

District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2021/22 (£000)	Have access to more good jobs and share the benefits of economic growth	Be healthier and independent for longer	Feel safer, happier and more supported in their community	Total
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Targeted Local Safety Schemes Commenced 2020/21 or earlier

SMDC	Amey	Freehay crossroads, Cheadle	Following the implementation of a speed limit reduction on each approach which has been delivered during 2020/21, part 2 of the scheme will incorporate detailed design that could potentially lead to the installation of traffic signals during the 2021/22 financial year.	When the site was first identified, nine personal injury collisions had 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.	225	0	225	1	2	3	6
ESBC	Amey	A5121 Wellington Road / A5189 Shobnall Road roundabout, Burton upon Trent	A scheme is proposed to be delivered during 21/22 that aims to address the issues of night time collisions and collisions involving vulnerable road users. The proposal incorporates lighting improvements, line refreshing including circulatory carriageway lines and the installation of advance lane and cycle warning signs.	Eleven collisions have occurred in the most recent three years of personal injury collision data (one serious and ten slights). Six collisions have taken place during the hours of darkness whilst four collisions involved pedal cycles, one a motorcycle and another a pedestrian.	0	30	30	2	2	3	7
ESBC	Amey	Waterloo Street, Burton upon Trent	Following the completion of a feasibility study, a scheme proposal incorporates improvement of current speed calming features; provision of tactile paving and improved signing and markings are proposed for Waterloo Street between Dallow Street and Byrkley Street.	The scheme would be expected to reduce the number of collisions and would provide a First Year Rate of Return (FYRR) greater than 100%. Nine personal injury collisions have taken place during the most recent three years of data (6 in 2019) of which four of these collisions involved pedestrian casualties.	0	80	80	1	2	3	6
SBC	Amey	A34 Queensville roundabout, Stafford	Following the completion of a feasibility study, signing and marking improvements at the roundabout junction of the A34 and Silkmore Lane are recommended.	The scheme would be expected to reduce the number of accidents taking place, as five collisions had occurred in the most recent three year period. The recommendations would provide a First Year Rate of Return (FYRR) greater than 100%.	15	30	45	1	2	3	6
SBC	Amey	Holdiford Road bridges, Milford	To complete a feasibility study to evaluate alternative signing or signalisation options for the canal and river bridges on Holdiford Road, which have restricted width and intervisibility and to deliver a scheme based on the reports recommendations.	The scheme would be 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%.	30	0	30	1	2	3	6

SSDC	Amey	A460 Lodge Lane, Cannock	To deliver a proposed signage and marking scheme for the stretch of A460 Lodge Lane Cannock between Churchbridge Island with the A5 and Saredon Road roundabout junction.	In total, eight personal injury collisions have been recorded during a three-year period for this length of road, of which one was fatal and a further three collisions were serious. The remedial engineering measures proposed focus on road markings and signage solutions. The scheme would be expected to reduce the number of accidents and the proposed remedial measures would provide a First Year Rate of Return (FYRR) greater than 100%.	80	5	85	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, the design and any associated consultation will be completed during 2021/22 with delivery in 2022/23.	15	0	15	1	2	3	6
Local Safety Scheme commenced Sub Total					365	145	510				

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2021/22 New Targeted Local Safety Schemes

NBC	Amey	A53 Whitmore Road / Three Mile Lane junction	The junction consists of a crossroads on the A53 in the village of Whitmore, Newcastle District. The scheme proposes to provide a VAS for south west bound traffic showing the crossroads and a Reduce Speed Now message. In addition, an advance warning Stop sign on Three Mile Lane will be installed alongside a new larger crossroads warning sign for north east bound traffic. Depending on further investigations, road markings at the junction may be refreshed and any vegetation that is obscuring signs is to be cut back.	Four collisions have occurred in the most recent three-year period (2017-19) and one since in 2020. Four of these five collisions involved vehicles travelling south west on the A53 Whitmore Lane.	35	0	35	1	2	3	6
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LDC	Amey	Hilliard's Cross junction with A38	The scheme proposes to increase the size of the two-way traffic signs and to emphasize them with yellow backing boards. The line markings and arrows showing two-way traffic on the carriageway are also to be remarked.	This is a location where 6 injury accidents have been recorded in the moist 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	50	50	2	2	3	7
2021/22 New Local Safety Scheme Sub Total					35	50	85				

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Community Liaison Schemes Commenced 2020/21 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 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.	130	8	138	1	3	3	7
SBC	Amey	Doxey Road pedestrian crossing, Stafford	Proposed zebra crossing on the existing road hump adjacent to Doxey Primary school.	Due to the additional development in the area and more vehicle movements the local Councillor requests a zebra crossing over the existing raised table to improve pedestrian safety. A feasibility study has been carried.	70	0	70	1	2	3	6
LDC	Amey	Netherstowe Lane & Lincoln Close Lichfield Speed Limits	Carry out a TRO for the 30 mph section of Netherstowe Lane to ensure that it is legally enforceable. Install 30/40 mph signage at the Eastern Avenue / Lincoln Close junction to ensure it is legally enforceable.	To ensure that the highway signage and legal documentation complies with current highway standards and the law on signing speed limits. There is no TRO for Netherstowe Lane speed limit. Lincoln Close is a 30 mph residential road however there are no signs as you exit or join Eastern Avenue to indicate the change of speed limit between 30/40 mph. Low risk of objections.	0	6	6	1	1	3	5

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.	In Yoxall Road there is limited parking, especially at school time where congestion is evident. There is currently a central splitter that adds to confusion as some vehicles enter Yoxall Road on the wrong side of the road. There are concern that these issues are pushing traffic onto the main B road at a point where pedestrians cross, contributing towards safety issues. The County Councillor and Parish Council have offered funding support. The alternative option of introducing limited time waiting could potentially move traffic onto the main B road.	33	6	39	1	1	3	5
ESBC	Amey	A518 Weston to Uttoxeter speed limit review	A518 at Amerton – reduce speed limit to 50mph with associated signage for Amerton Working Farm as recommended in the January 2021 feasibility report. A518 at Grindley recommendations as per feasibility report Jan 2021. Further feasibility work is required to identify a solution for the A51.	The Parish have raised safety concerns that vehicle speeds are excessive near to the entrance to Amerton Farm. There have also been a number of accidents on the A518 at Grindley. The mobile enforcement team occasionally enforce at these locations. Traffic on the A51 enters the village in excess of the 40mph speed limit. The residents feel isolated and find crossing the A51 at this location difficult due to vehicle speeds.	50	0	50	1	1	3	5
ESBC	Amey	Traffic calming Anslow	Measures to calm traffic as it enters Anslow and to then keep traffic speeds low as the traffic passes through the village.	Speed and volume counts indicate an increase in traffic through Anslow village where the road is narrow and a primary school is located. The issue is exacerbated by new developments in the area and a recent road traffic collision adjacent to the school highlights the issue. A survey shows speeds in excess of 30mph. Proposals have been discussed with the Parish Council.	0	100	100	1	2	3	6
ESBC	Amey	Stramshall Traffic Calming	Traffic calming measures in the vicinity of Stramshall	Scheme to be delivered to mitigate the impact of traffic generated from the expansion of JCB at Waterloo Farm, Uttoxeter Road, Beamhurst	19	5	24	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. Highways England 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.	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	Stubwood Lane/Oak Road/Lady Meadow Lane Junction improvement, Rocester	Delivery of alteration of existing road layout at the Stubwood Lane/Oak Road/Lady Meadow Lane Junction. The proposal will add 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 the local parish council.	30	5	35	1	1	3	5
Community Liaison Commenced Sub Total					337	130	467				

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2021/22 New Community Liaison Schemes

ESBC	Amey	Alexandra Drive, Yoxall,	Feasibility study to consider options to improve the junction of Alexandra Drive and A515 Sudbury Road.	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
LDC	Amey	Speed limit reduction and parking restrictions NMA	Lower the speed limit on Barley Green Lane / Croxall Road Old Road (the road from the roundabout on the A513 towards the NMA) from 60 mph to 40 mph. Install double yellow lines on same section of road.	The Chetwynd (Slater's) Bridge on the A513 near the National Memorial Arboretum (NMA) will be repaired. As part of the scheme, it is proposed that the speed limit will be reduced from 60 to 40 mph on the A513 either side of the bridge. For consistency, the NMA request that a reduction of the speed limit to 40 mph is also made on Barley Green Lane from the roundabout on the A513 and Croxall Road Old Road together with parking restrictions to support safe and appropriate parking for visitors to the NMA. The roads leading to the NMA also support a Tarmac quarry and there are numerous HGV movements which will increase due to HS2.	20	0	20	1	2	3	6

TBC	Amey	Lorry route signing – B5404 Watling Street, Tamworth	A feasibility report recommends taking forward additional and improved signage on the local highway and trunk road, carriageway narrowing and liaison with Highways England about removing the B5404 from the agreed emergency diversion route.	The B5404 Quarry Hill / Watling Street used to form the previous A5 route prior to the construction of the existing A5 bypass through Tamworth. The road is still heavily used by mainly local traffic and a good, suitable alternate lorry route is already in place for HGVs accessing the Tame Valley Industrial Estate via the A5 and B5440 Marlborough Way. Reinforcing this route through better signage would ensure better legal compliance for HGVs and reduce the current confusion and non-compliance with the existing 7.5 tonne environmental weight restriction. Agreed with Councillor Clements	0	5	5	3	1	2	6
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.	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	20	20	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	10	10	1	1	3	5
New Community Liaison Sub Total					20	40	60				

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2021/22 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 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 21/22 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.	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.	40	0	40	2	2	2	6

County wide	Amey	Local Safety Scheme: Targeted wet road skidding sites	A route that has a wet road collision problem occurring predominantly at junctions and/or bends and approaches to roundabouts will be targeted via the Wet Roads Programme.	Sites will be assessed for suitability if there have been at least five wet road collisions on a short length of road (i.e. 200 metres) to make remedial action worthwhile within the latest three years of complete personal injury collision data. Sites should not normally exceed 1.5 km in length. Identified sites are sent to Asset Management with a request for investigation with a view to Premium Surface Dressing treatment as 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 hallogen 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.	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.	20	0	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	RTPI project management and co-ordination, including partnership working with bus operators to ensure that they continue to provide vehicle location information. Re-allocation / installation of new infrastructure to accommodate bus service changes. Utilise the Media Ready Content Management System and our media ready assets (66 displays) for advertising.	Staffordshire now has 95% of the County enabled with RTPI along with 75% of the bus network currently providing vehicular positional data to Staffordshire's RTPI System, improving the safety and confidence of bus passengers. In 2017 a new RTPI system was procured which includes an industry first Media Ready Content Management System (CMS) which lends itself to advertising. An advertising loop through our JMW RTPI system will ensure that passengers engage with our displays and view adverts which are displayed before and after the premium real time information.	40	8	48	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 Stafford, Newcastle and Uttoxeter.	Where necessary, TRO are required to help mitigate the impact of new development in Staffordshire. TRO contributions received include: Former Castleworks, Stafford, on-site residents parking scheme, residential parking surveys associated with Orme Centre Pool Dam and the Jubilee Baths site, Newcastle, Brookside Road parking enforcement, Uttoxeter and Tixall Road speed reduction, Stafford.	0	56	56	2	1	3	6
Countywide Schemes Sub Total					1468	139	1607				

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Transport Strategy Schemes Commenced 2020/21 or Earlier											
ESBC	Amey	A444 Corridor Study, Stapenhill, Burton	Current proposals include 1km of cycle provision along the A444 between Saxon Street and the County boundary, including cycle lane, toucan crossing and an advisory cycle route. A temporary weight restriction on Sycamore Rd and Saxon St is also proposed and will be reviewed once the Walton bypass is completed.	A working group has identified improvements to help relief existing issues along the A444 and A5189 and accommodate forecast development traffic, particularly from the Drakelow development in south Derbyshire. Funding from the S&S LEP has been secured to deliver the cycle route. Concerns have also been raised about the volume of HGV traffic on Rosliston Road, Sycamore Road and Saxon Street, particularly at school times.	0	160	160	3	2	3	8
ESBC	Amey	High Street gateways, Burton - New St / High Street junction	The current proposal includes altering the layout of the New Street / High Street junction, enhancing the surfacing and appearance of the junctions to make it clearer that pedestrians have priority.	The scheme will complement the ANPR cameras on High Street and the adjacent improvements to the public realm. It will provide greater priority for pedestrians and accommodate the National Cycle Network in line with the Local Cycle and Walking Infrastructure Plan.	0	10	10	3	2	3	8
ESBC	Amey	B5017 Corridor Improvements, Burton	Deliver traffic calming on the B5017 between Wellington Road/Shobnall Road and Postern Road, taking into account local community concerns, safety concerns around Shobnall Primary School and access to the hospital. The missing link of the National Cycle Network will also be provided along Shobnall Road	Improvements are required in line with community concerns about the traffic impact of major development sites.	0	130	130	3	2	3	8
ESBC	Amey	Transport improvements associated with Land South of Branston, Burton	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. In 2021/22 RTPI infrastructure will be provided at Branston and within the town centre, and design work will be progressed on enhancing walking and cycling provision.	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.	0	100	100	2	3	3	8

ESBC	Amey	Uttoxeter Transport Package	Schemes within the transport package were delivered in 2020/21, including Bridge Street pedestrian improvements. In 2021/22, further consideration will be given to the potential delivery of additional traffic regulation orders.	A review of highway issues exacerbated by new developments has identified a package of transport measures. The package takes into account local community concerns, development traffic. It is proposed that the package is developed and delivered as resources permit.	5	0	5	2	1	3	6
NBC	Amey	Kidsgrove town centre traffic management scheme	The scheme to be delivered includes banning all southbound movements from Heathcote Street onto the A50.	Congestion has been shown to be an issue along the A50 through Kidsgrove. This has resulted in the designation of an Air Quality Management Area. Traffic modelling carried out by JCT consultants has recommended the preferred solution and the community has been consulted on the preferred scheme to be delivered.	25	50	75	3	3	2	8
NBC	Amey	Newcastle town centre TRO amendments and provision for cyclists	Amend TROs within the town centre and deliver appropriate signing and infrastructure to complement delivery of High Street / Merrial Street junction improvement and consult on amendments to allow cycling through the town.	Improved traffic enforcement and provision of cycle routes through the town. The scheme needs to tie in with the TRO requirements of the Ryecroft development.	0	15	15	2	2	2	6
NBC	Amey	A34 Lower Street / Enderley Street junction, Newcastle	Review the design and capacity of the A34/Enderley Street/Sainsbury's junction	The assessment and design options should maintain/improve the capacity on the A34 and consider the potential to provide a right turn facility into Enderley Street to improve HGV access to Brampton Industrial Estate. Proposals need to take account of the additional trips likely to be generated from the redevelopment of the former Bus Depot site directly north of the junction.	0	5	5	3	1	2	6
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.	0	162	162	2	3	2	7

SSDC	Amey	Codsall rail station to car park pedestrian link	Provide a pedestrian link and gates to the rail station car park to complement the recent highway improvements.	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.	0	35	35	3	2	2	7
SMDC	Amey	Biddulph Valley Way	Complete NCN55 to the south of Biddulph between Brown Lees Road and Bull Lane.	The Biddulph Valley Way is a key off-road walking and cycling link providing connectivity between Stoke-on-Trent and Biddulph. Its use is promoted by local cycling user groups through organised rides and leaflet distribution. Detailed design and legal procedures have been completed and funding from the S&S LEP has been secured to deliver the scheme.	0	185	185	1	3	3	7
TBC	Amey	Corporation Street / Church Street sustainable transport enhancements, Tamworth	Realignment of existing footway between Corporation Street and Gungate through St Editha's churchyard. Improved street lighting will replace the current substandard system. Provide RTP1 totem within the pedestrianised area of Tamworth.	Realignment 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. The RTP1 totem will keep people informed of bus times so they spend more time in the centre than at the bus stop. Improved street lighting will create a safer environment for all users.	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 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.	0	5	5	3	1	2	6
TBC	Amey	Rawlett School, Tamworth	Mitigation measures to be delivered to accommodate growth at Rawlett School include, double yellow lines to remove on-road parking on A513 Comberford Road, enhanced gateway and refuge to north of the school, measures to reduce speeds and enhance pavements, signing and road markings.	The proposals are required to mitigate the growth of Rawlett School serving existing and new residential areas and alleviate associated traffic and safety concerns. The scheme needs to complement the proposed improvements at the Comberford Rd / Gillway Ln / Coton Ln junction.	0	65	65	3	2	3	8

LDC	Amey	Burntwood town centre public realm enhancements	Detailed design and consultation on enhancements to public realm, junction improvements, signing strategy and sustainable transport measures. 0.3km of cycle and pedestrian provision will be completed along A5190 Milestone Way between High Street and Sycamore Road, including upgraded toucan crossing, footway widening and cycle provision.	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	128	128	3	2	2	7
LDC	Amey	Cappers Lane / Trent Valley Road / Eastern Ave junction improvement, Lichfield	Feasibility and detailed design is required to identify a preferred improvement that will increase capacity at the junction to accommodate proposed housing growth. Delivery will be in a future year when all S106 has been secured.	The improvement is required to accommodate residential development at Streethay and Watery Lane totalling 1,700 dwellings. S106 is available from previous developments to complete design work.	0	5	5	3	1	2	6
LDC	Amey	Lichfield directional signage	Following the opening of the Lichfield Southern Bypass, roads will be downgraded to a C road, including A51 Upper St. John St, A5127 (Cappers Lane - The Friary), A5127 (The Friary - Falkland Road). A 7.5 tonne environmental weight restriction will be installed on these roads and St. John St and The Friary. Primary route status will be removed from A5127 Upper St. John St and A5127 Birmingham Road (Upper St. John St - The Friary) and Primary route status will be given to A461 Falkland Road, A461 Sainte Foy Avenue and the bypass. New directional signage will reflect the changes to the road hierarchy. Bridge height signage will be assessed to take account of three low height bridges 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 Highways England.	The scheme will reduce traffic impacts to the city centre and encourage use of the most appropriate routes for all traffic especially HGVs. Making sure effective use of the new bypass and supporting development and regeneration of the city centre. Phase 1: pre-bypass completion, review and delivery of improved signing without requirement for future amendments when bypass is complete. Phase 2: post-bypass review and delivery of signing to encourage best use of the bypass and link with amendments made pre-bypass.	0	300	300	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.	50	125	175	1	2	3	6

SBC	Amey	South Walls cycle route, Stafford	Sustrans awarded the County Council DfT funds to deliver enhanced public realm and cycle facilities on South Walls between Cope Street, across Clark Street and linking to Queensway. The scheme commenced in 2020/21, including enhanced public realm, uncontrolled crossing points, reconfiguration of the existing splitter island at Cope Street, shared use footway/cycleway and reduced traffic space. Additional funding is required in 21/22 to complete the scheme, focusing on changes to improve the flow of traffic on Lammascote Road gyratory.	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.	200	0	200	2	3	2	7
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	13	27	1	2	3	6
County wide	Amey	Bus Lane Camera Enforcement	Bus Lane Camera Enforcement at Gainsborough Drive, Perton Bus link and Beacon Rise, Stone. The cost of operating the enforcement cameras will be covered by any revenue generated by Penalty Charge Notices issued for contravening bus gates 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	83	83	1	3	2	6
Transport Strategy Schemes Commenced Sub Total					294	1808	2102				

District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2021/22 (£000)	Have access to more good jobs and share the benefits of economic growth	Be healthier and independent for longer	Feel safer, happier and more supported in their community	Total
2021/22 New Transport Strategy Schemes											
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. The local community favour a larger four arm roundabout. An AQMA has been declared at the junction on the A5190 approach. The A5190 Cannock Road and Wimblebury Roads have been identified as potential locations for significant residential development in the emerging Local Plan. A bid to DfT for Local Pinch Point Funding in January 2020 has been submitted, however the scheme identified is not deliverable within the existing highway boundary. Land within the control of CCC presently used for a War Memorial / Park on the NW corner of Wimblebury Road will only be made available after all other options have been exhausted.	25	0	25	3	2	2	7
SDDC	Amey	Pedestrian crossing A41 / Wrottesley Park Road /Heath House Lane - Perton	Signalised pedestrian crossing facility to be introduced to the A41 East approach, including widening of refuges.	A pedestrian crossing is needed to preserve the status as a safe walking route for students accessing Codsall High School from Perton. This follows proposals to amend existing signal settings to increase capacity/efficiency at the junction. Failure to undertake the scheme would result in a need to transport students to Codsall High School at significant annual and on-going cost to SCC revenue resources. Risk of reputational issues resulting. Political support from Cabinet Member and Local MP.	90	0	90	1	3	3	7
SBC	Amey	A34 Stafford Road / Eccleshall Road junction, Stone	Investigation and design of improvement options to provide additional vehicular capacity on the Eccleshall Road approach to Walton Island.	In relation to permitted and planned development in Walton area adjacent to Stone and accommodation of additional vehicle trips by increasing the capacity of the Eccleshall Road approach to the junction. 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 on Castle Street and Railway Street to enhance pedestrian connections between the development site and the rail station, including enhanced lighting of the rail bridge on 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 proposals are supported by Cllr Winnington.	0	5	5	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	100	100	3	2	2	7
LDC	Amey	Pedestrian improvements Whittington	Pedestrian facilities at the junction with Common Lane. Footway enhancements along Common Lane between Tamworth Road and Church Street.	Safety concerns have been identified on the A51 at the junction with Common Lane and the local community, that will be significantly impacted by HS2, has limited footway provision between the A51 and the Whittington, particularly to the Primary School.	0	180	180	1	3	3	7
LDC	Amey	Eastern Avenue pedestrian and cycle provision between A51 junction and Dimbles Lane, Lichfield	Review of pedestrian provision at the A51 junction and cycle and footway provision connecting to Dimbles Lane. Shared 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 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.	0	10	10	2	3	3	8
LDC	Amey	Trent and Mersey Canal Towpath improvement Fradley to Kings Bromley Marina	Design and feasibility for a canal upgrade between Fradley Junction and A515 Kings Bromley Marina	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	10	10	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.	The proposal has been identified through community engagement and is supported by the LCWIP and is part of the National Cycle Network.	0	60	60	1	3	3	7
ESBC / CCC / NBC / SBC	Amey	Active Travel Fund Burton, Cannock, Newcastle and Safford	Works in Chell Road Stafford, Lichfield Road and Hednesford Road Cannock, George Street Newcastle-under-Lyme and Station Street Burton upon Trent could include new segregated cycle lanes, wider and more even pavements, crossing facilities, 20mph zones, narrowing of wide carriageways, priority for cyclists at junctions, signage and cycle parking.	An £1.83 million award has been received from the Government's Active Travel Fund (Tranche 2) and 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 will be tested thoroughly before any of the four schemes are delivered to ensure that there is majority support.	0	1830	1830	2	3	3	8
New Strategy Schemes Sub Total					115	2205	2320				
Integrated Transport 2021/22 Programme Total					2634	4517	7151				
Target IT block					2423						