

Wiltshire Highways Contracts

ANNUAL REVIEW OF SERVICE 2021



Introduction

Wiltshire Council manages over 3000 miles of road and about 1,000 bridges and structures. This infrastructure is vital to local residents and businesses, and it is important that it is kept in safe condition.

Wiltshire Council has contracts with Atkins, Ringway Infrastructure Services and other specialist contractors to help deliver the highway service. This review covers the period January 2021 to December 2021. It has been prepared as a joint report between the Council and the main service suppliers.

The Council continues to be in Band 3 (the highest level) in the assessment process for the Department of Transport's Incentive Funding. This reflects the good asset management processes adopted by the highway service.

Ringway Infrastructure Services – Highways Term Maintenance Contract



Ringway, working closely with associated Eurovia companies, manage and maintain the largest portfolio of highway maintenance contracts in the UK, covering more than 50,000km of strategic and local highway network. Ringway are part of Eurovia UK, and the wider group relationship underpins their declared self-delivery focus bringing access to the very best national and international expertise.

As a leading service provider to local authorities, Ringway undertakes the management, maintenance and improvement of the built environment across a national portfolio of term contracts; these include local authorities, Private Finance Initiatives and National Highways strategic roads.

Ringway delivers a range of services for Wiltshire Council from planned and reactive highways maintenance, through to winter precautionary salting, emergency response, gully cleansing, street lighting installation and maintenance, and traffic management and safety schemes.

Ringway have supported local events, including Urchfont, Keevil and Dauntsey School Scarecrow Trails, Sherston Boules event, and a number of local fetes, especially by providing road cones and other support. They actively support homelessness charities including Julian House and Alabare who received a Vinci grant during lockdown to purchase a number of tablets to keep residents in touch with loved ones. 2022 see them embark on a project with Building Heroes to bring disadvantaged persons and those recently out of the armed forces through tailored training and into employment.



Ringway recycled a replaced lantern for a local street lighting fanatic just embarking on his journey into further education and provided a number of charitable donations to local causes through match funding events and the Vinci Foundation .

The current contract started in April 2016, with an initial duration of five years. Following assessment through the Key Performance Indicators included within the contract, the duration has been extended to March 2023, the maximum possible under the contract terms

Atkins – Highways Consultancy Contract



The Wiltshire Highways Consultancy Contract was awarded to Atkins in December 2019. As part of the SNC-Lavalin Group Atkins is one of the world's most respected design, engineering and project management consultancies. Atkins help plan, design and enable major capital, projects, and provide expert consultancy that covers the full project lifecycle.

SNC Lavalin's Atkins business design and supervise road and bridge schemes for the Council from a local office at County Gate, Trowbridge. They manage the county's street lighting and traffic signals; as well providing technical information and advice on a wide range of highway and transport matters.

Staff from Atkins Trowbridge Office have undertaken a range of activities in the local community, and raised monies for local charities by organising fund raising events. The STEM activities staff have undertaken include supporting careers' fairs at Corsham and Chippenham; attending school assemblies and attending career fairs. In addition staff have presented to schools on the benefits of undertaking a career in engineering and career routes in engineering, they also offered follow up and advise on a one to one basis if required. Staff also participated in the 'Be Involved' and the 'Work Wiltshire' initiatives of Wiltshire Council including International Women Engineering Day.



Careers event at Melksham Oaks school

Other Suppliers

Following the conclusion of a number of contracts novated to Wiltshire from the Balfour Beatty Living Places contract, new highway contracts were awarded in 2020 for:

Machine Surfacing Contract – Tarmac Ltd

Surface Dressing and Micro Asphalt Contract – Kiely Bros Ltd

Arborist Services Contract – Upton Specialised Tree Services Ltd

The Tarmac contract undertakes the major surfacing works on Wiltshire's highways. This can involve the removal and replacement of damaged road construction or the overlaying of an existing road with a new structural surfacing layer. The contract started in June 2020 and is for 5 years. Performance under the new contract has been good with a number of both large and smaller surfacing schemes completed to program.

The Kiely Bros contract undertakes the surface dressing and micro asphalt works. This involves the overlaying of roads with a thin layer of surfacing to provide essential skid resistance and increase the life of the road. Performance under this contract has been good and a large number of sites completed to program.

The Uptons Specialised Tree Services contract allows the maintenance and planting of highway trees. The contractor is also responsible for the inspection and where necessary, removal of trees infected with Ash Dieback. This service is particularly important as there are around 125,000 Ash Trees on or adjacent to Wiltshire's highways. The Performance under this contract has been good with a number of dead ash trees removed from the highway.

A framework Contract for Specialist Surfacing and Associated Highway Works has also recently been awarded to provide a list of suitable contractors to bid for smaller specialist highway works at short notice and so reducing procurement costs.

Contract Management

The services provided under the highways contracts are managed by a number of Service Delivery Teams, which report to the Council's monthly Contract Management Meeting. The teams are headed by a Council officer and include representatives from the consultant and contractor. They are responsible for managing the delivery of the service, including project

planning, programming and budget control. Sub-groups have been established to ensure effective environmental management and procedures, and to drive innovation and continuous improvement.

Performance of the key service suppliers is assessed by using a series of Key Performance Indicators, satisfaction surveys and by monitoring the delivery of undertakings given at the tender stage. The extension of the contracts depends on continuing satisfactory performance, which is reported annually to the Council's Environment Select Committee.

Institution of Civil Engineers (ICE) Training Scheme

The Council launched an approved ICE training scheme at the beginning of 2020. The ICE is the world's leading civil engineering institution and a professional qualification with them is an investment in our people. The training scheme makes the Council more attractive as an employer and it also supports the civil engineering degree apprenticeship programme within the Council. The goal is for apprentices to achieve their academic qualification (degree) and professional qualification (incorporated status) over a 5 year period. The training scheme is headed up by a board which consists of Parvis Khansari, Director of Highways and Environment, and officers within the Major Highway Projects team. There are 10 trainees/apprentices who are overseen by 8 delegated engineers, with a further 3 apprentices to join the scheme once they have qualified for the apprenticeship programme.

Pandemic impacts

2021 has seen the Highways Team continue to deliver services to the residents of Wiltshire. Ways of working have continued to be impacted by the pandemic with staff predominantly remaining home based and most meetings being held virtually. Some office working and face to face site meetings have however taken place but in a covid safe way. Operationally some activities, such as safety inspections, that have traditionally been done by 2 man teams have moved to single man operation. Atkins similarly have predominantly continued to work from home but with some office attendance. Again most meetings have been held virtually. Ringway have been able to work almost normally with the majority of office based staff having returned the main depot at Bowerhill. Site based operations have continued as normal with some additional vehicles being used to ensure covid safe working practices are followed.

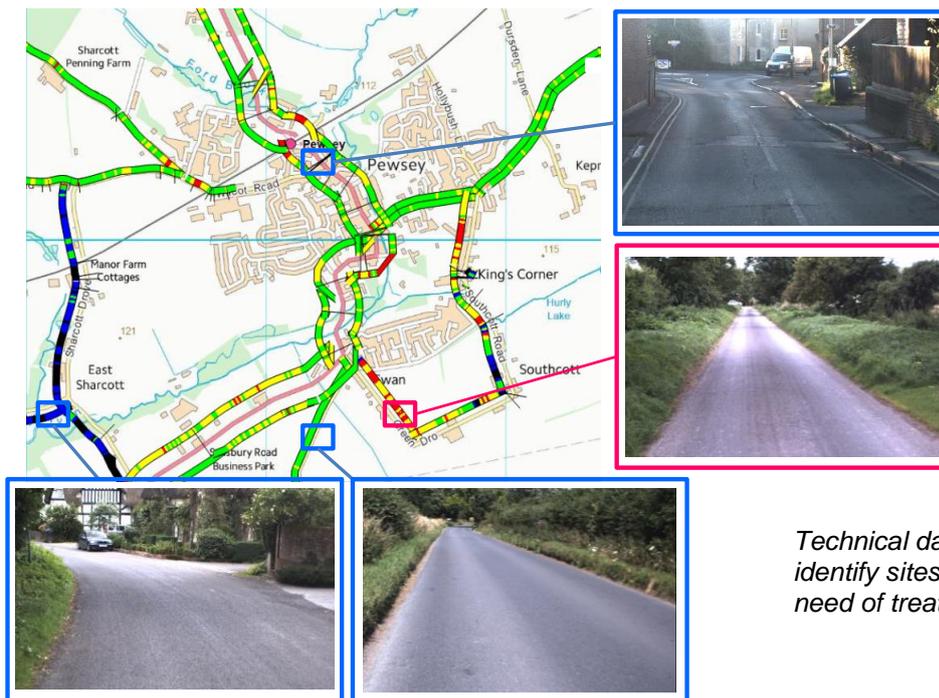
The other main contractors, Tarmac, Kiely, Uptons together with other supporting contractors have been able to continue with their site based activities but again have had to alter their working methods to ensure they are covid safe.

During the course of the year the availability of materials has been a cause of concern with shortages of concrete based materials and timber occurring. This together with substantive cost increases of all materials generally and increased fuel prices has been challenging. The situation continues to be monitored.

Highway Major Maintenance

Wiltshire Council maintains over 3,000 miles of road. The Council is committed to the good management of the highway asset, and has been implementing good asset management principles for several years. The Council's Highways Infrastructure Asset Management System (HIAMS) has been used to develop a forward programme of schemes for future years, which has been circulated to Area Boards for comment.

Technical data, including surveys by vehicle mounted lasers, is used to assess road conditions to prioritise sites for treatment. Road safety is the priority, and maintaining adequate skid resistance on the busy high speed roads is vital.



Technical data is used to identify sites potentially in need of treatment.

The Council has continued investment to improve the condition of Wiltshire's roads in recent years, with a view to reducing the maintenance backlog. The programme of road surfacing work is predominantly designed and supervised by Atkins, with most of the surfacing work carried out by Tarmac and Kiely Bros with support from other specialised contractors.

Preventative asset management practices continued to be applied in 2021, using carriageway condition survey data to identify potential schemes, leading to more effective management of the network.



Wiltshire Council is making a major investment in improving the condition of the county's roads.

Many road surfacing schemes were undertaken in 2021 to improve the condition of the county's roads. Over 137 Km of road were resurfaced successfully with a good quality of workmanship and traffic management.

	Resurfacing	Surface Dressing	Retexturing	Footway Resurfacing	Total
Length treated 2021 Km	21.3	92.5	19	4.2	137

A programme of surfacing work was undertaken by the Council's contractor Tarmac to strengthen and resurface roads across the county.



The programme of road resurfacing is improving the strength and surfaces of the county's road network.

The Council carried out an extensive programme of surface dressing (tar and chippings) on parts of the rural road network during the summer. This comparatively inexpensive treatment prolongs the life of the road, improves skid resistance and protects the structure of the road. The work was carried out for the Council by specialist contractors Kiely and was to a high standard.



An extensive programme of surface dressing helps seal and protects the county's rural roads, and improves skid resistance.

The programme of planned maintenance has seen an improvement in the condition of the county's roads in the past decade, but there is still a backlog and continued investment is required.



Before



After

As well as resurfacing main roads, the programme of surfacing work in 2021 also included improving the condition of the county's minor roads

The performance of all of the companies delivering road maintenance in Wiltshire has been good this year.

Carriageway Repairs

It is important that serious defects are treated promptly to keep the roads safe. Ringway operated three Pothole teams to respond to urgent issues, and Tarmac has been operating a team to carry out larger surfacing repairs.



Pothole repairs often do not look attractive, but it is important that the repairs are made immediately in order to keep the road safe.

As well as filling 10,904 (to end of November) potholes this year, and resurfacing 113km of roads, the Council also carried out 10,860 square metres of localised road repairs. This programme of filling potholes, repairing carriageways and other treatments continues throughout the year to keep the county's roads in safe conditions.



Before

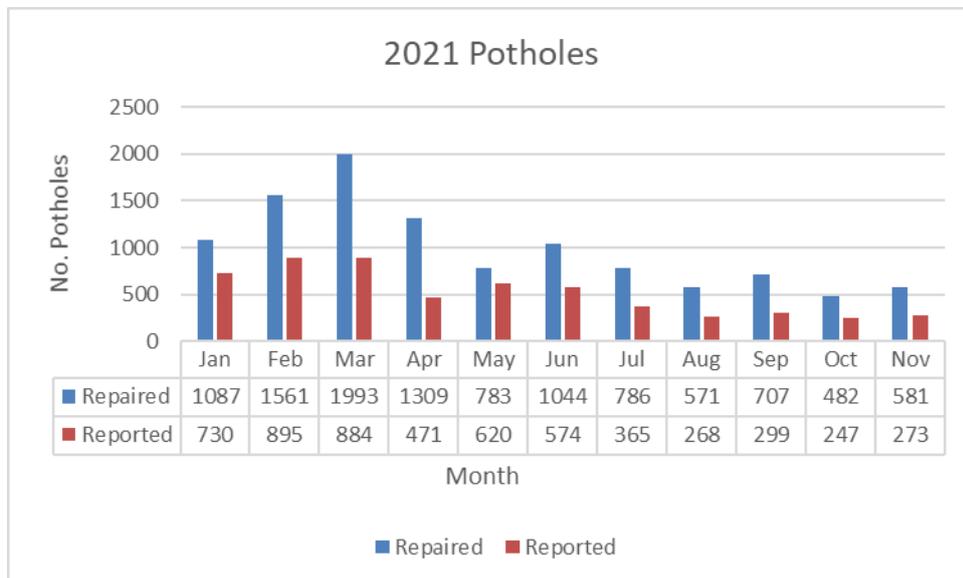
After

Localised repairs were carried out at many areas where sections of road were in poor condition.

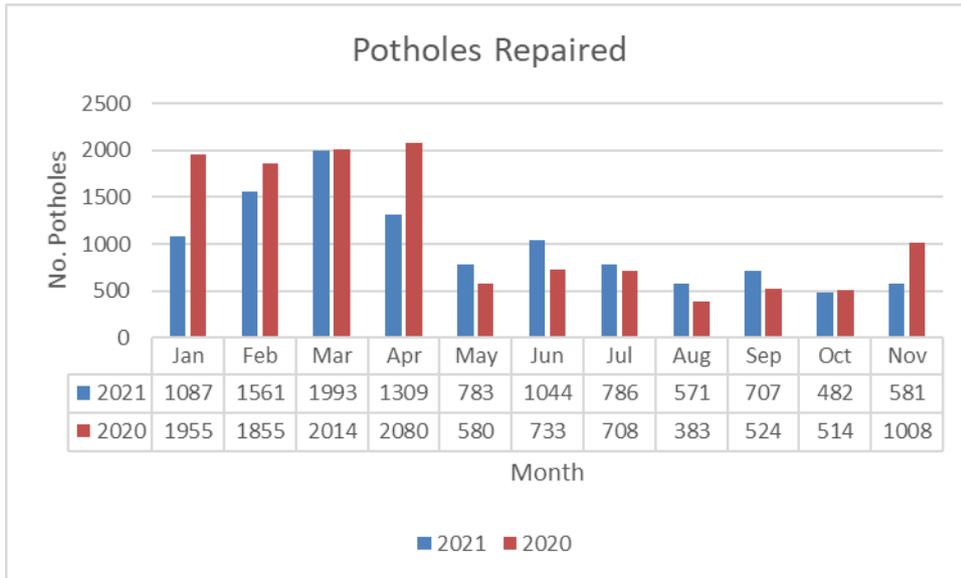
It should be noted that the best approach is to prevent serious deterioration of the roads by the timely resurfacing of those roads in poor condition. Unfortunately, it is not possible to resurface every road immediately, and work has to be prioritised, with arrangements made to deal with defects as they arise.

Road Repairs and Potholes

The number of pothole reports from the public were higher at the beginning of 2021 due to the winter weather. The pothole gangs supported by the parish stewards, were able to continue making carriageway repairs as usual during the winter using mobile software to receive work and record repairs on site.



The number of potholes repaired on the network decreased during 2021 compared to 2020. 10,904 potholes have been repaired to the end of November this year compared with 12,354 during the same period in 2020.



Footway Repairs

A programme of footway repairs has been carried out in 2021. Overall 4.2Km of footway works have been completed



A programme of resurfacing and renewal is underway to improve the condition of the footways.

Verge Repairs

Rural verges are susceptible to damage during wet weather, especially when they are overrun by heavy or wide vehicles.



The programme of verge repairs is addressing damage to road edges on rural roads.

Repairs were undertaken to address the worst damage to the edges of roads in rural areas. In 2021 35 locations were subject to repair with the verges being strengthened, and the road returned to its previous width. Trials have been undertaken using Pulversied Fuel Ash (PFA) instead of cement as a binder agent to reduce the carbon footprint of these operations.

This programme will continue in future years.

Bridges and Structures

Wiltshire Council maintains about 1,000 road bridges and a similar number of Rights of Way bridges. The Council undertakes general inspections and routine maintenance on these structures in accordance with the national codes of practice.

In 2021 515 bridges were inspected, predominantly in the south of the county. Bridges are inspected biennially with the north and south of the county being undertaken in alternate years. Based on nationally recognised bridge condition indicators the Council's bridge stock is currently rated as 'good'.

Ringway operate three full time bridge construction/maintenance gangs to carry out works from minor maintenance up to full bridge reconstruction. Additional resources and sub-contractors are on occasions called upon to cater for extra large schemes or more specialist schemes.



A programme of bridge strengthening and renewal was undertaken by the Council's contractors

In 2021 Wiltshire Council in partnership with Atkins and Ringway have undertaken reconstruction or strengthening works at a number of locations, including Oval Bridge Tidworth, Rag Mill Bridges, Slaughterford, redecking at Wessex Road Chippenham and reconstruction of a retaining walls at Pewsey Wharf and Holt Road, Bradford on Avon and Mill Road, Salisbury. In addition, minor maintenance works such as repointing masonry, timber parapet repairs, vegetation clearance etc were undertaken on bridges throughout the county.



Repairs to structures following road traffic collisions is important for safety reasons. Work was carried out on the Canal Bridge at Bradford on Avon

Many of the rivers and watercourses in Wiltshire have environmental designations; these can often affect the timing of work, permissions required and the methods used. A 5 year programme of works to keep the county's bridges safe has been developed and design work is proceeding on future schemes.

Traffic Engineering

2021 saw the delivery of a number of traffic engineering and safety schemes. The Council's Traffic Engineering team have worked with Atkins and Ringway to plan and deliver a range of projects to the local communities, and continued the good work with the Community Area Transport Groups (CATGs), as well as other schemes funded from the Integrated Transport Block, and developer contributions. The schemes have ranged in size and complexity from simple sign installations through to more complex road safety and cycling schemes.



Schemes to improve school journeys included a signal controlled crossing on George Lane in Marlborough, a school time advisory 20mph limit at Hullavington and waiting restriction changes at Kennet Gardens in Bradford on Avon.

A major safety and asset improvement scheme to upgrade the existing traffic signals on the A350 dual carriageway at Plough Crossroads has been completed. The works included the replacement of all signal equipment, new street lighting and full carriageway resurfacing together with new road markings and road studs. The works were carried out with minimal disruption to motorists through the use of well planned temporary traffic management measures. The works were carried out by a number of the Councils contractors working together to deliver the scheme.



A major improvement scheme in Chippenham saw the removal of a mini roundabout at the Station Hill / New Road junction and its replacement with traffic signals. This scheme initially produced a number of operational difficulties but with considerable effort from Atkins and Council staff has now settled into effective operation.

The team has also delivered a significant number of smaller scale projects, such as pedestrian crossings, drop kerbs, footway improvements and cycle schemes.



A number of pedestrian improvements and traffic management schemes have been constructed

Development work was progressed on a number of Taking Action on School Journeys schemes, 20 mph speed limits and safety schemes for delivery in future years. The close working relationship that the team has with the CATGs continued and helps to identify and deliver local priorities.



New footways and pedestrian facilities have improved routes to schools and pedestrian routes.

In 2021 there were 16 CATG works schemes delivered, including 3 substantive CATG schemes and this continues to demonstrate the value of the CATGs in delivering local priorities.

Drainage Improvements and Flood Alleviation

A programme of drainage investigations, repairs and flood alleviation schemes was undertaken in 2021. The work is co-ordinated through the three Operational Flood Working Groups that include the Environment Agency, Wessex Water, other organisations and stakeholders, including the town and parish councils.

A specialist Drainage Investigation and CCTV Survey team working for Ringway locate, clean, survey and map the underground drainage network. Survey and asset condition data collected from the drainage investigations and surveys is recorded for future reference and informs reclaims from utility strikes that are progressed, recovering costs associated with damage and the recovery process.

Atkins design, supervise and help prepare bids for many of the larger drainage schemes, many of which are funded by the Environment Agency / DEFRA, with construction and survey work being undertaken by Ringway and their sub-contractors.

Design and feasibility work is progressing on a flood alleviation projects at Minety, Salisbury and Amesbury which are being developed jointly with the Environment Agency.

Drainage improvements were undertaken at 10 locations including A366 at Shaw, Bradford Road, Trowbridge and A365 Western Way Melksham. There were investigations and CCTV drainage surveys undertaken at 70 sites with 140 tonnes of silt and debris being removed from drainage systems. These schemes and investigations helped to improve drainage systems, repair damaged pipes and help to reduce flood risks for communities.

Street Lighting

Wiltshire has over 50,000 street lights and illuminated signs which are managed by Atkins, with Ringway carrying out maintenance and improvement work.

Most of the street lights in the urban areas are computer controlled by a centrally managed street lighting system, which allows for flexibility in operation, remote monitoring of energy consumption and automatic fault reporting to minimise the time between failure and repair.

Testing of both concrete and steel columns is being undertaken by Ringway and a programme of removing and replacing life-expired columns continues in order to keep the county's lighting stock safe.

The roll out of the LED Street lighting project is now close to completion with the installation of heritage style units being the only significant area left. Overall the project has run smoothly but there were some delays in obtaining the LED lanterns during the Covid lockdown periods.

Approximately 95% of the streetlights have been converted so far, with the remaining units being heritage and special units which should be converted in the next few months. Energy consumption per year is reducing by about 64% from 12,771,626 kWh to 4,597,785kWh, which will provide significant cost savings for the council in future years as well as reduced maintenance costs.

Traffic Signals

The Council's traffic signal stock, including the Salisbury Urban Traffic Control (UTC) system, is monitored and managed by Atkins on behalf of the Council, with maintenance work undertaken by the Council's signal maintenance contractors Telent.



The Council's contractors install new traffic signals and upgrade existing installations

Telent respond to faults and damage following accidents and carry out pre-planned annual inspections and lamp changes. They also install new equipment, upgrade and refurbish existing signals sites as instructed and designed by Atkins. A total of 890 jobs were issued for the contractor during 2021 and there was full compliance with the timescales for repairs.



The traffic signals now have remote monitoring on 86% of the sites, and sites are having obsolete monitoring equipment replaced as funding permits.

The Council has recently purchased a dedicated traffic signals asset management system, known as IMTRAC, and undertaken a comprehensive survey and inventory of all the Council's traffic signal equipment. This is being used to identify sites most in need of refurbishment and to develop a long-term strategy for renewing and upgrading the traffic signal stock.

Also new is a cloud based UTC system, initially being used for the Station Hill / Western Arches junction in Chippenham, this is to be extended to replace the outdated Salisbury UTC system.



Renewal of traffic signal equipment was carried out at a number of sites, including A350 Kington Langley, Western Arches and Marshfield Road, Chippenham.

In April 2021 the Department for Transport announced that £15m of additional funding was to be made available nationally for traffic signal maintenance works and that the Council was invited to bid for an allocation of this funding. In September 2021 the Council was awarded £0.5m from the fund, this being the maximum available to individual authorities. This funding is to be used to replace and upgrade a number of pedestrian crossings in Royal Wootton Bassett during 2022.

Trees and Landscaping

The maintenance of trees and shrubs growing in the highway is managed by Atkins for the Council. This includes those in both urban and rural areas that have been planted in roads, pavements and grass verges, or that are self-seeded or natural growth. Maintenance work is carried out by Upton Specialist Tree Services and includes felling dead, dying, dangerous trees and pruning for clearances for carriageways, cycleways and pavements.



Other requirements are to prune for visibility at junctions and to road signs, street lights, traffic signals and receptor clearance, prior to major maintenance surfacing schemes, to give access to overgrown and otherwise little used roads for refuse collection vehicles and school buses, to assist with the stability of steep banks, annual pollarding (removal of all trunk and crown shoots). There are also 50 verges protected for wildlife in the county that receive special management.

Ash dieback

There are around 125,000 Ash Trees on or adjacent to Wiltshire's highways. Ash dieback is a fungal disease that can quickly cause the death of an Ash tree, which if left unattended will fall. Ash trees can grow to a height in excess of 30m, so this can present a hazard on the highway.

During 2021 survey work of the Group 1 road network (approx. 630 miles) was undertaken to establish the current condition of the Ash trees and monitor the progress of the disease. The survey recorded in the region of 35,000 ash trees being present alongside the highway with a further 12,000 being within woodland fringes with potential to fall on the highway if failure occurred. The survey used a risk based approach to identifying those trees that are recommended for immediate removal, and removal within 6 months, 12 months and 24 months.

Overall numbers recommended for removal on the Group 1 roads within the next 6 months stands at 7754.

During 2021 approximately 1500 ash trees were removed with works taking place at 54 locations with major works under full road closures having taken place at A4 Derry Hill and A365 Box.

The Council has engaged with local landowners and through joint working many privately owned ash trees have also been removed at the same time as the highway trees, minimising delay and disruption to the travelling public.

Removal of infected ash trees will continue to be a major area of work in future years.



Local Highways

The Local Highway Service carries out routine highway maintenance, including pot hole filling, gully emptying, grass cutting, litter bin emptying, and dead animal collections.

The majority of the highways maintenance activities are undertaken by Ringway through the highway term contract, which delivers the majority of statutory and safety reactive highway functions for the Council.



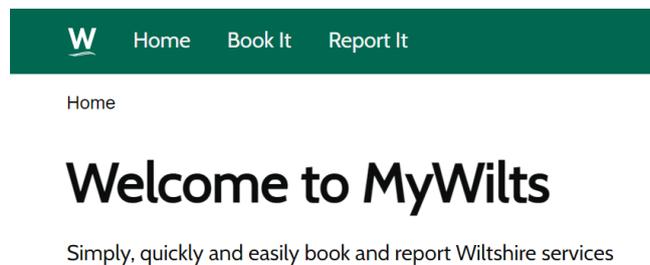
The Parish Steward Scheme operated by Ringway has continued to be very well received by the local communities

The urban streetscene and landscaping services are undertaken by Idverde. The contract provides the statutory cleansing functions and the Council's grounds maintenance.

The Parish Steward Scheme which helps to help address the highway priorities of the local communities is also provided by Ringway. The scheme has been a great success and is a well liked and respected service by Town and Parish Councils.

The local highways service is predominantly funded from revenue expenditure, which has been under significant budget pressures in recent years. However, public expectations continue to be high, and meeting this demand will continue to be a challenge in the future.

In September 2020 the MyWiltshire customer platform was replaced with a new customer reporting platform called MyWilts. Customers can register and report problems such as potholes using the MyWilts web platform on the Council's website or by downloading an app. MyWilts has been integrated with the highways departments Highway Infrastructure Asset Management System (HIAMS) which the highways service and its contractors have direct access to. This enables the team to pick up and deal with customer reports using HIAMS state of the art mobile map-based software and works programming tools.



MyWilts was introduced in September 2020 as the Council's Customer Reporting and Management Platform replacing MyWiltshire.

Winter and Emergency Response

The precautionary salting of Wiltshire's roads during the winter is carried out by Ringway using Wiltshire Council's vehicles under the supervision of the Council's staff. Farmers and contractors across the County also assist with keeping the network open.

Over the 2020/21 winter period the Council treated the primary network 60 times and the secondary routes 21 times. The Council used 8,950 tonnes of salt in total last winter.



The winter was not as severe as last year, but 60 primary and 21 secondary precautionary treatments were still required.

The Council's staff monitored conditions on the ground during the season, and arranged for responses to incidents as they occurred.

The regular out of hours and emergency response worked well during the rest of the year, with the Council's four duty engineers receiving good support from other agencies, organisations, and various contractors during emergencies. The Council's Duty engineers dealt with 1,172 out of hours calls in 2021, of which 607 required action. The Ringway teams provided an on site response as required, and were able to increase resources when incidents had to be escalated.

The Council works closely with the Environment Agency and Dorset and Wiltshire Fire and Rescue to prepare for flooding events and ensure the timely placement of the flood defences. The Council's weather team liaises with local Flood Wardens and Parish Councils when warnings of potential flooding are issued by the Environment Agency.

The Council's teams also assisted with the usual summer and winter solstice operations.

Major Highway Improvement Schemes

The Council has been progressing four highway schemes which have received funding from the Department of Transport (DfT) to develop them to Outline Business Case (OBC) or construction stage. The council's Major Highway Projects team is supported by Atkins, the council's term highways consultant, who provide specialist and design services.

A350 M4 Junction 17

The £27 million scheme at M4 Junction 17 would widen the approaches to the roundabout junction and provide additional traffic signal control to increase capacity and improve safety. We are working closely with National Highways who are responsible for the motorway and the slip roads. Design work is progressing and the OBC should be submitted to DfT next year, with construction potentially starting in 2024 and being completed the following year.

The important A350 north-south route joins the M4 at Junction 17, where capacity improvements are required to accommodate future population and employment growth in the corridor.



A350 Chippenham Bypass (Phases 4 & 5)

The scheme will dual the remaining single carriageway sections of the bypass and improve Bumpers Farm Roundabout to reduce the delays, especially for traffic leaving the industrial estate. The OBC was updated this year and DfT have recently awarded £26.625 million to enable the construction, which is programmed to start in 2023 and be completed in 2024.

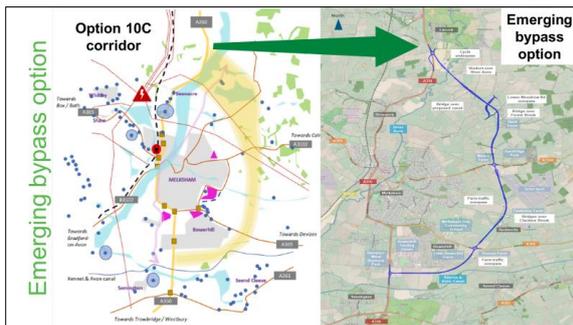


Land is available on the west side of the A350 at Chippenham to accommodate an additional carriageway to increase capacity. There is also sufficient land available to improve Bumpers Farm Roundabout

A350 Melksham Bypass

Improving the A350 has been a longstanding priority for the council, and DfT funding was awarded to develop a scheme to address issues at Beanacre and Melksham. Initial investigation work considered both road and non-road options.

Following the initial public consultation held at the start of the year on scheme options, a second round of consultations on an emerging route for a Melksham Bypass was held in the summer. A route to the east of the town is now being developed in more detail for further consultations in 2022, when the results of National Highways' M4 to Dorset Coast connectivity study should be available.

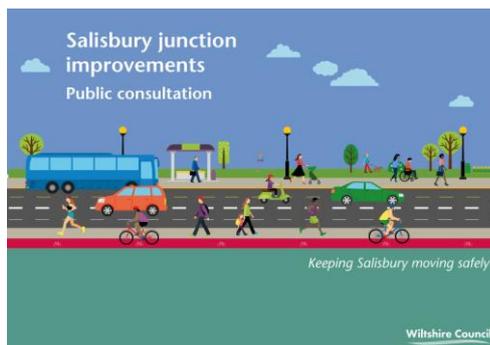


An eastern route corridor for Melksham Bypass was developed in more detail for the second consultation in the summer, and variations of that route will be consulted on in 2022.

The £236 million scheme is expected to comprise 9km of single carriageway, with provision for future dualling and four roundabout junctions. Subject to satisfactory progress through the statutory procedure construction could start in 2026 and be completed in 2028.

A338 Salisbury Junction Improvements

DfT funding was also provided to investigate improvements at junctions around Salisbury at Exeter Street Roundabout, Harnham Gytratory and Park Wall junction. A public consultation on the proposals was held in June and July.



The consultation provided valuable feedback from residents and businesses in the south of the county, and in response the council will look again at the traffic modelling and layouts for all three junctions.

It was originally intended that the council would submit an outline business case for the project for consideration by the DfT in 2021. However, in response to consultation feedback, the council is reviewing the traffic modelling and junction layouts to ensure the project achieves its objectives. Further traffic counts will be undertaken in 2022 and liaison will continue with National Highways regarding the adjacent study on the A36 Southampton Road and College Roundabout.

Other Schemes

As well as the highway schemes the team is working in partnership with the Environment Agency, South Western Railways and National Highways on various other projects and providing technical assistance on the distributor road for Future Chippenham.

Salisbury River Park

The Major Highway Projects team is supporting the Environment Agency with the Salisbury River Park, which has recently obtained planning permission. This £23 million scheme is a partnership project between the Environment Agency and Wiltshire Council that is set to transform the city of Salisbury. Partly funded by the Swindon and Wiltshire Local Enterprise Partnership, National Highways and supported by Salisbury City Council, the scheme will deliver essential flood defences reducing the risk of flooding to 350 properties along with new habitat space for wildlife and green space for people to enjoy.

It also has a significant transport element including a new bridge over the River Avon, enhanced and new pedestrian and cycle routes and changes to the coach park.



Construction on the first phase, which will provide critical flood prevention measures and environmental improvements in Salisbury's central car park, the Ashley Road Open Space and Fisherton Recreation Ground, will begin early in 2022 and last for approximately two years.

Salisbury Future High Streets Fund Schemes

Earlier this year the council was awarded over £9 million to deliver transformational projects that would rejuvenate Salisbury City Centre. The Salisbury Future High Street Fund Schemes at Salisbury Station Forecourt and Fisherton Street will provide urban realm improvements to this key gateway and route into the city.



Proposals for urban realm improvements to the forecourt of Salisbury Railway Station and Fisherton Street are being developed.

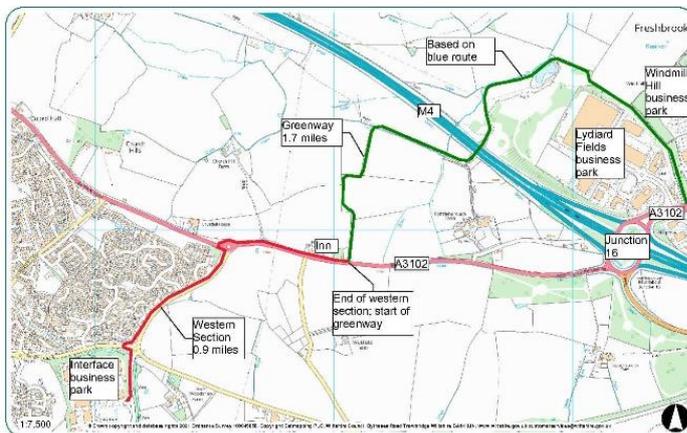
These improvements will encourage people to spend more time and therefore more money in the various independent shops located along Fisherton Street providing a welcome economic boost to the local area. Initial design work on this and the station forecourt is underway, and preparations are being made for public consultation on the proposals to be held in early 2022.

At Salisbury the station forecourt and the route to the city centre both need to be improved.



Royal Wootton Bassett to Swindon Cycleway

The Major Highway Projects team will also deliver the Royal Wootton Bassett to Swindon Cycleway for National Highways. The business case for the cycleway was updated this year and National Highways have recently agreed funding to enable the scheme to be designed and arrangements made for the necessary land. This £4.7 million project will provide an off-road route safe for cyclists between the towns, enabling them to avoid the busy Junction 16.



The cycleway will provide an off-road route safe for cyclists between the towns, avoiding Junction 16.

Salisbury and Amesbury Surface Water Schemes

The Council has been successful in its bid for Flood Defence Grant-in-Aid (FDGiA) from Defra. £291,200 and £120,640 has been awarded for Salisbury and Amesbury respectively to investigate surface water flooding issues and develop capital schemes to resolve them. If a successful business case can be made a further £3.5 million could be secured.



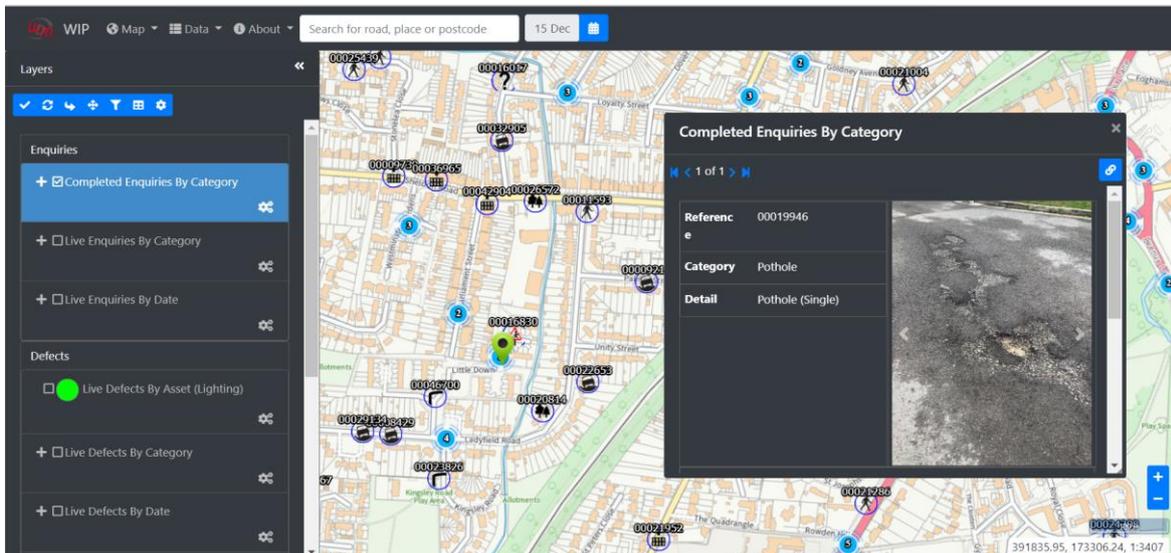
The flooding hotspots being investigated in Salisbury.



The flooding hotspots being investigated in Amesbury.

Innovation and Future Developments

A major innovation during 2018/19 was the introduction of the new Highways Infrastructure Asset Management System (HIAMS). This software came into operation in April 2018, and is currently used to process streetworks notices, highway works orders and defect reports. It has enabled the introduction of mobile working for the streetworks and local highways technicians and engineers. In September/October 2020 it was rolled out to the Council's contractor, Ringway, enabling real-time programming and recording of defect repairs using the map based mobile software.



The Highways Infrastructure Asset Management System introduced in April 2018 enables better management of the highway assets.

The system is used to prepare a proposed five-year future highway maintenance programme, based on road condition and need, which forms the basis of consultations with the Area Boards. Major maintenance schemes are due to be pushed out to engineers using mobile software to record findings from site investigations.

The Council is currently implementing the use of HIAMS to manage the Council's street lighting assets and this should be ready by the middle of 2022. Future developments of

HIAMS will include the development of fully mobile, map-based solutions for the Streetscene and Public Rights of Way services.

Network Management Permit Scheme

Wiltshire Council became a Permit Authority on 1st June 2020 following formal guidance from the Department for Transport (DfT). The introduction of the scheme was planned for 1st April 2020, however due to the Covid pandemic, this was delayed until 1st June 2020 to coincide with the launch of DfT's Street Manager platform to manage the transactions of all permit applications.

The DfT require all Permitting Authorities to produce an annual report for the first three years of the scheme, covering the overall performance to ensure that Permitting Schemes are meeting the initial objectives. The report aims to understand the volume and type of permits being submitted for works on the highway network and the performance and standard of both Works Promoters and our own Permitting Team in analysing and challenging the permit application submissions to effectively manage our Network Management Duty in order to minimise disruption on the highway network.

This first year has been very challenging, working with new legislative requirements and technology, establishing a new team structure, recruiting new staff and training and coaching all staff on the new legislation, whilst having to work remotely during the national lockdown period. Works volumes from Statutory Undertakers (Utility Companies) fluctuated during the initial period of this first year due to redirection of works whilst operating during the national lockdowns and Permitting for our own internal works experienced a significant step change in the Regulatory requirements.

The report outcomes demonstrate that the introduction of this scheme has provided a better understanding and visibility of the works that are taking place on the network and the ability to analyse, challenge and apply conditions to permit applications that benefit all road users in Wiltshire.

The summary of year one shows that the introduction of the Permitting Scheme been a success. There are some areas of the report which identify areas for improvement and lessons learnt from the first year that will be taken forward to further enhance the delivery of the permit scheme.

Key findings in Year 1

26,557 applications to process
19,293 works undertaken across Wiltshire
74,140 days of highway occupation
53 works start every day
Average cost impact of £310 per day of work