

Job code	District	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	Other Funding (£000)	Total Cost 2017/18 (£000)	Be able to access more good jobs and feel the benefit of economic growth	Be healthier and more independent	Feel safer, happier and more supported in and by their community	Total
Targeted Local Safety Schemes											
	ESBC	A511 Bridge St/A511 Ashby Rd/A444 Stapenhill Rd/B5008 Norton Rd, Burton on Trent (Swan Junction)	Lining and signing upgrades and improvements to the guardrail	Identified as a cluster site following routine investigations, guardrail frequently damaged by vehicles. There were fourteen personal injury collisions in the latest complete five year period comprising of thirteen slight personal injury collisions and one serious collision in 2015.	40	0	40	1	2	3	6
	TBC	Corporation Street/Church Street, Tamworth - junction modifications	Modifications to kerb lines to allow buses to manoeuvre through the junction and reduce overhanging of footway causing pedestrian safety issues.	Existing layout is restrictive for larger vehicles and results in overhanging of pedestrian footway causing safety problems. There were 4 personal injury collisions in the latest 5 year period, comprising of 3 slight personal injury collisions and one serious collision in 2012. £25k to improve safety and £10k to improve connectivity. £20k S106 contribution (CDT6612)	35	20	55	1	2	3	6
	SBC	B5405 Great Bridgeford to Woodseaves	Review of signing and lining to ensure compliance and consistency. Additional lining warning of hazards and the need for drivers to reduce speeds	Identified as a cluster site in a periodic search of the database. There were twenty two personal injury collisions in the five year period, comprising of twenty slight personal injury collisions, one serious and one fatal collision in 2014.	30	0	30	1	2	3	6
	SMDC	Spring Gardens, Leek	Review existing traffic calming scheme and deliver appropriate improvements	Identified as a LSS following analysis of database	70	0	70	1	2	3	6
	SMDC	Bottom House crossroads (A523/B5053)	Review Stop sign signage; extend 50mph speed limit and install new gateway features on both B5053 approaches to the crossroads.	Pattern and severity of accidents identified at this junction following routine cluster search analysis. This location has been raised by Cllr Heath and the scheme is supported by Community Liaison.	40	0	40	1	2	3	6
	NBC	Bradwell Lane speed reduction measures, Newcastle	Introduction of vertical traffic calming measures throughout the route, in the form of speed cushions, as this is a bus route.	Pattern and severity of accidents on Bradwell Lane identified during routine searches of database, considered treatable with speed reduction measures and improvements to visibility from some side roads. Twenty four personal injury collisions have occurred in the most recent complete five year period, two of which were fatal and two were serious.	120	0	120	1	2	3	6

	SBC / CCDC / SSDC	Camp Road/Broadhurst Green Rd Crossroads, Pye Green	Investigate the possibility of realigning Camp Road and Broadhurst Green to facilitate the installation of two splitter islands. Review signage on all junction arms and replace two existing crossroads ahead vehicle activated signs.	Pattern and severity of accidents identified at this junction following routine cluster search analysis.	100	0	100	1	2	3	6
	County wide	Additional Local Safety Schemes	New accident cluster locations identified following data analysis	Analysis of 2016 accident data will be completed early 2017/18 which is expected to reveal cluster sites that require immediate mitigation works.	100	0	100	1	2	3	6
Local Safety Scheme Sub Total					535	20	555				

Community Liaison Schemes											
CDT6623	SBC	A34 Radford Bank, Stafford by BMW garage	Provision of a layby to allow the vehicle transporter to park off the carriageway in order to deliver or collect vehicles, in consultation with Knights BMW. The proposal includes the removal of the variable message sign.	The scheme will help to reduce congestion in peak hours on the A34 Lichfield caused by vehicle transporters parking on the highway. A funding contribution from Knights will be sought	75	0	75	2	1	2	5
	LDC	B5014 Uttoxeter Road, Hill Ridware pedestrian facility.	Raised Zebra crossing to be installed on B5014 Uttoxeter Road, Hill Ridware, near School Lane	Slow traffic on the B5014 and allow pedestrians, including primary school children, a safe crossing point. Community generated and supported by County Councillor Martyn Tittley. Mavesyn Ridware Parish Council are willing to contribute £15,000. No formalised pedestrian crossing point exists across the Uttoxeter Road near School Lane currently. 85th percentile vehicle speeds on Uttoxeter Road have previously been recorded as 34 mph in both directions.	20	15	35	1	2	3	6
	SBC	West Way pedestrian facility at A518 junction	Following an options report it is recommended that a pedestrian phase is added to the signals on West Way	A visually impaired pedestrian has contacted Cllr Rowlands requesting a pedestrian crossing with push-button control. There are also around 100 pedestrian movements at this location during a 12 hour period, including school children, and severance issues were identified as part of the Stafford Western Access Route planning application. The scheme is not expected to have an adverse impact on peak hour delays.	20	0	20	1	2	3	6
	SBC	Dyson Way, Staffordshire Technology Park, Stafford	Introduction of on-street parking charges and restrictions to protect junction / critical areas	Dyson Way is currently nose to tail with parking making access around both dangerous and difficult. Additional funding coming from the introduction of meters. Potential to claw back costs from tickets/fines.	40	0	40	2	1	2	5
	ESBC	Uttoxeter Parking Study	A review of parking to look at the potential to improve on street parking by installing limited time bays and on street charging	Review and improve the parking arrangements to encourage shoppers to Uttoxeter, taking into account recent changes including new businesses and the mix of day time / night time economies. Additional funding will come from the introduction of meters with the potential to claw back costs from tickets/fines.	40	0	40	2	1	3	6

	SBC	Hilderstone Road, Meir Heath Pedestrian Crossing	Options have been considered and a zebra crossing is recommended	There is no pedestrian crossing facility by Goldbourne Avenue and parents feel it is unsafe to cross Hilderstone Road in this area. The proposal will improve safety of pedestrians and children near busy school.	40	0	40	1	2	3	6
	ESBC	Queens Hospital, Burton - turning area	Adjustment of bus drop off point to allow buses to turn and then stop to drop off passengers at hospital - Traffic Regulation Order and relocation of shelter required	Improve bus access to hospital allowing buses to turn and stop to safely drop off passengers	10	0	10	1	3	2	6
	SMDC	A522/A52 speed reduction - Cheadle to Werrington	Reduction of speed limit on A522 and A52 between Cheadle and Cellarhead	The scheme is proposed in response to pressures being exerted by the local community and Cllr Deaville, in the light of recent accidents along the route. In the last five years there have been three fatal collisions including two at the same location. Other accidents are distributed throughout the length of road being considered without common factors other than clusters around the road junctions. (£15k contribution provided by Cllr Community Fund)	10	15	25	1	2	3	6
	LDC	A5192 Eastern Avenue / Grange Lane junction improvement	Investigate whether the junction can be improved to improve clarity of right of way.	Regularly raised as a community concern site following consultations with residents, the district councillor and County Councillor (Caroline Wood). The accident record has a small number of slight accidents that warranted a small local safety scheme (signing and lining) in 2016. The main concerns are over the lack of clarity with regard to who has the right of way at the junction, particularly on the right turning lanes on the A5192.	10	0	10	1	1	3	5
	LDC	Two Gates junction (B5404 Watling St/A51 Tamworth Rd/A51 Dosthill Rd)	Investigate potential to improve capacity at the junction.	Two Gates junction has been identified as suffering from air quality problems by TBC. The junction is constrained and there are issues with queuing and slow moving larger vehicles causing emissions exceedances. It is a busy junction with physical constraints on all sides.	10	0	10	3	2	3	8
	ESBC	Wetmore Road/A511 junction improvement Burton	Yellow box markings on the A511 at the junction with Wetmore Road	This is a request from Cabinet Members at ESBC who want to improve improve access from Wetmore Road and reduce traffic delays	10	0	10	1	1	2	4

	County wide	Staffordshire Freight Strategy Review	Consider the delivery of potential schemes that emerge from the outcomes that arise from a Staffordshire Freight Forum set up by Cllr Deaville. This could include proposal for Yoxall, for example a weight limit, signals and signing.	Prosperous Staffordshire Select Committee recommended a review of the impact of HGVs on local communities and the delivery of potential schemes.	10	0	10	1	2	3	6
Community Liaison Sub Total					295	30	325				

Countywide Commitments											
CDT6562	County wide	Divisional Highway Programme	The Divisional Highway Programme funds highway and transport concerns raised 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.	The programme gives County Councillors 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
	County wide	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	2	1	3	6
	County wide	Rights of Way Improvement Plan	Funding is provided to Parishes and local community groups through the Community Paths Initiative (CPI). Improvements include tackling overgrown vegetation, information boards, directional path signs and gates.	Parish Councils and local community groups can apply for a grant to improve the local rights of way network in their area. Bids are steered in favour of those paths or projects that deliver the greatest benefits to local communities and which address some of our biggest challenges e.g. overgrowing vegetation.	30	0	30	1	3	3	7
CDT6497	County wide	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.	50	0	50	2	2	2	6
CDL4206	County wide	Local Safety Scheme: Targeted wet road skidding sites	A particular 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 has 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

CDL4205	County wide	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.	25	0	25	1	2	3	6
CDT6476	County wide	Vehicle Actuated Signs	The VAS Programme is used at sites where it has been identified that additional warning of an approaching hazard such as a junction, crossroads or sharp bend to alert drivers/riders is required.	Only sites that have seen at least three personal injury collisions in the latest three year period with a common factor after standard signing has been installed will be considered. Sites are prioritised in terms of collision numbers.	60	0	60	1	2	3	6
	County wide	Traffic Signal Refurbishment	Countywide Programme of signal refurbishment	Necessary to support the ongoing refurbishment of traffic signals throughout the County.	335	0	335	3	1	3	7
	County wide	Sustrans project support	Sustrans review and advice on cycling projects within the programme and support on developing future priorities.	The objective is to seeking 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.	20	0	20	2	3	2	7
CDT6611 / CDT6630	County wide	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. Promotion of the new RTPI information on My Staffs App.	With the procurement of the new RTPI contract complete and the upcoming network review, there is a need to re-evaluate all existing infrastructure (RTPI / Shelters / waiting facilities) to maximise the benefits. The My Staffs App facility needs to be promoted to encourage maximum take up which will in turn negate the need to rely heavily on RTI displays.	80	0	80	2	2	2	6
Countywide Schemes Sub Total					1224	0	1224				

Transport Strategy Schemes Commenced 2016/17 or Earlier											
CDP5959	ESBC	A444 Corridor Study, Stapenhill, Burton	Identify, design and implement cycle routes between Drakelow development and the existing cycle network; traffic management solutions to deal with existing issues; and identify longer term solutions that will accommodate forecast development traffic.	Analysis of journey time reliability data has identified the A444 approaching Stapenhill Road as the most unreliable road in Burton-upon-Trent. This is a particular concern for bus operators. Cycle safety is also a concern. There are also high pedestrian flows in the area. Delays on the A444 in the am peak are also caused by priority taken by the roundabout at Violet Way. Various schemes have been looked at to improve Stapenhill roundabout but a design could not be agreed on due to effects on a war memorial. Solutions need to take account of forecast development traffic and the impact of the Walton on Trent Bypass. S106 funding is potentially available from Drakelow development. (£163k received but not yet allocated)	10	0	10	3	2	3	8
CDT6500	ESBC	Burton Town Centre Regeneration Project	Delivery of the Burton town centre regeneration project jointly managed by SCC and ESBC. Identify and design longer term transport solutions for New Street, Union Street and High Street and deliver 'quick wins' that emerge through the Highway Project Group, including parking obstructions on New Street and improved parking arrangement at Manor Drive. Other elements to this project are likely to emerge during 17/18, such as a pedestrian wayfinding strategy.	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 the town and to the town. (£5k contribution from East Staffordshire Parking Fund)	100	5	105	3	2	3	8
CDP5821	ESBC	Burton rail station forecourt improvements	Deliver the proposed improvements to Burton rail station forecourt and Station Road adjacent to the station. Improvements include revised car park layout, improved pedestrian and cycle facilities and enhanced bus stops.	Enhancements to the station are a longstanding proposal in the East Staffordshire Integrated Transport Strategy and are required to enhance sustainable connectivity for existing and future residents and employees in Burton. (£300K BUATMS)	10	300	310	3	2	2	7
CDT6604	ESBC	Better Barton	Detailed design and delivery of a scheme that reduces traffic speeds and enhances the public realm on Main Street and Station Road.	Barton under Needwood Parish Council's Vision is to create a safer and more pleasant environment along Station Road and Main Street, for the benefit of the whole community and improve the environment in the village centre while maintaining its historic character. (£500k S106 contribution)	0	500	500	1	2	3	6

CDC5306	NBC	Lyme Valley South Cycle Route, Adjacent to Clayton Hall Academy, Clayton.	The Scheme will create a cycle route linking the current cycle route through Dark Wood, Clayton to the on road suggested cycle route along Cambridge Drive. The scheme will require land from Clayton Hall Academy or the adjacent farm land.	This scheme is part of the Lyme Valley South Cycle route which is a largely off road route into Newcastle Town Centre and from housing estates and villages in the south of Newcastle into Stoke on Trent. The current cycle route travels around Clayton Hall Academy, with a partial gap on the main Clayton Road. This route is also longer than the suggested route and requires traversal over a large incline which may dissuade both commuters and leisure users. (£100k Growth Deal contribution)	100	100	200	1	3	2	6
CDC5305 / CDC5313	NBC	A34 North of Newcastle Cycle Route	Review, design, cost and deliver proposals identified by Sustrans to improve cycle provision in this corridor between the town centre and Lower Milehouse Lane.	The cycle route network from Northern Newcastle into the town centre consists mainly of on road advisory routes. It has been identified through consultation with local cycling groups and sustrans that a more direct, visible route would increase the attractiveness of commuting via sustainable means. (£100k Growth Deal contribution)	0	100	100	1	3	2	6
CDC5309	NBC	Newcastle Town Centre Sustainable Access Works	Delivery of town centre junction improvements at the bus station and Merrial Steet / High Street. The schemes have been agreed through the joint NBC / SCC Newcastle Transport Group	The wider Newcastle Town Centre Package aims to boost economic growth in the town by improving the pedestrian and cyclist experience both within and gaining access to the town centre, and from the bus station to the town centre. Promoting the use of sustainable means to access the town centre which will reduce congestion, improve air quality and make the town centre location more attractive to businesses and customers. (£150k Growth Deal contribution and £220 NTADS contribution)	45	370	415	2	3	2	7
CDT6621	NBC	Kidsgrove Town Centre traffic management scheme, Kidsgrove	Investigate and design traffic management measures on the A50 that could include changes to the junctions with The Avenue and Heathcote Street. A scheme that removed the right-turn movement from A50 into Heathcote Street has previously been proposed but did not gain local support at the time. This design will be reconsidered alongside alternatives.	Congestion has been shown to be an issue along the A50 through Kidsgrove. This has caused air quality issues and NBC to designate it as an AQMA.	25	0	25	3	3	2	8

	NBC	Sustrans Newcastle Town Centre Wayfinding Project	A review was started by Sustrans in 2015/16. The project will include: identification of preferred routes; list of signing and street furniture that is proposed for removal; map and list of recommended new signage; details regarding location, type and content of signage recommended. The project will be delivered over a phased programme dependent on cost and availability of resources.	Many businesses within BID hold the view that wayfinding around Newcastle presents a challenge to visitors on foot to the town, with the ring road presenting a physical but artificial limit to the definition of the town. A key objective of the Integrated Transport Strategy is improving connectivity to the town by walking and cycling and reducing car travel for short journeys will contribute towards improving air quality in the AQMA. (£50k NTADS contribution)	0	50	50	2	3	2	7
CDC5314	NBC	Keele University to Newcastle A525 cycle route	Review, design, cost and deliver proposals identified by Sustrans to improve cycle provision in this corridor between the town centre and Keele University.	Newcastle BC and Keele University have plans to locate more students in Newcastle town centre with limited parking. A convenient, safe and well signposted cycle route to the University is therefore required. (S106 funding is being secured to deliver this cycle route, with a contribution from Growth Deal if necessary).	0	87	87	2	3	2	7
	NBC	Newcastle town centre car park signing review	A review was started in 2016/17 at the request of the Business Improvements District. The scheme has been agreed through the joint NBC / SCC Newcastle Transport Group. The project includes a review of signage and identification of improvements to be delivered over a phased programme dependent on cost and availability of resources.	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). (£65k Growth Deal contribution and £40k NTADS contribution)	20	105	125	3	1	2	6
CDD0039	NBC	Cycle route to Newcastle College	Completion of a cycle route to the college on the southern footway of Knutton Lane between the A34 and the zebra crossing that exists on the Lyme Valley route. Land forming part of the landscaping to the Aspire housing properties is required.	A financial contribution is required to complete the cycle connections to Sainsbury's and the College as required under a previous S278 agreement. Completing the route will provide a valuable link to the Lyme Valley Cycle route and the college. (£52k S106)	43	52	95	1	3	2	6
CDP5957	NBC	Kidsgrove Rail Station improved access to platforms	This scheme will provide step free access to all platforms in the form of lifts from a new footbridge.	The DfT recently announced Kidsgrove is part of the CP5 plan. The current footbridge at Kidsgrove Station does not provide step free access to platform 2, 3 & 4. A Growth Deal contribution of £200k has been committed to the scheme that is being delivered by Network Rail's contractors.	0	200	200	3	3	2	8

CDP5961	CCDC	Cannock rail station public transport access, carpark and forecourt improvements. Expand this scheme to include all Chase Line rail stations	Investigate options and design the preferred solution to improve access to the rail stations along the Chase Line. Cannock station is a priority and proposals need to include the identification of bus stop locations to cater for the provision of expected new bus services to the proposed Mill Green Outlet Village; improved efficiency of the car park, and walking and cycling access to the station and its platforms.	The Chase Line, in particular Cannock rail station, will serve the new Mill Green Outlet Village. Network Rail electrification and line speed increases on the Chase Line are on track to be completed in 2017 and improvements to stations are required to complement these improvements. Evidence confirms that the quality of rail stations can have an important effect on enabling growth of an area due to their role as gateways into town centres. £4k Growth Fund development funds have been secured to commission SLC Rail consultants to review rail stations along the Chase Line and Amey consultants will be commissioned to identify, design and consult on sustainable transport links to the Mill Green Outlet Village.	20	4	24	2	2	2	6
CDP5939	CCDC	Rugeley Town Rail station	A route linking Platform 2 at Rugeley Town Railway station with Horsefair and the town centre has been identified. This includes replacing an existing cinder path leased by Cannock District Council with a 3.5m wide shared use footway as well as construction of a new section of footway through Network Rail (NR) land. An alternative option is to look at acquiring land at the rear of the playing field used by Lea Hall Miners Welfare Centre and Social Club. This would lie outside of the boundary of NR land and therefore would not be subject to the restrictions imposed on the construction of the footway.	Access between platforms is via a footbridge with no facilities for the less able. This would shorten the route between the two platforms and also the route from between the station and Rugeley town centre	50	0	50	2	2	2	6
CDP5939	CCDC	Wharf Rd, Rugeley - public realm and sustainable connectivity improvements to rail station	Deliver public realm enhancements to improve sustainable access to the rail station and Wharf Rd. Scheme will compliment works on Horsefair recently completed.	Scheme will encourage sustainable travel to rail station and improve connectivity to town centre as well as complimenting successful works on Horsefair.	200	0	200	3	3	2	8

CDP5300	CCDC	Completion of NCN5 between Cannock Chase and Chasewater and improve local cycle links	Phase 2: Identify required improvements between the southern boundary of Cannock Chase at Hednesford and Chasewater, including local links to schools and facilities. Input likely to be required from Sustrans.	This will complete NCN5 through Staffordshire, along with the schemes through Stone and between Baswich and Cannock Chase. It is expected that the link between Hednesford and Chasewater will consist of some off-road and highway shared use, and will then be routed along the disused Rawsley branch rail line which is owned by Sustrans.	10	0	10	1	3	2	6
CDP5962	SSDC	Penkridge Rail Station to Car Park Access	Buy land to secure long term access between Penkridge Rail Station and its car park	When Penkridge Rail station car park was improved SCC secured a short term lease on a parcel of land which allowed easier access between the car park and platforms. As the lease has expired we now propose to purchase the land to secure long term access.	50	0	50	2	2	2	6
CDP5956	SSDC	Improved Public Transport infrastructure Great Wyrley to Bloxwich Key Stops on Routes 1 and 2	Deliver improved bus stop infrastructure at key stops on these routes linking Great Wyrley and Bloxwich.	Numerous stops along these 'flagship' routes have not been upgraded with raised kerbs to allow easier access to bus services for passengers including mobility impaired users. These routes are served by the latest 'Saphire' buses and additional investment should encourage increased patronage and sustainable travel.	70	0	70	2	2	2	6
CDT6614 / CDT6622	SMDC	Stockwell Street, Leek - pedestrian connectivity improvements - option development and appraisal	Development of options for pedestrian connectivity improvements along the section of Stockwell Street between Market Place and Ball Haye Street. Consideration should be given to creating a shared-use environment for pedestrians and motor vehicles. Consultation with SMDC throughout the investigations and design process is essential.	This is included in the Staffordshire Moorlands Integrated Transport Strategy and identified by SMDC as a priority for Leek town centre.	20	0	20	2	2	2	6
CDT6573	SMDC	Tape Street Cheadle	Investigate, design and potentially progress delivery of a scheme that will help to relieve delays along Tape Street.	According to the Cheadle Town Centre Transport Study produced by Amey, A522 Leek Road and A522 Tape Street are operating near to capacity southbound during the PM peak period. The major pinchpoint is at A522 Tape Street/Chapel Street/Well Street southbound roundabout approach arm which causes delays at A522 Leek Road/A522 Tape Street roundabout and B5417 Queen Street / A522 Tape Street junction.	100	0	100	2	1	2	5

CDC5293	SMDC	Pedal Peak canal towpath directional & route signing	Deliver new route signing and directional signing located along the Pedal Peak route (Stockton Brook and Cheddleton Caldon Canal towpath) highlighting key destinations and providing route information. Design work previously undertaken by Derbyshire CC.	This scheme will clarify the newly installed route for all users and encourage additional usage. It will direct people to local destinations and encourage leisure uses, promoting healthier lifestyles	25	0	25	1	3	2	6
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CDT6615	SBC	A449 Rickerscote Road to West Way sustainable connectivity and capacity improvements	Identify, design and deliver capacity improvements along the corridor and enhanced connectivity for pedestrians, cyclists and bus users. The provision of crossing facilities should be review and the potential introduction of a 20mph zone	There is evidence of vehicle queuing and delays affecting the A449/Westway traffic signal controlled junction and this section of the A449 corridor suffers from journey reliability issues. There is also the potential to improve facilities for cyclists in the corridor. There are large pedestrian movements around the schools, shops, library and community fire station. A zebra crossing should be considered on John Amery Drive to allow children to cross, as requested by Cllr Rowlands. (£100k Growth Deal contribution)	150	100	250	2	3	3	8
CDC5317	SBC	NCN 5 Aston to Stone Cycleway (final phase through Stone)	Completion of section of NCN 5 linking Aston and Stone.	This will provide improved cycle connectivity and complete this section of the NCN network.	150	0	150	1	3	2	6
	SBC	Pedestrian enhancements related to the Stafford Western Access Route	Toucan crossing - Doxey Rd roundabout East (Sainsburys Access) Toucan crossing - Madford Retail Park western signalised junction Toucan crossing - Doxey Rd 60m east of Timberfields Rd to link NCN 5 and NCN 55 Footway widening to accommodate shared footway/cycleway - Doxey Rd between junction with Castle Street and Broad Eye Bridge Re-alignment of carriageway across WCML bridge	Facilities to improve pedestrian connectivity to be delivered in association with the SWAR. (£200k Growth Deal contribution)	0	200	200	3	3	2	8
CDC5300	SBC	Completion of NCN5 between Stafford and Cannock Chase and improve local cycle links	Phase 1: Identify and deliver required improvements from Baswich, through Weeping Cross to the north west boundary of Cannock Chase, including local links to schools and facilities within this area. Study undertaken in May 2016 by Amey.	This will complete NCN5 through Staffordshire, along with the schemes through Stone and between Cannock Chase and Chasewater. The scheme needs to also consider suggestions raised for improving the signing on existing Stafford cycle network and the need for enhanced signage to/from Two Waters Way.	120	0	120	1	3	2	6

CDC5302 / CDC5316	LDC	Alrewas - NMA - Croxall Cycle Route Phase 2	Continuation of cycle route having delivered phase 1 2015/16. Further design work will be completed, subject to acquiring land.	Route will provide a sustainable link between the National Cycle Network via Alrewas over the A38(T) to the NMA. This is supported by Sustrans and the NMA and there is a potential future contribution from Highways England. Discussions with NMA and local user groups have identified a connection to Croxall as a potential route providing sustainable access to the NMA and surrounding area. Liaison will be required with local cycle users and the NMA.	10	0	10	1	3	2	6
CDC5288	LDC	Walk/cycle links between Burntwood and Chasewater	Deliver improved connections for walking and cycling between Burntwood and Chasewater	This scheme will encourage sustainable travel, support the local visitor economy and encourage leisure activities promoting healthier lifestyles.	50	0	50	1	3	2	6
CDA7880	LDC	Lichfield Southern Bypass	Outline Business Case and secure planning permission; Detailed design and ground investigations; public and stakeholder consultations; surveys and analysis required to complete the Environmental Statement; Quantified Cost Risk Assessment; land negotiations and submission of planning application.	The objective is to: Provide high quality transport infrastructure that will ensure the successful delivery of the Local Plan for Lichfield City; reduce congestion on routes into and within the City centre historic core which currently acts as a constraint on growth proposals; facilitate improved access by sustainable modes between housing growth areas and the City centre (£473k LTADS contribution)	150	473	623	3	2	3	8
CDT6568	TBC	Tamworth Rail Station Gateway Improvements	Delivery of forecourt improvements, enhanced signing and lighting and information maps, expansion of pedestrian areas, improved footways and crossings and public realm in vicinity of the station.	Final phase of sustainable transport improvements that improve walking and cycling connectivity between Ventura Retail Park, the town centre and rail station. It will also complement the sustainable transport behavioural change revenue package delivered in 2015/16. Take into account Living Streets comments in their Tamworth Walking Audit. (£400k Growth Deal contribution)	0	400	400	2	2	2	6
CDT6607	TBC	Drayton Manor Park	Scheme design for potential improvements to Drayton Manor Park Access	The objective is to accommodate growth and jobs at the Park. The design aims to reduce delays and caters for all modes of transport. Funding for delivering the scheme has not yet been identified.	2	0	2	3	1	1	5

CDT6586	NBC / ESBC / SMDC	Alton Towers Resort Route Signing Strategy	A review was started in 2016/17 and is being managed by the Alton Towers Resort Transport Liaison Group. The project will identify existing signed routes, recommend the preferred routes and identify signing improvements to these routes. The project will be delivered over a phased programme dependent on cost and availability of resources.	This is a key project identified in the Alton Towers Resort ten year Transport Strategy. The objective of the strategy is to manage traffic demand to Alton Towers and help reduce the impact of traffic on local communities. (Delivered using annual S106 contributions from Alton Towers Resort)	0	30	30	3	1	1	5
Carry Over Schemes Sub Total					1530	3076	4606				

New Transport Strategy Schemes										
LDC	Traffic Management, Market Square, Lichfield	Investigation and potentially deliver a change in the route of the one way system through Lichfield City Centre, to create a reduction in vehicular movements around the Market Square thereby creating a more vibrant pedestrian environment and events space which could further enhance the tourism offer of the Cathedral city.	The project idea has derived from the Attractive City Centre working group of the Lichfield City Centre Development Partnership. Partnership would investigate a range of match funding opportunities to support the scheme. The objective is to Increase pedestrian footfall in the heart of the city centre, support commercial activity on market days, provide an attractive new "event space" with reduced vehicular movements, improve the street scene at the heart of the city centre.	100	0	100	2	2	3	7
LDC	A5127 Sustainable Transport Corridor Lichfield	Identify, design and deliver schemes that will improve walking and cycling links to and along the A5127 corridor. Incorporate appropriate recommendations made by Sustrans and Living Streets Walking Audit - LGF	Enhanced sustainable transport links will be required to accommodate the proposed Friarsgate development. This includes improvements along the Birmingham Road corridor and high quality pedestrian / cycle connectivity between Strategic Housing Growth areas and the City centre. (£200k Growth Deal)	0	200	200	3	3	2	8
LDC	A5127 Birmingham Road Lichfield traffic modelling and Design Work	A5127, Lichfield is the subject of a recently commissioned study by JCT consultants (traffic signal specialists) on behalf of SCC. They will be identifying potential improvement schemes. It will also consider cycle facilities at junctions as well as additional pedestrian crossing facilities at key junctions to tie into the Sustrainable Transport Corridor Study.	Tackle capacity issues and improve traffic movements on the corridor as part of the Friarsgate redevelopment scheme on the A5127 (£18k Growth Deal)	0	18	18	3	1	2	6
LDC	Burntwood Town Centre Public Realm Enhancements - Design work	Design of public realm enhancements to compliment and encourage regeneration of Burntwood Town Centre in consultation with LDC and other key stakeholders.	This scheme will aid rejuvenation of the town centre and support employment and housing growth guided by the Lichfield District Local Plan.	30	0	30	2	2	2	6
SMDC	South View and High Street, Biddulph - TRO review	Review of TRO's associated with South View and High Street, Biddulph including One Way working and on-street parking.	Scheme requested by Town Council - seek to improve localised traffic flows. (Contribution made by Biddulph TC for investigation £1k)	10	1	11	2	1	2	5

	SMDC	St Edward Street and Stanley Street, Leek, public realm and connectivity enhancements	Investigation of possible public realm enhancements on St Edward Street and Stanley Street, Leek	Scheme to enhance the pedestrian and retail environment in Leek town centre. This will encourage sustainable travel, improve connectivity, support the local economy and offer quality of life enhancements.	20	0	20	2	2	2	6
	TBC	Corporation Street, Tamworth - sustainable transport enhancements	Investigation and initial design work for improvements to Corporation Street, Tamworth. Scheme to include consideration of public transport movements, stop layouts, pedestrian environment, shared surfacing, taxi movements and blue badge holder parking facilities. This will form Phase 3 of the Tamworth Gateways programme of works. Investigation and design work should be undertaken in partnership with TBC and other key stakeholders.	Improved public realm and bus accessibility will encourage sustainable mode use and economic prosperity and growth in the town centre as well as linking in with recently delivered linkages improvements and works delivered in the cultural quarter of Tamworth.	20	0	20	3	3	2	8
	TBC	Implementation of Tamworth walking and cycling route audit completed by Sustrans	Review and prioritise the proposals recommended by Sustrans that improve the existing network and deliver the missing links.	The scheme complements the LSTF revenue project that was delivered in 2015/16 and ensures that there are convenient and safe cycle links to the new cycle link between Ventura Retail Park, town centre and rail station. The objective is to increase use of the extensive cycle network in Tamworth and help reduce congestion.	60	0	60	2	3	2	7
	SBC	Stafford A34 Corridor Study (town centre to Queensville)	Review the operation of signals and junctions along the Lichfield Road looking at peak hour data. The aim is to bring some new thoughts as to how journey time reliability could be improved.	It is recognised that peak hour congestion occurs on the A34 Lichfield Road between the town centre and Weeping Cross (£42k SUATMS S106 contribution available)	0	42	42	3	1	2	6
CDP5955	SBC	Sustainable transport connections to Stafford Riverside retail development (bus, cycle and walking)	Provision of a bus flag and double yellow lines in the existing layby adjacent to Primark. Review and investigate condition of cycle routes that directly access the development, specifically along the River Sow between Riverway and Faiway, in consultation with SBC.	Enhance sustainable connectivity to the new retail development. Support has been received from bus operator.	10	0	10	2	2	1	5
CDD0072	SBC	Riverside car park variable message signs	Signage and Counting Devices for entry/exit to all Riverside car parks. Data to be sent to central server and fully integrated with InfoRoute. To be delivered by JMW consultants who have been awarded the contract to deliver RTPI.	Aims to improve circulation of town centre traffic. The system is designed to allow for easy expansion. (S278 contribution and Growth Deal contribution to ensure all car parks within the Riverside development are included)	0	60	60	3	1	1	5

	SBC	Isabel Trail walking and cycling route improvement, Stafford	Improve the surfacing of the route between Doxey Road and the River Sow.	This is a heavily used walking and cycling route linking Stafford town centre to the North of Stafford. Support has been received from local communities and the local Councillor.	80	0	80	2	3	3	8
	CCDC	Stanley Road Hednesford Adoption	Stanley Road serves approximately 28 properties and is presently unadopted. As an authority we traditionally adopt roads serving more than 5 properties. It is proposed to spend £12,000 investigating the works required to bring the area up to the required standard for adoption.	The scheme is seen as a local community priority by the local member	12	0	12	1	1	2	4
	ESBC	Horninglow area on-road cycle route signing, Burton	Scheme to deliver on road cycle route small scale signing as part of the Horninglow Neighbourhood Plan. Roads include Harper Avenue, St John's Rd, St Luke's Rd, St Mary's Dr, De Ferrers Croft, Kingsdale Croft and Britannia Drive. Plan available.	This scheme forms part of the Horninglow Neighbourhood Plan interventions and will be joint funded via SCC (£1k), Horninglow and Eton PC (£1k) and ESBC (£1k) .	1	2	3	1	3	3	7
New Strategy Sub Total					343	323	666				
Integrated Transport Forward Programme Total					3927	3449	7376				