

District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2022/23 (£000)	Have access to more good jobs and share the benefits of economic growth	Be healthier and independent for longer	Live in thriving and sustainable communities	Total
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Targeted Local Safety Schemes Commenced 2021/22 or earlier

SBC	Amey	Holdiford Road bridges, Milford	A feasibility study and consultations have been completed to evaluate signing and/or signalisation options for the canal and river bridges on Holdiford Road, which have restricted width and intervisibility. The scheme currently recommended for delivery requires the installation of traffic signals at the bridges.	The scheme is expected to reduce the number of accidents as, through examining the most recent three years of personal injury collision data, six collisions have taken place, of which all but one were head on collisions occurring at this location. The proposed remedial measures would provide a First Year Rate of Return (FYRR) greater than 100%.	100	0	100	1	2	3	6
County wide	Amey	Additional Local Safety Schemes	New accident cluster locations identified following data analysis.	To ensure delivery of future local safety schemes within one financial year, design and associated consultation will be completed during 2022/23 with delivery in 2023/24.	10	0	10	1	2	3	6
NBC	Amey	A53 Whitmore Road / Three Mile Lane junction	The junction consists of a crossroads on the A53 in the village of Whitmore. The scheme proposes to provide a VAS for south-west bound traffic approaching the junction and a Reduce Speed Now message. An advance warning Stop sign on Three Mile Lane and a larger crossroads warning sign for north-east bound traffic is required and road markings are likely to be refreshed and vegetation cut back.	Four collisions have occurred in the three-year period (2017-19) and one in 2020. Four of these five collisions involved vehicles travelling south west on the A53 Whitmore Lane.	30	0	30	1	2	3	6
LDC	Amey	Hilliard's Cross junction with A38	The scheme delivered in 2021/22 included larger two-way traffic signs, emphasised with yellow backing boards. The line markings and arrows showing two-way traffic on the carriageway were also remarked. The remaining works within the boundary of National Highways network are to be completed in 2022/23 under terms of a Section 6 Agreement.	This is a location where six injury accidents have been recorded in the most recent three-year period 1/1/17-31/12/19 +known data. One accident was serious and five were slight. Five of the six accidents involved head on collisions and vehicles were travelling on the wrong side of the road. It is believed that drivers leaving the A38 are mistaking the two-way carriageway for a dual carriageway.	0	15	15	2	2	3	7
Local Safety Scheme commenced Sub Total					140	15	155				

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2022/23 New Targeted Local Safety Schemes											
LDC	Amey	Eastern Avenue / Grange Lane junction improvement	A preferred option has been designed to improve safety at the junction. It includes the installation of traffic signals, incorporating a right lane filter. Pedestrian links to the existing crossing will be improved and a new crossing facility will be installed on the northern arm of Grange Lane. Cycle provision will also be incorporated into the design.	Previous collisions and a fatality in 2020 have been recorded at this junction and community engagement has identified issues with usability, safety and clarity of 'right of way' for vehicles using the junction.	0	250	250	1	2	3	6
SMDC	Amey	A53 Buxton Road, between Blackshaw Moor and Flash	A feasibility study is required to review personal injury collision information and recommend options for a route treatment for the A53 between Blackshaw Moor and Flash (approx. 8km). This study should then facilitate delivery of a scheme during the 2023/24 financial year.	To reduce the number and severity of personal injury collisions occurring on this section of the A53. During the most recent three years of complete data (2018-2020) as well as any files received since, twelve personal injury collisions have taken place (one of which was fatal and five were serious).	10	0	10	1	2	3	6
ESBC	Amey	B5030 Ashbourne Road, between Uttoxeter and Rocester	A feasibility study is required to review personal injury collision information and recommend options for a route treatment for the B5030 between Uttoxeter and Rocester (approx. 4.5km). This study should then facilitate delivery of a scheme during the 2023/24 financial year.	To reduce the number and severity of personal injury collisions occurring on this section of the B5030. During the most recent three years of complete data (2018-2020) as well as any files received since, ten personal injury collisions have taken place (one of which was fatal and four were serious).	10	0	10	1	2	3	6
ESBC	Amey	Loxley crossroads, Kingstone, Uttoxeter	To improve safety, it is recommended that the two side roads are offset to give better sight of the junction.	Following a fatality in 2018 and earlier fatalities, there are concerns regarding forward visibility with drivers not seeing the 'stop' markings at the junction and going straight across. The proposed solution has been agreed by the parish council and they have offered a £40,000 contribution towards the scheme. The landowner is prepared to freely dedicate the land.	65	40	105	1	2	3	6
2022/23 New Local Safety Scheme Sub Total					85	290	375				

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Community Liaison Schemes Commenced 2021/22 or Earlier											
SBC	Amey	Mill Lane Great Haywood	Provide a safe footway between Great Haywood and the canal basin and farm shops, linking between existing footways, to improve road safety for vulnerable road users. The scheme includes footway provision on one-way signal operation under the rail bridge.	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. The main risk to delivery is associated with completing a third party agreement.	150	8	158	1	3	3	7
ESBC	Amey	Parking scheme, Yoxall Road, Newborough	Provide restrictions in the centre of the village to ease congestion at peak times. Review the existing build-out on Duffield Lane that has received road safety concerns. Provide a 40mph buffer zone and reduction to 50mph towards Mitre Crossroads.	There is limited parking on Yoxall Road, especially at school time where congestion is evident. There is currently a central splitter that adds to confusion as some vehicles enter Yoxall Road on the wrong side of the road. There are concerns that these issues are pushing traffic onto the main B road at a point where pedestrians cross, contributing towards safety issues. The County Councillor and Parish Council have offered funding support. The alternative option of introducing limited time waiting could potentially move traffic onto the main B road.	26	6	32	1	1	3	5
ESBC	Amey	A518 Weston to Uttoxeter speed limit review	Site 1: A518 at Amerton – deliver a reduced speed limit to 50mph with associated signage for Amerton Working Farm as recommended in the January 2021 feasibility report. Site 2: Deliver a right turn ghost island and slow signs at Castlewood and consider issues on the uphill approach to junction Investigate options to improve the A51/A518 junction western approach at Weston and potential speeding issues at the A518/B5013 junction.	The Parish Council have raised safety concerns that vehicle speeds are excessive near to the entrance to Amerton Farm. There have also been a number of accidents on the A518 at Grindley. The mobile enforcement team occasionally enforce at these locations. Traffic on the A51 enters Weston village in excess of the 40mph speed limit. The residents feel isolated and find crossing the A51 at this location difficult due to vehicle speeds. The scope of this project has increased due to emerging issues identified at the A518/B5013 junction related to community concerns associated with Hazelwall Farm development site.	20	0	20	1	1	3	5

ESBC	Amey	Traffic calming Anslow	Delivery of an experimental TRO to address the HGV issue at the Outwoods Farm development. Design work and feasibility will be completed on further measures to calm traffic and reduce speeds, for delivery when resources are available.	Speed and volume counts indicate an increase in traffic through Anslow village where the road is narrow and a primary school is located. The issue is exacerbated by new developments in the area and a recent road traffic collision adjacent to the school highlights the issue. A survey shows speeds in excess of 30mph. Proposals have been discussed with the Parish Council.	0	60	60	1	2	3	6
ESBC	Amey	Stramshall Traffic Calming	Traffic calming measures in Stramshall, including a gateway build-out at the western end of the village; revision of the extent of speed limits and relocation of a speed indication device (SID) at the eastern end of the village.	Scheme to be delivered to mitigate the impact of traffic generated from the expansion of JCB at Waterloo Farm, Uttoxeter Road, Beamhurst	17	3	20	1	2	3	6
ESBC	Amey	A515 – Minor roads experimental TRO	Further feasibility work to consider advance signage on the Trunk Road network is required to keep HGVs on the A50 and the A38. National Highways approval will be required, and the signs would need to be designed and installed under their approval and permission. Delivery may require lane closures on the A38. To enable works on the trunk road network, a Section 6 agreement will be required, together with necessary traffic management.	Right and left turn orders have been implemented along the A515 between Kings Bromley and Yoxall. Feedback has identified that advance signage on the trunk road network is required to enhance the success of the scheme which aims to reduce HGV numbers to acceptable levels. The current enforcement being undertaken by the Police has identified a number of violations caused by confusion about signage.	5	0	5	3	1	2	6
ESBC	Amey	Alexandra Drive, Yoxall	Feasibility study to consider options to improve the junction of Alexandra Drive and A515 Sudbury Road and recommend a preferred option.	Vehicles ignore the island at the junction of Alexandra Drive and A515 Sudbury Road, driving straight over it and causing a hazard to other road users. One of the issues was HGVs, however as the A515 now has a weight limit, this has reduced the number of HGVs travelling along here. However, as vehicles are still not adhering to the road markings this is still a cause for concern. Raised by Cllr Jessel and Parish Council.	0	5	5	1	1	3	5

TBC	Amey	Parking improvements – Hockley Road, Tamworth	A feasibility report recommends proceeding with the parking restrictions by the vets and parking restrictions / Permit Parking Scheme by Londis. Additional parking will not be taken forward as the cost is disproportionate to the benefits gained. Informal consultations on the proposed scheme have been completed and works will be started in 2022.	Hockley Road connects the Wilnecote area to the B5404 Watling Street and other locally important roads. It is traffic calmed and is part of a bus route and provides access to local shops, businesses and The Wilnecote School. Whilst most of the houses have off-road parking, there is also terraced housing where residents park on the highway, creating pinch-points. There have been ongoing complaints from the local community over the last 5 years and the previous county councillor for the area, Michael Greatorex, prioritised a feasibility study to look at ways to improve the parking situation and the traffic flow along Hockley Road. Councillor Richard Ford has continued to prioritise this matter.	0	13	13	1	2	3	6
TBC	Amey	Balls Canal Bridge, Hopwas – Weight Restriction signage review	Review and correct the current signage on Balls Canal Bridge and on the approaches from A51 Lichfield Road and B5404 Plantation Lane. The current signing is meant to be structural however the roundel is environmental. There will likely be an issue at the bridge itself though due to available space for a bigger sign & potentially new posts. The proposed changes would clearly advise drivers of the weight restriction.	Vehicles are exceeding the signed 7.5t weight limit. Although enforcement is a police matter, we have a duty to sign correctly, the signing is incorrect and therefore unenforceable. Discussions have taken place with Canal River Trust who have also raised concerns. The aim will be to discourage HGVs from entering Hints Lane and protect the bridge as damage is being caused to the road surface. The structural issues could cause the bridge to be closed, causing delays for emergency services.	0	7	7	1	1	3	5

Community Liaison Commenced Sub Total

218 102 320

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2022/23 New Community Liaison Schemes

CCC	Amey	Heath Way Cannock controlled pedestrian crossing	Replace the existing uncontrolled pedestrian crossing and refuge island on Heath Way with a signal-controlled crossing as recommended by a feasibility report completed in 2020. Street lighting may also need to be upgraded.	Residential estate with access to school, nearby supermarket and shops. Access to the New Mill Green Outlet store will more than likely increase traffic and pedestrians on this road. The Feasibility Study was recommended through the local member's DHP.	100	0	100	2	2	3	7
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CCC	Amey	Four Crosses / A5 Cannock Illumination of Traffic Signs	A weight restriction and signage is currently in place covering Four Crosses Lane and Poplar Lane near Cannock. It is recommended that the signs that were installed many years ago should be illuminated.	HCVs are occasionally using Four Crosses Lane and Poplar Lane as a cut-through and there is an LCP request to improve the signage. It is proposed that existing signs are illuminated to improve visibility and this cannot be funded through the member's DHP.	5	0	5	1	1	3	5
ESBC / SBC / TBC		Town centre bollard replacement programme	Review the rising bollards in the town centres of Uttoxeter, Stafford and Tamworth and recommend an alternative solution to the management of the town centre that can be enforced. The scheme is to look at options available, detailed design and implementation.	The rising bollards are an asset in a poor condition and are failing on a regular basis, requiring regular maintenance to keep them operational. The need to provide an alternative solution is supported by the County Councillor, Town and Borough Council.	5	0	5	3	1	3	7
SMDC	Amey	Leek Road junction with A53 Buxton Road realignment and improvement	Revised junction layout to slow vehicle manoeuvres and VAS and general improvements to lining and signing, as proposed in the Feasibility Report completed by Amey	The junction is a concern for the County Councillor and local community. Although the accident record is insufficient for it to be identified as a Local Safety Scheme there have been concerns raised about the junction. The aim is to make changes to the junction that will help to prevent accidents and the need for a future LSS.	28	2	30	2	1	2	5
TBC	Amey	Flood mitigation at Glascote arches, Tamworth	Investigations are required to consider options for improving the footway to mitigate the impact of localised flooding.	Flooding has occurred at this location for many decades as it is a low point in the topography and the nearest place the drainage can outfall into the adjacent River Tame. This is a key walking route between Glascote and Tamworth town centre. Investigations will include technical surveys to understand the drainage infrastructure, third party assets/EA responsibilities and identification of options to improve drainage, which may include lifting the footways.	10	0	10	2	2	3	7
2022/23 New Community Liaison Sub Total					148	2	150				

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2022/23 Countywide Commitments											
County wide	Amey	Divisional Highway Programme	The Divisional Highway Programme is a Local Member Initiative that helps to fund highway and transport schemes prioritised by County Councillors, such as pedestrian safety, safety and congestion issues at local junctions, school traffic, HGV routing, speeding through villages, parking issues and rat-running on inappropriate roads.	County Councillors are allocated £7,000 to give them the opportunity to directly input into delivery programmes. They work closely with Community Infrastructure Liaison Managers and Parish Councils to ensure local concerns and challenges are identified and priorities are established, taking into account financial constraints.	434	0	434	2	2	3	7
County wide	Other	Highways Laboratory	Funding provided to the County Council's Highways Laboratory for testing materials to ensure compliance with standards and specifications and measuring properties such as reflectivity of road markings and the skid resistance of road surfaces.	Ensures that the schemes delivered in both the maintenance and integrated transport block capital programmes achieve the required standard.	60	0	60	3	1	3	7
County wide	Amey	Rights of Way Maintenance and Improvements	Funding is required for a programme of maintenance and improvements including repair/replacement of bridges, surface improvements, wayfinding, stiles and furniture and reactive maintenance. Schemes in 22/23 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 County Council has a statutory duty to protect and maintain Staffordshire's 4,510km of Public Rights of Way (PRoWs). The condition of PRoW surfaces and the number and condition of PRoW assets (e.g. stiles, gates, bridges, steps and finger posts) is largely unknown. Generally issues are reported to us by members of the public using the path network. The impact of COVID-19 has led to a rise in usage and reporting of issues and this has continued even after the lifting of lockdown measures. In 2020/21 £114,000 capital funds were spent on repairing or replacing 20 structures which has led to significant network benefits. PRoW 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.	75	0	75	1	3	3	7

County wide	Amey	Scheme prep costs	Funding required to provide initial investigations into scheme ideas to inform the decision whether they should be included in the programme and in bids for additional funding.	Helps to ensure that the most appropriate schemes are included in the programme in terms of achieving the necessary outcomes. Initial investigations and cost estimates will help to maximise the success of securing additional funding and reduce the risks associated with an under-costed bid.	20	0	20	2	2	2	6
County wide	Amey	Local Safety Scheme: Targeted wet road skidding sites	A route that has a wet road collision problem occurring predominantly at junctions and/or bends and approaches to roundabouts will be targeted via the Wet Roads Programme.	Sites will be assessed for suitability if there have been at least five wet road collisions on a short length of road (i.e. 200 metres) to make remedial action worthwhile within the latest three years of complete personal injury collision data. Sites should not normally exceed 1.5 km in length. Identified sites are sent to Asset Management with a request for investigation with a view to Premium Surface Dressing treatment as a Local Safety Scheme if appropriate.	130	0	130	1	2	3	6
County wide	Amey	Local Safety Schemes: Mass Action Programme	The Mass Action programme is a means to address a number of common type collisions that, while potentially occurring across a wide area, have a common cause, theme or pattern. The works involve the use of known engineering solutions to negate the actual hazards notably via signage and lining improvements.	All schemes proposed will have a minimum of three personal injury collisions within the latest three years of complete personal injury collision data.	35	0	35	1	2	3	6
County wide	Other	Traffic Signal Refurbishment	Countywide programme of traffic signal refurbishment, focusing on the growing number of very poor assets that are in need of urgent refurbishment including halogen bulb replacement.	Although civil costs are reducing due to a fully ducted system, the County Council has declining assets because of the volume of assets. Over the past five years our growth of new assets has been a total of 26 sites of which six are junctions. The number of assets that are becoming very poor and in need of urgent refurbishment is increasing. Maintaining traffic signal assets to the required standards will improve traffic management of the highway network. Poorly maintained traffic signals impacts upon the authorities compliance with the requirements of the Traffic Management Act 2004.	634	0	634	3	1	3	7
County wide	Other	Sustrans project support	Sustrans review and advice on cycling projects within the programme and support the development of future priorities within the LCWIP. Funding for this resource will be met through the Capability Fund allocation from DfT	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.	0	20	20	2	3	2	7

County wide	Other	Traffic monitoring	Replace permanent traffic counters with CA Traffic's new "BlackCAT Compact" counters which have the ability for both telemetry and solar-power built in. Deliver additional permanent counters as required, including the monitoring of the impact of the Staffordshire Western Access Route and Lichfield Southern Bypass. Data is also required to monitor the impact of strategic development locations throughout the County and traffic flow changes resulting from COVID-19.	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	75	75	3	1	1	5
County wide	Other	Real time bus passenger information project management and infrastructure improvements	The Bus Service Improvement Plan (BSIP) proposes the delivery of consistent bus stop information displays as part of brand rollout. Implement QR codes at all stops to provide real time information without the need for RTI displays. Up-to-date information provision via web portal to be search engine optimised to ensure top web search result. Deliver information displays in Newcastle-under-Lyme, in line with S106 agreements.	Staffordshire's BSIP will help to deliver the National Bus Strategy for England 'Bus Back Better'. Improved bus information is a priority for funding within the BSIP, published in October 2021. The vision is to ensure that Staffordshire's travelling public remains well connected and always kept up to date with accurate information, via various methods and the use of technology. A funding decision on the BSIP is expected by March 2022. The award is expected to cover the £40,000 that has been funded through IT block in previous years.	0	18	18	2	3	2	7
County wide	Amey	Traffic Regulation Orders (TROs) associated with Development	Deliver Traffic Regulation Orders secured through S106 agreements associated with new developments. Progress is required on schemes in Burton and Newborough.	Where necessary, TRO are required to help mitigate the impact of new development in Staffordshire. TRO contributions received include: Land at Victoria Crescent, Burton upon Trent and Land Corner of Yoxall Road and Dark Lane Newborough.	0	5	5	2	1	3	6
Countywide Schemes Sub Total					1388	118	1506				

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Transport Strategy Schemes Commenced 2021/22 or Earlier											
ESBC	Amey	A444 Corridor Study, Stapenhill, Burton -	Current proposals include a cycle route along the A444 between Saxon Street and Sycamore Road and an advisory cycle route on Rosliston Road and Saxon Street, linking to Ferry Street and Stapenhill Viaduct. Temporary weight restriction on Sycamore Rd and Saxon Street were delivered in 2021/22.	A working group identified improvements along this corridor, including improvements to the National Cycle Network, with long term plans to complete the route to Swadlincote and Drakelow in Derbyshire. Funding from the S&S LEP Getting Building Fund and the Sustrans Paths for Everyone programme has been secured to deliver the cycle route.	0	377	377	3	2	3	8
ESBC	Amey	B5017 Corridor Improvements, Burton	Deliver traffic calming and pedestrian improvements 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. Funding opportunities will be sought to complete the missing link of the National Cycle Network along Shobnall Road.	Improvements are required in line with community concerns about the traffic impact of major development sites. There are potential delays to delivery timescales due to structural maintenance issues along the B5017.	0	320	320	3	2	3	8
ESBC	Amey	Transport improvements associated with Land South of Branston, Burton	A report has been completed that recommends walking and cycling proposals along the B5018 corridor, between Main Street Branston and Paget High School. Detailed designs and consultations will be progressed on enhancing walking and cycling provision during 2022/23. RTPI infrastructure will also be provided at Branston and within the town centre.	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 and Local Plan. Negotiations are taking place that may secure a contribution from Network Rail.	0	20	20	2	3	3	8
ESBC	Amey	Uttoxeter Transport Package	Completion of two Traffic Regulation Orders that deliver parking restrictions at Park Street, enabling a local bus service to be reinstated, and at Oldfields Road to improve safety at a sharp bend in the road.	A review of highway issues exacerbated by new developments has identified a package of transport measures. It is proposed that the schemes for Park Street and Oldfields Road are delivered in 2022/23, as the TRO processes have already been progressed and informal consultations have been completed. Further feasibility studies and funding is required to deliver a wider transport package.	10	0	10	2	1	3	6

CCC	Amey	Rugeley Town rail station	An improved link between Platform 2 at Rugeley Town Railway station and Horsefair and the town centre is proposed. This includes upgrading and lighting existing path to a shared use cycleway/footway.	Access between platforms is via a footbridge with no facilities for the less able. The proposed scheme would shorten the route between the two platforms and also the route between the station and Rugeley town centre. Community Infrastructure Levy (CIL) funding for delivery has been secured from the planning authority. Negotiations are taking place with Lea Hall Colliery and Network Rail in terms of land requirement and technical details.	0	162	162	2	3	2	7
TBC	Amey	Corporation Street / Church Street sustainable transport enhancements, Tamworth	The scope of the scheme has been revised to include the re-alignment of existing footway between Corporation Street and Gungate through St Editha's churchyard. Improved street lighting will replace the current substandard system.	Re-alignment of the existing footway between Corporation Street to the west and Gungate to the east will provide improved accessibility and a better understanding of existing routes for users accessing facilities in the town centre and the bus services that pick up and drop off on Corporation Street. Detailed design has progressed during 2021/22, including environmental assessments and land dedication.	0	232	232	2	3	2	7
TBC	Amey	Comberford Rd / Gillway Ln / Coton Ln junction improvement, Tamworth	Detailed feasibility and design is required to identify a preferred improvement that will increase capacity at the junction to accommodate housing growth. Delivery will be in a future year using S106 funds.	The improvement is required to accommodate residential development totalling 870 dwellings at Anker Valley, land off Browns Lane and Coton Lane, and 1000 dwellings at Arkall Farm.	0	5	5	3	1	2	6
LDC	Amey	Cappers Lane / Trent Valley Road / Eastern Ave junction improvement, Lichfield	Feasibility and detailed design is required to identify a preferred improvement that will increase highway capacity and improve walking and cycling provision at the junction to accommodate proposed housing growth. Delivery will be in a future year, with the majority of funding for delivery from secured S106 .	The improvement is required to accommodate residential development at Streethay and Watery Lane totalling 1,700 dwellings, together with other nearby developments.	0	10	10	3	1	2	6
LDC	Amey	Lichfield directional signage	Following the opening of the Lichfield Southern Bypass, new road signing has been delivered that has changed the road hierarchy within the City. Complementary 7.5 tonne environmental weight restriction will be installed in 2022 and HGVs will be discouraged from using Shortbutts Lane. Advanced signing on the trunk road network, A38 and A5 will also be reviewed and agreed with National Highways.	The scheme will help to reduce traffic in the City centre and encourage use of the most appropriate routes for all traffic, especially HGVs. The signing will help to ensure effective use of the new bypass and support the development and regeneration of the City centre.	0	53	53	3	1	1	5

LDC	Amey	Alrewas to NMA cycle route	Improve the cycle link between National Cycle Network route 54 and the National Memorial Arboretum (NMA) by providing enhanced facilities at the A38 / A513 junction, to tie into future proposals to complete the route to the NMA.	Access to the Trent Valley and key attractors in the area such as the NMA via sustainable modes is limited by available infrastructure. The link between NCN54 and the A38 has been delivered with a contribution from Highways England. It is expected that 50% of the spend will be re-imbursed from the Heritage Lottery Fund managed by the Transforming the Trent Valley Project.	75	75	150	1	2	3	6
SBC	Amey	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.	14	10	24	1	2	3	6
CCC	Amey	Five Ways roundabout, Cannock	A design solution is required to address existing deficiencies for implementation in the short term and to ensure acceptability of significant development proposals in the emerging Local Plan.	This junction experiences peak hour congestion and severance, and an AQMA has been declared on the A5190 approach. Significant residential development is proposed in the emerging Local Plan at A5190 Cannock Road and Wimblebury Road and there is a potential housing allocation in Norton Canes which will also impact on the junction. A deliverable solution is required to make these proposed developments acceptable in transport terms. Two options are being investigated, including a larger roundabout which will require property acquisition or an access road linking the A5190 to the east of Five Ways with Brickworks Road (through and providing access to one of the development sites). Amey are required to provide further design iterations to inform capacity testing. Any solution is required to provide connectivity for active modes. Crossing facilities are currently planned in four locations.	0	35	35	3	2	2	7
SBC	Amey	A34 Stafford Road / Eccleshall Road junction, Stone	Investigation and design of improvement options to provide additional vehicular capacity and walking and cycling provision on the Eccleshall Road approach to Walton Island.	This intervention was identified via the Transport Assessment in relation to development at Walton Hill, West of Longhope Drive, Stone. The junction is likely to experience traffic capacity issues in accordance with the impacts of proposed local developments.	0	10	10	3	1	2	6

SBC	Amey	Street lighting and sustainable transport on Castle St and Railway St, Stafford	Improvements to the walking and cycling network between Castlefields and Stafford rail station, including enhanced lighting of the rail bridge on Castle Street; contra-flow cycle routes connecting to the National Cycle Network, with complementary 20mph zone; a cycle link between Railway Street and the station forecourt and enhancements to the off-road connection between Martin Drive and Castle Street.	The highway over the railway bridge on Castle Street does not benefit from road lighting. The pedestrian footpath is very narrow in places, is barriered in and on a bend. It is also a requirement of the Castlefields development to contribute to an enhanced walking and cycling route to the rail station. The scheme needs to complement potential schemes being delivered as part of Stafford Borough Council's Future High Street Fund.	0	50	50	1	3	3	7
LDC	Amey	Blake Street crossing, Little Aston	Footway extension and pedestrian crossing provision on Blake Street in order to safely access Blake Street rail station.	Local communities in Shenstone have raised concerns about the safety of pedestrians accessing the rail station. Traffic and speed surveys need to identify whether a puffin crossing is required. The local communities will be significantly impacted by HS2.	0	80	80	3	2	2	7
LDC	Amey	Eastern Avenue pedestrian and cycle provision between A51 junction and Dimbles Lane, Lichfield A14	Review of pedestrian provision at the A51 junction and cycle and footway provision connecting to Dimbles Lane. Shared/segregated cycle use needs to be provided along the northern side of the road serving The Friary School and Leisure Centre, with cycling provision at all crossings to connect to residential areas to the south of Eastern Avenue. The A51 junction needs to be reviewed in terms of HGV movements. There are significant drainage issues on footways in the vicinity of the narrow footways adjacent to the school entrance.	Safety concerns have been identified by the Road Safety Foundation at the junction with the A51 and the Local Cycling and Walking Infrastructure Plan (LCWIP) has identified this as a key priority route for cyclists. Footway issues at the school and HGV turning issues have been raised by local communities. The scheme needs to complement the Local Safety Scheme that is being delivered in 2022/23 at the Eastern Avenue / Grange Lane junction	0	10	10	2	3	3	8
LDC	Amey	Trent and Mersey Canal Towpath improvement Fradley to Kings Bromley Marina	Design and feasibility has been completed for a canal upgrade between Fradley Junction and A515 Kings Bromley Marina, for delivery in 2022.	The canal at this location will be 'sandwiched' between Phase 1 and Phase 2a of HS2, with many of the local roads to be used as construction routes by HS2. Improving the towpath to Kings Bromley marina would complement the improvements recently made at Fradley junction which is a popular leisure destination.	0	600	600	1	3	3	7

LDC	Amey	Abnalls Lane (A51 Lichfield to Burntwood)	Closure of Abnalls Lane from A51 to St Matthews Road Burntwood providing a safe walking and cycle route parallel to A5190. Pedestrian / cycle crossing provision may be required on A51 to serve Abnalls Lane. Public consultation has been completed on scheme options. The preferred option has been amended to take account of the consultation and delivery will take place in 2022.	The proposal has been identified through community engagement and is supported by the LCWIP and is part of the National Cycle Network.	0	50	50	1	3	3	7
ESBC / CCC / NBC / SBC	Amey	Active Travel Fund (Tranche 2) Burton, Cannock, Newcastle and Stafford	Four active travel schemes will be delivered including, Chell Road Stafford, Lichfield Road and Hednesford Road Cannock, George Street Newcastle-under-Lyme and Station Street Burton upon Trent. Designs and consultations have been completed and works to be delivered will include new segregated cycle lanes, wider and more even pavements, crossing facilities, 20mph zones, narrowing of wide carriageways, priority for cyclists at junctions and enhanced signage.	An £1.83 million award has been received from the Government's Active Travel Fund (Tranche 2) and a £0.97 million Paths for Everyone award will help to deliver the County Council's Local Cycling and Walking Infrastructure Plan (LCWIP). The improvements aim to provide an attractive alternative to the travelling public for shorter journeys, supporting the Government's drive to increase physical activity. Public opinion has been tested thoroughly which has informed scheme designs. An ATF (Tranche 3) announcement is expected in February 2022.	64	2132	2196	2	3	3	8
Transport Strategy Schemes Commenced Sub Total					163	4231	4394				

District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2022/23 (£000)	Have access to more good jobs and share the benefits of economic growth	Be healthier and independent for longer	Live in thriving and sustainable communities	Total
2022/23 New Transport Strategy Schemes											
SBC	Other	A34 corridor study, Stafford	A review of the operation of signals and junctions along the A34 Lichfield Road in Stafford is required in 2022/23 to help reduce existing traffic delays and accommodate housing and employment growth within Stafford, as identified in the adopted Local Plan. An EAST appraisal and scheme justification along the corridor would need to consider highway resilience and sustainable transport, supported by appropriate traffic modelling.	<p>A key objective for Stafford in the adopted Stafford Borough Local Plan 2011 – 2031 is the provision of 5,233 new homes across a range of sites and 56% of the employment growth required within the Borough, supported by appropriate infrastructure as identified in the Stafford Borough Integrated Transport Strategy. However no progress has been made on developing a potential package of measures for the A34 corridor which directly connects to growth in the town and provides an important connection to the east of Stafford.</p> <p>The A34 through Stafford has also been identified by the Department for Transport as Major Road Network (MRN). The MRN forms a middle tier of the country's busiest and most economically important local authority 'A' roads. The MRN five central objectives are:</p> <ul style="list-style-type: none"> •Reduce congestion •Support economic growth and rebalancing •Support housing delivery •Support all road users •Support the Strategic Road Network <p>Public funding support is required to identify a package of measures in readiness for future bidding opportunities to DfT's new funding stream dedicated to improving the MRN.</p>	5	0	5	3	2	3	8

SBC	Other	Gaol Square Gyratory Traffic Signal Renewal, Stafford	To update and replace the existing traffic signal furniture to support the opening of the Stafford Western Access Route and enable the delivery of upgraded crossing facilities being delivered as part of the Chell Road active travel scheme.	The upgrade of these signals is essential for the Stafford Active Travel Fund scheme on Chell Road to proceed. The Gyratory is old and consists of four junctions including pedestrian crossings. The life cycle of a traffic signal asset is approx. 15-20 years, the last upgrade was 21 years ago. The three separate pedestrian crossing controllers are now obsolete and difficult to maintain. The works will upgrade a critical part of the highway network and will include an upgrade from fixed time to SCOOT, complementing the delivery of the Stafford Access Western Route. The improvements also aim to support Stafford Borough Council's Future High Street Fund proposals.	120	0	120	3	2	2	7
SMDC	Amey	St Edward Street, Leek, pedestrian and cycle enhancements	In response to a Feasibility Report completed in 2020, further traffic appraisals and scheme designs are required in 2022/23, including consideration of the impact of scheme options on the four key junction within Leek town centre. Scheme options can then be taken forward for stakeholder engagement to identify the preferred package of sustainable transport measures.	St Edward Street is a key town centre corridor with significant pedestrian flows and retail units. It also experiences significant traffic flows including HGVs. It is constrained at the northern end by a narrowed carriageway which causes vehicular and pedestrian conflict. The 2020 Feasibility Report develops proposals that were identified in SMDC Leek Town Centre Masterplan in 2013. Delivery of the proposals are part of a wider package of transport measures required to support the delivery of employment growth and 1,015 new dwellings in the town. Public funding support is required to identify and consult on the preferred package of measures that will support the growth and economic regeneration of Leek, in line with the adopted Local Plan, in readiness for future bidding opportunities and potential S106 developer contributions.	5	0	5	2	3	3	8
TBC	Amey	Amington School Street Project, Tamworth	The scheme is in Amington and runs between the existing cycle network that connects directly to the High School, along Florendine Street where the local primary school is situated, across the busy Tamworth Road, and over the canal to the towpath and the wider residential areas beyond the canal.	An Active Travel Fund (Tranche 3) award was announced in February 2022 for £343,000 to deliver improvements for walking and cycling in Tamworth, in line with Staffordshire's Local Cycling and Walking Infrastructure Plan. Engagement and consultation will progress in April 2022 on proposals to deliver a School Street, wider footways and traffic management measures.	0	343	343	2	3	3	8
2022/23 New Strategy Schemes Sub Total					130	343	473				
IT block scheme carry over and fees					433		433				
Integrated Transport 2021/22 Programme Total					2705	5101	7806				
Target IT block					2449						