 14-November-2019  
**Lighting:** Darkness: no street lighting **Weather:** Fine without high winds **Speed limit:** 60  
**Severity:** SERIOUS **Road surface** Wet/Damp  
**Location:** BOONS BANK (A53) APPROX 100MTS SW WESLEYAN ROAD

The accident occurred on the A53, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to E was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 42 lived in NG8.

**Vehicle 2** Car, travelling from E to SW was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. male driver aged 45 lived in TF9.

**Casualty 1** (Vehicle 1) A male driver aged 42 suffered a slight injury.

**Casualty 2** (Vehicle 2) A male driver aged 45 suffered a serious injury.

**Contributory Factors**

- Vehicle 1 Disobeyed double white line
- Vehicle 1 Failed to look properly
- Vehicle 1 Careless/Reckless/In a hurry

**Acc. Ref. No:** 211038879 **Road:** A 51 **Grid Reference:** 377527 338808  
**District Council:** Newcastle-under-Lyme **Time:** 1404 **Friday** 23-April-2021  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 50  
**Severity:** FATAL **Road surface** Dry  
**Location:** STONE ROAD (A51) AT JUNCTION WITH WHARMARDINE LANE

The accident occurred at a crossroads on the A51, a single carriageway at its junction with the Unclassified102 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Motorcycle over 500cc, travelling from W to E was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 21 lived in ST3.

**Vehicle 2** Goods 7.5 tonnes mgw and over, travelling from E to N was turning right on the main carriageway. The vehicle was leaving main road. The male driver aged 50 lived in ST6.

**Casualty 1** (Vehicle 1) A male rider aged 21 suffered a fatal injury.

**Contributory Factors**

- Vehicle 2 Failed to look properly
- Vehicle 1 Failed to judge other persons path or speed
- Vehicle 1 Fatigue
- Vehicle 1 Exceeding speed limit

**Acc. Ref. No:** 231486861 **Road:** A 53 **Grid Reference:** 377538 338889  
**District Council:** Newcastle-under-Lyme **Time:** 1555 **Friday** 23-June-2023  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 60  
**Severity:** SLIGHT **Road surface** Dry  
**Location:** NEWCASTLE ROAD (A53) J/W WHARMARDINE LANE, BALDWINS GATE,

The accident occurred at a T or staggered junction on the A53, a single carriageway at its junction with the Unclassified102 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Motor Cycle over 50 cc and up to 125cc, travelling from S to NE was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 22.

**Vehicle 2** Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 27 lived in TF9.

**Casualty 1** (Vehicle 1) A male rider aged 22 suffered a slight injury.

Accidents between dates **01/01/2018** and **05/12/2024** (83) months

Selection: Notes:

Selected using Manual Selection

**Acc. Ref. No:** 241394460 **Road:** A 53 **Grid Reference:** 375924 337294  
**District Council:** Newcastle-under-Lyme **Time:** 1443 **Wednesday** 03-January-2024  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 50  
**Severity:** SERIOUS **Road surface** Wet/Damp  
**Location:** BOONS BANK (A53) J/W TOP ROCK ROAD, ASHLEY

The accident occurred at a crossroads on the A53, a single carriageway at its junction with the Unclassified69 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was entering main road. The male driver aged lived in ST4.

**Vehicle 2** Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 38 lived in ST14.

**Casualty 1** (Vehicle 1) A male driver aged 17 suffered a serious injury.

**Casualty 2** (Vehicle 1) A male vehicle or pillion passenger aged 18 suffered a slight injury.

**Casualty 3** (Vehicle 1) A male vehicle or pillion passenger aged 18 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Failed to judge other persons path or speed

**Acc. Ref. No:** 241408286 **Road:** A 53 **Grid Reference:** 375552 336991  
**District Council:** Newcastle-under-Lyme **Time:** 1345 **Friday** 09-February-2024  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 50  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** BOONS BANK (A53) J/W SCHOOL LANE, ASHLEY

The accident occurred at a T or staggered junction on the A53, a single carriageway at its junction with the Unclassified69 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 23 lived in TF9.

**Vehicle 2** Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 33 lived in ST5.

**Vehicle 3** Car, travelling from SW to SE was waiting to turn right on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 32 lived in ST15.

**Casualty 1** (Vehicle 3) A female driver aged 32 suffered a slight injury.

**Casualty 2** (Vehicle 2) A male driver aged 33 suffered a slight injury.

**Casualty 3** (Vehicle 1) A male driver aged 23 suffered a slight injury.

**Casualty 4** (Vehicle 1) A male vehicle or pillion passenger aged 24 suffered a slight injury.

**Acc. Ref. No:** 241463286 **Road:** A 51 **Grid Reference:** 377063 338800  
**District Council:** Newcastle-under-Lyme **Time:** 1856 **Monday** 10-June-2024  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 60  
**Severity:** SLIGHT **Road surface** Dry  
**Location:** NANTWICH ROAD (A51) J/W NEWCASTLE ROAD (A53), BLACKBROOK,

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a stop sign..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 27 lived in CW3.

**Vehicle 2** Car, travelling from SW to NE was starting on the main carriageway. The vehicle was entering main road. The female driver aged 66 lived in TF4.

**Casualty 1** (Vehicle 1) A female driver aged 27 suffered a slight injury.

AccsMap - Accident Analysis System

Accidents between dates **01/01/2018** and **05/12/2024** (83) months

Selection: Notes:

Selected using Manual Selection

**Acc. Ref. No:** 241491593 **Road:** A 51 **Grid Reference:** 377063 338801  
**District Council:** Newcastle-under-Lyme **Time:** 0854 **Sunday** 15-September-2024  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 60  
**Severity:** SLIGHT **Road surface:** Dry  
**Location:** NANTWICH ROAD (A51) J/W NEWCASTLE ROAD (A53), ASHLEY

The accident occurred at a T or staggered junction on the A51, a single carriageway at its junction with the A53 controlled by a stop sign..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to E was turning right on the main carriageway. The vehicle was entering main road. The female driver aged 53.  
**Vehicle 2** Pedal Cycle, travelling from NW to E was going ahead on a left bend on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 50.  
**Vehicle 3** Pedal Cycle, travelling from NW to E was going ahead on a left bend on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 53.  
**Casualty 1** (Vehicle 2) A male rider aged 50 suffered a slight injury.  
**Casualty 2** (Vehicle 3) A male rider aged 53 suffered a slight injury.

**Acc. Ref. No:** 241524058 **Road:** A 53 **Grid Reference:** 377397 338809  
**District Council:** Newcastle-under-Lyme **Time:** 0730 **Saturday** 30-November-2024  
**Lighting:** Daylight **Weather:** Fine without high winds **Speed limit:** 60  
**Severity:** SLIGHT **Road surface:** Wet/Damp  
**Location:** NEWCASTLE ROAD (A53) APPROX 14MTS N J/W NANTWICH ROAD (A51), BALDWINS GATE,

The accident occurred at a T or staggered junction on the A53, a single carriageway at its junction with the A51 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Van or Goods 3.5 tonnes mgw and under, travelling from NE to S was going ahead on a left bend on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and skidded and overturned. The male driver aged 61 lived in TF9.  
**Casualty 1** (Vehicle 1) A male driver aged 61 suffered a slight injury.

**APPENDIX E      RSA Designer's Response Report (ref 1877/4/A)**

**Land south of Eccleshall Road,  
Loggerheads**

**Designer's Response Report**

Report prepared for  
Gladman Developments Ltd

December 2024

Report Reference 1877/4/A



**ASHLEY HELME**  
ASSOCIATES



# Designer's Response Report

## Land south of Eccleshall Road, Loggerheads

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Client: Gladman Developments Ltd

Report Ref: 1877/4/A

Status: Final

Date: December 2024

### **Ashley Helme Associates Ltd**

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# Designer's Response Report

## Land south of Eccleshall Road, Loggerheads

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2	Items Raised by RSA and Designer's Response	3
3	Summary & Conclusions	7

### **Appendices**

A	Road Safety Audit Brief
B	Meraki Alliance RSA Report
C	Drg No 1877/10/A, 1877/11 & 1877/12
D	Drg No 1877/10/B
E	RSA Decision Log and Statements



# 1 Introduction

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1.1 Ashley Helme Associates Ltd (AHA) are appointed by Gladman Developments Ltd to prepare a Designer's Response Report to the Stage 1 Road Safety Audit (RSA) that has been undertaken for the proposed Site access junction and off site highway improvements works in the vicinity of the Site.

## 1.2 Scheme Details

1.2.1 This Designer's Response Report has been prepared following an independent Stage 1 RSA of the works proposed on the following drawings:

**Drg No 1877/10/A: Proposed Site Access Arrangements Option C,**  
**Drg No 1877/11: Proposed School Bus Stop Improvements: Mucklestone Wood Lane,**  
**Drg No 1877/12: Existing and Proposed Pedestrian Infrastructure.**

1.2.2 The proposed access arrangements shown on **Drg No 1877/10/A** comprise:

- Introduce new Site Access, forming a 'T' junction with Eccleshall Road;
- Junction to operate under priority control;
- Site Access to measure 5.5m wide with 2.0m wide footways;
- Introduce 10.0m corner radii;
- New Site Access junction to be formed approximately 95m west of Mucklestone Wood Lane;
- Introduce 3.0m wide pedestrian/cycle link towards north-eastern boundary of the Site;
- Introduce dropped kerbs and tactile paving crossing to connect with existing footway provision on the north side of Eccleshall Road;
- Introduce build-out with dropped kerbs and tactile paving crossing to connect with existing footway provision on the north side of Eccleshall Road;
- Reduce Eccleshall Road carriageway width by circa 0.9m towards the north-eastern corner of the Site boundary to provide improved intervisibility at pedestrian crossing. A residual carriageway width of 5.5m will remain in this location;
- Provide 2.4m x 124m visibility splay to the left, for vehicles emerging from the Site Access;
- Provide 2.4m x 119m visibility splay to the right, for vehicles emerging from the Site Access;
- Introduce new footway at the Rock Lane/Mucklestone Wood Lane junction and dropped kerb and tactile paving connecting to existing provision.

1.2.3 The proposed school bus stop improvements shown on **Drg No 1877/11** comprise:

- Introduce 1.5m wide hardstanding for school bus service within adopted highway land,



- Introduce short section of footway within existing verge on south side of Mucklestone Wood Lane to form a crossing location,
- Introduce dropped kerbs and tactile paving between existing footway and proposed bus stop hard standing,
- Introduce dropped kerbs and tactile paving at Hunter's Point,

1.2.4 The proposed access arrangements shown on **Drg No 1877/12** comprise:

- Widen the existing footway at localised narrowings along Mucklestone Wood Lane,
- Introduce dropped kerbs and tactile paving for Mucklestone Road crossing,
- Introduce tactile paving at existing dropped kerbs on Folly View.

1.2.5 A RSA Brief was prepared and issued to the audit team and overseeing organisation (Staffordshire County Council). The RSA Audit brief was agreed with SCC and was signed by the highways officer. The RSA Brief is included in Appendix B. The documents and plans that were appended to the RSA Brief and hence were provided to the Audit Team for examination as part of the audit process were:

- (i) Drg No 1877/10/A: Proposed Site Access Arrangements Option C
- (ii) Drg No 1877/11: Proposed School Bus Stop Improvements: Mucklestone Wood Lane
- (iii) Drg No 1877/12: Existing and Proposed Pedestrian Infrastructure
- (iv) Transport Assessment report (ref 1877/2/C), including personal injury collision, traffic and speed data.

### 1.3 Key Personnel

1.3.1 The key personnel associated with this RSA are set out below.

- (i) Overseeing Organisation: Kristie Goffe, Staffordshire County Council,
- (ii) RSA Team: Jon Birkett & Gillian Kidd, Meraki Alliance,
- (iii) Design Organisation: Paul Loftus, Ashley Helme Associates.

### 1.4 Stage 1 Road Safety Audit

1.4.1 The audit visit was carried out on 14 August 2024 by the following members of the Audit Team:

Jonathan Birkett - IEng, MICE, FIHE, MSoRSA,  
Holder of Highways England Certificate of Competency  
Road Safety Audit Team Leader

Gillian Kidd - MIHE  
Road Safety Audit Team Member



- 1.4.2 The audit was undertaken in accordance with National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'.
- 1.4.3 A copy of the Stage 1 Road Safety Audit Report is included in Appendix B of this report. AHA has carefully considered the problems and recommendations of the Stage 1 RSA. Chapter 2 of this report includes all of the problems and recommendations raised by the Audit Team, as well as the AHA's response to these issues.
- 1.4.4 The summary and conclusions of the report are presented in Chapter 3. The RSA Decision Log and the Design Organisation and Overseeing Organisation statements is included in Appendix E of the report.



## 2 Identified Issues and Designers Response

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### 2.1 **PROBLEM 1-1**

2.1.1 Location: Site access junction.

2.1.2 Summary: Obstructed street lighting will increase the risk of darkness type collisions

2.1.3 It is proposed to install street lighting along the section of Eccleshall Road between Muckleston Wood Lane and the position of the new 30mph speed limit. Two of the proposed lighting columns are within or close to existing trees. These trees will affect the lighting levels on the carriageway and as such create areas of shadow increasing the risk of darkness collisions.

#### 2.1.4 **Recommendation**

2.1.4.1 Ensure that the position of the lighting columns and subsequently the lighting levels are not affected by trees along Eccleshall Road.

#### 2.1.5 **Designer's Response**

2.1.5.1 Noted. Drg No 1877/10/B has been prepared to show revised indicative lighting columns in the vicinity of trees towards the western boundary of the Site. The precise lighting details will be agreed at detailed design stage.

### 2.2 **PROBLEM 1-2**

2.2.1 Location: Site access junction.

2.2.2 Summary: "SLOW" marking within the area of the junction could increase the risk of loss of control type collisions especially Powered Two Wheelers (PTW).

2.2.3 During the site visit it was noted that there is an existing "SLOW" marking within the area where the new site access junction will be located. The "SLOW" marking could affect the ability of vehicles especially PTW to enter and exit the access junction due to the increased risk of loss of control type collisions.

#### 2.2.4 **Recommendation**

2.2.4.1 Move the "SLOW" marking away from the junction and totally remove the "SLOW" marking by resurfacing the carriageway.



## 2.2.5 **Designer's Response**

2.2.5.1 Noted. The SLOW marking can be removed from the carriageway as part of the implementation of the proposed Site Access arrangements. Drg No 1877/10/B has been prepared to show the removal of the SLOW marking from the carriageway. A new SLOW marking has been introduced further from the proposed Site Access. The precise details will be agreed at detailed design stage.

## 2.3 **PROBLEM 1-3**

2.3.1 Location: Site access junction.

2.3.2 Summary: Street furniture within the access junction will increase the risk of collisions.

2.3.3 During the site visit it was noted that there is a telegraph pole within the junction. The drawings do not show that this will be moved (Photo). Street furniture within the access junction will increase the risk of collisions.

### 2.3.4 **Recommendation**

2.3.4.1 At detailed design ensure that all street furniture currently in the area set aside for the site access junction are relocated to a safe location.

## 2.3.5 **Designer's Response**

2.3.5.1 Noted. The telegraph pole will be relocated. Drg No 1877/10/B includes a note to highlight this. The precise location will be determined at detailed design stage.

## 2.4 **PROBLEM 1-4**

2.4.1 Location: Existing speed limit location.

2.4.2 Summary: Retained markings will result in confusion and possible loss of control type collisions.

2.4.3 The drawings show that the existing "Dragons Teeth" and 30mph roundel will not be removed according to the GA drawing provided. This could result in confusing information being provided to drivers and may result in an increased risk of drivers failing to comply with the speed limit.



#### 2.4.4 **Recommendation**

2.4.4.1 Remove road markings and where necessary resurface Eccleshall Road.

#### 2.4.5 **Designer's Response**

2.4.5.1 A S106 contribution of £10,000 is agreed with SCC to relocate the speed limit change to the west on Eccleshall Road. The dragons teeth markings and 30mph roundel will be removed from the current position on Eccleshall Road as part of the speed limit relocation.

### 2.5 **PROBLEM 1-5**

2.5.1 Location: Muckleston Road near Muckleston Wood Lane.

2.5.2 Summary: Obstructed visibility will increase the risk of pedestrian/vehicle collisions.

2.5.3 It is proposed to construct a new uncontrolled crossing over Muckleston Road near its junction with Muckleston Wood Lane. The Audit Team were concerned that both sides of the crossing could have obstructed intervisibility between waiting pedestrians and approaching vehicles. It is a requirement that visibility splays of 1.5m x 40m must be provided for 30mph roads. Based on the drawings the visibility to the south from the western side of Muckleston Road is likely to be obstructed by vegetation and similarly the visibility between the eastern crossing and approaching vehicles on Muckleston Wood Lane also will have visibility obstructed by vegetation.

Obstructed visibility will increase the risk of pedestrian/vehicle collisions.

#### 2.5.4 **Recommendation**

2.5.4.1 Ensure that unobstructed inter-visibility is provided.

#### 2.5.5 **Designer's Response**

2.5.5.1 Drg No 1877/10/B shows the provision of intervisibility splays at the proposed crossing. The visibility splays are based on the recorded approach speeds for vehicles on Muckleston Road/Eccleshall Road.

2.5.5.2 Vegetation will be removed in this location to provide the proposed pedestrian/cycle access point. The vegetation removal is indicated on 1877/10/B. This will provide unobstructed visibility for pedestrians crossing in this location.



2.5.5.3 It is proposed to widen the existing footway on Mucklestone Road to 2.0m in the vicinity of the proposed crossing. The footway widening is shown extending to the south of the crossing.

2.5.5.4 The widening of the footway will require some removal of vegetation in this location and provide improved intervisibility for a pedestrian crossing the road. Drg No 1877/10/B includes a note to indicate further removal of overgrown vegetation at the Mucklestone Wood Lane/Mucklestone Road junction, within the adopted highway, to improve intervisibility between vehicles and pedestrians.

## 2.6 **PROBLEM 1-6**

2.6.1 Location: Uncontrolled crossing between Folly View and Leighton View.

2.6.2 Summary: Obstructed daylight/lighting will increase the risk of pedestrian/vehicle collisions in the hours of darkness.

2.6.3 It is proposed to construct a new uncontrolled dropped crossing of Mucklestone Road between Folly View and Leighton View. This is an area of encroachment by trees and self-seeded vegetation and is dark even in the daylight (Photo). The new crossing will be within this area. The existing street lighting column is completely obstructed by surrounding trees with no light likely to reach the footway and new uncontrolled crossing.

Obstructed daylight/lighting will increase the risk of pedestrian/vehicle collisions in the hours of darkness.

## 2.6.4 **Recommendation**

2.6.4.1 As the scheme is likely to increase pedestrian movements both in daylight and darkness it is recommended that the trees are all cut back to both allow daylight to reach the carriageway and uncontrolled crossing as well as allow light from the nearby column to reach the crossing also.

## 2.6.5 **Designer's Response**

2.6.5.1 There is an existing crossing in this location. The crossing that will be improved as part of the proposed development to provide better dropped kerb and tactile paving provision. It is noted that the existing lighting column may be obscured by overgrown vegetation. This is a current maintenance issue that is the responsibility of Staffordshire County Council. However, it is acknowledged that the proposed development will increase pedestrian movements at the crossing. The lighting will be reviewed in this location as part of the detailed design. Remedial



measures may include trimming back of vegetation, upgrade to lighting provision or relocation of lighting column.



### 3 Summary & Conclusions

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- 3.1 This Designer's Response Report has been prepared following an independent Stage 1 Road Safety Audit (RSA) of the works proposed on Drg Nos 1877/10/A, 1877/11 & 1877/12.
- 3.2 The RSA identified only six problems and provided recommendations to address the issues.
- 3.3 AHA has carefully considered each problem and the recommendations of the Stage 1 Road Safety Audit Report. Drg Nos 1877/10/B, has been prepared in response to the report.
- 3.4 The RSA decision log has been completed and signed by Paul Loftus of the Design Organisation (AHA) and by the Overseeing Organisation (Staffordshire County Council). The RSA decision log is included in Appendix E.
- 3.5 It is considered that the issues and recommendations identified by the Audit Team have been addressed.



# ROAD SAFETY AUDIT BRIEF (DMRB GG119)

## Table 1 Project Summary

<b>Date:</b>	<i>1 August 2024</i>
<b>Document Reference:</b>	<i>1877/RSA/1</i>
<b>Prepared by:</b>	<i>Ashley Helme Associates Ltd (AHA)</i>
<b>On behalf of:</b>	<i>Gladman Developments Ltd</i>
<b>AUTHORISATION SHEET</b>	
<b>Project:</b>	<i>Land at Eccleshall Road, Loggerheads</i>
<b>Report title:</b>	<i>Stage 1 Road Safety Audit Brief</i>
<b>PREPARED BY:</b>	
<b>Name:</b>	<i>Paul Loftus</i>
<b>Signed:</b>	
<b>Organisation:</b>	<i>Ashley Helme Associated Ltd</i>
<b>Date:</b>	<i>1 August 2024</i>
<b>I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION</b>	
<b>Name:</b>	<i>Kristie Goffe</i>
<b>Signed:</b>	
<b>Organisation:</b>	<i>Staffordshire County Council</i>
<b>Date:</b>	<i>1 August 2024</i>

**Table 2 General Details**

<b>General Details</b>				
<b>Highway scheme name:</b>		<i>Site Access on Eccleshall Road and off-site highway works associated to development on Land south of Eccleshall Road, Loggerheads.</i>		
<b>Type of scheme:</b>		<ul style="list-style-type: none"> <li>- <i>Site access arrangements on Eccleshall Road, Loggerheads, including traffic calming provision,</i></li> <li>- <i>New pedestrian/cycle infrastructure on Mucklestone Road and Mucklestone Wood Lane/Rock Lane,</i></li> <li>- <i>Mucklestone Wood Lane school bus stop provision and pedestrian crossing,</i></li> <li>- <i>Proposed footway widening works and tactile paving provision on Mucklestone Road.</i></li> </ul>		
<b>RSA stage tick as appropriate.</b>		1 ✓	2	3
		Interim		4
<b>Overseeing Organisation details</b>		<b>Design organisation details</b>		
<i>Kristie Goffe Staffordshire County Council Staffordshire Place 1, Tipping Street, Stafford, ST16 2DH. Email: Kristie.goffe@staffordshire.gov.uk</i>		<i>Paul Loftus – paul.loftus@ashleyhelme.co.uk Ashley Helme Associates Ltd 76 Washway Road Sale Manchester M33 7RE</i>		
<b>Police contact details</b>		<b>Maintaining agent contact details</b>		
<i>(Required for stage 3 RSAs) – N/A</i>		<i>Staffordshire County Council</i>		
<b>RSA team membership</b>				
<i>Road Safety Audit Team Leader – Jon Birkett Road Safety Audit Team member – Gillian Kidd</i>				
<b>Terms of reference</b>				
<i>The RSA is to be conducted in accordance with DMRB GG119 and this audit brief.</i>				

**Table 3 Scheme Details**

<b>Scheme description/objective</b>
<b>General</b>
<ol style="list-style-type: none"> <li>1. <i>Proposed site access arrangements on Eccleshall Road to serve a development of up to 150 dwellings. Site access arrangements include traffic calming on Eccleshall Road in conjunction with the anticipated change of speed limit to 40mph as part of the Wain Homes development currently under construction on land opposite the site.</i></li> <li>2. <i>Proposed pedestrian infrastructure improvements on Mucklestone Road and Mucklestone Wood Lane/Rock Lane.</i></li> <li>3. <i>Proposed hard standing and crossing for school bus stop on Mucklestone Wood Lane.</i></li> <li>4. <i>Proposed footway widening works on Mucklestone Road and tactile paving provision at existing minor arm crossing locations.</i></li> </ol>
<b>Design standards applied to the scheme design</b>
<p><i>DMRB CD123 - Geometric design of at-grade priority and signal-controlled junctions</i></p> <p><i>Manual for Streets (MfS) 1 &amp; 2</i></p> <p><i>Staffordshire County Council Residential Design Guide</i></p>
<b>Design Speeds</b>
<p><i>ATC data has been provided to the Audit Team. Vehicular speeds are different according to direction of travel and location of crossings. This is detailed in the appended Transport Assessment. Visibility splays in accordance with DMRB and MfS.</i></p>
<b>Speed Limits</b>
<p><i>A derestricted speed limit applies at the proposed junction location, but a 40mph speed limit is proposed to the west of the development as part of the Wain Homes development on Eccleshall Road.</i></p> <p><i>Mucklestone Wood Lane, Eccleshall Road and Rock Lane are subject to 30mph speed limits in the vicinity of the proposed off-site works.</i></p>
<b>Existing traffic flows/queues</b>
<p><b>Appendix A</b> <i>includes the TA report that contains traffic flow information (Appendix E of TA report).</i></p>

<b>Forecast traffic flows</b>
See above. Included in Appendix E of TA report.
<b>Pedestrian, cyclist and equestrian desire lines</b>
<i>The majority of pedestrian and cycle movements are likely to be the east to/from Loggerheads centre. Some trips may travel between site and Mucklestone Wood Lane for journeys to/from school bus stop or Rock Lane for primary school/leisure trips.</i>
<b>Environmental constraints</b>
Some hedges/trees will need to be removed to accommodate the access and the visibility splays.

#### **Table 4 Description of Locality**

<b>General description</b>
<i>The site is located on Eccleshall Road at the north-western extent of the village of Loggerheads. There is a residential development site under construction on land opposite the site. Eccleshall Road is a lightly trafficked road in the vicinity of the site.</i>
<b>Relevant factors which may affect road safety</b>
<i>There are level differences on Eccleshall Road.</i>

#### **Table 5 Analysis**

<b>Collision data analysis</b>
<i>The TA report (<b>Appendix A</b>) includes collision data (Appendix C of TA).</i>
<b>Departures from standards</b>
<i>No departures from standard.</i>
<b>Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions</b>
<i>No previous RSA</i>
<b>Strategic decisions</b>
<i>Access and works associated with development opposite the Site are shown on the plans.</i>
<b>List of included documents and drawings</b>
<b>Documents</b>
<i>TA Report 1877/2/C</i>
<b>Drawings</b>
<i>Drg No 1877/10/A;</i>
<i>Drg No 1877/11;</i>

*Drq No 1877/12*

*A copy of the above plans is included in **Appendix B***

**Table 6 Checklist**

Tick all that are included and provide reasons for those that are not included			
Site Location Plan	✓	Scale layout plans	✓
Departures and relaxations from standards	N/A	Construction/ typical details	N/A
Previous RSA reports	N/A	Previous RSA response reports and evidence of agreed actions	N/A
Collision data and collision data analysis	✓	Road traffic collision plot	✓
Traffic signal staging	N/A	Traffic counts	✓
Speed surveys	✓	Pedestrian, cyclist and horse riding desire lines and volumes	N/A
Walking, cycling and horse riding assessment and reviews	N/A	Items outside the scope of the RSA/ strategic decisions	N/A
Other factors that may impact on road safety	N/A	Design speeds/ speed limits	✓
Design standards used	✓	Adjacent land uses	✓





**meraki alliance**

Highways, Transportation & Safety Consulting

Residential Development: Land at Eccleshall Road,  
Loggerheads

## Road Safety Audit: Stage 1

Staffordshire County Council  
Sustainable Development Team  
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**meraki alliance**

Highways, Transportation & Safety Consulting

Residential Development: Land at Eccleshall Road,  
Loggerheads

## Road Safety Audit: Stage 1

Report Produced for:	Staffordshire County Council
Report Produced by:	Jonathan Birkett
Report Dated:	19 August 2024
Report Reference:	MAL/ERLRSA1Rev0
Road Safety Audit Team Leader:	Jonathan Birkett



## Residential Development: Land at Eccleshall Road, Loggerheads

# Road Safety Audit: Stage 1

### Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	18 August 2024	JB
1	0	FINAL REPORT	19 August 2024	JB/GK

### Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
Kristie Goffe	Staffordshire County Council	Electronic	19 August 2024
Gillian Kidd	Meraki Alliance Ltd	Electronic	19 August 2024

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# 1 Introduction

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## 1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA), (i.e., carried out prior to detailed design), by Paul Loftus of Ashley Helme on behalf of Kristie Goffe, Staffordshire County Council. The scheme submitted for Audit is the new development on land of Eccleshall Road, Loggerheads.

The scope of the works included within this Road Safety Audit are:

- Changes to the location of the change in speed limit and the introduction of “Dragons Teeth” markings.
- Street lighting.
- New 5.5m wide residential access with footways.
- New footway between site access and Mucklestone Wood Lane.
- Uncontrolled crossing of Eccleshall Road to Mucklestone Wood Lane.
- Uncontrolled crossing of Mucklestone Wood Lane at Rock Lane priority junction.
- Uncontrolled crossing of Mucklestone Wood Lane to the east of Hunter’s Point.
- Widen existing footway along Mucklestone Road towards Folly View.
- Uncontrolled dropped crossing of Folly View.
- Uncontrolled dropped crossing of Mucklestone Road between Folly View and Leighton View.
- Widen existing footway on southern side of Mucklestone Road near Price Close.
- Widen existing footway on southern side of Mucklestone Road between Rowney Close and Chestnut Road.
- Widen existing footway on western side of Mucklestone Road near Newcastle Road.

## **Overseeing Organisation**

Staffordshire County Council.

## **Client**

Gladman Development Ltd.

## **Design Organisation**

Ashley Helme.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site.

## **1.2 Documents Forming the Brief**

The documents were made available to the Road Safety Audit Team by Paul Loftus of Ashley Helme on behalf of Kristie Goffe, Staffordshire County Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Brief.
- Drawings.
- Transport Assessment.
- Traffic flow data.
- Collision Data.

## **1.3 Collision Traffic and Speed Data**

Collision data was provided as part of the brief and associated Transport Assessment and is summarised below:

Personal injury collision data (PIC) has been obtained from Staffordshire County Council for the latest five-year period to 12/08/2023, as shown in the plan provided in Figure 1 below.

There were two recorded collisions within the area affected by the development, of which one was serious, and one was slight in severity.



**Figure 1: Collision Data 2019 -2023**

Detailed traffic and speed data was provided as part of the brief.

#### **1.4 Details of Site Visit**

A site inspection was undertaken on 14 August 2024 between 07:00 and 09:00. The Audit Team spent 2 hours on site understanding the proposed works and their interaction with the local road network.

During the site visit the weather was generally fine and dry. No incidents were noted whilst on site.

#### **1.5 Road Safety Audit Team and Format**

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

The Road Safety Audit Team membership approved was:

JONATHAN BIRKETT IENG MICE FIHE  
 Holder of Certificate of Competency  
 Road Safety Audit Team Leader

G KIDD BSc(HONS) MIHE  
 Road Safety Audit Team Member

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

## **1.6 Departures or Relaxations from Standards**

No departures from standard have been provided to the RSA Team.

## **1.7 Items Outside the Scope of the Road Safety Audit**

No items have been identified outside the scope of the RSA.

## **1.8 Information not provided for this Stage of Audit**

All information has been provided necessary to undertake this RSA Stage 1.


## 2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plans after each audit section.

### 2.1 Road Safety Audit - Problems Drawing 1877/10 Rev A

<b>PROBLEM</b>		<b>1-1</b>
Location:	Site access junction.	
Summary:	Obstructed street lighting will increase the risk of darkness type collisions.	
<p>It is proposed to install street lighting along the section of Eccleshall Road between Mucklestone Wood Lane and the position of the new 30mph speed limit. Two of the proposed lighting columns are within or close to existing trees. These trees will affect the lighting levels on the carriageway and as such create areas of shadow increasing the risk of darkness collisions.</p>		
<b>RECOMMENDATION</b>		
<p>Ensure that the position of the lighting columns and subsequently the lighting levels are not affected by trees along Eccleshall Road.</p>		

<b>PROBLEM</b>		<b>1-2</b>
Location:	Site access junction.	
Summary:	"SLOW" marking within the area of the junction could increase the risk of loss of control type collisions especially Powered Two Wheelers (PTW).	
<p>During the site visit it was noted that there is an existing "SLOW" marking within the area where the new site access junction will be located. The "SLOW" marking could affect the ability of vehicles especially PTW to enter and exit the access junction due to the increased risk of loss of control type collisions.</p>		
<b>RECOMMENDATION</b>		
<p>Move the "SLOW" marking away from the junction and totally remove the "SLOW" marking by resurfacing the carriageway.</p>		

<b>PROBLEM</b>		<b>1-3</b>
Location:	Site access junction.	
Summary:	Street furniture within the access junction will increase the risk of collisions.	
<p>During the site visit it was noted that there is a telegraph pole within the junction. The drawings do not show that this will be moved (Photo).</p> <p>Street furniture within the access junction will increase the risk of collisions.</p>		
<b>RECOMMENDATION</b>		
At detailed design ensure that all street furniture currently in the area set aside for the site access junction are relocated to a safe location.		

<b>PROBLEM</b>		<b>1-4</b>
Location:	Existing speed limit location.	
Summary:	Retained markings will result in confusion and possible loss of control type collisions.	
<p>The drawings show that the existing “Dragons Teeth” and 30mph roundel will not be removed according to the GA drawing provided. This could result in confusing information being provided to drivers and may result in an increased risk of drivers failing to comply with the speed limit.</p>		
<b>RECOMMENDATION</b>		
Remove road markings and where necessary resurface Eccleshall Road.		

<b>PROBLEM</b>		<b>1-5</b>
Location:	Mucklestone Road near Mucklestone Wood Lane.	
Summary:	Obstructed visibility will increase the risk of pedestrian/vehicle collisions.	
<p>It is proposed to construct a new uncontrolled crossing over Mucklestone Road near its junction with Mucklestone Wood Lane. The Audit Team were concerned that both sides</p>		

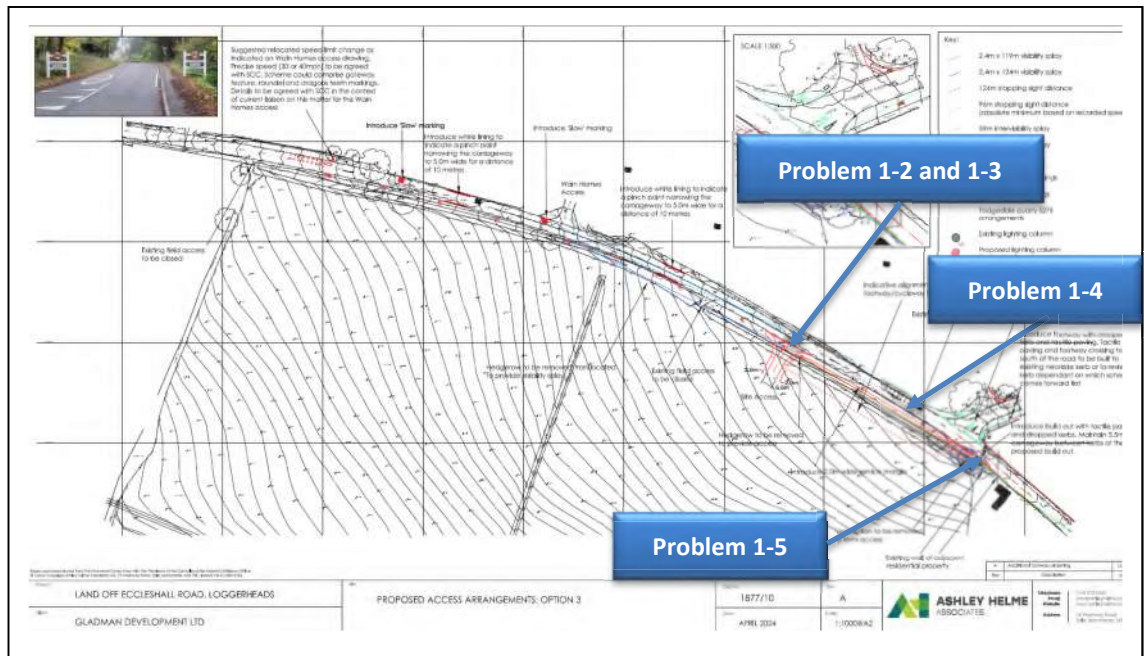
of the crossing could have obstructed intervisibility between waiting pedestrians and approaching vehicles. It is a requirement that visibility splays of 1.5m x 40m must be provided for 30mph roads. Based on the drawings the visibility to the south from the western side of Mucklestone Road is likely to be obstructed by vegetation and similarly the visibility between the eastern crossing and approaching vehicles on Mucklestone Wood Lane also will have visibility obstructed by vegetation.

Obstructed visibility will increase the risk of pedestrian/vehicle collisions.

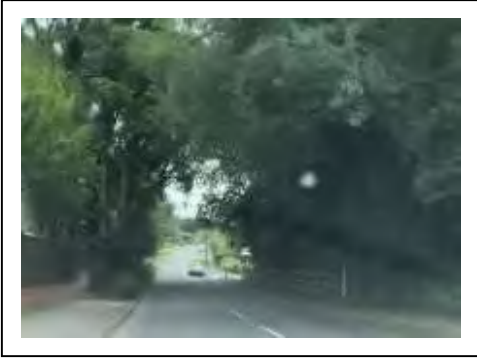
**RECOMMENDATION**

Ensure that unobstructed inter-visibility is provided.

**2.2 Road Safety Audit - Problem Location Plan Drawing 1877/10 Rev A**



## 2.3 Road Safety Audit - Problems Drawing 1877/12

<b>PROBLEM</b>		<b>1-6</b>
Location:	Uncontrolled crossing between Folly View and Leighton View.	
Summary:	Obstructed daylight/lighting will increase the risk of pedestrian/vehicle collisions in the hours of darkness.	
<p>It is proposed to construct a new uncontrolled dropped crossing of Mucklestone Road between Folly View and Leighton View. This is an area of encroachment by trees and self-seeded vegetation and is dark even in the daylight (Photo). The new crossing will be within this area. The existing street lighting column is completely obstructed by surrounding trees with no light likely to reach the footway and new uncontrolled crossing.</p>		
<p>Obstructed daylight/lighting will increase the risk of pedestrian/vehicle collisions in the hours of darkness.</p>		
<b>RECOMMENDATION</b>		
<p>As the scheme is likely to increase pedestrian movements both in daylight and darkness it is recommended that the trees are all cut back to both allow daylight to reach the carriageway and uncontrolled crossing as well as allow light from the nearby column to reach the crossing also.</p>		



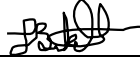

## **2.5 Road Safety Audit - Problems Drawing 1877/11**

No safety related problems identified on Drawing 18711/11

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS  
STAGE 1 ROAD SAFETY AUDIT**

### 3 Audit Team Statement

---

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	19 AUGUST 2024
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	19 AUGUST 2024

# Appendix 1 – Audited Documents

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1877 2C Transport Assessment (Full)

1877-10A

1877-11

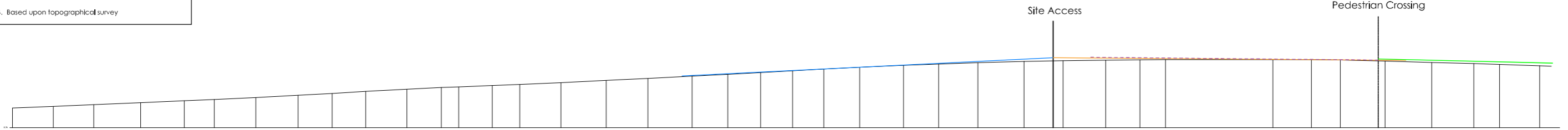
1877-12

RSA Stage 1 Brief - OO Signed 2.08.2024

C Drg Nos 1877/10/A, 1877/11 & 1877/12

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Notes:  
 1. Do not scale from this drawing  
 2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd  
 3. Subject to detailed design  
 4. Based upon topographical survey



Suggested relocated speed limit change as indicated on Wain Homes access drawing. Precise speed (30 or 40mph) to be agreed with SCC. Scheme could comprise gateway feature, roundel and dragons teeth markings. Details to be agreed with SCC in the context of current liaison on this matter for the Wain Homes access

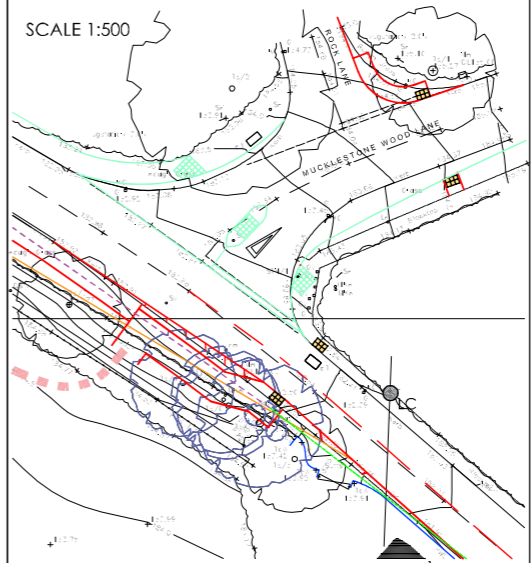
Introduce 'Slow' marking

Introduce white lining to indicate a pinch point narrowing the carriageway to 5.0m wide for a distance of 10 metres

Introduce 'Slow' marking

Wain Homes Access

Introduce white lining to indicate a pinch point narrowing the carriageway to 5.0m wide for a distance of 10 metres



- Key:
- 2.4m x 119m visibility splay
  - 2.4m x 124m visibility splay
  - - - 124m stopping sight distance
  - - - 96m stopping sight distance (absolute minimum based on recorded speed)
  - - - 59m intervisibility splay
  - - - 97m intervisibility splay
  - Proposed kerblines
  - ▲ Proposed road markings
  - Existing road markings
  - Tadgedale quarry S278 arrangements
  - Existing lighting column
  - Proposed lighting column (indicative location, subject to detailed design)

Existing field access to be closed

Hedgerow to be removed/translocated to provide visibility splay

Existing field access to be closed

Site Access

Hedgerow to be removed to provide access

Introduce 2.0m wide service margin

Vegetation to be removed to form access

Indicative alignment of proposed internal footway/cycleway link

Existing speed limit change


S278 improvements as part of Tadgedale Quarry residential development

Introduce footway with dropped kerb and tactile paving. Tactile paving and footway crossing to the south of the road to be built to existing nearside kerb or to revised kerb dependant on which scheme comes forward first

Introduce build out with tactile paving and dropped kerbs. Maintain 5.5m carriageway between kerbs at the proposed build out.

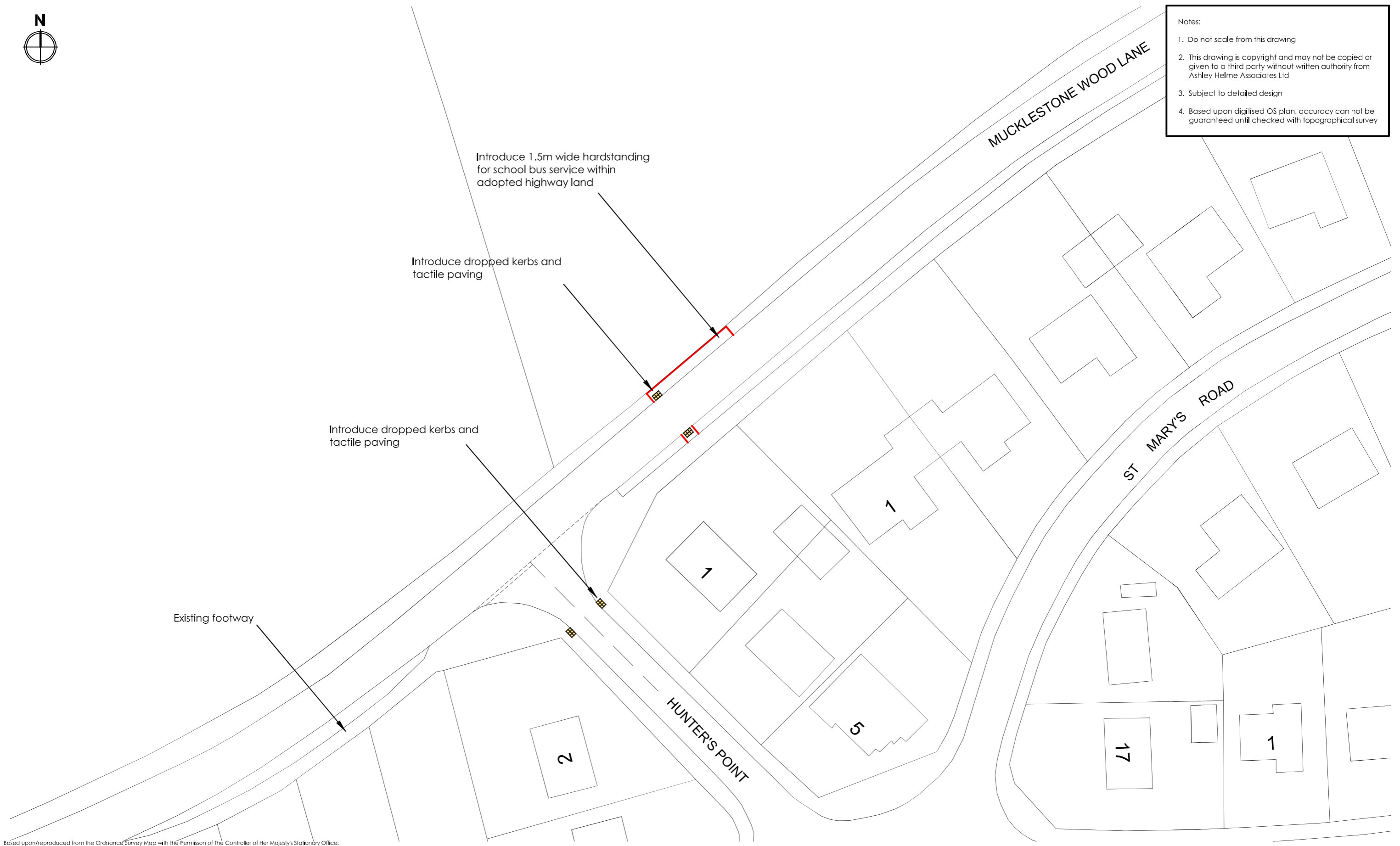
Existing wall of adjacent residential property

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Project <b>LAND OFF ECCLESHALL ROAD, LOGGERHEADS</b>	Title <b>PROPOSED ACCESS ARRANGEMENTS: OPTION 3</b>	Dwg No <b>1877/10</b>	Rev <b>A</b>		Telephone 0161 972 0552 Email aha@ashleyhelme.co.uk Website www.ashleyhelme.co.uk Address 76 Washway Road, Sale, Manchester, M33 7RE
		Date <b>APRIL 2024</b>	Scale <b>1:1000@A2</b>		
Client <b>GLADMAN DEVELOPMENT LTD</b>					

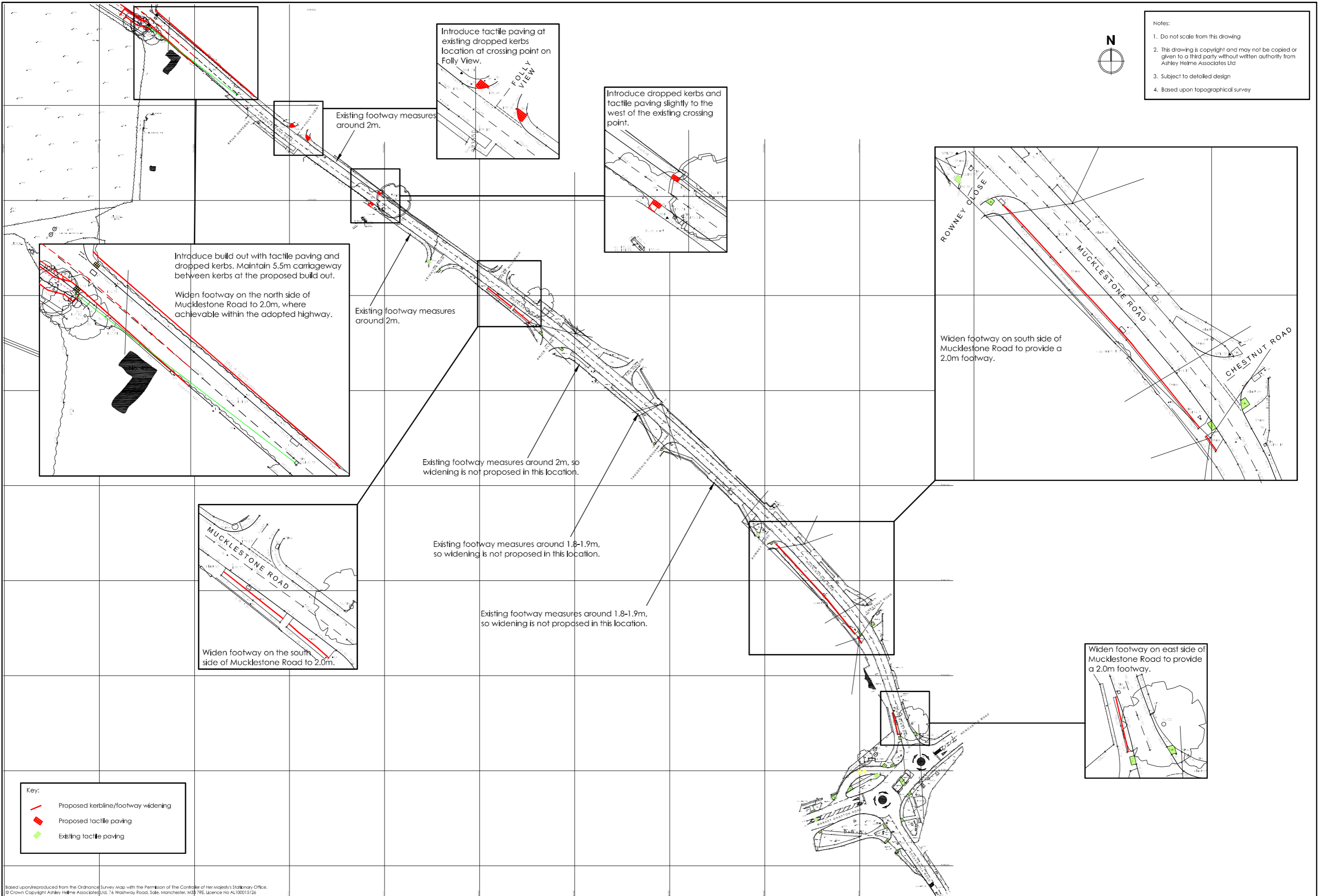


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  3. Subject to detailed design
  4. Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey




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Project <b>LAND OFF ECCLESHALL ROAD, LOGGERHEADS</b>	Title <b>PROPOSED SCHOOL BUS STOP IMPROVEMENT: MUCKLESTONE WOOD LANE</b>	Drawing No <b>1877/11</b>	Rev 	 <b>ASHLEY HELME ASSOCIATES</b>	Telephone 0161 972 0552 Email <a href="mailto:aha@ashleyhelme.co.uk">aha@ashleyhelme.co.uk</a> Website <a href="http://www.ashleyhelme.co.uk">www.ashleyhelme.co.uk</a> Address 76 Washway Road, Sale, Manchester, M33 7RE
Client <b>GLADMAN DEVELOPMENTS LTD</b>		Date <b>APRIL 2024</b>	Scale <b>1:500@A3</b>		



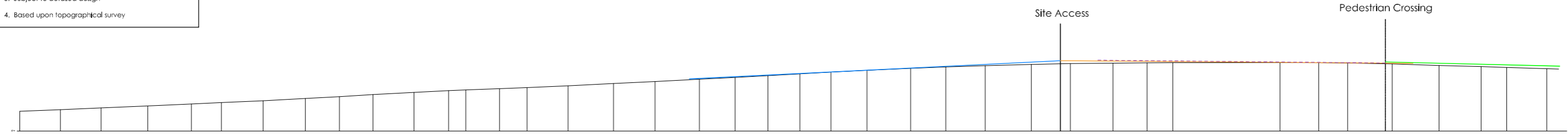
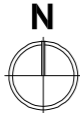
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Project <b>LAND OFF ECCLESHALL ROAD, LOGGERHEADS</b>	Title <b>EXISTING AND PROPOSED PEDESTRIAN INFRASTRUCTURE</b>	Dwg No <b>1877/12</b>	Rev 	 <b>ASHLEY HELME ASSOCIATES</b>	Telephone 0161 972 0552 Email aha@ashleyhelme.co.uk Website www.ashleyhelme.co.uk Address 76 Washway Road, Sale, Manchester, M33 7RE
Client <b>GLADMAN DEVELOPMENT LTD</b>		Date <b>APRIL 2024</b>	Scale <b>1:1250@A2</b>		

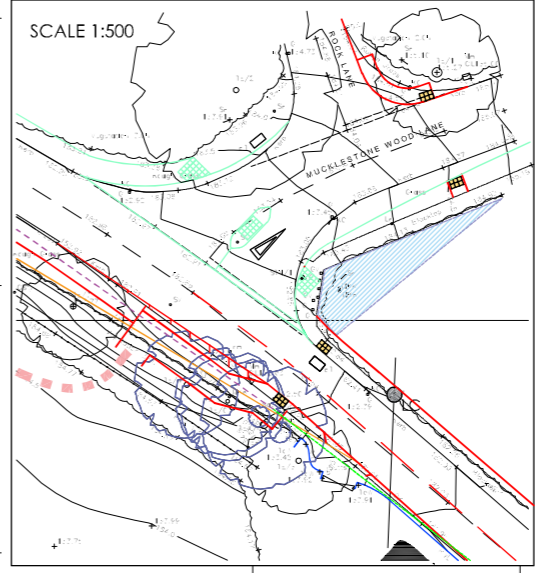
D Drg No 1877/10/B

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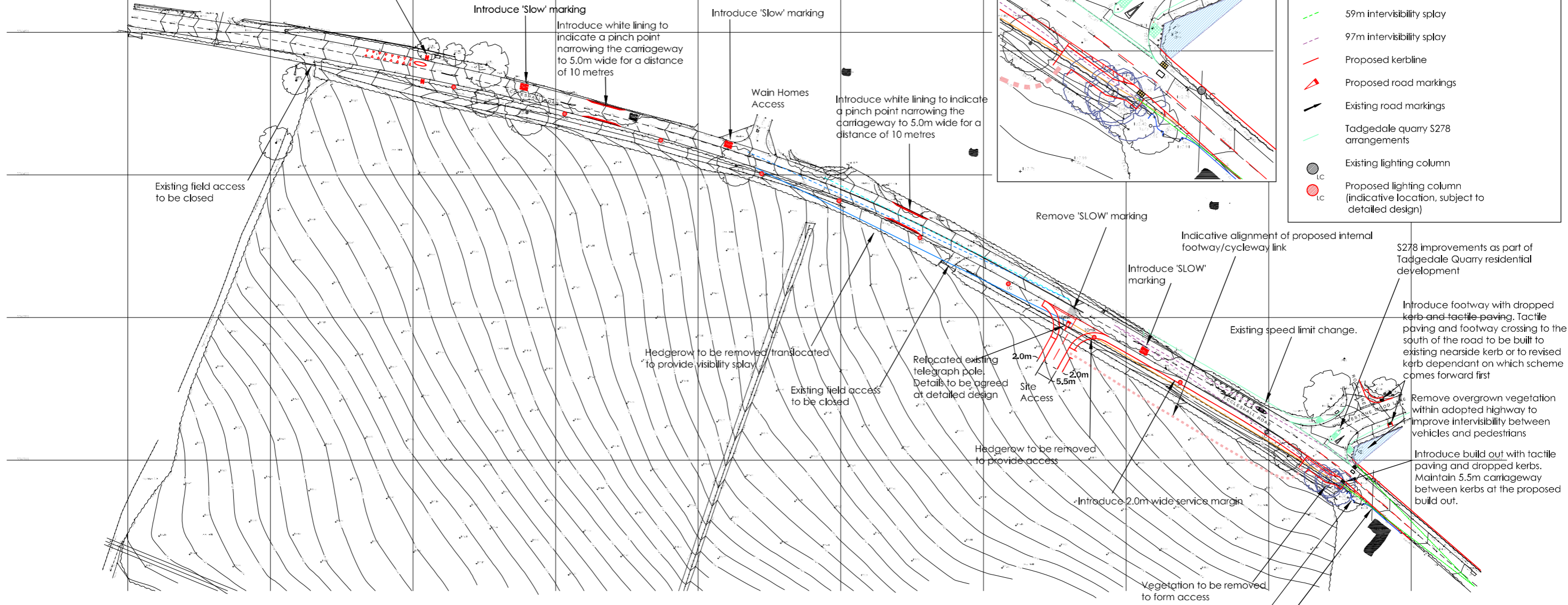
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  4. Based upon topographical survey



Suggested relocated speed limit change as indicated on Wain Homes access drawing. Precise speed (30 or 40mph) to be agreed with SCC. Scheme could comprise gateway feature, roundel and dragons teeth markings. Details to be agreed with SCC in the context of current liaison on this matter for the Wain Homes access



- Key:
- 2.4m x 119m visibility splay
  - 2.4m x 124m visibility splay
  - 124m stopping sight distance
  - 96m stopping sight distance (absolute minimum based on recorded speed)
  - 59m intervisibility splay
  - 97m intervisibility splay
  - Proposed kerbline
  - Proposed road markings
  - Existing road markings
  - Tadgedale quarry S278 arrangements
  - Existing lighting column
  - Proposed lighting column (indicative location, subject to detailed design)



S278 improvements as part of Tadgedale Quarry residential development

Introduce footway with dropped kerb and tactile paving. Tactile paving and footway crossing to the south of the road to be built to existing nearside kerb or to revised kerb dependant on which scheme comes forward first

Remove overgrown vegetation within adopted highway to improve intervisibility between vehicles and pedestrians

Introduce build out with tactile paving and dropped kerbs. Maintain 5.5m carriageway between kerbs at the proposed build out.

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Project	LAND OFF ECCLESHALL ROAD, LOGGERHEADS	Title	PROPOSED ACCESS ARRANGEMENTS: OPTION 3	Dwg No	1877/10	Rev	B	<p><b>ASHLEY HELME ASSOCIATES</b></p> <p>Telephone: 0161 972 0552          Email: aha@ashleyhelme.co.uk          Website: www.ashleyhelme.co.uk          Address: 76 Washway Road, Sale, Manchester, M33 7RE</p>
Client	GLADMAN DEVELOPMENT LTD			Date	AUGUST 2024	Scale	1:1000@A2	

Rev	Description	Date
B	Amendments in response to Stage 1 RSA	23.08.24
A	Additional footway widening	10.06.24




RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>1.1 It is proposed to install street lighting along the section of Eccleshall Road between Mucklestone Wood Lane and the position of the new 30mph speed limit. Two of the proposed lighting columns are within or close to existing trees. These trees will affect the lighting levels on the carriageway and as such create areas of shadow increasing the risk of darkness collisions.</p>	<p>Ensure that the position of the lighting columns and subsequently the lighting levels are not affected by trees along Eccleshall Road.</p>	<p>Noted. Drg No 1877/10/B has been prepared to show revised indicative lighting columns in the vicinity of trees towards the western boundary of the Site. The precise lighting details will be agreed at detailed design stage.</p>		
<p>1.2 During the site visit it was noted that there is an existing "SLOW" marking within the area where the new site access junction will be located. The "SLOW" marking could affect the ability of vehicles especially PTW to enter and exit the access junction due to the increased risk of loss of control type collisions.</p>	<p>Move the "SLOW" marking away from the junction and totally remove the "SLOW" marking by resurfacing the carriageway.</p>	<p>Noted. The SLOW marking can be removed from the carriageway as part of the implementation of the proposed Site Access arrangements. Drg No 1877/10/B has been prepared to show the removal of the SLOW marking from the carriageway. A new SLOW marking has been introduced further from the proposed Site Access. The precise details will be agreed at detailed design stage.</p>		
<p>1.3 During the site visit it was noted that there is a telegraph pole within the junction. The drawings do not show that this will be moved (Photo). Street furniture within the access junction will increase the risk of collisions.</p>	<p>At detailed design ensure that all street furniture currently in the area set aside for the site access junction are relocated to a safe location.</p>	<p>Noted. The telegraph pole will be relocated. Drg No 1877/10/B includes a note to highlight this. The precise location will be determined at detailed design stage.</p>		
<p>1.4 The drawings show that the existing "Dragons Teeth" and 30mph roundel will not be</p>	<p>Remove road markings and where necessary</p>	<p>A S106 contribution of £10,000 is agreed with SCC to relocate the speed limit change to the west on Eccleshall Road. The dragons teeth markings and</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>removed according to the GA drawing provided. This could result in confusing information being provided to drivers and may result in an increased risk of drivers failing to comply with the speed limit.</p>	<p>resurface Eccleshall Road.</p>	<p>30mph roundel will be removed from the current position on Eccleshall Road as part of the speed limit relocation.</p>		
<p>1.5 It is proposed to construct a new uncontrolled crossing over Muckleston Road near its junction with Muckleston Wood Lane. The Audit Team were concerned that both sides of the crossing could have obstructed intervisibility between waiting pedestrians and approaching vehicles. It is a requirement that visibility splays of 1.5m x 40m must be provided for 30mph roads. Based on the drawings the visibility to the south from the western side of Muckleston Road is likely to be obstructed by vegetation and similarly the visibility between the eastern crossing and approaching vehicles on Muckleston Wood Lane also will have visibility obstructed by vegetation.</p>	<p>Ensure that unobstructed inter-visibility is provided.</p>	<p>Drg No 1877/10/B shows the provision of intervisibility splays at the proposed crossing. The visibility splays are based on the recorded approach speeds for vehicles on Muckleston Road/Eccleshall Road.</p> <p>Vegetation will be removed in this location to provide the proposed pedestrian/cycle access point. The vegetation removal is indicated on 1877/10/B. This will provide unobstructed visibility for pedestrians crossing in this location.</p> <p>It is proposed to widen the existing footway on Muckleston Road to 2.0m in the vicinity of the proposed crossing. The footway widening is shown extending to the south of the crossing.</p> <p>The widening of the footway will require some removal of vegetation in this location and provide improved intervisibility for a pedestrian crossing the road. Drg No 1877/10/B includes a note to indicate further removal of overgrown vegetation at the Muckleston Wood lane/Muckleston Road junction, within the adopted highway, to improve intervisibility between vehicles and pedestrians.</p>		
<p>1.6 It is proposed to construct a new uncontrolled dropped</p>	<p>As the scheme is likely to increase pedestrian</p>	<p>There is an existing crossing in this location. The crossing that will be improved as part of the</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>crossing of Mucklestone Road between Folly View and Leighton View. This is an area of encroachment by trees and self-seeded vegetation and is dark even in the daylight (Photo). The new crossing will be within this area. The existing street lighting column is completely obstructed by surrounding trees with no light likely to reach the footway and new uncontrolled crossing.</p> <p>Obstructed daylight/lighting will increase the risk of pedestrian/vehicle collisions in the hours of darkness.</p>	<p>movements both in daylight and darkness it is recommended that the trees are all cut back to both allow daylight to reach the carriageway and uncontrolled crossing as well as allow light from the nearby column to reach the crossing also.</p>	<p>proposed development to provide better dropped kerb and tactile paving provision. It is noted that the existing lighting column may be obscured by overgrown vegetation. This is a current maintenance issue that is the responsibility of Staffordshire County Council. However, it is acknowledged that the proposed development will increase pedestrian movements at the crossing. The lighting will be reviewed in this location as part of the detailed design. Remedial measures may include trimming back of vegetation, upgrade to lighting provision or relocation of lighting column.</p>		

**On behalf of the Design Organisation I certify that:**

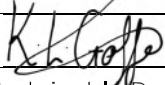
**1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.**

Name:	Paul Loftus
Signed:	
Position:	Associate Director
Organisation:	Ashley Helme Associates Ltd
Date:	11.12.24

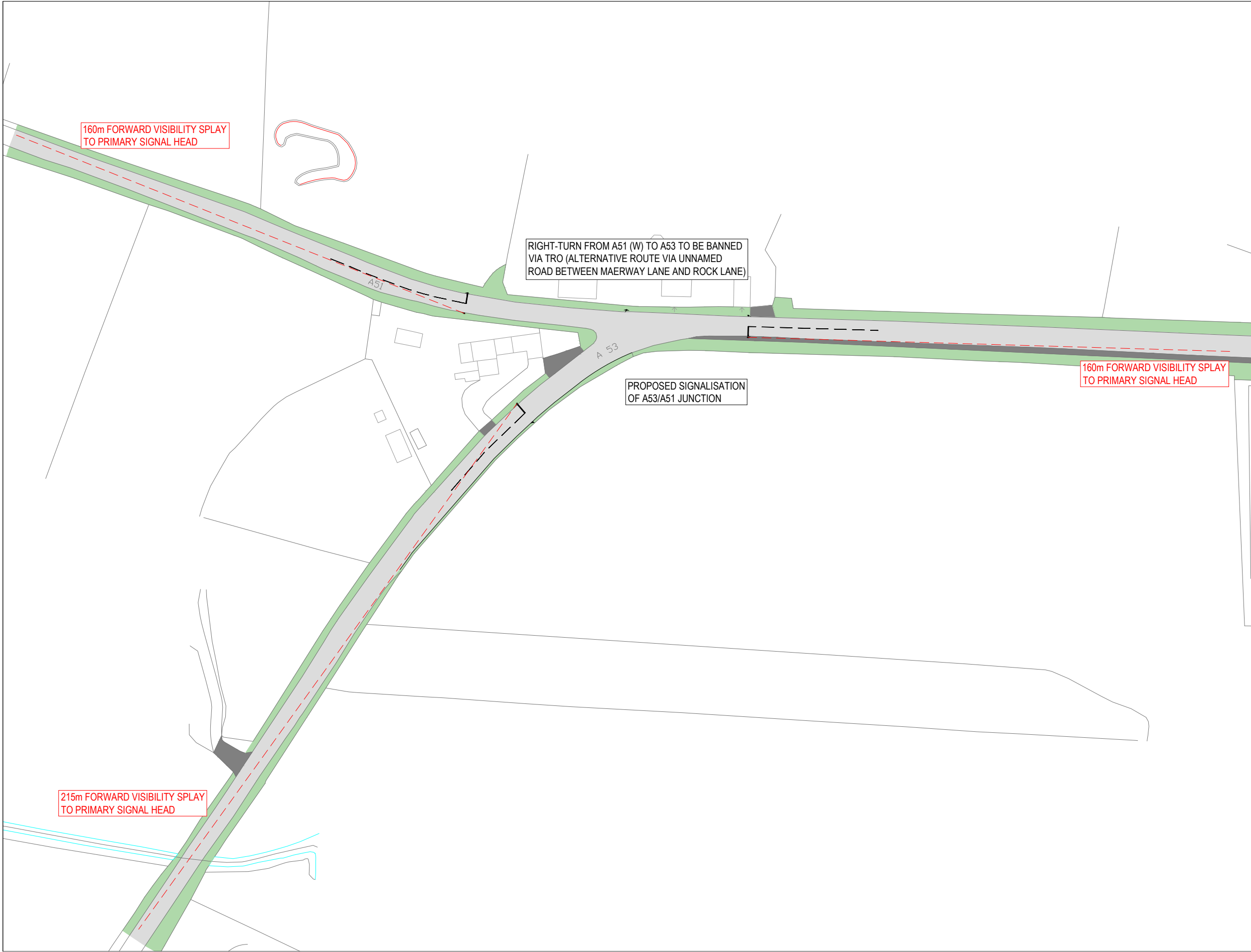
**On behalf of the Overseeing Organisation I certify that:**

**1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation; and**

**2. the agreed RSA actions will be progressed.**

Name:	Kristie Goffe
Signed:	
Position:	Sustainable Development Project Engineer
Organisation:	Staffordshire County Council
Date:	11.12.24

**APPENDIX F            Hub Transport Planning Drg Refs T21558-006 & 007**



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
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Hub Transport Planning Ltd  
 Radclyffe House  
 66/68 Hagley Road  
 Edgbaston  
 Birmingham  
 West Midlands  
 B16 8PF  
 T : 0121 454 5530

CLIENT  
**RICHBOROUGH ESTATES**

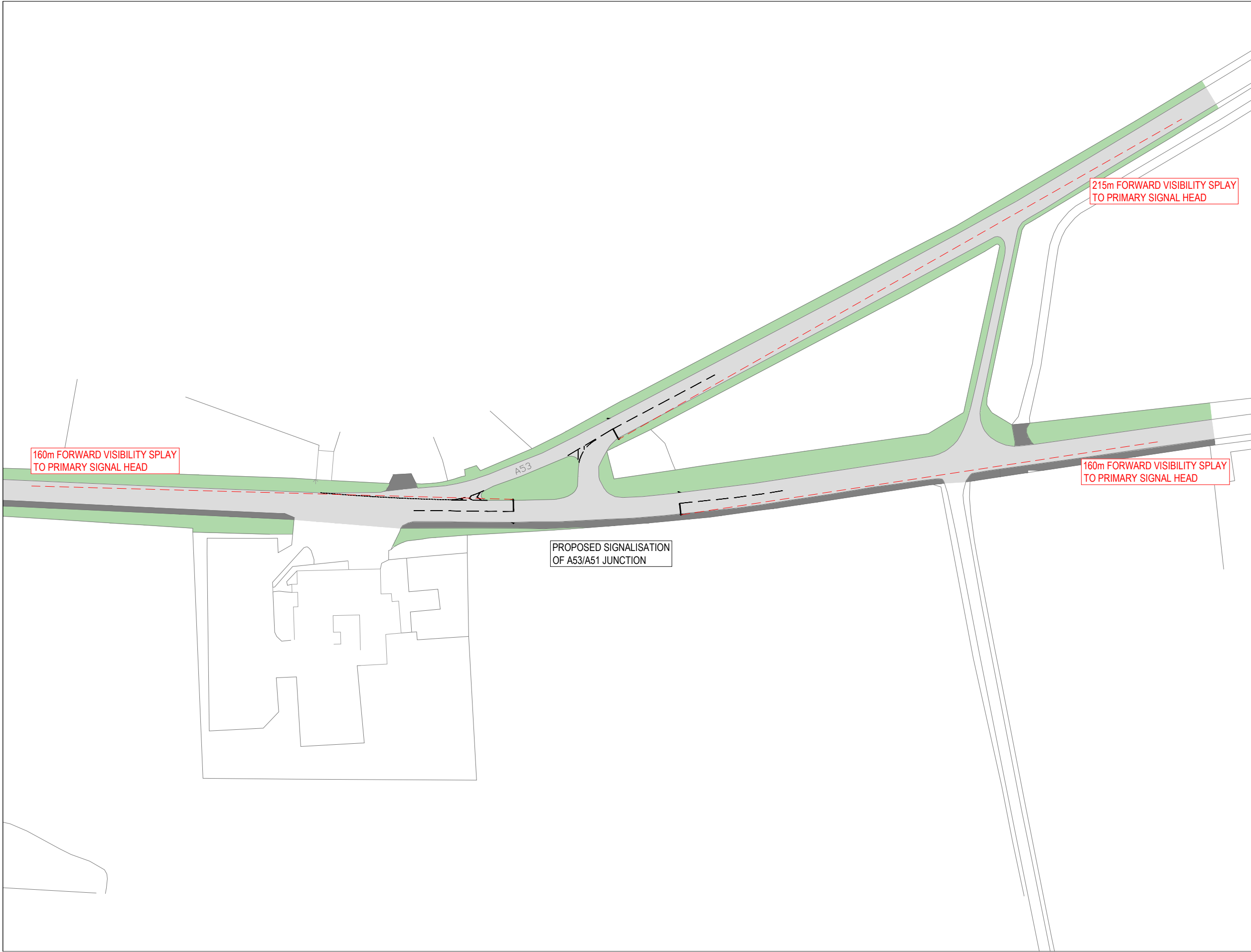
PROJECT  
**BALDWINS GATE**

TITLE  
**PROPOSED A51/A53 SIGNALS  
 SCHEME (WESTERN JUNCTION)**

DRAWN JP	AUTHORISED GM	SCALE 1:1250	SHEET SIZE A3	DATE 27.09.21
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PROJECT NO. T21558	DRAWING NO. 006	REV -
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1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



REV	DESCRIPTION	DATE	BY	AUTH



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 66/68 Hagley Road  
 Edgbaston  
 Birmingham  
 West Midlands  
 B16 8PF  
 T : 0121 454 5530

CLIENT  
**RICHBOROUGH ESTATES**

PROJECT  
**BALDWINS GATE**

TITLE  
**PROPOSED A51/A53 SIGNALS  
 SCHEME (EASTERN JUNCTION)**

DRAWN JP	AUTHORISED GM	SCALE 1:1250	SHEET SIZE A3	DATE 27.09.21
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PROJECT NO. T21558	DRAWING NO. 007	REV -
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