

AGENDA SUPPLEMENT (1)

Meeting: Calne Area Board
Place: Calne Hub & Library, The Strand, Calne, SN11 0RD
Date: Tuesday 20 March 2018
Time: 6.30 pm

The Agenda for the above meeting was published on 12 March 2018. Additional documents are now available and are attached to this Agenda Supplement.

Please direct any enquiries on this Agenda to Stuart Figini, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718221 or email stuart.figini@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225)713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

7 **Our Community Matters (Pages 1 - 78)**

- a) Road Surfacing Schemes for Calne 2018/19 – Report and Appendices
- b) Abberd Way, Calne – Review of Road Traffic Calming Scheme

DATE OF PUBLICATION: 15 March 2018

Wiltshire Council

Calne Area Board

20 March 2018

Subject: Road Surfacing Programme 2018/19

Cabinet Member: Councillor Bridget Wayman - Highways, Transport and Waste

Key Decision: No

Executive Summary

The local highway network is vital for businesses and communities, and effective maintenance to ensure its availability is essential to the economic development of the county. Wiltshire Council recognises the importance of maintaining and managing its highway network effectively.

There has been under investment in highways maintenance nationally for many years. The significant investment of £21 million annually in recent years by Wiltshire Council has seen a large number of roads treated, with a substantial improvement in the overall condition of the county's road network (see **Appendix 1**).

The overall condition of Wiltshire's roads compares favourably with the national average and the south-west average road conditions.

The Council's approved capital budget for road surfacing and related work in 2018/19 is £16,139,000. It is proposed to carry out resurfacing and other treatments at over 100 sites this year (see **Appendices 2 and 3**), which vary in both size and type. There are also a large number of skid resistance sites to be treated this year, which are required in order to keep the roads safe. They consist of various treatments, including surface retexturing and resurfacing. The proposed expenditure in each area is broadly proportional to the lengths of road within the individual Area Boards.

A number of schemes have been identified which has not been possible to include this year, but which could be considered for implementation in future years. These have been listed for information, but at present it is not possible to state with certainty when it will be possible to treat them.

A budget of £2,500,000 has been included for carrying out smaller repairs at localised areas where safety defects are identified, or where road conditions are causing safety concerns.

With an extensive road network and aging infrastructure there is a need to plan for long term asset renewal. Good progress has been made on reducing the road maintenance backlog in recent years, but other highway assets, including street lighting, safety fences, road signs, footways and traffic signals will need investment to keep them safe in the future and to avoid expensive unplanned emergency repairs. The Council's new

Highways Infrastructure Asset Management System (HIAMS) will be used to develop a forward programme of resurfacing work for the next five years, to ensure value for money and use whole life costing for the highways asset.

Proposals

It is recommended that the Area Board:

- (i) Acknowledges that there has been a substantial improvement in the overall condition of Wiltshire's roads in recent years, but further investment is still required.
- (ii) Approves the highway maintenance scheme list for this community area in 2018/19 prepared for the Area Board.
- (iii) Notes that a new five year programme will be developed shortly, making use of the Council's new Highways Infrastructure Asset Management System (HIAMS), to ensure best value for money and whole life costing for the highways asset.

Reason for Proposals

The highway network forms the Council's largest asset, and it is important that it is maintained in the most cost-effective way that demonstrates value for money. This includes the use of asset management and whole life costing approaches to inform investment decisions.

Asset management principles have been applied for many years in Wiltshire to ensure that there is appropriate investment with longer term planning for the management of the highways assets.

Alistair Cunningham
Corporate Director

Wiltshire Council

Calne Area Board

20 March 2018

Subject: Road Surfacing Programme 2018/19

Cabinet Member: Councillor Bridget Wayman - Highways, Transport and Waste

Key Decision: No

Purpose of Report

1. To provide information on the progress made in improving the condition of the county's roads, and advise on the road surfacing schemes to be undertaken in 2018/19.

Relevance to the Council's Business Plan

2. The Wiltshire Council Business Plan 2017 – 2027 sets out the vision to create strong communities, with priorities for growing the economy, strong communities and protecting the vulnerable. As part of growing the economy it is acknowledged that it is necessary to bring the county's roads up to an acceptable state. The goal is that road infrastructure is improved and to:
 - Improve asset management and the use of investment to improve the condition of Wiltshire roads (implementing our Highways Asset Management Strategy).
 - Promote and further development the MyWiltshire app to improve and increase the reporting of issues.

Background

3. The local highway network in Wiltshire comprises over 4,400 kilometres of road and is vital for businesses and communities. Effective maintenance to ensure its availability is essential to the economic development of the county. Wiltshire Council recognises the importance of maintaining and managing its highway network effectively, and has been making a significant investment in improving the condition of its highway assets in recent years.
4. The condition of the county's roads is important to the public. This is demonstrated by the results of previous People's Voice surveys and the annual National Highways and Transportation (NHT) surveys, which indicate low levels of public satisfaction with road conditions nationally and in Wiltshire.
5. This report provides a summary of the progress to date on improving the condition of the county's roads, and the proposed road surfacing on the Council's current highway investment programme.

Main Considerations for the Council

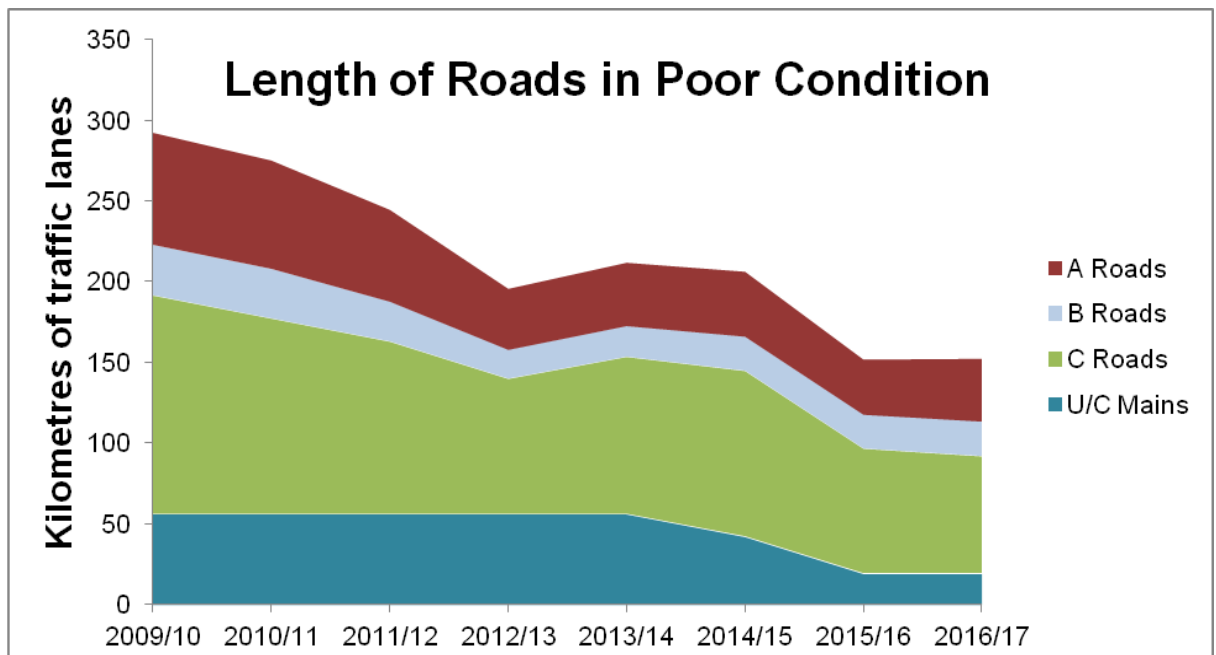
Local Highways Investment Fund 2014 – 2020

6. The 'Local Highways Investment Fund 2014 – 2020' was intended to address the longstanding under investment in highways maintenance and the consequent backlog, which has been a problem nationally for many years. The Council's major programme of investment in highway maintenance was originally proposed to be over six years to deliver a significant improvement in the condition of the county's highway network.
7. The programme has just completed its fourth year, and there has been a substantial amount of work completed, with an overall improvement in the county's road conditions. The investment was initially targeted at those roads in worst condition, especially the main roads, and the approach was expanded last year to include more preventative maintenance on the minor roads and renewal of footways.
8. Nearly all of the schemes in the 2017/18 programme have been completed. There have been a few minor roads which formed part of the surface dressing programme which have not been completed because of the need for particular equipment. These are being programmed for early next year. The programme of footway renewal and reactive carriageway repairs is currently being completed.
9. At the start of the investment programme it was intended that the investment should be used to improve approximately 664 kilometres of the network (about 15% of the total road length). As some of the roads will continue to deteriorate during this period a greater proportion of the network has to be treated to achieve the overall improvement target at the end of the period.
10. In the first year of the investment there were a number of sites which needed major reconstruction work and the lengths of road treated were less than originally envisaged. A substantial programme of surface dressing of mainly rural roads has been undertaken in recent years, and the total lengths of road resurfaced have increased considerably.

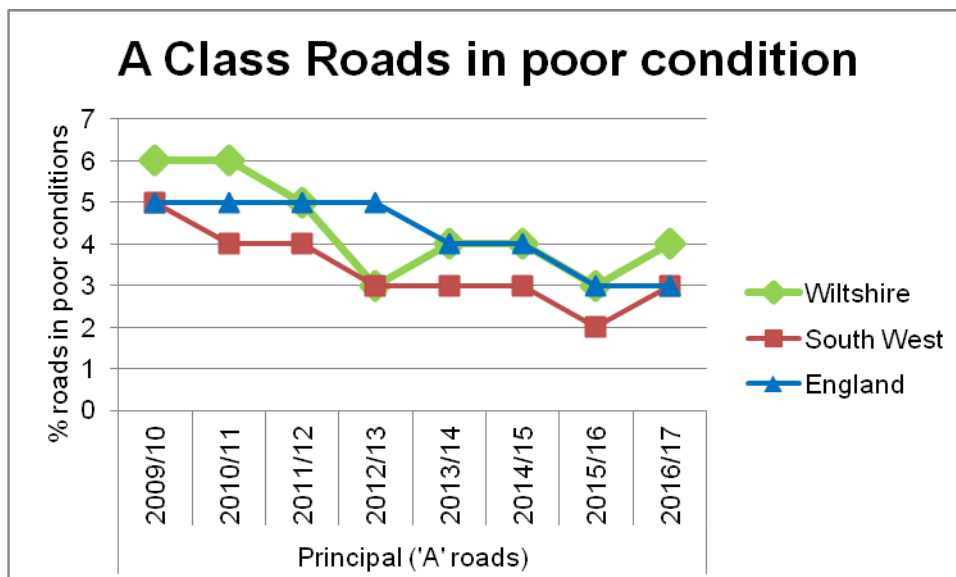
Year	Length treated (kilometres)
2014/15	148
2015/16	182
2016/17	250
2017/18	181
Total	761

11. A total of 761 kilometres of road have been resurfaced since 2014, which is about 17% of the network. There have also been a significant number of smaller sites treated with hand patching and repairs to address localised areas in poor condition.
12. The detailed calculation of the backlog carried out by the Council's specialist consultants, WDM, indicates that there has been a significant reduction of 30% in the backlog since the start of the programme with the backlog reducing from an estimated £69.4 million to £48.2 million.

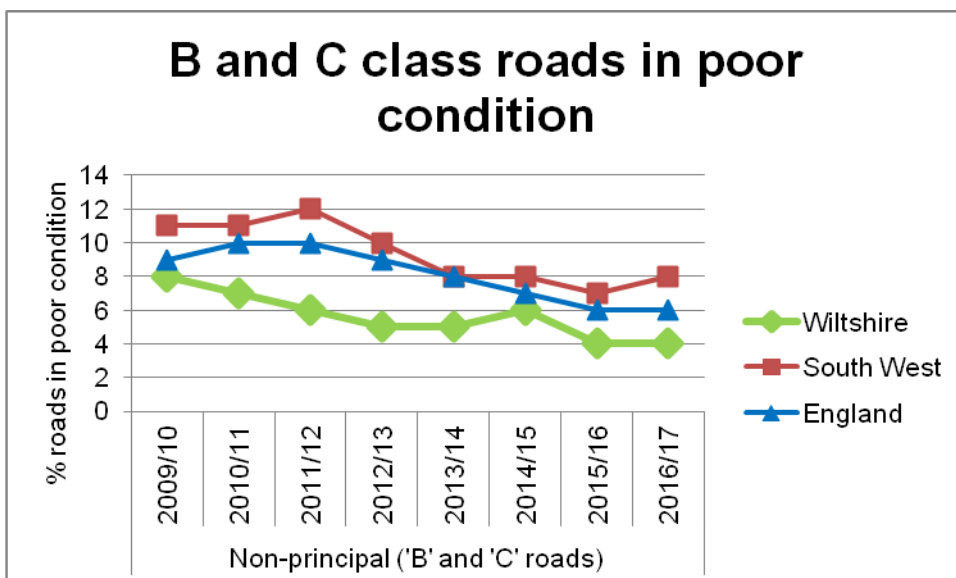
13. There has been a significant reduction in the length of road in Wiltshire in poor condition, which has almost halved since 2009. This has been largely due to the additional funding provided by the Council, especially in recent years through the Local Highways Investment Fund.



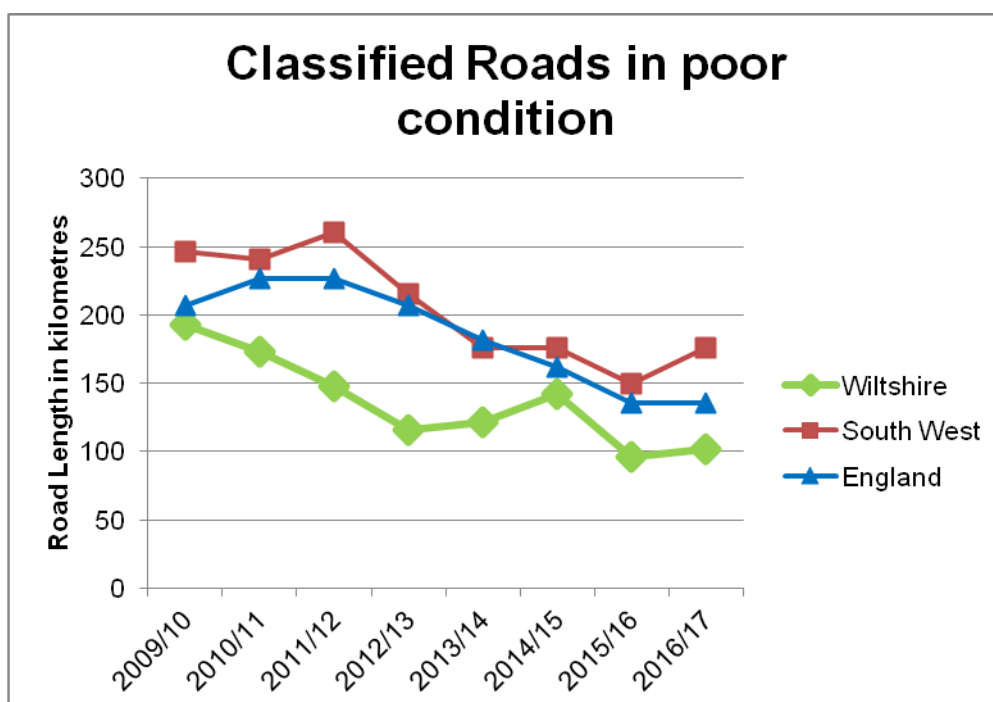
14. The condition of A roads has improved nationally since 2009 from 5% in poor condition to 3% in 2016/17 (Note - Low percentages are good). In Wiltshire the A class roads in poor condition have reduced by the same amount, but this year they have risen slightly above the national and south-west average at 4%.



15. The B and C class roads represent 45% of the road network by length in Wiltshire. This is a large proportion of the network. Keeping these roads in good condition is important to the local communities, and requires substantial investment.



16. The B and C class road conditions in Wiltshire are much better than the national and south-west averages, with 4% in poor condition, which is half the south west average of 8%, and better than the national average of 6% for these types of roads.
17. If the condition of classified roads (A, B and C class roads) in Wiltshire had followed the national or south-west averages, the roads would be in appreciably worse condition than they are now. The graph below shows the actual lengths of road in poor condition in Wiltshire by year, and what the lengths would have been if Wiltshire's roads were in the same condition as the national or south-west average condition (i.e. there would be more in poor condition).



18. The condition of the unclassified roads is more difficult to compare as the assessment methods are not necessarily consistent across authorities. In general terms the condition of the more important unclassified roads in Wiltshire compares well with those of similar authorities in the south west, but further assessment would be required to get a better understanding of minor road conditions across the south west.

19. Since 2009 the roads in Wiltshire, particularly the classified roads, have been improved more than those in the south-west, and they are in better condition than the national average.
20. The changing road conditions in each of the Area Boards between 2009 and 2017 are shown in **Appendix 1**. This is based on the road lane length considered to be in poor condition using the road condition survey data. The graphs show that overall there has been an improvement in all of the areas during that time.

Surfacing Schemes for 2018/19

21. The Council's approved capital budget for road surfacing in 2018/19 is £16,139,000, which is less than the £21,000,000 it has been in recent years. As a result it will not be possible to treat as many sites as had been originally envisaged. However, it is still proposed to carry out resurfacing and other treatments at over 100 sites this year (see **Appendices 2 and 3**).
22. The identified sites vary in both size and type. The proposed expenditure in each area is broadly proportional to the lengths of road within the individual Area Boards. A number of schemes have been identified which it has not been possible to include this year, but which could be considered for treatment in future years. These have been listed for information, but at present it is not possible to state when it will be possible to treat these sites.
23. There are also a large number of skid resistance sites to be treated this year, which are required in order to keep the roads safe. They consist of various treatments including surface retexturing and resurfacing.
24. A budget of £2,500,000 has been included for carrying out smaller repairs at localised areas. These repairs will be carried out where safety defects are identified, or where road conditions are causing safety concerns.
25. The Council carries out a large programme of highway drainage improvements funded from the highways maintenance budget to keep the roads safe and to protect the highway asset. Funding is also required to replace life-expired street lights, traffic signals, road signs and other highway infrastructure. A separate budget of £3,000,000 is provided for renewal, replacement and maintenance of the county's bridges and structures to keep them safe.
26. A substantial budget of £1,250,000 was included in 2017/18 for footway resurfacing and renewal, and a further £150,000 was made available for the Area Boards to prioritise footway improvements or maintenance. In view of the reduced budget for 2018/19 it has not been possible to include similar schemes in this year's programme, and generally footway works will need to be restricted to treating safety defects this year.

Future Proposals

27. The funding levels for road resurfacing and related work in Wiltshire have been proportionally higher than for most authorities in recent years because of the additional funding provided by this Council. The reduced budget in 2018/19 is likely to be a challenge as work is going to have to be increasingly focused on keeping the network safe, and there will be less scope for dealing with less urgent sites. Road safety on the network will continue to be the priority.

28. Progress on the six year programme identified in 2013 has been reported annually to the Area Boards, and the programme has been substantially completed. However, there are still a number of sites which were included in the original programme, or have subsequently been suggested for treatment, which have yet to be completed.
29. The Council's new Highways Infrastructure Asset Management System (HIAMS) will be used to help derive a future works programme to ensure best value for money and whole life costing for the highways asset. It is proposed that a new five year programme will be developed shortly, making use of the existing road condition data and predicted deterioration rates. The new system provides the opportunity to carry out more detailed calculations regarding road conditions and deterioration to inform investment decisions.
30. With an extensive road network and aging infrastructure there is a need to plan for long term asset renewal. Good progress has been made on reducing the road maintenance backlog in recent years, but further work is still required and other assets, including street lighting, safety fences, road signs, traffic signals and bridges, will need continued investment to keep them safe and to avoid unplanned emergency repairs in the future.

Safeguarding Implications

31. None.

Public Health Implications

32. The condition of roads and related infrastructure can have serious safety implications, especially with regard to skid resistance. Keeping roads in good condition can help with reducing accidents. Roads, bridges, highway structures, signs and street lighting need to be kept in good condition in order to protect the public and those maintaining the assets.

Corporate Procurement Implications

33. There are no procurement implications at this stage.

Equalities Impact of the Proposal

34. The improved maintenance of the highway network, its management using sound asset management principles, and good performance by the highways contractors, should benefit all road users, including public transport, and vulnerable road users such as cyclists and pedestrians.

Environmental and Climate Change Considerations

35. The effects of climate change could be significant for the highway network. There was considerable damage to the roads, footways and drainage systems in the flooding of 2014, and such events could be repeated. Having robust maintenance and investment strategies to improve the condition of the network helps build resilience into the highway network and the infrastructure.

36. Where possible, suitable materials arising from road resurfacing schemes are recycled. Large quantities of road planings are used on rights of way to repair damage and on county farms, or provided to community groups. The presence of tar bound materials in older carriageways has caused problems on some sites as it has to be disposed of as contaminated waste, with consequent cost implications. Options for in-situ and other recycling processes are being progressed where viable in order to increase the recycling of highway materials.
37. The use of 'warm' asphalt for surfacing on the network in Wiltshire has increased significantly in recent years. The material has proved durable and the process produces less carbon than traditional methods.

Risk Assessment

38. The application of good asset management principles, the planned maintenance of the highway infrastructure, and the establishment of formalised asset management policies help reduce the risk of incidents and claims.

Risks that may arise if the proposed decision and related work is not taken

39. There is a risk of increased collisions, claims and public dissatisfaction if highway maintenance is not carried out. The principles of asset management have been followed by this Council for many years, and there is a need to continue to demonstrate best practise and obtain best value for money. Future DfT funding will be dependent on demonstrating the application of good asset management principles. Failure to do so will result in reduced funding in future years.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

40. It is important to ensure that highways asset management and service delivery are implemented effectively. Processes are currently in place with Service Delivery Teams managing the various aspects of the highway service, and these are the appropriate groups to continue to manage the associated risks. The teams include representatives from the Council, consultants and contractors involved in carrying out the works, and they report to the Contract Management Meeting comprising senior managers from those organisations.

Financial Implications

41. The highway network and related infrastructure forms the Council's largest asset, and has a replacement value of over £5 billion. It is important that it is maintained in the most cost-effective way in order to obtain value for money. This includes the use of a whole life costing approach to inform investment decisions on highway maintenance.
42. The capital budget for 2018/19 will be £16,139,000, which is less than the £21,000,000 available in recent years. The current surfacing programme has been developed on the basis of the approved budget.

43. The increasing drive for asset management from DfT will mean that failure to demonstrate the application of this approach will result in reduced funding from central government through the incentive fund. It is therefore important to meet the requirements of the incentive funding self assessment, and measures are in place to ensure this.

Legal Implications

44. The Council has a duty under the Highways Act to maintain the county's roads. The highway inspection procedures, policies and improvement plans ensure that this duty is fulfilled. The investment and improved road conditions in recent years is helping the Council meet its responsibilities with regard to road maintenance.

Options Considered

45. The recent investment in highways maintenance has seen a substantial improvement in the condition of the county's roads, which are in better condition than the south west and national averages.
46. The proposed scheme list for 2018/19 has been developed based on the condition data and local knowledge and is considered to represent a realistic programme in view of current funding levels.
47. There is a need to continue to apply asset management principles to the highway network and to ensure the performance of the contractors involved in delivering the service is good in order to keep the network in good condition and to ensure value for money.

Conclusions

48. The highway network forms the Council's largest asset, and it is important that it is maintained in the most cost-effective way in order to show value for money. This includes the use of whole life costing approaches to inform investment decisions.
49. The 'Local Highways Investment Fund 2014 – 2020' has provided the opportunity to address the longstanding under investment in highways maintenance, which has been a problem nationally for many years. The significant investment of £21 million in previous years by Wiltshire Council has seen a substantial improvement in the condition of the highways network.
50. A programme of road resurfacing for 2018/19 has been identified, based on safety needs and the need to improve the condition of the highway network and related assets.

Parvis Khansari
Director Highways and Transport

Report Author:
Peter Binley
Head of Highways Asset Management and Commissioning
March 2018

The following unpublished documents have been relied on in the preparation of this report:

None

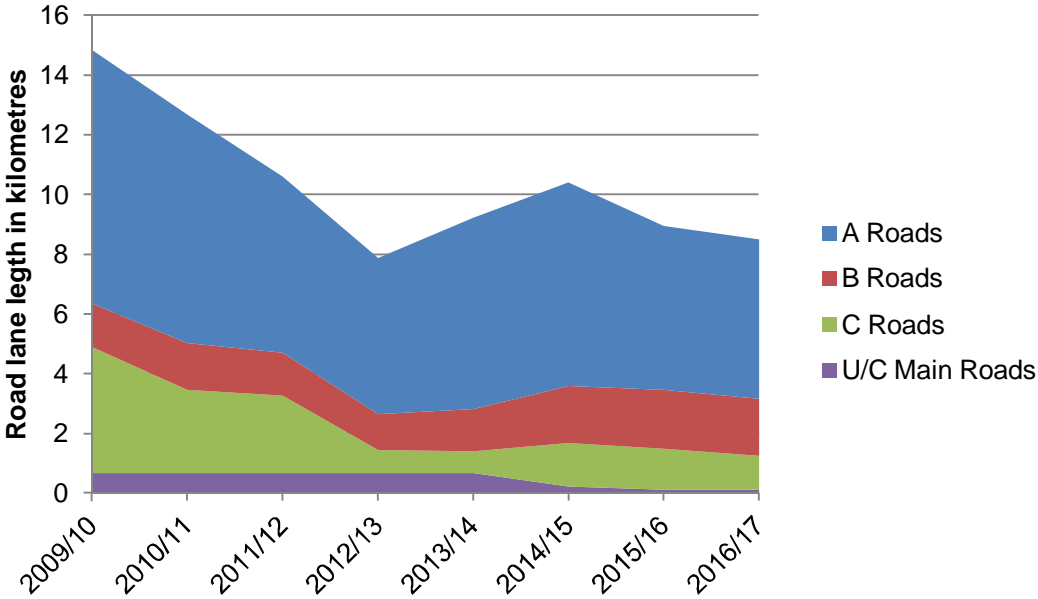
Appendices

Appendix 1 – Road Conditions by Area Board 2009 to 2017

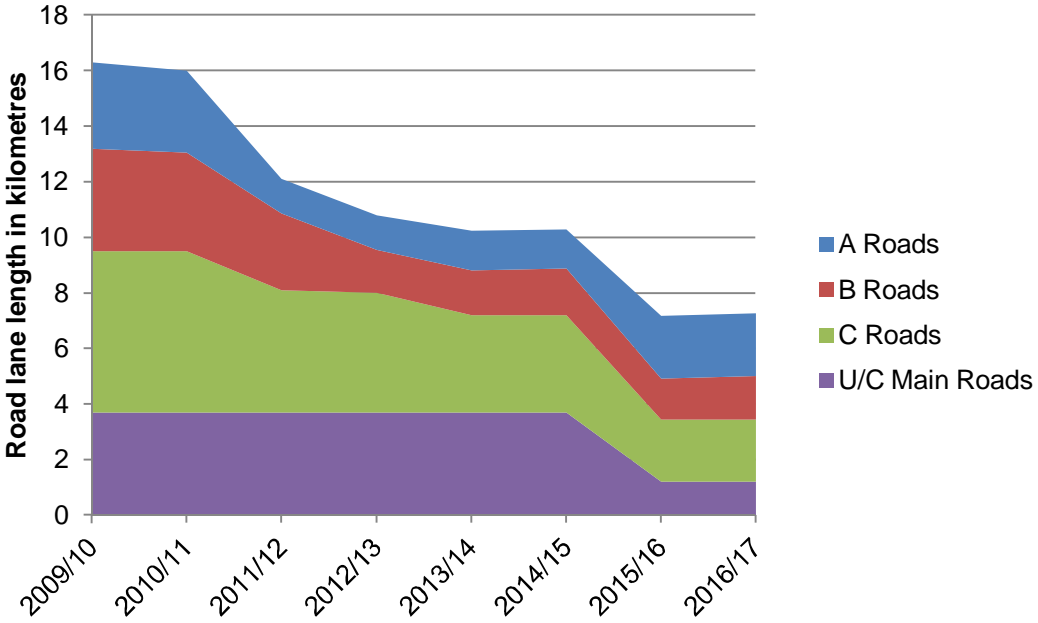
Appendix 2 – Surfacing Scheme List 2018/19

Appendix 3 – Map of Surfacing Sites 2018/199

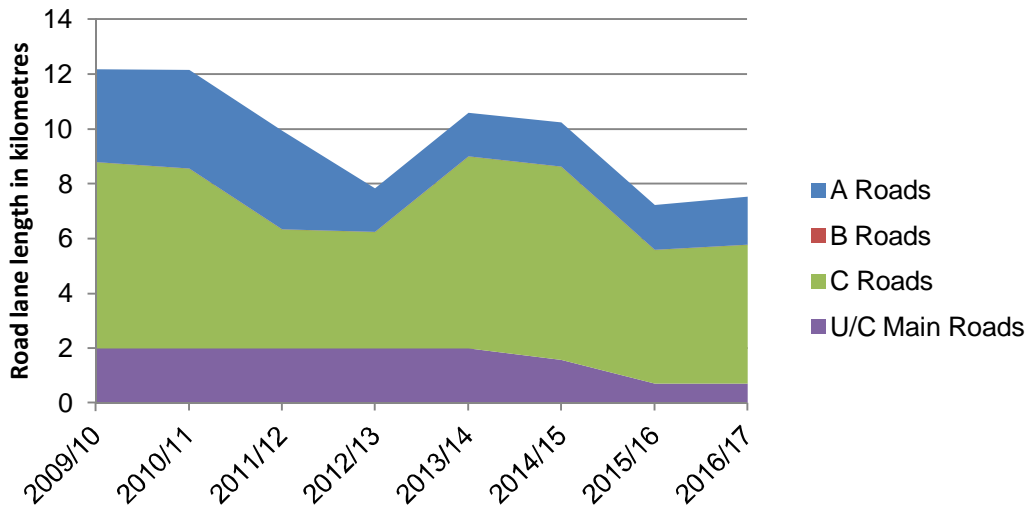
Amesbury Area Board Roads in Poor Condition



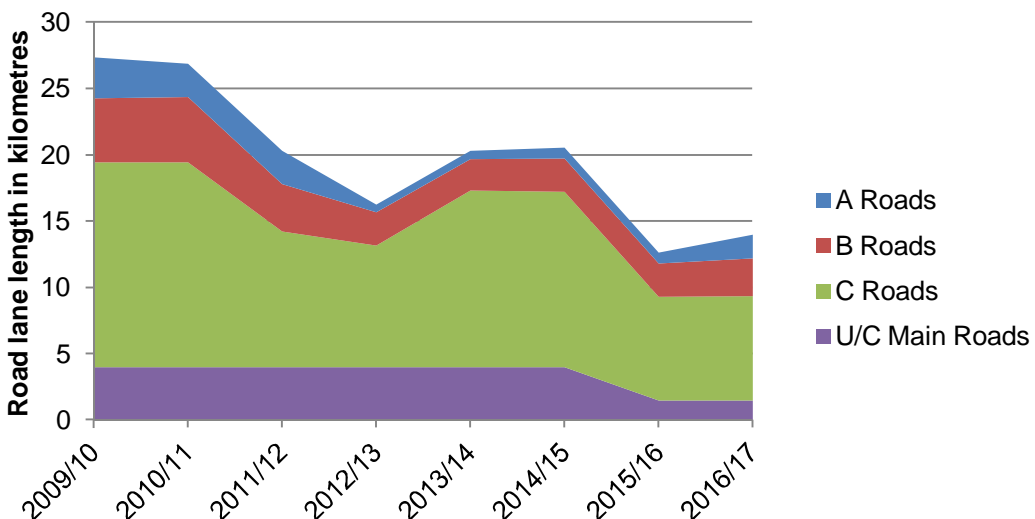
Bradford on Avon Roads in poor condition



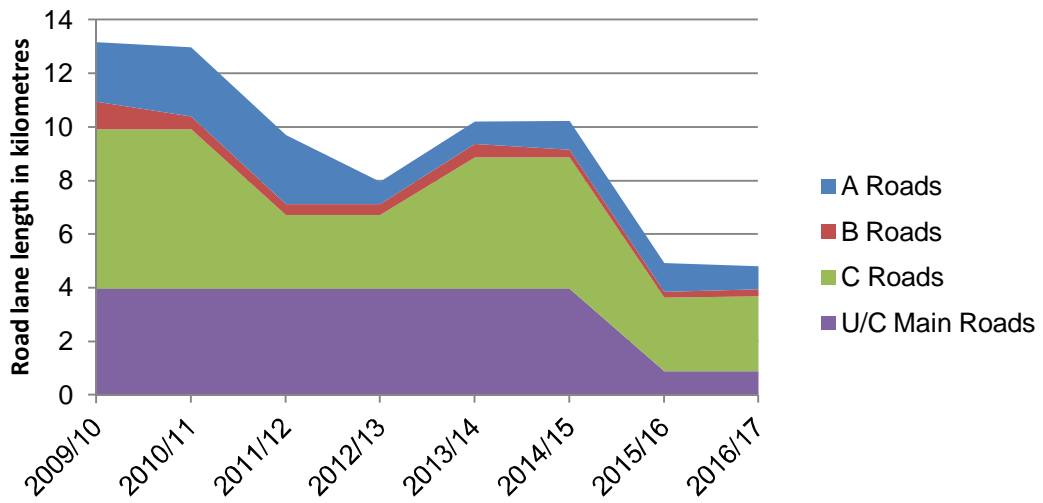
Calne Area Board Roads in poor condition



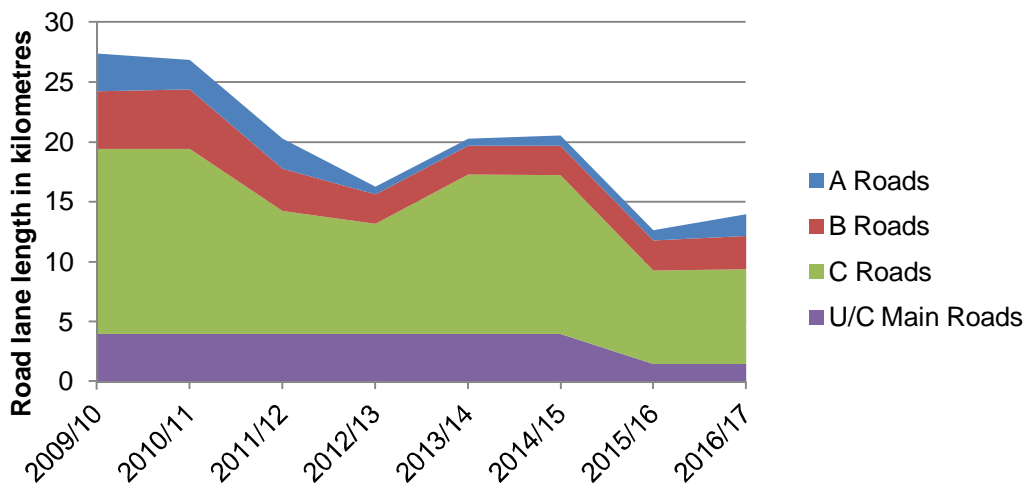
Chippenham Area Board Roads in poor condition



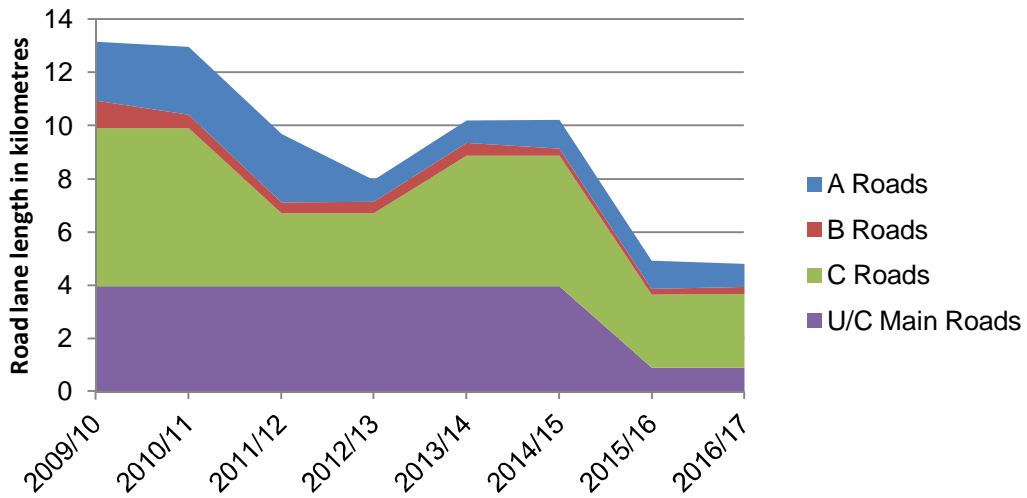
Corsham Area Board Roads in poor condition



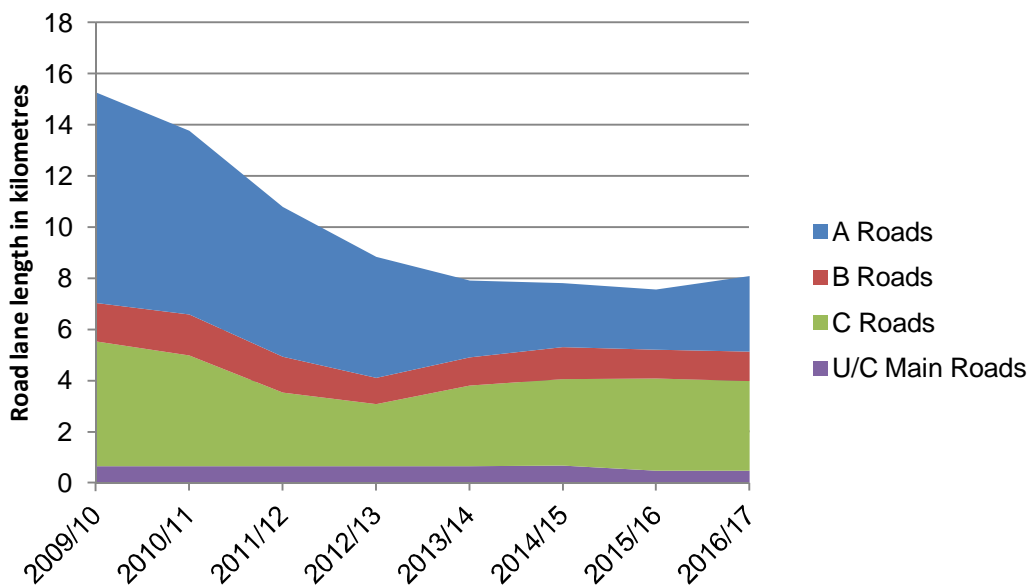
Chippenham Area Board Roads in poor condition



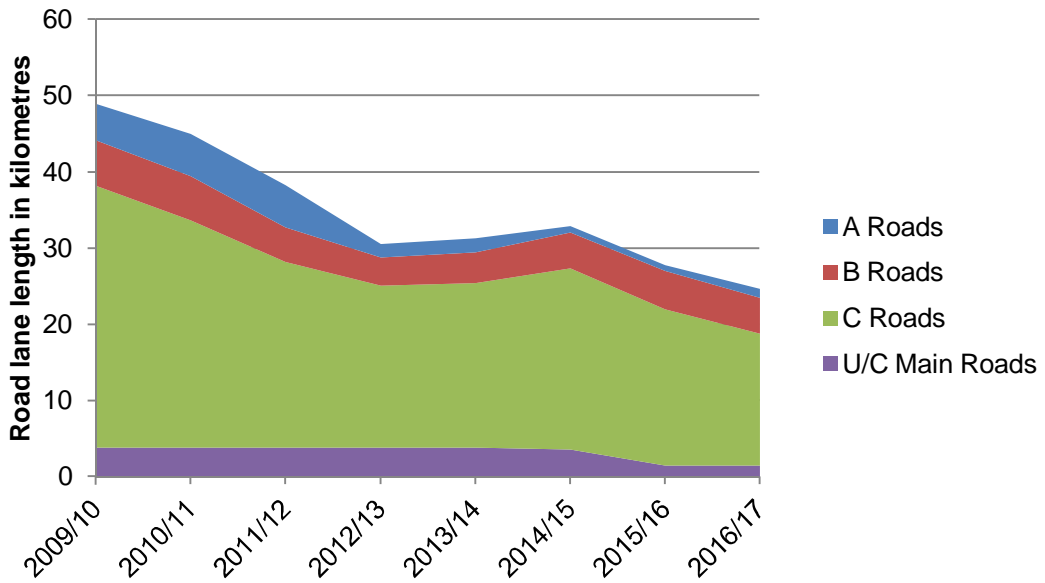
Corsham Area Board Roads in poor condition



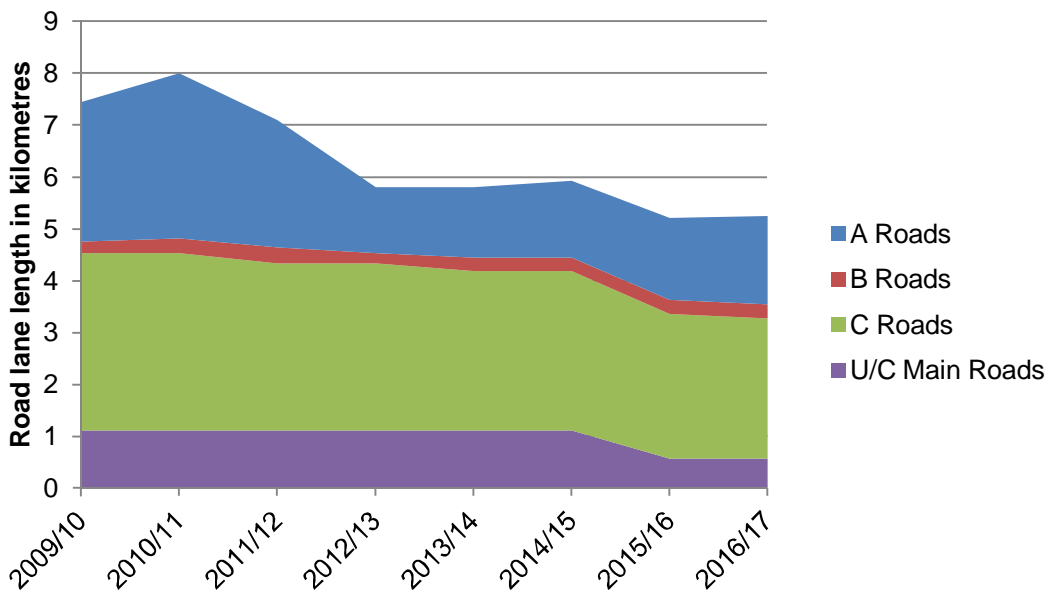
Devizes Area Board Roads in poor condition



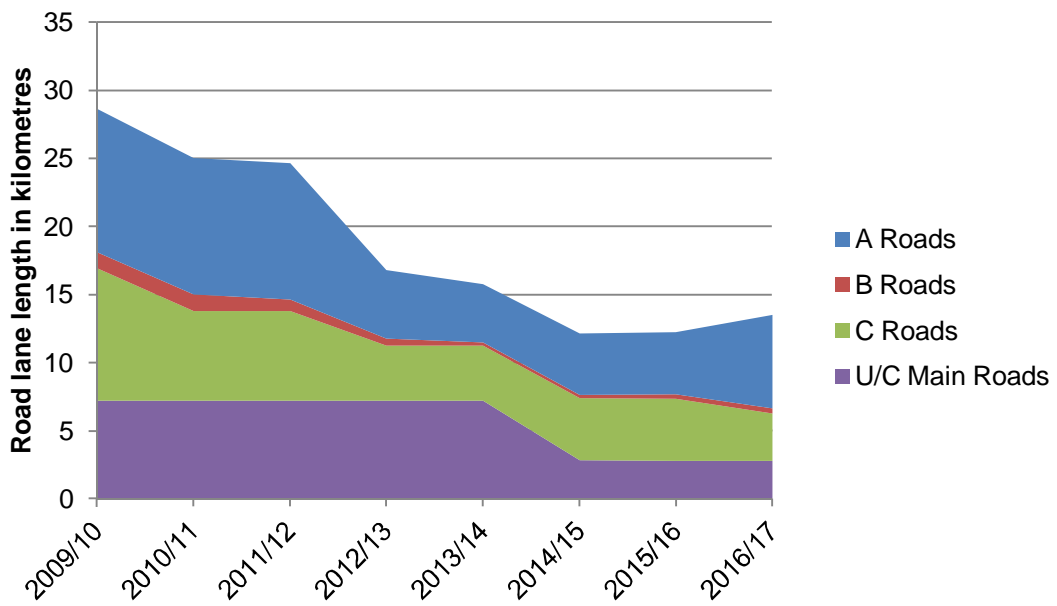
Malmesbury Area Board Roads in poor condition



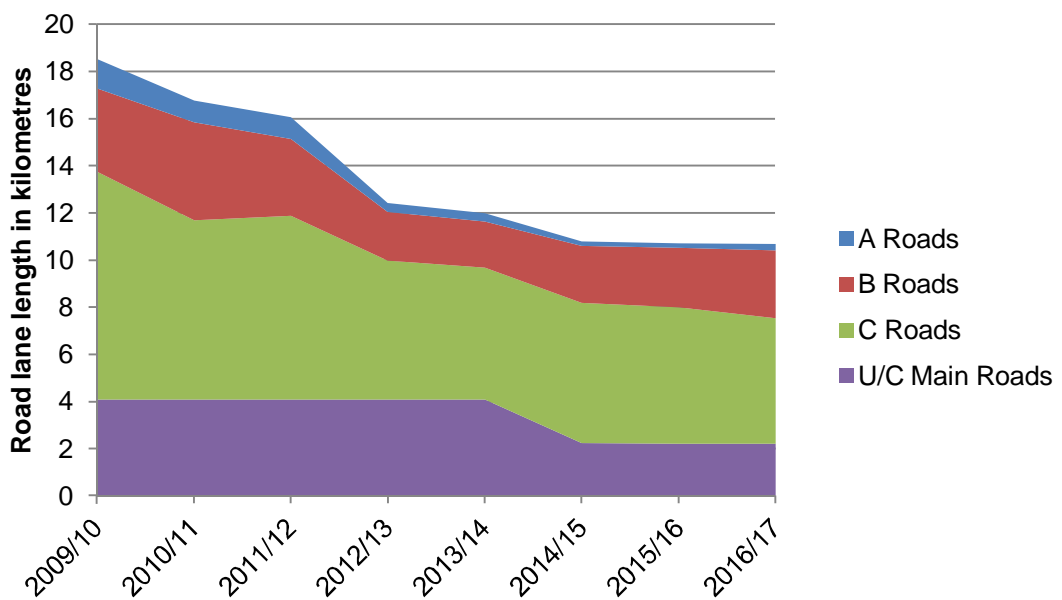
Melksham Area Board Roads in poor condition



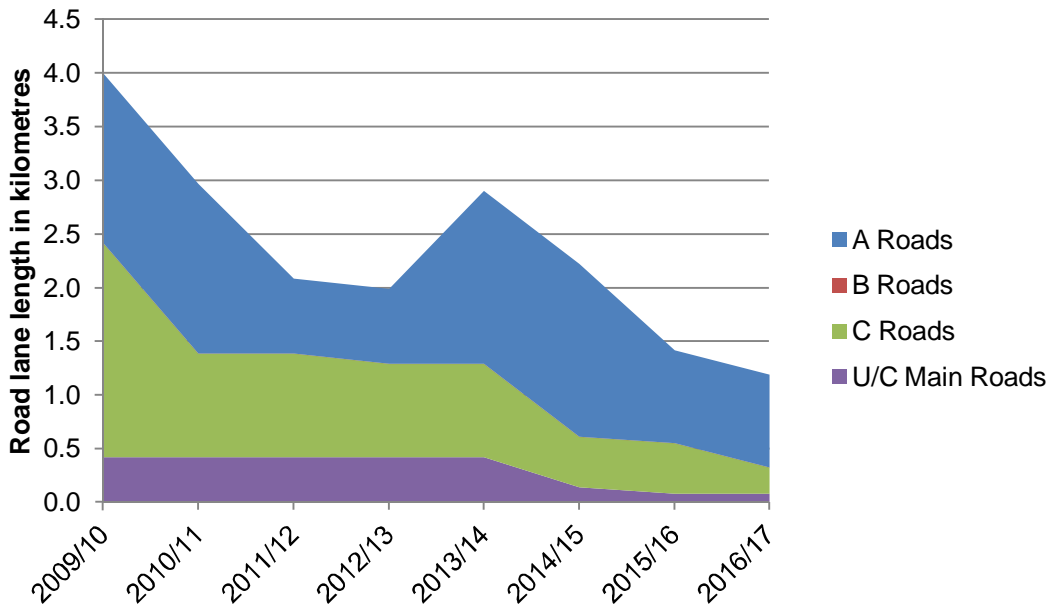
Pewsey Area Board Roads in poor condition



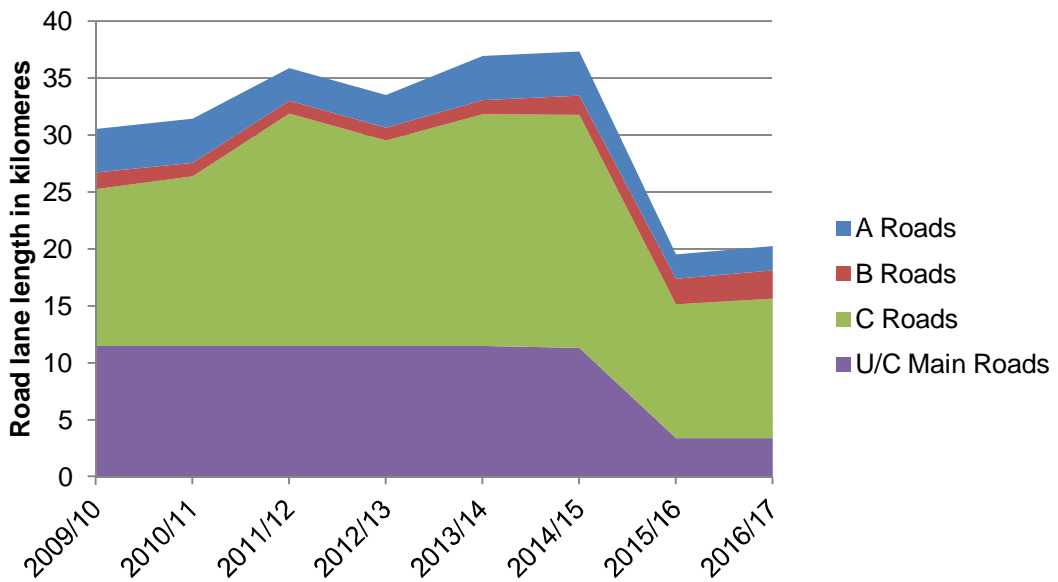
Royal Wootton Bassett and Cricklade Roads in poor condition



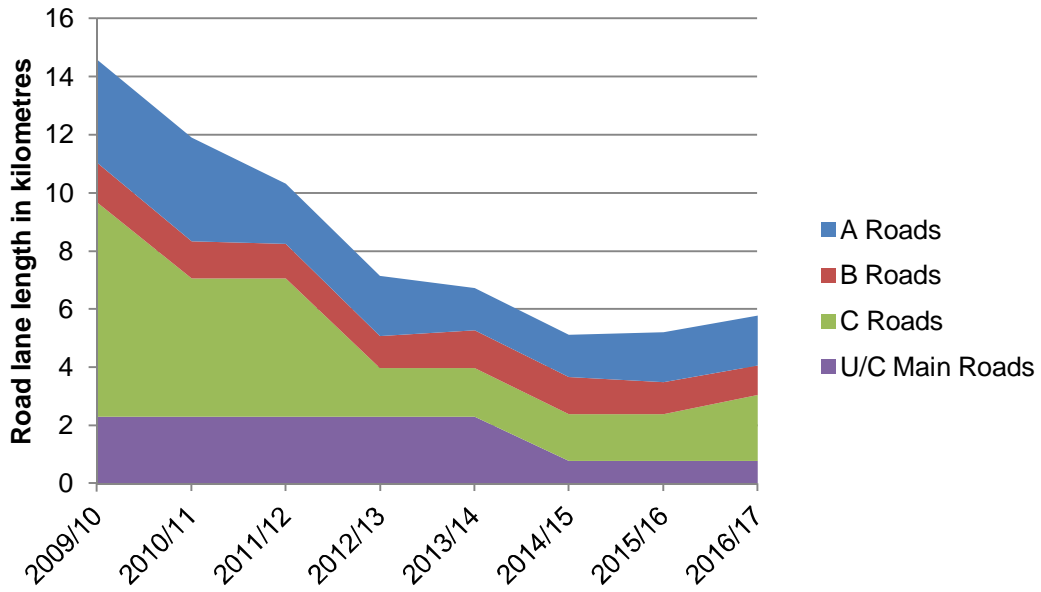
Salisbury Area Board Roads in poor condition



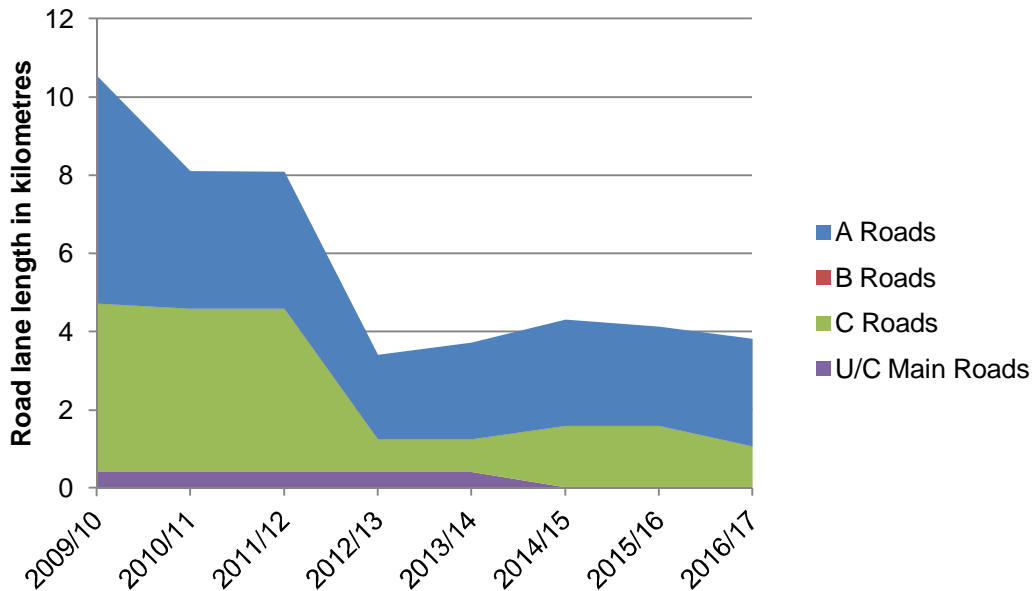
South West Wiltshire Roads in poor condition



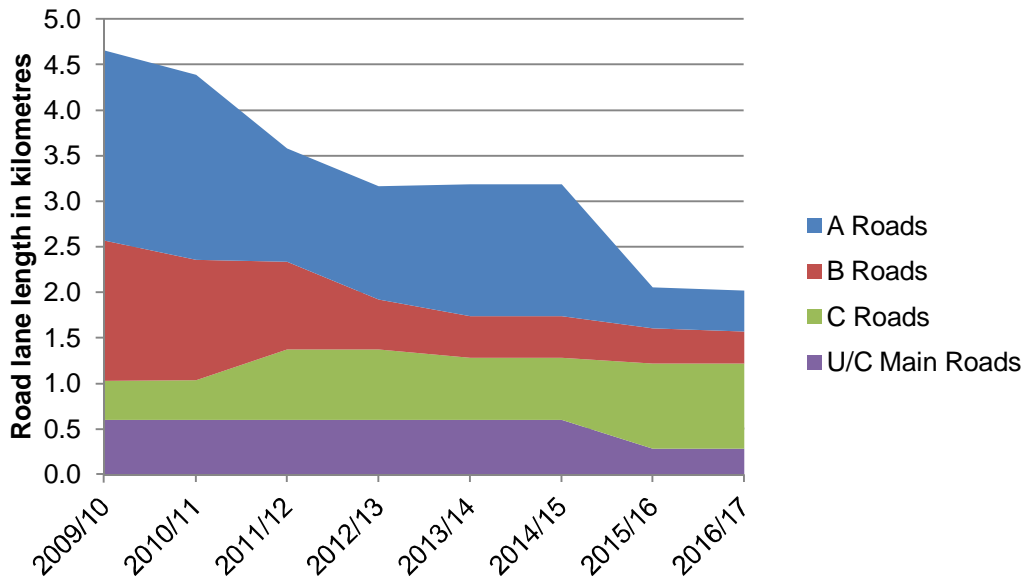
Southern Wiltshire Roads in poor condition



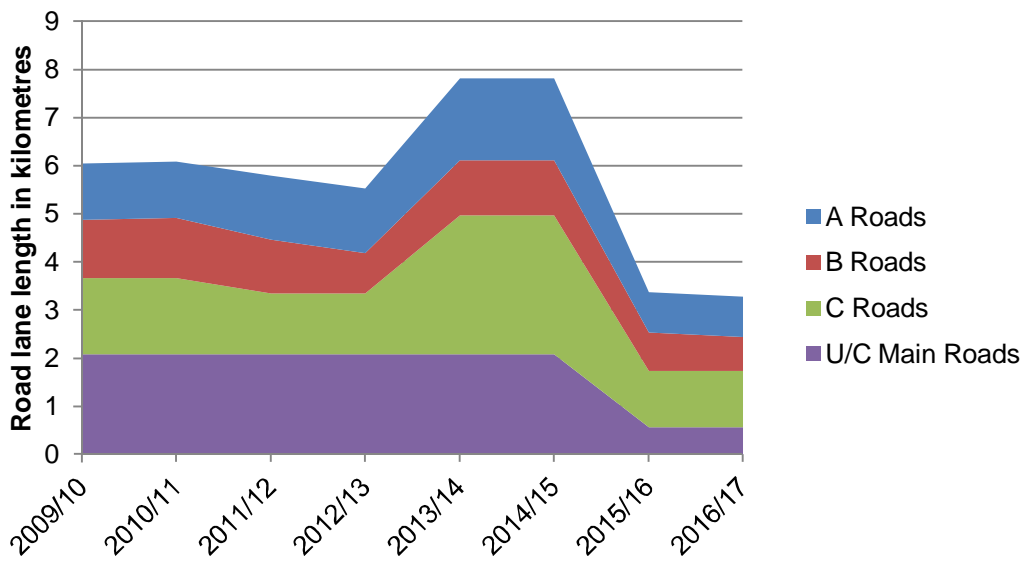
Tidworth Area Board Roads in poor condition



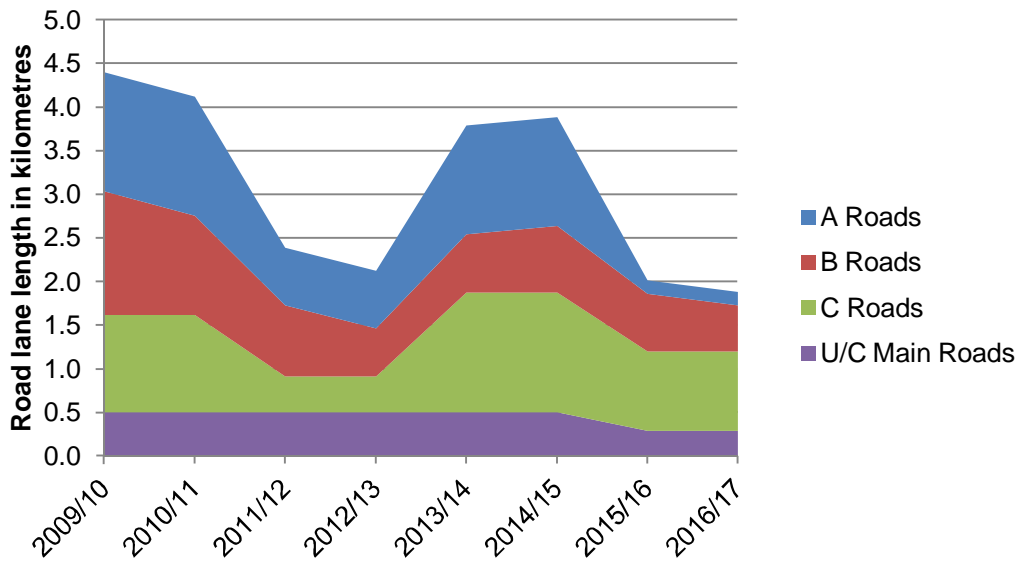
Trowbridge Area Board Roads in poor condition



Warminster Area Board Roads in poor condition



Westbury Area Board Roads in poor condition



Wiltshire Highways Surfacing Proposals 2018/19



February 2018

Amesbury			
Road	2018/19 Schemes	Treatment	
A345	A345 Figheldean to Durrington	Surface Treatment	£205,410.14
B3086	B3086 London Road, Shrewton	Surface Treatment	£53,207.96
A345	A345 Workhouse Hill, Amesbury (Salisbury Road)	Surfacing	£168,852.06
A338	A338 Cholderton (Carriageway Repairs)	Carriageway Repairs	£60,000.00
A338	A338 Idmiston to Porton	Surfacing	£169,136.85
	Total Schemes		£656,607.01
Road	Skid Resistance Improvements	Treatment	
A360	From A360 Tank Crossing 'F' to Tilshead (975817 & 979210)	Retexture	£2,697.60
A360	A360 North of New Cut Cross Roads (979180)	Retexture	£3,343.90
A360	A360 The Avenue to Church Bottom (979182)	Retexture	£5,704.30
A360	A360 North of Stoford Xrds at Camp Cottages (979184 & 975792)	Retexture	£43,043.58
UC	UC The Packway to Netheravon Rd Roundabout (976791)	Retexture	£8,092.80
B3086	B3086 Shrewton Road at Bustard Crossroads (976763)	Retexture	£961.02
	Total Skid Resistance		£63,843.20
Road	Reserve or future years sites – to be reviewed	Treatment	
A360	A360 Tilshead	Surfacing	£200,000.00
A345	Countess Road South from A303 to Earls Court Rd Mini, Amesbury	Surfacing	£217,027.72
UC	Berwick Lane, Steeple Langford	Surfacing	£19,630.00
UC	Fisbury Rd & Kingsbourne Close, Winterbourne Dauntsey	Surfacing	£65,028.60
A345	A345 Beehive Rbt to Winterbourne Gunner junc.	Surfacing	£119,488.64
A3028	A3028 Bulford Double Hedges	Surfacing	£119,683.00
B3086	High Street, Shrewton	Surfacing	£169,734.08
A360	A360 Maddington St/Amesbury Rd, Shrewton	Surfacing	£314,793.00
A3028	A3028 Larkhill Rd, Durrington leading to High Street, Bulford	Surfacing	£204,099.12
C291	Elston Lane, Orcheston	Surface Treatment	£26,592.69
	Total – Future sites		£1,456,076.85

Bradford on Avon			
Road	2018/19 Schemes	Treatment	
UC	Manor Lane, South Wraxall	Surface Treatment	£27,476.64
UC	B3109 Rushy Lane to C231 Poorhouses	Surface Treatment	£17,068.71
UC	Conkwell various 5 schemes	Surface Treatment	£60,000.00
A366	A366 Wingfield Crossroads to Trowbridge	Surface Treatment	£83,102.50
UC	Iford Hill, Westwood	Surfacing	£18,409.20
A363	A363 Frome Road, Bradford on Avon (Junction Rd to Train Station), Bradford on Avon	Surfacing	£94,800.75
	Total Schemes		£300,857.80
Road	Skid Resistance Improvements	Treatment	
B3107	B3107 Forewoods Common to Holt (Part) (976356)	Surfacing	£47,328.32
B3107	B3109 at South Wraxall Junction (979801)	Retexture	£1,095.90
B3109	B3109 at Norbin Farm to Box Fiveways (976422)	Retexture	£1,438.72
B3109	B3109 at Norbin Farm to Box Fiveways (976423)	Retexture	£4,675.84
B3108	B3108 Winsley Hill east of River Bridge (979748)	Retexture	£5,836.37
A366	A366 County Boundary to Wingfield Crossroads (979348, 975971, 975972 & 979347)	Retexture	£45,645.64
A366	B3109 Frome Rd at Oxstalls Farm (979773 & 976397)	Retexture	£5,732.40
B3109	B3109 Bradford Rd at County Boundary/Pomeroy Lane (979766)	Retexture	£1,719.72
	Total Skid Resistance		£113,472.91
Road	Reserve or future years sites – to be reviewed	Treatment	
C225	Church Lane, Freshford	Surfacing	£85,978.68
UC	Poulton, Bradford on Avon	Surfacing	£129,114.40
UC	The Star, Holt	Surfacing	£106,396.92
UC	Tynings Way/ Boswell Road/ Leslie Rise/ Hebden Road, Westwood	Surfacing	£244,341.60
A363	A363 Masons Lane, Bradford on Avon	Surfacing	£119,934.66
B3108	B3108 Winsley Hill	Surfacing	£341,659.68

Bradford on Avon			
Road	Reserve or future years sites (continued) – to be reviewed	Treatment	
UC	Uplands Close, Limpley Stoke	Surface Treatment	£8,343.91
	Total - Future Sites		£1,035,769.85

Calne			
Road	2018/19 Schemes	Treatment	
UC	Studley Hill, Studley	Surface Treatment	£12,500.00
C111/UC	Catcomb, New Zealand Area	Surface Treatment	£168,296.52
A4	A4 Pewsham to A342 Derry Hill Junction - Phase 1	Surfacing	£175,000.00
	Total - Schemes		£355,796.52
Road	Skid Resistance Improvements	Treatment	
A3102	A3102 Oxford Rd Rbt at Bypass (975360)	Retexture	£6,384.32
A3102	A3102 between Hilmarton & Goatacre at Widcombe Mill Bridge. Two sites (975371) (975372)	Retexture	£2,495.28
	Total Skid Resistance		£8,879.60
Road	Reserve or future years sites – to be reviewed	Treatment	
A4	A4 Pewsham to A342 Derry Hill Junction - Phase 2	Surfacing	£78,000.00
A3012	A3102 Oxford Rd, Calne	Surfacing	£275,341.44
A4	A4 London Rd Calne to Lower Compton (Sections)	Surfacing	£209,642.94
A4	A4 Cherhill Village	Surface Treatment	£88,876.92
C136	C136 Dumb Post to Hazelands to Studley	Surface Treatment	£58,150.26
	Total - Future Sites		£710,011.56

Chippenham			
Road	2018/19 Schemes	Treatment	
UC	Orchard Crescent, Chippenham	Surface Treatment	£17,908.00
UC	Orchard Road, Chippenham	Surface Treatment	£21,153.00
UC	Ripon Close, Chippenham	Surface Treatment	£25,215.53
UC	The Firs, Chippenham	Surface Treatment	£11,390.65
UC	Windsor Close, Chippenham	Surface Treatment	£16,599.02
C171	C171 Days Lane, Kington Langley	Surface Treatment	£110,614.77
A420	A420 Marshfield Road Arches to Park Lane, Chippenham	Surfacing	£81,978.89
A420	Park Lane, Chippenham	Surfacing	£110,745.80
A420	New Road, Chippenham	Surfacing	£68,429.51
A4	A4 Pewsham to Pewsham Way/London Road Roundabout	Surfacing	£73,000.00
C1	C1 Hullavington to Norton, Hullavington	Surfacing	£177,229.08
	Total Schemes		£714,264.25
Road	Skid Resistance Improvements	Treatment	
A420	A420 Allington Crossroads (979454)	Retexture	£1,618.56
A420	A420 Allington Crossroads (979455)	Retexture	£2,023.20
A350	A350 Badger Roundabout, West Cepen Way, Chippenham (979158)	Retexture	£1,633.73
A350	A350 Plough Crossroads Southbound (975760)	Refresh High Friction	£8,100.00
B4069	B4069 @ Langley Burrell Junction (976534, 979935, 976533 & 976534)	Retexture	£20,400.60
B4069	B4069 North of Jacksoms Lane to Kington Langley (979939)	Retexture	£15,578.64
B4069	B4069 between Sutton Benger & Christian Malford (976554)	Retexture	£9,829.38
B4069	B4069 at Swallett Gate Farm (976565)	Retexture	£8,345.70
B4069	B4069 at Swallett Gate Farm (979963)	Retexture	£927.30
B4122	B4122 Westbrook Farm to Junction 17 M4 (976579)	Retexture	£25,654.18
B4039	B4039 at Chippenham Golf Centre (976484) (979863)	Retexture	£7,086.82
C86	C86 Yatton Road, Biddestone (980361)	Retexture	£3,911.52
A420	A420 Giddeahall to Ford (979443)	Retexture	£23,233.08
A350	A350 Dual Southbound at Hillside Farm (975756)	Retexture	£2,739.75

Chippenham			
Road	Skid Resistance Improvements (continued)	Treatment	
A350	A350 Dual Northbound opposite Courtfield Farm (975745) (980390)	Retexture	£1,475.25
A350	A350 Dual Northbound north of KSM On Slip (975747) (980392)	Retexture	£0.00
A350	A350 Dual Northbound north of Pretty Chimneys (975749)	Retexture	£1,264.50
A350	A350 Dual Northbound south of Lower Swinley Farm (975750)	Retexture	£1,475.25
A429	A429 at Hullavington Junction (976091)	Retexture	£2,478.42
B4069	B4069 between Christian Malford & Friday Street (979954)	Retexture	£1,298.22
A420	A420 at Upper Wraxall Junction (979436)	Retexture	£2,911.16
A350	A350 Dual Northbound at KSM On Slip (980391)	Retexture	£1,264.50
	Total Skid Resistance		£143,249.76
Road	Reserve or future years sites – to be reviewed	Treatment	
UC	Cuttle Lane, Biddestone	Surfacing	£13,614.08
UC	Kilverts Close, Chippenham	Surfacing	£16,871.40
UC	Minster Way, Chippenham (Carriageway Repairs)	Carriageway Repairs	£8,479.66
UC	Pew Hill Service Road, Chippenham	Surfacing	£17,640.00
UC	Queens Crescent, Chippenham (Carriageway Repairs)	Carriageway Repairs	£10,860.00
UC	St Marys St/Emery Lane, Chippenham	Surfacing	£62,639.64
UC	The Oaks, Chippenham	Surfacing	£21,672.00
UC	Willow Grove, Chippenham	Surfacing	£9,553.00
UC	Old Road/Union Road, Chippenham	Surfacing	£73,551.00
UC	Bath Road, Chippenham (Bridge Centre to Town Bridge)	Surfacing	£158,700.24
A4	Bridge Centre Gyrotory Roundabout	Surfacing	£812,377.44
UC	Canterbury Street, Chippenham (Carriageway Repairs)	Surfacing	£1,230.00
UC	Westbrook Close, Chippenham	Surfacing	£33,447.96
UC	Clift Avenue, Chippenham	Surfacing	£69,716.49
UC	Conway Road, Chippenham	Surfacing	£49,036.68
UC	Foundry Lane, Chippenham	Surfacing	£32,032.64
UC	Hardens Mead, Chippenham	Surfacing	£238,742.50
UC	Lackham Circus, Chippenham	Surfacing	£12,678.12

Chippenham			
Road	Reserve or future years sites (continued) – to be reviewed	Treatment	
UC	Ladyfield Road, Chippenham	Surfacing	£310,286.40
UC	London Road Service Road, Chippenham (Hardens Mead)	Surfacing	£77,997.82
UC	Loyalty Street, Chippenham	Surfacing	£127,862.74
UC	Parkfields, Chippenham (Carriageway Repairs)	Carriageway Repairs	£1,815.00
UC	Rowden Lane, Chippenham	Surfacing	£18,045.72
UC	Southmead/Stockwood, Chippenham	Surfacing	£87,775.94
UC	Westmead Lane, Chippenham	Surfacing	£32,016.60
UC	Carnarvon Close, Chippenham	Surface Treatment	£12,371.34
UC	Berkley Close, Chippenham	Surface Treatment	£17,771.13
UC	Burleaze, Chippenham	Surface Treatment	£28,883.96
UC	Coniston Road, Chippenham	Surface Treatment	£46,325.08
UC	Greenway Lane 102-132, Chippenham	Surface Treatment	£13,990.02
UC	Plantation Road, Chippenham	Surface Treatment	£49,509.45
UC	Wood Lane, Chippenham	Surface Treatment	£92,476.73
UC	Cocklebury Lane, Chippenham	Surface Treatment	£20,519.68
UC	Birch Grove, Chippenham (Carriageway Repairs)	Carriageway Repairs	None
A420	A420 Broad Lane Allington to Bumpers Farm	TBC	None
UC	Bath Road Industrial Estate, Chippenham (Carriageway Repairs)	Carriageway Repairs	None
	Total - Future Sites		£2,580,490.46

Corsham			
Road	2018/19 Schemes	Treatment	
C155	Lacock, Hither Way to A342 Sandy Lane	Surface Treatment	£218,243.52
B3353	B3353 Gastard to Corsham	Surfacing	£130,269.62
UC	Dickens Avenue, Corsham	Surfacing	£46,352.46
	Total Schemes		£394,865.60
Road	Skid Resistance Improvements	Treatment	
C48	C48 Old Jockey to Box Fiveways (976911) (980322)	Retexture	£1,787.16
A350	A350 Lacock Traffic Signals (975730)	Retexture	£5,479.50
A350	A350 Lacock Traffic Signals (979147) (979148)	Resurface	£45,000.00
B4528	B4528 Lackham Roundabout to Chippenham (976169)	Retexture	£1,663.52
B4528	B4528 at Queens Bridge, Chippenham (976170)	Retexture	£1,820.88
B3353	B3353 Goodes Hill (Whitley to Gastard) (976441)	Retexture	£10,250.88
B3353	B3353 Goodes Hill (Whitley to Gastard) (976442)	Retexture	£3,956.48
A4	A4 Box, between Shockerwick & Middlehill (975981)	Retexture	£1,573.60
	Total Skid Resistance		£71,532.02
Road	Reserve or future years sites – to be reviewed	Treatment	
C37	Church Rise, Neston	Surfacing	£92,763.36
UC	A4 Copenacre, Corsham	Surfacing	£266,694.72
A365	A365 Box Fiveways to Atworth	Surface Treatment	£69,405.60
UC	Drewetts Mill, Colerne	Surface Treatment	£90,090.51
	Total Future Sites		£518,954.19

Devizes			
Road	2018/19 Schemes	Treatment	
C243	Whistley Road, Potterne	Surface Treatment	£229,349.52
UC	Sunnyside and Orchard Place, West Lavington	Surfacing	£34,004.90
A342	A342 Nursted Road, Devizes (Carriageway Repairs)	Surfacing	£86,698.66
UC	Brickley Lane & Jump Farm Road, Devizes (Roundabout Only)	Surfacing	£64,176.84
UC	Wharf Street, Devizes	Surfacing	£32,077.53
A342	A342 Rowde Village (Carriageway Repairs)	Surfacing	£23,304.00
	Total Schemes		£469,611.45
Road	Skid Resistance Improvements	Treatment	
A360	A360 Littleton Panell at Chocolate Poodle Railbridge (975831)	Retexture	£4,698.32
C20	C20 Worton at Woodborough House (976671)	Retexture	£5,226.60
A342	A342 Stert to Etchilhampton Junction (975543)	Retexture	£3,237.12
A342	A342 at Wedhampton (975545) (978970)	Retexture	£3,135.96
C8	C8 Horton Village at Canal Bridge (976719)	Retexture	£1,580.91
	Total Skid Resistance		£17,878.91
Road	Reserve or future years sites – to be reviewed	Treatment	
C20	Grove Road Market Lavington	Surfacing	£134,578.00
UC	Russell Mill Lane, Littleton Panell	Surfacing	£32,812.00
B3098	B3098 Little Cheverell, Pear Tree junction (Carriageway Repairs)	Carriageway Repairs	£6,297.00
A342	A342 Nursted Road Roundabout (Windsor Drive), Devizes	Surfacing	£72,017.59
C246	Court Hill, Potterne	Surface Treatment	£24,913.77
UC	Netherstreet, Bromham	Surface Treatment	£51,360.80
C255	Cock Road, Rowde	Surface Treatment	£44,999.60
UC	Kings Road Easterton	Surface Treatment	£54,141.12
C246	Worton Road, Cuckolds Green, Potterne	Surface Treatment	£95,811.66
C254	The Green, Great Cheverell	Surface Treatment	£116,847.36

Devizes			
C249	Conscience Lane, Rowde to Devizes	Surface Treatment	£195,597.00
Road	Reserve or future years sites (continued) – to be reviewed	Treatment	
A361	A361 Gains Lane, Devizes	No Action	None
	Total - Reserve Sites		£829,375.90

Malmesbury			
Road	2018/19 Schemes	Treatment	
C1	C1 Hullavington to Norton, Hullavington	Surface Treatment	£51,916.68
C94	Littleton Drew to Alderton	Surface Treatment	£83,048.70
UC	Parklands/Exton Close, Malmesbury	Surface Treatment	£49,485.36
UC	Bremilham Rise, Malmesbury	Surface Treatment	£31,486.05
UC	Corn Gastons/Alexander Road, Malmesbury	Surface Treatment	£76,367.01
B4040	B4040 Bristol Street, Malmesbury	Surfacing	£67,790.00
A429	A429 Crudwell Village (Carriageway Repairs)	Surfacing	£70,576.35
B4042	B4042 Swindon Road, Malmesbury	Surfacing	£172,121.52
	Total Schemes		£602,791.67
Road	Skid Resistance Improvements	Treatment	
A429	A429 North of Crudwell (979494) (976122)	Retexture	£2,832.48
B4040	B4040 Pinkney (976491)	Retexture	£1,045.32
	Total Skid Resistance Sites		£3,877.80
Road	Reserve or future years sites – to be reviewed	Treatment	
UC	Newnton Grove, Malmesbury	Surfacing	£17,657.64
UC	St Aldhelms Road to Burnham Rd, Malmesbury (Carriageway Repairs)	Carriageway Repairs	£50,404.55
UC	Athelstan Road, Malmesbury	Surfacing	£25,458.80
UC	Park Road, Malmesbury	Surfacing	£91,768.32
UC	Old Alexander Road, Malmesbury	Surfacing	£53,338.32
B4042	B4042 West of Brinkworth (Carriageway Repairs)	Carriageway Repairs	TBC
	Total - Future Sites		£238,627.63

Marlborough			
Road	2018/19 Schemes	Treatment	
UC	Ewins Hill Byway, Aldbourne (Carriageway Repairs)	Carriageway Repairs	£30,000.00
A345	A345 Clench Common Bends	Surface Treatment	£75,306.00
A4361	A4361 Broad Hinton to County Boundary	Surface Treatment	£84,920.22
B4192	B4192 South of Aldbourne to Preston	Surface Treatment	£86,636.40
UC	Manor Park, Froxfield Village	Surface Treatment	£19,384.76
A4	A4 London Road, Marlborough	Surfacing	£162,764.06
B3052	George Lane, Marlborough	Surfacing	£149,374.50
	Total Schemes		£608,385.94
Road	Skid Resistance Improvements	Treatment	
B4001	B4001 East Soley Farm to County Boundary (976745)	Retexture	£730.60
B4001	B4001 East Soley Farm to County Boundary (980149)	Retexture	£2,776.28
C6	C6 At Raffin Stud to County Boundary (976716)	Retexture	£4,394.84
B4192	B4192 Whittonditch, Knighton (979993)	Retexture	£4,012.68
B4192	B4192 South of Aldbourne at Preston (979985)	Retexture	£3,416.96
B4192	B4192 South of Aldbourne at Hoddes Bridge (979983)	Retexture	£1,466.82
B4192	B4192 South of Aldbourne at Hoddes Bridge (976587)	Retexture	£1,629.80
A346	A346 Bay Bridges, North of Marlborough (975647)	Retexture	£1,213.92
C6	C6 Poulton Hill at Rabley Road (980085)	Retexture	£1,955.76
A4	B4003 The Avenue, West Kennet to Avebury (976731)	Retexture	£2,225.52
A4	B4003 The Avenue, West Kennet to Avebury (980141)	Retexture	£2,472.80
A4	A4 Beckhampton to Silbury (976032)	Retexture	£3,324.23
A361	A361 Bishops Cannings to Beckhampton (979301)	Retexture	£2,793.14
A4361	A4361 Mill Lane, Winterbourne Monkton (979516)	Retexture	£1,219.54
C38	C38 Lockeridge to East Kennet junction (976875)	Retexture	£10,116.00
C38	C38 Lockeridge to East Kennet junction (976872)	Retexture	£8,008.50
C38	C38 Lockeridge to East Kennet junction (980286)	Retexture	£4,215.00
A4	A4 @ Silbury Cottages (976037)	Retexture	£2,967.36

Marlborough			
Road	Skid Resistance Improvements (continued)	Treatment	
A4	A4 at Silbury Hill Car Park (979398)	Retexture	£2,045.68
	Total Skid Resistance Sites		£60,985.43
Road	Reserve or future years sites – to be reviewed	Treatment	
C18/UC	The Parade Kennet Place, Marlborough	Surfacing	£103,251.36
UC	The Garlings, Aldbourne	Surfacing	£34,277.14
UC	Vicarage Close, Marlborough	Surfacing	£30,532.32
A4	A4 Silbury Hill to Fyfield	Surfacing	£347,817.86
A4	A4 Fyfield to Clatford	Surfacing	£364,489.73
A346	A346 Marlborough to Swindon Boundary (Carriageway Repairs)	Surfacing	£194,544.00
A4361	A4361 North of Avebury to County Boundary (Sections)	Carriageway Repairs	TBC
UC	St Margarets Mead Estate, Marlborough	Surface Treatment	£217,066.92
UC	Elcot Lane, Marlborough	Surface Treatment	£98,107.00
A345	A345 Clench Common to Marlborough	Surface Treatment	£122,127.00
	Total Future Sites		£1,512,213.33

Melksham			
Road	2018/19 Schemes	Treatment	
C212	Melksham Lane, Broughton Gifford	Surface Treatment	£137,551.20
A365	A365 Box Fiveways to Atworth (Part)	Surfacing	£98,250.98
A361	A361 Seend Village (Carriageway Repairs)	Carriageway Repairs	£90,000.00
UC	St Marys, Steeple Ashton	Surfacing	£27,233.56
	Total Schemes		£353,035.74
Road	Skid Resistance Improvements	Treatment	
C20	C20 Inmarsh at Seend Bridge Farm (980130)	Retexture	£814.90
C20	C20 Inmarsh at Seend Bridge Farm (980080)	Retexture	£2,444.70
A361	A361 The Lamb on The Strand (979261)	Retexture	£1,348.80
A365	A365 Sells Green at The Three Magpies PH (979345)	Retexture	£1,382.52
C382	C382 Spa Road/Snowberry Lane Roundabout (976889)	Retexture	£6,902.48
C395	C395 Semington Road o/s 595 to 595a (976963)	Retexture	£955.40
B3107	B3107 Challeymead to Farmers Rbt, Melksham (976376)	Retexture	£14,522.08
B3107	B3107 Melksham to Holt at Mill Lane (976371)	Retexture	£4,970.89
B3107	B3107 Melksham Road at East Lane (976366)	Retexture	£1,219.54
B3105	B3106 Holt Road to Causeway (979729)	Retexture	£18,343.68
B3109	A365 at Neston Park Farm Shop. (975951)	Retexture	£4,968.08
B3353	B3353 Goodes Hill (Whitley to Gastard) (976440)	Refresh High Friction	£15,116.80
	Total Skid Resistance Sites		£72,989.87
Road	Reserve or future years sites – to be reviewed	Treatment	
A3102	TBC - Melksham, A3102 Sandridge Rd to Bypass (Carriageway Repairs)	Carriageway Repairs	£85,000.00
UC	Willow Crescent, Broughton Gifford	Surfacing	£57,826.44
UC	Coburg Square, Melksham	Surfacing	£12,348.00
UC	Church Street, Steeple Ashton	Surfacing	£57,456.00
A350	A350 Stoney Gutter, southbound (Carriageway Repairs)	Carriageway Repairs	£87,566.16
C381	King Street, Semington Road, Melksham	Surfacing	£179,623.08
UC	Marti Close, Melksham	Surfacing	£42,728.15

Melksham			
Road	Reserve or future years sites (continued) – to be reviewed	Treatment	
UC	Old Road, Beanacre	Surfacing	£60,507.72
C395	Pathfinder Way, Bowerhill (Spa Rd to Ind. Est.)	Surfacing	£122,561.96
A3102	Sandridge Common 40mph extents Blackmore House, etc	Surfacing	£211,716.40
A350	A350 Melksham Dual Asda to Avon Road Rbt (Carriageway Repairs)	Carriageway Repairs	NPIF
A350	A350 Semington Bypass (Carriageway Repairs)	Carriageway Repairs	£128,935.48
C165	Lower Woodrow Rd & Forest Lane (Melksham to Lacock)	Surface Treatment	£123,361.92
	Total Future Sites		£1,169,631.31

Pewsey			
Road	2018/19 Schemes	Treatment	
UC	Heath Lane, Buttermere	Surface Treatment	£42,077.28
UC	Smay Down Lane, Oxenwood	Surface Treatment	£13,005.30
A345	A345 Oare Village	Surface Treatment	£39,567.84
A345	A345 Woodbridge Rbt to Pewsey	Surface Treatment	£179,527.00
UC	Milkhouse Water, Pewsey	Surface Treatment	£16,150.38
C30	Church Street, Great Bedwyn	Surface Treatment	£60,000.00
UC	Raffin Lane, Pewsey	Surfacing	£83,447.83
C38	Broad Street, Woodborough	Surfacing	£63,390.00
	Total Schemes		£497,165.63
Road	Skid Resistance Improvements	Treatment	
A342	A342 East of Chirton (978978)	Retexture	£3,372.00
A342	A342 Charlton St Peter to Wilsford (978983)	Retexture	£1,180.20
B3087	B3087 Pewsey High Street at Ball Road (979571)	Retexture	£1,011.60
A346	A346 Burbage Bypass Rbt (975638)	Retexture	£3,416.96
A338	A338 Burbage Rbt to West Grafton (975499)	Retexture	£1,258.88
C74	C74 Jockey Green, Great Bedwyn (980347)	Retexture	£1,315.08
A4	A4 at Little Bedwyn junction (976067)	Retexture	£4,855.68
C38	C38 East Kennett to New Town (980302)	Retexture	£8,182.72
C38	C38 Alton Barnes to East Kennet (976882)	Retexture	£22,879.02
C8	C8 Alton Road, West Stowell (976682)	Retexture	£4,091.36
C8	C8 Alton Road, West Stowell (976727)	Retexture	£3,126.97
	Total Skid Resistance Sites		£54,690.47
Road	Reserve or future years sites – to be reviewed	Treatment	
UC	Astley Close, Pewsey	Surfacing	£69,320.16
UC	Kelston Road, Little Bedwyn	Surfacing	£36,667.12
A338	A338 Burbage Bends	Surfacing	TBC
A345	A345 Oare to Clench Common	Surface Treatment	£61,630.14
C269	Sunnyhill Lane, Pewsey	Surface Treatment	£68,076.62

Pewsey			
Road	Reserve or future years sites (continued) – to be reviewed	Treatment	
A338	A338 Burbage to County Boundary	Surface Treatment	£549,669.12
	Total Future Sites		£785,363.16

RWB & Cricklade			
Road	2018/19 Schemes	Treatment	
B4042	B4042 Junction with B4696 to Coped Hall R/A (Part)	Surface Treatment	£84,238.35
C124	C124/C116 Eysey to Marston Maisey	Surface Treatment	£84,704.00
C114	C114 - A419 to Kempford	Surface Treatment	£121,447.00
UC	The Beeches, Lydiard Millicent	Surfacing	£42,194.88
C415	Station Road, Royal Wootton Bassett	Surfacing	£96,642.00
	Total Schemes		£429,226.23
Road	Skid Resistance Improvements	Treatment	
A3102	A3102 at Tockenham Corner (975390)	Retexture	£6,111.75
A3102	A3102 Vastern Wharf to Breach Lane, RWB (975393)	Retexture	£4,158.80
A3102	A3102 High Street, Royal Wootton Bassett (975400)	Retexture	£1,846.17
A3102	A3102 Swindon Rd, Royal Wootton Bassett at The Churchill (975408)	Retexture	£1,618.56
A3102	A3102 Bincknoll Rbt to M4 J16 (975410)	Retexture	£4,585.92
A3102	A3102 Vastern at Breach Lane (975394)	Retexture	£1,039.70
	Total Skid Resistance Sites		£19,360.90
Road	Reserve or future years sites – to be reviewed	Treatment	
C122	New Road, Royal Wootton Bassett	Surfacing	£139,439.16
B4553	B4553 Common Platt to County Boundary	Surfacing	£88,864.40
UC	Vasterne Close, Purton (Carriageway Repairs)	Carriageway Repairs	£0.00
UC	Hunts Mill Lane, Royal Wootton Bassett (Carriageway Repairs)	Carriageway Repairs	£13,997.00
C47	Tadpole Lane/Hayes Knoll Lane	Surfacing	£57,586.52
UC	Witts Lane/Hoggs Lane/Vastern Hill Byway, Purton	Surfacing	£98,120.00
UC/C129	C129 Hollow Way, Bradenstoke	Surface Treatment	£69,204.96
UC	Stoke Common Lane, Purton Stoke	Surface Treatment	£20,293.00
B4040	B4040 Chelworth to Cricklade	Surface Treatment	£148,236.48
B4553	B4553 South of Cricklade	Surface Treatment	£166,706.50
B4553	B4553 Cross Lanes to Common Platt	Surface Treatment	£137,990.16

RWB & Cricklade			
Road	Reserve or future years sites (continued) – to be reviewed	Treatment	
B4553	B4553 Packhorse Lane, Purton (Carriageway Repairs)	Carriageway Repairs	£95,698.56
C129	Clack Hill Bradenstoke	Surface Treatment	£21,146.40
C291	Pond Lane, Purton Stoke	Surface Treatment	£53,989.44
UC	Bradens/Bradene Close, Royal Wootton Bassett	Surface Treatment	£4,971.66
UC	Dunnington Road, Royal Wootton Bassett	Surface Treatment	£17,978.91
UC	Eastwood Avenue, Royal Wootton Bassett	Surface Treatment	£9,827.70
UC	Englefield, Royal Wootton Bassett	Surface Treatment	£10,846.44
UC	Homefield, Royal Wootton Bassett	Surface Treatment	£13,042.62
UC	Horsell Close, Royal Wootton Bassett	Surface Treatment	£6,108.59
UC	Sorrell Close, Royal Wootton Bassett	Surface Treatment	£16,687.82
UC	Templars Firs, Royal Wootton Bassett	Surface Treatment	£36,979.13
UC	Buryfields, Lydiard Millicent	Surface Treatment	£10,868.28
UC	Chestnut Springs, Lydiard Millicent	Surface Treatment	£154,102.19
C126	Collins Lane Purton	Surface Treatment	£68,564.16
C16	Stone Lane, Lydiard	Surface Treatment	£100,218.00
C120	C120 Trow Lane, Tockenham	Surface Treatment	£64,571.76
C76	C76 Chessley Hill, Tockenham Wick	Surface Treatment	£62,404.55
UC	Bentham Lane, Purton Stoke	Surface Treatment	£75,317.27
UC	Bowds Lane	Surface Treatment	£57,920.38
	Total Future Sites		£1,821,682.04

Salisbury			
Road	2018/19 Schemes	Treatment	
UC	Westwood Rd, Salisbury	Surface Treatment	£34,237.38
UC	Endless Street, Salisbury	Surfacing	£133,000.00
A30	A30 Parkwood Roundabout	Surfacing	£95,922.75
	Total Schemes		£263,160.13
Road	Skid Resistance Improvements	Treatment	
A338	A338 Harnham Gyratory (975440)	Retexture	£11,464.80
A360	A360 Devizes Road, Salisbury at Fugglestone Red (979176)	Retexture	£1,337.56
	Total Skid Resistance Sites		£12,802.36
Road	Reserve or future years sites – to be reviewed	Treatment	
UC	Blue Boar Row, Salisbury (Part)	Surfacing	£24,500.00
UC	St Francis Road, Salisbury (Carriageway Repairs)	Carriageway Repairs	£15,354.20
UC	Harcourt Terrace, off Mill Road, Salisbury	Surfacing	£41,259.46
UC	Longland, off Wilton Road, Salisbury	Surfacing	£24,144.19
UC	Hedley Davis Court, Salisbury	Surfacing	£15,855.84
A338	A338 Downton Rd, Britford	Surfacing	£944,962.41
UC	Pinewood Way & Cedar Close, Salisbury	Surfacing	£85,142.74
UC	Telford Road, Churchfields, Salisbury	Surfacing	£143,000.00
UC	Hadrians Close, Salisbury	Surfacing	£13,933.04
UC	Ashfield Road, Salisbury	Surfacing	£48,047.12
UC	St Edmonds Church Street, Salisbury (Carriageway Repairs)	Carriageway Repairs	£7,524.72
UC	Highbury Avenue, Salisbury (Carriageway Repairs)	Carriageway Repairs	£11,152.68
UC	Middleton Road, Salisbury	Surfacing	£64,915.20
UC	Norfolk Road, Salisbury	Surfacing	£0.00
C56	Philips Lane/Gradidge Lane, Salisbury	Surface Treatment	TBC
UC	Romer Road, Harnham	TBC	TBC
	Total Future sites		£1,439,791.60

South West Wiltshire			
Road	2018/19 Schemes	Treatment	
UC	Lower Chicks Grove to Lagpond Lane (past The Compasses Inn). (C24 to C317)	Surface Treatment	£206,632.80
UC	Elcombe Lane, Alvediston	Surface Treatment	£82,835.00
C380	C380 High Street to Gasper Street, Stourton	Surface Treatment	£77,140.00
C297	Willoughby Hedge to West Knoyle (The Street)	Surface Treatment	£33,709.00
C278	Wolverton to B3092	Surface Treatment	£19,257.60
UC	Sling Orchard, Fovant	Surfacing	£18,705.96
A350	A350 East Knoyle, The Turnpike	Surfacing	£238,826.00
B3092	Castle Street, Mere - Carriageway Repairs	Surfacing	£30,000.00
C62	Semley Bennett Arms to Railbridge (Carriageway Repairs)	Carriageway Repairs	£60,000.00
C25	C25 Beckford Xrds to Hindon Arch (Carriageway Repairs)	Carriageway Repairs	£32,626.34
B3081	B3081 Zig Zag Hill (Carriageway Repairs)	Carriageway Repairs	£35,000.00
	Total Schemes		£834,732.70
Road	Skid Resistance Improvements	Treatment	
B3092	B3092 North of Stourton (979642) (976267)	Retexture	£2,292.96
B3092	B3092 North of Stourton (979641) (976266)	Retexture	£4,203.76
B3092	B3092 North of Stourton (976264) (979639)	Retexture	£2,675.12
B3092	B3092 North of Stourton (976262) (979637)	Retexture	£13,538.58
A30	A30 North of Sands Lane to Horwood Farm (975244) (975243)	Retexture	£9,401.14
A30	A30 North of Horwood Farm to Ansty (978753)	Retexture	£1,854.60
A30	A30 Ansty Junction (978754)(975248)	Retexture	£25,964.40
A30	A30 Ansty Junction (978755)	Retexture	£7,081.20
A30	A30 Compton Chamberlayne (975264)	Retexture	£1,916.42
A30	A30 East of Compton Chamberlayne at Naishes Farm (978775)	Retexture	£6,114.56
A30	A30 at Upper Hurdcot Farm (975273)	Retexture	£2,866.20
B3089	B3089 nr Cemetery @ Barford St Martin (979625)	Retexture	£1,095.90

South West Wiltshire			
Road	Skid Resistance Improvements (continued)	Treatment	
C12	C12 Coombe Bissett, Homington Road (980063)	Retexture	£2,585.20
B3089	B3089 Teffont to Dinton at Park Farm Cottage (976239)	Retexture	£944.16
B3089	B3089 Btwn Fonthill Bishop and Chilmark @ Ridge Farm (979607)	Retexture	£19,065.85
B3089	B3089 Stagger Cross to Hindon (976214)	Retexture	£9,233.66
B3089	B3089 Stagger Cross to Hindon (976211)	Retexture	£3,484.40
	Total Skid Resistance Sites		£114,318.11
Road	Reserve or future years sites – to be reviewed	Treatment	
UC	Bells Lane, Zeals	Surfacing	£123,369.12
A30	A30 Shaftesbury Road, Wilton	Surfacing	£177,435.86
UC	Seniors Farm Lane Semley	Surfacing	£52,028.00
UC	Weaveland Road, Tisbury	Surfacing	£47,831.28
B3092	Castle Street, Mere	Surfacing	£180,000.00
A350	A350 Hart Hill	Surfacing	£644,392.00
C326	Back Lane Bowerchalke (Carriageway Repairs)	Carriageway Repairs	£75,705.84
C279	Dukes Lane Kilmington	Surfacing	£73,683.67
UC	Grovely Road Barford St Martin	Surface Treatment	£100,778.00
C277	C277 Teffont Magna to Dinton	Surface Treatment	£204,687.07
C308	Crate Lane Street Lane loop	Surface Treatment	£186,266.64
B3089	B3089 Stagger Cross to Barford St Martin	Surface Treatment	TBC
	Total Future Sites		£1,866,177.48

Southern Wiltshire			
Road	2018/19 Schemes	Treatment	
C12	C12 Odstock Village	Surface Treatment	£29,415.00
UC	South Lane, Nomansland	Surface Treatment	£16,822.46
C336	C336 Witherington Road, Alderbury	Surface Treatment	£170,574.40
UC	Pineview Close, Redlynch	Surfacing	£50,601.60
UC	Slab Lane, Redlynch - 2 sections	Surfacing	£76,329.86
UC	Avon Drive & Eyres Drive, Alderbury	Surfacing	£23,899.16
	Total Schemes		£367,642.48
Road	Skid Resistance Improvements	Treatment	
A338	A338 Charlton All Saints at Church Lane (Former Stag Inn) (978870)	Retexture	£1,095.90
A338	A338 Braemore Rd, Downton (975423)	Retexture	£2,592.23
A27	A27 Whiteparish @ Cowesfield Green (975226)	Retexture	£2,326.68
A27	A27 Whiteparish @ Cowesfield Green (978735)	Retexture	£1,357.23
A338	A338 St Thomas' Rbt North, Salisbury (975443) (978878)	Surfacing	£36,767.28
A27	A27 Whiteparish @ Richmond Farm (975222)	Retexture	£955.40
A27	A27 Whiteparish @ Tipplefield Farm (978731)	Retexture	£1,528.64
A27	A27 Whiteparish @ Dairy House Farm (978733)	Retexture	£1,596.08
A27	A27 Whiteparish @ Cowesfield Lodge (978737)	Retexture	£1,663.52
A27	A350 East Knoyle at Black House Farm (979100)	Retexture	£1,011.60
	Total Skid Resistance Sites		£50,894.56
Road	Reserve or future years sites – to be reviewed	Treatment	
C56	The Portway between Beehive and Castlegate Rbts	Surfacing	£65,808.20
UC	Parkwater Road, Whiteparish	Surfacing	£155,551.20
UC	Church Lane, Farley	Surfacing	£136,607.34
A27	A27 Whiteparish 30mph extents	Surfacing	£462,400.27
A27	A27 Whiteparish 40mph to Parkwater Rd Cowesfield Green	Surface Treatment	£28,023.60
B3080	B3080 Downton to Woodfalls	Surface Treatment	£142,658.88

Southern Wiltshire			
Road	Reserve or future years sites (continued) – to be reviewed	Treatment	
C321	C321 Pitton Road, Whiteway, Whitehill to Farley	Surface Treatment	TBC
UC	Goggs Lane, Redlynch	Surface Treatment	TBC
	Total Future Schemes		£991,049.49

Tidworth			
Road	2018/19 Schemes	Treatment	
A345	A345 Enford to Netheravon	Surface Treatment	£203,660.64
	Total Schemes		£203,660.64
Road	Skid Resistance Improvements	Treatment	
A360	A360 at Gore Cross Farm (979216)	Retexture	£899.20
A345	A345 at West Chisenbury (975610)	Retexture	£1,348.80
B3083	B3083 Winterbourne Stoke (980167)	Retexture	£5,754.88
	Total Skid Resistance Sites		£8,002.88
Road	Reserve or future years sites – to be reviewed	Treatment	
UC	Wylve Road, Tidworth	Surfacing	£121,093.00
C256	Shoddesden Lane, Ludgershall	Surfacing	£8,830.08
UC	Hei Lin Way, Ludgershall	Surfacing	£33,307.85
UC	Mill Drove, Collingbourne Kingston (Carriageway Repairs)	Carriageway Repairs	£42,297.27
C256	Hookwood Lane, Upper Chute	Surfacing	£53,625.17
A342	A342 Andover Rd Ludgershall	Surfacing	£504,394.17
A342	A342 Upavon 30mph to Compton	Surface Treatment	£113,727.90
C256	Biddesden Lane to Lower Chute	Surface Treatment	£101,618.63
	Total Future Sites		£978,894.07

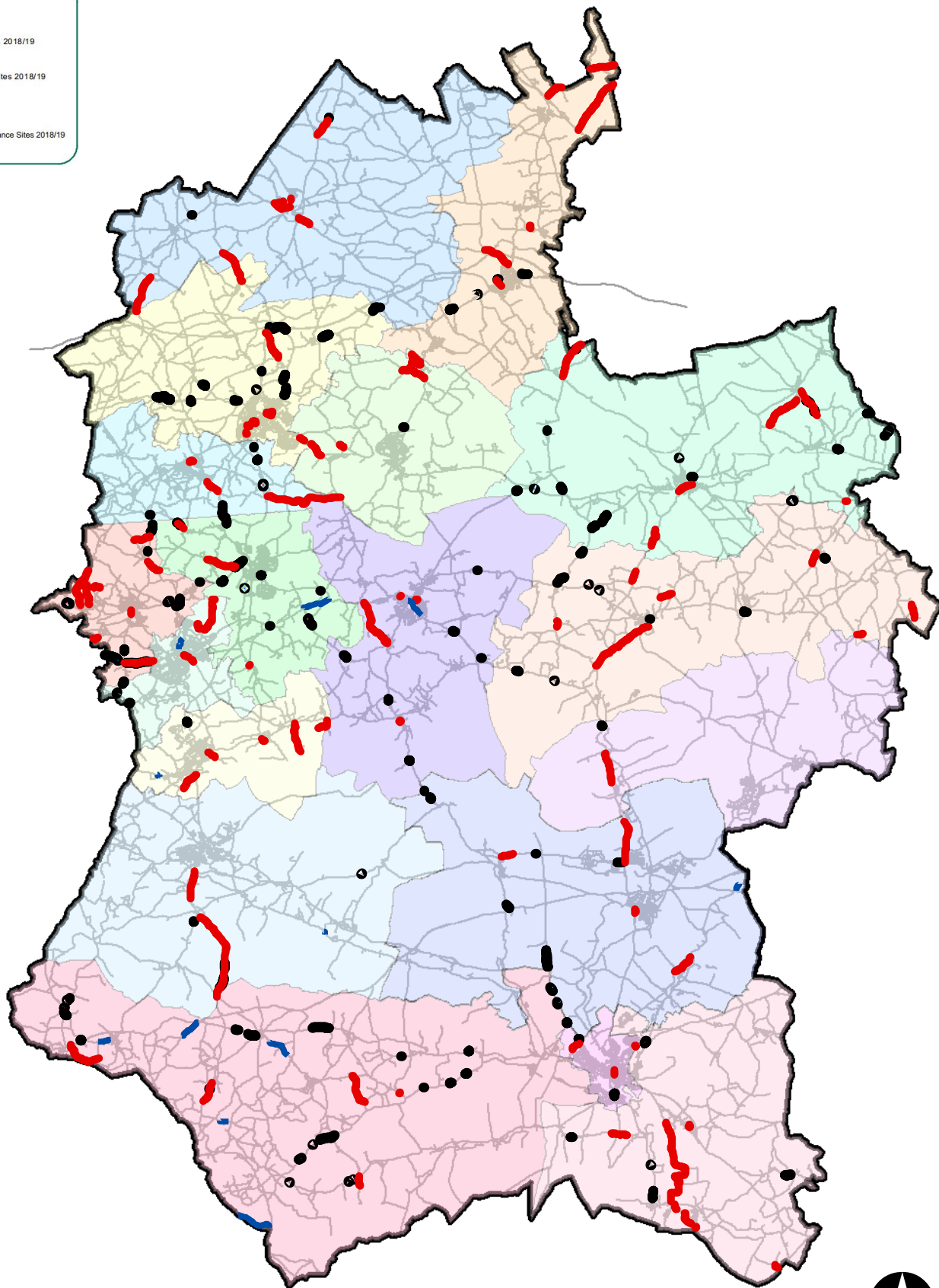
Trowbridge			
Road	2018/19 Schemes	Treatment	
UC	Newleaze, Hilperton	Surface Treatment	£55,781.00
UC	Whaddon Lane, Hilperton	Surface Treatment	£83,542.71
C49	West Ashton Road, Trowbridge Sections A & B	Surfacing	£182,251.25
C372	Timbrell Street, Trowbridge (Carriageway Repairs)	Carriageway Repairs	TBC
B3106	Islington, Trowbridge (Carriageway Repairs)	Carriageway Repairs	TBC
	Total Schemes		£321,574.96
Road	Skid Resistance Improvements	Treatment	
B3109	B3109 Bradford Rd at County Boundary/Pomeroy Lane (976392)	Retexture	£3,439.44
A361	A361 Southwick between Poplar Tree Lane & Green Lane (979237)	Resurface	£49,902.64
	Total Skid Resistance Sites		£53,342.08
Road	Reserve or future years sites – to be reviewed	Treatment	
A363	Phillips Way Roundabout, North Bradley	Surfacing	£81,699.88
UC	Court Street, Trowbridge	Surfacing	£45,208.00
UC	Maple Grove, Trowbridge	Surfacing	£59,983.56
C361	Mortimer Street, Trowbridge	Surfacing	£82,368.16
UC	Eastbourne Gardens, Trowbridge	Surfacing	£66,024.00
UC	Carisbrooke Crescent, Trowbridge	TBC	£20,000.00
UC	Church Lane, North Bradley	Surfacing	£156,916.00
B3097	Hawkeridge Road, Yarnbrook	Surfacing	£129,990.30
	Total Future Sites		£642,189.90

Warminster			
Road	2018/19 Schemes	Treatment	
A350	A350, South of Longbridge Deverill to Lower Pertwood	Surface Treatment	£197,472.00
C10	C10 Boyton Bends	Surface Treatment	£8,323.14
A350	A350 Crockerton (Part)	Surfacing	£150,000.00
	Total Schemes		£355,795.14
Road	Skid Resistance Improvements	Treatment	
B390	B390 West of Chitterne (976459)	Retexture	£1,955.76
B3095	B3095 Hill Deverill at Manor Farm (976305)	Retexture	£2,630.16
A350	A350 Longbridge Deverill	Retexture	£1,618.56
	Total Skid Resistance Sites		£6,204.48
Road	Reserve or future years sites – to be reviewed	Treatment	
C10	Copheap Lane, Warminster	Surfacing	£218,751.82
UC	Sambourne Road, Warminster	Surfacing	£133,169.00
UC	Geys Hill - Stalls Lane, Dertfords (Corsley)	Surface Treatment	£38,779.00
UC	Huntenhull Green, Corsley	Surface Treatment	£13,959.30
UC	Short Street, Chalcot	Surface Treatment	£12,015.60
UC	Cley Hill Farm, Corsley	Surface Treatment	£17,528.64
C10	Bishopstrow Road, Warminster	Surface Treatment	£121,445.28
UC	UC Upton Scudamore to A350	Surface Treatment	£9,326.41
C364	Station Road, Warminster	Surfacing	£65,110.50
UC	Fairfield Road, Warminster	Surfacing	£69,601.90
C360	Deverill Road, Warminster	TBC	TBC
B390	B390, Chitterne	TBC	TBC
C22	Townsend, Chitterne	TBC	TBC
A3098	Thoulstone (A36 On/Off Slips)	TBC	TBC
UC	u/c Mill Farm Road, Heytesbury (10)	TBC	TBC
	Total Future Sites		£699,687.45

Westbury			
Road	2018/19 Schemes	Treatment	
UC	Old Dilton Road, Westbury	Surface Treatment	£21,575.40
UC	Coombe Lane, Bratton	Surface Treatment	£13,018.44
UC	Coulston Hollow, Coulston	Surface Treatment	£24,726.44
UC	Long Hollow, Edington	Surface Treatment	£61,102.80
UC	Shepherds Mead, Dilton Marsh (Carriageway Repairs)	Carriageway Repairs	£13,365.38
UC	Newtown, Westbury	Surfacing	£94,872.96
	Total Schemes		£228,661.42
Road	Skid Resistance Improvements	Treatment	
B3097	B3097 North of Link Rd, West Wilts Ind. Est. (980185)	Retexture	£2,259.24
	Total Skid Resistance Sites		£2,259.24
Road	Reserve or future years sites – to be reviewed	Treatment	
UC	Frogmore Road, Westbury	Surfacing	£102,538.00
UC	Hawkeridge Road, Westbury	Surfacing	£48,484.80
UC	Dilton Lane, Upton Scudamore	Surfacing	TBC
UC	Quartermaster Road, Westbury	Surfacing	£441,545.63
A350	A350 Westbury - Warminster Rd, etc (Carriageway Repairs)	Carriageway Repairs	TBC
	Total Future Sites		£592,568.43

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- Repair Sites 2018/19
- Surfacing Sites 2018/19
- Skid Resistance Sites 2018/19



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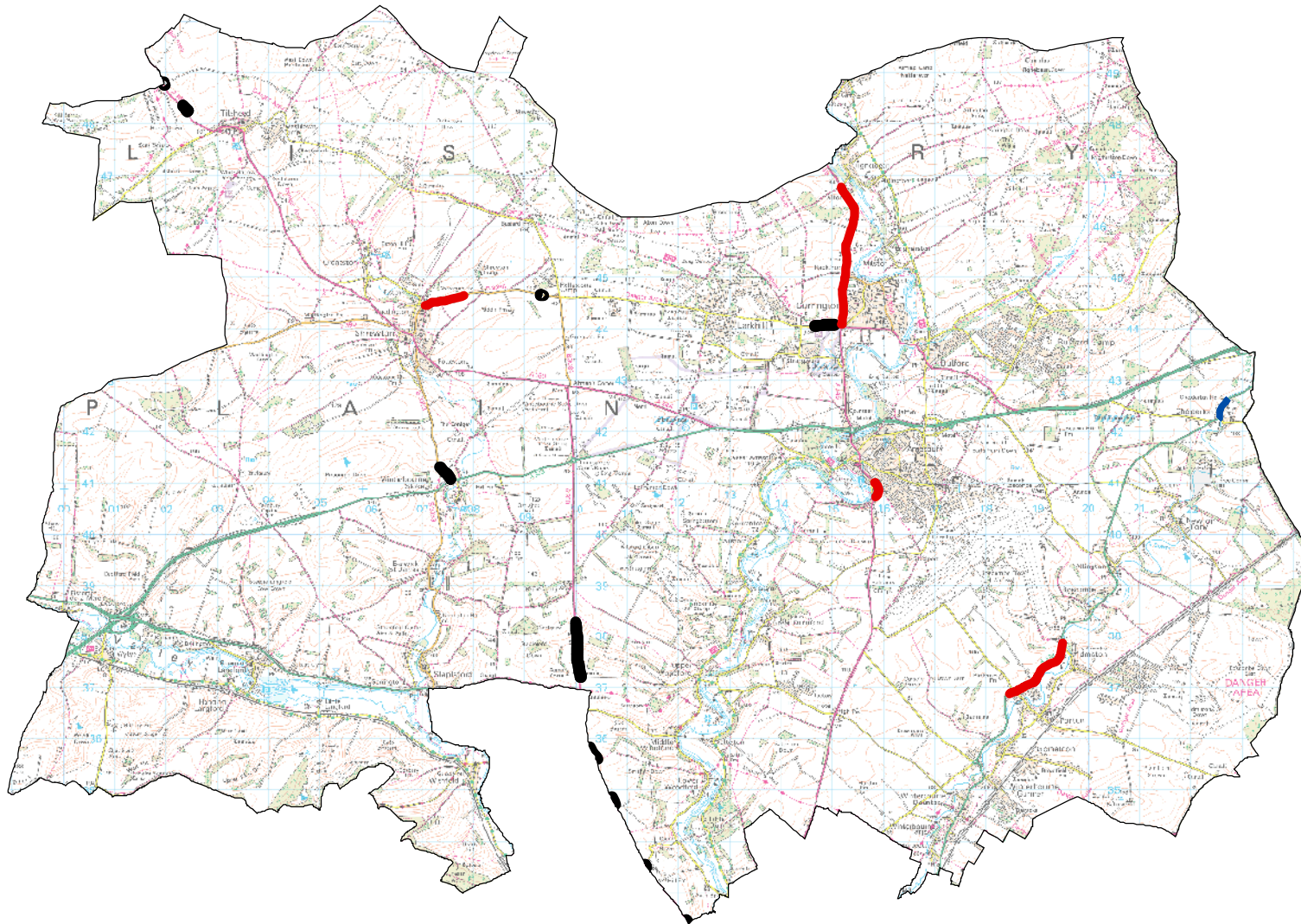


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Skid Resistance Sites 2018/19

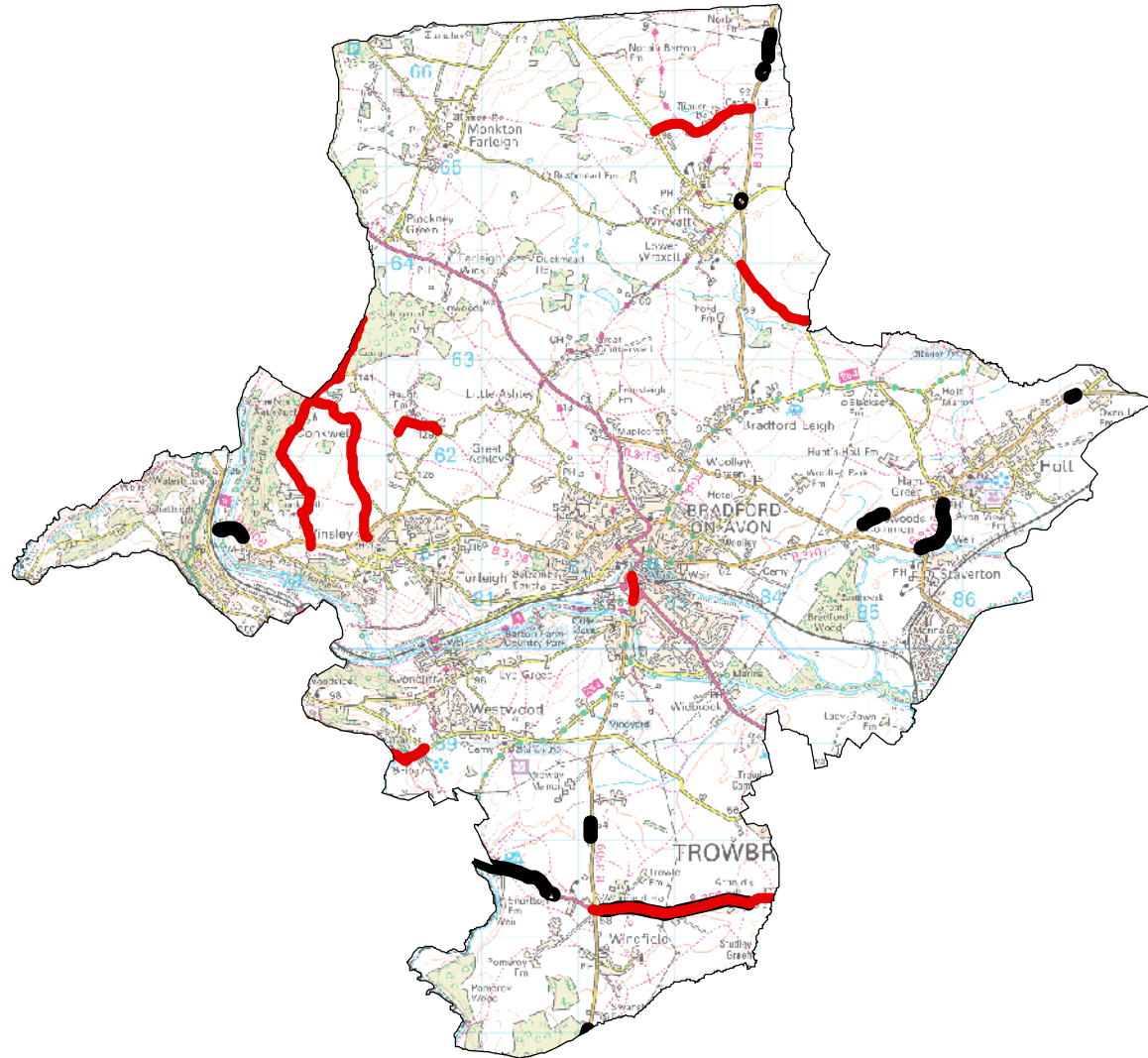


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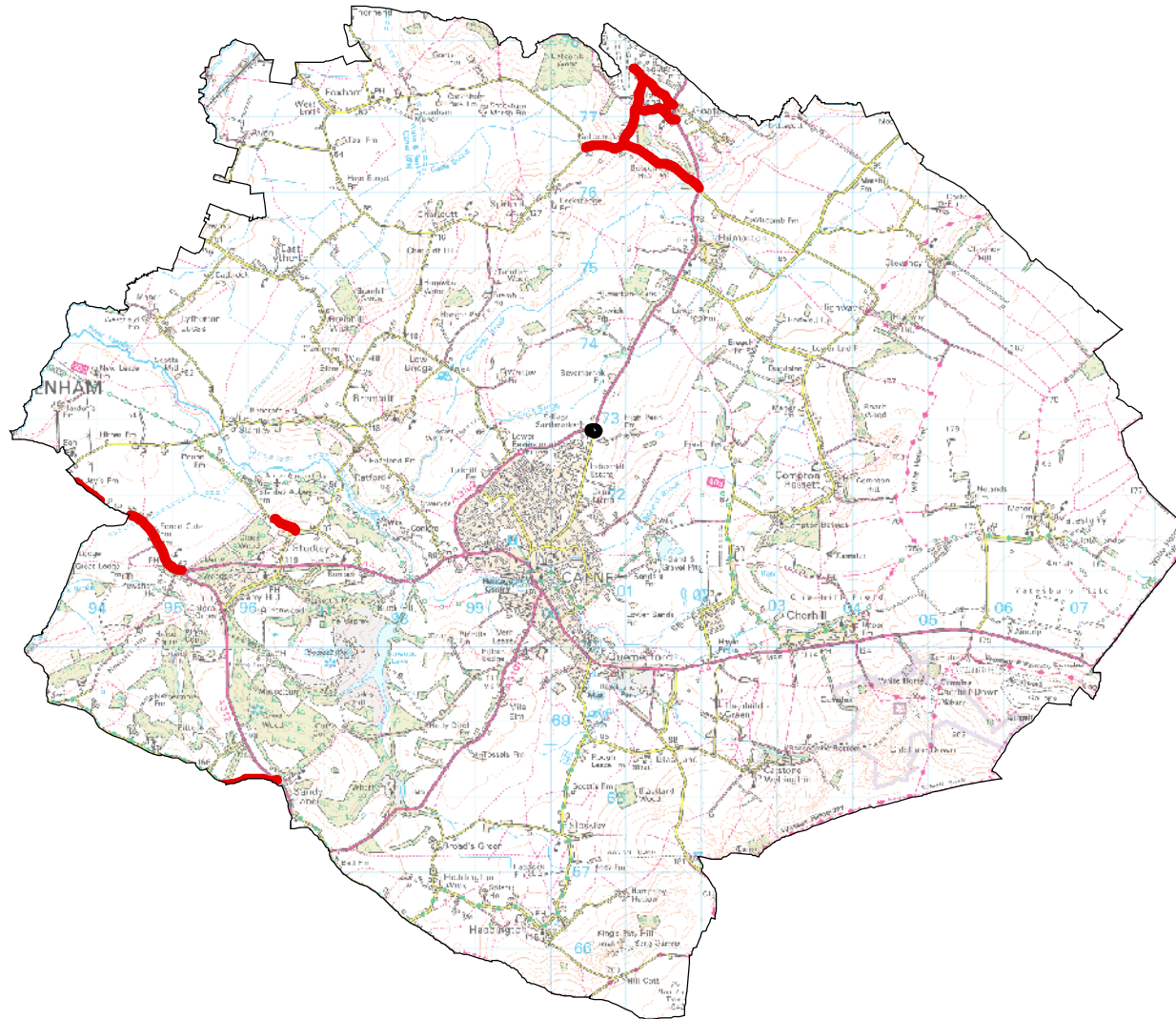


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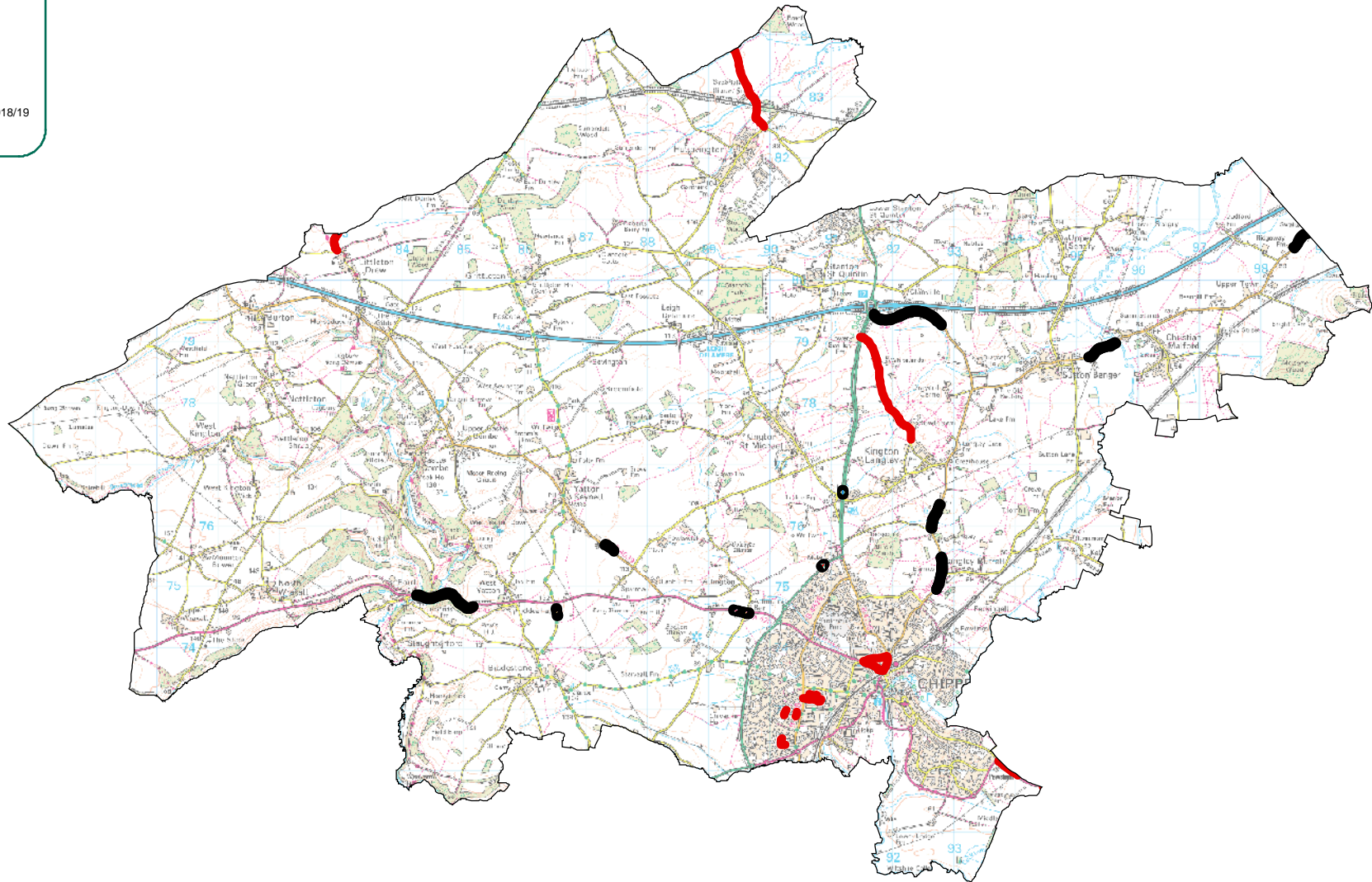


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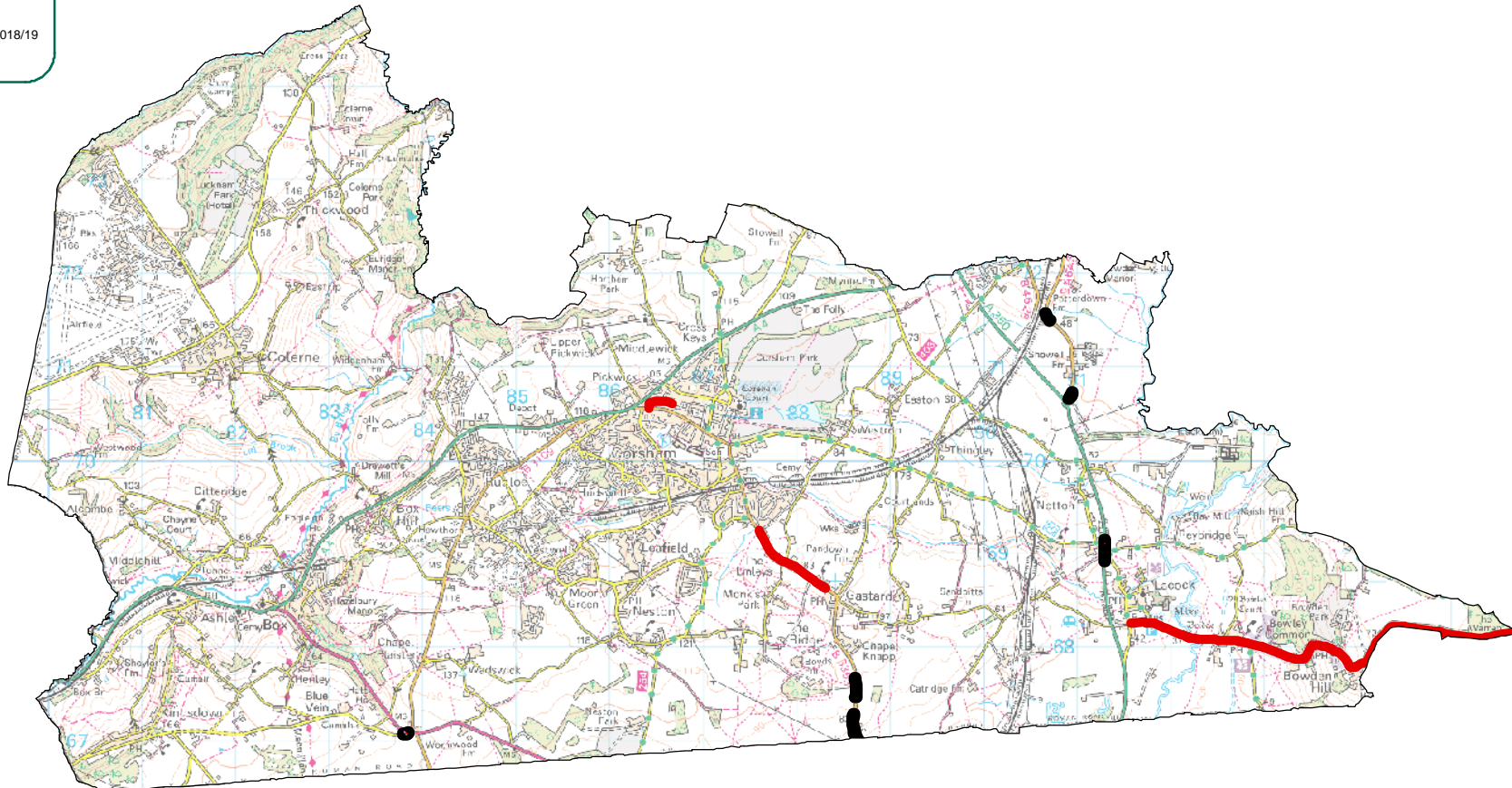


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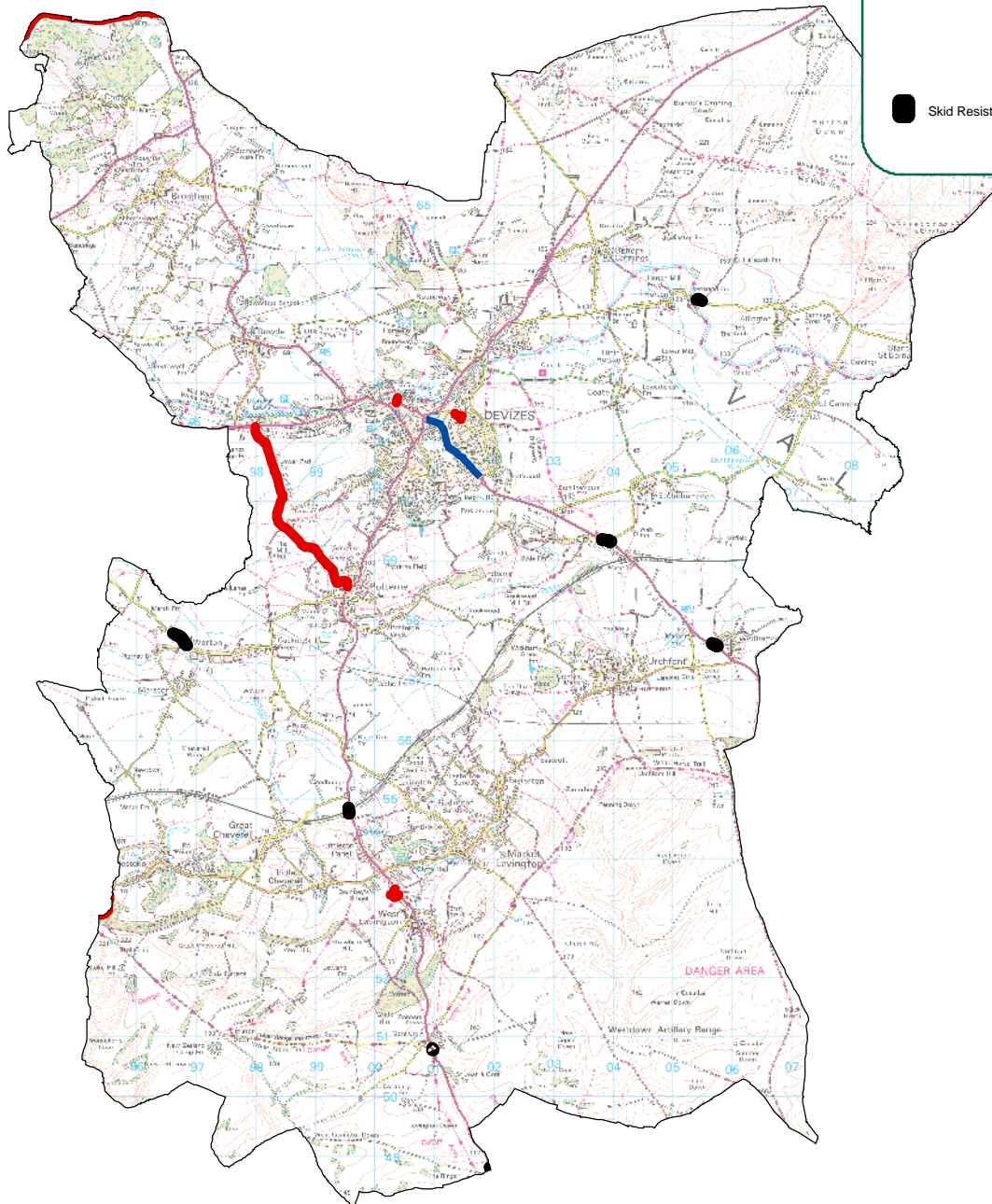
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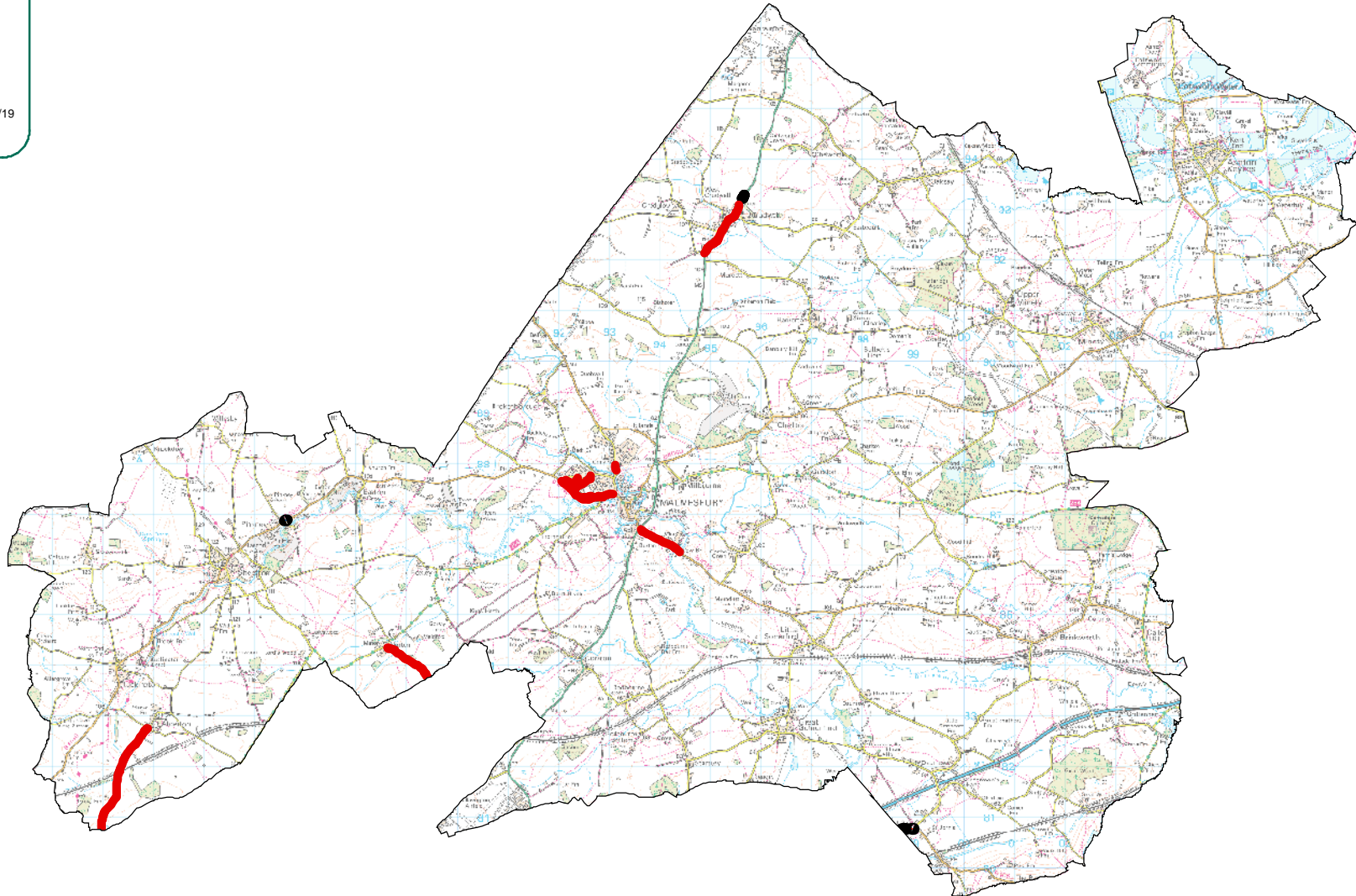


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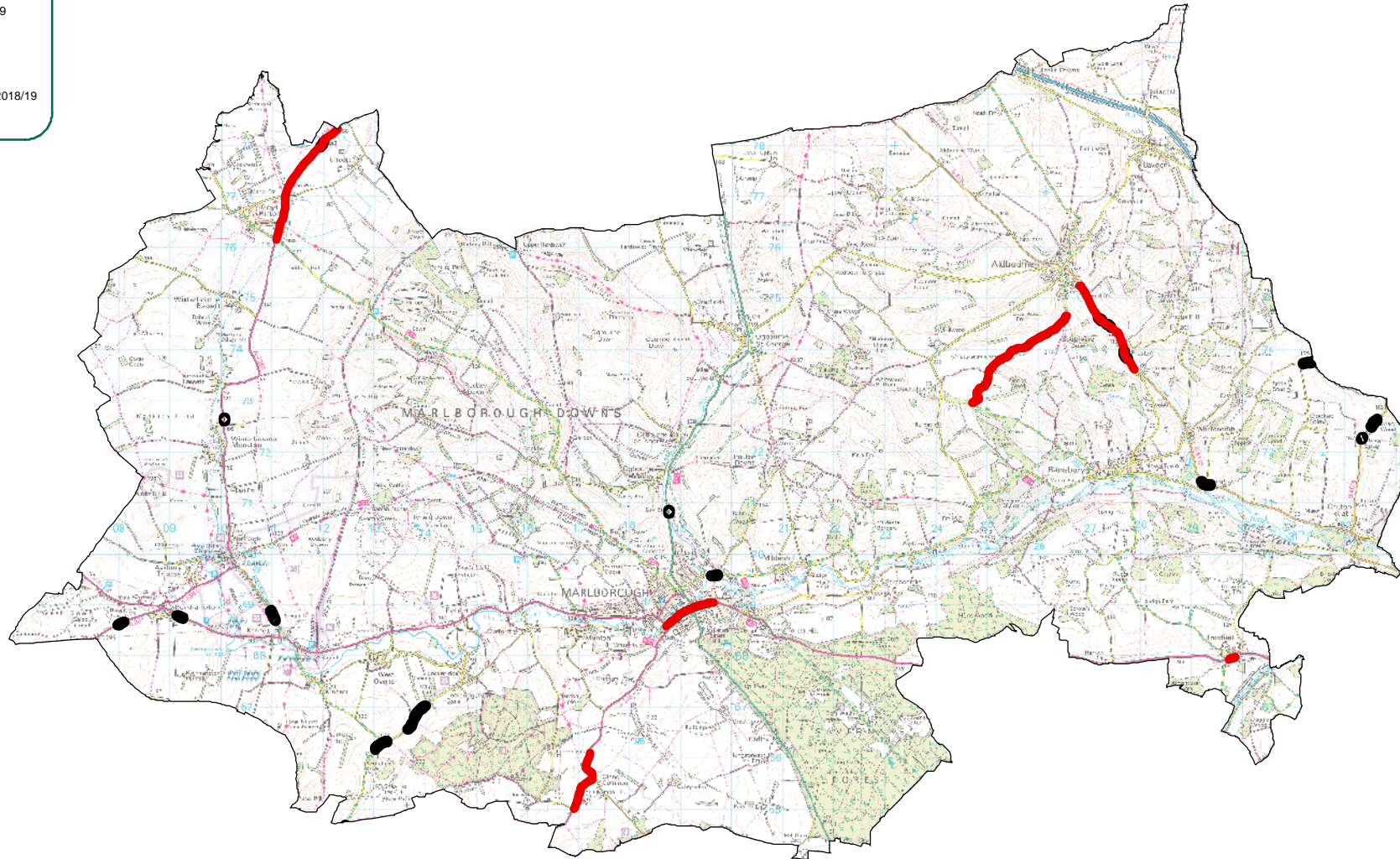


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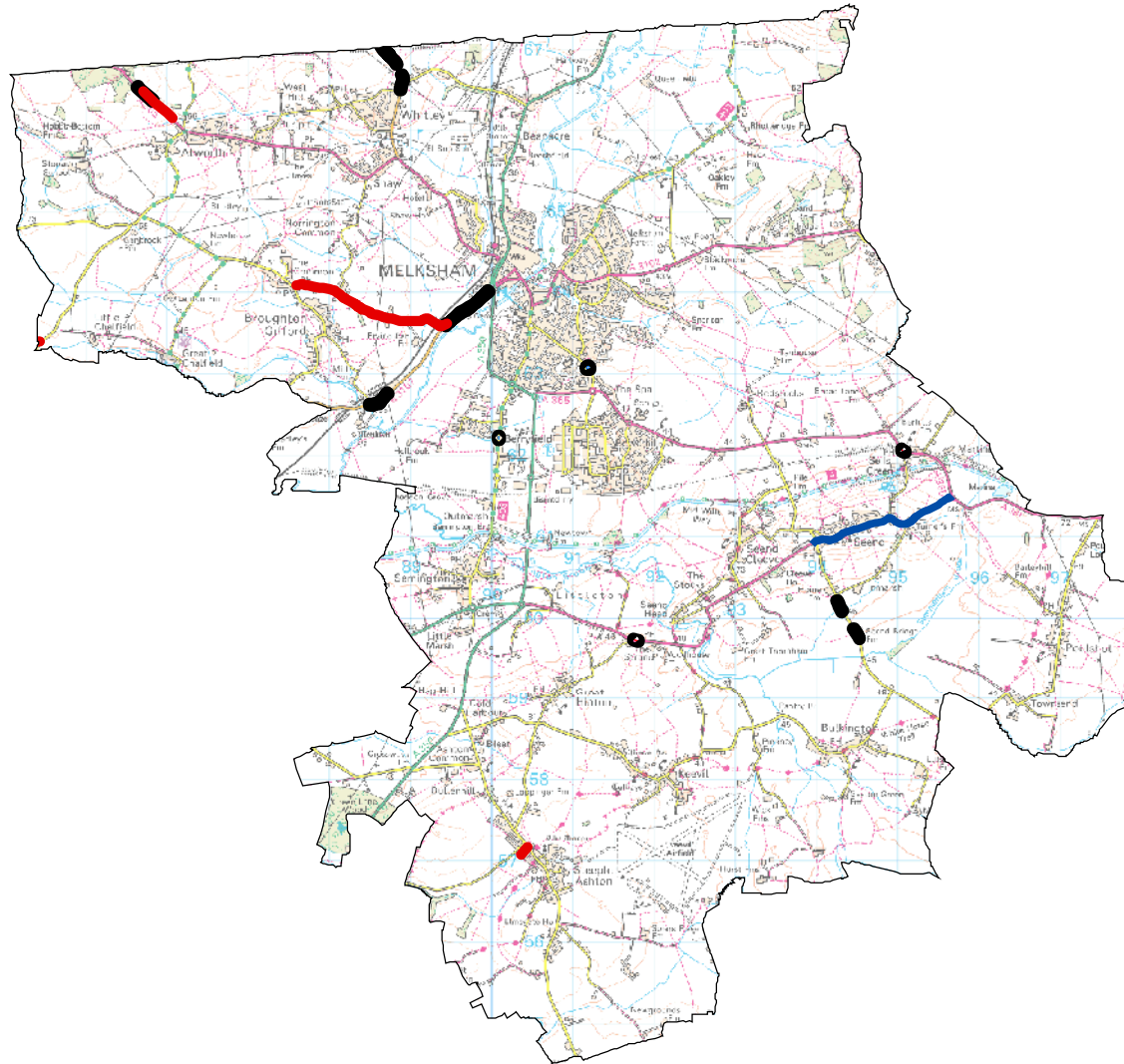


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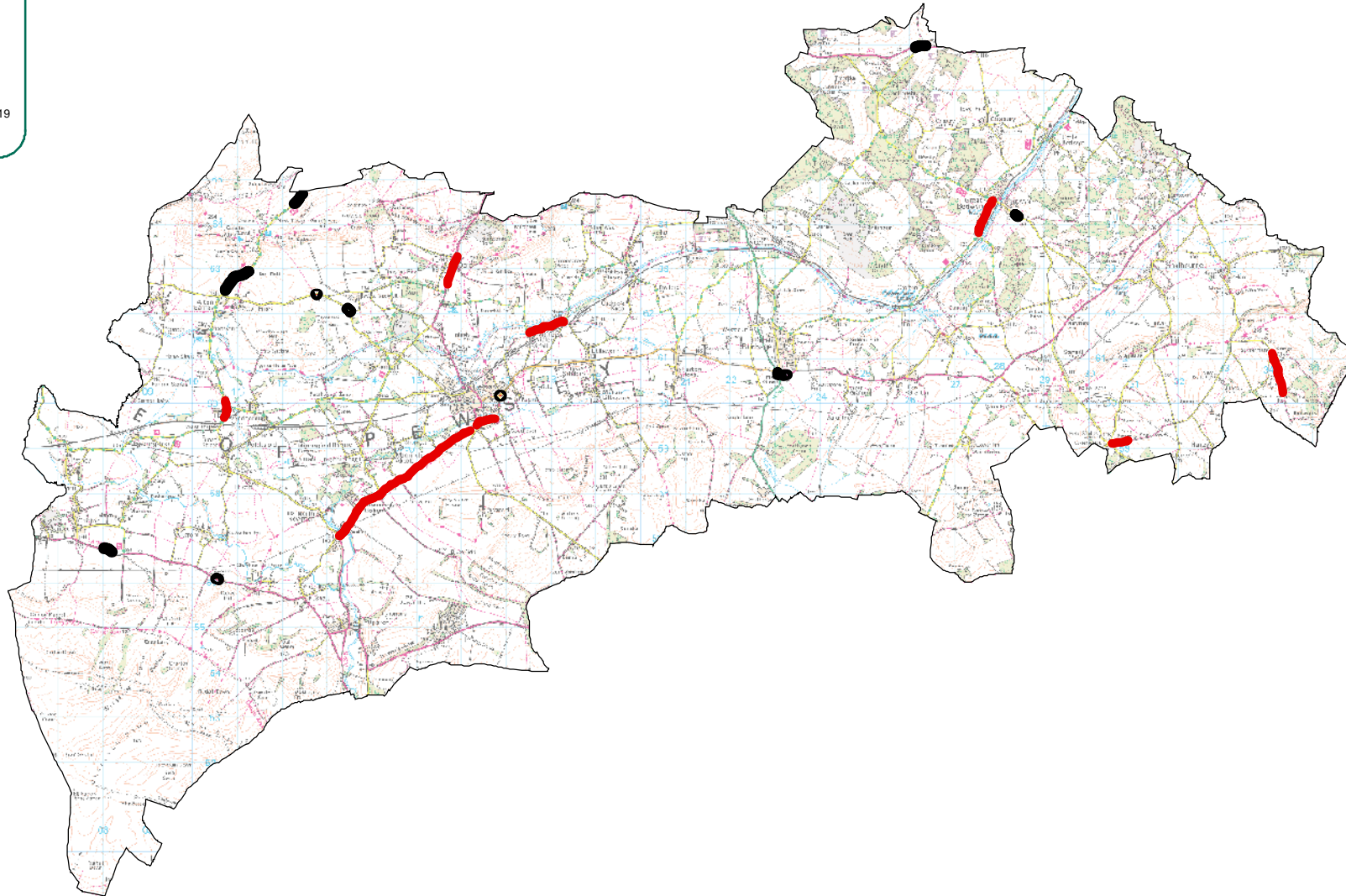


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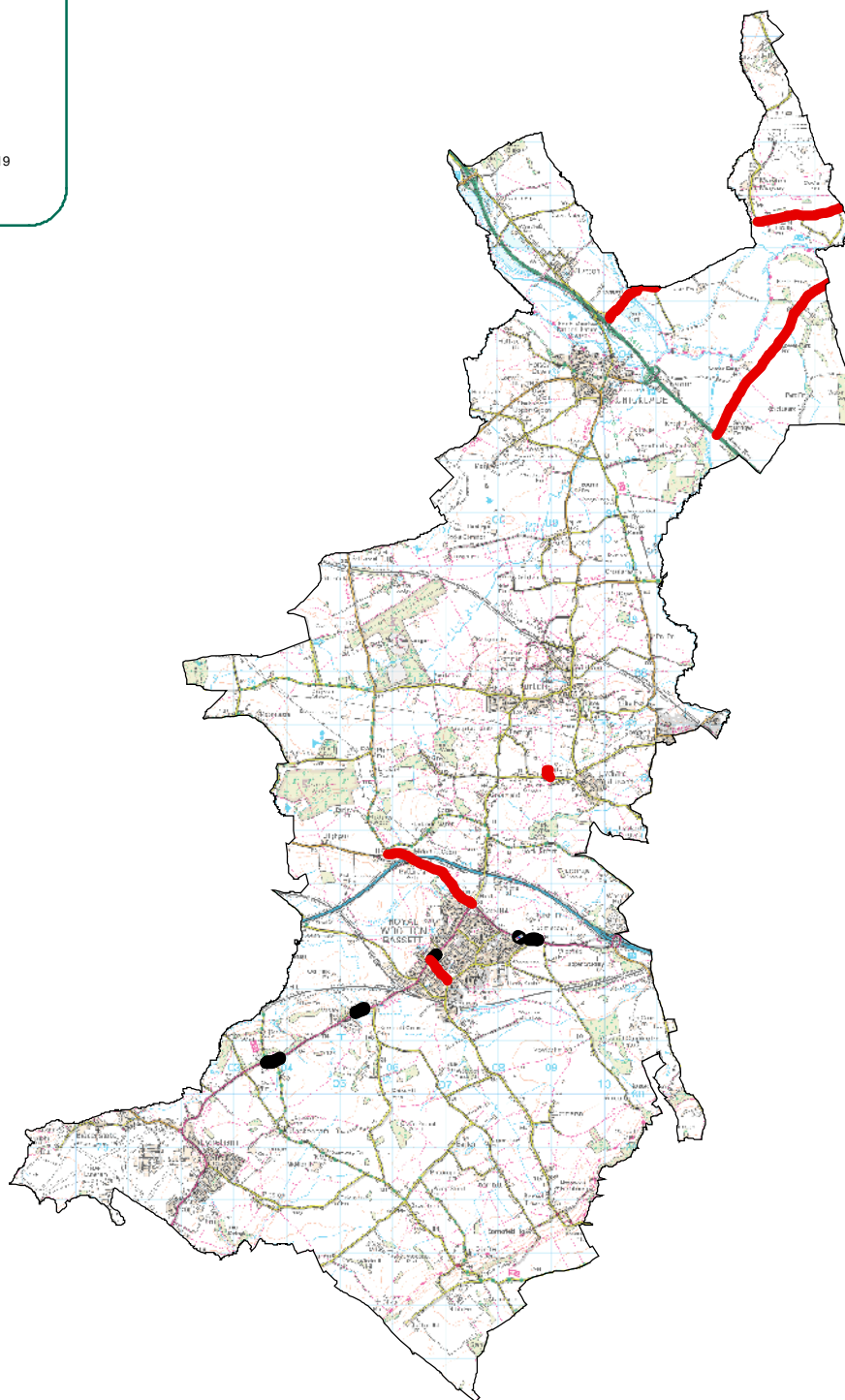


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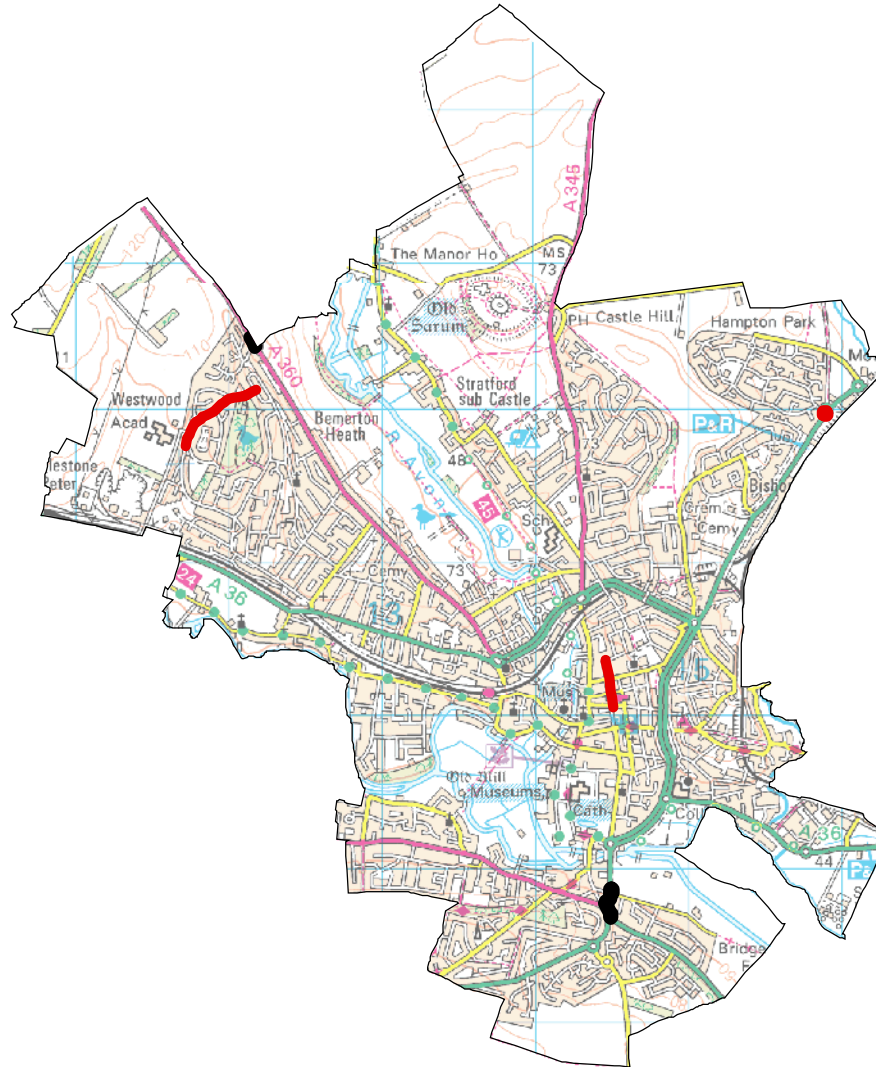


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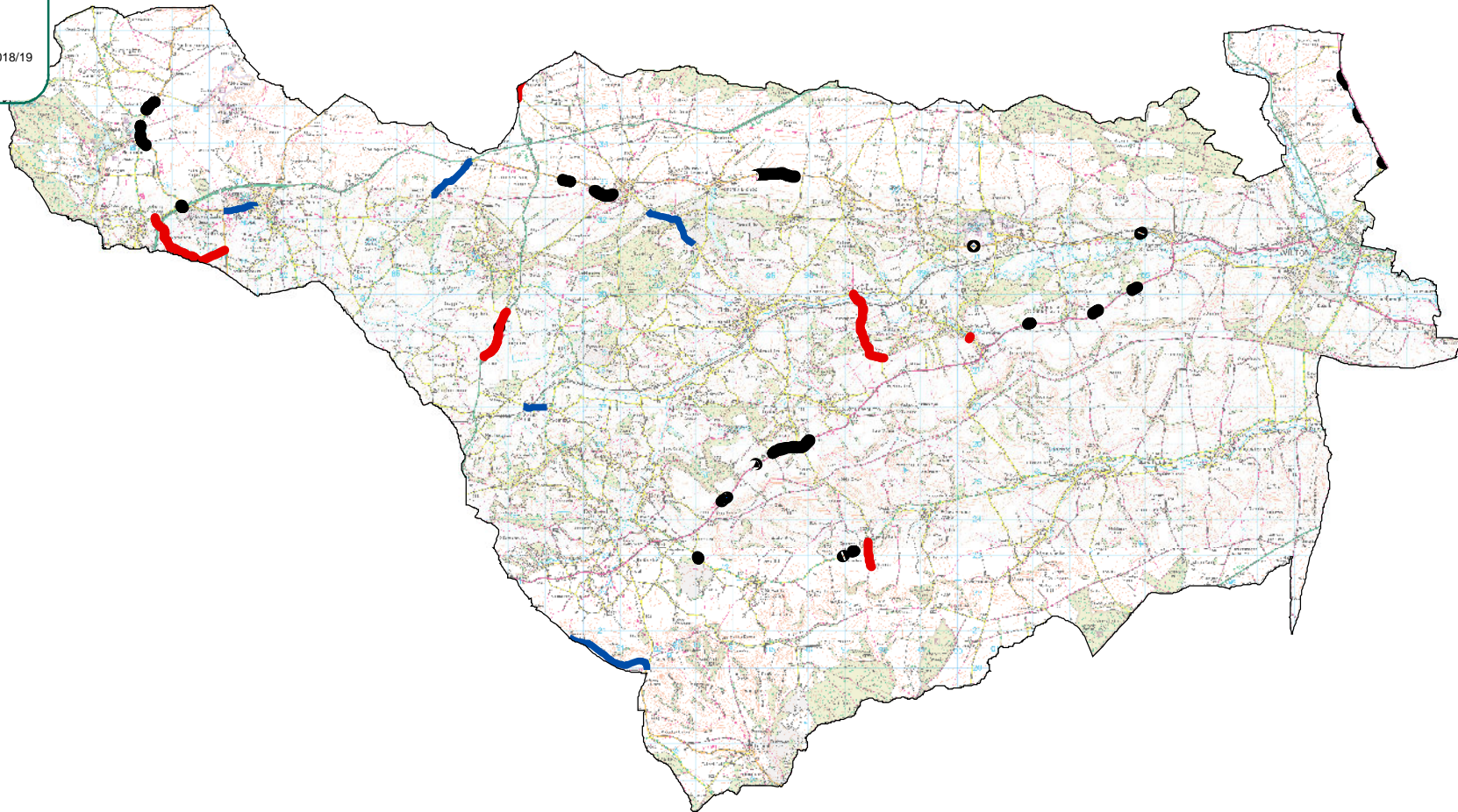


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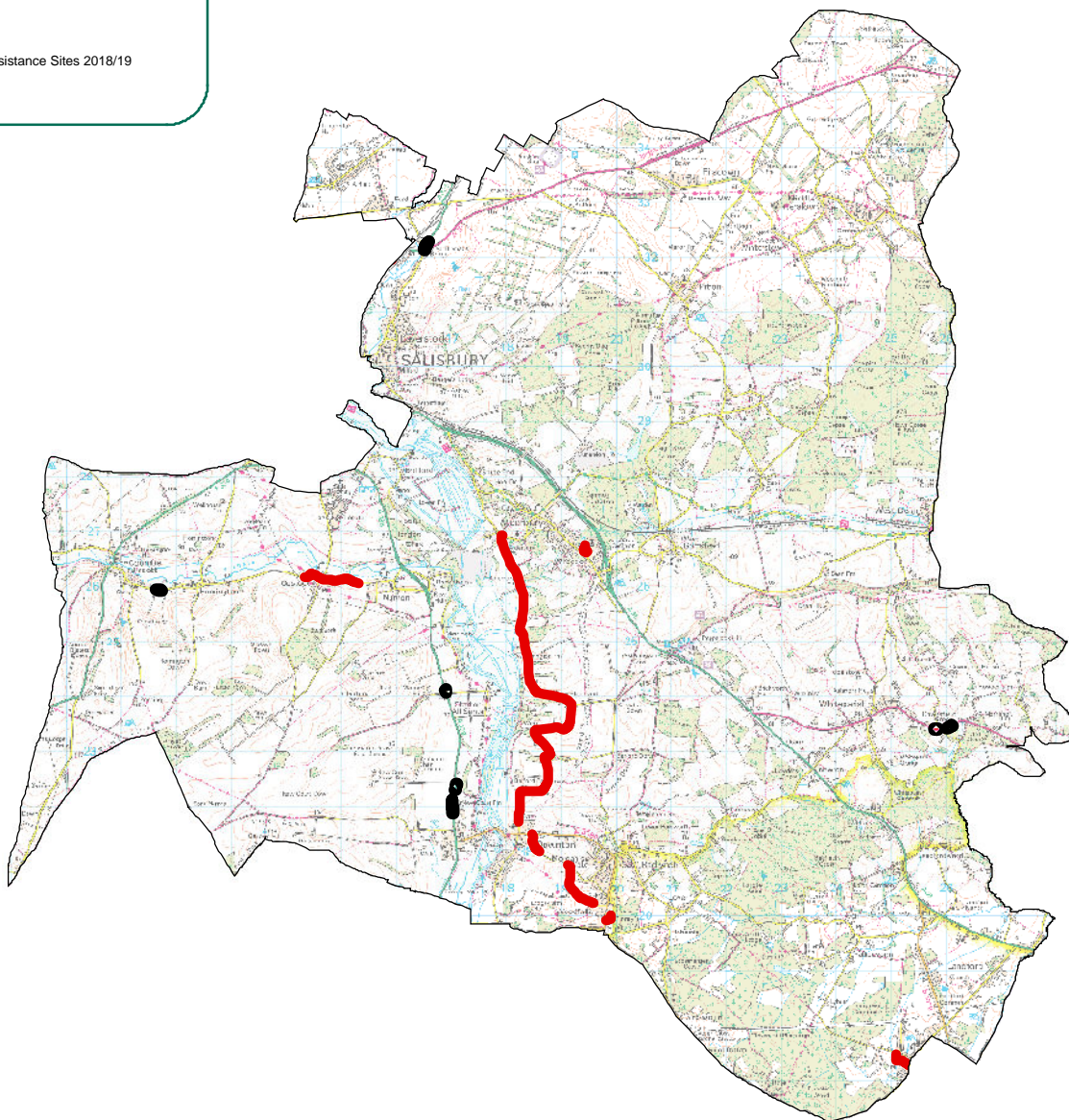
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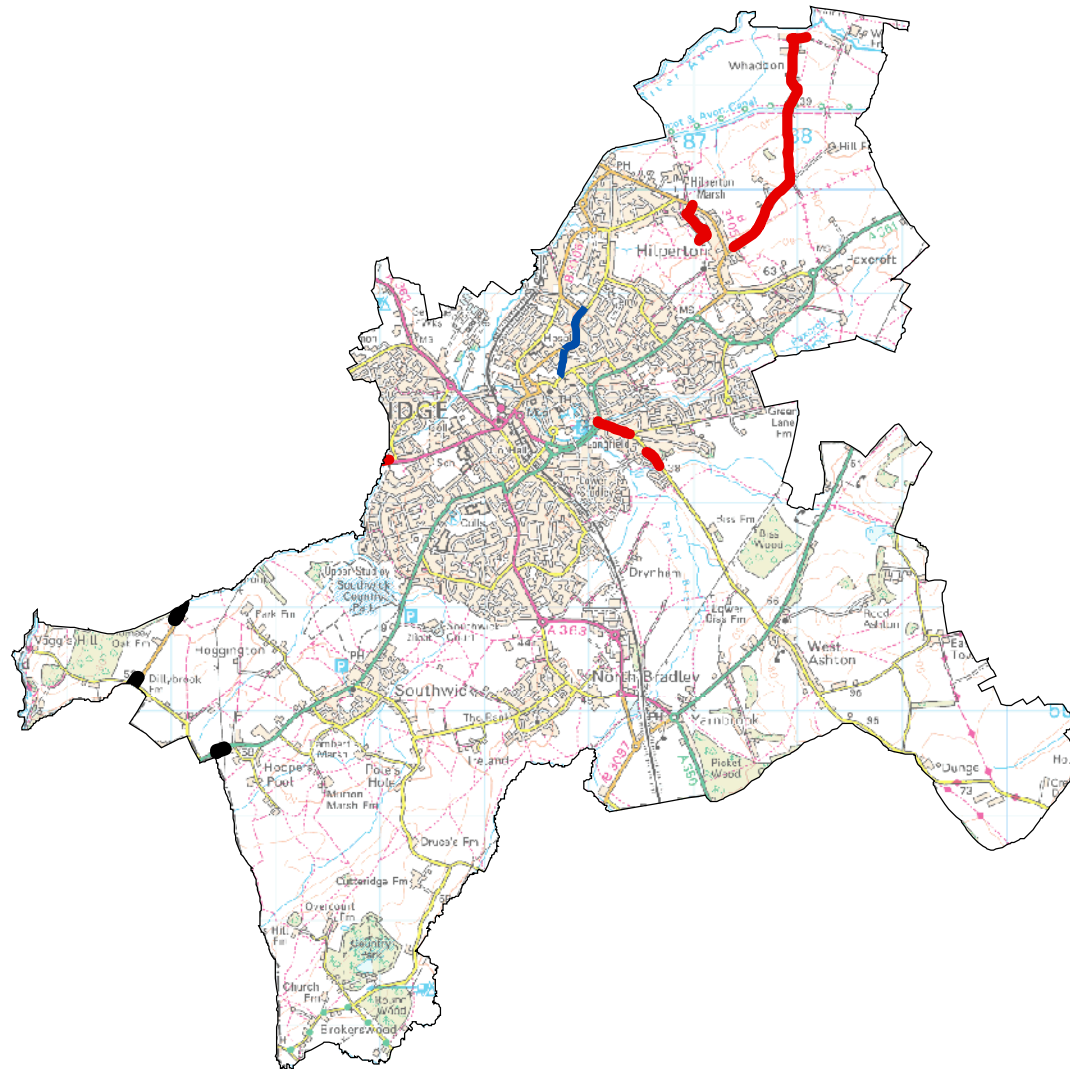


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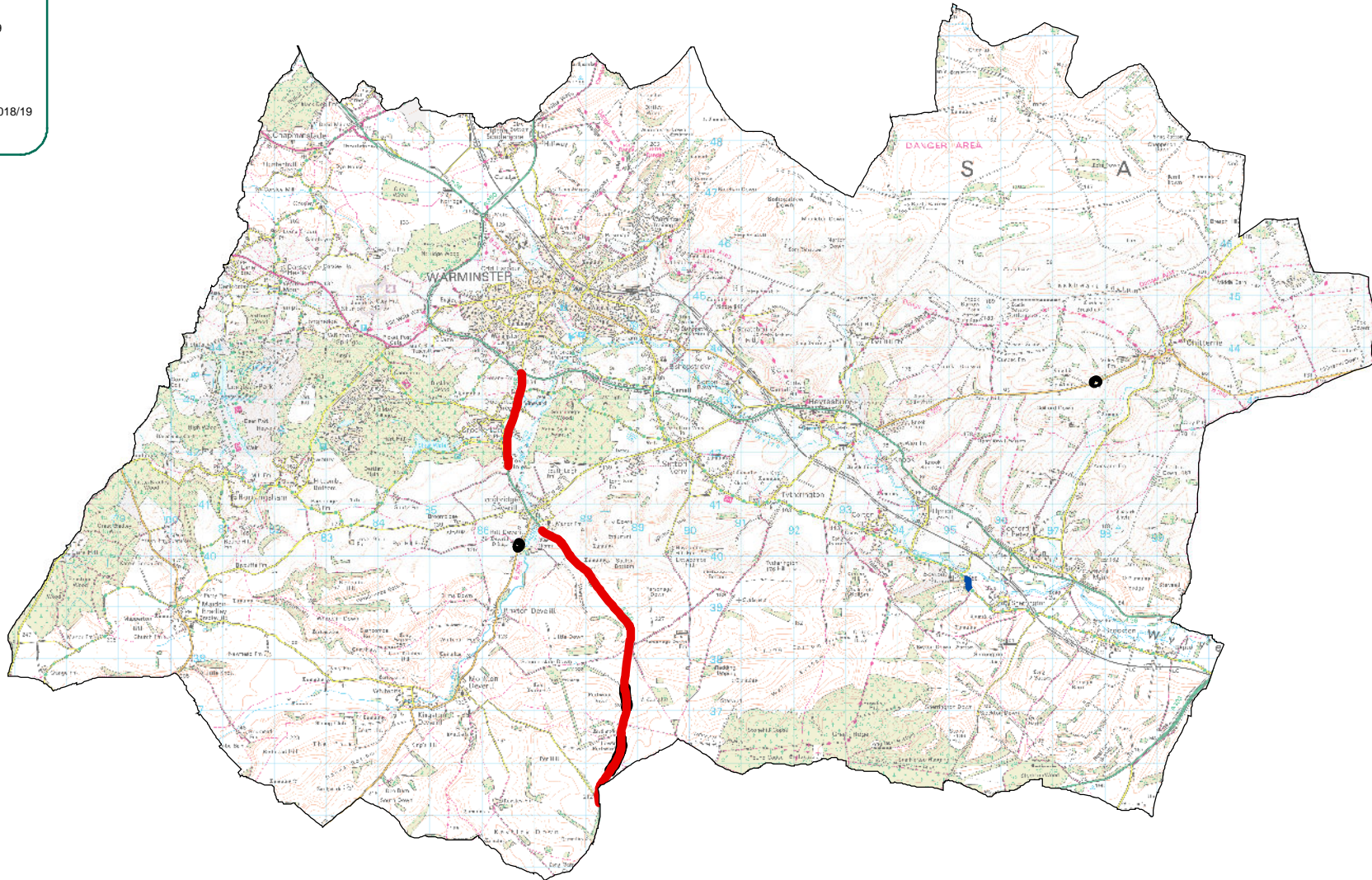


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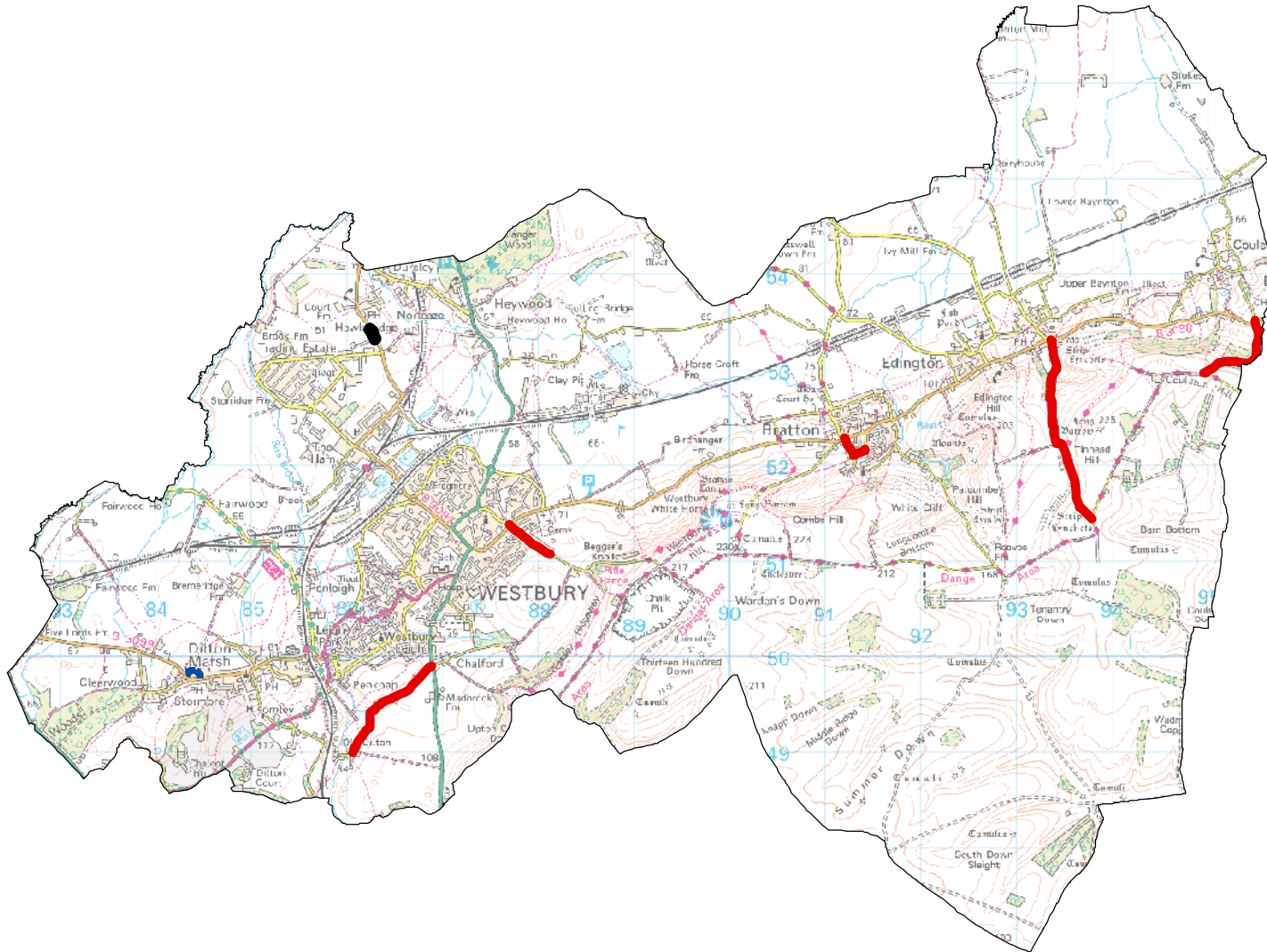
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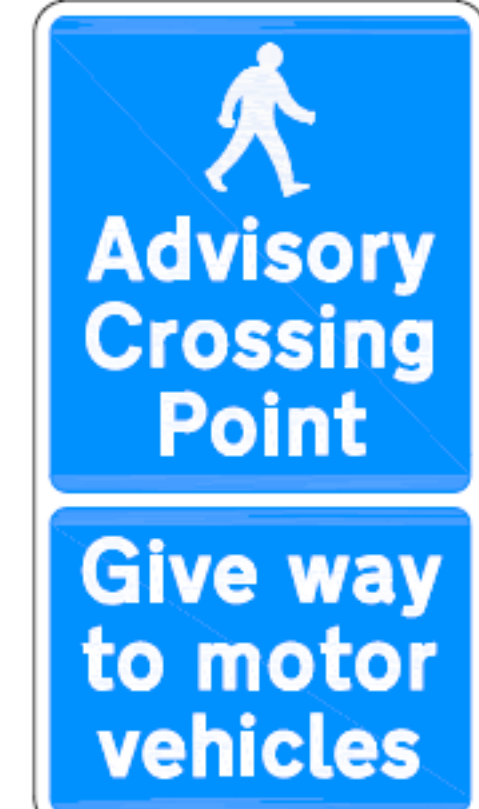
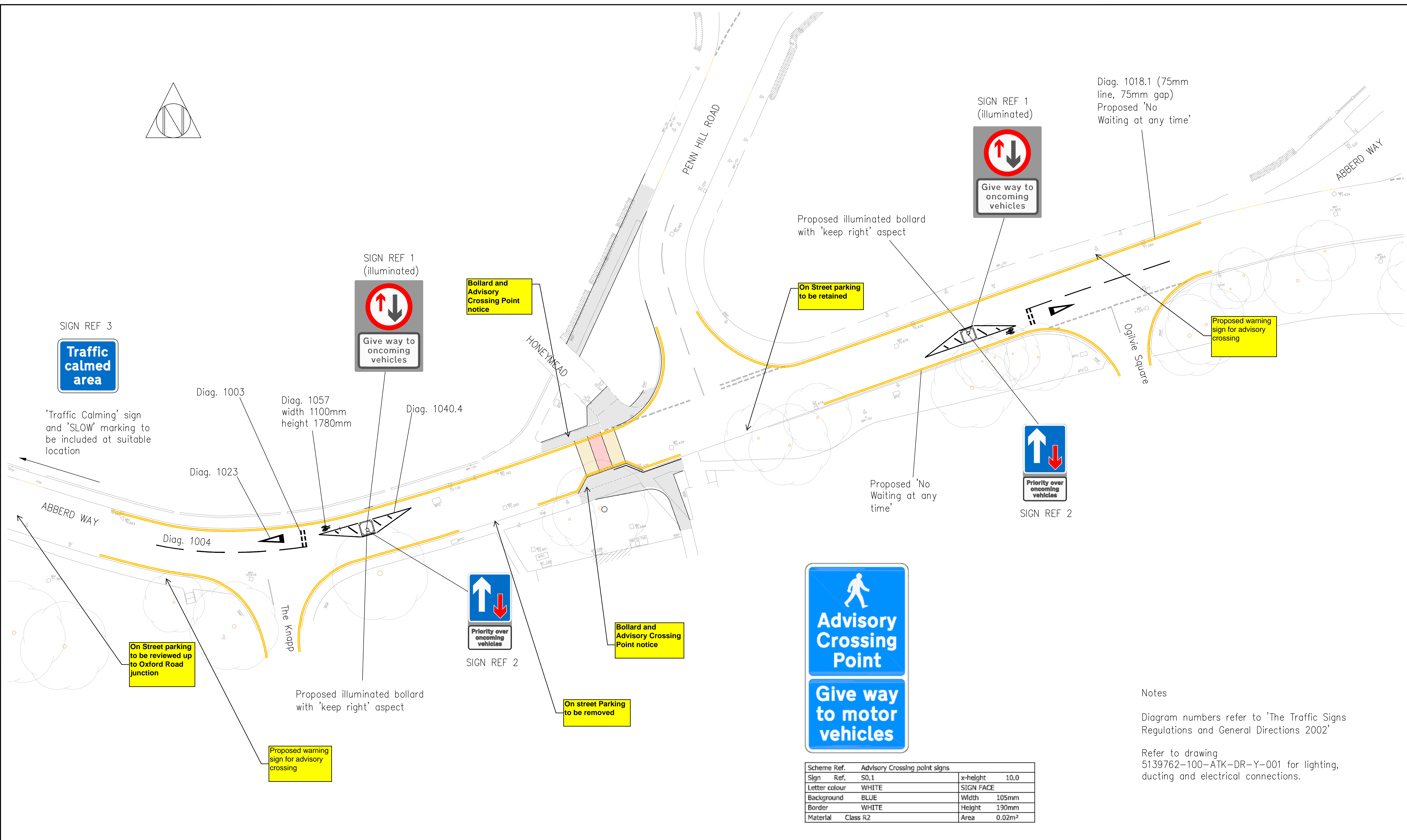
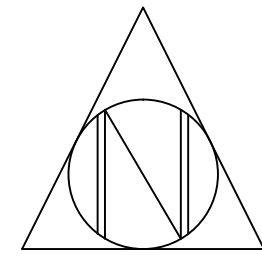
TRAFFIC ENGINEERING TEAM

BRIEFING NOTE

Subject	Abberd Way Calne – Review of traffic calming scheme	Date:	January 2017
Circulation			
Prepared by	David Thomas – Traffic Engineering Manager		
Ref	Notes	Action	
1	Introduction and background		
	<p>In 2012 a sub group of the Calne Area Board was set up (Sandpits Lane S106 working Group) to identify and deliver measures to primarily improve provision for pedestrian and cyclists in the eastern side of Calne as a result of the Sandpits Lane development with funding made available from Section 106 agreements.</p> <p>One of the schemes brought forward was a combined pedestrian / cycle / traffic calming improvement near to the Penn Hill Road junction on Abberd Way. This was delivered on the ground in June / July 2016. The scheme was subject to a full safety audit process.</p> <p>There are no collisions resulting in injury recorded since the scheme was installed</p>		
2	Raised concerns		
	<p>As part of local election canvassing a number of residents expressed concern about the installed scheme. Subsequently through Councillor Ian Thorn's surgery a total of 20 written comments were received.</p> <p>The substantive points of comment made were:</p> <ol style="list-style-type: none"> 1. Driver behaviour and conflict at the western built out. 2. Confusion as to who has priority at the pedestrian crossing point. 3. Parked vehicles along the length of Abberd Way from the Oxford Road junction causing difficulty for through traffic movements. 4. Parked vehicles within the traffic calmed area causing difficulty for through traffic movements. <p>Suggestions for change made were:</p> <ol style="list-style-type: none"> 5. That the advisory crossing should be a zebra. 6. That the advisory crossing should have a build out on the north side as well as the south 7. Speed bumps would work better. <p>A general concern noted but not related to the traffic calming is the fact that Abberd Way is a large cul de sac and that there needs to be another access created onto Sandpit Lane to relieve pressure on Abberd Way & Prince Charles Drive</p>		

<p>3.</p>	<p>Comment</p> <p>It should be noted that no concerns were raised by commenters with regard to the eastern buildout. Similarly on site observation during site visits did not highlight any issues.</p> <p>The signs and road markings for the whole of the traffic calmed area were noted to be in good condition and clearly visible to motorists. The number of signs and their locations are considered appropriate to the type of scheme installed.</p> <p>The difficulties at the western buildout appear to be due to the lack of inter visibility between opposing traffic streams. In part this difficulty is caused by parked vehicles directly on the westbound approach to the build out, and that Abberd Way is on a bend on the eastbound approach. In addition the parking on the length of Abberd Way from its junction with Oxford Road to the western build out can be somewhat haphazard and this affects how and where through motorists position themselves when negotiating the build out. However when driven with due care and attention the build out does work effectively and is not considered to be unsafe.</p> <p>The pedestrian crossing point is an advisory crossing through which vehicles have the priority. It is not unique for motorists to stop at this type of crossing to allow pedestrians priority, particularly if numbers of children are waiting to cross. There is of course the risk that opposing motorists may not stop and this has the potential to cause confusion and risk of personal injury. The provision of alternate coloured surfacing at the crossing point may be causing some level of confusion as to the status of the crossing to both pedestrians and motorists although it is noted that the surfacing has already become somewhat worn and faded.</p> <p>Study work undertaken before the scheme was implemented showed that the use of a formal crossing (zebra or signal control) was not possible as the overall volume of pedestrian crossing movements was too low for this type of facility.</p> <p>The parking on the length of Abberd Way from the Oxford Road junction through to the western buildout does appear to impact on through vehicle movements. Parking takes place on both sides of the road with a need for through traffic to give way to each other as the resultant carriageway width is only sufficient to allow one traffic stream to proceed. Suggestion has been made that parking should be controlled (by use of yellow lines and white bays) to ease the passage of through traffic. The parked vehicles appear to belong to nearby residents as most of the properties along this length of Abberd Way do not have off street parking. Whilst there may be a level of inconvenience and delay to through vehicles the on street parking does act as a control on vehicle speed and could be seen as an effective method of traffic calming.</p> <p>As mentioned above the retention of parking between the advisory crossing point and the western buildout does appear to cause difficulties as both eastbound and westbound traffic streams have to use the same area of carriageway to the eastern side of the buildout to pass through the area.</p> <p>The suggestion is made that the advisory crossing should have a build out on the north side as well as the south. At present the carriageway width at the crossing point is 5.5metres. An additional build out on the north side would therefore require a reduction in the width of the south side build out to maintain sufficient width for two way traffic flow (south side width would reduce from 1.8metres to 0.9metres, north side build out would be 0.9metres). Whilst in principle this would be possible it is difficult to identify what benefit would be derived in practise. One area of concern would be that visibility to the right for pedestrians from the south side build out would be compromised compared to the existing situation if the on street parking to the east of the crossing point were to be retained.</p> <p>Suggestion has been made that speed bumps (vertical deflections) would work better. Whilst vertical deflections can provide a greater level of impact they also produce more traffic noise and potentially ground borne vibration. Experience has shown that vertical deflections are generally not welcomed by nearby residents who are directly affected by the potential negative impacts.</p>	
<p>4.</p>	<p>Suggested changes</p> <p>After due consideration of the concerns and suggestions raised, site visits and discussion with Councillors the following changes are suggested:</p>	

	<p>Suggestion - The on street parking between the Advisory crossing point and the western build out be removed. Reason – To remove a conflict point between opposing motorists and allow westbound motorists to be better positioned to pass the buildout.</p> <p>Suggestion – The on street parking on the length from Oxford Road to the western buildout should be subject to formal control by use of marked bays and yellow line restrictions. This should be subject to careful design to prevent an increase in through vehicle speed. The use of staggered parking on alternate sides of the road should be considered. Reason – To ease traffic flow and conflict along this length of Abberd Way whilst maintaining the traffic calming effects.</p> <p>Suggestion – That additional notices (signs) at the advisory crossing point be provided to ensure that pedestrians are aware that they do not have priority and should cross with caution. The notices could be combined with and mounted on additional bollards / posts. Reason – To ensure clear notification of the crossing priorities.</p> <p>Suggestion – That additional warning signs advising motorists of the crossing point be provided. Reason – To ensure motorists are aware of the advisory crossing point.</p> <p>Suggestion – That the coloured surfacing at the crossing point not be maintained and be allowed to fade. Reason – To lessen confusion over the status of the crossing to drivers and pedestrians.</p> <p>A proposal drawing is attached.</p>	
5.	Estimated Costs	
	Parking restriction changes - £2500 Notices, bollards and signs - £1500	



Scheme Ref.	Advisory Crossing point signs	x-height	10,0
Sign Ref.	S0,1	SIGN FACE	
Letter colour	WHITE	Width	105mm
Background	BLUE	Height	190mm
Border	WHITE	Area	0.02m ²
Material	Class R2		

Notes
 Diagram numbers refer to 'The Traffic Signs Regulations and General Directions 2002'
 Refer to drawing 5139762-100-ATK-DR-Y-001 for lighting, ducting and electrical connections.

NOTES:

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 Where everybody matters
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 Wiltshire Council (100049050) 2012

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REV	DATE	DRAWN	CHECK	APPROV	DESCRIPTION
0	5/2015	SH	DT	DT	ORIGINAL
DRAWING PURPOSE:					
ISSUE					

PROJECT:			
Calne, Sandpit Road Section 106 Working Group Abberd Way / Penn Hill Road Junction Proposed Traffic Calming			
DRAWING TITLE:			
Traffic Signs and Road Markings			
SCALES:	1 / 250	SHEET SIZE:	A1
DRAWING No:	2014-089-0005	REVISION:	0
FILE REF:	L:\Int Transport\ Current Schemes		

