

District	Delivery	Scheme Name and Location	Scheme Description	Scheme Rationale	IT Block (£000)	S106 and Other Funding (£000)	Total Cost 2023/24 (£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	Outcome Score Total
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**Targeted Local Safety Schemes Commenced 2023/24 or earlier**

SBC	Amey	<b>Holdiford Road bridges, Milford</b>	Following feasibility and consultation, traffic signals will be installed at the canal and river bridges on Holdiford Road where there is restricted width and intervisibility.	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%.	65	0	65	1	2	3	<b>6</b>
SMDC	Amey	<b>A53 Buxton Road, between Blackshaw Moor and Flash</b>	Likely scheme following feasibility study includes a speed limit reduction to 50mph, marker posts at side road junctions and blind spots, warning signs to alert drivers to expect slower vehicles existing the layby near Brown Lane, traffic island at Blackmere Road/Hazel Barrow Lane junction and updated warning and directional signage along the route.	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).	100	0	100	1	2	3	<b>6</b>
ESBC	Amey	<b>B5030 Ashbourne Road, between Uttoxeter and Rocester</b>	The preferred option in the feasibility study includes, central hatching reducing the likelihood of vehicles crossing onto the path of oncoming vehicles, potential for double white lines in narrower places to prevent overtaking, junction aheads signs, maintenance of vegetation and a speed limit reduction within the National Speed Limit stretch to 50MPH.	It is estimated that the proposed measures could produce a saving of 1.06 accidents per annum (based on a conservative collision saving of 33%). This would equate to an annual saving of £278,379 (based on DfT estimate for built up accidents 2023). Pending any changes following the double white line assessment the total works is estimated to be £95,000, and therefore, the first-year rate of return would be 309%.	95	0	95	1	2	3	<b>6</b>
ESBC	Amey	<b>Loxley crossroads, Kingstone, Uttoxeter</b>	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 contribution towards the scheme. The landowner is prepared to freely dedicate the land.	150	50	200	1	2	3	<b>6</b>
County wide	Amey	<b>Additional Local Safety Schemes</b>	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 2024/25 with delivery in 2025/26.	10	0	10	1	2	3	<b>6</b>

Local Safety Scheme commenced Sub Total					420	50	470
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**2024/25 New Targeted Local Safety Schemes**

CCDC/ESBC	Amey	<b>Vehicle Activated Signs (VAS)</b>	The installation of two VAS signs are proposed for installation to help reduce casualties at Rugeley Road near to Caravan Park, Beaudesert, Cannock Chase and Forest Road near to Junction of Dunstall Cross / Dunstall Hill, Rangemore Hill.	<p><b>VAS112</b> is a bend warning indicator in Cannock Chase, it was initially installed due to a significant volume of collisions within 3 years prior to installation- (3 KSI &amp; 10 Slight) reducing to 1 slight in the 3 years after installation (a cost saving to the economy £1.13million).</p> <p><b>VAS139</b> is a crossroads junction ahead warning sign installed due to a collision history at the crossroads within the 3 year period prior of (1KSI &amp; 3 Slight) reducing to zero personal injury collisions during the 3 consecutive years after. (a £377k cost saving to the economy) There are high Community and member concerns at this location.</p>	50	0	50	1	2	3	6
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<b>2024/25 New Local Safety Scheme Sub Total</b>					<b>50</b>	<b>0</b>	<b>50</b>				
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**Community Liaison Schemes Commenced 2023/24 or Earlier**

SBC	Amey	<b>Mill Lane Great Haywood footway</b>	Funding is available to continue the detailed design, local consultation and third party agreements on this proposal to provide a safe footway between Great Haywood and the canal basin and farm shops. The aim is to provide a link 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.	15	0	15	1	3	3	7
TBC	Amey	<b>Flood mitigation at Glascote arches, Tamworth</b>	A feasibility study recommended options for mitigating the flooding and the preferred short term low cost option that will be delivered in 2024/25 is to flush through the drains and put a camera down.	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 have included technical surveys to understand the drainage infrastructure, third party assets/EA responsibilities and identification of options to improve drainage.	30	0	30	2	2	3	7
ESBC	Amey	<b>Uttoxeter Parking Review - Market Place, Uttoxeter</b>	Proposals include increasing on-street parking and disabled bays, changes to on-street timings and cycle parking. On-street electric vehicle charging points will be considered through other funding opportunities in line with the EV Strategy.	There are a number of new developments in Uttoxeter Town area which with no increase in off-street parking has put increased pressure on on-street parking.  A feasibility study and local consultation has been completed which considered options to improve on street provision, remove parking where inappropriate and suggest locations where more on street parking can be provided.	30	0	30	2	1	3	6
ESBC	Amey	<b>Traffic management Back Lane, Uttoxeter</b>	Enforcement and engineering solutions to deter through traffic along Back Lane. Future proposals could include a bus gate that could potentially be enforced by ANPR cameras.	There are a number of new developments in Uttoxeter Town area which has put increased pressure on Uttoxeter. Proposals for Back Lane are supported by key stakeholders, including the Town Council.  Back Lane links Silver street to Dove Bank and whilst subject to a traffic regulation order that prohibits traffic, the road continues to be well used as a cut through to avoid queuing traffic at the junction. The route is also used by school buses to drop off and collect Students to Elaine's school and concern is raised that vehicles pass these buses at speed as students walk into the road.	20	0	20	2	2	3	7

ESBC	Amey	<b>Uttoxeter town centre bollard enforcement</b>	Reinstatement of a rising bollard at the north end of High Street, Uttoxeter.	Reinstatement of a rising bollard to manage traffic flows in this key town centre location.	15	0	15	3	1	3	7
ESBC	Amey	<b>Stone Road/Smithfield Road Junction improvement, Uttoxeter</b>	Measures to improve pedestrian environment at a key junction providing access to local schools. Scheme includes amending the alignment of an existing zebra crossing, improved signage and lining, guardrail upgrade and introduction of a TRO to prohibit unsafe parking which limits visibility.	There are a number of new developments in Uttoxeter Town area which has put increased pressure on Uttoxeter.  The existing 'zebra' crossing on Stone Road is located in a position that means when pedestrians are on the crossing, they are unsighted as vehicles turn off Smithfield Road into Stone road. There are also numerous places where pedestrians cross in this area without using the crossing.	5	0	5	2	1	3	6
SSDC	Amey	<b>Codsall Road, Dam Mill Codsall</b>	Implementation of measures to reduce speeds and improve safety at a bend in Codsall Road.	There is a long term history of loss of control incidents and whilst the criteria is not met for road safety intervention there is pressure (over a number of years) from the community to take action at this site which is also supported by the local member and the Parish Council.  Low-cost measures have been previously implemented including speed indication devices (SIDs) funded by the Parish Council but the problems still exist. The scheme aims to reduce safety incidents and traffic speeds	40	0	40	1	2	3	6
<b>Community Liaison Schemes Commenced 2023/24 or Earlier Sub Total</b>					<b>155</b>	<b>0</b>	<b>155</b>				

**2024/25 New Community Liaison Schemes**

LDC	Amey	<b>A51/ Hood Lane Weight Limit Signage, Rugeley</b>	Installation of two advanced weight limit signs on the A51 on the approach to Hood Lane (in both directions) advising HGVs of the 7.5t weight limit.	The scheme will help reduce the number of HGVs illegally using Hood Lane, which has resulted in damage to property.  The signage will be similar to the sign installed further down the A51 at the junction of Longdon Green which has proved very successful.	5	11	16	1	1	3	5
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ESBC	Amey	<b>Belvedere Road traffic management, Burton upon Trent</b>	The proposal includes the review of central hatching, edge of carriageway markings, markings to reduce the size of the bell mouth junction on Outwoods Street and a relocation of the bus stop.	To enhance the safety for the local community and provide road markings to encourage motorists to drive to the condition of the road.  There are safety concerns at this location, where vehicles are hitting guardrails and boundary walls. This is a main route for the hospital and Outwoods Street leads to a school.	25	0	25	1	3	2	6
SBC	Amey	<b>A519 Beech Road Safety Improvements</b>	Following the outcome of a feasibility study, the preferred option is likely to include the upgrading of existing warning signage and providing changes to the speed limit at the bend in the road.	There are safety concerns at this location due to the layout of the road and the speed in which vehicles take the bend and the local councillor considers that the issue needs to be prioritised due to accidents.	20	0	20	1	3	2	6
SBC	Amey	<b>A513 Lichfield Road, Shugborough Speed Limit Change</b>	The proposal is to reduce the speed limit from 60mph to 40mph, tying in with the existing 40mph in Milford. This section of road includes entrances/exits to Shugborough and Cannock Chase punch bowl car park that both have visibility restrictions due to the bends in the road.	There is a blind bend around the Punch Bowl car park which causes concerns for drivers and for visitors trying to enter/exit the car park due to limited visibility.  This scheme will benefit the local community, longer distance trips and active travel, as it is a popular leisure cycling/walking area.	15	0	15	1	1	2	4
LDC	Amey	<b>A513 Kings Bromley Lane traffic management</b>	A feasibility study has been completed and the preferred option is to deliver additional advanced traffic signs, bollards within the verge and additional road marking on the approaches to the junction.	King's Bromley Lane is an un-lit, single carriageway rural road, with a National Speed Limit, providing connection to the A513/B5014 Uttoxeter Road.  Concerns raised by the local member and the local community are centred around the increasing number of collisions occurring at the junction as a result of vehicles overshooting the existing give way.  To scheme will reduce ongoing maintenance costs through damage and mitigate against this longstanding local community concern .	30	0	30	1	2	3	6
SMDC	Amey	<b>High Street Cheadle, enhanced vehicle access to local businesses</b>	The proposal is to add short-stay parking bays and loading bays to further support the local businesses in the area. The Traffic Regulation Order (TRO) will be amended before relining, following recent re-surfacing works.	Currently, there is limited parking for customers accessing local businesses on High Street. The proposed short-stay parking location is currently designated as 'no waiting at any time,' yet despite parking restrictions, local residents frequently use it for quick stops at businesses without hindering the flow of traffic. The scheme aims to decrease illegal parking, enhance customer parking, and support local businesses.	18	0	18	3	2	1	6

ESBC	Amey	<b>Station Lane traffic management, Walton-on-Trent</b>	The proposal includes carriageway narrowing prior to the Walton Bridge and a priority system, allowing motorists in large vehicles the opportunity to turn around and find an alternative route. This will also see the National Speed Limit dropped to 40mph.	This scheme is supported by the local councillor. Derbyshire County Council are also expressing their concerns as they regularly have large vehicles stuck on the bridge at Walton-on-Trent, using emergency services time to alleviate the situation.	8	0	8	2	1	2	5
ESBC	Amey	<b>B5013/B5014 Uttoxeter Road junction improvement, Abbots Bromley</b>	The proposal includes signage improvements and speed control measures on the approaches to the junction.	Safety issues at the junction have been raised by the local councillor due to speeding cars overshooting the junction and colliding with gates/fences. The B5013 and B5014 are notorious for speeding with a Pursuant to Police Reform Act Section 59 in place close to Blithfield Reservoir. A recent fatality occurred at the junction involving a motorcyclist and a bus,	50	0	50	1	2	3	6
SBC	Amey	<b>Stone town centre Gyrotory Review</b>	A feasibility study to review Stone town centre transport provision for all modes, focusing on the ring road. An options assessment is required, supported by data collection, to investigate the potential for short term low cost measures and the need for larger scale improvements that could be delivered in the future, as resources permit. The study will require consultation with key stakeholders, including Morrisons, local businesses and Stone Town Council.	A feasibility study is required as the one way system in Stone town centre currently suffers from periods of traffic delays and safety issues for pedestrians and cyclists. There are local concerns about the growth of traffic in Stone that is likely to be generated by residential developments in the area.	10	0	10	3	2	2	7
TBC	Amey	<b>Tamworth town centre TRO review</b>	Undertake further reviews of the traffic regulation orders in place (including traffic surveys and monitoring) and investigate the need for the implementation of experimental traffic regulations orders.	The review will consider pedestrian safety in the town centre and any appropriate amendments to accommodate committed development such as the Future High Streets project.	20	0	20	2	1	3	6
SBC	Amey	<b>Aston Link Road traffic management, Stone</b>	Feasibility Study to consider option for reviewing the purpose of Aston Link Road as a connection between the A51 and Lichfield Road. The study should look at the potential for making Aston Link Road one way and give consideration to walk and cycle movements.	The study will consider various existing issues including increased use of the link road as a short cut, limited visibility, queuing vehicles on A51 at this junction, substandard width of the lane and proximity to Lichfield Road junction. Consideration will be given to walk and cycle movements in the area.	16	0	16	1	1	2	4
SBC	Amey	<b>Newport Road and Castle Bank pedestrian crossings, Stafford</b>	Feasibility Study to consider the need and viability for improved crossing provision on Newport Road and Castle Bank for walking, wheeling and cycling.	There is local councillor concern that the heavy volumes of traffic on the Newport Road and lack of crossings points is making it unsafe for walking, wheeling and cycling. The objective is to provide better access for all along this corridor and improve safety for children walking, wheeling and cycling to school.	5	0	5	2	2	3	7
<b>2024/25 New Community Liaison Sub Total</b>					<b>222</b>	<b>11</b>	<b>233</b>				

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**2024/25 Countywide Commitments**

County wide	Amey	<b>Divisional Highway Programme</b>	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	<b>Highways Laboratory</b>	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.	70	0	70	3	1	3	7
County wide	Amey	<b>Rights of Way Maintenance and Improvements</b>	Delivery of a programme of maintenance and improvements to the PRoW network to address issues and increase efficiency of management. Schemes in 23/24 will focus on: <ul style="list-style-type: none"> <li>Major PRoW improvement schemes</li> <li>'Finding Your Way' Programme</li> <li>'Miles without Stiles' Programme</li> <li>Community Paths Initiative</li> <li>Path Volunteer Programme</li> </ul>	The County Council has a statutory duty to keep 4,510km of Public Rights of Way (PRoWs) safe and accessible. Funding will help to: <ul style="list-style-type: none"> <li>addressing the backlog of unresolved issues</li> <li>Reduce the risk of complaints against the council and improve public satisfaction</li> <li>Enable a forward planned approach</li> <li>Increased involvement from the community via the community paths initiative and volunteering programme.</li> <li>Focus improvements on value to the local transport network.</li> <li>Provide new infrastructure to enable new and upgraded routes on the Definitive Map to be used by the public.</li> </ul>	120	0	120	1	3	3	7
County wide	Amey	<b>Scheme prep costs</b>	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	<b>Local Safety Scheme: Targeted wet road skidding sites</b>	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	<b>Local Safety Schemes: Mass Action Programme</b>	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	<b>Traffic Signal Refurbishment</b>	Countywide programme of traffic signal refurbishment, focusing on the growing number of poor assets that require urgent refurbishment. Includes a replacement programme for obsolete halogen bulbs.	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 29 sites of which eight 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.	800	0	800	3	1	3	7
County wide	Other	<b>Traffic monitoring</b>	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 and active travel schemes. 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 and cameras can help to monitor all modes of transport along key routes. The data helps to inform the outcome of highway improvements and major housing and employment developments. 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	Amey	<b>Bus stop Infrastructure improvement programme</b>	A programme of works to improve the County Council's bus stop infrastructure to provide a more attractive environment for bus users ensuring a consistent standard.	Staffordshire's Bus Service Improvement Plan (BSIP) and Enhanced Partnership with bus operators will help to deliver the National Bus Strategy for England 'Bus Back Better'.  Government guidance suggests that well designed, modern, high quality, attractive and safe bus stop infrastructure will help to growth bus patronage. A targeted approach will be applied by identifying key long term viable routes and prioritising bus stops that have the greatest use.	125	0	125	2	3	2	7
Countywide	Amey	<b>Access for all improvements associated with highway maintenance schemes</b>	Completion of audits of the walking environment along routes that are in the 2025/26 highway maintenance programme. The audits will identify a programme of potential improvements that can be delivered alongside the maintenance programme, as resources permit.	The purpose of the funding is to provide a resource that enables greater integration with the maintenance programme to ensure that minor improvements to the walking environment, such as dropped kerbs and tactile paving can be coordinated and delivered alongside maintenance schemes.	40	0	40	1	1	3	5
<b>Countywide Schemes Sub Total</b>					1774	75	1849				
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<b>Transport Strategy Schemes Commenced 2023/24 or Earlier</b>											
ESBC	Amey	<b>B5017 Corridor Improvements, Burton</b>	Deliver traffic management 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.	Improvements are required in line with community concerns about the traffic impact of major development sites. Options that are being considered include signalisation of B5017 Henhurst Hill/ Hopley Road/ Postern Road junction, declassification of B5017 to facilitate introduction of an environmental weight limit and measures to discourage speeding.	0	80	80	3	2	3	8
ESBC	Amey	<b>Transport improvements associated with Land South of Branston, Burton</b>	Detailed designs will be progressed in line with the outcome of public consultations that were completed in 2023 on walking and cycling proposals along the B5018 corridor, between Main Street Branston and Paget High School. It is currently expected that the scheme will be delivered in 2025/26.	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	550	550	2	3	3	8

TBC	Amey	<b>Comberford Rd / Gillway Ln / Coton Ln junction improvement, Tamworth</b>	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	<b>6</b>
LDC	Amey	<b>Cappers Lane / Trent Valley Road / Eastern Ave junction improvement, Lichfield</b>	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	50	50	3	1	2	<b>6</b>
SBC	Amey	<b>A34 Stafford Road / Eccleshall Road junction, Stone</b>	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. The A34 junction also creates severance and safety issues for pedestrians and cyclist movements between the development and Stone town centre.	0	208	208	3	1	2	<b>6</b>
LDC	Amey	<b>Eastern Avenue pedestrian and cycle provision between A51 junction and Dimbles Lane, Lichfield.</b>	Review of pedestrian provision at the A51 junction and cycle and footway provision connecting to Grange Lane south of Eastern Avenue and to existing footpaths that connect to Dimbles Lane.  Shared/segregated cycle use needs to be provided along the northern side of the road serving The Friary School and Friary Grange 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	350	350	2	3	3	<b>8</b>

LDC	Amey	<b>Abnalls Lane (A51 Lichfield to Burntwood)</b>	Public consultation has been completed on scheme options. The preferred option has been amended to take account the outcome consultation. The final scheme will focus on providing a safer crossing point on the A51, to be delivered in 2024/25	Abnall's Lane is a key walking and cycling connection between Burntwood and Lichfield and is part of the National Cycle Network. The original proposal included the closure of Abnall's Lane from A51 to St Matthews Road Burntwood.  Following detailed consultation a preferred scheme that enabled appropriate local access, alongside closure of the route to traffic, could not be identified. The scheme will therefore focus on improving safety at the crossing point on the A51.	0	35	35	1	3	3	7
SMDC	Amey	<b>St Edward Street, Leek, pedestrian and cycle enhancements</b>	In response to a feasibility report completed in 2020, further traffic appraisals and scheme designs were completed in 2022/23 including consideration of the impact of scheme options on the four key junctions within Leek town centre. Capacity assessments now need to be completed at these junctions. Once this work is complete, 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 developed 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.	7	0	7	2	3	3	8
TBC	Amey	<b>Amington Cycle Route and School Street, Tamworth</b>	Detailed design and consultations will be completed and the final scheme is programmed to be delivered during July and August 2024. The scheme delivers walking and cycling improvements between the High School, along Florendine Street where the local primary school is situated, across the busy Tamworth Road, linking to the canal to the towpath and the wider residential areas beyond the canal.	The funding award from Active Travel Englands will deliver improvements for walking and cycling in Tamworth, in line with Staffordshire's Local Cycling and Walking Infrastructure Plan.	0	456	456	2	3	3	8

SBC	Amey	<b>Measures to ensure SWAR Benefits Realisation</b>	Feasibility study to investigate the operation of the A34 Foregate Street/ Pans Road signals in relation to capacity and issues raised through the RSA process. There will also be consideration of measures to address the significant increase of traffic using Sash Street.	Ongoing review of the Stafford Western Access Rout (SWAR) has highlighted a few areas for more detailed consideration.  This feasibility study will help to ensure that the full benefits of the SWAR are realised whilst minimising any unintended consequences.	30	0	30	3	1	3	7
EBC	Amey	<b>Shobnall Road, Burton upon Trent National Cycle Network</b>	Installation of LTN1/20 compliant cycling infrastructure along Shobnall Road Burton upon Trent to link National Cycle Network route 54 from the access to Shobnall Fields with Anglesey Street, including installation of National Cycle Network signage.	The project is located to the south west of Burton upon Trent and will remove a section of National Cycle Network 54 from a busy highway to cycle route segregated from the highway. The scheme will be funded through the Paths for Everyone programme managed by Sustrans.	0	308	308	2	3	3	8
EBC	Amey	<b>Beam Hill/Stretton Local Transport Package, Burton</b>	Feasibility Study to consider options for delivering transport improvements to mitigate the impact of traffic on local residential areas and improve the environment for pedestrians and cyclists.	Concerns have been raised by the local Councillor about the increase in traffic levels in the area generated from strategic development sites (950 dwellings). Schemes need to be delivered in accordance with the S106 related to Land at Upper Outwoods Farm, Beamhill Road	0	5	5	2	3	3	8
NBC	Amey	<b>Newcastle-under-Lyme Town Centre Permeability Project</b>	Detailed design, consultation and the delivery of pedestrian and cycle improvements connecting the new cycle infrastructure on George Street with the town centre. The proposal includes cycle provision along Hassell Street, improved public realm and crossing provision at the Hassell Street/Barrack's Road junction and improved provision along Barrack's Road linking to the Civic centre.	The Town Centre Permeability Project vision aligns with Newcastle Borough Council's Town Investment Plan which is being delivered through Towns Fund. The aim is to achieve a well-connected market town by providing high quality walking and cycling infrastructure that will encourage an increase in active travel.	0	650	650	2	3	3	8
EBC	Amey	<b>Burton upon Trent Cycle Network Enhancements</b>	Cycling and pedestrian improvements will be delivered along Borough Road between the rail station and the town hall; along connecting roads through residential areas, together with improved cycle provision on the A511.	The scheme will remove acute barriers to cycling/walking and is expected to achieve medium/high value for money and will help to deliver the Local Cycling and Walking Infrastructure Plan.  East-west connectivity will be improved between housing growth areas, residential areas, the canal, town centre developments and onwards to the new washlands walking/cycling bridge.	0	695	695	2	3	3	8
LDC	Other	<b>A513 Chetwynd Bridge, Croxall</b>	Funding to prepare an Outline Business Case for the replacement of the bridge	A structural 7.5T restriction has been implemented on the bridge. However there are concerns the 1824 cast iron will continue to deteriorate, also attracting additional dead load from the concrete deck due to ongoing settlement. We are planning to monitor the defects with a range of strain gauges, part of the management of substandard structures process. It maybe that further restrictions are required, potentially closing the structure to all traffic.	30	0	30	3	1	3	7

ESBC, SBC, TBC, CCC, NBC	Amey	<b>Cycle Parking</b>	Design of high quality cycle parking at key locations in Burton, Stafford, Newcastle, Cannock and Tamworth to support the new segregated cycle routes being delivered as part of Active Travel Funds.	A Feasibility Study is being produced by Sustrans that identifies the current issues of current cycle parking provision and proposes locations for new parking required to support the current investment in new segregated cycle routes.	5	0	5	2	3	3	8
NBC	Amey	<b>Newcastle Greenway barrier redesign</b>	Silverdale greenway runs 2.7miles and is part of the National Cycle Network. A feasibility study has been produced by Sustrans that identifies how the barriers could be re-designed to ensure they meet Equalities Act 2010 requirements. Funding in 204/25 will be used to deliver the first phase of improvements that have received support from local communities and stakeholders.	Barrier re-design is an important element of Sustrans work. In 2018, the Sustran Paths for Everyone report set out to create a long-term vision for the National Cycle Network including making the network safer and more accessible for everyone, including the redesign of barriers. This objective aligns with the Equalities Act 2010 and the aim of the project is supported by Staffordshire County Council.	10	0	10	1	2	3	6
ESBC	Other	<b>Traffic Signal Renewal - Wellington Street/Derby Street Gyratory</b>	Update and replace the existing traffic signal furniture, supporting the countywide programme of traffic signal refurbishment, that focuses on the growing number of poor assets that require urgent refurbishment, including the replacement of obsolete halogen bulbs.	The Gyratory is old and consists of 4 junctions and 4 pedestrian crossing's which are run off 2 controllers. The life cycle of a traffic signal asset is approx. 15-20 years, the last upgrade was 19 years ago. The gyratory has had 35 faults at 1 controller and 33 at the other in the last year, typically our average number of faults are 4. The high fault rates are due to ageing equipment meaning repeat visits for our maintenance contractor. This is a critical part of the network which needs to be renewed as well as modified to make the gyratory operate more efficiently.	145	0	145	3	1	3	7
<b>Transport Strategy Schemes Commenced 2023/24 or Earlier Sub Total</b>					227	3392	3619				

**2024/25 New Transport Strategy Schemes**

LDC	Amey	<b>Birmingham Road / A51 / St John Street junction improvement, Lichfield</b>	Feasibility, appraisal of potential options and detailed design of the preferred option to enhanced pedestrian and cycle facilities at the Birmingham Road / A51 / St John Street signalised junction, potentially including cycle and pedestrian phases, refuges and reduced crossing distances. Scheme delivery will be in a future year, as resources permit.	The junction has been prioritised for improvement in the LCWIP. It will complement the downgrading of the route to a C road and the environmental weight restriction. Reduced traffic forecast along this corridor due to the opening of the Lichfield Southern Bypass will provide the opportunity to reallocate road space to pedestrians and cyclists. The scheme will need to tie into feasibility and designs for further potential improvements along Birmingham Road, between St John Street and Burton Old Road.	0	25	25	2	3	3	8
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LDC	Amey	<b>Cycling and walking enhancement between St John Street and Burton Old Road, Lichfield.</b>	Feasibility, appraisal of potential options and detailed design of walking and cycling improvement along Birmingham Road between St John Street and Burton Old Road.	The route has been prioritised for improvement in the LCWIP. It will complement the downgrading of the route to a C road and the proposed environmental weight restriction. Reduced traffic forecast along this corridor due to the opening of the Lichfield Southern Bypass will provide the opportunity to reallocate road space to pedestrians and cyclists.	0	35	35	2	3	3	8
SBC	Amey	<b>Veritas School active travel improvements, Stafford</b>	Feasibility study to explore potential options to improve the walking, wheeling and cycling routes to Veritas Primary Academy School. Scheme delivery will be in a future year, as resources permit.	Veritas school has a strong association with the nearby MOD Stafford and many students. There is a lack of suitable provision on routes linking to the school particularly in the vicinity of the Weston Road/Beaconside junction for pedestrian and cycle crossing movements. On the A518, the school is located on a 40mph stretch of road without zig zags.  The aim is to increase the number of trips made by active travel modes, improve the health and wellbeing of some of the most vulnerable road users and encourage positive travel choices amongst the young.	10	0	10	1	3	3	7
ESBC	Amey	<b>Uttoxeter Rail Station Bridge/ Underpass lighting improvement</b>	To light the vital link from the train station to Uttoxeter Town Centre Waitrose to improve connectivity.	The footway lacks lighting and has accumulated numerous requests for illumination from both the public and Kate Kniveton, MP of Burton and Uttoxeter. The implementation of lighting is anticipated to diminish anti-social behaviour, enhance connectivity for pedestrians and cyclists, and strategically connect the train station to the town centre.  Improved visibility and safety measures will not only encourage more people to utilize this route but will also contribute to a more pleasant and secure commuting experience for everyone.	25	0	25	2	1	2	5
LDC	Amey	<b>Cycle access along Cathedral Close, Lichfield</b>	Investigation the potential to allow cycling in both directions through Cathedral Close, Lichfield.	Allowing cycling along Cathedral Close that does not create conflict with pedestrians, would provide an alternative option to the more highly trafficked Bird Street area, as well as increasing sustainable accessibility to a key visitor attraction in Lichfield. It will provide an alternative route to existing National Cycle Network route 54, linking between Beacon Street/Bird Street and Dam Street, Lichfield, enabling cyclists to avoid cycling through Bird Street Car Park and the potential for conflict with motor vehicles at this location.	5	0	5	2	3	3	8

SBC	Amey	<b>A449 Rising Brook / Rickerscote Road Junction Improvement</b>	A Feasibility Study to look at into the potential for increasing capacity for right turning traffic from the A449 northbound into Rickerscote Road, whilst minimising the delays on the other junction arms and enhancing provision for pedestrians and cyclists.	Delays are currently experienced at the junction leading to long queues northbound on the A449 approaching this junction, particularly in the PM Peak.  A feasibility study is required to understand what can be done to the signals at this junction to improve the flow of traffic, at the same time as enhancing the environment for pedestrians and cyclists. Site visits and traffic data analysis has been undertaken to understand the problem. With School Lane now being one-way outbound to all traffic, traffic routing has changed, putting additional pressure on this junction.	5	0	5	2	1	1	4
various	Amey	<b>Active Travel Project Pipeline</b>	Develop a short and medium term project pipeline, include scheme feasibility, option appraisal, initial consultations with local Councillors and detailed design of preferred options.	Through Active Travel Capability Funds we are required to develop a short and medium-term project pipeline of schemes in readiness for future bid submissions. All schemes need to consider walking, wheeling and cycling.	25	25	50	2	3	3	8
LDC	Amey	<b>Fradley Active Travel improvements</b>	Design and deliver improvements to active travel modes to provide connections to key local infrastructure and services into the Fradley Park/Halifax Avenue housing development.	S106 funds are available to deliver walking and cycling improvements to help mitigate the impact of future developments in Fradley. The final preferred scheme will be identified through a review of potential options, taking into account the complex nature of all the development sites in Fradley and the various stages of development of each site.	0	105	105	2	3	3	8
ESBC	Amey	<b>Safe Walking and Wheeling along A5121 corridor, Burton</b>	Detailed design, consultation and delivery of walking and wheeling improvements along A5121 Derby Street, including side road junction treatments, enhanced footways and safer crossing facilities.	The A5121 Derby Street corridor in Burton has been identified as a priority corridor in Staffordshire's LCWIP as it is a strategically important gateway into the town. A safer walking and wheeling environment will be created to ensure inclusive mobility along A5121 Derby Street urban corridor.	0	332	332	2	3	3	8
NBC	Amey	<b>Walking and cycling improvements in Newcastle via Station Walks.</b>	Detailed design and consultation on a key East-West route, connect George Street to Knutton, Cross Heath, and Silverdale via Station Walks and the Greenway. Planned for delivery in 2026, this route includes a new toucan crossing over the A52, improvements at the A53 Kings Street/Borough Road junction, widening Station Walks, and a new crossing on Queens Street A527.	The route is prioritised in the LCWIP and funding has been secured and received from the Vision for Active Travel for Communities Living Beside the HS2 Railway funding pot to deliver walking and cycling enhancements between the completed George Street scheme and Newcastle Greenway. The overall plan is to make better connections for Active Travel between Newcastle Town Centre, Newcastle Greenway, Keele University and Stoke-on-Trent.	0	50	50	2	3	3	8
<b>2024/25 New Strategy Schemes Sub Total</b>					<b>70</b>	<b>572</b>	<b>642</b>				
<b>IT block scheme carry over and fees</b>					<b>650</b>		<b>650</b>				

<b>Integrated Transport 2024/25 Programme Total</b>	3568	4100	7668
<b>Target IT block</b>	2449		
<b>Target + inflationary fund</b>	3199		