

District	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	Other Funding (£000)	Total Cost 2019/20 (£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
2019/20 Targeted Local Safety Schemes										
SMDC	Freehay crossroads, Cheadle	Deliver proposed safety improvements that include reducing the speed limit on each approach and to changing the priority at the junction, giving 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.	190	0	190	1	2	3	6
TBC	Ventura Park roundabout, Bitterscote Drive, Tamworth	Review and delivery of signage and lining to improve lane discipline by drivers/riders. The scheme needs to take into account work recently completed to improve capacity.	Identified as a cluster site in a periodic search of the database following eleven personal injury collisions being recorded in a three year period. Of the eleven collisions recorded, ten were slight personal injury collisions whilst the other collision was a serious. Six of these collisions involved vehicles changing lanes whilst a further four collisions involved rear shunts.	0	40	40	1	2	3	6
TBC	B5000 Glascote Road, Tamworth	Design and consult on a proposed traffic calming scheme along the length of Glascote Road between Kettlebrook Road and Marlborough Way. In addition, off-road cycling provision on the eastern section between Abbey Road and Marlborough Way should also be considered. Other potential funding options are to be investigated as well.	Consideration of traffic calming measures should be made based on the pattern and severity of accidents on Glascote Road that have been identified during routine searches of database. In total, 27 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.	15	0	15	1	3	3	7
TBC	Albert Road / Aldergate / Upper Gungate signalised crossroads Tamworth	Following the collision investigation study completed during the 2018/19 financial year, a scheme is now to be designed and agreed for delivery during the 2019/20 financial year. The scheme will maintain highway capacity at the junction.	Identified as a cluster site in a periodic search of the database following seven personal injury collisions being recorded in a three-year period.	20	0	20	1	2	3	6

ESBC	A5189 Orchard Street roundabout, Burton	To make the roundabout more visible, it is proposed to add new chevron signage for every approach either side of the existing Keep Left sign on the roundabout. Yellow bordered edging is also recommended. Road markings are to be refreshed/reinstated on all approaches. It is proposed that the existing lane designations and local roundabout sign on St. Peter's Bridge are swapped. Foliage is to be cut back to provide better visibility of the signs.	Due to twenty personal injury collisions being recorded during a three year period, this site was identified for further investigation following a routine cluster search analysis. A site visit identified confusion by drivers/riders on approaching the roundabout.	30	0	30	1	2	3	6
ESBC	A5121 Derby Road / A511 Horninglow Street roundabout, Burton (Derby Turn)	Refresh / reinstate all markings on all approaches to improve drivers/riders' awareness of the approaching roundabout and to improve roundabout visibility by the installation of additional chevrons with yellow border either side of the existing arrows.	Identified as a cluster site following routine investigations due to ten personal injury collisions being recorded. Of these, one was a serious collision and the other nine were slight personal injury collisions. The area of conflict involves vehicles emerging mainly from A511 Horninglow Street (NW arm) and A5121 Derby Road (W arm) to the roundabout.	12	18	30	1	2	3	6
ESBC	A5189 Evershed Way / Shobnall Road roundabout, Burton	To make the roundabout more visible to approaching drivers, it is proposed to add new chevron signage for every approach either side of the existing Keep Left sign on the roundabout. Addition of yellow bordered edging and clean/renew of chevron clock paving where appropriate, as this is worn / dirty in parts. To increase awareness of the approaching roundabout, it is recommended to install additional roundabout ahead warning signs and associated 'Reduce Speed Now'. Vegetation is also to be cut back to improve visibility and road markings are to be refreshed/reinstated on all approaches. Further investigations outside of this scheme proposal should be undertaken to assess the HFS on all approaches as it is visibly worn.	Following a routine cluster analysis, this site was identified for further investigations following nine personal injury collisions being recorded during the most recent three years of complete data. A site visit concluded that foliage is causing impediment to inter-visibility between arms and existing lane designation signs could be improved.	55	15	70	1	2	3	6
ESBC	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 2020/21.	Eighteen 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. Measures to reduce the impact on air quality will also be considered as the junction is within an Air Quality Management Area.	30	0	30	1	2	3	6

SSDC	B5012 Cannock Road/Cocksparrow Lane/Parkside Lane	Install a staggered crossroads VAS to be located to the northwest of the junction of the B5012 with Parkside Lane / Cocksparrow Lane for southeast bound traffic. Hardstanding to be considered to facilitate future maintenance.	Identified as a cluster site in a periodic search of the database following five personal injury collisions being recorded in a three-year period.	15	0	15	1	2	3	6
NBC	A34 Talke Road / Parkhouse Road West / East, Newcastle	Resurface the circulatory carriageway on the roundabout and any Scrim deficient approaches and exits. Chevrons to be installed on all approaches is also proposed.	An investigation was instigated in view of the pattern and severity of accidents recorded at the roundabout junction of the A34 Talke Road / Parkhouse Road (West / East). The site was identified during routine searches of the database and the proceeding investigation identified issues relating to skid resistance of the surface of the roundabout and the lack of warning chevrons on the approaches to the roundabout. £280,000 to be provided from structural maintenance.	105	40	145	1	2	3	6
NBC	Nelson Place roundabout (A527, King Street and A52), Newcastle	Agree and deliver the scheme proposed that includes reinstatement of all give-way lines and arrow markings together with lane lines and destination markings. In addition, amendments are proposed to cross-hatched areas in front of splitter islands and to partial concentric markings. The scheme will maintain highway capacity at the junction.	Due to eleven personal injury collisions being recorded during a three-year period, this site was identified for further investigation following a routine cluster search analysis. At the time of the site visit, it was observed that in general the roundabout appeared to perform reasonably well. However, it was noticed that on occasion better lane discipline would be beneficial. Therefore, several small measures could be made to help improve overall driver behaviour which would generally consist of amendments to the road markings.	0	20	20	1	2	3	6
County wide	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.	50	0	50	1	2	3	6
Local Safety Scheme Sub Total				522	133	655				

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2019/20 Community Liaison Schemes										
SBC	Main Road Great Haywood traffic calming	Options have been investigated that will reduce vehicle speeds and the preferred scheme includes a road hump and speed cushions at the northern end of Main Road between A51 and Nursery Way.	Main Road is affected by a significant volumes of traffic with vehicle speeds in excess of the limit. S106 funds available.	0	8	8	1	2	3	6
SBC	Dyson Way, Staffordshire Technology Park, Stafford	Parking improvements and restrictions to protect junction / critical areas and determine if one-way is feasible and deliverable.	Dyson Way is currently 'nose-to-tail' with parking making access around the Park both dangerous and difficult.	40	0	40	2	1	2	5
SBC	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	Closure of Dark Lane, Longdon	Prohibit the movement of vehicles along the length of the temporarily closed section of Dark Lane, whilst still maintaining pedestrian/cycle and horse rider access, as well as potential access to adjacent land owners/statutory undertaker apparatus companies as required.	The County Council temporarily closed Dark Lane in 2012. The aim is to formalise the current temporary emergency closure of Dark Lane and remove future maintenance issues.	30	0	30	1	1	3	5
LDC	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. A feasibility report has been commissioned by Cllr Tittley through his DHP.	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.	96	24	120	1	2	3	6

LDC	Review of parking restriction TROs in Lichfield City Centre	A review of parking restrictions across the City, in particular: Backcester Lane (extension of current restrictions to cover Sundays), need for restrictions at Greenhill layby (outside Duke of York pub), Sandford Street amendment to the TRO, removal of parking obstructions at access to City Point, Sandford Street. Requirements for taxi ranks/disabled bays at Station Approach and Bore Street, and other locations to be determined.	Further to consultations with the Police, Lichfield District Council and Lichfield City Council, parking restrictions need to be adjusted where there are discrepancies. TROs need to be reviewed in line with obstructions on the ground and additional taxi ranks are considered to be required to support Lichfield city centre's economic growth. Public consultations have not as yet taken place.	30	0	30	2	1	3	6
LDC	A453 Sutton Road B4151 Slade Road Carroway Head Junction Improvement	Review of the right turn ban on vehicles exiting B4151 Slade Road onto the A453 Sutton Road.	Improved road safety at a junction where a pattern of right turning personal injury collisions has been identified. A review of the scheme that has already been delivered is required and minor adjustments to signage/road markings will be made if required. The Council publicly made a commitment to review the scheme in October 2016 and to Chris Pincher MP.	5	0	5	1	1	3	5
NBC	Relocation of Newcastle town centre night-time only taxi rank	At the request of the Police, Hassell Street will be closed between 12:00 and 3:00 am and the rank will be position in High Street with the taxi access from Grosvenor Roundabout and an exit into Friar Street. Repaving work is also required a Hassell Street to enable schemes delivery.	The Police have highlighted a public safety issue on Friday and Saturday evenings in Newcastle town centre that will be resolved by re-positioning the taxi rank to help reduce vehicle / pedestrian conflicts. The scheme is supported by NBC and the Police have offered a funding contribution.	50	2	52	1	1	3	5
NBC	Mini roundabout improvements / Scot Hay Road, Silverdale	An Option Report produced by Amey provides a number of measures that can be used in combination to change driver behaviour both in terms of speeds and general approach to, and manoeuvring through, the two mini roundabout junctions with Sutton Avenue. The preferred scheme 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. S106 funding available.	0	85	85	1	1	3	5
SMDC	B5051 Endon to Brown Edge Pedestrian Improvements	Provision of an informal crossing facility on the B5051 and associated footway link, taking into account visibility and in consultation with the Cllr Flunder and Endon and Stanley Parish Council. Consider necessary adjustment of the 40/30 gateway and include gateway features in the verge to help define the 30mph gateways. The restricted width available to provide the footway width and the need for private land to be dedicated/purchased needs to be taken into account. An issues and options report was completed in 2018.	The proposal aims to address concerns that have been raised for a number of years about the route school children take to get to Endon High School County. Surveys indicate that 20-50 children cross the B5051 to get to school. The community has been involved via the County Councillor and Parish Council and residents group and a petition requesting measures has been submitted. A formal pedestrian crossing has been considered, but was considered unrealistic in terms of visibility. Installation of signage alone was also another option.	40	0	40	1	3	3	7

ESBC	Bramshall Traffic Calming	To design and potentially deliver the request from the Parish Council to install gateway features and traffic calming measures through the main road in Bramshall village (B5030).	Following the new housing developments at Bramshall Meadows, traffic volumes in this rural area are likely to increase. The scheme will improve safety and reduce traffic impact in Bramshall village and will be funded through S106.	0	15	15	1	1	3	5
ESBC	Uttoxeter Parking Study	A review of parking and highways issues has taken place and recommends changes to parking provision in Market Square, Cater Street, Trinity Road and Stone Road, and also potential residential parking zones on roads including Hockley Road, Drovers Close, Smithfield Road and Cheadle Road and on the outskirts of the town.	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. S106 contribution available.	26	14	40	2	1	3	6
ESBC	Ashbourne Road, Rocester Pinch Point	To provide a safe footway link between existing footways, to improve road safety for vulnerable road users.	Following the opening of the new Rycroft Primary and Dove First School on Ashbourne Road, no footway has been provided along Ashbourne Road. At the junction of Church Road, no footway exists and children and pedestrians are forced to walk into the carriageway of a single running lane where traffic speeds are above the 85%ile for a 30mph road. It is supported by the County Councillor and the Parish Council is providing a funding contribution. A petition for the footway was also submitted to the County Council in 2017.	13	15	28	1	3	3	7
ESBC	Parking scheme, Yoxall Road, Newborough	As requested by the Parish Council, the proposal includes detailed design and delivery of a scheme that includes removal of the central splitter and echelon parking created to improve parking.	In Yoxall Road there is very 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. Concern is being raised that as a result of these issues traffic is being pushed onto the main B road at a point where pedestrians cross the B road, this is 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.	10	13	23	1	1	3	5
ESBC	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	Safety measures Main Road and Wootton Road, Ellastone	The proposal could include a 30mph speed limit and associated safety measures; safety improvements at Main Road/Wootton Lane junction that is on a sharp bend (potential mini Island); and footway provision to access bus stops on Main Road.	The B5066 and C3 through Ellastone currently have a 40mph speed limit on them. A speed limit reduction is being supported by the County Councillor and the parish council who have both offered funding to support this scheme. Mobile enforcement and Speed indication detection surveys have previously been provided and the 85th percentile is 43mph. A S106 contribution from Alton Towers is proposed.	0	90	90	1	1	3	5
ESBC	A518 Weston to Uttoxeter speed limit review	Review of speed limits at two locations on the A518. 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 where there is the brow of a hill with a double lined hatching system and a right hand turn into Grindley Lane.	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.	5	0	5	1	1	3	5
ESBC	Stubwood Lane/Oak Road/Lady Meadow Lane Junction improvement, Rocester	Consider feasibility, detailed design and delivery of alteration of existing road layout at the Stubwood Lane/Oak Road/Lady Meadow Lane Junction. The proposal will consider adding deflection to the junction by removing one of the legs from the junction, installing gateways and a speed limit reduction.	Stubwood Lane/Oak Road/Lady Meadow lane is a route used extensively by JCB traffic as a quick entrance or exit to JCB at Rocester. The junction has two legs to it and there is no deflection on the junction and as such access to Lady Meadow Lane is often at speed. It is expected that there will be a funding contribution from JCB and the local parish council.	30	20	50	1	1	3	5
Community Liaison Sub Total				680	311	991				

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2019/20 Countywide Commitments										
County wide	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
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	3	1	3	7
County wide	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 19/20 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	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

County wide	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	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
County wide	Traffic Signal Refurbishment	Countywide programme of traffic 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 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	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	On-street pay and display parking programme	Deliver an on-street pay and display programme that will generate income from the purchasing of Pay & Display Tickets. Consultation with statutory organisations and other representative groups will be undertaken inline with the Car Parking Strategy and public consultations will take place as part of the Traffic Regulation Order process. The 19/20 programme proposes schemes in Cannock, Stafford, Burton, Uttoxeter, Cheadle, Biddulph, Lichfield, Stone and Leek.	The programme is in line with the income requirements of MTFS and the County Council's Car parking Strategy. It will enable the County Council to effectively manage parking spaces. The alternative option is limited waiting parking which is more difficult and resource intensive to manage and enforce, and turnover is less due to time limits being more likely to be abused.	0	200	200	3	1	2	6
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 and work towards income generation. Introducing further sustainable RTPI schemes such as solar RTPI will be considered.	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. There is a need to continue to re-evaluate all existing infrastructure (RTPI / Shelters / waiting facilities) to maximise the benefits associated with improving customer experience. It is expected that a 30% cost saving can be achieved through income generation from advertising and automated roadside publicity.	100	0	100	2	3	2	7
Countywide Schemes Sub Total				1284	300	1584				

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Transport Strategy Schemes Commenced 2018/19 or Earlier										
ESBC	A444 Corridor Study, Stapenhill, Burton	A working group has been established to identify, design and implement transport improvements to help relief existing issues along the A444 and extending over St Peter's Bridge along the A5189 into Burton and accommodate forecast development traffic, particularly from the Drakelow development in south Derbyshire. This could include pedestrian crossings, junction improvements and walking and cycling routes between Swadlincote/Drakelow and schools along the A444.	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 a concern and there are also high pedestrian flows in the area. Delays on the A444 in the AM peak are caused by priority taken by the roundabout at Violet Way. Various schemes have been looked at to improve Stapenhill roundabout but a preferred scheme has not been agreed. Solutions need to take account of forecast development traffic and the impact of the Walton on Trent Bypass. S106 funding is available from Drakelow development.	0	75	75	3	2	3	8
ESBC	High Street gateways, Burton	Investigate options and consult on the preferred scheme 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, making access to High Street a minor route; enhancing the surfacing and appearance of the junctions to make it clearer that pedestrians have priority in High Street; improving the siting and design of signs and removing sign clutter; and retaining bus access to the High Street with consideration of Automatic Number Plate Recognition (ANPR) to control access.	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.	20	0	20	3	2	3	8
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. The scheme is being delivered by Network Rail's contractors.	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 upon Trent. S106 funding available.	60	432	492	3	2	2	7

ESBC	B5017 Corridor Improvements, Burton	Consider measures to reduce the impact of development traffic 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. It is expected that the scheme will improve the carriageway condition and provide gateway features and traffic calming to be considered in conjunction with any maintenance scheme being proposed.	Improvements are required in line with community concerns about the traffic impact of major development sites. Scheme to be funded through S106.	0	265	265	3	2	3	8
ESBC	Transport improvements in Rangemore	Design and delivery of a traffic calming and safety scheme, including the consideration of a weight limit request. A priority will be to improve safety in the vicinity of All Saints' School in Rangemore, allowing safe crossing for the children.	The aim is to calm traffic, increase pedestrian safety and provide a pleasant and pleasing country lane environment. It is also intended to mitigate the expected increase in traffic caused by the new secondary school on Branston Road. Supported by Philip Atkins and the parish council. Developer funding available.	0	55	55	3	2	3	8
NBC	Kidsgrove town centre traffic management scheme, Kidsgrove	Deliver traffic signal and junction improvements on A50 Liverpool Road, as identified by JCT consultants to help reduce congestion in the designated Air Quality Management Area. Further community engagement will consider the delivery of traffic management measures along Market Street to improve traffic flow by making it one-way towards King Street.	Congestion has been shown to be an issue along the A50 through Kidsgrove. This has led to the designation of an Air Quality Management Area.	0	30	30	3	3	2	8
NBC	Newcastle town centre road signing review	A review is being completed at the request of the Business Improvements District and with the supported of NBC. The project includes a review of signage and identification of improvements to be delivered over a phased programme. The proposal includes signage, road markings, traffic management and TROs.	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). S106 funding available.	0	90	90	3	1	2	6
NBC	Kidsgrove rail station improved access	Completion of car park works at Kidsgrove rail station including, but not limited to, the development of a circa 200 space car park, provision of a bus turning circle, taxi drop-off point and cycle storage.	Complements a Network Rail funded Access for All scheme that will provide step-free access to platforms and supports the service improvements at Kidsgrove rail station and forecast increase in patronage. In a future year, following completion of the new car park, it is expected that TROs may be required to remove on-street parking that could obstruct buses accessing the rail station.	0	1568	1568	3	2	3	8
NBC	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. S106 funding available.	0	25	25	2	2	2	6

CCC	Improved pedestrian connectivity to Cannock rail station (Hobby Way to A460)	The proposals includes improved pedestrian and cycle connectivity between Hobby Way and A460 for local residents.	Enhanced connectivity will be provided for local residents to the A460 and on to Cannock rail station and the Mill Green Outlet Village using S106 funding.	0	39	39	2	2	2	6
CCC	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. Funding is available for detailed design, legal procedures and negotiations with landowners and Network Rail.	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. Funding for delivery may be acquired through a bid to DfT for improved cycle and walking access to rail stations.	10	0	10	2	3	2	7
CCC	Rugeley sustainable transport links - Love Lane cycle route	Provision of new cycle route between Leathermill Lane and Power Station Road (linking to Rugeley bypass). Route to run on-road on Love Lane and also via an upgraded canal towpath parallel to Love Lane with new surfacing and associated signing and markings. Scheme will provide 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. Route was previously identified in Cannock Chase District Council's Rugeley TC Area Action Plan and is to be delivered using S106 funds.	0	140	140	2	3	2	7
CCC	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.	0	50	50	3	2	2	7
SSDC	Penkridge rail station to car park access	Long term access between Penkridge rail station and its car park needs to be maintained. An alternative access to the platform that avoids land purchase needs to be appraised and designed for potential delivery, in the event that the existing path can no longer be used.	When Penkridge rail station car park was improved the County Council secured a short term lease on a parcel of land which allowed easier access between the car park and platforms. The lease has now expired on this land, but access to the platform needs to be maintained.	5	0	5	2	2	3	7
SMDC	A522 Tape Street / Ashbourne Road junction improvement, Cheadle	Following detailed feasibility and design and consultations with the Town Council, it proposed that the mini-roundabout will be retained and improved. Proposals include two lane entries on Tape Street and re-siting of "give-way" lines further back to increase distance between entries. As part of the scheme, the removal of the right-turn on Tape Street that provides access to SMDC's car park will be investigated, as an alternative access to the car park is already provided on Chapel 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. There are also delays northbound at the Ashbourne Road junction. S106 funding may be secured that can contribute towards delivery.	100	0	100	3	1	3	7

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. This could include a review of on-street parking provision and a pedestrian crossing facility on St Edward Street to improve access to High Street.	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.	0	32	32	2	2	2	6
SMDC	Biddulph Valley Way	Completed detailed design and legal procedures in order 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.	0	23	23	1	3	2	6
ESBC / SMDC	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	Tamworth rail station gateway improvements	TTPP consultants on behalf of Network rail have completed a feasibility study that recommends station forecourt reconfiguration accommodating buses, cycling, taxis, pedestrians and car parking. Detailed designs and consultation will be completed to agree a forward programme of works.	The rail station is an important gateway to the town. From May 2019, the London to Crewe services will see improved journey times and later services. The new Franchisee will also be investing in additional car-parking at the station together with community rail initiatives. Network Rail are also proposing to renew the low level lifts.	10	0	10	3	2	3	8
TBC	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. S106 funds are available to deliver the scheme.	0	20	20	3	3	2	8
LDC	A5127 Junction Improvements, Lichfield	A continuation of the work to install SCOOT traffic control system and to improve traffic flows and pedestrian movements along the Birmingham Road transport corridor. The project will include the realignment and construction of 'sheep pen' pedestrian refuges at the junction of Rotten Row and Greenhill, cycle provision in the form of a proposed toucan crossing and the installation of ducting and signal loops as part of the SCOOT system.	Junction improvements to increase traffic capacity on the A5127 corridor through Lichfield and compliment future capacity benefits following completion of the Lichfield Southern Bypass. Improvements will focus on reducing peak hour delays and pedestrian/cycle connectivity along the corridor, enabling future development aspirations to be brought forward by Lichfield District Council.	100	216	316	3	2	2	7

LDC	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. There is the potential to deliver a quick-win by improving cycle route continuity along the A5190 and High Street, linking to open space south of A5190, which is of particular interest to Burntwood Town Council.	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	30	30	3	2	2	7
LDC	HS2 Phase One Cycling and safety Schemes in Lichfield District	Completion of a road safety assessment using the Road Safety Foundation approach along section of the A51, A5192, A5127 and Cappers lane, Lichfield cycle route audit, and scheme option appraisal at three collision cluster sites.	Funded through the £2,975,000 Road Safety Fund that can be spent up to 2026. HS2 Ltd has approved the spending of £50,000 to develop a programme of schemes.	0	50	50	2	3	3	8
LDC	Lichfield Trent Valley rail station	TTPP consultants on behalf of West Midlands Railway have completed a feasibility study that recommends station access and forecourt reconfiguration, including layout for station approach access road (car parking / pathways / shared spaces), bus provision and station forecourt improvements. Detailed designs and consultation will be completed to agree a forward programme of works.	To complement the proposals, Network Rail are providing platforms that are fully accessible using Access for All funding in 2019, including new lifts and bridge. Patronage at the station is forecast to increase following investment by the Franchisee in longer trains, an increase in services, reduced journey times and new electric rolling stock. Cycle facilities are also expected to be improved.	10	2300	2310	3	2	3	8
SBC	South Walls cycle route, Stafford	Detailed design and consultation of proposed cycle facility on South Walls between Cope Street, across Clark Street and linking to Queensway. Scheme includes uncontrolled crossing points, reconfiguration of the existing splitter island at Cope Street, a contraflow cycle lane, shared use footway 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.	10	0	10	2	3	1	6
ESBC	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	1606	1606	3	1	3	7
County wide	Electric Vehicle Chargepoint Project	Study to investigate the potential for delivering a scheme in Staffordshire in 19/20 for businesses and on-street residential areas.	A large proportion of UK households do not have access to off-street parking. DfT want to see Councils coming forward with plans for their area and have announced £4.5m funding to made available in 19/20 which will fund 75% capital costs of procuring and installing on-street charging solutions.	10	0	10	3	2	2	7
Transport Strategy Schemes Commenced Sub Total				335	7161	7496				

District	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	Other Funding (£000)	Total Cost 2019/20 (£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
2019/20 New Transport Strategy Schemes										
TBC	Ashby Road pedestrian crossing, Tamworth	Provision of a new signal controlled pedestrian facility across Ashby Road north of Browns Lane and south of the existing rail bridge.	New crossing facility will increase pedestrian connectivity across the B5493 Ashby Road especially for school children from the new residential development site at Anker Valley and for existing residents of the corridor to enable easier and safer west-east connectivity and reduce severance in periods of peak traffic flows. To be delivered using S106 funds.	0	80	80	1	3	3	7
TBC	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	20	20	3	1	2	6
TBC	Toucan crossings and layby outside Rawlett School, Tamworth	Feasibility, detailed design and potential delivery of proposed layby and two toucan crossing facilities to provide safe connectivity to Rawlett School and accommodate growth at the school. The scheme needs to complement the proposed improvements at the Comberford Rd / Gillway Ln / Coton Ln junction.	The proposals are required to provide safe connectivity to Rawlett School from existing and residential areas and alleviate associated traffic and safety concerns created by parents parking outside the school. Concerns have been raised due to the proposed enlargement of the Academy. To be delivered using S106 funds.	0	20	20	1	3	3	7
TBC	Browns Lane bus stop upgrade, Tamworth	Design and deliver bus stop upgrades including raised kerbs and bus shelters along Browns Lane to serve new housing development.	S106 funds are available for the provision of sustainable travel opportunities as required to improve connectivity and mitigate the traffic impact associated with housing development at Browns Lane.	0	30	30	2	2	3	7
TBC	Ninian Way / Hedging Lane cycle route Tamworth	To provide engineering design and construction of new shared use footway/cycleway from Wilnecote rail station connecting with residential areas and existing cycleway / footway on Hedging Lane. The proposed route uses Brent and Claymore to connect Watling Street with Ninian Way, avoiding Watling Street/Ninian Way roundabout.	S106 funds are available to improve non-motorised user connections to Wilnecote rail station and link with existing shared use footway/cycleways.	0	66	66	2	3	2	7

TBC	Improved cycle link to employment in Amington, Tamworth	Improvement of footpath/cycleway on land linking Sandy Way with Briar to the west and over Mercian Way to the east. Removal of existing barriers that constrain the route's usability between existing cycle route adjacent to Briar that links with Sandy Way. Installation of signage from Briar to identify link into industrial area.	An existing informal and difficult to use footway/cycleway links with existing provision alongside Briar that links the industrial area in Amington with existing residential areas. No provision exists alongside the A5000 Glascote Road, so the existing subway and north/south cycle provision from Glascote Heath to Amington provides the only safe alternative access into the industrial areas for employees.	0	18	18	2	3	2	7
TBC	Watling Street pedestrian crossing, Tamworth	Investigate and design a pedestrian crossing facility on B5404 approximately 100m west of the Tamworth Road /Watling Street signal junction, Two Gates.	The B5404 at this location has high traffic flows with no facilities for pedestrians 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.	5	0	5	1	3	3	7
LDC	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	20	20	3	1	2	6
SSDC	Wombourne bus stop upgrade	New bus stop platform and associated improvements to the bus stop located on Brickbridge Lane, Wombourne near the junction of Brickbridge Lane and the B4176 Bridgnorth Road.	Funds are available to make improvements to bus stop facilities in Wombourne in order to encourage sustainable travel.	0	6	6	1	2	3	6
SSDC	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 potentially includes refuges, dropped kerbs and an enhanced footway.	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.	50	0	50	3	2	2	7
SBC	Swynnerton village enhancements	Delivery of measures that aim to improve connectivity within Swynnerton village and locally, along with potential gateways and speed reduction measures.	Funding is available to improve sustainable transport connectivity to local services and facilities and for measures that reduce vehicle speeds through the village.	0	16	16	1	2	3	6

SBC	A51 safety improvement, Pasturefields at Great Haywood	Measures to look at improved road safety in the Pasturefields area where the A51 passes through, especially at the junction. The measures may include central refuges, junction improvements and a review of the current speed limit in line with the speed limit review.	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	2	3	6
SBC	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 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.	20	0	20	3	3	2	8
ESBC	Transport improvements associated with Land South of Branston, Burton	Establish a working group to consider a package of transport measures that could include bus enhancements, RTPI, 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	Bus route Hot Spot, Burton (St Paul's Street West)	Investigate, design and 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 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.	15	0	15	2	2	3	7
NBC	HGV routing Newcastle	Feasibility, detailed design and potential delivery of sign changes to Silverdale Enterprise Park and amendment to the extent of current 7.5t weight limit that will be re-sited from the bridge near to Pepper Street to the junction with Kents Lane. In addition, potential changes to the signed route to Brampton Industrial Estate will be investigated.	Re-routing of HGVs travelling from Newcastle to Silverdale Enterprise Park. Current signing is confusing for drivers and the designated routes that avoid the existing environmental weight limit are unclear and inconsistent. Routes currently signed to Brampton Industrial Estate are difficult to negotiate and more appropriate alternative routes may be available. S106 funding available.	0	40	40	3	1	2	6
NBC	Bus stop enhancements on Wolstanton High Street	Investigate, design and deliver enhanced bus waiting facilities and pedestrian connectivity to the stops on Wolstanton High Street.	Improvements to bus stop facilities on Wolstanton High Street in order to encourage sustainable travel and reduce traffic growth in the local area. There are 8 buses an hour in the normal weekday that serve the High Street.	0	20	20	1	2	3	6

NBC	A53 transport corridor improvements Newcastle town centre to A500	Investigate options to reduce traffic delays associated with the local air quality Ministerial Direction. Consider junction improvements and traffic signal timings that will re-locate queuing traffic away from air quality receptors that are recording exceedances.	Newcastle Borough Council and Stoke-on-Trent City Council have received a Ministerial Direction to identify the option that will deliver compliance with legal limits for nitrogen dioxide in the area for which the authority is responsible, in the shortest possible time. The preferred option needs to be identified by October 2019, setting out value for money considerations and implementation arrangements. DEFRA funding will be made available for delivery.	0	30	30	3	3	2	8
NBC	Chatterley Valley sustainable transport links	Investigate options and detailed designs for improving walking and cycling connectivity to Chatterley Valley. Consider options for improving facilities at the A34/A500 junction and wider connections to the existing cycle network.	S106 is available from Chatterley Valley developments to look at connections within Staffordshire and Stoke-on-Trent. Amey will consider route options within Staffordshire and a joint working group with Stoke-on-Trent will agree the preferred schemes for delivery. Any works need to complement the cycle routes proposed as part of the current planning application for the extension of Chatterley Valley.	0	10	10	3	3	2	8
County wide	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	135	135	1	3	2	6
New Strategy Schemes Sub Total				90	534	624				
Integrated Transport 2019/20 Programme Total				2911	8439	11350				