

| District | Delivery | Scheme Name and Location | Scheme Description | Scheme Rationale | IT Block (£000) | S106 and Other Funding (£000) | Total Cost 2020/21 (£000) | Have access to more good jobs and share the benefits of economic growth | Be healthier and independent for longer | Feel safer, happier and more supported in their community | Total |
|---|----------|---|--|--|-----------------|-------------------------------|---------------------------|---|---|---|-------|
| Targeted Local Safety Schemes Commenced 2019/20 or earlier | | | | | | | | | | | |
| SMDC | Amey | Freehay crossroads, Cheadle | Part 1 of the scheme includes the implementation of a speed limit reduction on each approach. Part 2 of the proposed safety improvements will consider widening the junction alongside the changing of priorities. This will give vehicles travelling from School Lane to Counslow Road and vice versa priority. | Nine personal injury collisions have been recorded at this rural crossroads within the latest three years of personal injury data. All nine collisions involved a vehicle failing to stop at the junction on the side road and proceeded to collide with a vehicle traveling through the junction. | 150 | 0 | 150 | 1 | 2 | 3 | 6 |
| TBC | Amey | Ventura Park roundabout, Bitterscote Drive, Tamworth | Deliver on the proposals recommended following a review of signage and lining to improve lane discipline by drivers/riders. The scheme will take into account work that has recently completed to improve capacity. | Identified as a cluster site in a periodic search of the database following five personal injury collisions being recorded in a three year period. | 0 | 54 | 54 | 1 | 2 | 3 | 6 |
| TBC | Amey | B5000 Glascote Road, Tamworth | To finalise, consult and deliver a proposed traffic calming scheme along the length of Glascote Road between Kettlebrook Road and Marlborough Way. Off-road cycling provision on the eastern section between Abbey Road and Marlborough Way has also been incorporated into the proposal. | Consideration of traffic calming measures was based on the pattern and severity of accidents on Glascote Road that have been identified during routine searches of database. In total, 17 personal injury collisions have been recorded during a three-year period for this length of road. Off-road cycle provision is available for the section of the route to the west of Abbey Road; however, this provision does not continue to the east of Abbey Road which will discourage use of cycles and add to the opportunity for conflict between vehicles and cyclists. The scheme would be expected to reduce the number of accidents and the proposed remedial measures would provide a First Year Rate of Return (FYRR) greater than | 0 | 57 | 57 | 1 | 3 | 3 | 7 |
| ESBC | Amey | A5121 Wellington Road / A5189 Shobnall Road roundabout, Burton | Feasibility study to determine whether any engineering interventions could be considered whilst understanding the impacts on the wider network. The study potentially could lead to a design being prepared for an agreed scheme to be delivered in 2021/22. | Eleven personal injury collisions have been recorded at this roundabout within the latest three years of personal injury data. Previously, schemes have been delivered, however a detailed feasibility study is required to ascertain whether other remedial measures could be delivered, such as traffic signals. Measures to reduce the impact on air quality will also be considered as the junction is within an Air Quality Management Area. | 0 | 5 | 5 | 2 | 2 | 3 | 7 |

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| County wide | Amey | Additional Local Safety Schemes | New accident cluster locations identified following data analysis. | To ensure delivery of future local safety schemes within one financial year, the design and any associated consultation will be completed during 2019/20 with delivery in 2020/21. | 30 | 0 | 30 | 1 | 2 | 3 | 6 |
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Local Safety Scheme commenced Sub Total

180 116 296

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2020/21 New Targeted Local Safety Schemes

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| ESBC | Amey | Waterloo Street, Burton upon Trent | Following a feasibility study, improvement of current speed calming features; provision of tactile paving and improved signing and markings are proposed for Waterloo Street between Dallow Street and Byrkley Street. | The scheme would be expected to reduce the number of accidents and would provide a First Year Rate of Return (FYRR) greater than 100%. 10 personal injury accidents have taken place during the most recent 3 years of data of which 5 of these accidents involved pedestrian casualties. | 44 | 80 | 124 | 1 | 2 | 3 | 6 |
| SBC | Amey | A34 The Fillybrooks/Yarnfield Lane | Provision of a Vehicle Activated Sign to highlight the junction. | The scheme would be expected to reduce the number of accidents occurring at this location. 7 accidents have occurred at this location within the latest 3 years of complete data. Of these 7 accidents, 5 of which involved vehicles emerging from Yarnfield Lane and being hit by vehicles travelling north on the A34. The proposed remedial measure would provide a First Year Rate of Return (FYRR) greater than 100%. | 20 | 0 | 20 | 1 | 2 | 3 | 6 |
| SDDC | Amey | A460 Lodge Lane, Cannock | To finalise and deliver a proposed signage and marking scheme for the stretch of A460 Lodge Lane Cannock between Churchbridge Island with the A5 and Saredon Road roundabout junction. | In total, 11 personal injury collisions have been recorded during a three-year period for this length of road, of which 1 was fatal and a further four collisions were serious. The remedial engineering measures proposed focus on road markings and signage solutions. The scheme would be expected to reduce the number of accidents and the proposed remedial measures would provide a First Year Rate of Return (FYRR) greater than 100%. | 20 | 0 | 20 | 1 | 2 | 3 | 6 |
| SBC | Amey | A34 Queensville roundabout, Stafford | Following the completion of a feasibility study, signing and markings improvements at the roundabout junction of the A34 and Silkmore Lane are recommended. | The scheme would be expected to reduce the number of accidents taking place, as currently 7 accidents have occurred in the most recent 3-year period. The recommendations would provide a First Year Rate of Return (FYRR) greater than 100%. | 10 | 10 | 20 | 1 | 2 | 3 | 6 |

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| SBC | Amey | Holdiford Road bridges, Milford | Undertake a feasibility study to evaluate alternative signing or signalisation options for the canal and river bridges on Holdiford Road, which have restricted width and intervisibility. | The scheme would be expected to reduce the number of accidents as through examining the most recent 3 years of PIC data, 8 accidents have taken place, of which 7 are head on collisions occurring at this location. The proposed remedial measures would provide a First Year Rate of Return (FYRR) greater than 100%. | 10 | 0 | 10 | 1 | 2 | 3 | 6 |
| NBC | Amey | Ryecroft / Knutton Lane roundabout, Newcastle under Lyme | Updating signing and road markings at A34 Ryecroft Roundabout | 5 accidents have occurred in the most recent 3 years of personal injury collision data at this location. Junction overshoots continue to take place though previously, tail end shunts had also been an issue at this location. The proposed solutions would encourage drivers to keep a safe distance apart, slowing down traffic at the give-way line and creating better visibility of circulating traffic. | 0 | 15 | 15 | 1 | 2 | 3 | 6 |
| 2020/21 New Local Safety Scheme Sub Total | | | | | 104 | 105 | 209 | | | | |

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Community Liaison Schemes Commenced 2019/20 or Earlier

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| SBC | Amey | Mill Lane Great Haywood | Provide a safe footway between Great Haywood and the canal basin and farm shops, linking between existing footways, to improve road safety for vulnerable road users. | The footways are heavily used however no footway extends for around 100m under the railway bridge and pedestrians are forced to walk into the carriageway. There have been a number of close encounters between pedestrians and motorists. It is supported by the County Councillor and the parish. A petition for the footway was also submitted to the County Council in 2017. | 150 | 15 | 165 | 1 | 3 | 3 | 7 |
| LDC | Amey | B5014 Uttoxeter Road, Hill Ridware, Gateways | Traffic calming will be delivered in the form of: Chicanes/gateways at the 30mph entrances to Hill Ridware on the B5014 and Pile Lane, speed cushions on B5014, reduction in approach speeds to the gateways and carriageway reprofiling to deal with surface water. | To reduce traffic speeds along the B5014 Uttoxeter Road through Hill Ridware and to improve the village environment for pedestrians and residents and discourage through traffic between A515 and A51. The scheme has been promoted by the County Councillor and the Parish Council are providing a funding contribution. | 90 | 15 | 105 | 1 | 2 | 3 | 6 |
| NBC | Amey | Mini roundabout improvements / Scot Hay Road, Silverdale | The preferred scheme to be delivered includes speed cushions on approaches, hatched markings and new splitter islands. | Driver behaviour when using the mini roundabouts has been observed as inappropriate. Concerns were raised by local residents to the County Councillor who subsequently prioritised an investigation and option report via his DHP. | 0 | 115 | 115 | 1 | 1 | 3 | 5 |

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| ESBC | Amey | Parking scheme, Yoxall Road, Newborough | Provide restrictions in the centre of the village to ease congestion at peak times. Review the existing build out on Duffield Lane that currently has received road safety concerns. Provide a 40mph buffer zone and reduction to 50mph towards Mitre Crossroads. | In Yoxall Road there is limited parking, especially at school time where congestion is evident. There is currently a central splitter that adds to confusion as some vehicles enter Yoxall Road on the wrong side of the road. There are concern that these issues are pushing traffic onto the main B road at a point where pedestrians cross, contributing towards safety issues. The County Councillor and Parish Council have offered funding support. The alternative option of introducing limited time waiting could potentially move traffic onto the main B road. | 20 | 13 | 33 | 1 | 1 | 3 | 5 |
| ESBC | Amey | Station Road pedestrian crossing improvement, Barton under Needwood | Safety measures at the existing zebra crossing on Station Road by Thomas Russell Infants School. Current proposal is a raised zebra crossing and renew kerbs and footway. | The zebra crossing is difficult to use in peak times due to the volume and speed of vehicles. Visibility of the crossing is limited as it is at the same level as the adjacent carriageway and is partially sighted due to large trees with TPOs on them. It is supported by the County Councillor and the Parish Council will provide a funding contribution. Altering the junction and introducing Traffic Regulation Orders to control traffic would not improve the safety for children crossing. | 155 | 10 | 165 | 1 | 2 | 3 | 6 |
| ESBC | Amey | A518 Weston to Uttoxeter speed limit review (also include A51) | Potential speed limit reduction to 50mph on A518 between Bridge Lane and Wadden Lane, Amerton. Potential speed limit reduction also on A518 at Grindley by the Castlewood Café service area. Investigate safe crossing points in Weston on the A51. | The Parish have raised safety concerns that vehicle speeds are excessive near to the entrance to Amerton Farm. There have also been a number of accidents on the A518 at Grindley. The mobile enforcement team occasionally enforce at these locations. Traffic on the A51 enters the village in excess of the 40mph speed limit. The residents feel isolated and find crossing the A51 at this location difficult due to vehicle speeds. | 5 | 0 | 5 | 1 | 1 | 3 | 5 |
| ESBC | Amey | A515 – Minor roads experimental TRO | Advance signage on the Trunk Road network is required to keep HCVs on the A50 and the A38. Highways England approval will be required, and the signs would need to be designed and installed under their approval and permission. Costs include lane closures on the A38. | Outcome of the Prosperous Staffordshire Select Committee. Experimental right and left turns orders have been implemented along the A515 between Kings Bromley and Yoxall and are due to be made permanent in August 2020. Feedback has identified that advance signage on the trunk road network is required if the scheme is to successfully reduce HCV numbers to acceptable levels. The current enforcement being undertaken by the Police has identified a number of violations caused by confusion about | 5 | 0 | 5 | 3 | 1 | 2 | 6 |
| Community Liaison Commenced Sub Total | | | | | 425 | 168 | 593 | | | | |

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| 2020/21 New Community Liaison Schemes | | | | | | | | | | | |
| SBC | Amey | Stone Road safety improvements, Eccleshall | Provide gateways and traffic calming to reduce speeds and improve pedestrian safety | Traffic enters Eccleshall at speed on the Stone Road where footways and road widths are narrow. A number of properties exit onto Stone Road. The aim is to reduce speed and improve pedestrian safety. The scheme was proposed by the County Councillor. A feasibility report has assessed traffic volume and speed counts and recommends gateways and traffic calming. Alternative considered includes VAS signs. | 35 | 0 | 35 | 1 | 2 | 3 | 6 |
| SBC | Amey | Doxey Road pedestrian crossing, Stafford | Proposed zebra crossing on the existing road hump adjacent to Doxey Primary school. | Due to the additional development in the area and more vehicle movements the local Councillor requests a zebra crossing over the existing raised table to improve pedestrian safety. A feasibility study has been carried. | 30 | 0 | 30 | 1 | 2 | 3 | 6 |
| ESBC | Amey | Traffic calming Anslow | To consider measures to calm traffic as it enters Anslow and to then keep traffic speeds low as the traffic passes through the village. | Speed and volume counts indicate an increase in traffic through Anslow village where the road is narrow and a primary school is located. The issue is exacerbated by new developments in the area and a recent road traffic collision adjacent to the school highlights the issue. A survey shows speeds in excess of 30mph. Proposals have been discussed with the Parish Council. | 0 | 5 | 5 | 1 | 2 | 3 | 6 |
| ESBC | Amey | Stramshall Traffic Calming | Traffic calming measures in the vicinity of Stramshall | Scheme to be delivered to mitigate the impact of traffic generated from the expansion of JCB at Waterloo Farm, Uttoxeter Road, Beamhurst | 0 | 16 | 16 | 1 | 2 | 3 | 6 |
| ESBC | Amey | Tutbury Parking and traffic calming | To review current parking arrangements and introduce traffic calming measures in vicinity of the school in Burton Street where there are speeding issues at peak times. Parking proposals aim to improve bus reliability. | Current parking restrictions on Monk Street and High Street need to be reviewed and other areas require restriction, including areas that have limited time bays. Wellfield Road also has issues. Proposals are supported by the Parish Council and local member. A consultations have been undertaken on draft scheme designs. | 30 | 10 | 40 | 1 | 2 | 3 | 6 |

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| CCC | Amey | Weight Restriction, Norton Canes | Scheme would correct and improve an existing environmental weight restriction. A workable solution has been designed. | Norton Canes has issues with HCVs cutting through residential areas from the A5 and surrounding routes around the industrial area. The existing weight restriction and traffic order is incorrect, including the signage and distances. Correcting the weight restriction would help address some of the issues raised regularly by the community. Originally this was a member's DHP scheme however unable to deliver due to the rising cost. | 45 | 0 | 45 | 1 | 2 | 3 | 6 |
| LDC | Amey | Netherstowe Lane & Lincoln Close Lichfield Speed Limits | Carry out a TRO for the 30 mph section of Netherstowe Lane to ensure that it is legally enforceable. Install 30/40 mph signage at the Eastern Avenue / Lincoln Close junction to ensure it is legally enforceable. | To ensure that the highway signage and legal documentation complies with current highway standards and the law on signing speed limits. There is no TRO for Netherstowe Lane speed limit. Lincoln Close is a 30 mph residential road however there are no signs as you exit or join Eastern Avenue to indicate the change of speed limit between 30/40 mph. Low risk of objections. | 10 | 0 | 10 | 1 | 1 | 3 | 5 |
| LDC | Amey | Chorley village 30 mph speed limit | Traffic Regulation Order (TRO) to legally change the speed limit from national speed limit to 30 mph. Install signage for the 30 mph zone in the village. Preliminary assessment and estimated costs for the works completed through DHP funds. | The parish council have installed village gateway signage at their own cost and are looking to enhance signage by lowering the speed limit. £10k parish council fund available. Residents walk in the road to access local amenities and a local riding school uses the highway. A lower speed limit would enhance the feeling of safety. The parish council, supported by the local councillor wish to change the speed limit from 60 mph to 30 mph. Objections unlikely. | 12 | 10 | 22 | 1 | 1 | 3 | 5 |
| New Community Liaison Sub Total | | | | | 162 | 41 | 203 | | | | |

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2020/21 Countywide Commitments

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| County wide | Amey | Divisional Highway Programme | The Divisional Highway Programme is a Local Member Initiative that helps to fund highway and transport schemes prioritised by County Councillors, such as pedestrian safety, safety and congestion issues at local junctions, school traffic, HGV routing, speeding through villages, parking issues and rat-running on inappropriate roads. | County Councillors are allocated £7,000 to give them the opportunity to directly input into delivery programmes. They work closely with Community Infrastructure Liaison Managers and Parish Councils to ensure local concerns and challenges are identified and priorities are established, taking into account financial constraints. | 434 | 0 | 434 | 2 | 2 | 3 | 7 |
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| County wide | Other | Highways Laboratory | Funding provided to the County Council's Highways Laboratory for testing materials to ensure compliance with standards and specifications and measuring properties such as reflectivity of road markings and the skid resistance of road surfaces. | Ensures that the schemes delivered in both the maintenance and integrated transport block capital programmes achieve the required standard. | 60 | 0 | 60 | 3 | 1 | 3 | 7 |
| County wide | Amey | Rights of Way Improvement Plan | Funding is required for a programme of improvements including repair/replacement of bridges, surface improvements, wayfinding, stiles and furniture. The funding will also deliver reactive maintenance and grants awarded to Parishes and community groups through the Community Paths Initiative. Schemes in 20/21 focus on the County Council's priorities and are based on the route's classification (i.e. A, B or C) and the impact the issue is having on people's ability to use the network. | The Council has a statutory duty to keep safe and accessible Staffordshire's 4,510km of Public Rights of Way (PRoWs). At any one time there are around 1,000 live issues on the PRoW network; all of these need to be prioritised, investigated and resolved. PRoWs support tourism activity and connect residential areas to areas of employment, key services and facilities. They also provide opportunities for physical activity and healthier travel choices. It is estimated that 84% of Staffordshire's residences are within 1km of a PRoW. | 100 | 0 | 100 | 1 | 3 | 3 | 7 |
| County wide | Amey | Scheme prep costs | Funding required to provide initial investigations into scheme ideas to inform the decision whether they should be included in the programme and in bids for additional funding. | Helps to ensure that the most appropriate schemes are included in the programme in terms of achieving the necessary outcomes. Initial investigations and cost estimates will help to maximise the success of securing additional funding and reduce the risks associated with an under-costed bid. | 40 | 0 | 40 | 2 | 2 | 2 | 6 |
| County wide | Amey | Local Safety Scheme: Targeted wet road skidding sites | A route that has a wet road collision problem occurring predominantly at junctions and/or bends and approaches to roundabouts will be targeted via the Wet Roads Programme. | Sites will be assessed for suitability if there have been at least five wet road collisions on a short length of road (i.e. 200 metres) to make remedial action worthwhile within the latest three years of complete personal injury collision data. Sites should not normally exceed 1.5 km in length. Identified sites are sent to Asset Management with a request for investigation with a view to Premium Surface Dressing treatment as an LSS if appropriate. | 130 | 0 | 130 | 1 | 2 | 3 | 6 |
| County wide | Amey | Local Safety Schemes: Mass Action Programme | The Mass Action programme is a means to address a number of common type collisions that, while potentially occurring across a wide area, have a common cause, theme or pattern. The works involve the use of known engineering solutions to negate the actual hazards notably via signage and lining improvements. | All schemes proposed will have a minimum of three personal injury collisions within the latest three years of complete personal injury collision data. | 45 | 0 | 45 | 1 | 2 | 3 | 6 |

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| County wide | Other | Traffic Signal Refurbishment | Countywide programme of traffic signal refurbishment, focusing on the growing number of very poor assets that are in need of urgent refurbishment. | Although civil costs are reducing due to a fully ducted system, the County Council has declining assets because of the volume of assets. Over the past five years our growth of new assets has been a total of 26 sites of which six are junctions. The number of assets that are becoming very poor and in need of urgent refurbishment is increasing. Maintaining traffic signal assets to the required standards will improve traffic management of the highway network. Poorly maintained traffic signals impacts upon the authorities compliance with the requirements of the Traffic Management Act 2004. | 634 | 0 | 634 | 3 | 1 | 3 | 7 |
| County wide | Other | Sustrans project support | Sustrans review and advice on cycling projects within the programme and support the development of future priorities. | The objective is to seek advice from a nationally recognised organisation to ensure optimum scheme designs that maximise cycle usage. Engagement with Sustrans will also help to maximise future bidding opportunities. | 30 | 0 | 30 | 2 | 3 | 2 | 7 |
| County wide | Other | Traffic monitoring | Replace permanent traffic counters with CA Traffic's new "BlackCAT Compact" counters which have the ability for both telemetry and solar-power built in. | Traffic count data enables the County Council to monitor traffic growth, create traffic models and measure the outcome of highway improvements and major housing and employment developments. The traffic data will inform the County's Network Hierarchy which is a requirement under the Code of Practice of Well Managed Highway Infrastructure. Telemetry allows the data to be received remotely in the office which will dramatically increase the receipt of the data across all sites. Solar power will avoid the need to change batteries in the units. | 0 | 100 | 100 | 3 | 1 | 1 | 5 |
| County wide | Other | Real time bus passenger information project management and infrastructure improvements | RTPI project management and co-ordination, including partnership working with bus operators to ensure that they continue to provide vehicle location information. Re-allocation / installation of new infrastructure to accommodate bus service changes. Utilise the Media Ready Content Management System and our media ready assets (66 displays) for advertising. | Staffordshire now has 95% of the County enabled with RTPI along with 75% of the bus network currently providing vehicular positional data to Staffordshire's RTPI System, improving the safety and confidence of bus passengers. In 2017 a new RTPI system was procured which includes an industry first Media Ready Content Management System (CMS) which lends itself to advertising. An advertising loop through our JMW RTPI system will ensure that passengers engage with our displays and view adverts which are displayed before and after the premium real time information. The aim is to become 100% self-sufficient by April 2021 with the advertising providing the funding for an essential asset replacement programme. | 100 | 8 | 108 | 2 | 3 | 2 | 7 |

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| County wide | Amey | Traffic Regulation Orders (TROs) associated with Development | Deliver Traffic Regulation Orders secured through S106 agreements associated with new developments. Progress in 2020/21 is required on two schemes in Stafford and Newcastle. | Where necessary, TRO are required to help mitigate the impact of new development in Staffordshire. TRO contributions received in 2019/20 include: Former Castleworks, Stafford, on-site residents parking scheme and residential parking surveys associated with Orme Centre Pool Dam and the Jubilee Baths site, Newcastle. | 0 | 39 | 39 | 2 | 1 | 3 | 6 |
| Countywide Schemes Sub Total | | | | | 1573 | 147 | 1720 | | | | |

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| Transport Strategy Schemes Commenced 2019/20 or Earlier | | | | | | | | | | | |
| ESBC | Amey | A444 Corridor Study, Stapenhill, Burton | Current proposals include a pedestrian crossing on Stapenhill Road, temporary weight restriction on Sycamore Rd and Saxon St, extension of the two lanes on Main Street at the Stapenhill Road junction, feasibility of schemes to improve highway capacity on the A5189, including the signalisation of the junction at Tescos, and provision of a cycle route to Swadlincote. | A working group has been established to identify, design and implement transport improvements to help relief existing issues along the A444 and A5189 and accommodate forecast development traffic, particularly from the Drakelow development in south Derbyshire. S106 funding is available from Drakelow development. | 0 | 25 | 25 | 3 | 2 | 3 | 8 |
| ESBC | Amey | High Street gateways, Burton | Following provision of an Automatic Number Plate Recognition (ANPR) bus gate on High Street, investigate options for enhancing the gateways into High Street at both New Street and Worthington Way, removing the need for bollards. The current proposal includes altering the layout of the junctions, enhancing the surfacing and appearance of the junctions to make it clearer that pedestrians have priority in High Street. | The SCC and ESBC jointly agreed objective is to regenerate the town centre. The aim is to achieve the Local Plan Vision through changes to the highway network, at the same time as maintaining and enhancing connectivity for all modes which will include accommodating car movements on appropriate routes, convenient bus access to town and safe spaces for pedestrians and cyclists within and to the town centre. | 0 | 10 | 10 | 3 | 2 | 3 | 8 |
| ESBC | Amey | B5017 Corridor Improvements, Burton | Deliver traffic calming on the B5017 between Wellington Road/Shobnall Road and Postern Road, taking into account local community concerns, safety concerns around Shobnall Primary School and access to the hospital. | Improvements are required in line with community concerns about the traffic impact of major development sites. Scheme to be funded through S106. | 0 | 180 | 180 | 3 | 2 | 3 | 8 |

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| ESBC | Amey | Transport improvements associated with Land South of Branston, Burton | Consider a package of transport measures that could include bus enhancements, RTP1, improving walking/cycling connections from the Branston area linking into those proposed by the development, and improvements to Wellington Rd/Second Ave/Parkway roundabout. | The transport package is required to help mitigate the traffic impact associated with development at Land South of Branston, in line with the East Staffordshire District Integrated Transport Strategy. To be funded through S106. | 0 | 10 | 10 | 2 | 3 | 3 | 8 |
| ESBC | Amey | Bus route Hot Spot, Burton (St Paul's Street West) | Deliver traffic management measures in St Paul's Street West to remove obstructions for buses caused by on-street parking, particularly close to the junctions. | The bus operator has requested the removal of obstructions on this bus route that currently operates a commercial service to a regular 15 minute timetable (routes 3 and 8). The obstructions are impacting on the reliability of the service. | 0 | 15 | 15 | 2 | 2 | 3 | 7 |
| ESBC | Amey | Uttoxeter Transport Package | Feasibility studies have been completed for a package of schemes to be delivered following consultations and as resources permit. The package will potentially include High Street/Park Street parking provision and pedestrian safety, public realm at the War Memorial, parking and loading provision in Queen Street with potential EV charging points, Oldfields Road, Carter Street, Balance Steet and Market Street parking restrictions, Stone Road/Smithfield Road junction improvement, Church Road/Silver Street junction improvement combined with a potential bus gate on Back Lane and a bus layby on Bridge Street. | A review of highway issues exacerbated by new developments has identified a package of transport measures. The package takes into account local community concerns, development traffic and future regeneration proposals that may require the relocation of the bus station. It is proposed that the package is developed and delivered as resources permit. Pedestrian improvements on Bridge Steet and on-street parking on Hockley Road are expected to be delivered in 2019/20. | 0 | 55 | 55 | 2 | 1 | 3 | 6 |
| NBC | Amey | Kidsgrove town centre traffic management scheme | The scheme to be delivered includes banning all southbound movements from Heathcote Street onto the A50, move the southbound bus stop on The Avenue further south and provide an additional flare lane at The Avenue onto the A50. Scheme feasibility to improve capacity at the A50/Mount Road junction by providing a better balance of traffic flows across the lanes on A50 eastbound approach. | Congestion has been shown to be an issue along the A50 through Kidsgrove. This has lead to the designation of an Air Quality Management Area. Traffic modelling carried out by JCT consultants has recommended the preferred solution and the community has been consulted on the preferred scheme to be delivered. | 0 | 90 | 90 | 3 | 3 | 2 | 8 |
| NBC | Amey | Newcastle town centre road signing review | Deliver new road signage and road markings around Newcastle ring road for through traffic, local destinations and car parks. Provide clearway restrictions on the ring road. | Many businesses within BID hold the view that road infrastructure, signage and parking all present challenges to visitors in cars and on foot to the town, hindering economic growth. The proposed solution should also consider proposed re-routing that will help to reduce congestion in the Air Quality Management Area (AQMA). The proposals have been approved by the BID and Borough Council. | 0 | 120 | 120 | 3 | 1 | 2 | 6 |

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| NBC | Amey | Newcastle town centre TRO amendments and provision for cyclists | Amend TROs within the town centre and deliver appropriate signing and infrastructure to complement delivery of High Street / Merrial Street junction improvement and consult on amendments to allow cycling through the town. | Improved traffic enforcement and provision of cycle routes through the town. The scheme needs to tie in with the TRO requirements of the Ryecroft development. | 0 | 15 | 15 | 2 | 2 | 2 | 6 |
| NBC | Amey | Chatterley Valley sustainable transport links | Options for improving walking and cycling connectivity to be identified that tie into and complement the requirements of the planning consent for the extension of the Chatterley Development site, Peacock Hay Road. | S106 is available from Chatterley Valley developments to look at connections within Staffordshire and Stoke-on-Trent. Amey, Stoke-on-Trent City Council and Sustrans are considering route options. Any works need to complement the cycle routes proposed as part of the extension of Chatterley Valley. | 0 | 10 | 10 | 3 | 3 | 2 | 8 |
| CCC | Amey | Rugeley Town rail station | An improved link between Platform 2 at Rugeley Town Railway station and Horsefair and the town centre is proposed. This includes upgrading and lighting existing path to a shared use cycleway/footway. | Access between platforms is via a footbridge with no facilities for the less able. The proposed scheme would shorten the route between the two platforms and also the route between the station and Rugeley town centre. Community Infrastructure Levy (CIL) funding for delivery has been secured from the planning authority. | 10 | 162 | 172 | 2 | 3 | 2 | 7 |
| CCC | Amey | Rugeley sustainable transport links - Love Lane cycle route | Phase 1: Provision of new mainly on road cycle route between Leathermill Lane and Power Station Road (linking to Rugeley bypass) and upgrade of adjacent canal towpath. Phase 2: Upgrade of canal towpath from end of phase 1 to the Rugeley bypass in the vicinity of the Ash Tree Inn PH. Towpath upgrades include new surfacing and signing improvements. On road section includes markings and signing as well as improved access to Severn Trent Water pumping station as part of the works. | New cycle route will improve sustainable connectivity to the town centre and the existing cycle network as well as employment sites adjacent to Rugeley bypass and new proposed housing developments. | 0 | 218 | 218 | 2 | 3 | 2 | 7 |
| CCC | Other | Rugeley sustainable transport links - bus infrastructure | Package of interventions at the bus station to including RTPI, new shelters, enhanced passenger security, upgraded pedestrian links and public realm. RTPI could also be provided in the town centre. | Existing infrastructure requires review and potential upgrade in order to enhance the environment, support local bus services and reduce potential for further decline. The proposals will be delivered using S106 funds. | 13 | 111 | 124 | 3 | 2 | 2 | 7 |
| SSDC | Amey | Codsall rail station to car park pedestrian link | Design and deliver improved pedestrian facilities on Station Road between the rail station access road and the new car park to the south of Oaken Drive. The scheme includes refuges, dropped kerbs and enhanced footways to the car park. | A 30 space car park has been provided for rail passengers. In the last ten years growth in passengers has been 48%, reaching 125,000 passengers during 2017/18. Planned improved services will include an all-day half-hourly service / hourly Sunday service for Codsall and there will be increased capacity associated with the use of longer trains. The train operator is also proposing to make improvements to the rail station. | 75 | 80 | 155 | 3 | 2 | 2 | 7 |

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| SMDC | Amey | A522 Tape Street / Ashbourne Road junction improvement, Cheadle | Following detailed feasibility and design the mini roundabout will be retained and enhanced through resurfacing treatment, and signing and lining improvements will be completed along Tape Street. | Detailed design has identified the presence of significant utilities within the Tape Street / Ashbourne Road junction that would be extremely costly to relocate, negatively impacting on the value for money of the scheme, thus preventing the completion of proposed highway capacity improvements. | 30 | 63 | 93 | 2 | 1 | 3 | 6 |
| SMDC | Amey | St Edward Street and Stanley Street, Leek, public realm and connectivity enhancements | Investigation of possible public realm enhancements and traffic management measures on and adjacent to St Edward Street and Stanley Street. This could include a review of on-street parking provision, junction assessments and pedestrian crossing facilities to improve access to High Street and adjacent attractors. | The scheme will enhance the pedestrian and retail environment in Leek town centre. This will encourage sustainable travel, improve connectivity and support the local economy as well as reducing the impact of traffic in the town centre. | 5 | 0 | 5 | 2 | 2 | 2 | 6 |
| SMDC | Amey | Biddulph Valley Way | Detailed design of the scheme to complete NCN55 to the south of Biddulph between Brown Lees Road and Bull Lane. | The Biddulph Valley Way is a key off-road walking and cycling link providing connectivity between Stoke-on-Trent and Biddulph. Its use is promoted by local cycling user groups through organised rides and leaflet distribution. Detailed design and legal procedures have been completed. | 0 | 15 | 15 | 1 | 3 | 2 | 6 |
| ESBC / SMDC | Amey | Alton Towers Resort Route Signing Strategy | Delivery of the signing strategy that has been agreed by the Alton Towers Resort Transport Liaison Group. The project identifies existing signed routes and signing improvements to the A52 and A50. | This is a key project identified in the Alton Towers Resort ten year Transport Strategy to be funded through S106. The objective of the strategy is to manage traffic demand to Alton Towers and help reduce the impact of traffic on local communities. | 0 | 115 | 115 | 3 | 1 | 2 | 6 |
| TBC | Amey | Corporation Street / Church Street sustainable transport enhancements, Tamworth | Completion of design works for sustainable transport enhancements on Corporation Street and Church Street, including enhanced bus facilities, improved pedestrian environment, review of taxi and blue badge parking facilities and integration with the Enterprise Quarter. | Improve sustainable connectivity to the town centre and local retail and employment locations as well as access and improvement to a key bus interchange. It supports regeneration and economic growth aspirations and compliments work undertaken to the Enterprise Quarter. | 0 | 20 | 20 | 3 | 3 | 2 | 8 |
| TBC | Amey | Comberford Rd / Gillway Ln / Coton Ln junction improvement, Tamworth | Detailed feasibility and design is required to identify a preferred improvement that will increase capacity at the junction to accommodate housing growth. Delivery will be in a future year when all S106 has been received. | The improvement is required to accommodate residential development totalling 870 dwellings at Anker Valley, land off Browns Lane and Coton Lane. To be delivered using S106 funds. | 0 | 5 | 5 | 3 | 1 | 2 | 6 |

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| TBC | Amey | Watling Street pedestrian crossing, Tamworth | Improve provision for pedestrians crossing the B5404 approximately 100m west of the Tamworth Road /Watling Street signal junction, Two Gates. Dropped kerbs will be delivered in the short term to aid crossing. | The B5404 at this location has high traffic flows with no facilities for the high pedestrian demand to cross safely between residential areas and local facilities. Consideration needs to be given to the potential impact of the scheme on local air quality. Two Gates junction was within an air quality management area (AQMA) which was revoked in March 2018. | 10 | 0 | 10 | 1 | 3 | 3 | 7 |
| TBC | Amey | Rawlett School, Tamworth | Mitigation measures to be delivered to accommodate growth at Rawlett School include, double yellow lines to remove on-road parking on A513 Comberford Road, enhanced gateway and refuge to north of the school, measures to reduce speeds and enhance pavements, signing and road markings. | The proposals are required to mitigate the growth of Rawlett School serving existing and new residential areas and alleviate associated traffic and safety concerns. The scheme needs to complement the proposed improvements at the Comberford Rd / Gillway Ln / Coton Ln junction. | 0 | 75 | 75 | 3 | 2 | 3 | 8 |
| LDC | Amey | Burntwood town centre public realm enhancements | Detailed design and consultation on enhancements to public realm, junction improvements, signing strategy and sustainable transport measures. The preferred package will be agreed following consultation and media releases. The scheme is likely to be delivered as a phased approach with quick wins identified at an earlier stage and prioritised for delivery by the steering group members. | Compliments the regeneration of Burntwood town centre in partnership with key stakeholders, aiding rejuvenation of the town centre and supporting employment and housing growth guided by the Lichfield District Local Plan. | 0 | 21 | 21 | 3 | 2 | 2 | 7 |
| LDC | Amey | Cappers Lane / Trent Valley Road / Eastern Ave junction improvement, Lichfield | Feasibility and detailed design is required to identify a preferred improvement that will increase capacity at the junction to accommodate proposed housing growth. Delivery will be in a future year when all S106 has been secured. | The improvement is required to accommodate residential development at Streethay and Watery Lane totalling 1,700 dwellings. S106 is available from previous developments to complete design work. | 0 | 5 | 5 | 3 | 1 | 2 | 6 |
| LDC | Amey | HS2 Phase One Cycling and Safety Schemes in Lichfield District | Design and deliver a Local Safety Scheme at the A51/Borough Lane junction, Longdon as identified through collision cluster analysis. Develop a programme of safety and cycling measures for delivery in 2021/22 to 2025/26, taking into account the recommendations of the Road Safety Foundation assessment along section of the A51, A5192, A5127 and Cappers lane, the Lichfield cycle route audit and collision cluster analysis. | Funded through the £2,975,000 Road Safety Fund that can be spent up to 2026. HS2 Ltd has, so far, approved the spending of £50,000 and further draw down of funds can be made, as required. | 0 | 50 | 50 | 2 | 3 | 3 | 8 |

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| SBC | Amey | South Walls cycle route, Stafford | Sustrans has awarded the County Council DfT funds to deliver enhanced public realm and cycle facilities on South Walls between Cope Street, across Clark Street and linking to Queensway. Scheme includes enhanced public realm, uncontrolled crossing points, reconfiguration of the existing splitter island at Cope Street, shared use footway/cycleway and reduced traffic space. | Improve the condition of walking and cycling routes that directly access the town centre, specifically along South Walls where there is no cycle provision between the town centre and existing cycle routes provided by the new retail development. | 0 | 508 | 508 | 2 | 3 | 1 | 6 |
| LDC | Amey | Alrewas to NMA cycle route | Complete the cycle link between National Cycle Network route 54 and the National Memorial Arboretum (NMA). | Access to the Trent Valley and key attractors in the area such as the NMA via sustainable modes is limited by available infrastructure. The link between NCN54 and the A38 has been delivered with a contribution from Highways England. | 5 | 275 | 280 | 1 | 2 | 3 | 6 |
| SBC | Amey | A51 safety improvement, Pasturefields at Great Haywood | A feasibility study has been completed and the preferred option is to reduce the speed limit from 50mph to 40 mph on the A51 to complement adjacent speed limits. | Following recent improvements to adjacent businesses and the growth of the Hixon airfield there is an increased usage of the A51 in this area. Adjacent properties feel vulnerable by this increase and request a review of the safety measures in this area. | 0 | 13 | 13 | 1 | 1 | 3 | 5 |
| SBC | Amey | Gaol Square junction improvement | Investigation and design of improvements at the gyratory for traffic, pedestrians and cyclists, taking into account the need to replace obsolete facilities and traffic re-routing expected following construction of the Stafford Western Access Route (SWAR). The timing of delivery will be dependent on the SWAR and highway maintenance programme. | A review of the gyratory is required as a consequence of the SWAR and the very poor condition of existing facilities, including traffic signal equipment, standalone signal crossings and walkways and cycleways. A traffic appraisal will be completed to consider options for improving the efficiency and operation of the gyratory and pedestrian and cycle desire lines will be reviewed. | 5 | 0 | 5 | 3 | 3 | 2 | 8 |
| SBC | Other | A34 Lichfield Rd corridor study, Stafford | Review the operation of signals and junctions along the A34 Lichfield Road looking at peak hour data, review speed limits on the Cannock Road and take into account proposals to improve safety at the A34 Queensville /Silkmore Lane roundabout. | As required by the S106 agreement for the housing development at the former police headquarters on the Cannock Road, a study will be completed to ascertain what highway improvements can be made that may reduce traffic flow issues along the A34/A513/Weeping Cross double mini roundabout to the A34 Queensville/Silkmore Lane corridor and the subsequent implementation of those highway improvements. There are also County Councilor concerns regarding the varying speed limits on the Cannock Road that are confusing and are non-compliant and there are safety issues identified at the A34 Queensville/Silkmore Lane roundabout. | 0 | 20 | 20 | 3 | 1 | 2 | 6 |

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| ESBC | Amey | Station Street public realm Burton | Public realm enhancements to Station Street between Worthington Way and High Street | The scheme supports town centre regeneration proposals and is being funded by East Staffordshire Borough Council. | 0 | 1300 | 1300 | 3 | 1 | 3 | 7 |
| County wide | Amey | Bus Lane Camera Enforcement | Bus Lane Camera Enforcement at Gainsborough Drive, Perton Bus link, Beacon Rise, Stone and Stafford town centre. The cost of operating the enforcement cameras will be covered by any revenue generated by Penalty Charge Notices issued for contravening the bus gate and surplus income will be reinvested in highway and transport schemes. | Currently there are two locations in Staffordshire that bus gates are reinforced by automatic bollards. The bollards are failing regularly, resulting in a maintenance liability and complaints from residents. The cameras will help reinforce the bus gates, thus promoting sustainable transport, which will also link to places of employment. No public consultation has taken place, but resistance may be unlikely as the restrictions are already in place, but not enforced. | 0 | 150 | 150 | 1 | 3 | 2 | 6 |
| Transport Strategy Schemes Commenced Sub Total | | | | | 153 | 3736 | 3889 | | | | |

| District | Delivery | Scheme Name and Location | Scheme Description | Scheme Rationale | IT Block (£000) | S106 and Other Funding (£000) | Total Cost 2019/20 (£000) | Have access to more good jobs and share the benefits of economic growth | Be healthier and independent for longer | Feel safer, happier and more supported in their community | Total |
|----------|----------|--------------------------|--------------------|------------------|-----------------|-------------------------------|---------------------------|---|---|---|-------|
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2020/21 New Transport Strategy Schemes

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| LDC | Amey | Lichfield directional signage | Improve directional signing in the city centre to encourage use of the most appropriate routes for traffic. Phase 1: pre-bypass completion, review and delivery of improved signing without requirement for future amendments when bypass is complete. Phase 2: post-bypass review and delivery of signing to encourage best use of the bypass and link with amendments made pre-bypass. | The scheme will reduce traffic impacts to the city centre and encourage use of the most appropriate routes for all traffic especially HGVs. Making sure effective use of the new bypass and supporting development and regeneration of the city centre. | 5 | 0 | 5 | 3 | 1 | 1 | 5 |
| NBC | Amey | A34 Lower Street / Enderley Street junction, Newcastle | Review the design and capacity of the A34/Enderley Street/Sainsbury's junction | The assessment and design options should maintain/improve the capacity on the A34 and consider the potential to provide a right turn facility into Enderley Street to improve HGV access to Brampton Industrial Estate. Proposals need to take account of the additional trips likely to be generated from the redevelopment of the former Bus Depot site directly north of the junction. | 0 | 5 | 5 | 3 | 1 | 2 | 6 |
| New Strategy Schemes Sub Total | | | | | 5 | 5 | 10 | | | | |

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| Integrated Transport 2019/20 Programme Total | | | | | 2602 | 4318 | 6920 | | | | |
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