

# AGENDA

---

**Meeting:** Environment Select Committee

**Place:** Kennet Room - County Hall, Bythesea Road, Trowbridge, BA14 8JN

**Date:** Wednesday 20 March 2024

**Time:** 1.00 pm

---

Please direct any enquiries on this Agenda to Ellen Ghey - Democratic Services Officer of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718259 or email [ellen.ghey@wiltshire.gov.uk](mailto:ellen.ghey@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](http://www.wiltshire.gov.uk)

---

## Membership:

Cllr Jerry Kunkler (Chairman)  
Cllr Richard Budden  
Cllr Tony Jackson  
Cllr Mel Jacob  
Cllr Jacqui Lay  
Cllr Dr Brian Mathew  
Cllr Charles McGrath

Cllr Ian McLennan  
Cllr Dr Nick Murry  
Cllr Tom Rounds  
Cllr Iain Wallis  
Cllr Derek Walters  
Cllr Stuart Wheeler

---

## Substitutes:

Cllr Brian Dalton  
Cllr Matthew Dean  
Cllr Ross Henning  
Cllr Jon Hubbard

Cllr Dr Mark McClelland  
Cllr Stewart Palmen  
Cllr Ricky Rogers  
Cllr Bridget Wayman

---

## **Recording and Broadcasting Information**

Wiltshire Council may record this meeting for live and/or subsequent broadcast. At the start of the meeting, the Chairman will confirm if all or part of the meeting is being recorded. The images and sound recordings may also be used for training purposes within the Council.

By submitting a statement or question for a meeting you are consenting that you may be recorded presenting this and that in any case your name will be made available on the public record. The meeting may also be recorded by the press or members of the public.

Any person or organisation choosing to film, record or broadcast any meeting of the Council, its Cabinet or committees is responsible for any claims or other liability resulting from them so doing and by choosing to film, record or broadcast proceedings they accept that they are required to indemnify the Council, its members and officers in relation to any such claims or liabilities.

Details of the Council's Guidance on the Recording and Webcasting of Meetings is available on request. Our privacy policy can be found [here](#).

## **Parking**

To find car parks by area follow [this link](#). The three Wiltshire Council Hubs where most meetings will be held are as follows:

**County Hall, Trowbridge**  
**Bourne Hill, Salisbury**  
**Monkton Park, Chippenham**

County Hall and Monkton Park have some limited visitor parking. Please note for meetings at County Hall you will need to log your car's registration details upon your arrival in reception using the tablet provided. If you may be attending a meeting for more than 2 hours, please provide your registration details to the Democratic Services Officer, who will arrange for your stay to be extended.

## **Public Participation**

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

The full constitution can be found at [this link](#).

Our privacy policy is found [here](#).

For assistance on these and other matters please contact the officer named above for details

# AGENDA

## PART I

### Items to be considered while the meeting is open to the public

1 **Election of Vice-Chairman**

To elect a new Vice-Chairman.

2 **Apologies and Membership Update**

To receive any apologies or substitutions for the meeting, and an update on changes to the Membership of the Select Committee.

3 **Minutes of the Previous Meeting** (*Pages 7 - 18*)

To approve and sign the minutes of the Environment Select Committee meeting held on 11 January 2024.

4 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

5 **Chairman's Announcements**

To receive any announcements through the Chair.

6 **Public Participation**

The Council welcomes contributions from members of the public.

#### Statements

If you would like to make a statement at this meeting on any item on this agenda, please register to do so **at least 10 minutes prior to the meeting**. Up to 3 speakers are permitted to speak for up to 3 minutes each on any agenda item. Please contact the officer named on the front of the agenda for any further clarification.

#### Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution.

Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda no later than 5pm on **Wednesday 13 March 2024** in order to be guaranteed of a written response. In order to receive a verbal response, questions must be submitted no later than 5pm on **Friday 15 March 2024**. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

7 **Highways Annual Review of Service 2023** (*Pages 19 - 360*)

As resolved at the Environment Select Committee meeting held on 14 March 2023, the Committee will receive an annual review of service (2023) from the Highways Service.

8 **Update on the Development of the MyWilts Potholes Reporting Functionality** (*Pages 361 - 364*)

As resolved at the Environment Select Committee meeting held on 19 September 2023, the Committee will receive an update on the development of the MyWilts potholes reporting functionality.

This will also include the roadmap setting out planned improvements to MyWilts.

9 **Libraries Development Update** (*Pages 365 - 372*)

As resolved at the Environment Select Committee meeting held on 14 March 2023, on the leisure and libraries portfolio, the Committee will receive a libraries update including the results of the peer challenge and development of the Library Strategy.

10 **Leisure Services** (*Pages 373 - 382*)

As resolved at the Environment Select Committee meeting held on 14 March 2023, the Committee will receive a leisure services update that includes the outcome of the public holiday pilot.

11 **Updates from Task Groups and Representatives on Programme Boards** (*Pages 383 - 390*)

To receive any updates on recent activity from active Task Groups.

12 **Forward Work Programme** (*Pages 391 - 400*)

To note and receive updates on the progress of items on the Forward Work Programme.

Under the revised Overview and Scrutiny (OS) arrangements there is now a single OS work programme controlled by the OS Management Committee, linked to priorities in the Business Plan.

Therefore, it should be noted that whilst any matters added by Members are welcome, they will be referred to the OS Management Committee for approval before formal inclusion in the work programme for the Environment Select Committee.

A copy of the Overview and Scrutiny Forward Work Programme for the

Environment Select Committee is attached for reference.

13 **Urgent Items**

Any other items of business which the Chairman agrees to consider as a matter of urgency.

14 **Date of Next Meeting**

To confirm the date of the next scheduled meeting as 4 June 2024.

This page is intentionally left blank

## Environment Select Committee

---

**MINUTES OF THE ENVIRONMENT SELECT COMMITTEE MEETING HELD ON 11 JANUARY 2024 AT KENNET ROOM - COUNTY HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.**

**Present:**

Cllr Jerry Kunkler (Chairman), Cllr Tony Jackson, Cllr Mel Jacob, Cllr Dr Brian Mathew, Cllr Ian McLennan, Cllr Dr Nick Murry, Cllr Tom Rounds, Cllr Iain Wallis, Cllr Derek Walters, and Cllr Stewart Palmen (Substitute)

**Also Present:**

Cllr Nick Botterill (Virtual), Cllr Richard Budden, Cllr Nick Holder, Cllr Johnny Kidney (Virtual), Cllr Tamara Reay, Cllr Jonathon Seed (Virtual), Cllr Caroline Thomas (Virtual), Cllr Graham Wright, and Cllr Robert Yuill

---

**1 Apologies**

Apologies for absence were received from:

- Councillor Charles McGrath

It was further noted that Councillor Stewart Palmen was substituting for the vacancy from the Liberal Democrat Party.

**2 Minutes of the Previous Meeting**

The minutes of the previous meeting held on 7 November 2023 were considered. Following which, it was:

**Resolved:**

**The Committee approved and signed the minutes of the previous meeting held on 7 November 2023 as a true and correct record.**

**3 Declarations of Interest**

There were no declarations of interest.

#### 4 **Chairman's Announcements**

The Chairman paid tribute to Councillor Tony Trotman and Councillor Bob Jones MBE who had both sadly passed away since the last meeting of the Committee.

Councillor Tony Trotman was a Member for Wiltshire County Council and North Wiltshire District Council, and had represented Calne, Chilvester, and Abberd on Wiltshire Council since 2009. He had rejoined the Environment Select Committee in March 2023.

Councillor Bob Jones MBE had been the Vice-Chairman of the Environment Select Committee since 2017 and had represented Cricklade and Latton since 2013.

On behalf of the Committee, the Chairman sent condolences to both Cllr Trotman and Jones' families and friends.

#### 5 **Public Participation**

There were no statements or questions submitted.

#### 6 **Speed Limit Assessments**

Councillor Caroline Thomas, Cabinet Member for Transport, Street Scene, and Flooding, alongside Samantha Howell, Director of Highways and Transport, presented a verbal update regarding speed limit assessments as a result of a referral from the Overview & Scrutiny Management Committee meeting held on 15 November 2023.

It was noted that officers along with the Cllr Thomas, had been reviewing speed limit assessments with regard to the gap between public perception and public understanding of the process. Within this review, speed limit assessment reports had been compared with the Department of Transport (DfT) guidelines on a wider basis which had identified areas of improvement.

Officers emphasised that road safety was a priority within Wiltshire Council and the speed limit assessment process was one of the tools available under the Wiltshire and Swindon Road Safety Partnership to ensure that any incidents on the network were reducing. Reference was made to the DfT Circular 01/2006 which the Council adhered to from 2009, however it was highlighted that this was superseded in 2013, and Wiltshire Council had endorsed the subsequent DfT approach for setting local speed limits since. One of the key changes of the most recent guidance was the ability to consider introducing 20 mph speed limits and zones in urban areas, therefore officers had evaluated all A and B roads within Wiltshire to determine appropriate speed restrictions and to ensure consistency across the network.



Officers confirmed that the relevant policies were all regularly reviewed, and it was highlighted that out of the 47 speed limit requests received in 2023, 25 had resulted in a change to the speed limit and 12 had not being recommended for a variety of reasons. Further recent changes were noted as including greater weight being paid to local concerns and improving report templates to highlight where these had been considered. Officers had also focussed on improving engagement with residents, and colleagues with Wiltshire Police in circumstances where there was a choice of appropriate speed limits, but where officers felt that drivers would not respect a speed limit reduction. Furthermore, officers had received assurance from Wiltshire Police as to their ability to enforce any implemented reductions, and it was highlighted that they were also statutory consultees when undertaking Traffic Regulation Orders.

Finally, officers noted that there were a number of ongoing pilot initiatives, and that the Council was in a better position with partners at National Highways in terms of assessing data relating to the strategic road network. It was stated that officers were intending to provide an update to the Committee in September 2024 with a set of recommendations.

During the discussion, points included:

- Members expressed concerns when considering vulnerable road users such as children walking to school, active travel routes, and increased traffic passing through village communities, and queried how much consideration was given to these aspects when undertaking any assessments. In response, it was highlighted that it was key that officers worked with schools through the travel planning process but noted that wider solutions would also be taken into account. Officers also explained that Atkins were responsible for part of the process and that it was ultimately officers who made the evidence-led recommendations on speed limit assessments. Therefore, it was emphasised that officers were looking to increase the robustness of the process by improving education, engineering solutions, and undertaking appropriate enforcements where necessary.
- Community perception in the system was raised and it was noted that Members did not feel as if the current process addressed the dissatisfaction in the system's delivery and risks that large communities in Wiltshire perceived. Furthermore, Members noted that the engagement and relationship between officers, Local Highway and Footway Improvement Groups (LHFIGs), Parish Councils and residents needed to improve. Officers reiterated that bettering communications and engagement with residents was a key priority within the review.
- Disparity between different neighbouring authorities' approaches and interpretations of the guidance was noted and officers confirmed that as part of the review, there were ongoing discussions between the relevant authorities' officers to ensure greater consistency and improvements across the network.

- Members suggested that further deterrents could be utilised when combating motorists who did not adhere to speed limits.
- Officers highlighted that the Council was moving to a Safer Systems approach which comprised of 5 pillars of action around road safety with the speed limit assessments forming a part of the process. Furthermore, pilot schemes were being introduced which would enable officers to gather further evidence and understanding of the actions needed to promote road safety.
- Cllr Thomas highlighted that she was confident in the officers' ability to undertake a rigorous review and to develop appropriate ways forward.
- Finally, Members suggested that a Task Group be formed to assist with, and scrutinise, the review process.

At the end of the discussion, it was then:

**Resolved:**

- 1) The Committee noted the update.**
- 2) The Committee agreed to set up a Task Group to look at Speed Limit Assessments.**

**7 Public Transport Review**

Councillor Caroline Thomas, Cabinet Member for Transport, Street Scene, and Flooding, alongside Samantha Howell, Director of Highways and Transport, and Jason Salter, Head of Service Passenger Transport, updated the Committee on the outcomes of the public consultation that took place between October and November 2023 on the draft revised Public Transport Policy.

It was explained that the consultation focussed specifically on Wiltshire's Bus Policy and the supported bus network due to the changes in travel patterns post Covid. The list of policies being consulted on were detailed in Paragraph 6 of Appendix 1 and it was noted that there was more of a focus on decarbonisation, which when combined with emerging transport technologies, could lead to advantages that could be tied into the procurement of services in the future.

Officers explained that review was a rigorous process that included data analysis through the creation of a modelling tool to assist with the assessment of investment priorities for supportive services, and stakeholder analysis centring on bus companies and other transport groups, which in turn, led to the refinement of the draft policies. It was highlighted that the industry was operating within severe financial constraints such as wage increases, fuel prices, driver shortages, and reduced patronage. As such, notwithstanding the benefits of recent enhancements in funding, it was important that the relevant Council policies supported and facilitated bus services in the face of those pressures. Therefore, it was a priority to maintain bus services to the highest

level and consider shifting from traditional deliveries of bus services to increase vital patronage, support residents, and assist in achieving the Council's environmental objectives.

It was noted that there had been more responses than previous consultations and officers felt that there was a good representation of Wiltshire's bus users from frequent to less frequent patrons, with the majority supportive of the main policy objectives. Officers highlighted that if the policy was adopted in the February meeting of Cabinet, a network review would be implemented to reflect the revised policy. Finally, officers noted that they were looking to expand Wiltshire's Demand Responsive Transport (DRT) services using funding received through the UK Shared Prosperity Fund.

During the discussion, points included:

- DRT was raised and Members suggested utilising other vehicle options such as taxis, private and community vehicles. Members also commended officers on their hard work in the introduction and management of the scheme, but it was emphasised that DRT should be used to complement rather than replace traditional bus services.
- Paragraph 3.4 of the report was referenced, and Members acknowledged the reasonings detailed, but felt that DRT in particular was a good piece of policy that added community and social value. Members then asked how officers were ensuring that the wider community of Wiltshire understood the different schemes in place. Officers noted that the feedback was useful in determining where improvements could be made, but also highlighted that there had been a very positive response for DRT in the relevant areas that were benefitting from the initiative.
- Members asked what approach officers were taking in respect of encouraging residents to use public transport. Officers explained that the publicised Bus Service Improvement Plan contained these communication strategies alongside annual marketing plans for public transport, and joint campaigns with bus operators. The Enhanced Partnership mechanism was highlighted, and officers noted that this helped to better understand travel habits and passenger numbers.
- The notion of making public transport the default option for residents was explored with Members noting the importance of increased frequency and quality of services and giving people real and accessible travel choices. It was highlighted that additional funding had been received, a good proportion of which would be used to increase service frequency with those particular services being heavily marketed. Officers raised that the cost implications for introducing new routes or services into a network were significant, therefore it was important to continue supporting existing services.
- Officers explained that the Public Transport Network Review sat under the umbrella of the Local Transport Plan and agreed with Members that having a combination of measures to meet the Wiltshire Council

Business Plan objectives was imperative. Furthermore, it was noted that local cycling, walking, and infrastructure plans were being developed for certain areas within the County with the support of funding secured through Active Travel England which would also tie into the Public Health agenda.

- Members raised electrification of transport and it was confirmed that officers had put in bids for a number of Government schemes including the Zero Emission Bus Regional Areas (ZEBRA) scheme which if secured, would be used towards introducing more electric buses into Salisbury. It was further explained that other operators were still in the process of experimenting with electrification and/or alternative fuels, therefore officers would provide an update for the Committee once more information was received. It was suggested that the Climate Emergency Task Group be involved in any further conversations and/or plans on the subject.
- Officers emphasised that the heart of the Public Transport Network Review was understanding that one approach did not work across Wiltshire given its geographical differences. As such, it was noted that the Enhanced Partnership enabled officers to have effective conversations between operators in different areas to ensure that value for money was delivered alongside successful customer experiences and ensuring the right interventions in the right locations. Accordingly, officers noted that there was scope to consider initiatives such as super bus corridors, frequency increases, using smaller and alternative vehicles, connecting with partners who deliver community links, and more on demand services.
- Members queried if further school transport centric services could be introduced to support the safety of children and reduce traffic congestion around schools. Officers acknowledged the benefits of such schemes but explained that although the Department for Education (DfE) legislative framework allowed for some discretion, the cost implications for these models were extensive.
- Members noted the national driver shortages and were concerned as to the impact of such on the Council's ambitions. Officers confirmed that the wage gap had significantly closed from that of three years ago, which had helped the situation, however it was a national concern and further work was being undertaken to combat the issue.
- Officers were thanked for their presentation and commended for their hard work in supporting rural communities, and older and vulnerable residents who rely on bus services.

At the conclusion of the discussion, it was:

**Resolved:**

**The Committee noted the contents of the report.**

8 **Executive Response to the Report from the Housing Allocations Policy Task Group**

Councillor Nick Holder, Cabinet Member for Environment and Climate Change introduced the item on behalf of Councillor Phil Alford, Cabinet Member for Housing, Strategic Assets, and Asset Transfer. Nicole Smith, Head of Housing Migration and Resettlement, alongside Emma Legg, Director of Adult Social Care, James Barraah, Director of Assets, and Councillor Jonathon Seed, Chairman of the Housing Allocations Policy Task Group, were also in attendance to present the executive response to the final report of the Housing Allocations Policy Task Group.

The Task Group were thanked for their assistance and hard work in reviewing the Housing Allocations Policy and for their thorough and robust recommendations as detailed within their final report. Officers confirmed that each of the core recommendations had been accepted and that they would be used to support the development of any formal consultations and future Cabinet and Full Council reports.

Cllr Seed, as the Chairman of the Task Group, along with other present Task Group Members, highlighted the benefits of having a varied Membership and felt that it was a well-coordinated exercise between officers and Members with a good outcome which they believed reflected the quality of the process.

There being no questions or comments, it was then:

**Resolved:**

**The Committee noted the Executive response to the final report from the Housing Allocations Policy Task Group.**

9 **Wiltshire Council Housing Board Annual Report**

Councillor Nick Holder, Cabinet Member for Environment and Climate Change introduced the item on behalf of Councillor Phil Alford, Cabinet Member for Housing, Strategic Assets, and Asset Transfer. James Barraah, Director of Assets, alongside Nick Darbyshire, Head of Strategic Assets & FM, and Mike Dawson, Head of Estate and Development, presented a report updating the Committee regarding the activities of Wiltshire Council's Housing Board (WCHB) between October 2022 and November 2023.

The background and brief overview of the report was detailed including a breakdown of the Membership of the Board, meeting activity, attendance, and reflections, achievements, and thoughts regarding future priorities for the upcoming year. It was confirmed that the report was also circulated to tenants and lease holders which contained specific examples of the work undertaken within the service.

The Council House Build Programme was highlighted, and Members were reassured that it was progressing well despite considerable financial pressures as a result of challenges such as increased build costs to meet higher environmental standards, inflation increases, and fluctuating labour costs. Consequently, it was noted that these financial strains had impacted on the Council's Business Plan as the initial scoping of the programme cost had increased significantly. As such, officers were working hard to devise solutions to alleviate that substantial expenditure over the life of the Business Plan.

Paragraph 13b of the report was referenced and it was explained that the results of the Regulator of Social Housing's Tenant Satisfaction Measures (TSM) survey had shown that service satisfaction had extensively declined across a range of indicators. As such, Members were reassured that an improvement action plan had been developed to address the areas of concern and increase tenant satisfaction levels. However, it was highlighted that the wider social housing sector had seen a similar decline of 5% across those measures. Furthermore, it was explained that Board Members had discussed in detail budget and rent setting activities and the impacts on individuals when balancing cost of living pressures on tenants and rent affordability with the financial viability of the service.

Finally, officers explained that from April 2024 the service would be subject to a renewed regulatory focus with greater scrutiny and as such, there was a lot of work being undertaken by officers to bolster all governance and assurance processes. Further priorities were highlighted as reviewing the policy framework which was an important foundation stone to the service, and maximising opportunities for resident involvement and engagement in different levels of decision making.

During the discussion, points included:

- The two properties that had been fitted with an air source heat pump and infrared panels respectively were raised, and Members asked for an update on the progress of the project. Officers highlighted that it was still too early to come to any conclusions, however it was confirmed that officers were receiving a lot of data that would be analysed and brought back to the Committee in due course. The importance of maintaining a good dialogue with those tenants was emphasised, as achieving a general understanding of their lifestyles and behaviours was paramount to any subsequent results and confirming baseline figures. Officers also highlighted the current climate with regard to energy prices and noted that it was difficult to make comparisons between properties during this time.
- Members requested a breakdown of the types of housing being built or purchased. In response, officers confirmed that Phases 3.1 to 3.5 of the Build Programme included 479 units of which 130 were 1 bed dwellings (27.14%), 220 were 2 bed (45.96%), 96 were 3 bed (20.04%), 22 were 4 bed (4.59%), and 1 was 5 bed (0.21%).

- Ground source heat pumps were discussed with officers explaining that a relatively substantial plot per house was needed to generate enough heat from the ground, therefore it was larger houses rather than the standard houses within the Council's portfolio that would usually utilise such methods. However, it was noted that officers would continue to consider installing them as technology and environmental requirements evolved. Furthermore, it was confirmed that the Climate Team had launched a project looking at district heating and heat networks to assess its viability in respect of housing need.
- The target of 1,000 affordable homes being delivered by 2026 was highlighted and Members asked for a progress update alongside more details on how many homes out of that 1,000 were planned to be modular. Officers confirmed that approximately 103 had been delivered to date with approximately 550 in the pipeline ready for completion. Furthermore, there were 19 units across 3 sites that were modular and in construction. Officers explained that there were frameworks used to deliver modular homes and that officers in tandem with the existing provider, Rollalong, would work together to discuss where and when modular homes could be manufactured and if not, what other options would be more appropriate. It was further explained that there was a broad spectrum of delivery methods with the cost of those per unit varying significantly, therefore officers would compare each method of construction in terms of value for money, affordability, and national requirements, while bearing in mind the ability to deliver the scale of the programme. As such, it was highlighted that there was no best fit solution, and all appropriate methods would be assessed.

At the conclusion of the discussion, it was:

**Resolved:**

**The Committee noted the annual report.**

10 **Updates from Task Groups and Representatives on Programme Boards**

Councillor Graham Wright, Chairman of the Climate Emergency Task Group, presented an update on the Task Group since 11 November 2023.

The recent activities of the Task Group were detailed, namely:

- A meeting held on 28 November 2023 where the Task Group's Forward Work Plan was considered alongside the following:
  - Air quality, monitoring, and action planning.
  - The Local Transport Plan, with a particular focus upon bus travel and the use of alternative fuels in public transport.

- Carbon audits and their wider application, particularly within small businesses.
- Engagement with the wider community.

Appendix 1, the Forward Work Plan, was briefly detailed and it was noted that the Task Group were meeting with See Through Carbon on 16 January 2024, with the other meetings being held throughout early 2024. As such, Members were reassured that a further report detailing these meetings would be brought to the next meeting of the Committee.

The Members of the Task Group and Simon Bennett, Senior Scrutiny Officer, were thanked for their hard work.

Following which, it was:

**Resolved:**

- 1) The Committee noted the update on the Task Group activity provided.**
- 2) The Committee noted the Climate Emergency Task Group's Forward Work Plan in Appendix 1.**

**11 Forward Work Programme**

The Committee received the Forward Work Programme for consideration.

There being no questions or comments, it was:

**Resolved:**

**The Committee approved the Forward Work Programme.**

**12 Urgent Items**

There were no urgent items.

**13 Date of Next Meeting**

The date of the next meeting was confirmed as 6 March 2024.

(Duration of meeting: 10.30 am - 12.10 pm)



The Officer who has produced these minutes is Ellen Ghey - Democratic Services  
Officer of Democratic Services, direct line 01225 718259, e-mail  
[ellen.ghey@wiltshire.gov.uk](mailto:ellen.ghey@wiltshire.gov.uk)

Press enquiries to Communications, direct line 01225 713114 or email  
[communications@wiltshire.gov.uk](mailto:communications@wiltshire.gov.uk)

This page is intentionally left blank

**Wiltshire Council**

**Environment Select Committee**

**20 March 2024**

---

**Subject: Highways Annual Review of Service 2023**

**Cabinet Member: Councillor Caroline Thomas - Transport, Street Scene and Flooding**

**Key Decision: No**

## **Executive Summary**

The local highway network is the largest of the Council's public assets, with a replacement value of over £5 billion. Effective maintenance is vital for residents, businesses and visitors to ensure reliable access to services and facilities across Wiltshire, and to enable sustainable economic growth in accordance with our Business Plan priorities.

The Council, as local highway authority, is assisted in maintaining the network by specialist contractors and suppliers.

An annual review of the highway service for 2023 has been prepared (see **Appendix 1**) together with a summary of the schemes delivered during the year (see **Appendix 2**).

The highways term maintenance contract with Ringway Infrastructure Services ended on 31<sup>st</sup> March 2023. Following a robust procurement exercise, the new contract was awarded to Milestone Infrastructure Ltd., and commenced on 1<sup>st</sup> April 2023. Demobilisation and mobilisation of large contracts such as this present a number of challenges and there were some initial issues with operational depots and the Parish Steward service, which Milestone have addressed.

The performance of the Council's highway consultant, Atkins, and the main highway contractors Milestone, Tarmac, Kiely Bros Ltd, and Uptons Specialised Tree Services are monitored using Key Performance indicators. Their performance during 2023 has been assessed as "good".

The ongoing extreme weather has caused significant damage to some of Wiltshire roads, particularly the prolonged winter and extreme heat experienced in 2022 and 2023. The number of pothole reports increased dramatically in January last year and the rate of deterioration has accelerated in some areas. That said, benchmarking identifies the overall condition of Wiltshire's Classified Road Network is similar to, or better than, the average road conditions in other South West highway authorities, and is better than the national average, although the condition surveys have identified a slight decline in recent years.

The Council has provided an additional £10m of funding for preventative highway maintenance, which together with increased Department for Transport (DfT) funding, has enabled an extensive programme of road surfacing and treatment to be prepared for 2024/25 to improve the condition of the roads and a provisional surfacing programme has been identified for future years (see **Appendix 3**).

### **Proposal**

It is recommended that the Committee:

- (i) endorses the Highways Annual Review of Service and confirms that the performance of the Council's highways contractors has been good during 2023.
- (ii) welcome the additional funding provided by the Council for highways activities in 2023.
- (iii) acknowledge the extensive programme of road resurfacing and highway maintenance being proposed for 2024/25, and the additional funding being made available by the Council to help support this.
- (iv) request a report on the highways service and the performance of the highways contractors in a year's time.

### **Reason for Proposals**

The highway network forms the Council's largest public asset with a replacement value of over £5 billion. It is essential that the highway network is maintained in the most cost-effective way that demonstrates value for money, including the use of asset management and whole life costing approaches to inform investment decisions, taking into account the environmental implications.

The performance of the Council's contractors, and their supply chains, are important in maintaining the condition of the highway assets and ensuring an efficient and effective highways service. Their performance is continuously monitored and is reviewed and reported annually to this committee.

**Samantha Howell**  
**Director of Highways and Transport**

**Subject: Highways Annual Review of Service 2023**

**Cabinet Member: Councillor Caroline Thomas - Transport, Street Scene and Flooding**

**Key Decision: No**

### **Purpose of Report**

1. To provide a review of the performance of the highways service during 2023, and to give an update on the performance of the contractors and suppliers involved in delivering the service.

### **Relevance to the Council's Business Plan**

2. The effective maintenance of the local highway network is essential to Wiltshire Council's Business Plan 2022 – 2032 priorities:
  - Empowered People – 'We are safe', 'We Stay Active'
  - Resilient Society – 'We ensure decisions are evidence based'
  - Thriving Communities – 'We have vibrant, well connected communities'
  - Sustainable Environment – 'We are on the path to carbon neutral'.
3. The highways and transport service has a key role to play in delivering the business plan, especially ensuring people can travel safely and easily in Wiltshire, accessing good services and facilities throughout the county.
4. The reliability of the highway network also has a significant role in ensuring sustainable economic growth.

### **Background**

5. The local highway network is the largest of the Council's public assets, with a replacement value of over £5 billion. Wiltshire Council recognises the importance of maintaining and managing its highway network efficiently and continues to make significant investment in improving the condition of its highway assets.
6. The Council, as local highway authority, is responsible for a highway network of over 2,800 miles of road, 3.9 million square meters of footway, and assets including almost 1,000 highway bridges and approximately 50,000 streetlights, illuminated signs and bollards and over 200 traffic signal controlled crossings and junctions.
7. The management, maintenance and improvement of this infrastructure requires a high level of technical expertise to meet the legal, technical, and financial challenges they present.
8. The Council employs specialist contractors to carry out work on the highway network. The use of these specialised contracts has been found to deliver improved outcomes than previous arrangements that bundled all the

specialisms into one large contract.

9. At its meeting on 14<sup>th</sup> March 2023 this committee requested an annual report on the performance of the highway service and the contractors involved in maintaining the highway network.

## **Main Considerations for the Council**

### Annual Review of Service

10. The Council's highways service is delivered by a number of contractors managed by the Council's highways and transport directorate, with the support of the Council's highways and transport consultant. A report on the delivery of the highways service during 2023 is included at **Appendix 1**.
11. The annual review identifies the service has continued to respond well to the ongoing major challenges around resources, budgets, inflation and prolonged periods of extreme weather. The schemes completed in 2023 included road surfacing, repairs, road safety improvements and structures work. The full list of schemes completed is included at **Appendix 2**.
12. In summary, during 2023 the highways service has:
  - Resurfaced 32 km of road and 2.4 km of footway;
  - Retextured 9 km of road to improve skid resistance;
  - Surface dressed 63 km of road;
  - Filled 14,891 potholes;
  - Carried out 600 bridge inspections;
  - Delivered over 180 schemes promoted through the Local Highway and Footway Improvement Groups (LHFIG).
13. The Highways and Transport Performance and Outcomes Group (POG) and Performance and Outcomes Boards (POBs) have been introduced in 2023. These have replaced the performance management framework which had previously been used to provide an overview of performance. POGs and POBs ensure more regular reporting to the Cabinet Member and Portfolio holders, as well as supporting evidence led investment decisions and agile deployment of resources as emerging priorities require, for example, following recent storm events.
14. The highways and transport service also introduced a programme of 'Highways Matters' events, attending each of the 18 Area Boards to discuss the highway issues that matter most to local communities. The programme of events is scheduled for completion in March 2024.
15. The management and monitoring of the highways contracts has continued to be through the Service Delivery Teams established for individual services. SDTs report to the monthly Contract Management meetings, which are attended by senior representatives of the main suppliers. These meetings are used to coordinate, manage, and monitor the various work programmes of the highways service.
16. Performance of contractors is assessed against each of their contract objectives using a mixture of satisfaction scoring by staff managing the contracts, and Key Performance Indicators (KPIs) set out in the contracts.

## Highways Term Maintenance Contract

17. The Highways Term Maintenance Contract provides the mechanism through which the majority of highways maintenance functions are delivered including:
- Local Highways - Safety Repairs, Reactive Service, Routine Maintenance, Cyclic Operations, Parish Stewards, Minor Works.
  - Integrated Transport - Improvement Schemes, Signing Works, Lining Works, Handrails and Barriers.
  - Public Realm Improvements – Paving, Surfacing, Street Furniture, Planting, Signing.
  - Structures - Maintenance and Repairs, Bridge Replacements, Culverts, Retaining Walls.
  - Drainage - CCTV Investigations, Repairs, New Drainage Systems, Reactive Works, Flooding response.
  - Street Lighting - Inspections, Maintenance, Repairs, Replacements, Lighting Schemes, Checking third party Christmas lighting on the highway.
  - Winter Service - Provision of Gritter Drivers, Call-outs and Standby, Vehicle Management.
  - Out of Hours Emergencies Service - Out of Hours Standby, Responding to Issues on the Highway.
  - Works Programming, Coordination and Supervision.
18. Until 31<sup>st</sup> March 2023 these services were provided by Ringway Infrastructure Services. Following a robust procurement exercise, the new contract for these services was awarded to Milestone Infrastructure Ltd., and commenced on 1<sup>st</sup> April 2023. The contract has a duration of 5 years with an option for a 5 year extension subject to satisfactory performance. The transfer of the contract to Milestone was covered by the TUPE Regulations and continuity of workforce has generally been achieved, with many previous Ringway employees transferring to Milestone.
19. An interim report covering Milestone’s performance over the first 17 weeks of the contract was presented to this Committee on 19<sup>th</sup> September 2023. Initial issues with the Parish Steward service were noted and the actions taken are discussed below. Skills shortages across the construction industry and a shortage of suitable depot facilities did add to the challenges of establishing the new contract; however, Milestone has addressed these.
20. The Council’s operational response to flood events has been mainly provided by the term maintenance contractor and, as well as the winter gritting operations, it has been necessary to deal with extensive damage caused by storms and high winds.
21. The performance of the contractor has continued to be monitored and assessed against the contract KPIs, and despite the initial issues is currently considered to be “good”.

## Parish Steward scheme

22. The Parish Stewards scheme was originally introduced in 2005. The Stewards respond to requests for minor highway works from Town and Parish Councils and the scheme has proven to be very successful and is popular with local communities, receiving good feedback from local Councils.
23. Since 1<sup>st</sup> April 2023, the Parish Steward scheme has been delivered by Milestone as part of the Term Maintenance Contract.
24. Due to the unprecedented number of potholes experienced across the network during the changeover period of the term maintenance contract to Milestone, a decision was taken to suspend the Parish Steward program of visits to allow all available resource to be directed to pothole repairs. This resulted in some dissatisfaction with the Parish Steward service being expressed by many of the Parish Councils.
25. Further, while due diligence was undertaken during on-boarding of personnel with the new contractor, complaints were received about a lack of visibility and service provision in some areas. The programme of visits recommenced from the beginning of June with some changes of personnel; however, it should be noted that communication with some Parish Councils was not as the Council would have expected.
26. These issues were highlighted to Milestone and an action plan was developed promptly to mitigate risks and ensure service improvements. A review of Milestone's Risk Assessments and Methods of Working was carried out leading to a redrafting of these documents, and detailed briefings were then provided to Parish Stewards with the necessary clarity provided.
27. A dedicated supervisor has also been appointed by Milestone with responsibility for the Parish Stewards to provide improved guidance and support for them when undertaking their duties and to ensure improved outcomes.
28. These changes led to a clear improvement in the delivery of the service, and this will continue to be monitored closely.

#### Other Highways Contracts

29. Other contracts which currently provide specialist services for the highway service are:
  - Machine Surfacing Contract – Tarmac Ltd.
  - Surface Dressing and Micro Asphalt Contract – Kiely Bros Ltd.
  - Arborist Services Contract – Upton Specialised Tree Services Ltd.
  - Traffic Signal Maintenance – Telent Technology Services Ltd.
30. The Tarmac machine surfacing contract delivers the major surfacing works which can involve the removal and replacement of damaged road surfaces or the overlaying of existing roads with a new structural surfacing layer. Performance under the contract has been “good” with a programme of both large and smaller surfacing schemes being successfully delivered. The contract started in June 2020 and is for 5 years with an option for a further 2 years based on performance.



31. Kiely Bros. Ltd. undertake surface dressing and micro asphalt works for the Council. This involves the overlaying of roads with a thin layer of surfacing to provide essential skid resistance and seal the road surface, which increases the life of the road. As this type of surfacing has no structural strength, it is applied to roads that are still structurally sound, usually avoiding the need to unnecessarily remove and replace the surface. Performance under this contract has been “good” and a large number of sites completed to programme. The contract started in July 2020 and is for 5 years.
32. The Uptons Specialised Tree Services contract provides the maintenance and planting of highway trees. The contractor is also responsible for managing 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. As ash trees can grow to over 30m, this can present a hazard on the highway. Performance under this contract has been good with around 3,200 dead or dying Ash trees removed from near our highways in 2023. This contract started in December 2020 and is for 12 years.
33. The Telent contract covers the maintenance, refurbishment of existing and the installation of new traffic signals. There are currently 145 signal-controlled pedestrian crossings and 65 signal-controlled junctions maintained under the contract. This contract started in July 2019 and is for 5 years with the option to extend it by up to 2 years. A one-year extension to this contract was agreed in December 2023.
34. A framework Contract for Specialist Surfacing and Associated Highway Works is also in place to provide a list of suitable contractors to bid for smaller specialist highway works at short notice, which reduces procurement costs.

#### Highways Consultancy Contract

35. The current Highways Consultancy contract with Atkins started in December 2019. It is for five years with a potential two-year extension subject to performance of which an 18 month extension has already been granted. Atkins provides a range of services and support to the highway’s teams, including the design and supervision of highway, transport, and drainage schemes.
36. Their performance is monitored using the established KPIs and continues to be good.

#### Local Highway and Footway Improvement Groups

37. The LHFIGs were introduced in April 2022 to take over from the long running Community Area Transport Groups (CATGs) to support local decision making across a wider remit with an increase in budget, supported by additional staff, following a review by the Environmental Select Committee
38. The wider remit has led to a significant increase in the number of requests with over 420 received during the year. Unfortunately, recruitment of additional staff has only been partially successful in dealing with this increase in workload, leading to some difficulties in delivering schemes and addressing concerns being raised by

the groups. Those staff supporting the LHFIGs are aware of this and continue to work hard to support the groups.

### Additional funding 2023

39. Funding for the majority of highway maintenance works comes from annual grant allocations from the Department for Transport. In 2023 this included an additional grant of £3.6m to help address overall carriageway condition. To further supplement this the Council made available significant additional funding to help support highway activities. This consisted of:
- £150,000 pa over three years to tackle fly-tipping;
  - £200,000 per year for three years for white-lining;
  - £333,000 per year over three years to help prevent flooding, directed to gully cleaning;
  - £500,000 for signing strategy (replacement of life expired or damaged signs);
  - £510,000 for flyposting removal and enforcement, litter picking rural highways, cleaning multi-story car parks and communications.

### Carriageway Conditions and Additional Funding in future years

40. The overall condition of Wiltshire's Classified Road Network (A, B and C Class Roads) remains similar to, or better than, the average road conditions in other South West highway authorities and is better than the national average. However, the condition surveys have identified a slight decline in recent years and whilst the condition of the county's roads had been improving, the network was adversely affected by the prolonged extreme weather and deterioration was accelerated in some locations.
41. In response to the recent damage to the road networks nationally, the Department for Transport (DfT) has increased maintenance funding for 2024/25 with the Highways Maintenance Block and Pothole Fund (£20.7m) and the recently announced Road Surfacing Fund (£2.6m in 2023/24 and £2.6m in 2024/25).
42. To enable a significant forward work programme of preventative maintenance in the longer term, the Council has made available £10m capital funding (over 2 years) to maintain and improve the county's road network.
43. A variety of surfacing processes and treatments are used on the roads which are selected based on technical surveys and site inspections to ensure cost effective maintenance and to address identified road safety issues. The council also has robust processes in place to monitor skid resistance and to identify sites in need of treatment, which are also included in the planned programme of works.
44. An extensive programme of road surfacing and treatment has been developed for 2024/25, and a provisional surfacing programme has been identified for future years. This is set out in the Wiltshire Highways Investment Plan that is included at **Appendix 3**.

### **Overview and Scrutiny Engagement**

45. The review of the highways service is reported annually to the Environment Select Committee. The committee has also been kept informed about the

development of HIAMS and the procurement of key contracts through regular updates.

### **Safeguarding Implications**

46. None.

### **Public Health Implications**

47. The condition of roads, their surface and related infrastructure can have serious safety implications, especially with regard to potholes and skid resistance. The good maintenance and improvement of the highways network can make a significant contribution to reducing collisions particularly those resulting in death and serious injury. Roads, bridges, highway structures, signs and street lighting must be kept in good condition in order to protect the public and those maintaining the assets.

### **Environmental and Climate Change Considerations**

48. The impacts of climate change are having significant effects on the highways network with increased rainfall and associated incidents of flooding and temperature extremes causing more frequent damage to the roads, footways, and drainage systems. In 2022/23 road surfaces were damaged by very high temperatures during the summer and freezing conditions in the winter period. Such events are likely to be repeated and having robust maintenance strategies to improve the condition of the network, with experienced specialists and maintenance contractors, helps build resilience into the highway network and the infrastructure.
49. The highway service recycles a large proportion of the waste material generated by its highway operations and takes specific measures to protect the environment when carrying out maintenance and construction work.

### **Equalities Impact of the Proposal**

50. Good maintenance of the highway network, should benefit all road users, including those using public transport, and particularly vulnerable road users such as cyclists and pedestrians.
51. The employment policies of the Council's contractors are considered when considering the award of contracts. They are required to conform to the Council's Identity, and the contracts are closely monitored and managed through monthly satisfaction performance indicators.

### **Risk Assessment**

52. There are considerable risks associated with the highway network, particularly in terms of safety, environmental, financial and reputational risks. The highways contracts and Council staff provide skilled resources to ensure the successful delivery of the highways service and reduce the risks to the Council.
53. There are risk management processes in place to manage the risks associated with the highways service, which include regular liaison with service suppliers

and the effective management of resources. A risk-based approach has been adopted in line with the Well managed highway infrastructure code of practice and is incorporated in the Wiltshire Highways Safety Inspection manual.

54. Price increases because of inflation, skills shortages, and materials costs have all had an impact on delivery in the recent past as contract prices are adjusted across all the highways contracts in accordance with published indices. As the highways maintenance budgets are often fixed, less work can result. At present, prices appear to have stabilised but remain a potential issue in the longer term.
55. Throughout 2023, staffing levels, recruitment and retention has been an increasing issue. The Highways service has a high number of vacant posts with recruitment activities failing to attract suitable candidates in a competitive market. Pressures on existing staff have therefore remained very high. Research has identified a general skills shortage across the construction industry with shortages affecting Local Authorities, consultants, and contractors in equal measure.
56. To help address these issues, as well as investing in the Apprenticeship programme and learning and development opportunities to ensure succession planning, a more targeted recruitment approach in specialist Construction publications has been adopted and a bespoke landing page for Highways and Transport vacancies has been created on the Council's website. A dedicated Highways and Transport Careers Fair was hosted at County Hall, and the Directorate has also had representation at partner events, for example 'Troops into Transportation'.
57. Further recruitment campaigns and events are planned for 2024.

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

58. No specific decision is required, but it should be noted that there is a risk of increased accidents, claims and public dissatisfaction if the programme of highway maintenance and related services are not delivered effectively or are delayed.

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

59. No decision is required.

#### **Financial Implications**

60. 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 the network is maintained in the most cost-effective way to keep it safe and ensure value for money. This includes the continued use of a whole life costing approach to inform investment decisions on highway maintenance.
61. There has been an increasing drive for improved asset management from the Department of Transport in recent years, and a failure to demonstrate the application of good asset management principles could result in reduced funding from central government in the future.

62. The recent increased funding from DfT and from the Council is clearly needed to reverse the deterioration in road conditions that has occurred because of recent extreme weather.

### **Legal Implications**

63. The Council has a duty under the Highways Act to maintain the county's roads. The highway inspection procedures, policies and asset management plans help ensure that this duty is fulfilled. The investment and improved road conditions in recent years are helping the Council meet its responsibilities regarding road maintenance and keeping the network safe.

### **Options Considered**

64. There is a need to continue to apply asset management principles to the highway network and to ensure that the performance of the contractors involved in delivering the service is appropriate to keep the network in a safe condition and to ensure value for money.

### **Conclusions**

65. The highway network forms the Council's largest asset and effective maintenance to ensure its availability is essential to the economic development of the County and safety of its users. The use of whole life costing approaches and effective asset management procedures are important to inform investment decisions.
66. The performance of the contractors delivering the Council's highway service is key in ensuring that the Council can meet its responsibilities as the Highway Authority. The current performance of the contractors is good and will continue to be monitored.

**Samantha Howell**  
**Director Highways and Transport**

Report Author:  
**David Thomas**  
Head of Highways Asset Management and Commissioning  
March 2024

---

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

None

### **Appendices**

Appendix 1 – Annual Review of Highways Service 2023

Appendix 2 – Wiltshire Highways Schemes 2023  
Appendix 3 – Wiltshire Highway Investment Plan 2024/25

# Wiltshire Highways Contracts

## ANNUAL REVIEW OF SERVICE 2023



Wiltshire Council  
Where everybody matters

AtkinsRéalis



# Wiltshire Highways Contracts

## ANNUAL REVIEW OF SERVICE 2023

### CONTENTS

#### 1. Introduction

##### Part 1 – Overview

2. Milestone Infrastructure Ltd – Highways Term Maintenance Contract
3. Atkins – Highways Consultancy Contract
4. Other Suppliers
5. Contract Management
6. External impacts
7. Additional funding in 2023
8. Highways Term contract
9. Social Value
10. Collaboration, Innovation, & Environmental
11. Staffing Resource
12. Institution of Civil Engineers (ICE) Training Scheme

##### Part 2 - Detail

13. Highway Major Maintenance
14. Local Highway and Footway Improvement Groups (LHFIGs)
15. Traffic Engineering
16. Bridges and Structures
17. Drainage and Flooding
18. Streetlighting
19. Traffic Signals
20. Trees and Landscaping
21. Ash Dieback
22. Local Highways
23. Countryside Access
24. Winter & Emergency response
25. Major Highway Improvement Schemes
26. Innovation and Future Development
27. Network Management Permit Scheme



## 1. Introduction

Wiltshire Council manages over 2800 miles of road, 3.9million square metres of footway, and assets including almost 1,000 bridges and structures, approximately 50,000 streetlights, illuminated signs and bollards, and over 200 traffic signal controlled crossings and junctions. 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 AtkinsRealis, Milestone Infrastructure and other specialist contractors to help deliver the highway service. This review covers the period January 2023 to December 2023. It has been prepared as a joint report between the Council and the main service suppliers.

The Council continues to apply asset management principles to the highway network and to ensure that the performance of the contractors involved in delivering the service is appropriate to keep the network in a safe condition and to ensure value for money.

### Part 1 - Overview

## 2. Milestone Infrastructure Ltd – Highways Term Maintenance Contract



Milestone Infrastructure, a part of MGroup Services, manage and maintain the largest portfolio of highway maintenance contracts in the UK, covering more than 50,000km of strategic and local highway network. As a leading service provider to local authorities, Milestone Infrastructure undertakes the management, maintenance and improvement of the built environment across a national portfolio of term contracts.

Milestone Infrastructure was selected as the lead provider for the Wiltshire Highways Maintenance service and commenced delivery of the contract on 1<sup>st</sup> April 2024. This includes the delivery of a vast variety of vital services for Wiltshire Council including planned and reactive highway maintenance, winter precautionary salting, emergency response, cleaning and emptying gullies and drains, street lighting installation and maintenance, bridge repair, traffic management and safety schemes along with ensuring Wiltshire's 20 Parish Stewards continue to work closely with towns and parishes in fixing small highway issues in their respective communities.

Milestone Infrastructure has delivered a good quality of service over the past 9 months and has established a strong team with a commitment and drive to delivering a high quality of highway maintenance throughout the contract. Milestone's focus on pothole repairs over the first few months, together with the introduction of patching gangs later in the year has driven the numbers of outstanding defects down and helped provide some longer term resilience to the network. During the last year Milestone Infrastructure has delivered on several key projects aimed at enhancing the day to day lives and welfare of residents in Wiltshire. These include several footway projects such as Newtown Trowbridge, Elm Row Rushall and Goose Street Southwick. Some more notable accomplishments within our footway delivery would be Abberd Brook Calne, Sutton Veny and Parliament Street Chippenham in which we have enhanced the footways for school access and provided the community with shared paths and cycle links to ensure safer school travel for children along with better access for cyclists and those using mobility aids.

Milestone Infrastructure is making strides in developing a more environmentally friendly way to work in the highways industry with the introduction of HVO at our depots. This, along with the introduction of a number of electricity powered tools and equipment and reduced carbon materials shows our commitment in supporting Wiltshire with their pledge to become carbon neutral by 2030.

*Ellie, our Carbon and Environment Advisor, and Mark, our Supervisor at Chippenham, with the introduction of HVO at our Chippenham depot.*



This is Milestone Infrastructure's first year into a five year contract. In that time we have delivered high standards in the general maintenance of Wiltshire's highways, large and small projects, on environmental commitments and meaningful employment of local and ex-military personnel.

### **3. Atkins – Highways Consultancy Contract**

**AtkinsRéalis**



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

AtkinsRéalis designs and supervises 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.

### **4. Other Suppliers**

Other Highways contracts currently in place are:

Machine Surfacing Contract – Tarmac Ltd

Surface Dressing and Micro Asphalt Contract – Kiely Bros Ltd

Arborist Services Contract – Upton Specialised Tree Services Ltd

Traffic Signal Maintenance – Telent Technology 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. Performance under the new contract has been good with a number of both large and smaller surfacing schemes completed to program. The contract started in June 2020 and is for 5 years with an option for a further 2 years based on performance.

Kiely Bros. Ltd. undertake surface dressing and micro asphalt works. This involves the overlaying of roads with a thin layer of surfacing to provide essential skid resistance and seal the road surface, which increases the life of the road. As this type of surfacing has no structural strength, it is applied to roads that are still structurally sound, usually avoiding the need to unnecessarily remove and replace the surface. Performance under this contract has been good and a large number of sites completed to programme. The contract started in July 2020 and is for 5 years.

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 considerable number of dead ash trees removed from the highway. This contract started in December 2020 and is for 12 years.

The Telent contract covers the maintenance, refurbishment of existing and the installation of new traffic signals. There are currently 145 signal-controlled pedestrian crossings and 65 signal-controlled junctions maintained under the contract. This contract started in July 2019 and is for 5 years with the option to extend it by up to 2 years. A one year extension to this contract was agreed in December 2023.

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

## **5. 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.

## **6. External impacts**

The extreme heat, flooding and severe winter weather during 2023 caused significant damage to some of Wiltshire's roads. This required additional resources to be deployed to address potholes and defects in the short-term, and in the longer term a significant investment and expanded programme of planned road surfacing is required.

The condition of the county's roads had been improving but was adversely affected by the extreme weather. The overall condition of Wiltshire's Classified Road Network (A, B and C Class Roads) remains similar to, or better than, the average road conditions in other South West highway authorities, and is better than the national average, but the condition surveys

have identified a slight decline in recent years.

Material supply and availability has improved compared to 2022.

## **7. Additional funding in 2023**

Funding for the majority of Highways works comes from annual grant allocations from the Department for Transport. To supplement this during 2023 the Council made available additional funding to help address the condition of the overall network. This consisted of:

- £150,000 pa over three years to tackle fly-tipping
- £200,000 per year for three years for white-lining
- £333,000 per year to help prevent flooding, directed to gully cleaning
- £500,000 for signing strategy (replacement of life expired or damaged signs)
- £510,000 for flyposting removal and enforcement, litter picking rural highways, cleaning multi-story car parks and communications

## **8. Highways Term contract**

Until 31<sup>st</sup> March 2023 these services were provided by Ringway Infrastructure Services. Following a robust procurement exercise, the new contract for these services was awarded to Milestone Infrastructure Ltd which started on 1<sup>st</sup> April 2023. The contract has a duration of 5 years with an option for a 5 year extension subject to satisfactory performance. The transfer of the contract to Milestone was covered by the TUPE Regulations and continuity of workforce has generally been achieved, with many previous Ringway employees transferring to Milestone.

An interim report covering Milestone's performance over the first 17 weeks of the contract was presented to the Council's Environmental Services Committee on 19<sup>th</sup> September 2023. Initial issues with the Parish Steward service were noted and actions to address have now been taken. Skills shortages across the construction industry and a shortage of suitable depot facilities did add to the challenges of establishing the new contract but these have been addressed by Milestone.

## **9. Social Value**

Social value has become an increasingly important activity within our contracts. Some examples of activities undertaken in 2023 are given below.

### Milestone example

Milestone Infrastructure are committed to supporting hard to reach groups within Wiltshire with employment and training in the highways industry. Milestone have partnered up with Building Heroes to support ex-military personnel gain meaningful qualifications and experience and help alleviate the difficulty transition into civilian life. Milestone Infrastructure have attended college visits to Salisbury and Trowbridge which comprised of a presentation from one of our ex-military employees along with a Q and A regarding the individual experiences. Whilst engaging with 'Building Heroes' Milestone Infrastructure have employed ex-military personnel within the Wiltshire contract.

*Over the new year Carlos and Rolfe, our Gully Tank Drivers, used their volunteer days to collect Christmas trees for Julian House*



### Tarmac Example

As part of the Term Maintenance Contract Tarmac undertake a number of social value commitments within Wiltshire. This year they made two food deliveries to the Storehouse Foodbank in Trowbridge, in July and December.



They donated £10,000, which the council awarded to Alabaré and Sanctuary Supported Living's John Baker House - both of which work under the Salisbury HOPE project.

They attended a Job Fayre at Wiltshire Council to promote Highway related jobs to school leavers.

They provided a surfacing team at no cost to carry out small improvements to Larkrise Community Farm in Trowbridge. Forty tons of road planings were provided from a nearby surfacing scheme and these were recycled in footways and access points around the farm, making it easier for students and staff to access gateways with wheelbarrows.

### Atkins example

Staff from AtkinsRéalis' Trowbridge, Swindon and Bristol offices have undertaken a range of activities in the local community. The STEM activities staff have undertaken include supporting careers' fairs in Corsham, Chippenham and Swindon, as well as supporting the Wiltshire Highway Service Careers Fair at County Hall in August. Over the summer, four work experience students also spent a week at their office in County Gate, gaining experience across a range of highway disciplines. AtkinsRéalis continued their annual support the Wiltshire Sports and Social Gala, as well as running a Military Insights Day from their office in Bristol.



## **10. Collaboration, Innovation, & Environmental**

The Collaboration Forum has been reestablished with Milestone replacing Ringway and including other members from the main highways contracts. The Forum facilitates discussion around Innovation, Environmental and Safety information to be shared between the members with a view to improving the level of service being provided across all contracts and keeping employees safe.

One of the first activities coming from the Forum was the holding of the Wiltshire Highways Sustainability event held at County Hall on the 21<sup>st</sup> November 2023. This event included presentations from suppliers and the main contractors on how they are tackling reductions in Carbon within their business processes and products. The event included trade stands to allow attendees to fully engage and discuss in further detail the presentations made. Feedback from those attending the event was very positive.

## **11. Staffing Resource**

Throughout 2023 staff resource, recruitment and retention has been a continuing concern. The Highways service has been carrying a high number of vacant posts with recruitment activities failing to attract suitable candidates. Pressures on existing staff have therefore remained very high. Research has identified a general skills shortage across the construction industry with shortages affecting Local Authorities, Consultants and Contractors in equal measure.

To help address these issues, as well as investing in the Apprenticeship programme outlined below, a revised approach to the way in which vacancies are advertised has been adopted with a more targeted approach towards specialist Construction publications and websites with a bespoke landing page for Highways having been created on the Councils website.

A number of further recruitment campaigns and events are planned for 2024 to try and help address the issues.

## **12. Institution of Civil Engineers (ICE) Training Scheme**

Because of the shortage of skilled engineers and the difficulty of recruitment, the Council has established an apprenticeship programme. The programme is supported by a training scheme, approved by the Institution of Civil Engineers (ICE), that is managed by the major highway projects team.

There are fourteen apprentices in the highways team, of which seven are completing their civil and environmental engineering degree apprenticeship with the University of the West of England (UWE) and the ICE. An additional three apprentices have already completed their degree apprenticeship and are now fully qualified engineers incorporated with the ICE. They are now supporting other apprentices who are working towards completion.



As part of their development we arrange site visits for our apprentices. The photo above shows a site visit to Salisbury River Park.

## Part 2 - Detail

### 13. Highway Major Maintenance

Wiltshire Council maintains over 2,800 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.



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 2023, 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 2023 to improve the condition of the county's roads. Over 106 Km of road and footway were resurfaced successfully with a good quality of workmanship and traffic management.

	Resurfacing	Surface Dressing	Retexturing	Footway Resurfacing	Total
Length treated 2023 Km	31.8	62.8	9.15	2.4	106.15

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 overall condition of Wiltshire's Classified Road Network (A, B and C Class Roads) remains similar to, or better than, the average road conditions in other South West highway authorities and is better than the national average. However, the condition surveys have identified a slight decline in recent years and whilst the condition of the county's roads had been improving, the network was adversely affected by the prolonged extreme weather and deterioration was accelerated in some locations.



Before

After

*As well as resurfacing main roads, the programme of surfacing work in 2023 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.

### Reconstruction

Wiltshire roads are being impacted by the effects of climate change. Reconstruction works were undertaken on 7 sites which were showing damage as a result of changes in the water table.



Examples on of longitudinal cracking

Additional Pothole Funding (DfT £3.6m)

The additional pothole funding financed surfacing repairs to 5 sites which had generated a high volume of customer reports and pothole repairs over a three-year period.



Before

After

Before

After

The funding was also used to fund preventative maintenance works by surface dressing an additional 27km of carriageway at various locations across the County.

Carriageway Repairs

It is important that serious defects are treated promptly to keep the roads safe. Ringway (until the end of March) and Milestone (since April) 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 14,891 potholes in 2023, and resurfacing 94km of roads, the Council also carried out 3,886 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

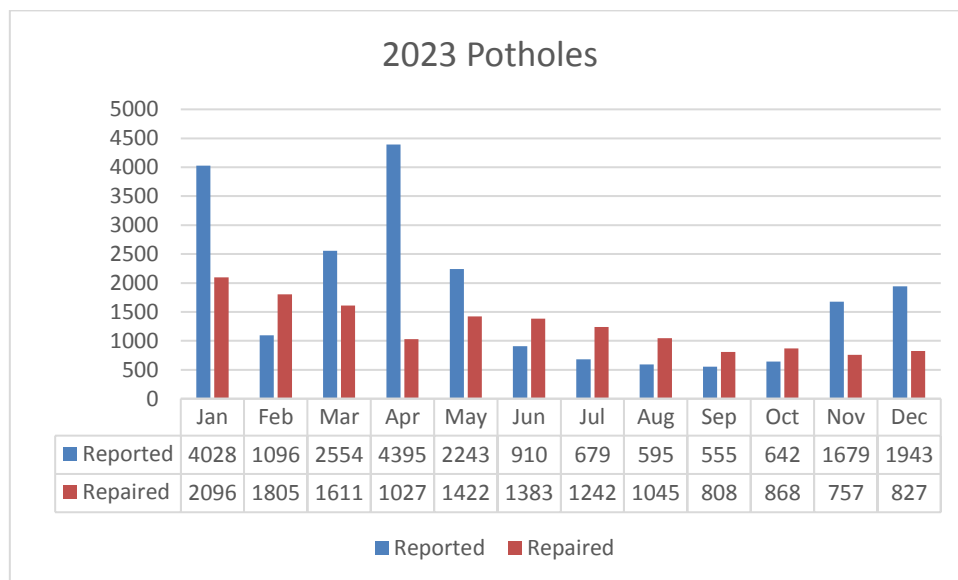
After

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

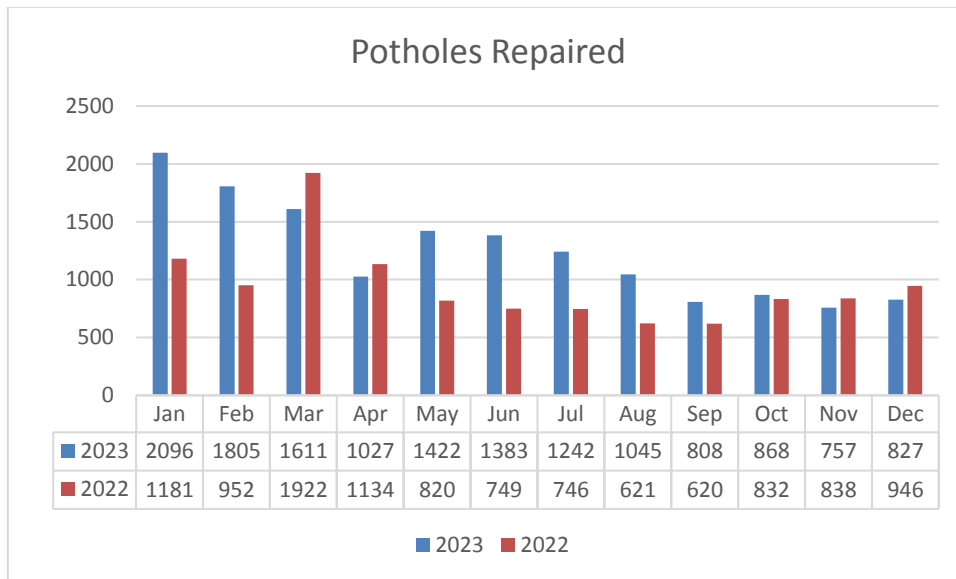
It should be noted that the best approach is to prevent serious deterioration of the roads by the timely resurfacing of those roads in poor condition. Unfortunately, it is not possible to resurface every road immediately, and work has to be prioritised, with arrangements made to deal with defects as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

### Road Repairs and Potholes

The number of pothole reports from the public were higher at the beginning of 2023 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 increased in 2023 compared to 2022. 14,891 potholes were repaired in 2023 compared with 11,361 in 2022.



### Footway Repairs

A programme of footway repairs has been carried out in 2023. Overall, 2.4km of footway works have been completed. The implementation of the New Term Maintenance contract and close down of the old contract meant resource was deployed into other areas. As such some delay in the footway resurfacing programme resulted in fewer schemes being completed in 2023 than in previous years.



*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. There was no programme for verge repairs in 2023 due to the implementation of the new Term Maintenance Contract and lack of internal resources to manage the works programme.

However this programme will restart in 2024/25.

## 14. Local Highway and Footway Improvement Groups (LHFIGs)

The LHFIGs were introduced in April 2022 to take over from the long running Community Area Transport Groups (CATGs) to support local decision making across a wider remit with an increase in budget, supported by additional staff, following a review by the Environmental Select Committee

The wider remit has led to an increase in the number of new requests with over 420 being received during the year. Unfortunately, recruitment of additional staff has only been partially successful in dealing with this increase in workload leading to some difficulties in delivering schemes and addressing concerns being raised by the groups. Those staff supporting the LHFIGs are aware of this and continue to work hard to support the groups.

### LHFIGs & Substantive LHFIGs

More than 180 locally prioritised schemes have been delivered, including dropped kerbs, along with various 20mph Speed Limits, Traffic Signing, Road Marking and Speed Indicator Devices infrastructure projects.



Alongside these projects, delivery of Substantive LHFIG schemes have also taken place to provide new footways in Quidhampton and Rushall, and changes also taking place to provide improved pedestrian facilities in Westbury, Tidworth and Holt. Delivery of the scheme in Westwood was unfortunately halted due to the impact of Storm Babet, and completion of the outstanding elements is scheduled for Spring 2024

Design work has also taken place to deliver the approved scheme for Lacock, and Berryfields Road, Melksham with work programmed for 2024.



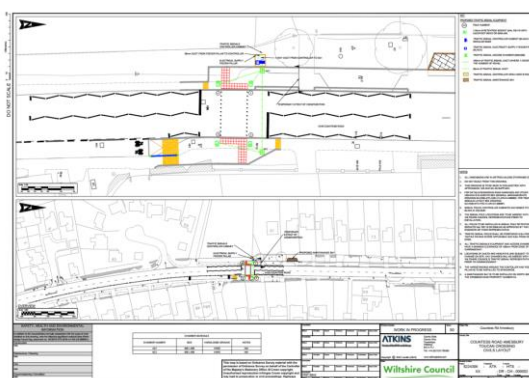
## 15. Traffic Engineering

2023 saw the delivery of a number of traffic engineering and safety schemes. The Council's Traffic Engineering team have worked with Atkins, Ringway and Milestone to plan and deliver a range of projects for the local communities and continued the good work with the Local Highway and Footway Infrastructure Groups (LHFIGs), as well as other schemes funded from the Integrated Transport Block, DfT Active Travel Fund, Future High Street Funds, Developer contributions, and the Councils allocation to enhance Road Markings and Traffic Signs across the county's road network. The schemes have ranged in size and complexity from simple sign installations through to more complex road safety and cycling schemes.

### Active Travel



No dedicated funding to deliver Active Travel schemes had been secured for 22/23, however funding was secured for the delivery of Active Travel Schemes in 23/24 for the A345 Countess Road, Amesbury; Trowbridge Road, Hilperton; and to assist with the Environment Agency's River Park Scheme in Salisbury. The Traffic Engineering Team have been working with its consultants Atkins to develop these proposals for installation in 2024.



### Traffic Management

A Substantive asset improvement scheme to upgrade the existing traffic signal-controlled equipment at Harnham Gyratory, Salisbury was undertaken in spring 2023.. This involved upgrading the controller, and replacement of all the signal heads and push button controls. The junction had been routinely failing due to the age of the equipment resulting in long periods where no control took place, making it increasingly difficult for vulnerable road users. The works were carried out with minimal disruption to motorists using well-planned temporary traffic management measures in the form of SRL Urban 24 temporary traffic

control, the first time this had been used and mimicked the operation of the permanent signals to keep traffic delays to a minimum.

The works were carried out by a variety of the Council's contractors (Telent, Milestone, Atkins) working collaboratively to deliver the scheme.



In addition, refurbishments of pedestrian's crossings on the A338 in Tidworth, and Oxford Road, Calne were completed. The works included the replacement of all signal equipment, new street lighting and full carriageway resurfacing (where required) together with new road markings and road studs.



### Taking Action on School Journeys

Work to replace the existing Zebra controlled pedestrian Crossing in Newtown, Trowbridge with a signal-controlled crossing took place in the school summer holidays, enabling children to return to the new school year and utilise the facility. Completing during the summer holidays enabled a full installation and resurfacing to take place and ensured that delays to road users was minimal and school children weren't inconvenienced on the walk / scoot to school.

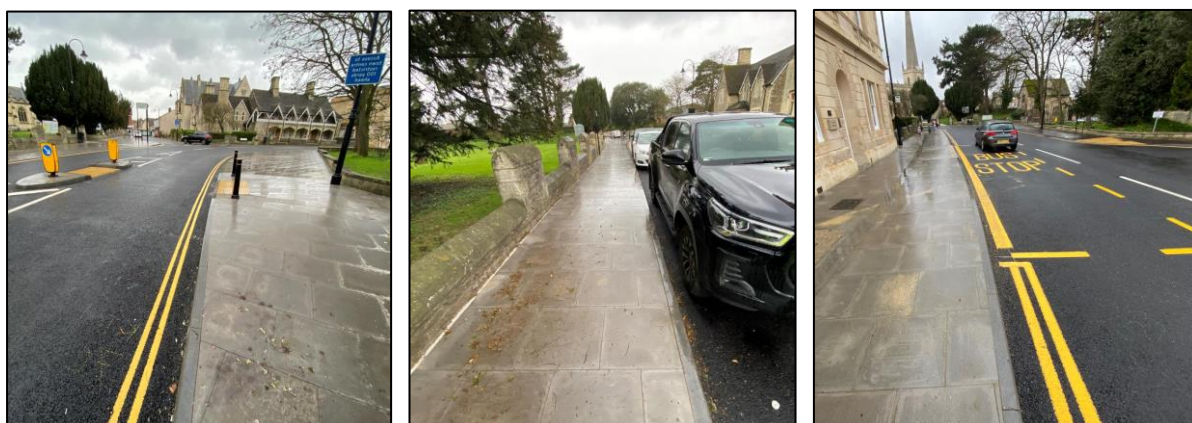
Other schemes which took place in 2023 included improvements to routes in Broad Hinton, and design work for projects in Trowbridge and Corsham scheduled for early 2024.





### Other funded schemes

Work has also continued on the Trowbridge Future High Street Fund Highways element with the completion of the junction alterations at Church Street and Union Street. This project seeks to remove the existing traffic signals and reallocate the space to pedestrians providing an improved gateway into the Town Centre for pedestrians.



The second phase was also completed, which improves the Castle Street approach to the town centre. Split across two phases, it provides a significant enhancement to the areas which links the cinema and restaurants from the centre of town. The southern section has been transformed utilising a resin bound material, new bus shelters with living roofs, and substantive planting areas designed by a local landscape designer. The northern section has utilised paving slabs and innovative imprinted tarmacadam, coloured to match. All of which have been complemented with the resurfacing of the carriageway through the entity of the scheme.



Additionally, design work has been ongoing throughout 2023 for the third and fourth phase of the enhancements, which begin on site in early 2024. Also in development are the works associated with the wider public realm improvements through the Town Centre.



### Road Markings

Extra funding from the Council was made available in 2023 to allow an extended programme of road marking refurbishment to be undertaken. Priority continues to be given to centre line remarking on rural high-speed roads together with safety critical markings such as those at pedestrian crossings, mini roundabouts and give way lines.

The installation of road markings typically takes place between the spring and early autumn due to the requirement for dry and clear road conditions. Due to drier conditions, the Council extended its 2023 lining programme to the end of November.

Our centre line refurbishment work has been concentrated mainly in the South of the County this year as the Northern area was prioritised last financial year. Routes which have received attention include the A345, A338, A30, A27, A350, A360 B3092 and B3079. Funding remains available to pick up further sites and if weather conditions improve during March we hope to treat some of these before the end of the financial year.

Between 1<sup>st</sup> April – end of November 2023, the council's road marking contractor completed routine road marking refurbishments at 1146 sites across the network, with two gangs working full time, day, and night, in the county.

After a successful trials of methyl methacrylate (MMA) cold lay road markings in 2022, the council initiated a separate MMA programme and completed work at over 50 sites countywide. MMA markings are typically usually used in high traffic areas and high stress locations, such as mini roundabouts and thanks to their hard-wearing qualities, the lifespan of the markings is lengthened, ensuring that fewer reapplications are needed. The markings will continue to be monitored for performance during 2024/25, with a view to expanding its wider use in the future.

### Traffic Signing

Many signing improvement schemes have been introduced across the County this year, with several of these being funded through the LHFIG and Local Safety Scheme programmes, as well as third party contributors including Town and Parish Councils, developers, tourism outlets and other private enterprises.

An additional £500K funding was allocated for 2023/24 by the Council for sign replacement, which has facilitated comprehensive signing reviews on the A354, A362, A365 Spa Roundabout and A338 Bodenham Bypass. In addition to these larger projects, there has been a full programme of sign replacement across the County. There are currently more than 400 instructions for routine maintenance of life expired assets, including warning, regulatory, informatory and directional signs across the highway network with our contractor Milestone operating two full gangs to ensure delivery. Working closely with passenger transport team, over 60 sites across the county have been identified for replacement bus stop poles, flags and timetables.

## **16. Bridges and Structures**

Wiltshire Council maintains approximately 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 2023 approximately 600 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 Councils bridge stock is currently rated as 'good'.

Milestone provide one full time bridge gang which carries out minor maintenance works. Additional resources and sub-contractors are called upon to complete major maintenance or more specialist schemes.



*Specialist sub-contractor completing joint replacement works in Salisbury*

During 2023 Wiltshire Council in partnership with Atkinsrealis and Milestone have undertaken works at a number of locations, including Harnham Bridge, Salisbury; St. Johns Footbridge, Steeple Langford ; A360 Shrewton, Salisbury; Kennet Bridge, Marlborough; Ford Bridge, Laverstock and the partial reconstruction of a retaining wall at Corsham.

In addition, routine maintenance works such as repointing masonry, timber parapet repairs, vegetation clearance etc were undertaken on bridges throughout the county.



*Corsham retaining wall before and after*

Atkinsrealis provide and prepare technical designs for the Structures major maintenance programme of works. They have been preparing schemes for delivery over the next two years for sites including Trowbridge, Heytesbury, Marlborough and Salisbury.

In addition, Atkinsrealis approve designs and monitor the site works of developer led schemes where structures are being introduced onto the network.



*Blackbridge Farm development,  
Malmesbury. Introduction of  
pedestrian bridge.*

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 programme of work to keep the county's bridges safe is ongoing designs are being prepared for future schemes.

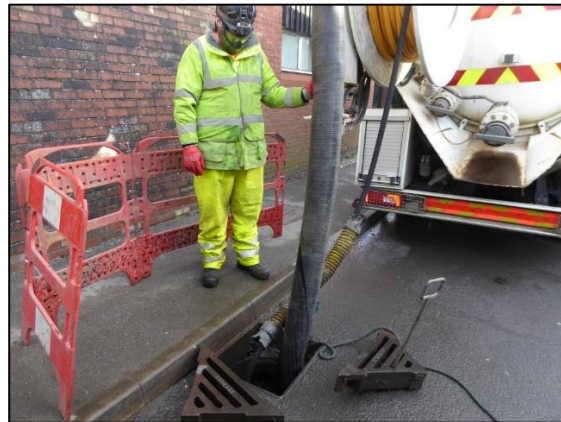
## **17. Drainage and Flooding**

A programme of drainage investigations, repairs and flood alleviation schemes was undertaken in 2023. The work is co-ordinated through the two Operational Flood Working Groups that include the Environment Agency, Wessex Water, other organisations and stakeholders, including the town and parish councils.

An additional £0.5m of funding from the Council was made available from 2022 to allow a programme of improvements to take place at known flooding sites. This work has started to progress well, with engagement with the Town and Parish Councils and local Area Highways Teams. Following Storm Babet the Drainage Gang were redeployed to undertake emergency flooding response works, include the A350 Beanacre, Melksham and Dauntsey, along with winter emergencies duties.

A specialist Drainage Investigation and CCTV Survey team working for Milestone, 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. In total 25 sites were investigated with over 6400metres of drains surveyed with 20 of those sites requiring repairs. Some of these surveys inform 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 Milestone and their sub-contractors.



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

Drainage improvements were undertaken at 26 locations including Ashton Keynes, Atworth, Bishopstone, Box, Bradford on Avon, Bulford, Castle Eaton, Chitterne, Clyffe Pypard, Coombe Bissett, Corsham, Ford, Hook, Kepnal, Landford, Lea & Cleverdon, Malmesbury, Melksham Without, Purton, Rode, Royal Wootton Bassett, South Wraxall, Southwick, Staverton, Warminster and Yatton Keynell. Activities also highlighted a number of damaged sections of pipes where costs were able to be claimed back from 3rd parties or utility companies.



## 18. Street Lighting

Wiltshire has over 53,000 street lights and illuminated signs which are managed by AtkinsRealis, with Milestone carrying out maintenance and improvement work.

Over 95% of the street lights throughout the county 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 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 standard LED Street lighting lanterns was completed in 2023. A number of heritage and bespoke lighting units are still waiting for installation and this is due to commence in April 2024.

Energy consumption has continued to reduce and consumption in 2023 was 5,325,210 KWh compared to 5,666,013 KWh in 2022. This continues to provide significant cost savings for the council as well a reduced maintenance costs as the LED units require replacement less often than the older units.

In 2023 the Council procured an upgraded street lighting asset management system known as Alloy. Testing of this system has been ongoing in 2023 and will go live in April 2024 taking over fully from the previous system, Mayrise. The system will provide a complete mobile working solution and allow for fault reporting and visibility of completion status in real time.



*Bespoke lanterns for Devizes  
Market Place*

## **19. Traffic Signals**

The Council's traffic signal stock is monitored and managed by AtkinsRéalis on behalf of the Council, with maintenance work undertaken by the Council's signal maintenance contactors Telent.

Telent respond to faults and damage following accidents and conduct pre-planned annual inspections and lamp changes. They also install new equipment, upgrade and refurbish existing signals sites as instructed and designed by AtkinsRéalis. A total of 813 reactive maintenance tasks and 184 switch-off tasks were issued for the contractor during 2023 and 97% of urgent faults and 94% of non-urgent faults were attended within the response times specified in the contract. 95% of urgent faults and 94% of non-urgent faults were repaired within the repair times specified in the contract.

92.4% of traffic signal sites now have remote monitoring and those sites with obsolete monitoring equipment are being upgraded as funding permits.

The cloud-based UTC system is operational and being expanded, with Bridge Centre and Ave La Fleche in Chippenham signals now connected. Sites in Royal Wootton Bassett and Salisbury were added in 2023 and the old UTC system was decommissioned. This technology enhances the network management capability of Wiltshire Council and improves accessibility for the system operators.

The upgrade and refurbishment of traffic signal equipment was completed at a number of key sites in Wiltshire including Oxford Road, Calne pedestrian crossing, Pennings Road, Tidworth pedestrian crossing and Harnham gyratory, Salisbury. A new Puffin crossing was installed at Newtown, Trowbridge to replace the zebra crossing.



*Newtown Trowbridge Puffin crossing replacing a previous zebra crossing*

Previously, the traffic signal heads at Harnham Gyratory were first generation LED (now obsolete) meaning spares and replacements were no longer available. To maintain safety at the site, it was decided that the heads and controller should be replaced in advance of the larger improvement scheme. The work to upgrade the signal heads and controller was completed using SRL's Urban 64 temporary lights which replicate the timings and operation of the permanent traffic signals. This reduces congestion at complex sites when compared to standard temporary traffic signals. This was the first time the Urban 64 setup has been used by Wiltshire Council and proved highly successful, with members of the public commenting '*fantastic well organised roadworks on the Harnham Gyratory, finished with very minimal disruption except on the odd occasion when lanes needed to be closed, well done to the contractors involved*'.





*SRL Urban 64 temporary lights  
in operation at Harnham  
gyratory*

A trial of non-destructive testing (NDT) was completed in 2023 to identify the condition of a sample of traffic signal poles and where necessary work was completed to replace them. Where a considerable proportion of the signal poles required replacement, the site was added to refurbishment programme to ensure best value from the traffic management, contractor's time and reduce future disruption to the road network. The trial will now be extended to all sites with ageing poles.

The Council continues to use and update the traffic signal asset management system (IMTRAC) for inventory and periodic inspections. The software is also used to help target funding to sites most in need of refurbishment and to develop a long-term strategy for renewing and upgrading the traffic signal stock.

In December information from IMTRAC was used to submit a second bid for Department for Transport funding through the Traffic Signals Obsolescence Grant (TSOG).

## **20. Trees and Landscaping**

The maintenance of trees and shrubs growing in the highway is managed by AtkinsRealis 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.

During 2023, 450 locations were visited, and included removing a dangerous oak in Kington Langley B4069, crown lifting along all Bus Park and Ride bus routes in Salisbury.

There has also been an extensive pollarding programme undertaken in 2023.



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). Site clearance along the A3102 Safer Roads Scheme between M4 Royal Wootton Bassett and Melksham is due in early 2024.

There are also 50 verges protected for wildlife in the county that receive special management.

Approximately 125 trees have been replanted in 2023 and 1200m<sup>3</sup> of wood chip has been recycled to wood chip biomass.

## 21. 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 2023 survey work of the Group 1 road network (approx. 630 miles) was undertaken to update previous data and establish the current condition of the Ash trees and monitor the progress of the disease. The survey recorded in the region of 27,000 ash trees alongside the highway with a further 11,000 within woodland fringes with potential to fall on the highway if failure occurred. The survey used a risk based approach to identify those trees recommended for immediate removal, and removal within 6 months, 12 months and 24 months. Ash trees are still present, growing beside almost all the counties major roads. The survey has carefully identified the location, density and condition of these trees.

Overall numbers recommended for removal on the Group 1 roads within the next 6 months stands at a little over 8300 trees.

During 2023 approximately 3200 ash trees were removed with works taking place at over 120 locations across the County. Major works were undertaken on the A350 from Warminster to Shaftesbury, on the A346 Near Burbage, and on the A420 east of Ford to towards Chippenham.

Over 2500 trees are being planted to replenish the tree stock that has been removed.

The Council has continued to engage 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.





## 22. Local Highways

The Local Highways Service oversees regular and responsive maintenance tasks, such as patching up potholes, cleaning drainage gullies, and mowing rural verges. Furthermore, it manages various responsibilities related to the council's role as the highway authority.

A significant portion of these operational tasks is carried out through our highways term maintenance contract. In April 2023, there was a transition from Ringway to Milestone Infrastructure as the service provider. Managing such changes in contractors is a substantial undertaking, but the process has been successfully navigated, resulting in a transition with minimal impact on the quality of service delivered.

Scheduled safety inspections are carried out across the highway network at defined intervals, dependent on the category of road. In 12month period this equates to 24000 Km of carriageway inspected

The Local Highway's team has been experimenting with cutting-edge road asset technology that incorporates artificial intelligence to capture and document highway data. This AI-driven approach aids in maintenance and management decision-making for our road network by autonomously recognizing and evaluating assets, including pavement defects, signs, and the condition of lane markings. Additionally, the technology enhances the authority's capacity to defend against claims for third-party damage, all the while optimizing staff time more efficiently.

When skips or scaffolds are situated on the highway, it is essential to conduct checks to ensure their placement does not pose a safety hazard for road users. Each site requires a license, and a fee is levied by the council to cover associated costs. Over a 12-month period, the council grants more than 1100 skip/scaffold licenses across the network, reflecting a 10% year-on-year increase.

Despite a minor decrease in the commencement of housing development sites in 2023, the sector remains busy. In cases where developers request the Council to take over roads within these sites, the process is facilitated through a Section 38 agreement. The Local Highways Service oversees the supervision of construction activities, ensuring that the work aligns with the necessary specifications and meets the required quality standards before adoption.



Scheduled drainage cleansing is a regular practice, with around 84,000 gullies present on the highway network. Gullies on A and B roads undergo annual inspections, while those on C and unclassified roads are checked every three years. This results in approximately 42,000 gullies being attended to within a 12-month period. Apart from these gullies, numerous drainage channels (grips) carved into highway verges are recut on an annual basis.



Additional funding of £1m over 3 years enabled the introduction of an extra Vector/Jetting vehicle, which has significantly enhanced the service's capability to address blocked drainage systems.

The Parish Steward Scheme has continued to be a well valued service that is utilised by many Parishes. The change in term maintenance contractor has brought about some difficulties due to changes in personnel but the addition of a dedicated supervisor by our contractor has managed this.

Working closely with our term maintenance contractor, we have continued to deliver this service to a high standard with many compliments and very few issues.

Work has continued on refining our approach to the mowing of highway verges to improve biodiversity by altering our cutting schedules to allow wild flowers to self seed.



Where possible with routine maintenance tasks that require significant traffic management costs, we have been able to bring together a number of tasks such as verge mowing, sweeping, gully cleaning and other small maintenance tasks to maximise the utilisation of lane closures.



Reactive repairs to potholes present significant challenge, typically the pattern is for public reports to decrease through the summer and then increase during winter months. Over the last three years we have averaged between five and six thousand reports received from members of the public. When factoring in potholes that have been identified either from safety inspections that have been undertaken by highways staff or repairs that have been made as a "Find and Fix" by our contractor the total number can be double this. It should be also borne in mind that these numbers can fluctuate considerably as a product of weather conditions. Particularly wet and cold conditions will see a spike in numbers. January 2023 saw an increase from around 950 pothole reports in December 2022 to in excess of 4000 reports. An increasing trend that carried on for the first half of the year. A number of mitigating actions were taken, with Parish Stewards being taken off of program for a number of months.

The Local Highways Team has been actively engaged in responding to recent extreme weather events. The escalating frequency of high-intensity storms has made this a growing facet of the team's responsibilities. Staff members are tasked with overseeing and coordinating our term maintenance contractor to address the impacts of these storms. This demands an agile approach from all involved, ensuring not only the timely execution of measures to mitigate storm effects but also the uninterrupted continuation of "business as usual" functions with minimal disruption.

## **23. Countryside Access**

The Countryside Access Team oversees the maintenance and management of the County's public rights-of-way network, comprising approximately 6000km of byways, bridleways, and footpaths.

A team of six Countryside Access Officers handles the day-to-day responsibilities related to maintenance and management. They conduct maintenance tasks, interact with landowners, and collaborate with voluntary groups to enhance the overall quality of the network.

Through 2023 the team have continued to build on partnerships with voluntary groups to assist in the maintenance of the public rights of way network. A good example of what can be achieved is the SALS3 byway close to Old Sarum. Over a period of years, the route had become overgrown and impassable for equestrian users. In early January a team of volunteers supported by two Countryside Access Officers set out to address this issue.



In addition to duties performed as highway authority, definitive map and highway records officers are responsible for discharging the council's functions as surveying authority and commons registration authority and accordingly are responsible for maintaining the records of the network. The team also undertakes searches, for which a fee is payable, of these records. In the last 12 months some 6000 of these searches have been undertaken.

A substantial component of the team's workload involves the determination of definitive map modification orders. These orders pertain to cases where individuals or organizations seek to establish a right of way that is believed to exist but is not documented on the Definitive Map. The process is intricate and time-consuming, requiring extensive research of historical sources. Similar to many other local authorities, we currently have a considerable backlog of such cases to be determined, totalling 368.

Furthermore, the team is responsible for upkeeping the registers of commons and town and village greens. They handle applications to document town and village greens and to rectify entries in the commons register. These issues often generate local contention since, beyond documenting public rights, they can impede development or new land use.

A notable success has been the introduction of a "Hybrid" approach to conducting non-statutory public enquiries. This was an obligation imposed by the planning inspectorate and necessitated planning and experimentation prior to the enquiry, with five out of six public enquiries delivered this way. While the pandemic led to a drop off in workload, there has been a steady increase in demand and we have seen a return to pre-covid levels of activity with some 32 reports being authorised.

A considerable number of our rights of way are configured as towpaths for the canal network in Wiltshire. The team has consistently forged partnerships with various organisations involved in the maintenance and renovation of this crucial asset. This collaborative effort ensures the continued preservation and enhancement of these towpaths for the benefit of the community.

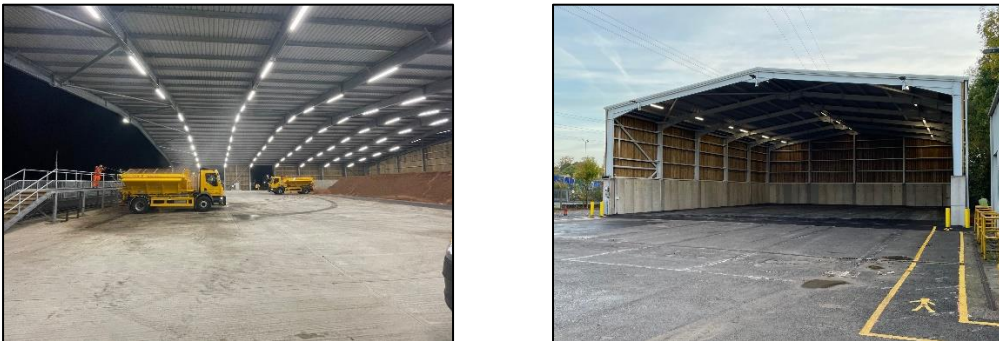
## 24. Winter and Emergency Response

The precautionary salting of Wiltshire's roads during the winter period of 2022/23 was carried out by Ringway using Wiltshire Council's vehicles under the supervision of the Council's staff. During periods of more severe weather like snow and ice local farmers and contractors across the County are also available to assist with clearing the local road network.

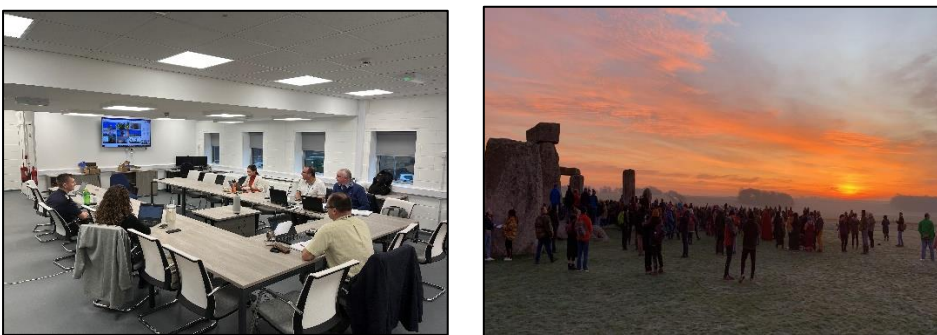
Over the 2022/23 winter period the Council treated the primary network 55 times and the secondary routes 26 times. Also refilling over a 1000 grit bins using 7800 tonnes of salt in the winter season.



The winter season also began with the introduction of some new facilities as the authority invested in upgrading and building new modern salt storage depots with an ongoing investment programme to support and deliver a strategic service.



The Highway Operations resilience team of duty managers are on call 24/7 throughout the year to deal with weather situations, highway emergencies also to support the emergency planning team and Local Resilience Form (LRF) as required when other emergencies occur anywhere in the County, they also assist and provide mutual aid to neighbouring authorities when situations require. They also oversee specialist operations like summer and winter solstice events and support to the emergency services.



The team dealt with 1543 incidents with support from a wide range of contractors, multi-agency partners and had 15 extreme weather events to oversee from cold weather, flooding to wind.





The resilience team work closely with all internal and external partners to prepare and plan for future weather and unexpected events.

## 25. Major Highway Improvement Schemes

The Major Highway Projects team has been progressing highway schemes which have received funding from various sources including the Department of Transport (DfT) and the Future High Streets Fund. The team works closely with others in the Council and is supported by Atkins, the council's term highways consultant, who provide specialist design services.

### A350 Chippenham Bypass (Phases 4 & 5)

Improving the A350 has been a longstanding priority for the council and a number of schemes are proposed along the route. Tenders were invited to select a contractor for the works to dual the remaining single carriageway sections of the bypass at Chippenham and improve Bumpers Farm Roundabout to reduce delays, especially for traffic leaving the industrial estate. Land is available within the existing highway to accommodate an additional carriageway and when the bridges over the bypass were originally built, they were constructed so that they could easily accommodate the additional carriageway.



*The dualling of the A350 at Chippenham will include improvements to improve safety and increase capacity at the Bumpers Farm Roundabout*

The Full Business Case was recently submitted to the Department of Transport to obtain the remaining funding for this £30m scheme, and it is expected that the main construction will start in the spring, and local contractor M. J. Church Ltd is currently undertaking some advance works.

### A350 M4 Junction 17

The M4 Junction 17 is the key junction providing access from the M4 towards the South coast, and the junction provides the vital link between the motorway network and the A350 connecting the towns in west Wiltshire, including Chippenham, Melksham, and Trowbridge. The preliminary design and assessment work for the scheme to improve the junction has been completed and the Outline Business Case has been submitted to the Department for Transport.

The scheme (£32m) will 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 to coordinate our works with their maintenance proposals. When the Outline Business Case and funding has been approved the necessary surveys and detailed design will be progressed.

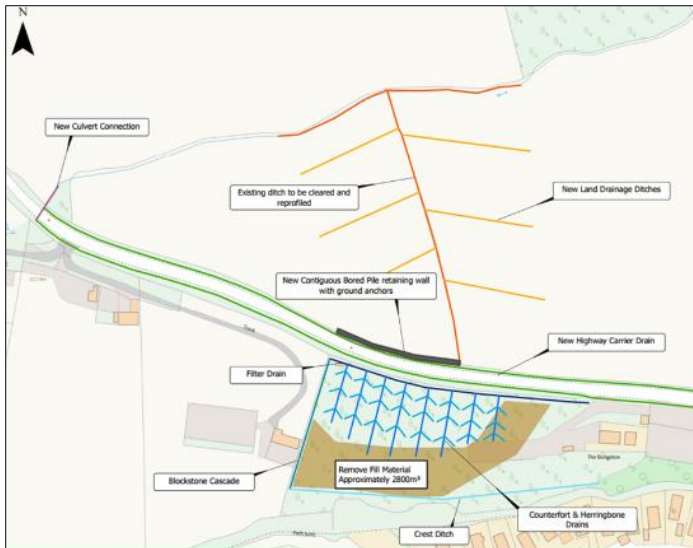
### B4069 Lyneham Banks

In February 2022, a major landslide occurred on the B4069 at Lyneham Banks and the road had to be closed. The temporary closure of a busy B class road had serious knock-on effects, with traffic unofficially diverting on to local minor roads, creating road safety concerns.



*The extensive landslide at Lyneham Banks caused enormous problems in the area when a large section of the B4069 disappeared completely.*

Various options have been considered for reinstating the road and the preferred option is to construct a retaining wall to stabilise the hillside and the road foundations (£5m). The retaining wall would have an in-situ reinforced concrete capping beam supported on a single row of 600 mm diameter bored concrete piles with tension micropiles to provide additional lateral support to the retaining wall. The works include extensive surface water drainage and ground works both uphill and downhill from the road to reduce the risk of future slippage.



*A bored concrete pile retaining wall is the preferred option to stabilise the hillside and enable the B4069 to be reinstated. The scheme includes extensive drainage provision to remove surface and ground water.*

The detailed design has been completed and tenders have been invited for the construction of the scheme which should start in the summer.

### Fisherton Gateway

The Council was awarded government funding to deliver transformational projects to rejuvenate Salisbury City Centre. The Salisbury Future High Street Fund Schemes at Salisbury Station Forecourt (£5.3m) and Fisherton Gateway (£3.2m) will provide urban realm improvements to this key arrival point and route into the city.



*Following a public consultation last year construction has now started on the improvements at Fisherton Street.*

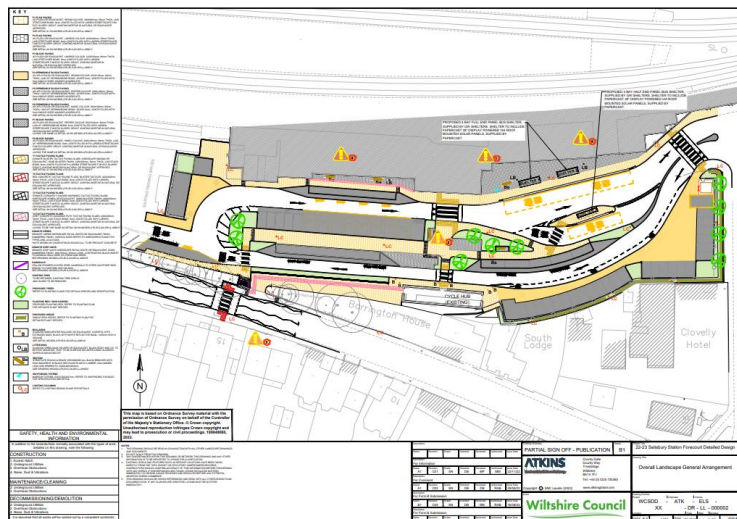
The scheme for Fisherton Street will provide an enhanced public realm and improved wayfinding to encourage tourists and visitors into the city centre, increasing dwell time and spend, and thereby providing a welcome economic boost to the various independent shops in the local area.



It includes widening pavements, introducing new street lighting, enhancing landscaping, improving street furniture and wayfinding, and introducing continuous footpaths at junctions to give pedestrians priority. The contractor, Milestone Infrastructure, started work in August 2023 and the scheme is expected to be completed this summer.

## Salisbury Station Forecourt

The Salisbury Future High Street Funded scheme for Salisbury Station Forecourt has now been designed in detail and agreements and approvals are being put in place with Network Rail and South Western Railway to facilitate construction.



*Consultations on proposals for improving Salisbury Station Forecourt took place last year and the design is now being refined for construction.*

The improvements aim to enhance the public realm and improve wayfinding to provide a welcoming arrival to visitors, and to encourage tourists and visitors to the city centre to stay longer and spend more of their money in our local shops, cafes, and restaurants. The proposed works involve enhancing the Station Forecourt area with improved landscaping, street furniture and wayfinding, along with more sustainable travel facilities such as bus stops and bicycle parking.

## A338 Harnham Gyratory

It is proposed to increase capacity at Harnham Gyratory by providing an additional southbound traffic lane on New Bridge Road which will allow the traffic-signal timing to be adjusted to balance the throughput of traffic on the other arms and make best use of the available capacity at the junction. Cyclist and pedestrian facilities will also be improved at the junction. The detailed design is being completed and arrangements are being made for the additional land required so that construction could start in 2024, subject to coordinating it with other works on the network.

## Salisbury River Park

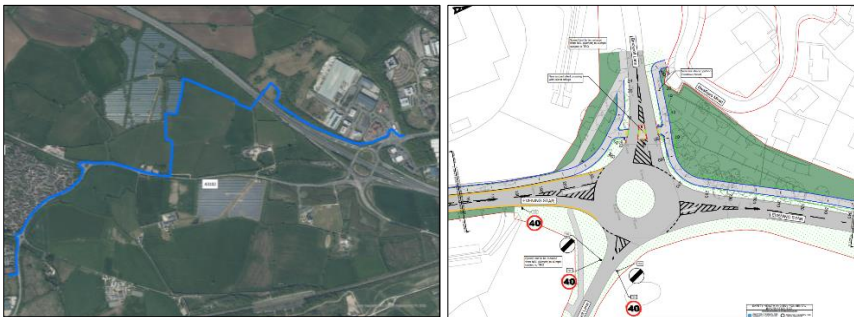
The Major Highway Projects team is supporting the Environment Agency with the Salisbury River Park Phase 1 project, which is a £32 million partnership project between the Environment Agency and Wiltshire Council that is set to transform the city of Salisbury. Jointly funded by the Environment Agency, the Swindon and Wiltshire Local Enterprise Partnership, National Highways, the Department for Education and supported by Salisbury City Council, the scheme will reduce flood risk to over 350 properties in the city, improving the environment for wildlife and residents with tree planting and habitat creation as well as encouraging greener forms of transport like walking and cycling.



The scheme will provide significant transport improvements in the form of new bridges over the River Avon, enhanced and new pedestrian and cycle routes, as well as enhancements to the coach park. New segregated footpaths/cycle paths are being provided around the edge of Ashley Road Open Space and through Central Car Park to current LTN 1/20 Department for Transport standards. This is one of the first projects in the county that provides fully segregated facilities for pedestrians and cyclists. A new footbridge at the coach park has received funding from Active Travel England. Construction is progressing well and is programmed to be completed later this year.

### Royal Wootton Bassett to Swindon Cycleway

The Major Highway Projects team is working with National Highways to develop the Royal Wootton Bassett to Swindon Cycleway (£4.7m) which would provide a safe route for pedestrians and cyclists to cross the M4, avoiding the busy Junction 16. National Highways have provided funding to enable the scheme to be designed and arrangements are being made for the necessary land.

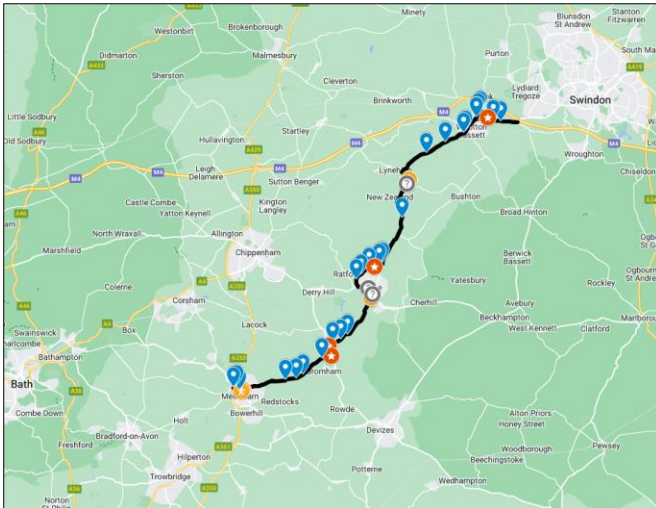


*The proposed Royal Wootton Bassett to Swindon Cycleway provide a safe route for pedestrians and cyclists to cross the M4.*

Construction will be dependent on land agreements and obtaining planning permission. In the meantime, we continue to work closely with National Highways and other partners on identifying funding opportunities to bring this scheme forward.

### A3102 Safer Roads

In March 2023 the Department for Transport provided £6.9m for safety improvements to the A3102 between M4 Junction 16 and Melksham, via Royal Wootton Bassett and Calne. The 35km route was one of the priorities identified nationally following analysis by the Road Safety Foundation.



*A range of safety measures are being developed for the A3102 between M4 Junction 17 and Melksham, including junction improvements, signing and road markings.*

The scheme will include a range of safety measures, such as improving signage and road markings, and redesigning some junctions. The first stage is to remove vegetation and self-seeding trees that have established in the verge to ensure sufficient forward visibility for driver safety and to ensure signs are unobstructed. The visibility from side roads will also be reinstated so that drivers have a clear view of on-coming traffic. This work is being carried out in the winter to avoid the bird nesting season.

The design work is progressing for the implementation of the various elements during 2024. The package of measures is being developed which will establish the most effective way to use the funding to reduce the risk and severity of collisions.

### A303 Stonehenge

Improvements to the A303 between Amesbury and Berwick Down are being promoted by National Highways. The scheme includes a tunnel at the Stonehenge World Heritage Site, a flyover at Countess Roundabout, and a bypass of Winterbourne Stoke.



*The Council has a key role in approving and being consulted on many aspects of the National Highways proposals for the A303 at Stonehenge.*

The Secretary of State has approved the Development Consent Order for the scheme, but it has been the subject of a legal challenge. Despite this the consultation and approval processes have continued. The council has a key role to play, especially regarding archaeology, ecology, flooding, rights of way, landscape, and other aspects of the scheme. The Council's responses are being coordinated by the Major Highways Team, and the council also has an interest in the local roads affected by the scheme, including the proposed junction improvements at Rollestone Crossroads and the future de-trunking of the existing road through Winterbourne Stoke.

National Highways hope to start construction this year, but this will be subject to the successful completion of the legal procedures and approvals.

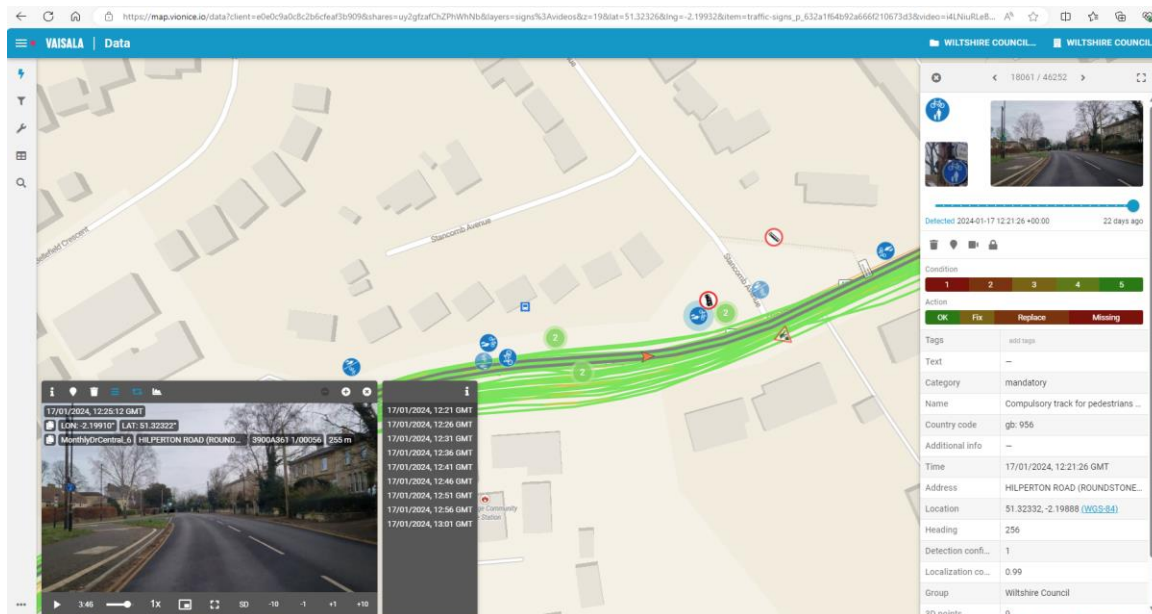
## 26. Innovation and Future Developments

The Highways Service continues to develop its Highways Infrastructure Asset Management System (HIAMS). The software came into operation in April 2018, and is currently used to inspect street works, manage highway works orders & budgets, programme/record pothole repairs in the field and analyse condition survey datasets to produce prioritised sites for resurfacing.

### Vaisala Road AI

Wiltshire Council is utilising Vaisala's Road AI technology on highway safety inspections. The technology uses smart phones in Council inspection vehicles to collect video data which is then analysed by Vaisala's Road AI technology to provide detailed outputs on road condition. It can accurately map and maintain a comprehensive road signs and lines asset register, informing Council staff if anything in the asset register is no longer there, such as a road sign that has been knocked over since the previous inspection.

All data collected including videos can be viewed and scrutinised by engineers on Vaisala's web platform.

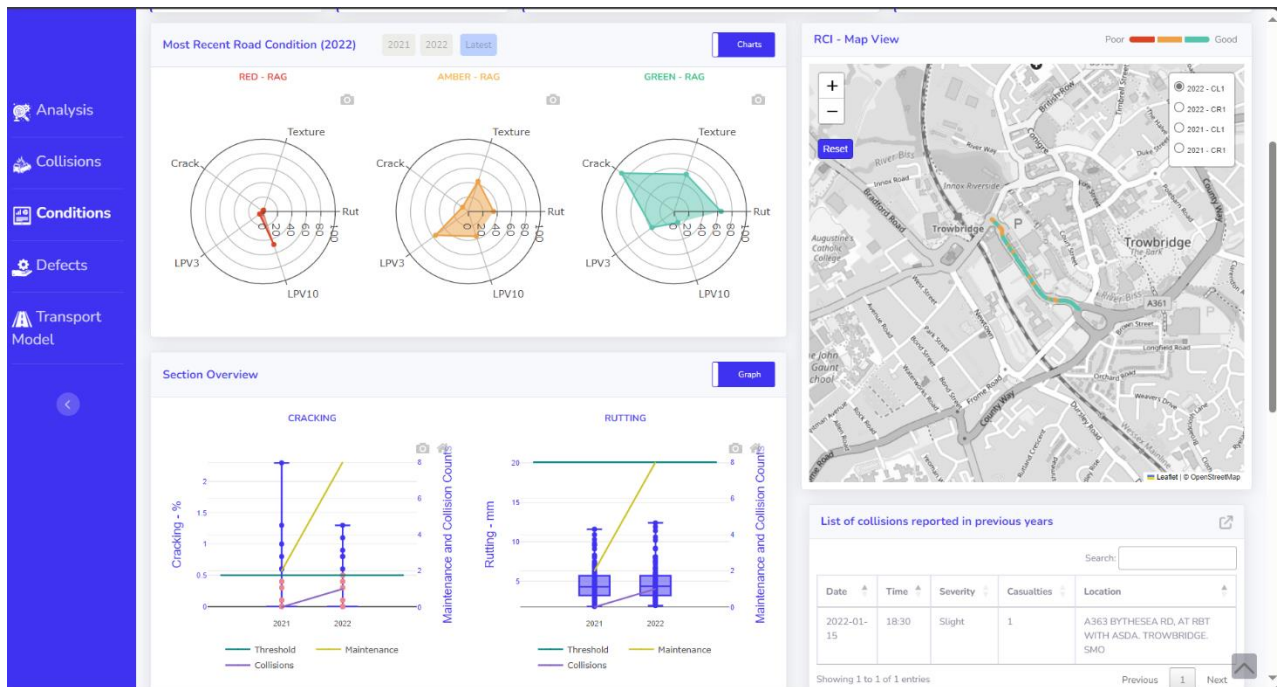


### Insights Engine

Wiltshire Council has been working collaboratively with AtkinsRealis to develop the Insights Engine – a map-based platform that combines multiple datasets such as machine condition data, pothole and defect data, road collision data and traffic model data enabling Highway Engineers to understand what is happening on the network and how the roads are performing.

A second phase of development is taking place this year to develop a road deterioration model that uses historical condition data to help predict future rates of deterioration across

the road network. This will provide Highway Engineers with the tools to understand when the most appropriate time is to intervene with treatments to prolong the life of the asset. Engineers will also be able to run multiyear budget scenarios to understand the impact of various spending levels on the present and future condition of Wiltshire’s roads.



## Innovation Examples

The highways contracts and Collaboration Forum allow for the Contractors to propose the use of innovative materials and ways of working. The use of which can result in a more robust longer lasting product, quicker site operations with less disruption to the public, or the use of more environmentally friendly products.

### Examples of innovations undertaken through the highways contracts.

#### Kiely Bros Ltd – Surface Dressing and Micro Asphalt Contract

##### KielyLock

This is a Road Surface Treatment used in conjunction with the traditional Surface Dressing process. The primary function of the treatment is to “Lock” the chipping into the road surface, which stops the ingress of water, and resultant damage to the treated road surface. The visual appearance of a KielyLocked site is akin to that of a “BlackTop” site, which is more aesthetically pleasing than normal surface dressing. The application of KielyLock is swift, minimising road closure durations and Road Markings can be applied 1 hour after completion of the KielyLock process.

KielyLock – has currently mainly been used on urban areas but we are considering its use it on some rural areas too in the new financial year.




#### Tarmac Ltd – Machine Surfacing Contract

##### ULTILAYER SAMI (Stress Absorbing Membrane Interlayer)

This is a fine graded asphalt containing a high proportion of premium Polymer Modified Binder (PMB). It is typically laid 25mm thick and is designed to offer exceptional flexibility. When tested by University of Nottingham’s Nottingham Transport Engineering Centre (NTEC) as part of a wider investigation into SAMI performance,

Utilayer SAMI – has been used in Westbury. Its shorter curing period allowed the road to be reopened and trafficked quicker than a traditional Geogrid membrane which would have required a 24 hour curing period.



	<p>ULTILAYER SAMI was shown to have fatigue resistance properties over 200 times better than conventional asphalt.</p>	
<p><b>Ultipave R</b></p>	<p>Ultipave R uses recycled tyres</p>	<p>A trial using Ultipave R is being considered once a suitable site has been determined.</p>
<p><b>Upton Specialist Tree Services Ltd – Arborist Contract</b></p>		
<p><b>Magni 6.30 Telehandler</b></p> <p><b>Westtech CS750 smart saw head</b></p>	<p>The Magni 6.30 Rotary Telehandler with Westtech CS750 Smart Saw Head has increased productivity and reduced cost per tree.</p> <p>The Magni has increased productivity by 540% as well as reduced the cost be per tree by over 70%.</p>	
<p><b>Timberwolf TW280HB Hybrid Chipper</b></p>	<p>The Timberwolf TW280HB Hybrid, has improved productivity.</p> <p>Hybrid Wood Chipper, has reduced fuel costs as well as lowered emissions without compromising on performance.</p>	
<p><b>Excavators Road Brushes &amp; Land Racks</b></p>	<p>Both the Road Brushes and Land Racks have increased efficiency on site and reduced time in the final stages of the project and manual labour when the site is being clear up.</p>	

**25m MWEP**

The additional height this MWEP provides allows mobile access to a wider range of areas and it can access areas with restricted space and has improved the safety of working at height.



**Reflow Software System**

The Reflow software system has increased productivity and reduced traveling time back to the office to update works packages allowing more time on site to survey trees and support operatives.



**Broughan 23ton 40m3 Hi capacity woodchip trailer**

This has add a 50% capacity when transporting wood chips and so provides additional efficiencies in fuel and travel time.



**Tree spade**

Often communities will plant trees to commemorate a special occasion and will be reluctant to see them felled if they are in the way of proposed development so the tree spade provides the ability to move small trees rather than fell them which is a massive plus for the community.



### 2.7t Excavator with Rotating Grab

Easily transported from site to site on a trailer towed by a 3.5t vehicle this machine provides the ability to mechanise a small-scale project efficiently and also react to call outs quickly.



## 27. Network Management Permit Scheme

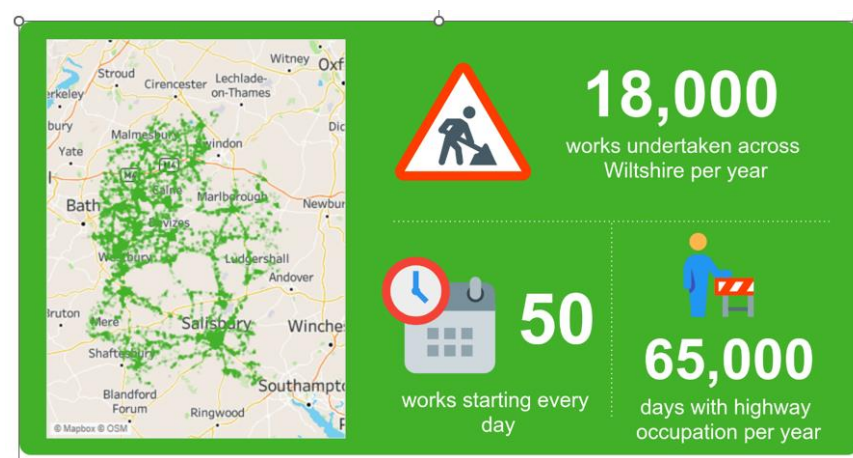
Wiltshire Council became a Permit Authority on 1st June 2020 following formal guidance from the Department for Transport (DfT).

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 Permit Schemes are meeting the initial objectives. The annual 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 minimize the disruption on the highway network.

The detailed Year 3 evaluation report demonstrates that the introduction of this scheme continues to provide a better understanding and visibility of the works that are taking place on the network and that the ability to analyse, challenge and apply conditions to permit applications continues to benefit all road users in Wiltshire. The summary of the Year 3 report evidences that the Scheme continues to be operated efficiently, with many processes and controls resulting in quantifiable changes to the planning and delivery of work on our highway network.

The full report can be found on our website [Road works permit scheme - Wiltshire Council](#)

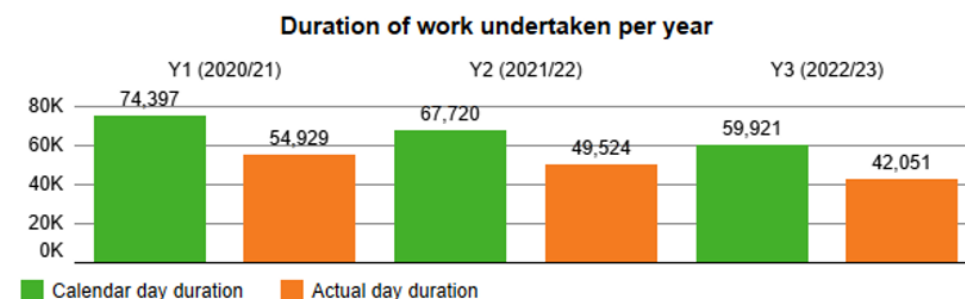
### Key findings in Year 3



24,382 applications assessed resulting in 18,000 works undertaken.  
65,000 days of highway occupation  
50 works starting every day.

Effective management of the permit assessment process has shown to be having a positive impact on the duration of the works year on year. (see chart below)

The chart below shows total duration per year, delineated by whole calendar days and actual duration.



Since the introduction of Street Manager in July 2020 (the government platform for all permit activities), Work promoters have been able to provide an activity type on their permit, identifying the type of work being undertaken, e.g. utility repair and maintenance works or disconnection or alteration of supply. This has provided more in-depth analysis of the works being undertaken.

The tables below show the proportion of works undertaken in both planned and emergency work categories in year 3, delineated by sector and activity type. The colour gradient (white to green) depicts the value (lower to higher) by sector.

#### Activity type per sector for planned work

Activity Type	Electricity	Gas	Highway	Other	Telecoms	Water	Total
Core Sampling			3.2%		0.0%	0.0%	1.0%
Disconnection or alteration of supply		0.1%	0.0%			0.1%	0.0%
Diversions works			0.0%		0.0%		0.0%
Highway improvement works			8.9%				2.7%
Highway repair and maintenance			86.3%	2.7%	0.0%	0.0%	26.6%
New service connection	2.2%	0.4%	0.1%	0.8%	1.0%	0.9%	0.7%
Permanent reinstatement	5.9%	7.8%	0.1%	1.7%	4.9%	5.0%	3.5%
Remedial works	3.6%	20.9%	0.6%	5.3%	14.0%	3.3%	6.6%
Section 50					0.0%		0.0%
Statutory Infrastructure Works			0.1%		0.1%	0.0%	0.0%
Utility asset works	1.7%	0.1%	0.1%	50.6%	20.3%	2.5%	8.3%
Utility repair and maintenance	86.7%	70.6%	0.1%	3.5%	59.7%	88.0%	49.6%
Works for Rail Purposes				35.3%	0.0%	0.0%	0.7%
Works for road purposes			0.7%				0.2%

### Activity type per sector for Immediate (emergency) work

Activity Type	Electricity	Gas	Highway	Other	Telecoms	Water	Total
Disconnection or alteration of supply		0.1%				0.0%	0.0%
Highway improvement works			2.1%				0.1%
Highway repair and maintenance			95.7%	10.7%	2.0%	0.0%	5.7%
New service connection						0.0%	0.0%
Permanent reinstatement					0.2%	0.0%	0.0%
Remedial works	0.3%	0.9%	0.3%		1.7%	0.1%	0.5%
Utility asset works				3.6%	10.2%	0.3%	2.2%
Utility repair and maintenance	99.7%	99.0%	0.3%		85.9%	99.4%	91.1%
Works for Rail Purposes				85.7%	0.1%		0.2%
Works for road purposes			1.6%				0.1%

#### Network Coordination and traffic management approvals.

Last year the team have worked collaboratively with internal promoters in coming up with innovative temporary traffic management solutions. An example of this was working with the Major Projects Team on the Salisbury Gateway Scheme in Fisherton Street, Salisbury, where a one way gyratory system has been used instead of what could have been very disruptive traffic lights with all the associated stationary traffic waiting at the red signals. The team are always pleased to be engaged early to explore innovative traffic management solutions and discuss alternative construction techniques to minimise disruption on the network. The expertise of the team was also used in helping resolve (with partners) parking problems in Salisbury that were causing significant reputational damage due to impactful major works in the Central car park.

Schemes such as the highly disruptive Wessex Water works in Staverton and Network Rail's bridge replacement scheme in Bradford-on-Avon were actively managed by holding regular update meetings with the promoters of these scheme to ensure they were on schedule with the program of works that had been agreed. If they were off schedule, ways of gaining back time were discussed and the team ensured the proper consultation/updates to the general public were undertaken.

#### Inspections of Utility works

Our six Street Works Technicians as part of their duties undertake a number of different types of inspections of street works on all works promoters. These inspections are whilst the works are in progress, following works completion and of non-compliant works. In 2023 they completed approximately 5700 inspections; this is lower than last year and is a result of the recent changes in Regulations. These changes reduce the number of inspections on utilities that perform well and increases inspection rates on those that have poor performance. Our inspection regime is known as being robust and with this approach we drive improvements in compliance and performance.

### Network Management Team – other works

Officers in the team deal with multiple other areas of work that help to ensure our network management duties are met.

### Events

The team get involved in many events that are held both on and off the highway and play a key role in ensuring that the traffic management deployed by the event organisers is as efficient as possible.

### Blanket Temporary Traffic Regulation Orders

The team have been instrumental in designing and introducing a Blanket Temporary Traffic Regulation Orders process. The blanket order process is still in its experimental stage and have continued to be used to great effect in delivering weather dependant operations such as surface dressing. Blanket TTRO orders can cover multiple road closures in various locations over long periods of time and offer the additional benefit of greater flexibility in delivering works programmes, with a significant reduction in the need for individual TTRO's. Last year this resulted in 18 blanket orders being processed, saving approximately 168 individual TTRO's.

The team have also been working closely with Wessex Water to use the blanket order process for one of their major mains replacement schemes in Devizes. Phase 1 of the scheme started during the Autumn 2023, and Phase 2 is to commence in the Spring 2024. The blanket order has accommodated the flow of the work by giving Wessex Water the necessary flexibility that standard TTRO's would not be able to provide and has minimised the administrative workload for the team. The blanket order process has been successful for this scheme, and both Wiltshire Council and Wessex Water have benefitted from it.

### Co-ordination of works for development control.

2023 proved to be another challenging year dealing with developers and their contractors. Our Development Works Coordinator in collaboration with our Development Control team delivered many S278 works on the highway network. Last year 45 sites on the highway network needed coordinating in some way to ensure they were delivering what they should and in a reasonable time frame to minimise disruption to the travelling public.

A large amount of work has been going on in and around Chippenham. The redevelopment of J17 of the M4 is now complete with new signal-controlled junctions to accommodate the new industrial park. Southpoint Industrial Park now has a new roundabout on the A350 to allow access to their site and has included certain dualling works ready for MJ Church to continue this dualled section in Summer this year. Patterdown Road is now closed to allow Redcliffe Homes, Wain Homes and Crest Nicholson to construct their S278 obligations. Hard work and planning was required to have these S278's align and have the road closed to reduce the inconvenience to the public and to ensure this road is open again for when the dualling works enter its more disruptive phases of construction.

### National and Regional contributions to industry work.

Two members of the Network Management Team have been fortunate enough to have been asked by JAG (the Highway Street works representative group) to sit on the DfT Working groups for the rewrite of some of the major Statutory Codes that govern the way Highway authorities and Utilities work together. The Code of practice for co-ordination of street and

road works, and the Code of practice for inspections both took several years of work and they have now been formally issued by the DfT. The team are continuing to contribute to the rewrite of the statutory Code of Practice that governs Safety at Street works which is due to go out to consultation at the end of 2024..The working groups are small, only 4-5 representatives each from Highways and Utilities so it has been a fantastic opportunity for Wiltshire to have been able to represent regional and national highway authorities interests and help shape the future of regulations covering Street Works.

**Project lead on application to the DfT for the powers to enforce moving traffic offences.**

The Network Management Team acted as project lead on the application to the DfT for the powers under Section 6 of the Traffic Management Act to enforce moving traffic offences, such as yellow box junctions, banned turns, environmental weight limits and no entry restrictions, via the use of ANPR cameras. Part of the statutory process involved a full public consultation exercise.

The survey was launched with a press release, social media campaign on Facebook and Twitter (X), and publication in the Members' newsletter, the Town and Parish newsletter and the Residents' newsletter, which is sent to approximately 27,000 Wiltshire residents. The news was featured on BBC Wiltshire, and in the Wiltshire Times, BBC News, Swindon Advertiser, Salisbury Journal and other local media.

The six week consultation generated a lot of interest and resulted in over 4000 comments being received which required a significant amount of time of detailed analysis. Following the approval of the Cabinet report the formal application for the powers was submitted to the DfT ahead of the deadline and we are now awaiting a decision which is due early Spring 2024.

Should the application be successful, the sites proposed for camera enforcement are:-

**Site 1 - Market Street / Castle Street, Trowbridge - No left turn except buses, taxis and cyclists**



**Site 2 - Town Bridge, Bradford on Avon - 18t weight limit**



**Site 3 - Roundstone Street, Trowbridge - Prohibition of vehicles except buses, taxis and cycles**



**Site 4 - Market Street, Bradford on Avon - Yellow Box marking**





## 2023 Wiltshire Council Highway Schemes

Wiltshire Council is responsible for the roads in the county, with the exception of the motorways, trunk roads and private streets. The Council's highway network in Wiltshire comprises almost 2,800 miles of road, 3.9 million square metres of footway, 1,000 bridges and over 50,000 streetlights.

Wiltshire Council as highway authority carries out a variety of schemes to keep the county's roads safe and to improve conditions for all road users. These include integrated transport, road surfacing, bridge, structures and drainage schemes. The priority is to keep the network safe, and a range of surveys and inspections are undertaken regularly in order to monitor the condition of the highway assets, and to help prioritise maintenance work. The road collision records are used to identify locations where consideration needs to be given to particular schemes to identify specific problems.

Improvement schemes are also identified through the Local Highway and Footway Improvement Groups (LHFIGs), which provide the opportunity for local communities, town and parish councils to raise concerns and help develop solutions.

This document contains a list of the highway schemes completed in 2023 and has been prepared to give an indication of the type, number and range of projects undertaken during the year.

### **Summary of Wiltshire Highways Achievements 2023**

- Resurfaced 32km of road.
- Retextured 9km of road to improve skid resistance.
- Resurfaced 2.4 km of footway.
- 63km of surface dressing carried out
- Carried out 600 bridge inspections
- Delivered over 180 schemes promoted through the LHFIGs

## List of Sites and Work 2023

Below is a list of the main sites where work was carried out in 2023:

### Road Resurfacing by Tarmac

- Cherry Orchard Lane, Salisbury.
- Willow Crescent, Broughton Gifford
- The Avenue, Warminster
- Lypiatt Road, Corsham
- New Road Northern Section, RWB
- A360 Devizes Road, Salisbury
- Old Blandford Road, Salisbury
- Forewoods Common to Holt
- Camp Road, Knook
- Dark Lane South, Steeple Ashton
- Hindon Lane, Tisbury
- Bishopstrow Village, Warminster
- Wise Lane, East Knoyle
- B3098 Westbury Road, West Lavington
- Church Lane Freshford
- High Street, Shrewton
- A350 Beanacre
- High Street, Chapmanslade
- A4 Bath Road, Chippenham
- A429 Corston to Malmesbury
- C56 Portway
- London Road, Calne
- Westbrook Close, Chippenham
- Crockford Road, West Grimstead
- A4361 Winterbourne Monkton
- A345 Woodbridge Rbt to Upavon
- Tidworth to Perham Down
- The Packway, Larkhill
- A352 Wedhampton Crossroads
- B3087 Burbage Road at Conygre Farm
- A338 Tidworth
- A350 Westbury
- Oxford Road Calne
- The Street Farley A30 West of C25 Ansty Junction
- A350 Semington Bypass Phase 3 – Milkchurn Roundabout
- The Borough Downton
- Southampton Road Alderbury
- Forest Lane Upper Chute
- Imber Road Warminster
- A350 Semington Littleton Roundabout
- Astley Close Pewsey
- Shallowbrooks Lane Sopworth
- Bulls Lane Corsham
- The Avenue Wilton

- High Street, Malmesbury
- Church Road, Derry Hill
- Queensway
- A429 Corston Village

### **Surfacing Sites by Miles Macadam**

- Queensway Melksham

### **Surface Dressing by Kiely Brothers**

- C122 Whitehill Lane, Rwb
- Cock Road , Rowde
- C267 Wootton Rivers Triangle / Over Bridge / After Junction
- C74 Shalbourne Road Oxenwood
- B3097 - Dursley Road/Church Road Hawkeridge
- B3414 Bath Road Warminster
- Shoddeson Lane Ludgershall
- Bentham Lane Purton Stoke
- C28 Restrop Road Purton - C28 To Lydiard Green
- A342 Charlton St Peter Junction -- Tbc
- Gasper St Stourton
- Joint Before Humber Lane Junction
- A338 New Surface Joint Before Lights
- B3109 Norbin/Wild Cross
- High Street Porton
- B3098 - 40 Mph East To 30 Mph Little Cheverell
- A420 Bristol Road Chippenham
- C183 Alcombe To County Boundary
- C16 Stone Lane 30 - 30 East / Lydiard Millicent - Swindon
- A361 A363 Bradley Road R/Bout - Cut Short - Stress
- Cley Hill Corsley
- C321 - 30 Mph Pitton To A30 Figsbury Ring
- Biddesdon Lane Ludgershall
- Ladbrook Lane Corsham
- Doncombe Lane Colerne
- B390 30 Gateway At Chitterne
- Junction For Maiden Bradley / Cover Lines
- A336 Shute End Road Alderbury
- Waterhay Road Ashton Keynes
- The Mermaid Bushton
- Lockeridge Village
- Furzehill - Station Road Corsham
- Tutton Hill Colerne
- Jones Hill Bradford On Avon
- The Rank North Bradley
- C281 Longbridge Devrell - Maiden Bradley
- A363 Westbury Road Yarn Brook
- New Mill - Rail Under Bridge Through Village
- Stops Hill / Hindon Lane , Fonthill Gifford
- Bratch Frm - North Lodge - Newtown

- A30 - Horwood Lodge - Quarm Farm , Ansty
- C318 Jobbers Lane , Tisbury
- Hamptworth Road Hamptworth
- Homington Road Odstock

### **Micro Asphalt by Kiely Brothers**

2023/2024 Programme due to commence in February 2024.

### **Carriageway Repairs in preparation for potential surfacing next year**

- C14 N Of Twatley Farm Malmesbury
- Shipton Lane Great Somerford
- C45 Dover Lane & The Grn - Dauntsey To Somerford
- C27 Nw To County Boundary Willesley
- C123 - Breach Lane (C123) (C110 South To C120) Rwb
- C15 Withey Bed Lane - Bushton
- Falcon Road/Heron Close/Martin Way Calne
- C180 & C170 Sheldon To A420 Allington Bar
- Eden Grove, Whitley
- Rutland Crescent Trowbridge
- Ashmead Trowbridge
- Melton Road Trowbridge
- Langford Road Trowbridge
- Victoria Road (Spine) Trowbridge
- Kings Road (Sharp Bend To 30 Mph) Easterton Market Lavington
- C242 - Berhills Lane Seend
- Castle Road Bratton
- Fairwood Rd C229 - Westbury
- C331 Grimstead Road - Grimstead
- C277 Sandhills Road - Teffont Magna To Dinton
- C279 Butts Lanes & Dukes Lanes - Kilmington
- Uc Ben Lane Farley
- Uc Bells Lane Zeals
- A338 - Burbage, Grafton Road , East Grafton
- A345 - A354 Marlborough Prospect Village
- B3089 Angel Lane, Hindon
- Snarlton Lane, Melksham
- Vicarage Lane Upavon
- Duck Lane & The Avenue Salisbury
- Woodmarsh Road North Bradley
- Loop Road Hoopers Pool Southwick
- C12 Fifield Bavant
- High Street Codford

### **Road Retexturing Sites**

- A4361 C121 (The Weir X-Rds) To C121/Uc (Salthrop X-Rds)
- C6 Entrance Eastridge Farm To County Boundary
- B3087 Ball Road Northeast To 30 Mph Pewsey

- C12 40 Mph To End 30 Mph Limit Bishopstone
- C12 New Town Broad Chalke To Uc Stoke Farthing
- C502 Snowberry Lane (Spa Rd Rbt To Rosemary Way Rbt)
- A350 Chequers Rbt (A4/A350) Chippenham
- A350 Golf Course Rbt Southbound To Safeway Rbt
- A30 Sutton Hill (Buxbury Farm) To C64 (Scotland Blds)
- A30 Rookley Lane To Sutton Hill (Buxbury Farm)
- A3102 Lowbourne Mini Rbt To Forest Road
- A350 U/C At Hart Hill Farm To C308 (To Hugglers Hole)
- A4 Beckhampton Roundabout To B4003 (To Avebury)
- A4 Beckhampton Roundabout To B4003 (To Avebury)
- A429 C80 (Five Lanes X-Rds) To C92 (To Hankerton)
- B3109 C215 At Wild Cross To Uc Cats Lane
- B3092 C278 High Street To C55 Stourton Lane
- B3092 C55 Stourton Lane To C341
- B3109 Track To Ford Farm To C214 To South Wraxall
- B3109 Uc Cats Lane To Track To Norbin Farm
- B3109 Track To Norbin Farm To A365
- B390 Track Chitterne Down To Maddington Farm
- B4069 30mph Sutton Benger To 30mph Christian Malford
- B4192 C188 Whittonditch To C6 Knighton
- C189 C191 Stock Lane To Entrance Dudmore Lodge
- C234 C227 To 30 Mph Southwick
- C50 Entrance To Club House Northwards To Track Left
- A350 C307 North To C58 East Knoyle
- B3087 A345 Pewsey To Ball Road
- B3089 A350 TWO MILE DOWN TO 30 HINDON To 30 HIND
- B3092 Uc Crab Lane To C278 High Street
- B3109 Track To Norbin Farm To A365
- B3109 Uc Westwood Road Ne To 40 Mph Corsham

## Road Repair Sites

Localised repairs to damaged carriageways and potholes at:

- Plaice Farm Court Street Tisbury
- Portway, Warminster - Reactive Patching
- B3092 Church Street, Maiden Bradley - Reactive Patching
- A350 Bitham Roundabout, Westbury - Reactive Patching

- A350 Warminster Rd, O/S New Champion, Westbury - Reactive Patching
- A350 Frome Road, Southwick - Reactive Patching
- Bond Street, Trowbridge - Reactive Patching
- C49 West Ashton Road - Reactive Patching
- B3107 Monkton Rail Bridge - Reactive Patching
- B3107 Challeymead, Melksham - Reactive Patching
- Station Approach, BOA - Reactive Patching
- Vicarage Lane, Steeple Ashton - Reactive Patching
- Wiltshire Crescent, Melksham - Reactive Patching
- Bridge St, BOA - Reactive Patching
- Snarlton Lane, Melksham - Reactive Patching
- C6 Home Farm, Mildenhall - Reactive Patching
- Spirt Lane, Calne - Reactive Patching
- Park Lane, Cherhill - Reactive Patching
- A350 Notton, Lacock - Reactive Patching
- A365 Turnpike - Reactive Patching
- Milford Mill Road, Salisbury - Reactive Patching
- C330 The Plantation, Winterslow - Reactive Patching
- Bodenham Bellmouth - Reactive Patching
- A4, West Kennet - Reactive Patching
- A346 Salisbury Rd, Marlborough - Reactive Patching
- B4192 Crab Lane, Chilton Foliat - Reactive Patching
- C6 Newton, Ramsbury - Reactive Patching
- Kings Ave, Corsham - Reactive Patching
- Coulston Road, Corsham - Reactive Patching
- Cacklebury Road, Chippenham - Reactive Patching
- B3087 Burbage Rd, Easton Royal - Reactive Patching
- C8 Allington - Reactive Patching
- Exit/Entrance Aldi, Trowbridge - Reactive Patching
- C10 Wishford Rd, Water Ditchampton - Reactive Patching
- Ivy Mead and Water Street, Mere - Reactive Patching
- Adj Boundary House, Shaftesbury Rd, Mere - Reactive Patching
- Savernake Drive, Wansdyke, Calne - Reactive Patching
- Bagbury Lane, Lydiard Millicent
- Compton Road, Compton Bassett
- Plough Lane, Kington Langley
- B3107 Challeymead – Heat stress repairs
- Mane Way Westbury
- Queen Street Braydon

## **Bridges**

In 2023 approximately 600 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 Councils bridge stock is currently rated as 'good'.

### **Major bridge works were undertaken at:**

- A4, Corsham – Partial reconstruction of failed highway retaining wall
- Harnham Bridge, Salisbury – Joint replacements
- St. Johns Footbridge, Steeple Langford – Abutment repair
- A360 Shrewton, Salisbury – Post and rail repairs
- Easton Grey, Malmesbury - Parapet repair following vehicle collision
- Baldham Mill, Seend - Parapet repair following vehicle collision
- Kennet Bridge, Marlborough - Parapet repair following vehicle collision
- Ford Bridge, Laverstock - Parapet repair following vehicle collision
- Heron Layby, Devizes - Parapet repair following vehicle collision

In addition, minor maintenance works such as repointing masonry, timber parapet repairs, vegetation clearance etc were undertaken on bridges throughout the county.

### **Drainage and Flood Alleviation**

Drainage works to upgrade or repair drainage systems was carried out at:

- Ashton Keynes
- Atworth
- Bishopstone
- Box
- Bradford on Avon
- Bulford
- Castle Eaton
- Chitterne
- Clyffe Pypard
- Coombe Bissett
- Corsham
- Ford
- Hook
- Kepnal
- Landford
- Lea & Cleverdon
- Malmesbury
- Melksham Without
- Purton
- Rode
- Royal Wootton Bassett
- South Wraxall
- Southwick

- Staverton
- Warminster
- Yatton Keynell

### **Traffic Signal & Pedestrian Crossing Refurbishments**

- A338 Harnham Gyratory; Traffic Signal Refurbishment
- A338 Tidworth, Pennings Road; Pedestrian Crossing Upgrade
- Calne, Oxford Road / The Pippen; Pedestrian Crossing Upgrade

### **Trowbridge Future High Streets Fund**

- Trowbridge Church St/Union Street; Signal removal and public realm improvement
- Trowbridge Castle Street; Public Realm Improvement

### **Local Highway Footway Improvement Group**

In excess of 180 LHFIG schemes completed including...

- Bulford High Street / Salisbury Street; Dropped Kerb Crossing
- A4 Quemerford; Footway Improvements
- Calne, Sandpit Road / Comet Crescent; Improved footway link and crossing point
- Chippenham, Parliament Street; Cycle link construction
- Chippenham; Town Wide dropped kerbs
- Neston 20mph Assessment & Implementation
- Corsham Waiting Restriction Review
- Devizes, Downlands Road; Dropped Kerbs
- Wedhampton 20mph Assessment
- B4042 Lea; Junction Road Markings
- Marlborough, Cherry Orchard; Steps
- Melksham, Berryfields; Bus Stop Improvement
- A345 Upavon Village centre; Lighting and signing upgrades
- Salisbury, Glyndebourne Close; Dropped Kerbs
- Sutton Mandaville, Glasses Lane; HGV Signs
- Cholderton Grately Road, Village Gateway
- A342 Ludgershall High Street; Footway Improvement
- Southwick, Goose Street / Brokerswood Road; New footway
- A350 Upton Scudamore; Bus Shelters
- Westbury, Wellhead Drove; 30mph Speed Limit extension
- Cricklade, Chelworth Crossroads; Signing Improvements



### **Substantive Local Highway Footway Improvement Group (formally CATG)**

- B3098 Westbury, Bratton Road; Priority Narrowing & Ped Improvement
- A342 Rushall Phase 2; New Footway
- A338 Tidworth South Drive / Rorkes Drift Drive; Footway and Pedestrian Refuge Island
- Quidhampton, Lower Road; Footway
- Holt, The Midlands; Footway widening and 20mph implementation.

### **Other Funded (S106, Highways England etc...)**

- Calne Abberd Brook, – Shared use path
- A429 Kingway Bridge – review of advance signing for low bridge
- A338 Bodenham Bypass – review of traffic signing
- A354 Route Study – completion of signing review
- County wide review of signing at Fords

### **Taking Action on School Journeys**

- Trowbridge Newtown – Zebra to Signal controlled crossing
- Broad Hinton - Crossing Point Improvements
- 2 Feasibility Assessments

### **Safety Schemes**

- A362 Route Study; Completion of signing review
- A360 / C283 Stoford Crossroads
- A361 / C50 Bishops Cannings
- B4695 / C2 / C85 Ashton Keynes Spine Road

### **General**

- Refurbishment of centre lines on A class roads in South of County
- 169 Traffic Signing & Road Marking Schemes

This page is intentionally left blank

# Wiltshire Highway Investment Plan 2024/25



March 2024

# Wiltshire Highway Investment Plan 2024/25

## Executive Summary

Extreme heat, flooding and severe winter weather have caused significant damage to some of Wiltshire's roads in recent years. This has needed additional resources to be deployed to address potholes and defects in the short-term, and in the longer term requires a significant investment and expanded programme of planned road repair and resurfacing.

The condition of the county's 2,829 miles (4,554 km) of roads has been improving in recent years but has been adversely affected by the extreme weather. Despite the recent deterioration, the condition surveys indicate that the overall condition of Wiltshire's Classified Road Network (A, B and C Class Roads) is similar to, or better than, the average road conditions in other South West highway authorities, and is better than the national average.

In response to the damage to the road network nationally, the Department for Transport (DfT) has increased funding for 2024/25 with the Council receiving funding from the Highways Maintenance Block and Pothole Fund (£20.7m) and the recently announced Road Surfacing Fund (£2.6m in 2023/24 and £2.6m in 2024/25).

This is being augmented by Wiltshire Council's own additional capital funding (£10m over two years) and represents a significant investment in maintaining the county's road network.

A variety of surfacing processes and treatments will be used which have been selected based on technical surveys and site inspections to ensure cost effective maintenance of the carriageways and to address identified road safety issues. The council has robust processes in place to monitor road conditions and skid resistance in order to identify priority sites in need of treatment, which can be included in a substantial programme of planned works.

The Council coordinates its work on the road network with that of the public utilities and others to avoid abortive work and to prevent unnecessary damage. Where works by public utilities take place on the network, a robust inspection regime for works and reinstatements is in place.

The Council remains committed to the good management of its highway assets and has been implementing asset management principles for many years and will continue to innovate, apply, and develop good asset management practices, leading to more effective management of the network.

An extensive programme of road surfacing and treatment has been developed for 2024/25 (See **Appendix B**), and a provisional surfacing programme has been identified for future years.

# Wiltshire Highway Investment Plan 2024/25

## Contents

<b>Introduction</b> .....	4
<b>Weather damage to the road network</b> .....	6
<b>Road Condition Surveys</b> .....	12
<b>Road Conditions in Wiltshire</b> .....	13
<b>Classified road conditions by area board</b> .....	19
<b>Comparison with national averages by area board</b> .....	28
<b>Unclassified Road Conditions</b> .....	30
<b>Future Programmes of road maintenance</b> .....	32
<b>Skid Resistance Surveys</b> .....	33
<b>Road resurfacing programme</b> .....	34
<b>Network Coordination and Streetworks</b> .....	37
<b>Innovation</b> .....	38
<b>Highway Maintenance 2022/23</b> .....	41
<b>Highway Maintenance 2023/24</b> .....	43
<b>Highways Maintenance Funding 2024/25</b> .....	44
<b>Road Maintenance Priorities 2024/25</b> .....	45
<b>Proposed Highways Maintenance Budget 2024/25</b> .....	46

**Appendix A – Budget Allocations**

**Appendix B – List of Proposed Schemes for 2024/25**

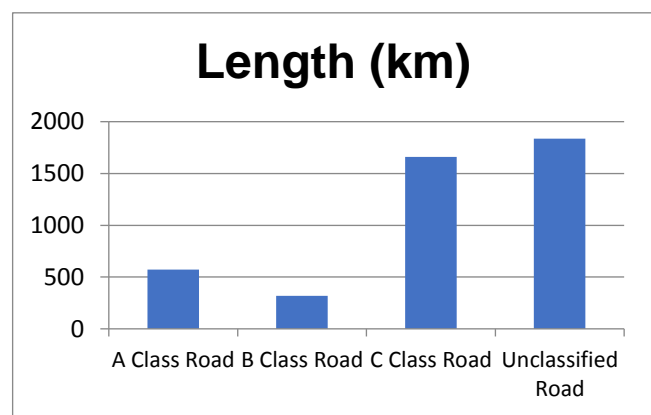
## Introduction

Most of the road network in Wiltshire is the responsibility of Wiltshire Council as local highway authority. The motorways and trunk roads (M4, A303, A36 and A419) are the responsibility of National Highways, and there are some private roads owned by housing associations, businesses and the Ministry of Defence.

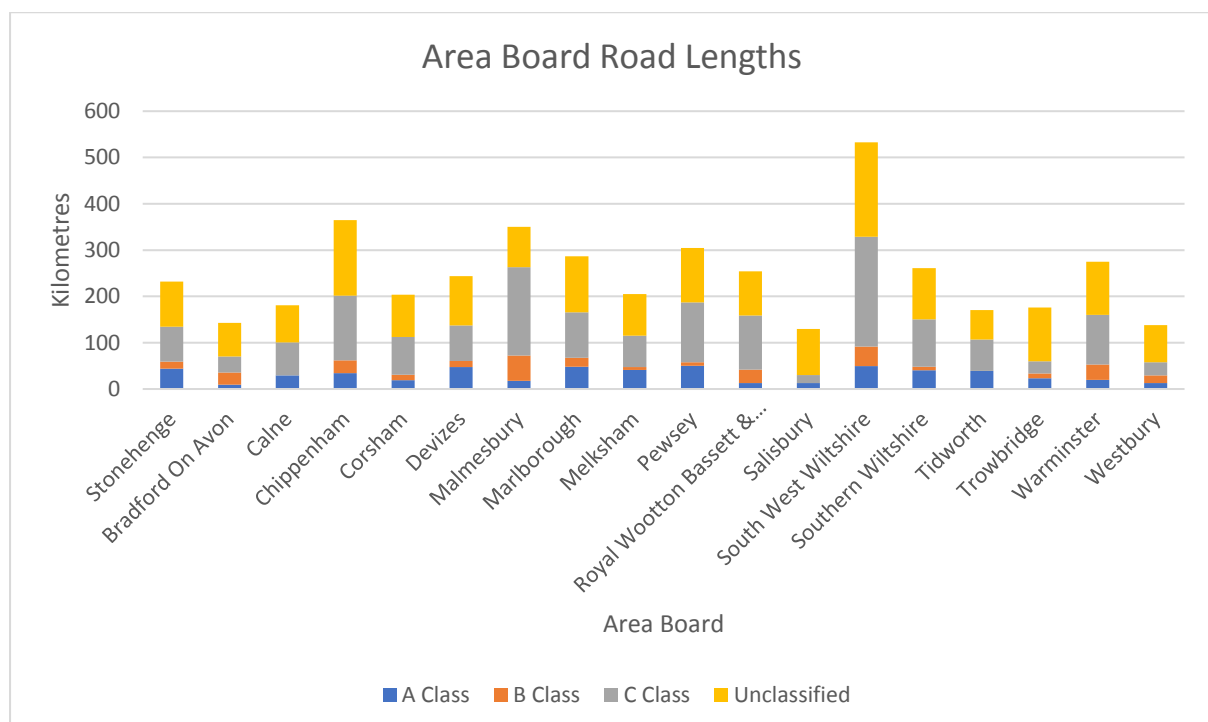
The local highway network in Wiltshire comprises over 2,829 miles (4,554 kilometres) of road which are vital for businesses and communities. The highway infrastructure in Wiltshire is the Council's most valuable asset and its lack of availability can have a considerable impact on communities and the economy.

The A and B class roads are a small proportion of the network but they carry the most traffic and have a higher number of accidents.

Description	Length
Principal A Class Road	557km
B Class Road	321km
C Class Road	1,669km
Unclassified Road	2,007km
<b>Total</b>	<b>4,554km</b>



The lengths of road in each Area Board vary considerably, with different proportions of road types, topography, and geological conditions.



The condition of the roads is important to the public as is clearly demonstrated by the results of the annual National Highways and Transportation (NHT) surveys and the concerns about their condition expressed by road users, residents, and organisations.

The county's roads have mainly evolved over the years, with only a small proportion having been designed and constructed to accommodate modern loadings and traffic volumes. In the past there has been under investment in maintaining the highway network nationally, which resulted in a backlog of maintenance and consequently road maintenance has been a challenge, especially in extreme weather conditions.

Wiltshire Council recognises the importance of maintaining and managing its highway network effectively and has been making significant investments in improving the condition of its highway assets.

The Council is committed to the good management of the highway asset and for many years has been implementing asset management principles set out in 'Well-managed highway infrastructure: a Code of Practice' commissioned by the Department for Transport and prepared by the UK Roads Liaison Group. The Council will continue to apply these and develop good asset management practices, leading to more effective management of the network.

Wiltshire's Highway Asset Management Policy was originally adopted by the Council's Cabinet in 2015. It is a high-level document which established the Council's commitment to infrastructure asset management and demonstrated how an asset management approach aligns with the authority's corporate vision and strategic objectives.

The adopted Wiltshire Highways Asset Management Policy is:

*Wiltshire Council is committed to adopting the principles of asset management, and will take a long term view when making maintenance and investment decisions. The asset management approach will deliver value for money and maximise the benefits for future prosperity by ensuring the right investment decisions are made. It will assist in targeting resources and managing risks associated with the statutory duties to maintain the highway infrastructure.*

The policy remains relevant to the management of the highways assets and guides the development of this investment plan.

## Weather damage to the road network

The periods of extreme weather in recent years have caused extensive damage to the roads in some locations and seriously accelerated their deterioration. The periods of hot summer weather, particularly in 2022, caused high road surface temperatures, resulting in some surfacing materials starting to melt and deformation occurring in some of the usually more robust surfaces.

High rainfall and flooding have also caused damage, and this has been exacerbated by cold weather causing freeze and thaw cycles, particularly over the winter 2022/23, which have resulted in some roads starting to disintegrate and potholes and other defects to form.

The increase in the number of potholes has been a problem nationally and has been reported in the press, media, and by the motoring organisations who have been particularly concerned about increased vehicle damage and safety implications. Wiltshire has also experienced a significant increase in potholes recently.

### Potholes and carriageway defects

The potholes, damage or delamination of the surface are often concentrated where public utilities have previously excavated in the road and where there are local ground conditions or weaknesses in the road construction.

Regular Safety Inspections of the highway network are carried out by the Council's highway teams to identify defects likely to create danger or serious inconvenience to users of the network or the wider community. Other defects are reported by the public through the MyWilts online reporting system. Some defects require urgent attention within 24 hours, but there are those where the locations and sizes are such that longer periods of response are acceptable.

Resurfacing a road rather than repairing individual potholes would give a better appearance and last longer. However, there are significant costs associated with resurfacing roads, and it is not feasible to resurface roads when a repair is required immediately. Sometimes a repair using tub material, or smaller repairs by a mobile repair gang or Parish Steward, are needed to keep the roads safe until they can be scheduled as part of the ongoing road surfacing or repair programmes. The repairs may not look attractive, but their purpose is to keep the road safe.

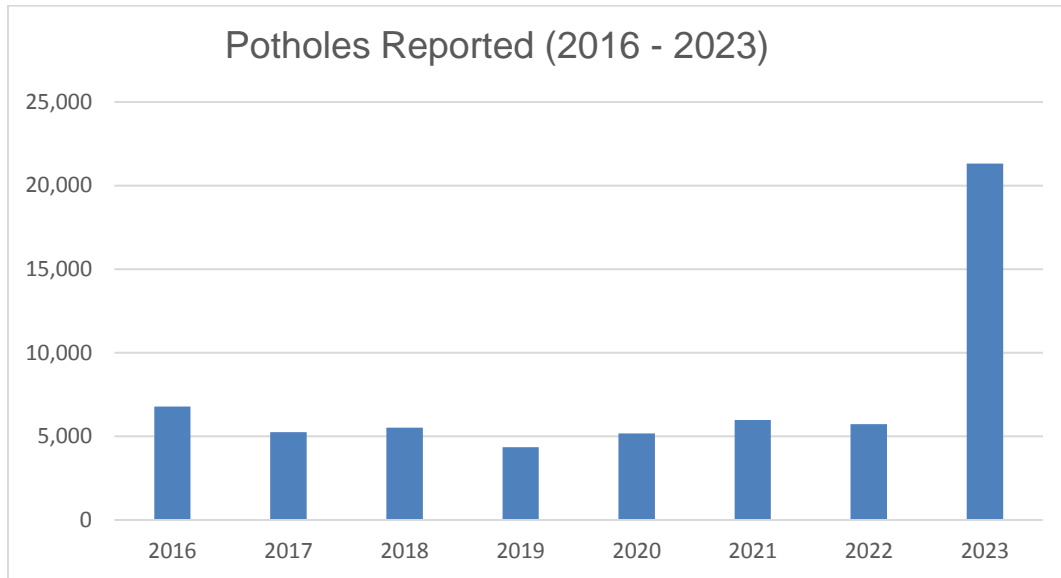


*Often a repair using tub material is needed to keep the road safe. These repairs may not look attractive, but they do help to keep the road safe.*



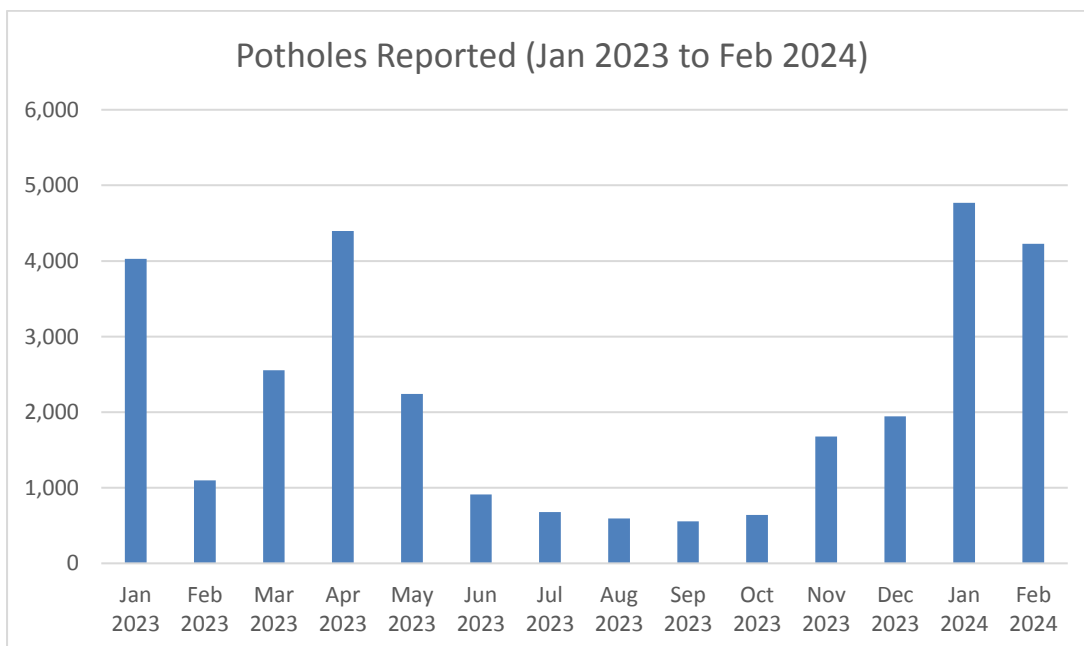
## Pothole Reports

The number of reports of potholes on the road network increased dramatically in 2023 following the hot and dry summer periods, very cold winter weather and persistent heavy rain.



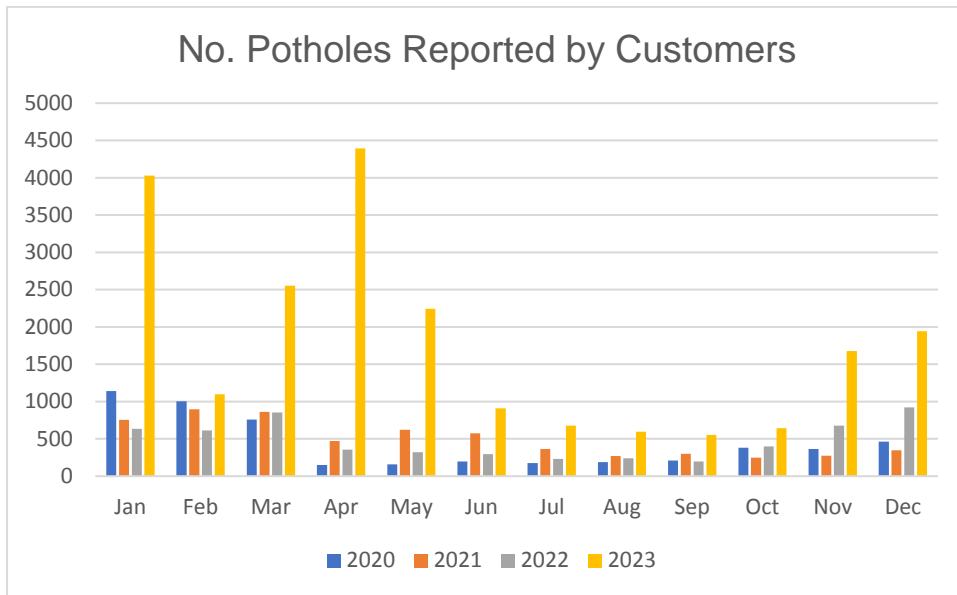
The number of potholes reported by the public increased from an average of about 5,500 per year in the previous 7 years to over 21,000 in 2023, which may include some duplicate reports but is still a significant increase.

In 2023 the number of pothole reports followed the familiar pattern of increased numbers following the winter, but there was also a significant spike in reports in the spring because of weather damage which greatly exceeded the usual number of reports at that time of year.



The number of pothole reports in the first two months of 2024 have increased significantly and are even higher than those in the same months in the previous year.

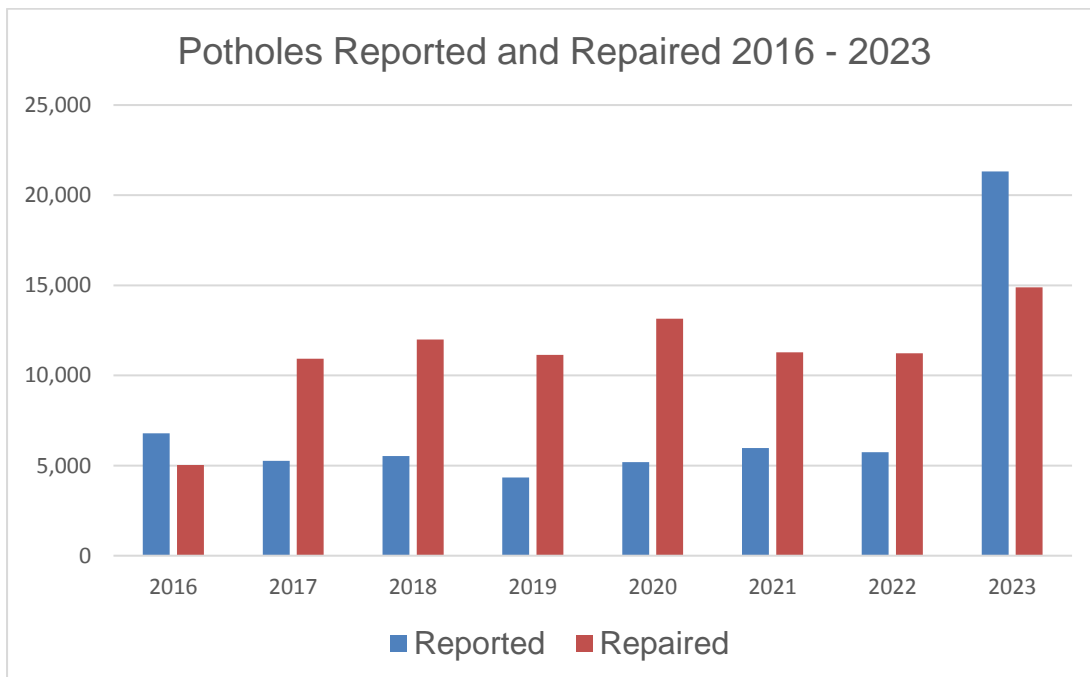
The number of pothole reports in 2023 for each month were higher than for the equivalent months in previous years, and in some months was significantly higher.



This trend of above average pothole reports is continuing into the start of 2024.

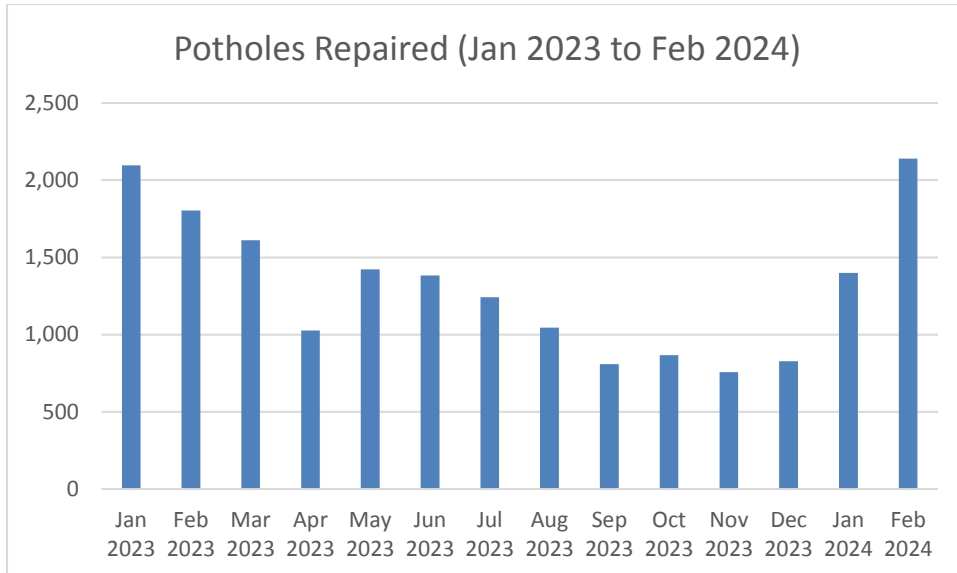
### Pothole Repairs

Since 2016 the number of potholes being repaired by the council has significantly exceeded the number being reported by the public as safety inspections have identified and repaired many of the potholes before they were reported.



In 2023 this situation changed when despite more potholes being repaired there was a massive increase in pothole reports, which far exceeded the number being repaired. This was also experienced by most other highway authorities and the increase in potholes was widely reported in the press and the media.

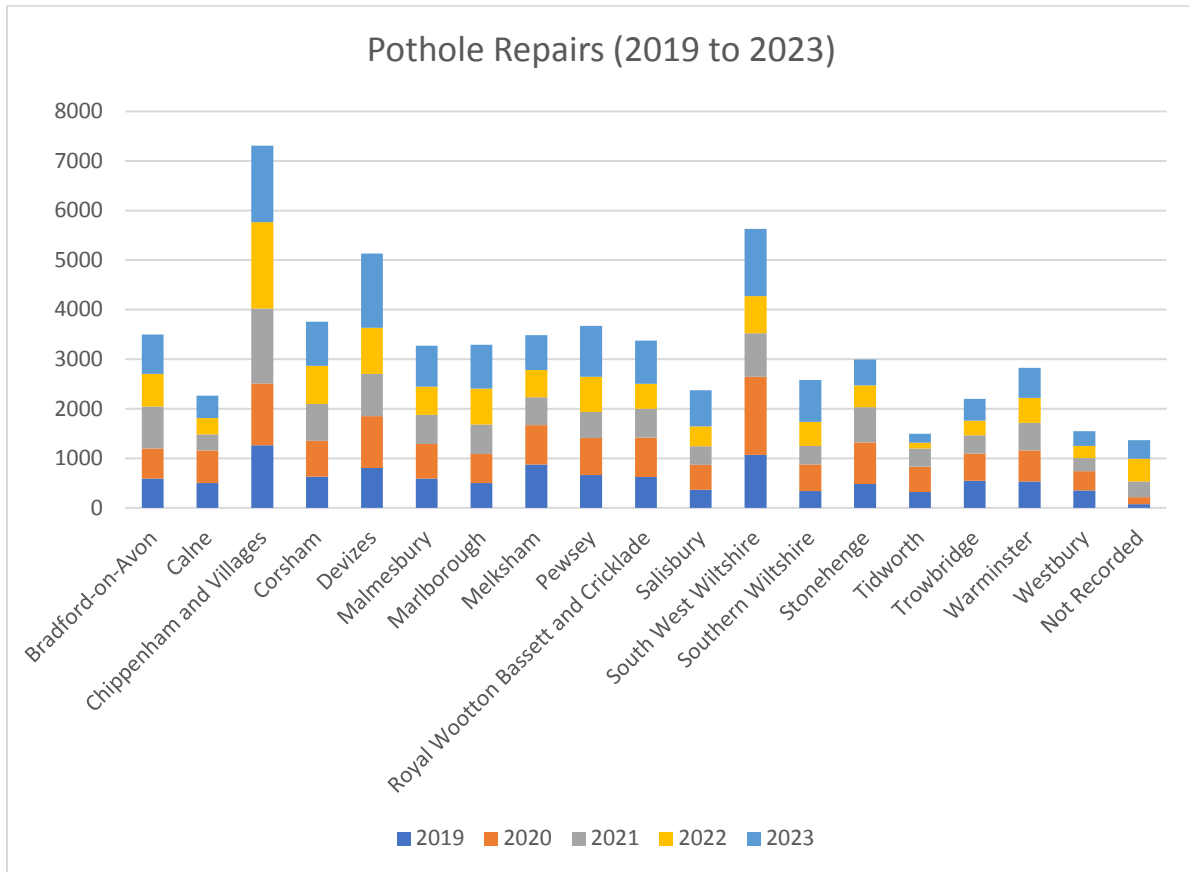
At times of increased potholes on the roads, additional resources are diverted to pothole repairs. As well as the usual teams working to fix potholes, the council sometimes diverts its Parish Stewards or other resources to focus on mending potholes, but this does adversely affect the delivery of the other services they provide.



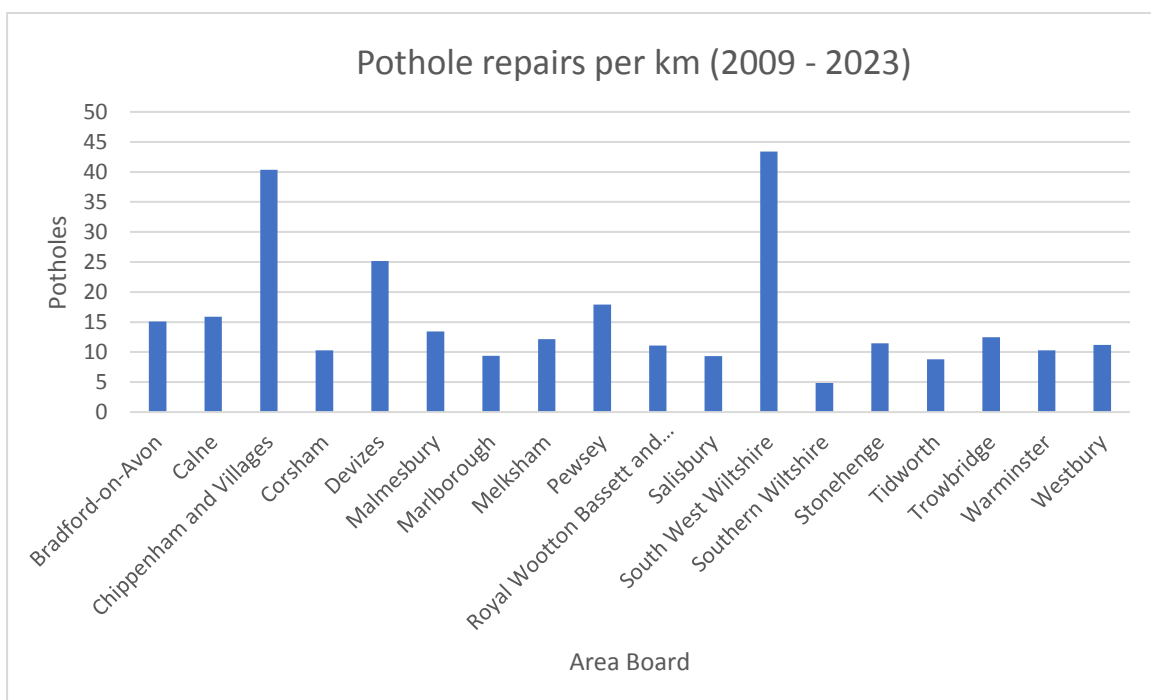
In order to catch up with the recent increase in potholes, resources have been increased in order to ramp up the number of repairs being undertaken.

## Potholes by Area Board

The number of potholes on the roads in each Area Board varies from year to year. Over the last five years Chippenham has had the most pothole repairs, followed by South West Wiltshire and Devizes.



The number of pothole repairs per kilometre of road between 2009 and 2023 were highest in the Chippenham and South West Wiltshire Area Boards.



## Potholes and Road Classifications

The numbers of potholes on the different classifications of road were analysed for last financial year (2022/23). It should be noted that the number of potholes in 2023/24 is likely to be considerably higher, and the distribution may be slightly different, but the 2022/23 figures do give an indication of the distribution. The number of potholes by road type in Wiltshire for 2022/23 were:

Road Class	Percentage
A	19.01%
B	10.51%
C	35.32%
UC	35.16%
<b>Total</b>	100.00%

The C Class and Unclassified roads had over 70% of the potholes in 2022/23, but it should be noted that the A and B Class roads had the highest number of potholes per kilometre.

Road Class	Potholes	Length (km)	Potholes per km
A	2,026	557	3.64
B	1,120	321	3.49
C	3,765	1,669	2.26
UC	3,748	2,007	1.87

The expenditure on pothole repairs in 2022/23 was £904,304.51, which represented an average cost of £84.84 per pothole. In addition, there was expenditure of £544,243.59 on larger patching and localised carriageway repairs.

The expenditure on reactive repairs in 2022/23 was about 11% of the carriageway maintenance budget which was broadly in line with previous years. In general, repairing potholes is less cost effective than resurfacing, but is sometimes necessary in order to keep the roads safe until planned maintenance can be carried out.

Whilst there is a case for increasing funding for pothole repairs, it should be noted that in the longer term this would be less cost effective than a programme of surfacing and planned maintenance.

The best way of reducing the number of potholes would be to improve the overall condition of the road network. Having a good understanding of carriageway conditions is vital in order to be able to target major repairs effectively and use the available resources in the most cost-effective way.

## Road Condition Surveys

The road network is surveyed to determine its condition and identify sites for treatment. These surveys also enable road conditions to be benchmarked against other local authorities using on the Department for Transport (DfT) approved methodologies.

The surveys used are the Surface Condition Assessment for the National Network of Roads (SCANNER) surveys, which were developed to provide a consistent method for measuring the road surface condition of classified roads in the United Kingdom. The survey helps build a detailed knowledge of the current road condition and provides data that can be used to help inform and improve maintenance decisions.

The SCANNER survey collects surface and geometric data using vehicle mounted lasers and downward facing cameras. Forty-three parameters are collected and reported including:

- Road roughness (profile variance)
- Transverse profile and rut depths
- Alignment (horizontal radius, gradient and crossfall)
- Edge condition
- Cracking
- texture

A ruleset of thresholds and weightings is applied to the data to produce a Road Condition Indicator (RCI) score which characterises the condition of the road network based on three categories from good to poor. This score is reported to the Department for Transport as a percentage of the network that falls into each of the three categories.

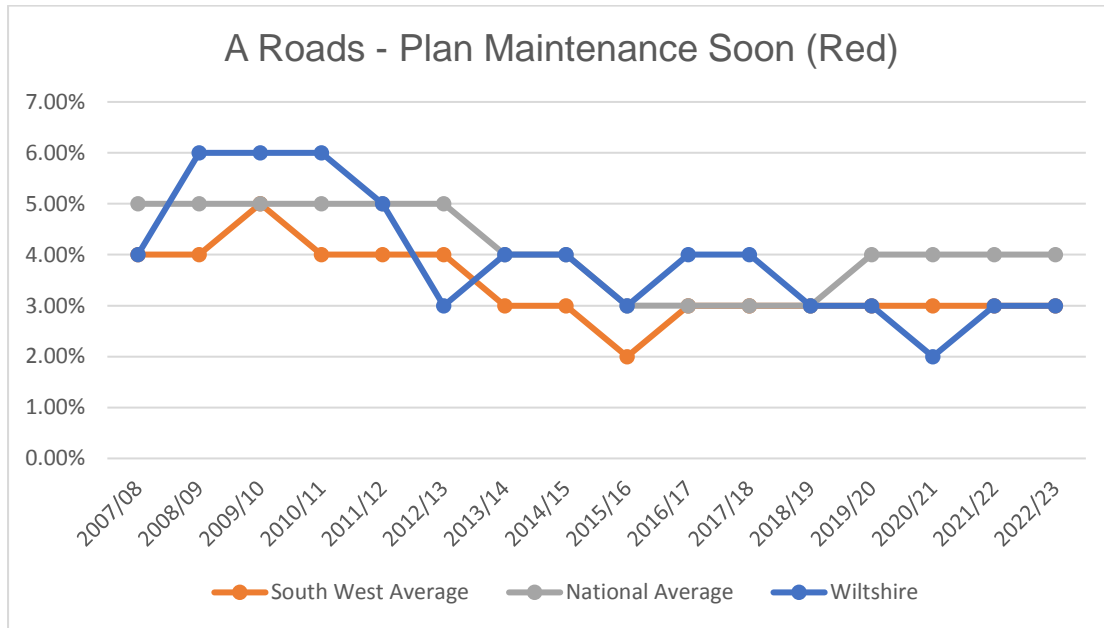
The RCI score parameters and category definitions are described as:

RCI Score	Definition and Condition	Colour
<40	Lengths where the carriageway is generally in a good state of repair.	Green – Generally good condition
40 to 100	Lengths where some deterioration is apparent which should be investigated to determine the optimum time for planned maintenance treatment. There may be justification for carrying out lesser maintenance treatment sooner, rather than more extensive treatment later, in order to minimise whole life costs.	Amber – Plan investigation soon
>100	Lengths in poor overall condition which are likely to require planned maintenance soon on a worst first basis. There may be justification for postponing major repairs and only carrying out minor repairs to keep the road safe and serviceable, in order to minimise whole life costs i.e. economic prioritisation.	Red – Plan maintenance soon

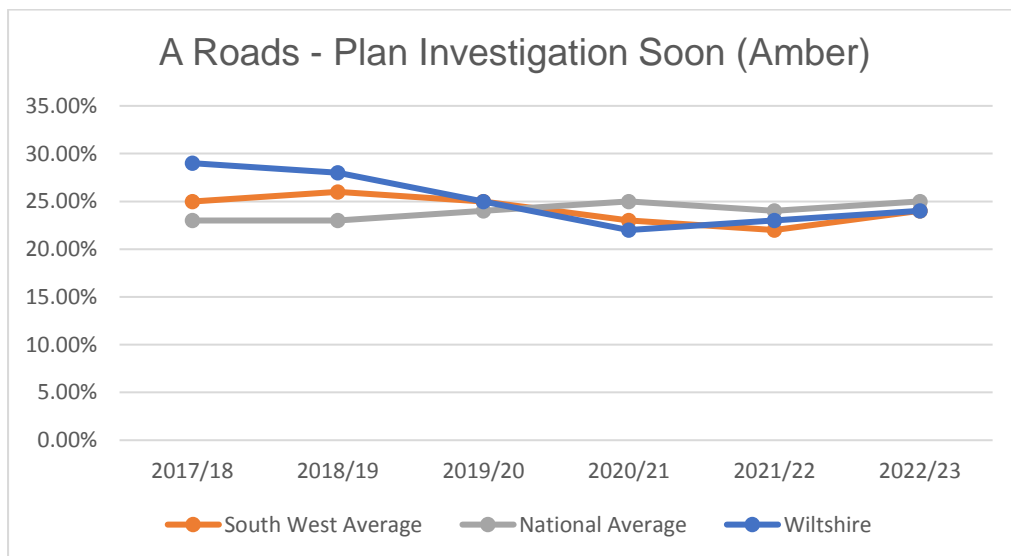
# Road Conditions in Wiltshire

## Condition of A Class Roads

The surveys show that the overall condition of the A Class roads in Wiltshire has been improving and is better than the national average. Based on the latest DfT published data, the percentage of the A class roads in Wiltshire scoring Red (poor condition) is now the same as the South West England average (3%), and better than the national average (4%). The lower the percentage the better the overall condition of the roads:



The roads that should be investigated for maintenance (Amber) are also important because these are the roads that are most likely to deteriorate into poor (Red) condition in the future.

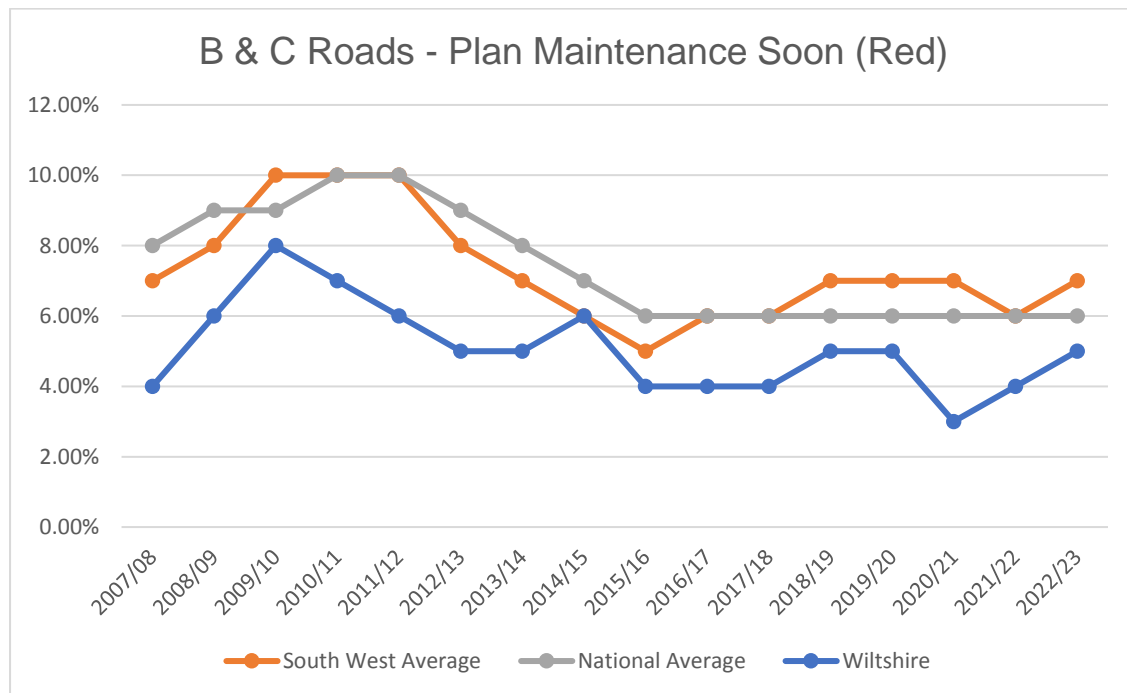


The percentage of A Class roads in Wiltshire currently rated Amber is now similar to the South West England average and is slightly better than the national average. The lower the percentage the better the overall condition of the roads.

The overall condition of the county’s A Class roads has been improving, and is now very similar to that of other highway authorities in the South West and is better than the National average.

### Condition of B and C Class Roads

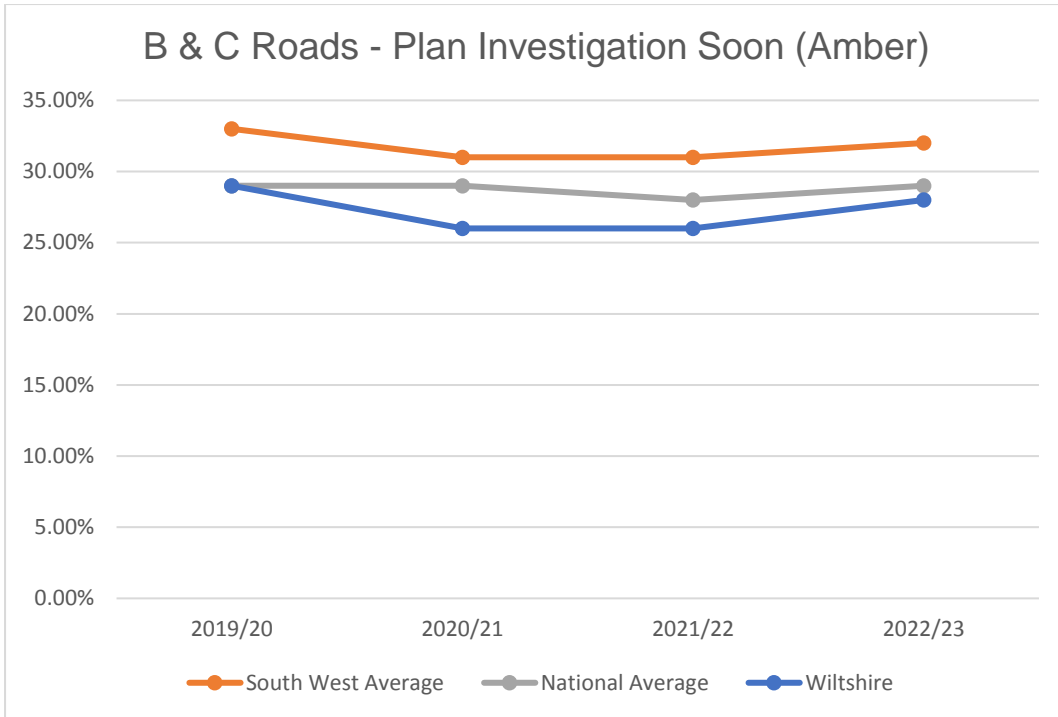
The B and C Class roads represent a significant proportion of the county’s road network (44%) and are particularly important in view of the rural nature of most of the county. The DfT published data combines the B and C Class roads, and this has been used to compare the Wiltshire road conditions with other authorities. The lower the percentage the better the overall condition of the roads.



The condition of the B and C Class roads in Wiltshire has been better than the national average condition for many years. Their condition did deteriorate significantly between 2007/08 and 2009/10, but since then there has been a substantial improvement. The percentages of the B and C class roads in Wiltshire assessed as being in poor condition (Red) remain less than both the South West and national averages.

The DfT figures on the proportion of B and C Class roads for all highway authorities where maintenance should be investigated (Amber) have only been published since 2019/20. These indicate that in Wiltshire the proportion of B and C Class roads where maintenance should be investigated (Amber) is better than the South West and slightly better than the National averages. The lower the percentage the better the overall condition of the roads.



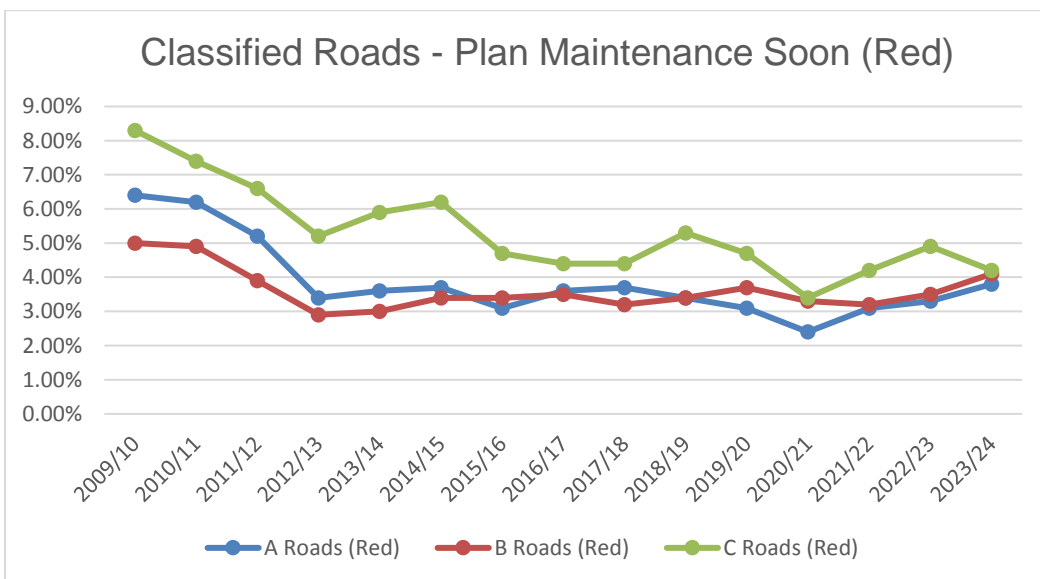


Whilst the overall condition of B and C Class roads compares favourably with those of other authorities, there has been a deterioration in recent years.

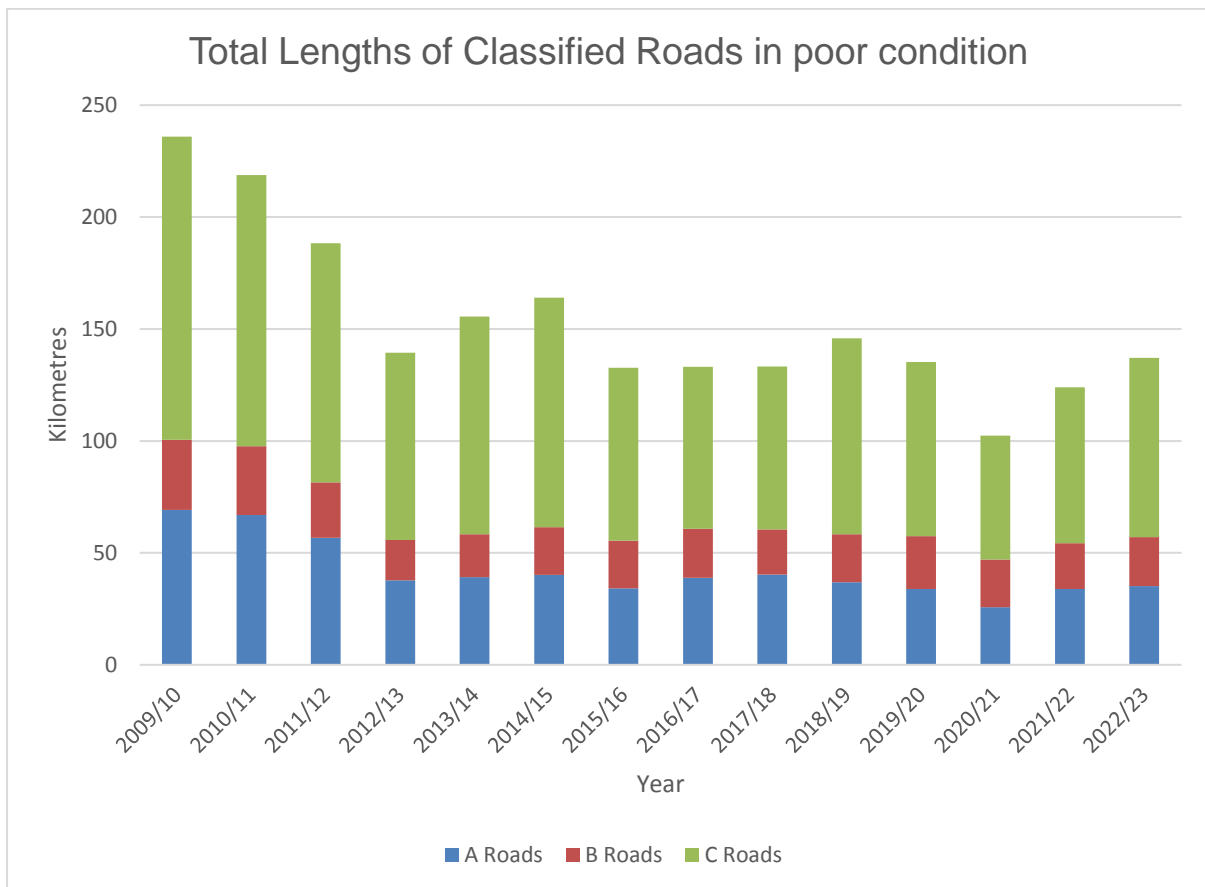
**Overall Condition of classified Roads**

The condition of Wiltshire’s classified roads is better than the national average and has improved considerably since 2009/10, however there is evidence of a decline in the last two years which needs to be addressed through a focussed maintenance programme. The unclassified roads are discussed later in the report as the assessment methodology for them is different.

The current overall condition of the A, B and C Class roads are very similar based on the percentages where maintenance should be planned soon (Red).



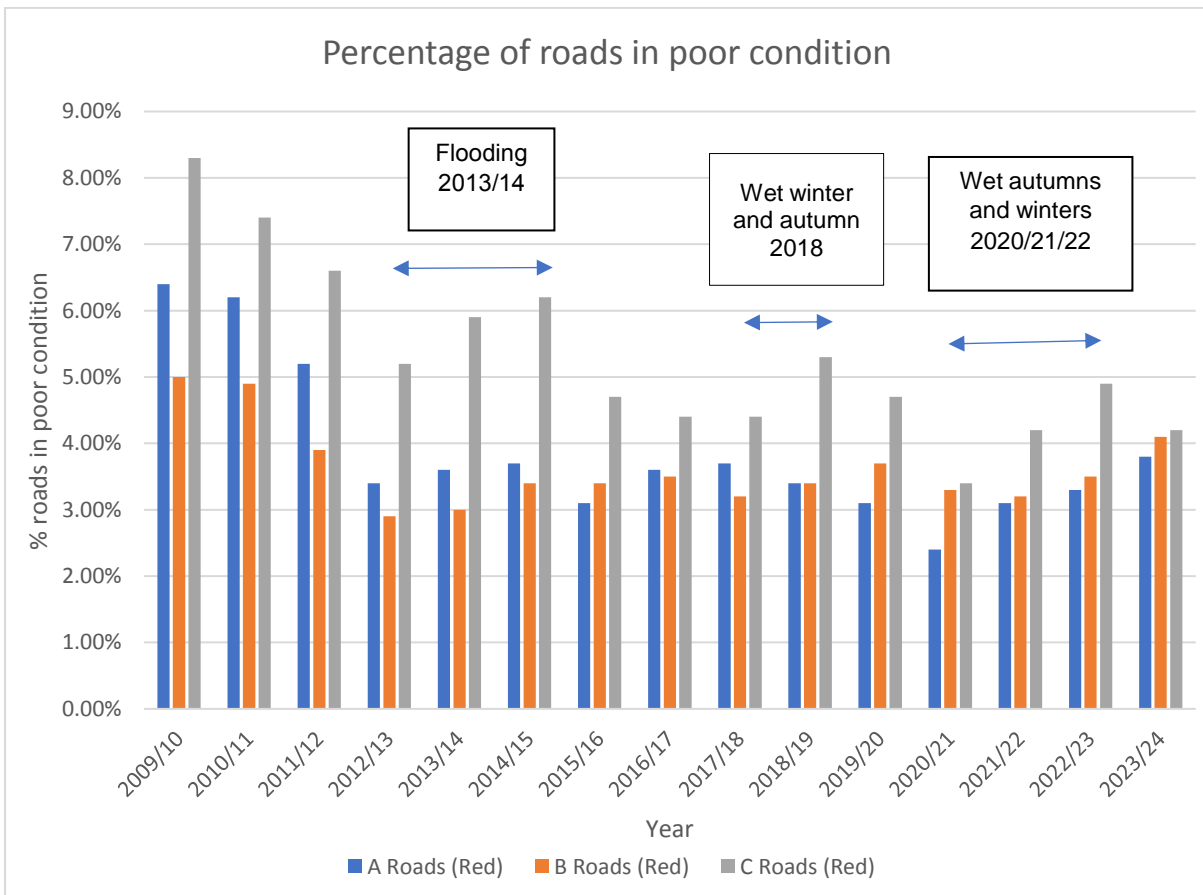
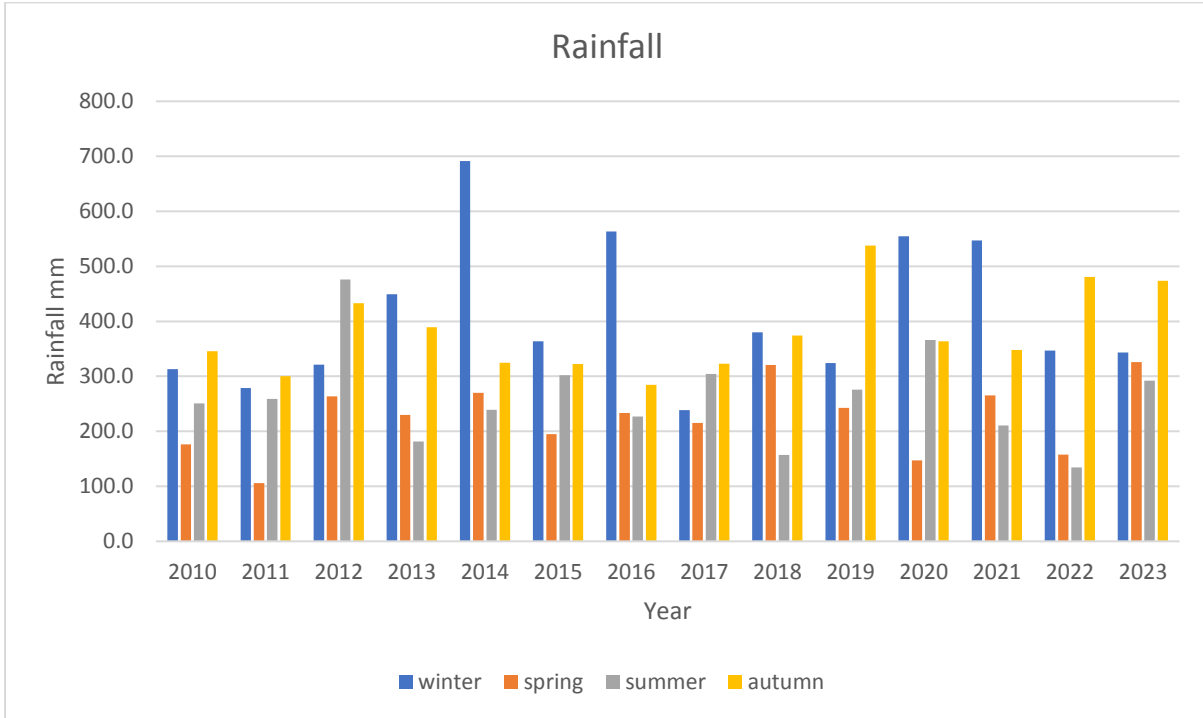
It should be noted that the long-term trend of classified road conditions improving has been reversed in recent years, mainly because of weather damage.



The recent extreme weather has caused significant damage to parts of the classified road network which will need investment in order to re-establish the previous trend of improving road conditions.

## Rainfall and Road Conditions

The periods of high rainfall in recent years have had an adverse effect on the road conditions. There can be a slight lag between the damage occurring and it being identified by the surveys, but there is a clear correlation in many cases.



Following the serious flooding in 2013/14 all road types deteriorated in condition, but the C class roads were most affected. The graph clearly shows the percentages of road in bad condition increasing over the following two years, and then conditions improving as a programme of works was undertaken. The C class roads were also affected by the wet autumn and winter of 2018.

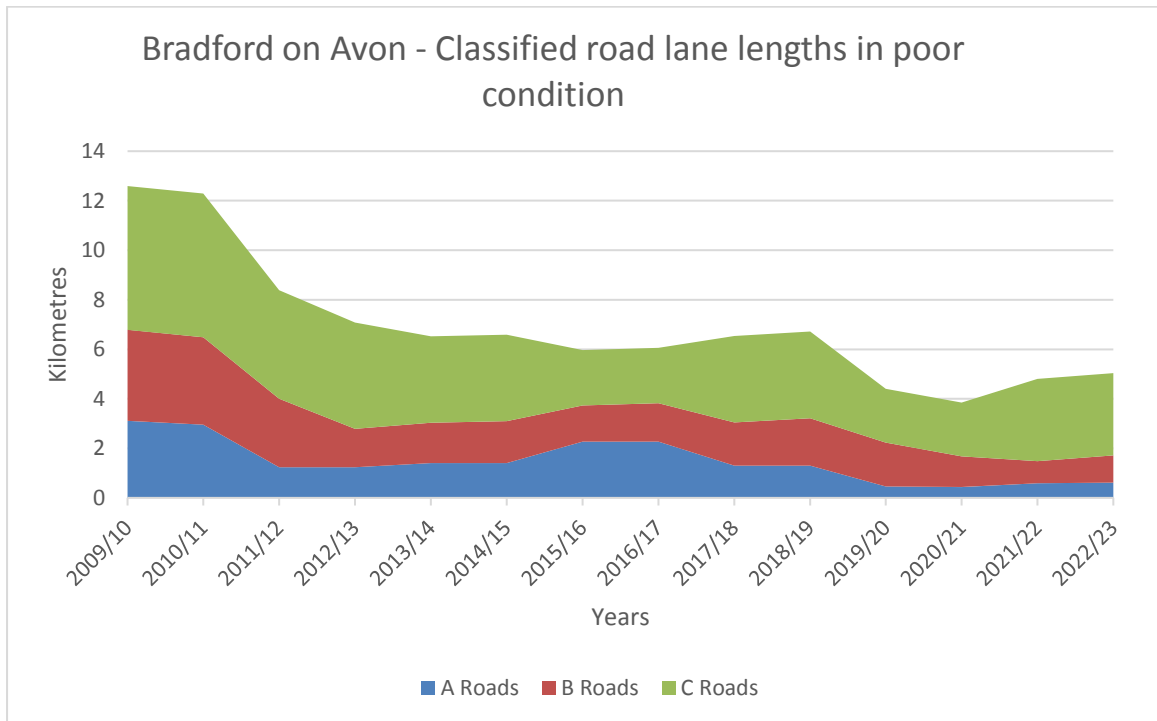
The wetter winters and autumns since 2020 have affected all road classes, with increases in the percentage of roads in poor condition, but again the C class roads have experienced more damage.

Most C class roads are evolved roads that have not been purpose built and are clearly more susceptible to damage in wet conditions. The A and B class roads carry more traffic but over the years they have been generally improved or strengthened.

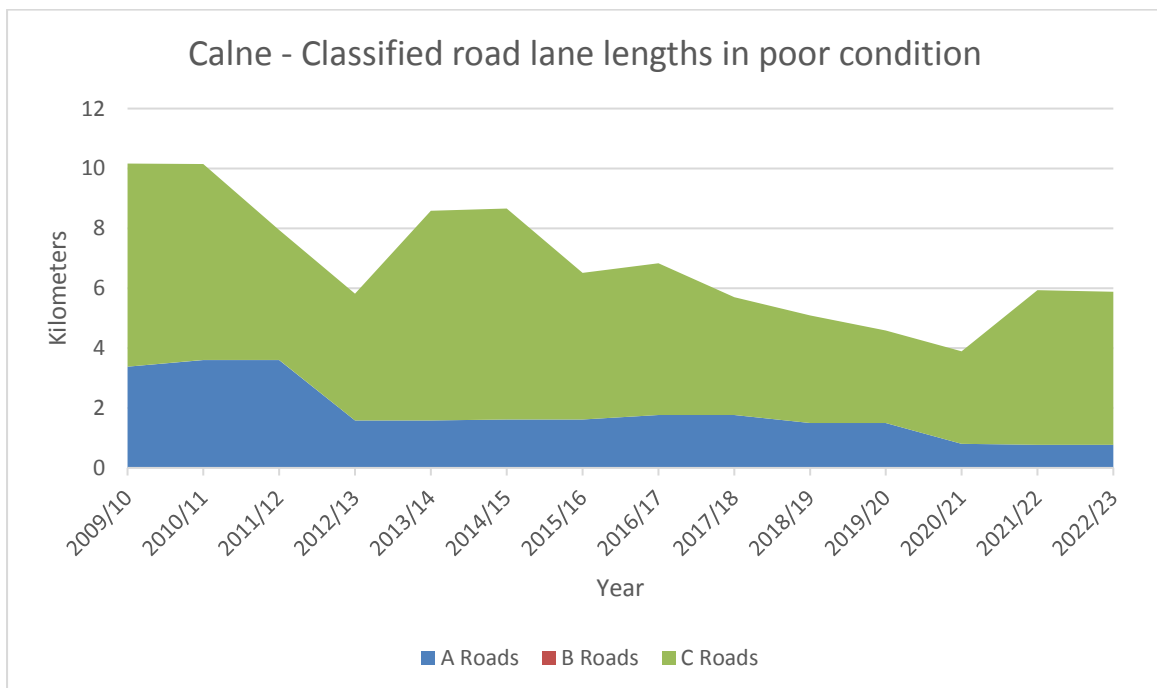
The unclassified roads are assessed using a different methodology and there is less historic data available. These are discussed later in the report.

## Classified road conditions by area board

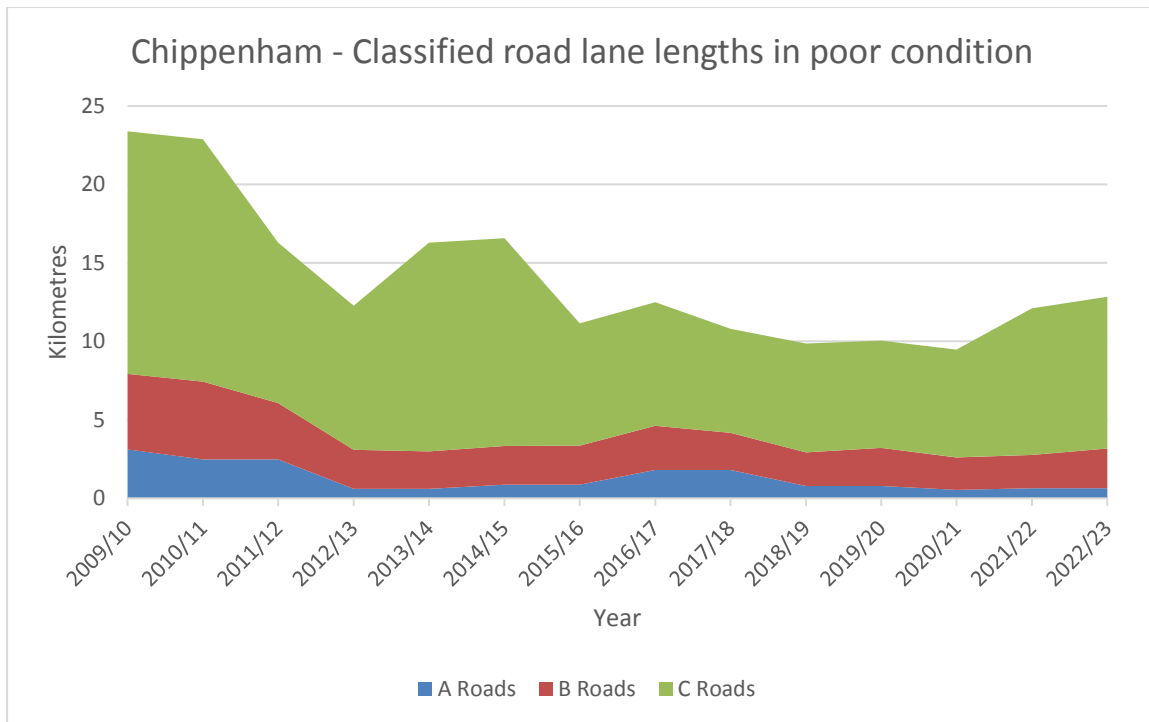
The classified road conditions are monitored for each Area Board, and the lengths of classified road in poor condition have generally been reducing since 2009/10.



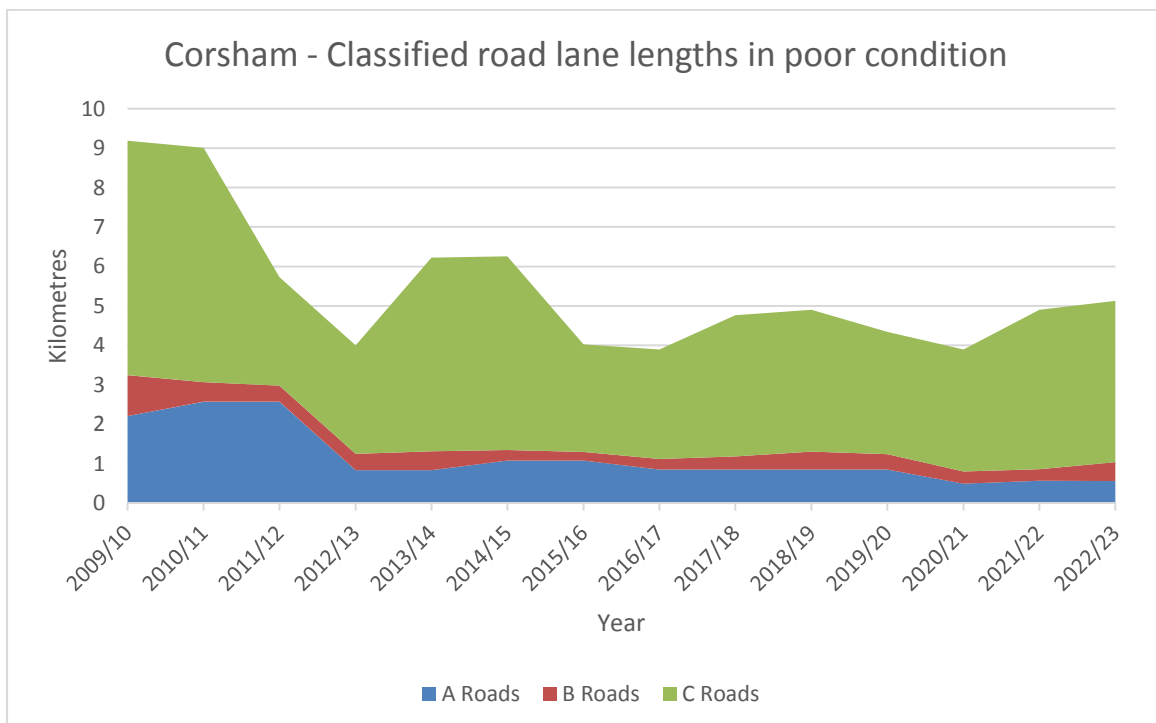
Road conditions have improved considerably in Bradford on Avon since 2009/10, but the C class roads have shown a deterioration since 2020/21, probably because of weather damage.



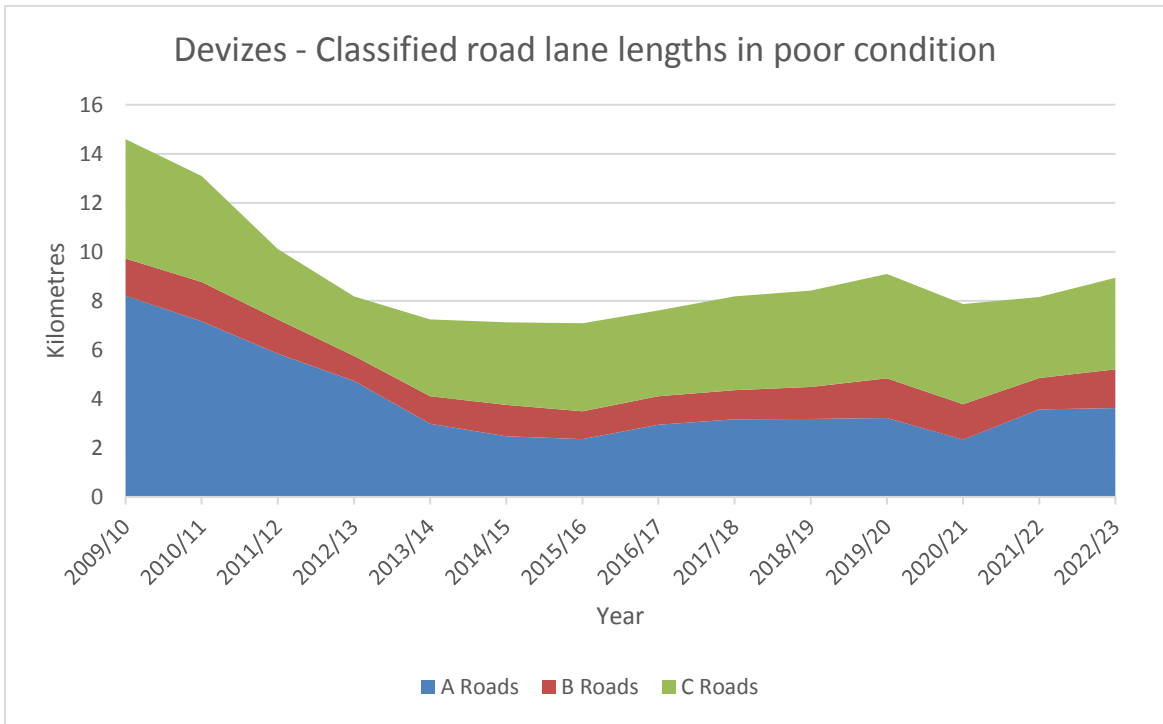
Road conditions in Calne have improved since 2009/10, but the C roads were badly affected by the flooding of 2013/14, and by extreme weather in more recent years.



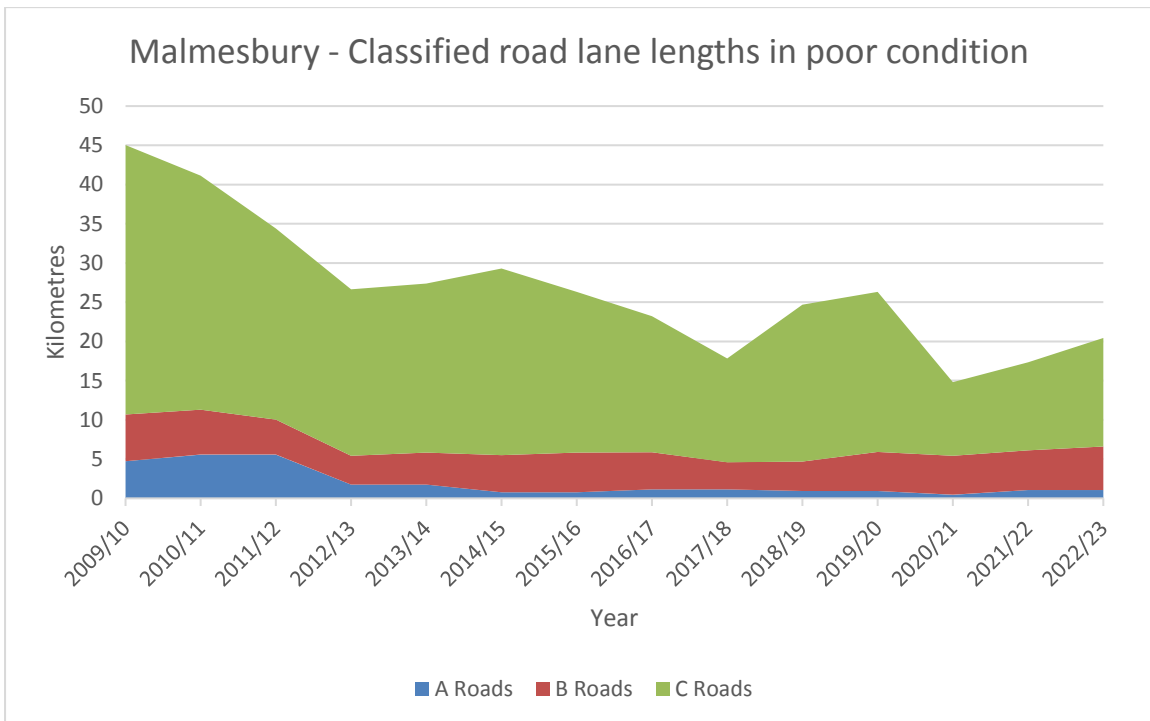
Road conditions in Chippenham have improved since 2009/10, but the C roads experienced damage in the flooding of 2013/14, and following the extreme weather in the last two years.



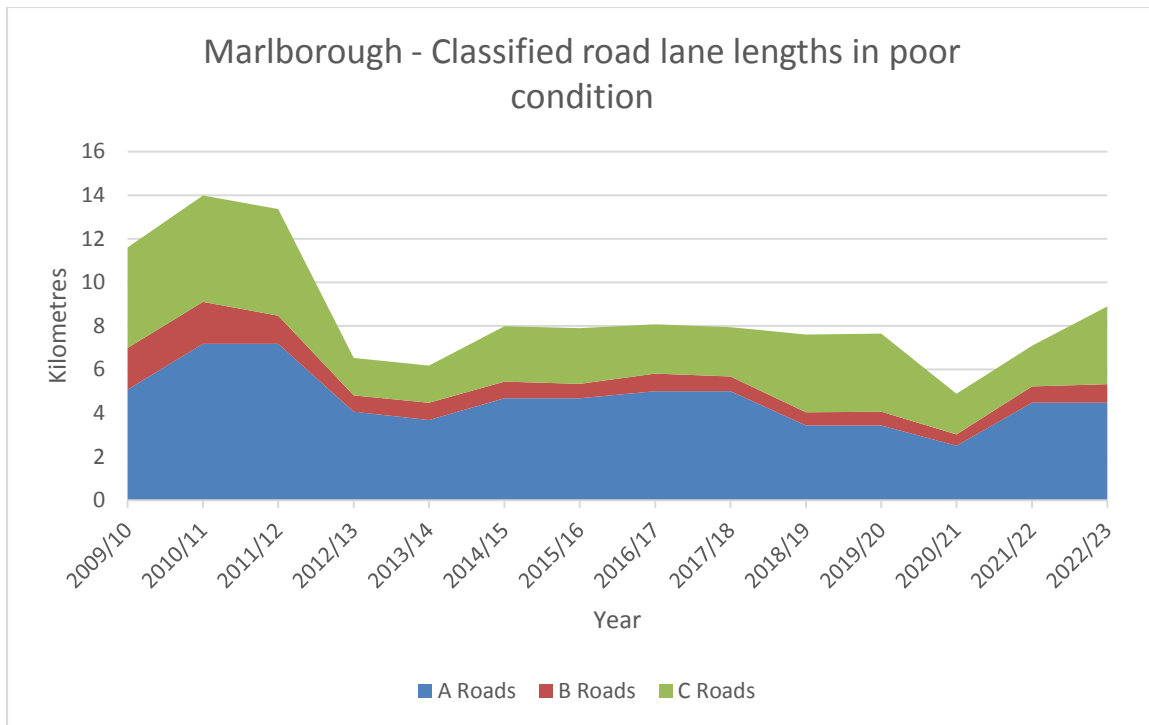
Road conditions in Corsham have improved considerably since 2009/10, but the C roads experienced damage in the flooding of 2013/14, and following the extreme weather in the last two years.



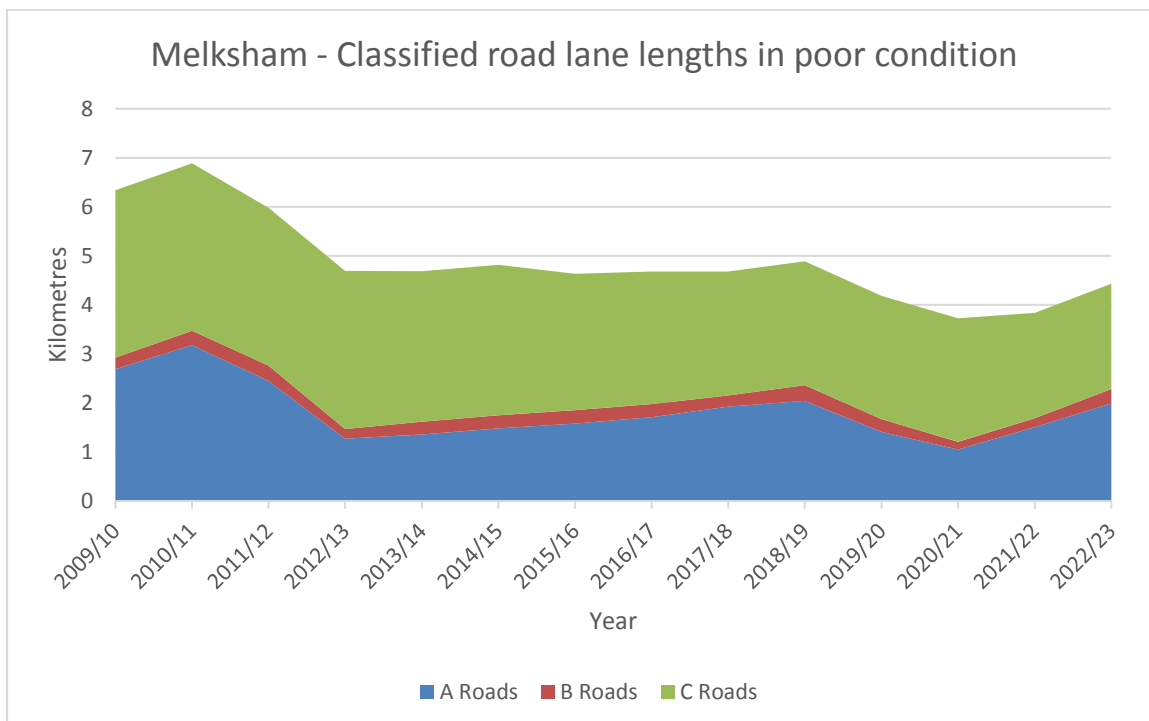
Road conditions in Devizes have improved since 2009/10, but there has been a deterioration in the A, B and C class roads since 2020/21.



Road conditions in Malmesbury have improved since 2009/10, but the C roads have declined in condition since 2020/21.

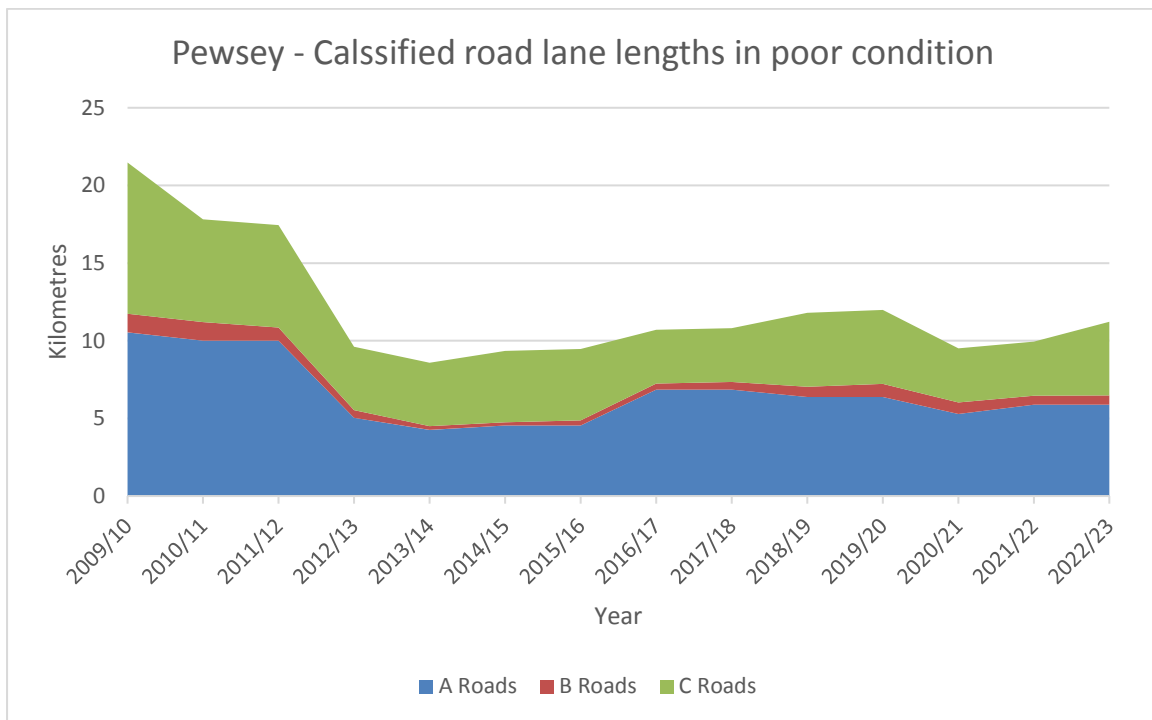


Road conditions in Marlborough have been fairly stable for some years, and improving slightly, but the A, B and C class roads have suffered weather damage since 2020/21.

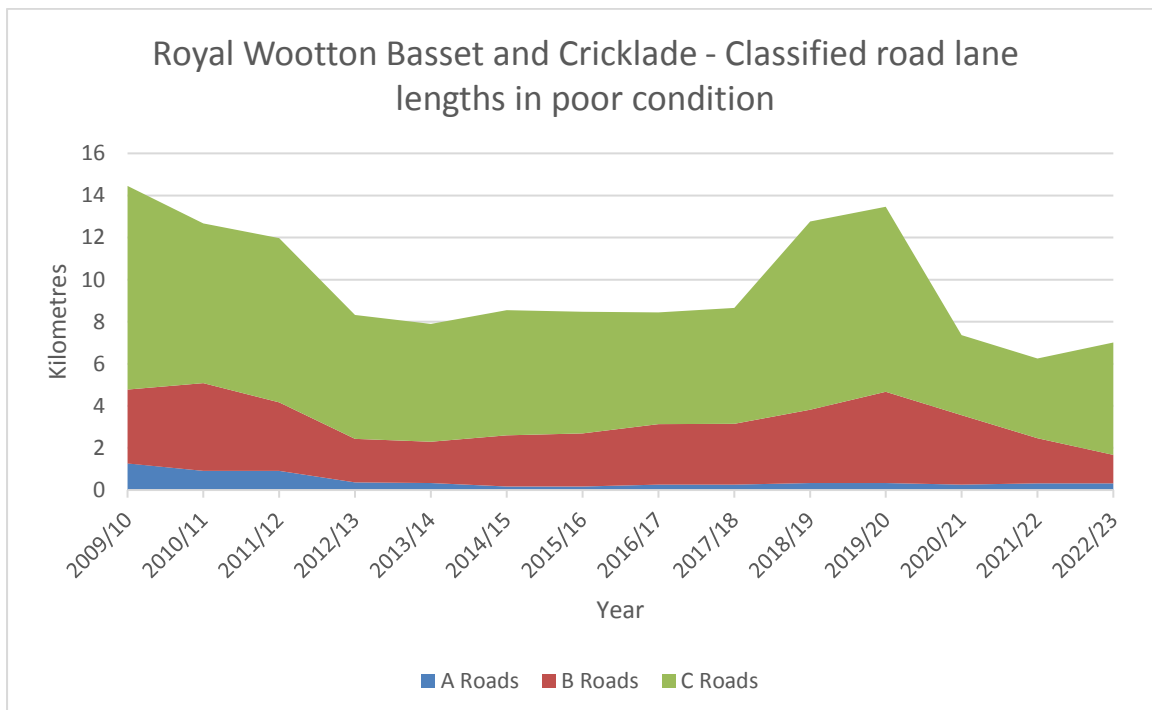


Road conditions in Melksham have been generally improving in recent years, but the extreme weather has caused damage with the condition of A, B and C class roads deteriorating since 2020/21.

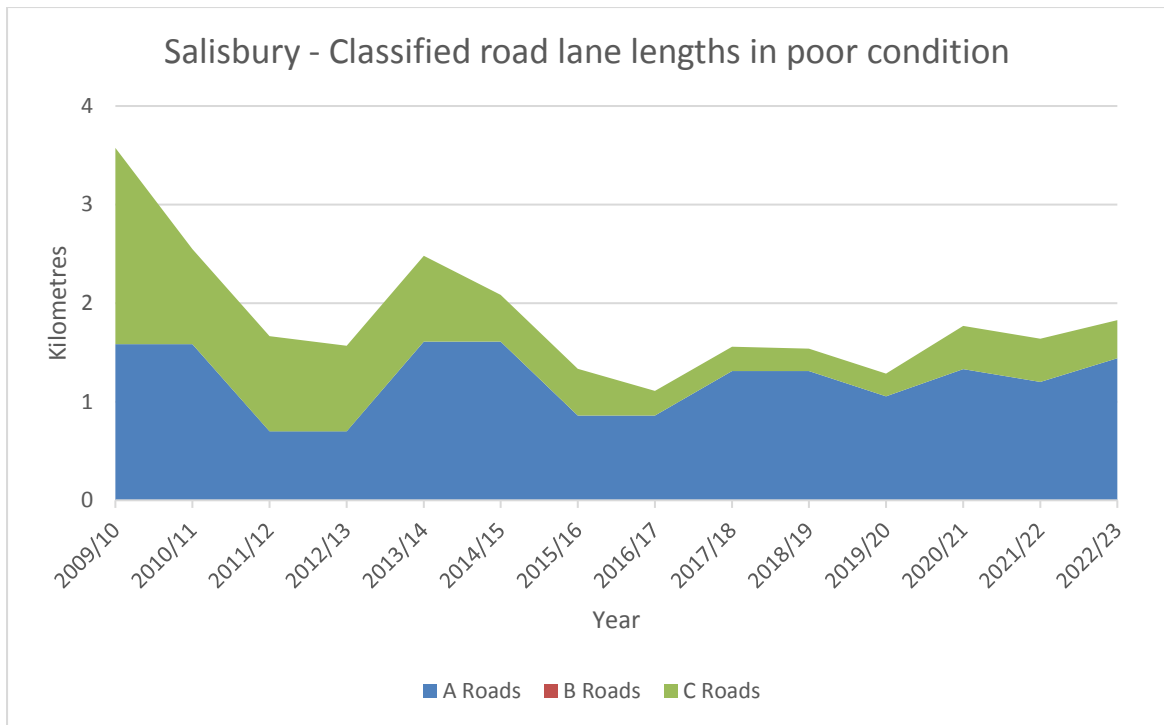




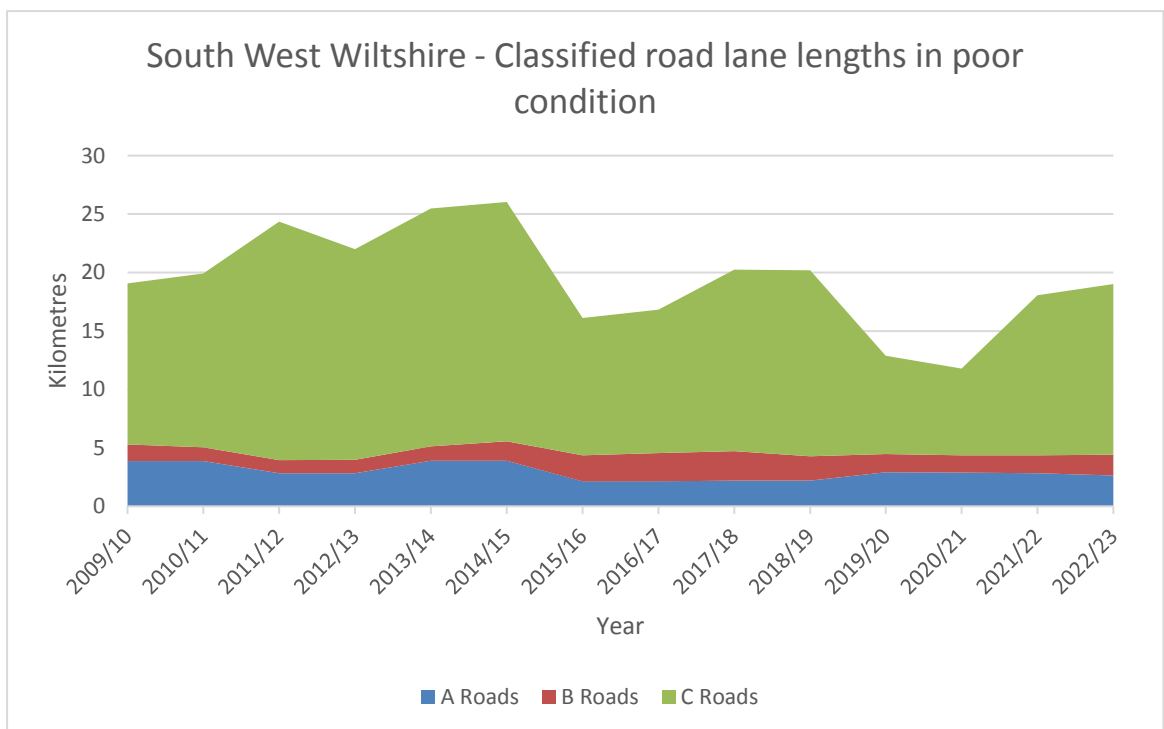
Road conditions in Pewsey have improved since 2009/10, but the extreme weather in the last two years has had an effect, especially on C class roads.



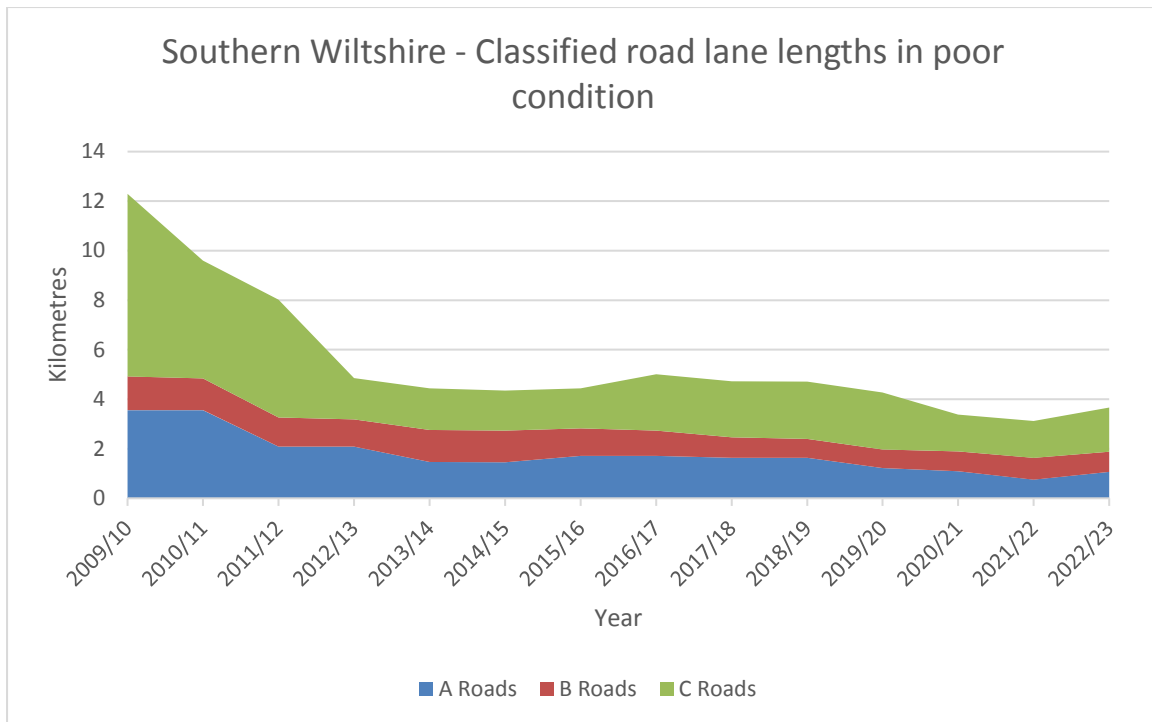
Road conditions in Royal Wootton Bassett and Cricklade have improved since 2009/10. The deterioration in B and C class roads between 2017/18 and 2019/20 has been largely addressed, but the C class roads are showing signs of recent damage.



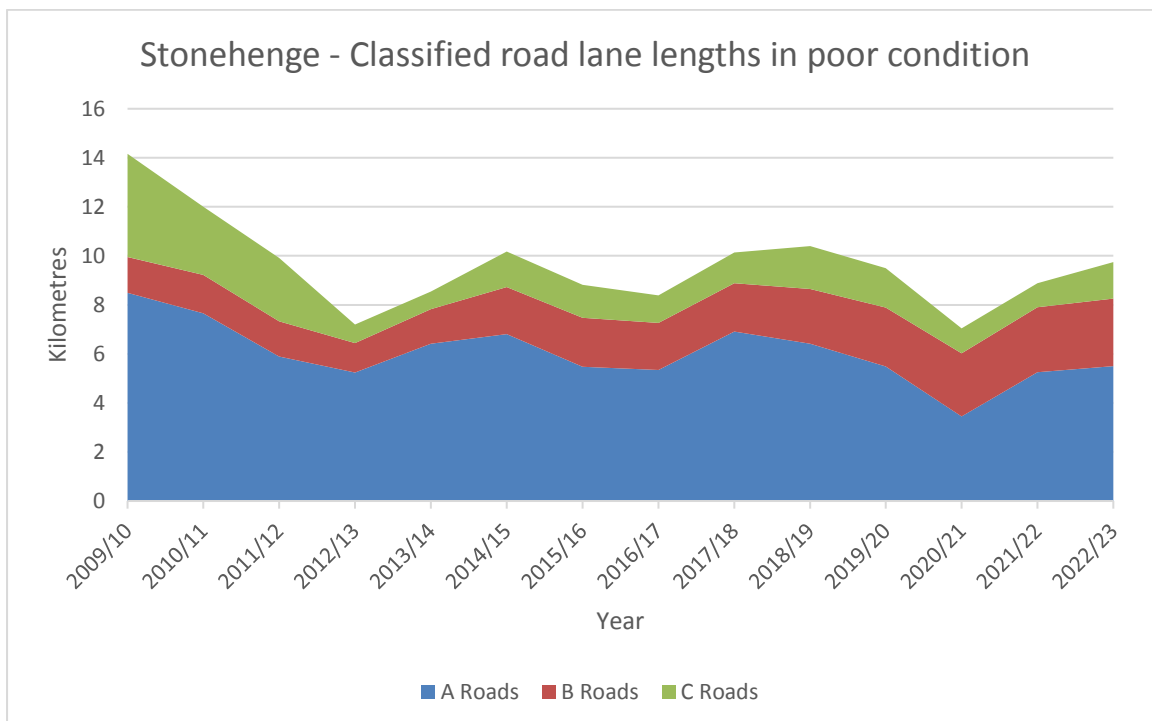
The condition of C class roads in Salisbury has improved considerably since 2009/10, but the A class roads have not seen a corresponding improvement.



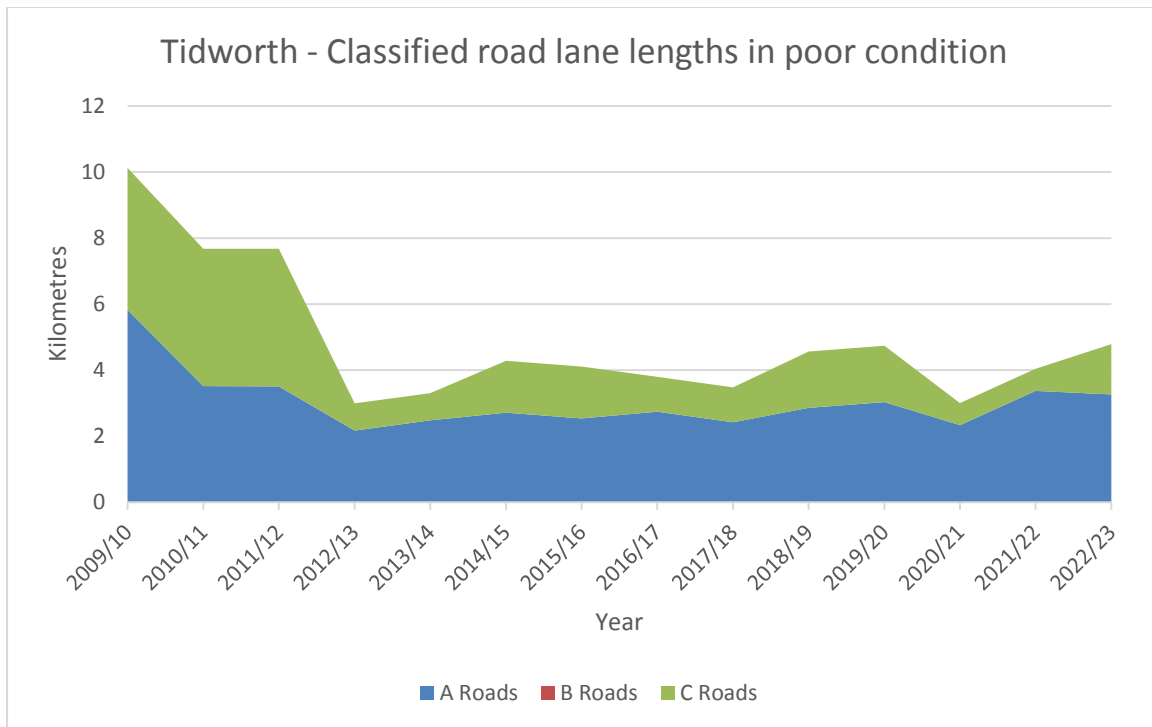
The condition of the C class roads in South West Wiltshire had been improving, but have experienced damage as a result of the recent weather.



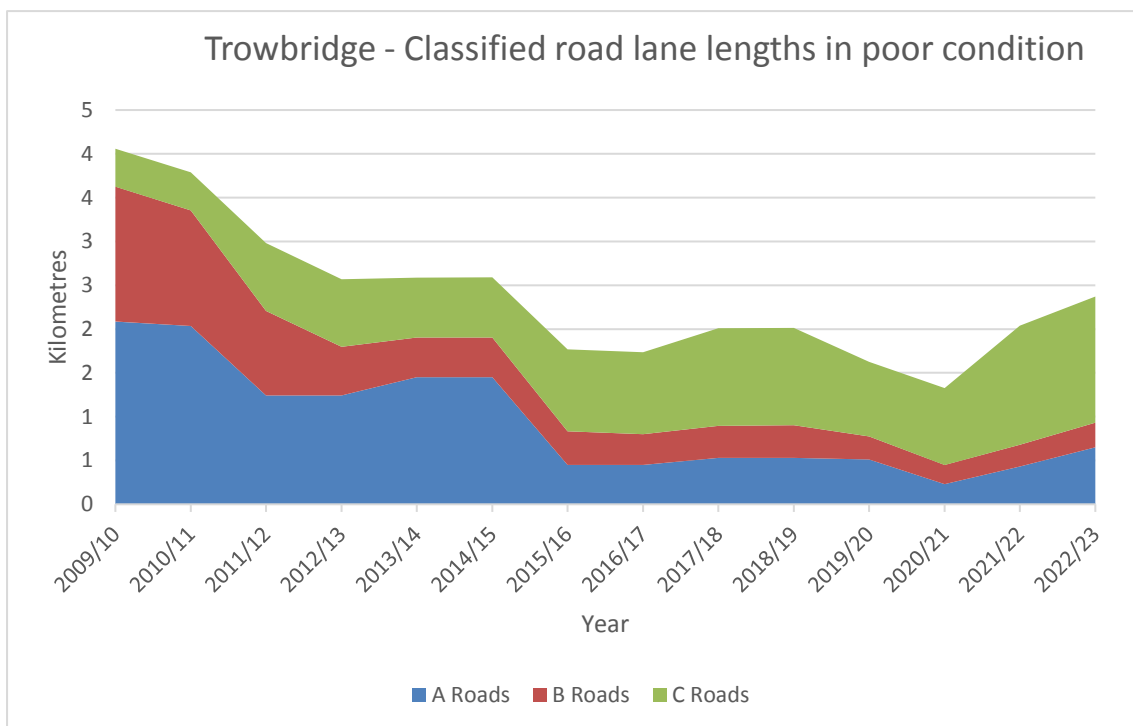
Road conditions in Southern Wiltshire have improved considerably since 2009/10 and have been in a fairly consistent condition for some years, but with a decline since 2021/22.



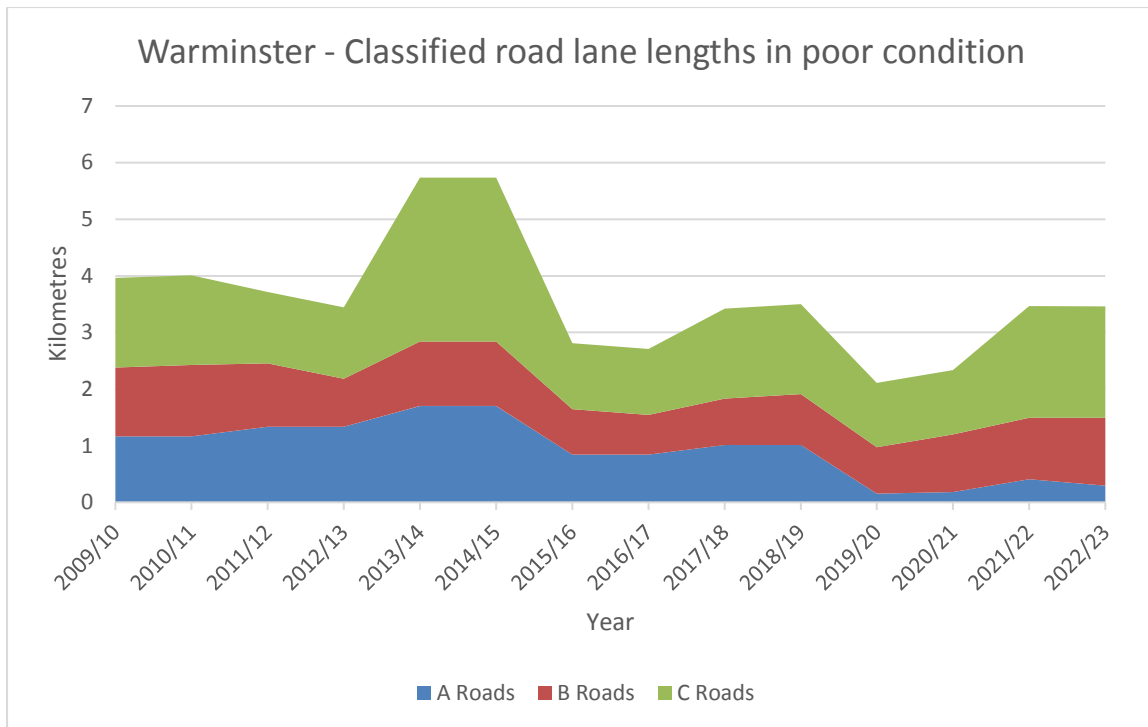
The conditions of the A and C class roads have improved in the Stonehenge area since 2009/10, but B class roads have not seen a corresponding improvement. The extreme weather has caused a deterioration in all classes of classified road since 2020/21.



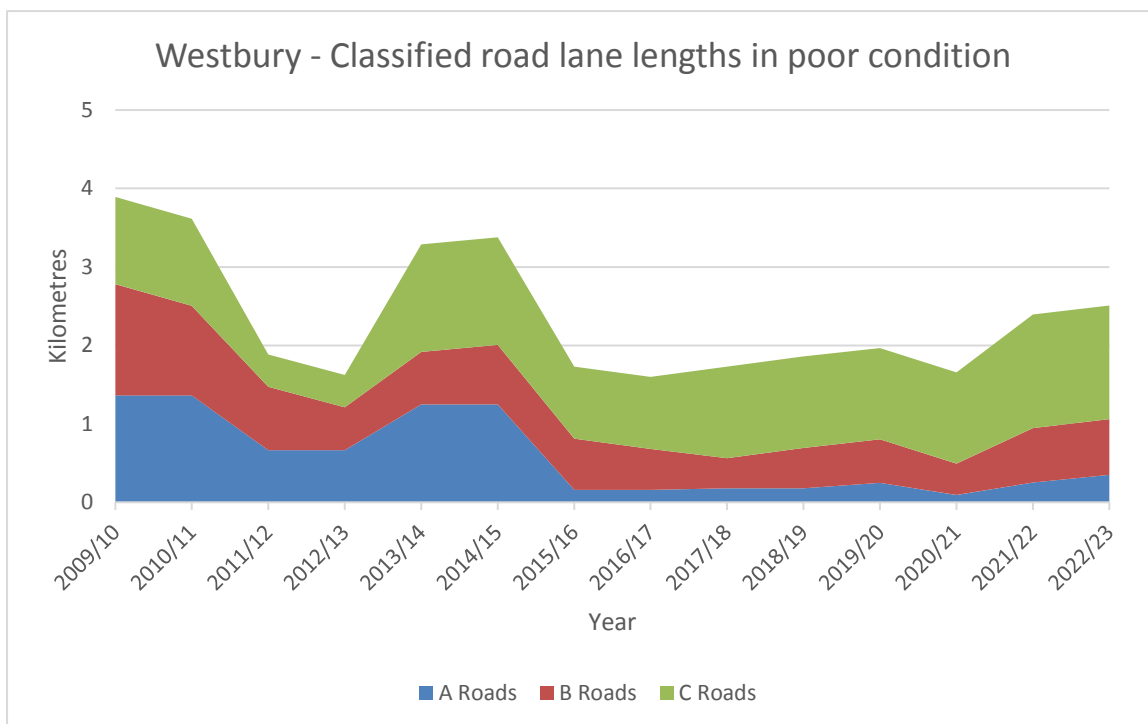
Road conditions in Tidworth area have improved considerably since 2009/10, but there has been a deterioration since 2020/21 with the extreme weather.



The condition of A and B class roads in Trowbridge has improved since 2009/10, but the condition of C class roads has not seen a corresponding improvement. There has been damage to all classes of road since 2020/21 following the extreme weather.



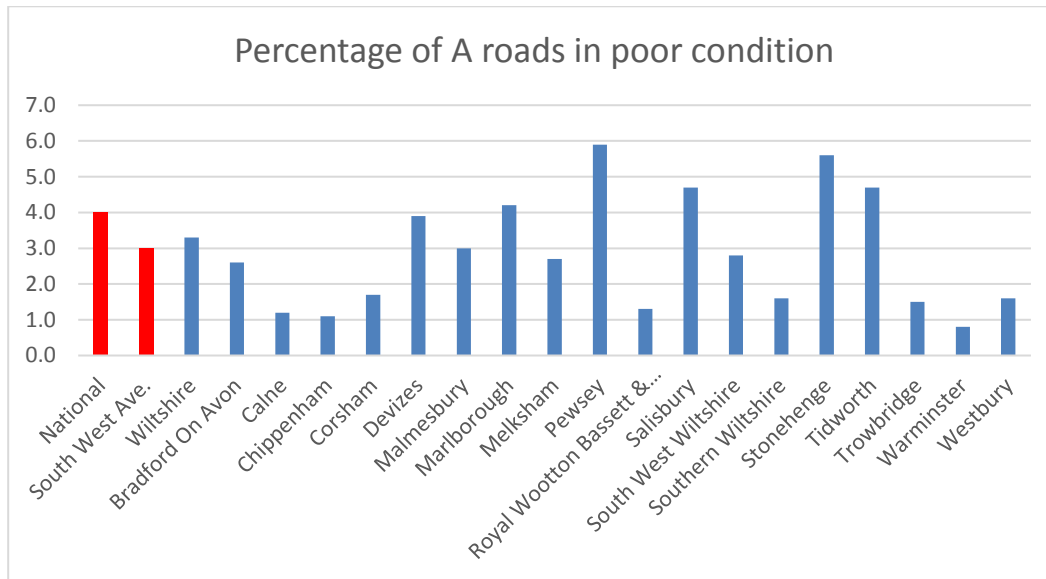
The road network in Warminster suffered damage following the flooding in 2013/14 and has suffered further damage following the more recent extreme weather.



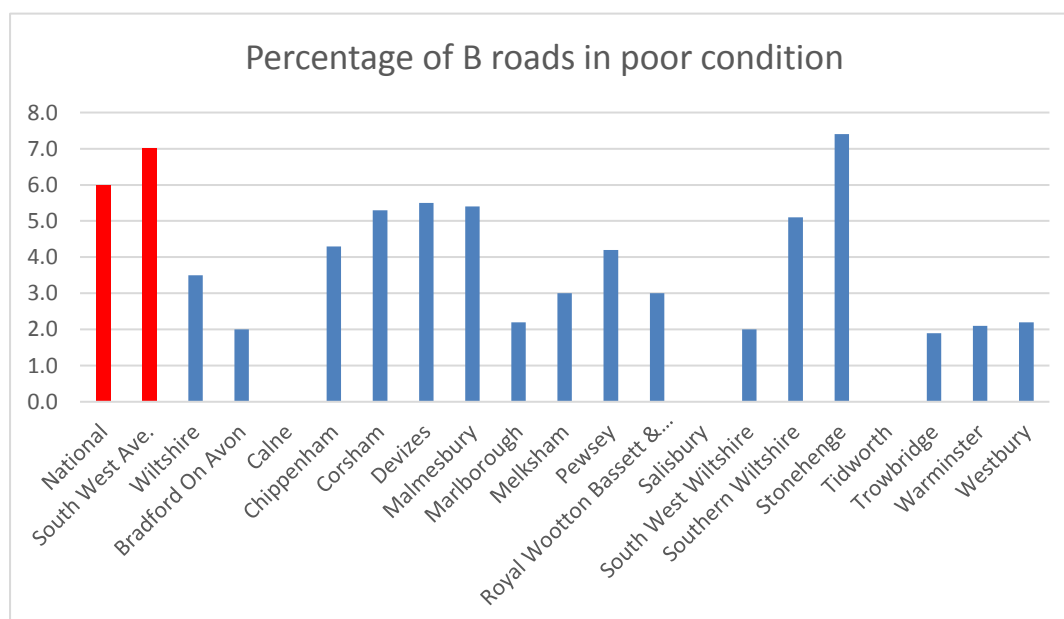
Road conditions in Westbury have improved since 2009/10, but they suffered considerable damage following the flooding in 2013/14 and there has been further damage following the recent extreme weather.

## Comparison with national averages by area board

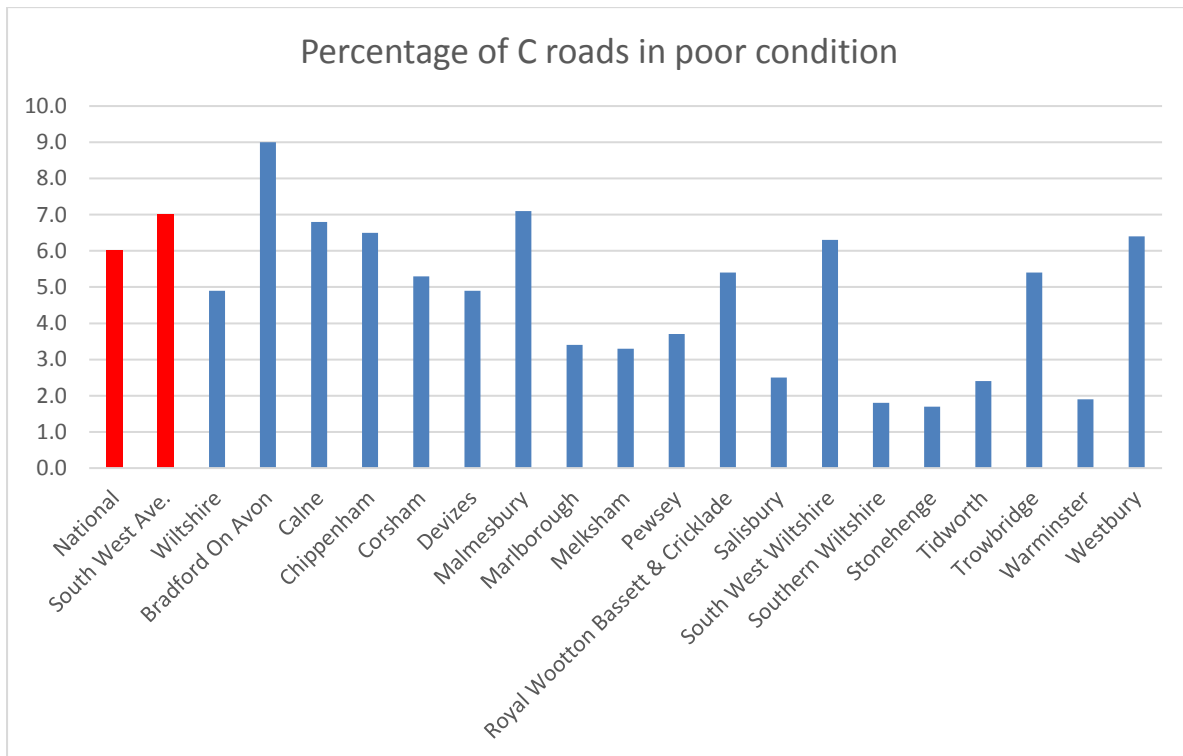
Despite the recent deterioration in condition of some of the A class roads, most still compare favourably to the national averages based on the latest published data. Pewsey, Salisbury, Stonehenge and Tidworth have some A roads in worse condition than the national average. Devizes and Marlborough are close to the national average, but the others have A road conditions better than the national averages, and in some cases significantly better. The lower the percentage the better the overall condition of the roads.



The percentages of B and C class roads are grouped together by the DfT for statistical purposes, so a direct comparison of the individual road classes is not possible. However, an indicative comparison can be made to identify significant variations.



The condition of B roads in the Stonehenge area board is worse than the national average. Corsham, Devizes, Malmesbury and Southern Wiltshire are slightly better than the national average, and the remainder of the area boards have B class roads in significantly better condition than the national average.



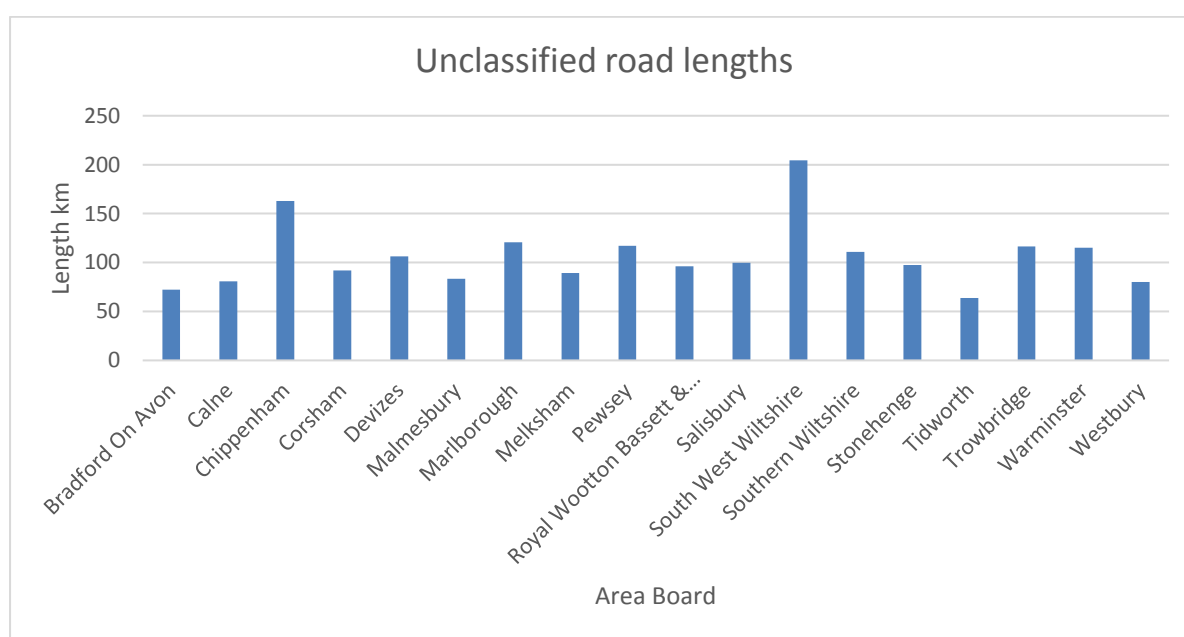
The condition of C class roads in Bradford on Avon and Malmesbury are worse than the national average condition. Those in Calne, Chippenham, South West Wiltshire and Westbury are slightly worse than the national average, but are generally better than the South West England average. In most area boards the C class roads are in better condition than the national average and appreciably better than the South West England average.

The C class roads had greater lengths affected by recent weather damage than other classified road types, but this was probably in part because they make up a larger proportion of the classified road network, and also because they generally have less robust construction than most A or B class roads.

## Unclassified Road Conditions

Historically the condition of the unclassified roads in Wiltshire has compared favourably to those of other authorities based on the visual inspection methodology then used to assess and report on their condition. About ten years ago some highway authorities started using SCANNER and similar surveys on unclassified roads which give more consistent results but are usually not directly comparable with the results of the previous survey methods. The Department for Transport now no longer collects or publishes data for unclassified roads, and consequently it is not possible to directly compare data with that for other authorities.

The length of unclassified road in each Area Board varies considerably, with South West Wiltshire and Chippenham having significantly more than the others.



The conditions of the unclassified roads in Wiltshire are now monitored using SCANNER surveys. Not all roads are suitable for survey by the vehicles, but 863km of rural road lane length and 864km of urban road length are surveyed, which represents 82.1% of the unclassified road network. The assessment methodology used for grading the roads is slightly different for unclassified roads in order to reflect their different characteristics and requirements for that type of road.

The 2023 survey results for the unclassified roads are:

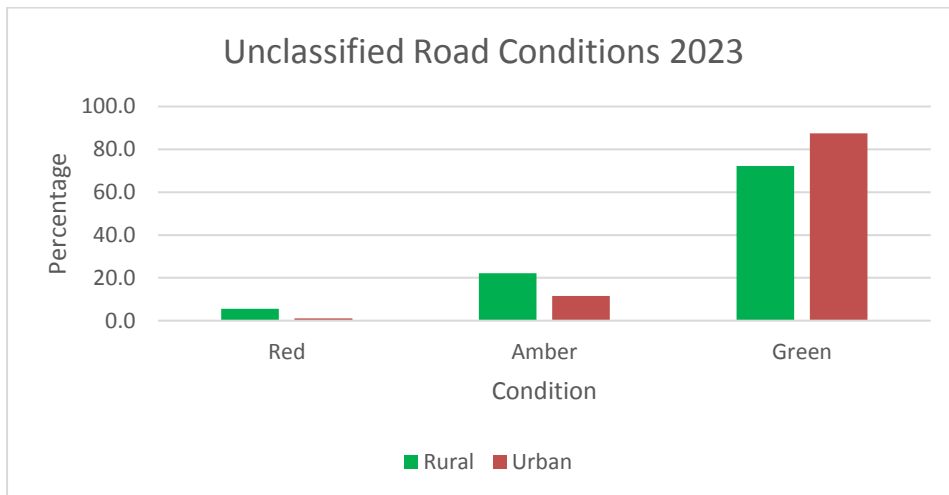
Unclassified Road Condition	Percentage
Green – Generally good condition	80.6%
Amber – Plan investigation soon	16.3%
Red – Plan maintenance soon	3.1%

As with the classified roads, the majority of the unclassified roads are in good condition, but there are clearly some significant lengths in need of treatment, particularly in the rural areas, which are likely to have increased recently because of the extreme weather events and the vulnerability of these roads because of their limited construction.

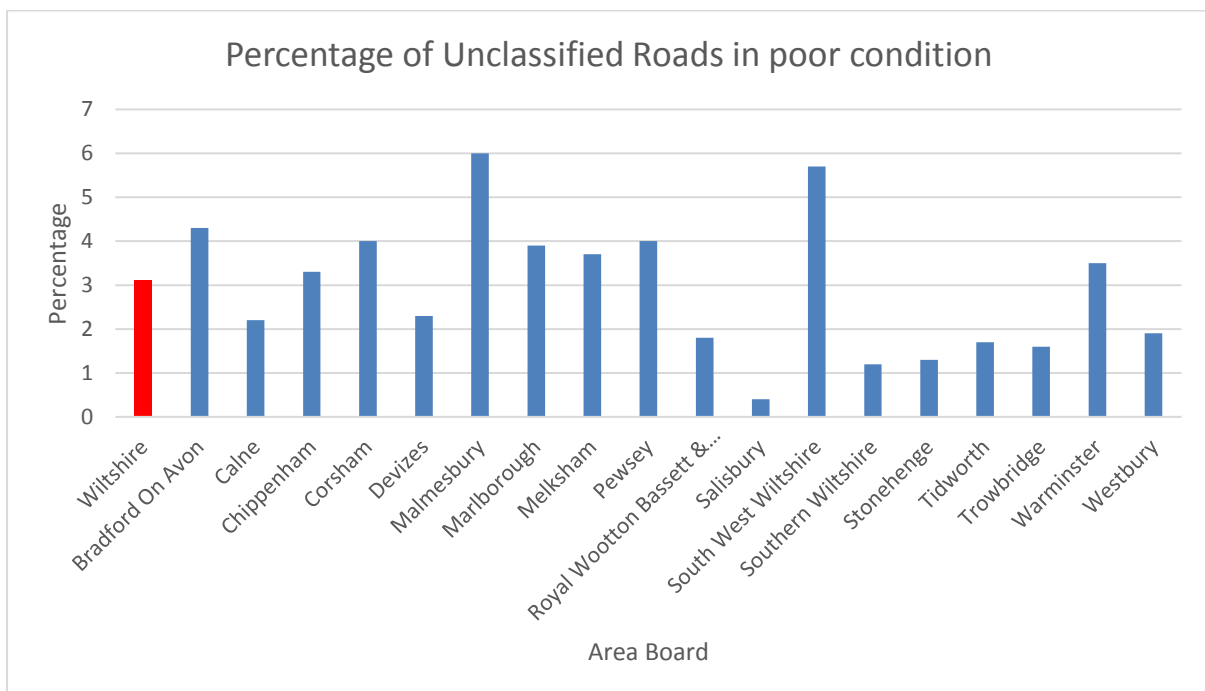


The comparatively smaller percentage assessed as Amber (Plan investigation soon) is encouraging as it indicates that there is less of the network likely to decline into red condition in the immediate future than might have been the case.

The condition of the rural unclassified roads is generally worse than the urban ones. The urban roads are more likely to be housing estate roads or those in towns or villages which may have been purpose built. Many of the rural unclassified roads are lanes or tracks which have evolved over the years as they have been surfaced and may not have formal drainage systems or deep foundations.



The rural unclassified roads also have a higher proportion of roads assessed as Amber (Plan investigation soon) than the urban roads, indicating that their maintenance is likely to continue to be a challenge.



Malmesbury and South West Wiltshire areas have a significantly higher proportion of unclassified roads in poor condition, and Bradford on Avon, Corsham, Marlborough, Melksham, Pewsey, and Warminster also have proportions above the county average.

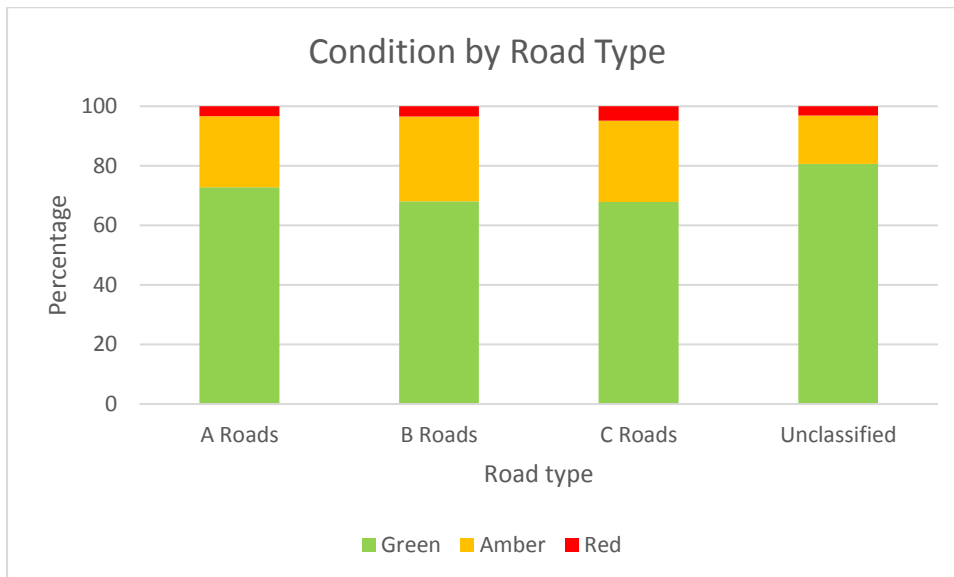


*The recent extreme weather, especially extensive flooding, has resulted in considerable damage to the county's roads.*

The roads in most areas appear to have been badly affected by the extreme weather in the last couple of years with the surveys identifying increased lengths of road in poor condition in most area boards and for most road types. This seems to have been a consistent issue across the county with all areas being affected to some extent.

## Future Programmes of road maintenance

Although the unclassified roads assessments use a slightly different methodology, the indications are that in terms of percentages of road in poor condition the different road types have broadly similar issues.



When considering future programmes of resurfacing and maintenance for the roads, the different conditions across the network will need to be considered. The priorities should reflect the needs of all three of the classified road classes and the unclassified roads, and whilst they should focus on those areas with the worst conditions, an asset management approach in accordance with the adopted policy should continue to be taken to prevent roads declining into poor condition.

## Skid Resistance Surveys

The surface condition of the carriageway is important for road safety, especially at the approach to junctions, at roundabouts and on bends. To identify sites for treatment robust assessments and surveys are carried out annually of the main roads, which includes all A and B Class roads and the more important C Class and Unclassified roads.



*The skid resistance of roads is measured annually by specialist equipment, and areas for treatment or resurfacing are identified.*

The Sideways Force Coefficient Routine Investigation Machine (SCRIM) is used to measure skid resistance. Each carriageway lane is investigated, and site categories and investigatory levels are assigned along the length of the network. The survey measures the sideways force of an angled wheel to determine a skid coefficient measured in accordance with DMRB publication HD28/15. Each section of the highway network is assigned a site category known as an investigatory level.

The Council surveys approximately 1,097km of road, which is 24% of the network. The data is assessed, considering information on personal injury collisions, skid resistance deficiency, speed environment and road hierarchy. The top scoring sites are then identified for further investigation, with about 200 being investigated each year.

The treatment where there is inadequate skid resistance is often to use captive shot blasting or water jetting to restore the texture. In some cases, providing warning signs may be sufficient, but where other defects such as rutting, cracking or potholes are present it may be appropriate to resurface the road.

There is currently no published information for other authorities' road skid resistance data, so a direct comparison is not possible. In Wiltshire about 17km to 43km of traffic lanes are treated each year, which represents about 79,000 sqm. to 200,000 sqm. The percentage of surveyed road below the investigatory level is calculated and compared to previous years. Although there have not been major changes in the proportion of road below investigatory level, a slight increase has been identified in recent years which needs to be addressed through planned maintenance.

The council considers road safety and skid resistance as a road maintenance priority. Carriageway resurfacing and surface treatments to improve skid resistance are included in the annual programme of works.

## Road resurfacing programme

The detailed understanding of the condition of the road network informs the identification of priorities and enables cost effective treatments to be selected.

The Council has an extensive programme of work planned for 2024/25, including road resurfacing, reconstruction, surface treatment and surface dressing to maintain and improve the road surfaces depending on the requirements of each site. The selection of treatment is based on the technical information mainly collected through SCANNER and SCRIM surveys and is augmented by visual inspection and site visits by the engineers.

The choice of treatment depends on the road construction, traffic types and speed, and the extent of degradation or damage. In some cases, prompt preventative treatment such as surface dressing can extend the life of the road structure and avoid more costly substantial repairs.



*The Council delivers an extensive programme of road surfacing and repair work throughout the year.*

Where the underlying road has failed it can be necessary to reconstruct the various layers of carriageway construction. This is an expensive process and usually involves prolonged road closures. Timely intervention using surfacing or other processes can often prevent this level of deterioration.

Resurfacing is usually carried out when the road has reached the point where the surface course has either significantly degraded, or where structural failures are starting to occur, but the underlying layers of the road are still functioning adequately. These repairs are carried out by specialist contractors, usually under road closures over several days or nights.



*Resurfacing, often with the existing damaged surface being removed, produces a durable surface and is used where the underlying construction is suitable.*

The Council carries out extensive programmes 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.



*Surface dressing (sometimes known as 'tar and chippings') is a comparatively cheap treatment to restore skid resistance and seal the road surface, especially on rural roads.*

Other processes such as microasphalt can be suitable for some minor roads, mainly in the towns and residential areas, where surface dressing would be less durable.

Where there is structural failure of the road construction, an option is to recycle the existing material by excavating it and mixing it with cement or other material to increase its strength. The road can then be surfaced with new material to seal the construction and provide skid resistance. This in-situ treatment can be effective on suitable sites, but it can be a noisy process and managing dust has been an issue.



*In-situ recycling makes use of the existing road construction by excavating and mixing it with other material and treating it to increase its strength.*

In heavily trafficked areas such as town centres and industrial estates, more durable surfacing treatments may be used, including grouted macadam. These more expensive surfacing materials can stand up to heavy traffic usage better than normal surfacing and can prove cost effective in the longer term.



*In areas subject to heavy loading and stresses materials such as grouted asphalt can be used for a more durable surface.*

Where road surfaces do not have adequate skid resistance, the surface can sometimes be retextured. This is usually required at the approaches to junctions,

roundabouts or on bends. The treatment by either captive shot blasting or water jetting is a quick, effective, and low-cost treatment.



*Road retexturing can be a quick, effective and low-cost method of restoring skid resistance to roads.*

Smaller areas of damaged road can be repaired by mobile gangs with smaller equipment which can remove the defective areas of the road surface and repair to extend the life of the road.



*Localised repairs can be a comparatively quick way to extend the life of a road.*

As well as considering the appropriate repair at each location it is also necessary to consider whether other highway assets such as drainage, verges, kerbs, or footways need treatment.



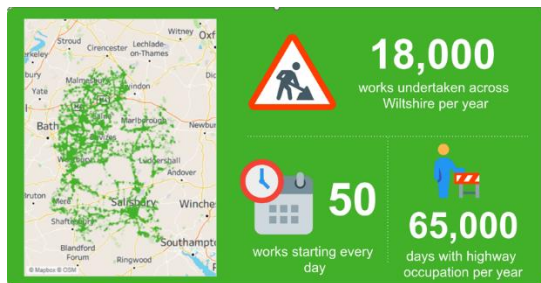
*Verge, drainage repairs, and alterations to lane markings may be included in road maintenance schemes.*

With a limited budget it is necessary to give careful consideration to the treatment and scope of the works. In some cases, potholes and other defects may need immediate treatment in advance of roads being included in the programmes for more substantial treatment when circumstances permit.

## Network Coordination and Streetworks

As well as the work to maintain the highway network undertaken by the Council, public utilities have the right to excavate in the highway to place and maintain services such as water, gas, electricity, and telecommunications equipment. The highway authority coordinates this work to ensure it is carried out safely and to minimise disruption to road users, residents, and businesses.

Wiltshire Council became a Permit Authority on 1st June 2020 following guidance from the Department for Transport (DfT). The operation of the permit scheme is monitored and reported on annually. The indications are that it continues to provide a better understanding and visibility of the works that are taking place on the network and that the ability to analyse, challenge and apply conditions to permit applications continues to benefit all road users in Wiltshire, resulting in quantifiable improvements to the planning and delivery of work on our highway network.



*The council coordinates work on the highway network, and supervises and inspects the work of contractors.*

Effective management of the permit assessment process has been shown to be having a positive impact, with the duration of works on the network reducing year on year. The Network Management team will continue to work collaboratively with the council's highway maintenance teams to reduce delays and develop innovative temporary traffic management solutions, such as the use of one-way systems instead of disruptive traffic lights where possible, and to explore alternative construction techniques to minimise disruption on the network.

The council actively manages works on the network by holding regular update meetings with the promoters to ensure they are on programme and taking steps to rectify issues where they arise and ensure that there are effective consultations and information for road users, residents, and businesses. The coordination of works to reduce damage to road surfaces, and the protection of recently completed surfacing works, are important aspects of the Network Management team's role.

Where works by public utilities take place on the network, a robust inspection regime for works and reinstatements is followed in accordance with the Regulations. In 2023 approximately 5,700 inspections were undertaken. The number of inspections for those utilities that perform well are reduced but are increased for those that have poor performance. The council's inspection regime is known for being robust and this approach drives compliance and improved performance by those doing works on the road network in Wiltshire.

The coordination of works and inspections continues to help protect the highway assets from unnecessary damage.

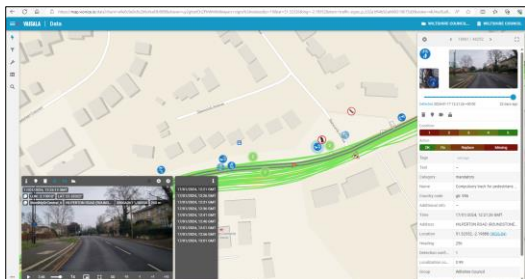
## Innovation

Wiltshire Council continues to develop its Highways Infrastructure Asset Management System (HIAMS). The software is currently used to record inspections of street works, manage highway works orders and budgets, programme and record pothole repairs in the field and analyse condition survey datasets to produce prioritised sites for resurfacing.



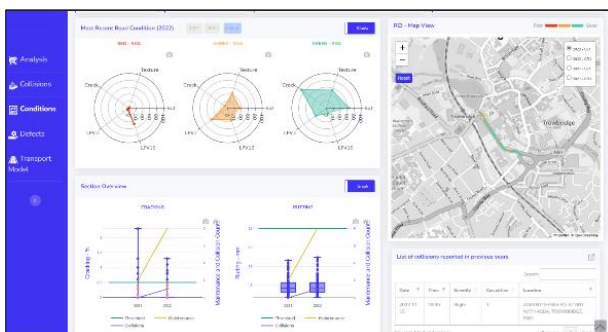
*HIAMS allow technical data, including surveys by vehicle mounted lasers, to be used to assess road conditions to prioritise sites for treatment. Road safety is the priority, and maintaining adequate skid resistance on the busy high-speed roads is vital.*

Wiltshire Council is utilising Vaisala's Road AI technology on highway safety inspections. The technology uses smart phones in Council inspection vehicles to collect video data which is then analysed by Vaisala's Road AI technology to provide detailed outputs on road condition. It can accurately map and maintain a comprehensive road sign and lines asset register, informing Council staff if anything in the asset register is no longer there, such as a road sign that has been knocked over since the previous inspection.



*Vaisala's web platform allows all data collected, including videos, to be viewed and scrutinised by engineers.*

Wiltshire Council has been working collaboratively with its highways consultant, AtkinsRealis, to develop the Insights Engine which is a map-based platform that combines multiple datasets such as machine condition data, pothole and defect data, road collision data and traffic model data, enabling Highway Engineers to understand what is happening on the network and how the roads are performing.



*Technology is being used to obtain a better understanding of the highway assets and their condition.*



A second phase of development is taking place this year to develop a road deterioration model that uses historical condition data to help predict future rates of deterioration across the road network. This will provide Highway Engineers with the tools to understand when the most appropriate time is to intervene with treatments to prolong the life of the asset. Engineers will also be able to run multiyear budget scenarios to understand the impact of various spending levels on the present and future condition of Wiltshire's roads.



*Specialist equipment is being introduced to help manage the highway trees, which are becoming an increasing problem because of ash die back.*

Improved technology to manage workflows has been introduced by the council's tree contractor, Upton Specialist Tree Services Ltd, and specialist plant and equipment has been used to speed up operations for maintaining and managing the council's highway trees, which have become a particular concern because of the increase in ash die back on the network.

The Council has been working with its delivery partners to trial new materials, and Keily Bros Ltd have introduced KeilyLock in the county. This is a road surface treatment used in conjunction with the traditional surface dressing process. The primary function of the treatment is to 'lock' the chippings into the road surface, which stops the ingress of water and resultant damage to the treated road surface. The visual appearance of a site is like that of a traditional 'black top' site and is more aesthetically pleasing than normal surface dressing. The application of KeilyLock is swift, minimising road closure durations and road markings can be applied one hour after completion of the process.

Tarmac Ltd have introduced Utilayer SAMI (Stress Absorbing Membrane Interlayer), which was used in recent surfacing in Westbury. Its shorter curing period allowed the road to be reopened and trafficked quicker than a traditional Geogrid membrane which would have required a 24-hour curing period. It is a fine graded asphalt containing a high proportion of premium Polymer Modified Binder which is typically laid 25mm thick and is designed to offer exceptional flexibility, and to have fatigue resistance properties over 200 times better than conventional asphalt.

The Council is also working with its term maintenance contractor, Milestone Infrastructure, to trial pothole repair processes to identify methods of dealing more efficiently with the repair of potholes and defects on the network.

A Bobcat and planer are being used for undertaking small areas of patching at locations where a more robust repair is required than can be provided by the Pothole Gang or the Hand Patching Gang. This operation involves the use of a mini planer to remove layers of defective surfacing material down to a more stable layer, and

backfilling with a hot surfacing material. The result is a neater longer lasting patch that will not require revisiting for some time.

A hotbox has been provided at Melksham depot to allow the storage of hot surfacing materials that can be accessed by the patching gangs for use on site. The hot material enables a more robust repair where required.

Milestone have also shared with Wiltshire the results of recent trials that they have been undertaking on the use of various commercially available patching operations. This information will help the Council to consider potential additional patching resources for various types of locations and repairs.

Milestone are currently undertaking a full inventory update of the Council's highway gullies, locating their positions using GPS. This information is being used to update and ensure the accuracy of the Council's gully inventory and will ensure all gullies are programmed and any cleansing action can be recorded electronically against the gully.

## Highway Maintenance 2022/23

A review of the 2022/23 road maintenance programme has been undertaken. The extensive programme used treatments which were selected based on need as identified from the condition surveys and inspections and were spread across all road types. The works expenditure by road type excluding overhead, staff costs, design, and supervision costs was:

Road Class	Total	Percentage
A	£3,812,099.94	30.12%
B	£1,273,751.52	10.07%
C	£4,372,006.55	34.55%
UC	£3,197,085.34	25.26%
<b>Total</b>	<b>£12,654,943.35</b>	<b>100.00%</b>

The largest proportion of expenditure was on the C Class roads, but there was also significant expenditure on the A Class roads, which carry the most traffic, and on the Unclassified roads. Almost 60% of the surfacing works expenditure in 2022/23 was on the C Class and Unclassified roads, which make up the largest proportion of the road network.

The road surfacing expenditure per kilometre of road type usually varies from year to year depending on the treatment needed. For 2022/23 the figures were:

Road Class	Total	Length (km)	Cost per km
A	£3,812,099.94	557	£6,843.99
B	£1,273,751.52	321	£3,968.07
C	£4,372,006.55	1,669	£2,619.54
UC	£3,197,085.34	2,007	£1,592.97

Maintenance expenditure per kilometre was highest for the A Class roads, which was probably because they carry the most traffic and often need more substantial reconstruction work due to the damage caused by the large numbers of heavy goods vehicles using them.

The C Class and Unclassified roads can usually be maintained using the less expensive surfacing materials such as surface dressing or micro asphalt, with only the occasional need for more substantial works.

The lengths of road treated are reported to DfT for Principal (A Class Roads) and non-principal roads (B, C and Unclassified roads) using the following treatment definitions:

- Strengthening – Reconstruction, in-situ recycling
- Resurfacing – Overlay, thin surfacing, resurfacing
- Preservation – Surface dressing, micro surfacing, preservation, and rejuvenation

The Wiltshire totals for the different types of treatment as percentages of the respective networks for 2022/23 were:

Road Class	Strengthening	Resurfacing	Preservation	Total
A Roads	0.0%	1.0%	4.2%	5.2%
B, C and UC	0.0%	0.3%	2.3%	2.6%

The percentages of their networks treated vary considerably between authorities because of local variations in conditions. The totals treated in Wiltshire in 2022/23 compared to the national averages (excluding London) were:

Road Class	Wiltshire	National Ave.
A Roads	5.2%	5.3%
B, C and UC	2.6%	2.4%

The percentages of road treated by road class in Wiltshire were very similar to the national averages in 2022/23.

## Highway Maintenance 2023/24

In 2023/24 a similar programme of road maintenance is being undertaken to that delivered in 2022/23. As this is still in progress at the time of writing, final expenditure and full information on work completed is not yet available. Therefore, it has not been possible to carry out a detailed analysis at this stage, especially as extensive pothole repair work continues in response to recent flood damage.

The carriageway treatments selected for implementation in 2023/24 were based on need as identified from the condition surveys and inspections and involved all road types. The total highway maintenance capital budget for 2023/24 was similar to 2022/23 and the budget allocation by surfacing type was broadly similar.

The numbers of pothole and defect reports in 2023/24 was high with ongoing damage caused by flooding as well as resulting from extremes of temperature. Funding for pothole repairs was increased in the budget for the year to address the continuing demand for pothole repairs.

Additional Council funding was provided in 2023/24 for service areas where extra demand had been identified:

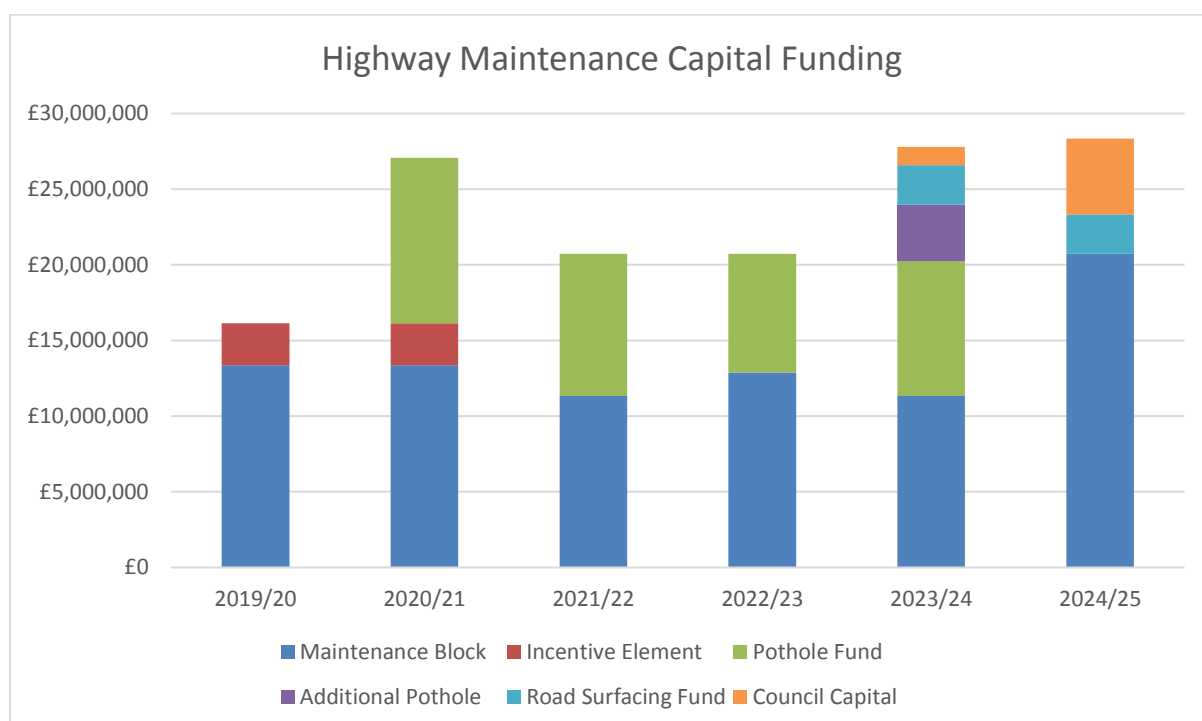
<b>Item</b>	<b>Funding</b>
Drainage	£500,000
Signs	£500,000
Road Markings	£200,000
<b>Total</b>	<b>£1,200,000</b>

The capital budget for highway maintenance of £27,786,000 for 2023/24 represented an increase compared to previous years.

## Highways Maintenance Funding 2024/25

There has been a significant level of funding for highway maintenance in recent years from the DfT:

Funding	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Maintenance Block (DfT)	£13.357m	£13.357m	£11.330m	£12.870m	£11.330m	£20.727m
Incentive Element (DfT)	£2.782m	£2.782m				
Pothole Fund (DfT)		£10.930m	£9.396m	£7.857m	£8.957m	
Additional Pothole (DfT)					£3,685m	
Road Surfacing Fund (DfT)					£2.614m	£2.614m
Wiltshire Council Funding					£1.200m	£5.000m
<b>Total DfT Funding</b>	<b>£16.139m</b>	<b>£27.069m</b>	<b>£20.726m</b>	<b>£20.727m</b>	<b>£26.586m</b>	<b>£23.341m</b>
<b>Total Funding</b>	<b>£16.139m</b>	<b>£27.069m</b>	<b>£20.726m</b>	<b>£20.727m</b>	<b>£27.786m</b>	<b>£28.341m</b>



The funding available for road resurfacing in 2024/25 has been increased because of additional funding from DfT through the Road Surfacing Fund and from the Council's own capital funding:

2024/25 Highway Maintenance Budget	Source	Funding
Highways Maintenance Block and Pothole Fund	DfT	£20,727,000
Road Resurfacing Fund (DfT) 2023/24	DfT	£2,614,000
Road Resurfacing Fund (DfT) 2024/25	DfT	£2,614,000
Additional Highways Funding	Wiltshire Council	£5,000,000
<b>Total</b>		<b>£30,955,000</b>

The indications are that funding for future years could also be substantial.

## Road Maintenance Priorities 2024/25

Road safety is a priority for Wiltshire Council and keeping the road network and the associated highway assets in an appropriate condition is vital. A two-phase strategy is being used to meet the carriageway asset management objectives, making use of the additional funding provided by DfT and by the Council.

In the short term, the strategy is to ensure that the network is maintained in a safe condition by treating safety defects, which may require the temporary diversion of resources, including Parish Stewards, from non-safety routine tasks. This is a 'worst first' approach to asset management which can be less efficient but in the short term is sometimes required to address safety issues.

In the longer term, the focus will be on repairing the damage caused by the severe weather, particularly from the flooding and winter of 2023/24. This will require programmes of treatment and surfacing work of various types to improve the condition of the network and halt the recent decline as evidenced by the carriageway condition surveys.

The programme of surfacing works will need to be across all road types as the survey results have indicated that there is a need to reduce the proportion of roads in poor condition on all classifications of road.

The results of the skid resistance surveys carried out in accordance with the Skid Resistance Policy have been used to develop a programme of works considering skid deficiency, accidents, speed environment, investigatory level, and road hierarchy. These works are being integrated into the main surfacing and carriageway treatment programmes.

Whilst the maintenance of carriageways will be a priority during 2024/25, funding will also be required for other highway assets, especially bridges, drainage, footways, traffic signals, signs, road markings, and street lighting.

In the longer term there is likely to be a need for greater investment in footways, pavements and pedestrian areas, and it is proposed to carry out a more substantial programme of footway renewal in 2025/26 when it is anticipated that the more pressing carriageway safety issues have been addressed and the major works at the landslip at Lyneham Banks have been completed.

The proposed expenditure on highway maintenance in 2024/25 is shown below. It should be noted that during the year the budget allocations may need to be adjusted in response to changing circumstances, or because of the need to coordinate schemes with the other work on the network or other unplanned events.

## Proposed Highways Maintenance Budget 2024/25

The proposed budget for 2024/25 has been allocated to the various asset and treatment types based on identified need, with the majority of the proposed expenditure being on various road surfacing and treatments to reflect the current condition of the network.

Item	Budget
Surfacing	4,828,000
Surface Dressing	3,800,000
Reactive Patching	1,500,000
Pre surface Dressing Patching	1,900,000
Planned carriageway repairs	875,000
Microasphalt	1,200,000
Major Repairs - Lyneham Banks	2,000,000
Grouted Asphalt	1,375,000
Skid resistance sites retexturing	400,000
Recycling	625,000
Skid resistance Patching	700,000
Advance Coring Programme	380,000
Pothole Repairs	2,000,000
Footways	1,275,000
Verge Repairs	750,000
Signs and road markings	200,000
Traffic Signals Lighting Columns	1,050,000
Drainage	890,000
Bridges	750,000
Rights of Way	200,000
Surveys	7,000
Consultants Fees	1,500,000
Staff Costs	500,000
Contract Overheads	2,250,000
<b>Total</b>	<b>30,955,000</b>

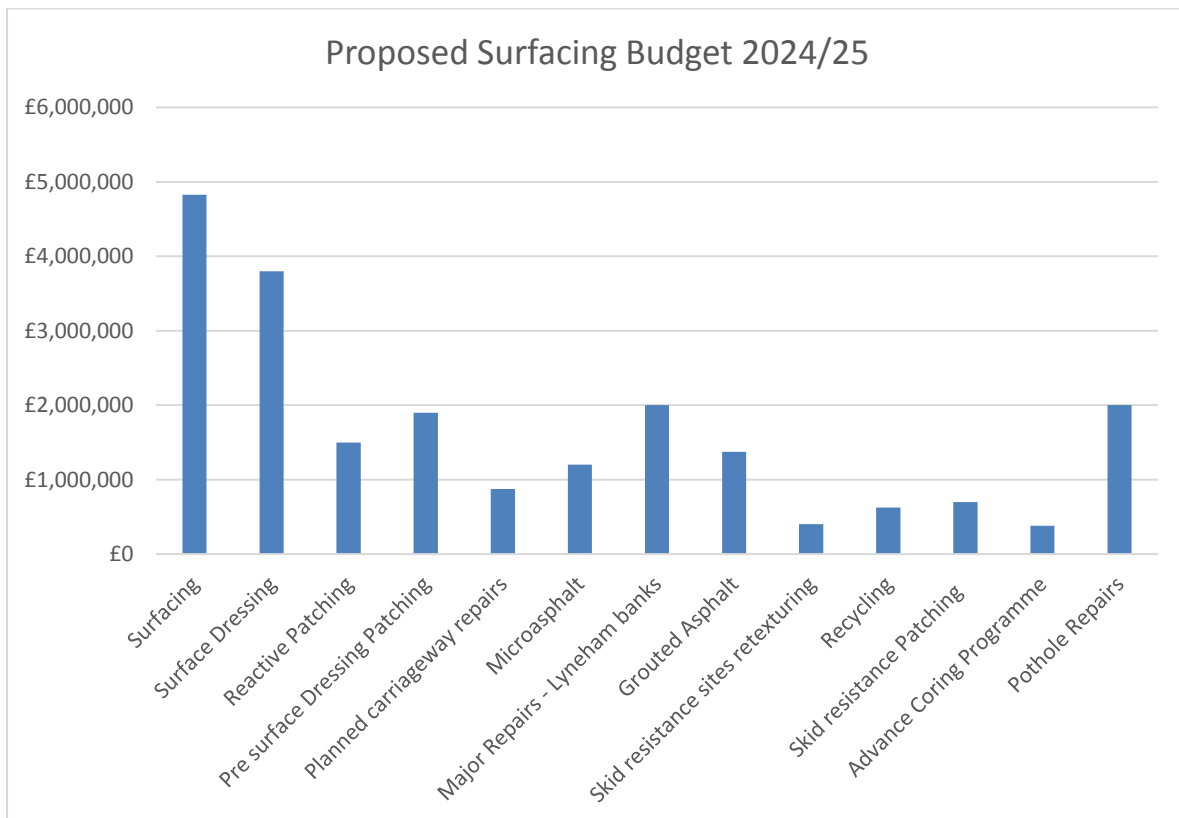
The budget allocations may need to be varied and adjusted during the year in response to changing circumstances and expenditure will continue to be monitored and reviewed by the relevant service delivery teams.



The proposals include a significant proportion of the funding for road surfacing in view of the recent weather damage. The proposed expenditure for road surfacing types, excluding overhead, staff and other asset expenditure are:

Treatment	Budget
Surfacing	4,828,000
Surface Dressing	3,800,000
Reactive Patching	1,500,000
Pre surface Dressing Patching	1,900,000
Planned carriageway repairs	875,000
Microasphalt	1,200,000
Major Repairs - Lyneham banks	2,000,000
Grouted Asphalt	1,375,000
Skid resistance sites retexturing	400,000
Recycling	625,000
Skid resistance Patching	700,000
Advance Coring Programme	380,000
Pothole Repairs	2,000,000
Total	21,583,000

The budget for pothole repairs has been increasing in recent years because of the need to address the increased number of potholes, and this has been increased again for 2024/25 to £2,000,000.



As well as surfacing, surface dressing and micro asphalt programmes, the budget includes for the use of grouted asphalt at the higher stress sites, and a programme of skid resistance improvements.

Funding of £2,000,000 has had to be included for the major repairs at Lyneham Banks this year.

The county's bridges are generally in good condition and the budget has consequently been decreasing in recent years. However, the budget for verge strengthening has had to be increased because of the damage during the continuing wet weather during the winter.

Funds have also been included for maintenance of traffic signals, drainage, signs, road markings and other highway assets.

The integration of carbon reduction with the future maintenance processes will continue, including consideration of the use of materials that are manufactured and delivered in more carbon efficient ways, and the plant and equipment used on site which can include running on battery power and Hydrotreated Vegetable Oil (HVO) fuels.

A detailed breakdown of budget allocations and source is included at **Appendix A**.

The list of sites for surfacing are included in **Appendix B**, which also includes the indicative schemes for the following years.

## Budget Allocations

The proposed expenditure described has been allocated to the individual funding sources for monitoring and accounting purposes:

<b>DfT Maintenance Block and Pothole Fund</b>	<b>Budget</b>
<b>Surfacing</b>	
Surfacing	3,150,000
Reactive Patching	1,500,000
Skid resistance Patching	700,000
Planned carriageway repairs	800,000
Advance Coring Programme	280,000
Subtotal - Surfacing	<b>6,430,000</b>
<b>Surface Dressing Preparation</b>	
Pre surface Dressing Patching	1,400,000
Subtotal Surface Dressing Preparation	<b>1,400,000</b>
<b>Specialist Surfacing</b>	
Grouted Asphalt	950,000
Skid resistance sites retexturing	400,000
Subtotal - specialist surfacing	<b>1,350,000</b>
<b>Drainage</b>	
Drainage - CCTV Investigations	220,000
Drainage Schemes	220,000
Land Drainage Schemes	400,000
Subtotal	<b>840,000</b>
<b>Pothole repairs</b>	
Potholes Gangs	600,000
Pothole Bobcat	600,000
Pothole Hand Patching	350,000
Velocity Patcher	450,000
Subtotal - Pothole Repairs	<b>2,000,000</b>
<b>Highway Infrastructure</b>	
Masonry repairs (Slabbing)	50,000
Footway Resurfacing	900,000
Footway Reactive	250,000
Verge Overruns	250,000
Road Marking renewals	150,000
Sign renewals	50,000
Lighting Column Replacement	50,000

<b>DfT Maintenance Block and Pothole Fund</b>	<b>Budget</b>
Subtotal - Highway Infrastructure	<b>1,700,000</b>
<b>Staff, design, supervision, overheads</b>	
Atkins Fees	1,500,000
Client Fees	500,000
Term Maintenance Contract overheads	2,000,000
Surfacing Contract Overheads	250,000
Subtotal - Design, staff etc	<b>4,250,000</b>
<b>Other Assets</b>	
Bridges, structures, retaining walls	750,000
Traffic Signals and crossings refurb	1,000,000
Major Repairs - Lyneham Banks	1,000,000
Lidar surveys	7,000
Subtotal - Other Assets	<b>2,757,000</b>
<b>Total Structural Maintenance</b>	<b>20,727,000</b>
<b>DfT Road Resurfacing Funding</b>	<b>Budget</b>
<b>Resurfacing</b>	
Surface dressing	3,800,000
Grouted Asphalt	228,000
Microasphalt	1,200,000
<b>Total Road Resurfacing Fund</b>	<b>5,228,000</b>
<b>Wiltshire Council Increased Highway Investment</b>	<b>Budget</b>
Surfacing	1,750,000
Pre surface dressing patching	500,000
Planned carriageway repairs	75,000
Advance Coring Programme	100,000
Grouted Asphalt	125,000
Recycling	625,000
Major Repairs - Lyneham Banks	1,000,000
Improvements to Rights of Ways	200,000
Verge Overruns	500,000
Advance Drainage Improvements	50,000
Footway Sealing	75,000
<b>Total Increased Highway Investment</b>	<b>5,000,000</b>

Note: Adjustments between budgets may be required as work progresses and in view of circumstances such as weather damage.



This page is intentionally left blank

**Wiltshire Highways  
Maintenance Programme  
Bradford on Area Board  
2024/25 – 2029/30  
Version 1**

**BRADFORD ON AVON AREA BOARD**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976612	B3105	BONA_23_0005	B3105 - STAVERTON/NEW TERRACE	JUNCTION BRADFORD ROAD	JUNCTION HAMMOND WAY	SURFACING	1225	2024/25
979073	B3109	BONA_22_0009	B3109 - C215 AT WILD CROSS TO UC CATS LANE			SURFACE DRESSING	3600	2024/25
979253	UC836001	BONA_22_0006	POULTON (LONG SPUR RIGHT) BRADFORD ON AVON	FULL EXTENT		SURFACING	470	2024/25
979254	UC866109	BONA_22_0007	THE STAR HOLT	FULL EXTENT		SURFACING	825	2024/25
1005986	B3107	BONA_19_0002b	FOREWOODS COMMON END OF HOLT VILLAGE PHASE 3	B3105 WEST	30 MPH HOLT EASTERN SIDE	SURFACING	2340	2024/25
976456	A363	BONA_23_0007	A363 JUNCTION RD (A363 TO B3109) BRADFORD ON AVON	FULL EXTENT		SURFACING	210	2025/26
977019	C214	BONA_25_0007	RUSHMEAD LANE	MONKTON FARLEIGH	SOUTH WRAXALL	SURFACE DRESSING	3500	2025/26
977029	C225	BONA_23_0003	MIDFORD LANE	COUNTY BOUNDARY B3110	UPLANDS CLOSE LIMPLEY STOKE	CARRIAGEWAY REPAIRS	1825	2025/26
977244	UC796101	BONA_25_0010	BLACKBERRY LANE CONKWELL	WINSLEY HILL	CONKWELL	SURFACE DRESSING	1860	2025/26
977251	UC806114	BONA_23_0004	COTTLES LANE WINSLEY	WINSLEY	WINSLEY	CARRIAGEWAY REPAIRS	480	2025/26
977269	UC836403	BONA_26_0003	C214 TO B3109 WILD CROSS (SOUTH WRAXALL)	C214 LOWER WRAXALL	B3109 WILD CROSS	MICRO ASPHALT	370	2025/26
979126	UC806401	BONA_25_0004	PINKNEY GREEN, MONKTON FARLEIGH	C ROAD	ALL EXTENTS	MICRO ASPHALT	500	2025/26



**BRADFORD ON AVON AREA BOARD**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979127	UC836106	BONA_25_0005	WOOLLEY DRIVE, WOOLLEY	NEW ROAD	WOOLLEY STREET	MICRO ASPHALT	380	2025/26
979245	UC776001	BONA_24_0008	WOODS HILL (A36 VIA H/PIN TO JOIN WOODS HILL)			SPECIALIST CONTRACTOR	500	2025/26
979256	UC815901	BONA_25_0008	LINDEN CRESCENT	C217 WESTWOOD ROAD	END	MICRO ASPHALT	230	2025/26
976616	B3107	BONA_26_976616	B3107 - HOLT ROAD (30MPH TO B3105 WEST)	JUNCTION CEMETARY LANE	JUNCTION B3105	SURFACING	1083	2026/27
977003	B3108	BONA_23_0002	B3108 WINSLEY BYPASS	FULL EXTENT		CARRIAGEWAY REPAIRS	1666	2026/27
977084	UC826007	BONA_24_0003	SANDY LEAZE, BRADFORD ON AVON	BELCOMBE ROAD	END	SURFACING	140	2026/27
977249	UC805912	BONA_26_0004	LYE GREEN/JONES HILL	WESTWOOD PARK	BRADFORD ON AVON 30MPH	SURFACE DRESSING	1340	2026/27
977250	UC806001	BONA_24_0001	C230 GREEN LANE TURLEIGH	OPP TURLEIGH MANOR	END OF ADOPTED EXTENT	SURFACING	280	2026/27
979074	B3105	BONA_24_0007	B3105 - B3109 LEIGH XRDS	CROSSROADS PLUS 40M BOTH DIRECTIONS B3105	CROSSROADS PLUS 40M BOTH DIRECTIONS B3109	SURFACING	180	2026/27
979252	UC856002	BONA_26_0006	SCHOOL LANE	B3105 NEW TERRACE	END BOLLARDS	MICRO ASPHALT	300	2026/27
976455	A363	BONA_26_976455	BRADFORD ON AVON TOWN BRIDGE	ST MARGARETS STREET MINI ROUNDABOUT	MARKET STREET MIN	SURFACING	190	2027/28

Page 145

**Please note that this programme may be subject to change.**

**BRADFORD ON AVON AREA BOARD**

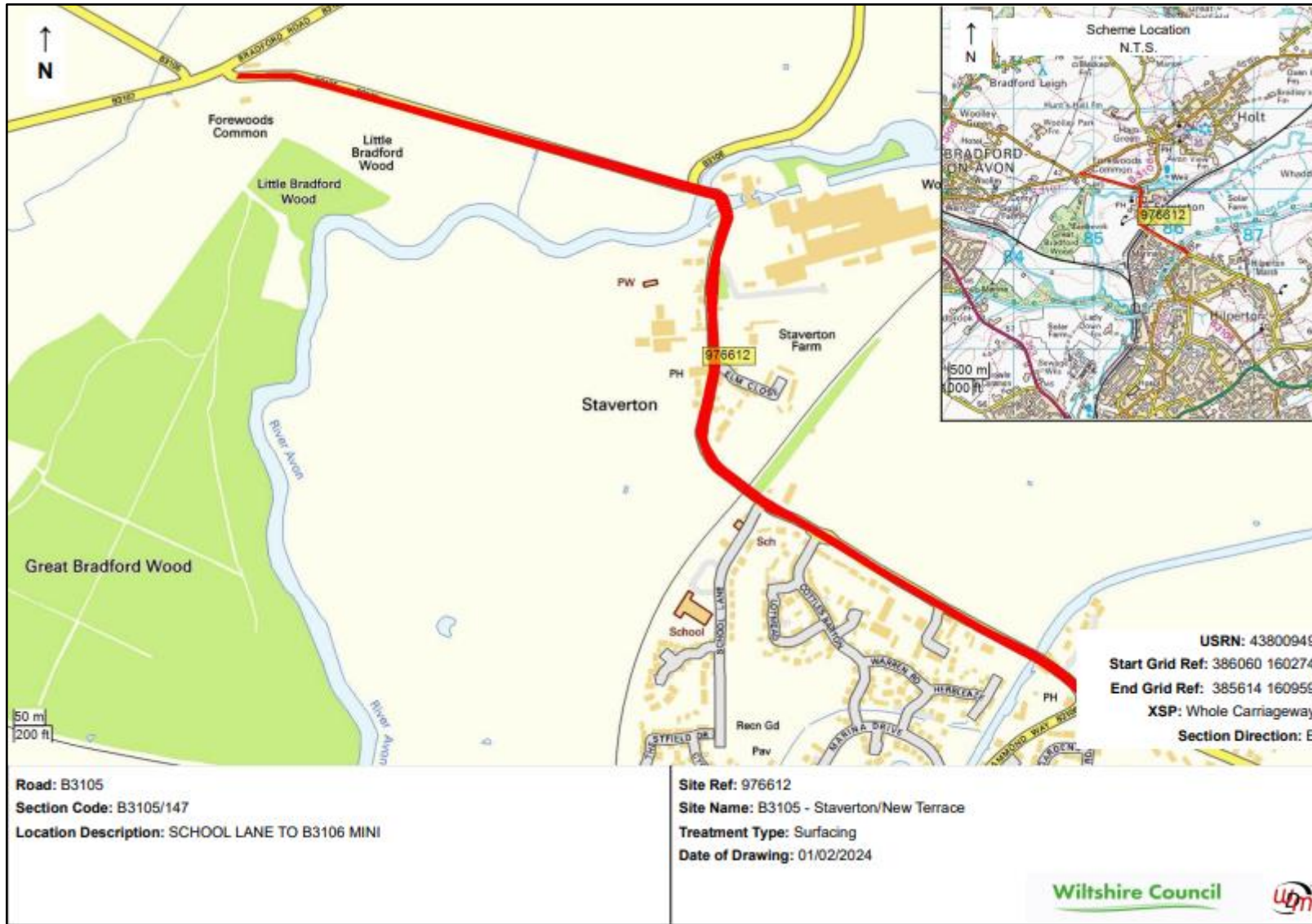
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976624	B3108	BONA_25_0009	B3108 – WINSLEY ROAD	A363 BATH ROAD	SPEED LIMT	SURFACING	1325	2027/28
979122	UC826108	BONA_24_0006	BEARFIELD BUILDINGS, BRADFORD ON AVON	HUNTINGDON STREET	ASHLEY ROAD	SURFACING	150	2027/28
979123	UC796002	BONA_25_0001	BRADFORD ROAD EAST AND SPUR TO WINSLEY CORNER	HUNTINGDON STREET	ASHLEY ROAD	CARRIAGEWAY REPAIRS	TBC	2027/28
979128	UC826009	BONA_25_0006	CHURCH STREET, BRADFORD ON AVON	DRUCES HILL	CHURCH	MILES MACADAM	75	2027/28
979251	C217	BONA_24_0010	C217 - B3109 WESTWOOD X- RDS TO TRACK LEFT	B3109 WESTWOOD X-RDS	TRACK LEFT	SURFACING	457	2027/28
979751	UC796001	BONA_27_979751	LANE SOUTHEAST OFF MURHILL WINSLEY AT MURHILL HOUSE			SPECIALIST CONTRACTOR	153	2027/28
1006002	B3109	BONA_27_0001	B3109 FROME ROAD	JUNCTION WESTWOOD ROAD	JUNCTION C216	CARRIAGEWAY REPAIRS	503	2027/28
1006617	C391	BONA_27_0002	C391 LIMPLEY STOKE ROAD	JUNCTION B3108	JUNCTION DANE RISE	SURFACING	1343	2027/28
976482	A366	BONA_26_0002	A366 - FARLEIGH RD	COUNTY BOUNDARY	WINGFIELD XROADS	SURFACING	1400	2028/29
977012	B3109	BONA_23_0009	B3109 SPRINGFIELD NEW ROAD AND MOUNT PLEASANT	HOLT ROAD	MASONS LANE	CARRIAGEWAY REPAIRS	780	2028/29
977152	B3109	BONA_26_0001	FROME ROAD, BRADFORD ON AVON	30 MPH BRADFORD ON AVON	JONES HILL	SURFACING	660	2028/29
979250	C230	BONA_26_0005	BELCOMBE ROAD BRADFORD ON AVON	AVONCLIFFE INC PART JUNCTION	BELCOMBE ROAD GARAGE AREA OPP NO 24	SURFACING	511	2028/29

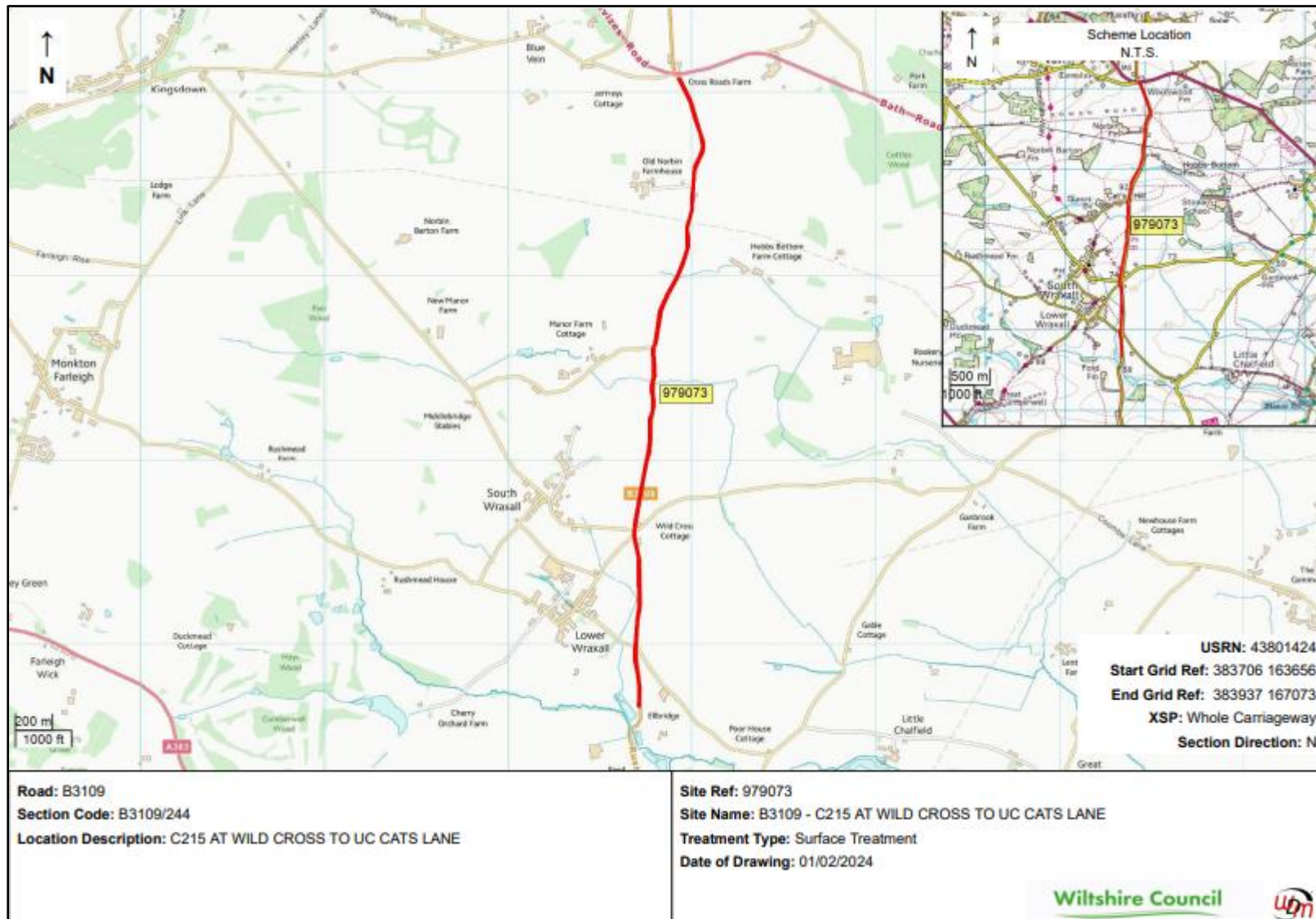
**BRADFORD ON AVON AREA BOARD**

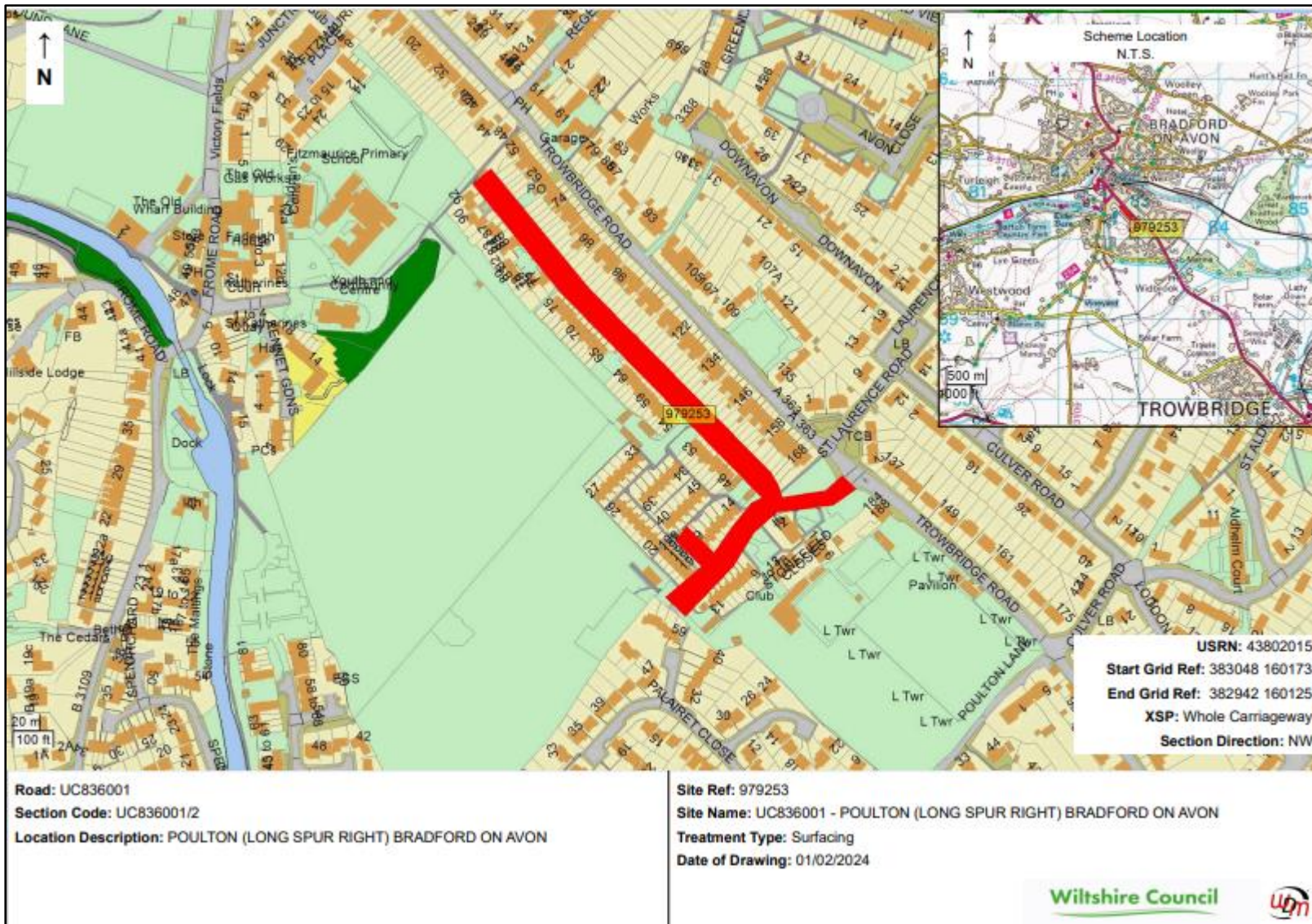
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979255	A363	BONA_23_0006	A363 - ST. MARGARETS STREET MINI TO JUNCTION ROAD	STATION ROUNDAABOUT	JUNCTION ROAD	SURFACING	210	TBC

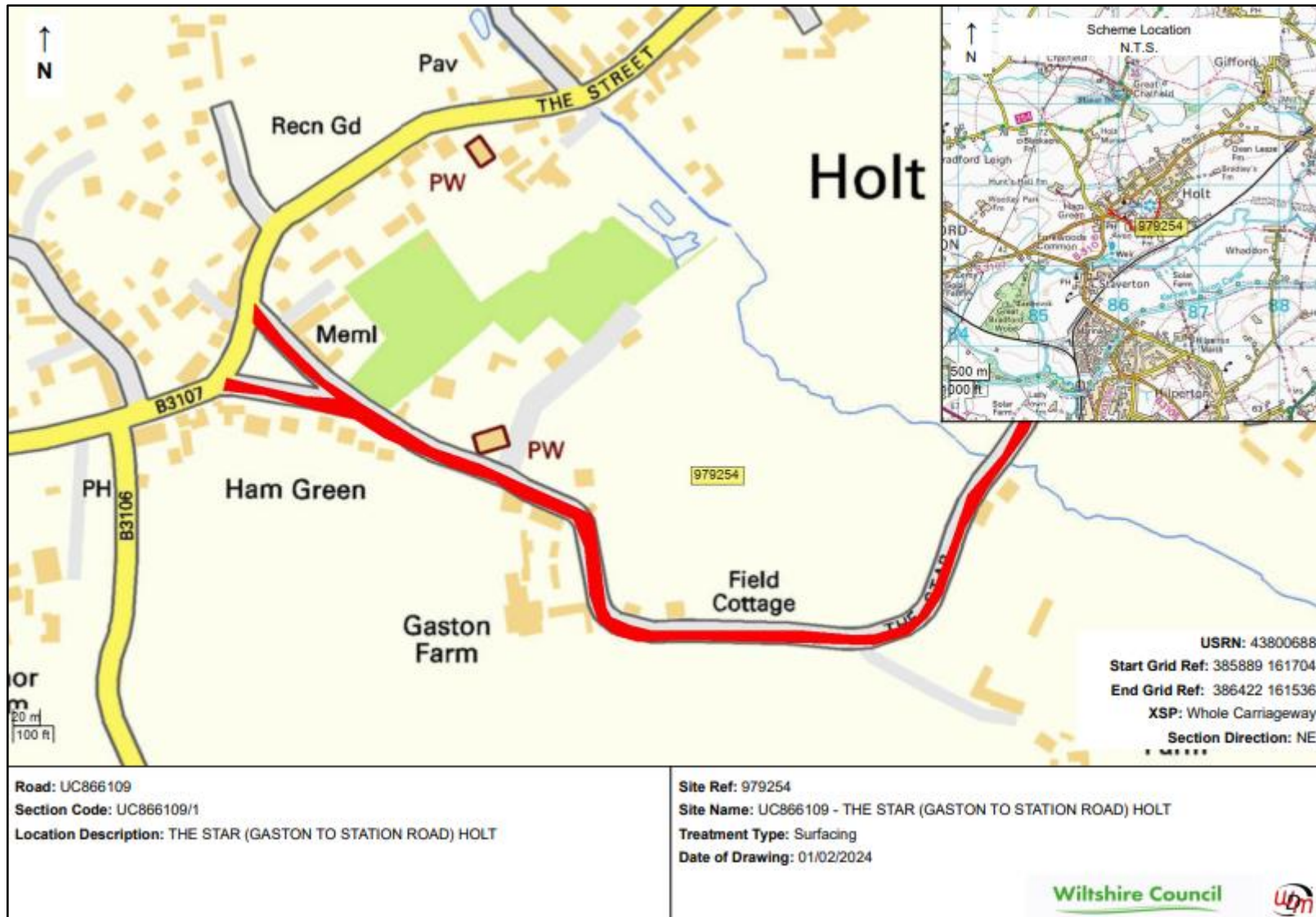
# Site Plans for Proposed 2024/25 Schemes

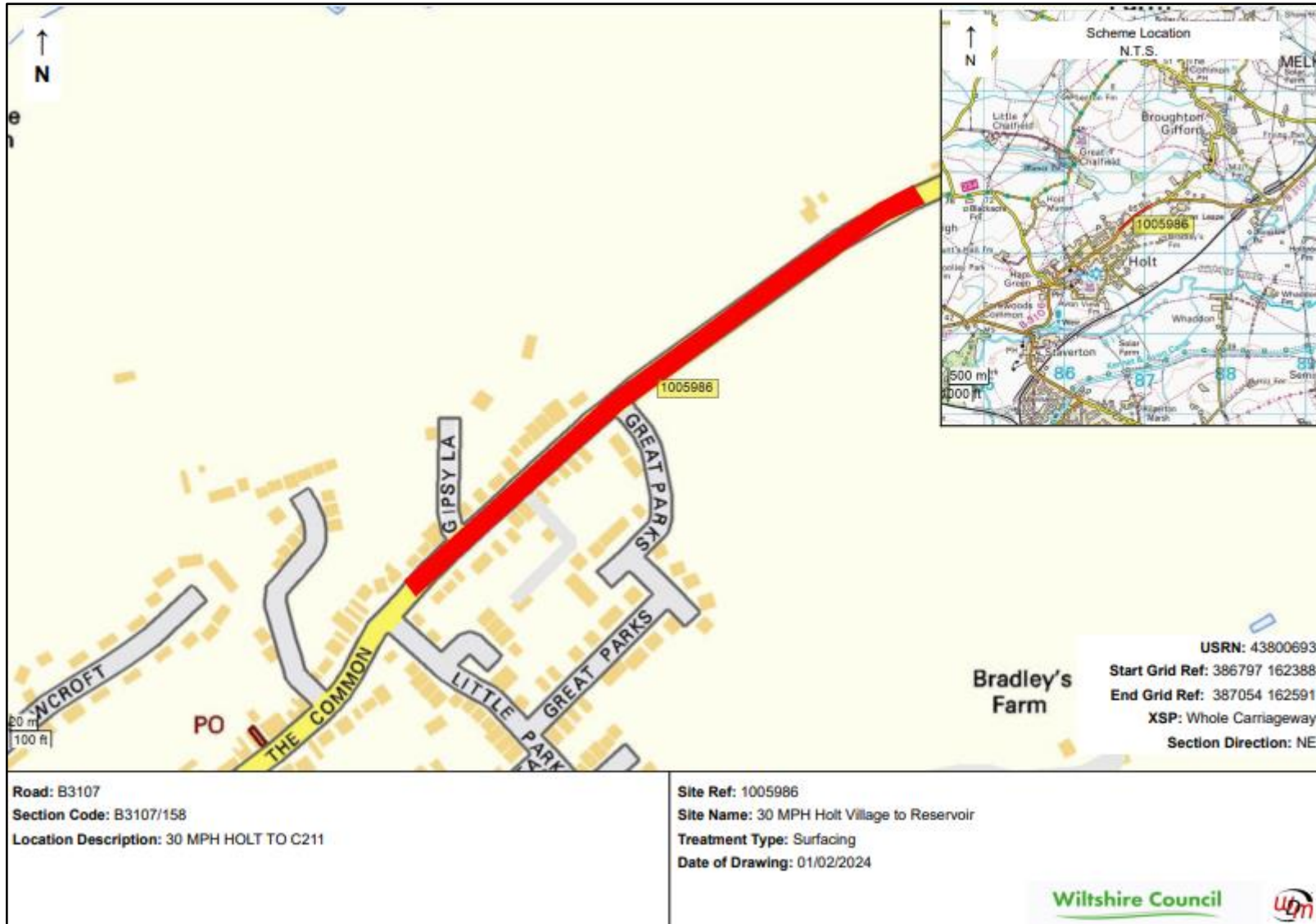
Page 148













**Wiltshire Highways**  
**Maintenance Programme**  
**Calne Area Board**  
**2024/25 – 2029/30**  
**Version 1**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976981	C112	CALN_22_0003	STANLEY LANE LONDON ROAD (GATE FARM) TO POUND FARM	LONDON ROAD JUNCTION	POUND FARM JUNCTION	CARRIAGEWAY REPAIRS	1900	2024/25
977094	UC	CALN_24_0006	FALCON ROAD/HERON CLOSE/MARTIN WAY CALNE	PRINCE CHARLES DRIVE	END OF FALCON WAY	SURFACE DRESSING	498	2024/25
977102	UC007106	CALN_24_0001	HONEY GARSTON LANE, CALNE			MICRO ASPHALT	54	2024/25
977108	C50	CALN_22_0005	BLACKLANDS A4 JUNCTION TO X-ROADS	A4 JUNCTION	CROSSROADS	SURFACING	1110	2024/25
979281	UC	CALN_24_0005	ABBERD WAY ETC ESTATE ROADS			MICRO ASPHALT	271	2024/25
979282	C139	CALN_23_0007	C139 - THE AVENUE YATESBURY			MICRO ASPHALT	796	2024/25
976262	A342	CALN_23_0003b	OLD DERRY HILL TO CHURCH ROAD	JUNCTION A4	OLD CHAPEL	CARRIAGEWAY REPAIRS	150	2025/26
976799	C138	CALN_24_0008	THE STREET AND PARK LANE PART CHERHILL	APPX 28 THE STREET	A4	SURFACING	850	2025/26
977100	UC007005	CALN_23_0006	BACK ROAD CALNE	A4 LONDON RD CALNE	END	SURFACING	225	2025/26
977163	UC	DEVI_25_0007	UNCLASS THEOBOLDS GREEN 1	UC CALSTONE	A4 QUEMERFORD	SURFACE DRESSING	1300	2025/26
977164	UC	CALN_25_0002	HIGHWAY COMMON / HIGHWAY	C11	LOWER END FARM	SURFACE DRESSING	2562	2025/26
979199	UC	CALN_23_0003	OLD DERRY HILL, NEAR CALNE	OLD DERRY HILL	OLD DERRY HILL	CARRIAGEWAY REPAIRS	200	2025/26

**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979278	UC	CALN_24_0004	WYVERNE AVE & WESSEX CLOSE CALNE	PRINCE CHARLES DRIVE	END	SURFACING	800	2025/26
979279	UC	CALN_24_0007	WESTERHAM WALK ETC	EXTENTS		MICRO ASPHALT	700	2025/26
979280	UC	CALN_24_0003	PORTEMARSH ROAD CALNE	A3102	STAINER ROAD	SURFACING	800	2025/26
1006778	A4	CALN_21_0003	A4 PEWSHAM TO A342 DERRY HILL JUNCTION - PHASE 2			SURFACE DRESSING	TBC	2025/26
977163	UC	DEVI_25_0008	UNCLASS THEOBOLDS GREEN 2	OPP MOGGS LANE	END	SURFACE DRESSING	550	2026/27
977170	UC	CALN_25_0005	ROADS IN YATESBURY	TBC		SURFACE DRESSING	2000	2026/27
979286	C135	CALN_26_0003	SPRITHILL	CATCOMB	CHARLCUTT HILL	SURFACE DRESSING	3220	2026/27
976988	C136	CALN_23_0005	UC STUDLEY TO CL HAZELAND BRIDGE	BRIDGE NR GREAT BODNAGE COPSE	APPX 30M HAZELAND BRIDGE	SURFACING	420	2027/28
979283	UC	CALN_25_0003	LANSDOWNE CRESCENT DERRY HILL PART	CHURCH ROAD DERRY HILL	REDHILL CLOSE	SURFACING	227	2027/28
979284	UC	CALN_25_0001	Anchor road Calne part AND LOW LANE ADOPTED EXTENT	BENTLEY GROVE	END	SURFACING	800	2027/28
977167	UC	CALN_26_0001	C15 SE TO ENTRANCE CORTON MANOR FARM	BUSHTON ROAD	CORTON MANOR FARM	CARRIAGEWAY REPAIRS	800	2028/29
979285	C118	CALN_26_0002	LICKHILL ROAD CALNE PART INC NORTHERN MINI RBT	DIXON WAY	ST DUNSTAN CLOSE MINI	SURFACING	520	2028/29

Page 155

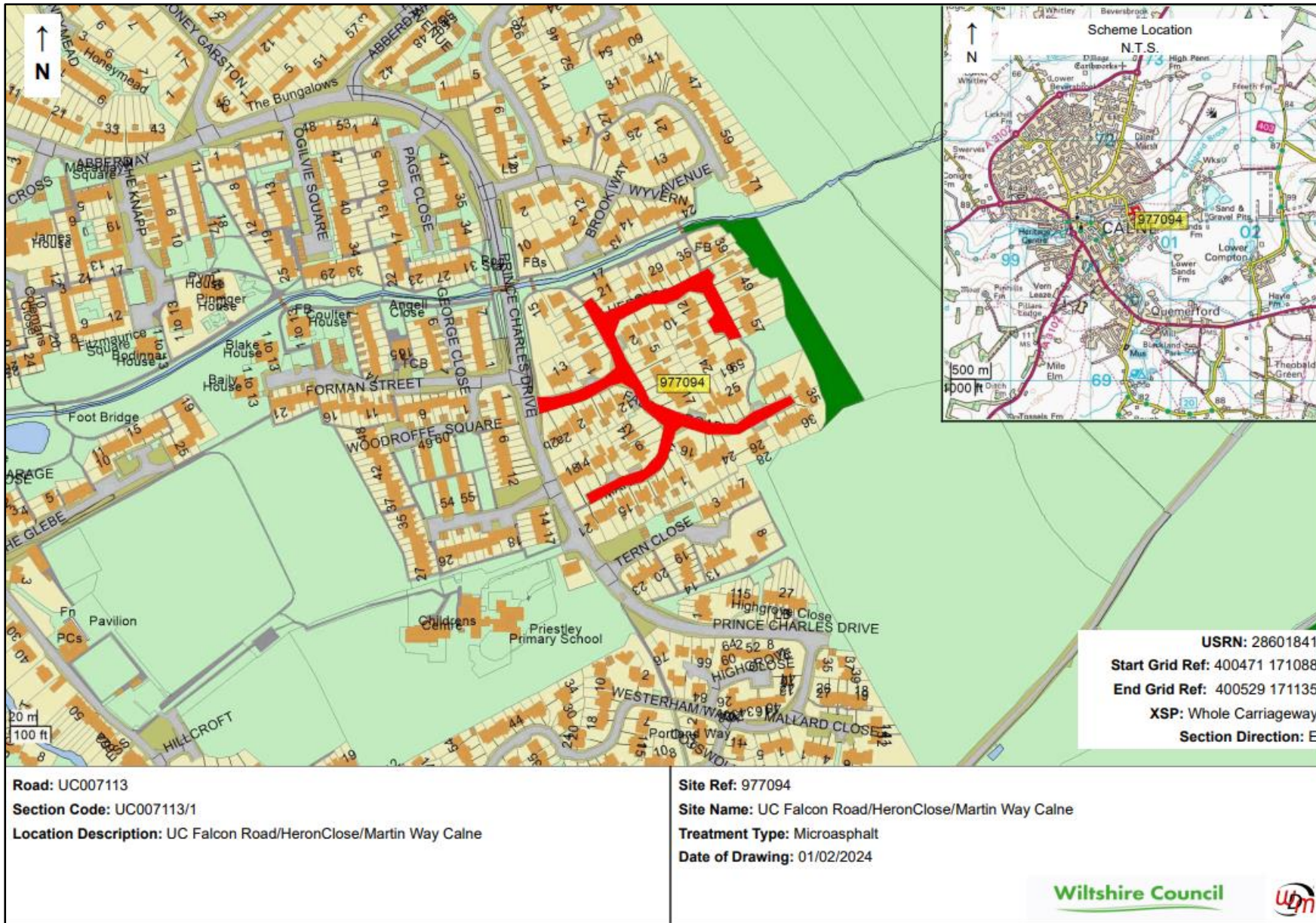
**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979287	UC	CALN_26_0004	STATION ROAD CALNE	NEW ROAD CALNE	WENHILL HEIGHTS JUNCTION	SURFACING	250	2028/29
979289	UC	CALN_26_0006	BENTLEY GROVE (CALNE)	ANCHOR ROAD	END	SURFACING	200	2028/29
976498	A4	CALN_21_0001	A4 - PARK LANE, CHERHILL	U/C, PARK LANE, CHERHILL	C139 TO YATESBURY	UNDER REVIEW	1014	TBC
976500	A4	CALN_21_0001b	A4 - C139 (TO YATESBURY) TO TRACK (TO YATESBURY FIELD)	C139 TO YATESBURY	TRACK (TO YATESBURY FIELD)	UNDER REVIEW	230	TBC
977096	UC997009	CALN_25_0006	SOUTH PLACE, CALNE			UNDER REVIEW	TBC	TBC
977098	UC037001	CALN_25_0004	MILL LANE, CHERHILL			SPECIALIST CONTRACTOR	TBC	TBC
977171	UC067105	CALN_25_0008	YATESBURY LANE (NORTH OFF BACK LANE) YATESBURY			SPECIALIST CONTRACTOR	TBC	TBC
979077	C113	CALN_23_0004	C113 - A4 NORTH TO C/L OF RATFORD BRIDGE			UNDER REVIEW	TBC	TBC
1020925	A3102	CALN_25_0007	A3102 SILVER STREET CALNE	MINI RBT SPORTS CENTRE	A4	SURFACING	420	TBC
1020926	A3102	CALN_26_0007	A3102 CALNE BYPASS			UNDER REVIEW	TBC	TBC

**Please note that this programme may be subject to change.**

# Site Plans for Proposed 2024/25 Schemes

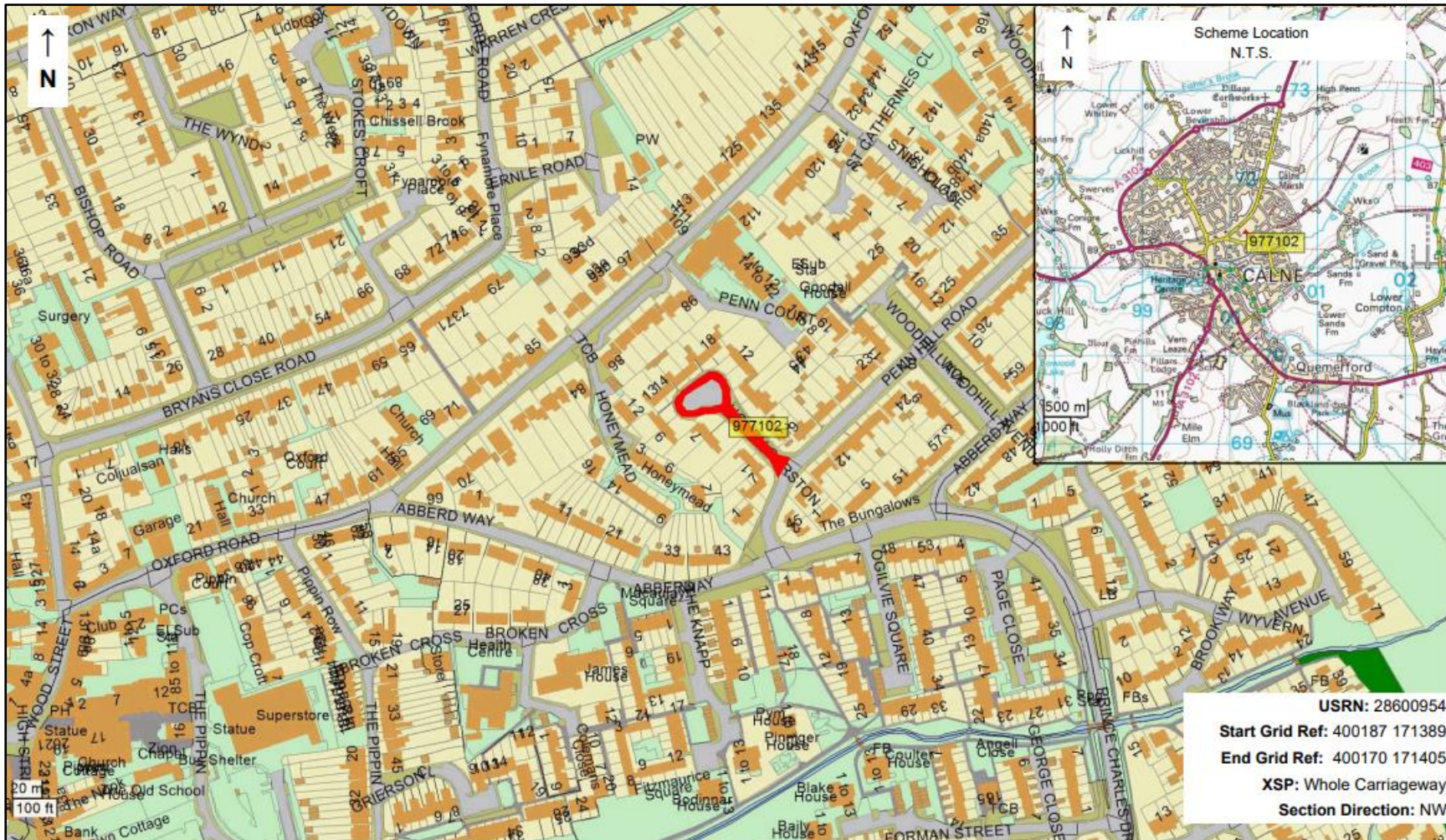




**USRN:** 28601841  
**Start Grid Ref:** 400471 171088  
**End Grid Ref:** 400529 171135  
**XSP:** Whole Carriageway  
**Section Direction:** E

**Road:** UC007113  
**Section Code:** UC007113/1  
**Location Description:** UC Falcon Road/HeronClose/Martin Way Calne

**Site Ref:** 977094  
**Site Name:** UC Falcon Road/HeronClose/Martin Way Calne  
**Treatment Type:** Microasphalt  
**Date of Drawing:** 01/02/2024



**USRN:** 28600954  
**Start Grid Ref:** 400187 171389  
**End Grid Ref:** 400170 171405  
**XSP:** Whole Carriageway  
**Section Direction:** NW

**Road:** UC007106  
**Section Code:** UC007106/1  
**Location Description:** UC Honey Garston Lane, Calne

**Site Ref:** 977102  
**Site Name:** UC Honey Garston Lane, Calne ()  
**Treatment Type:** Microasphalt  
**Date of Drawing:** 01/02/2024

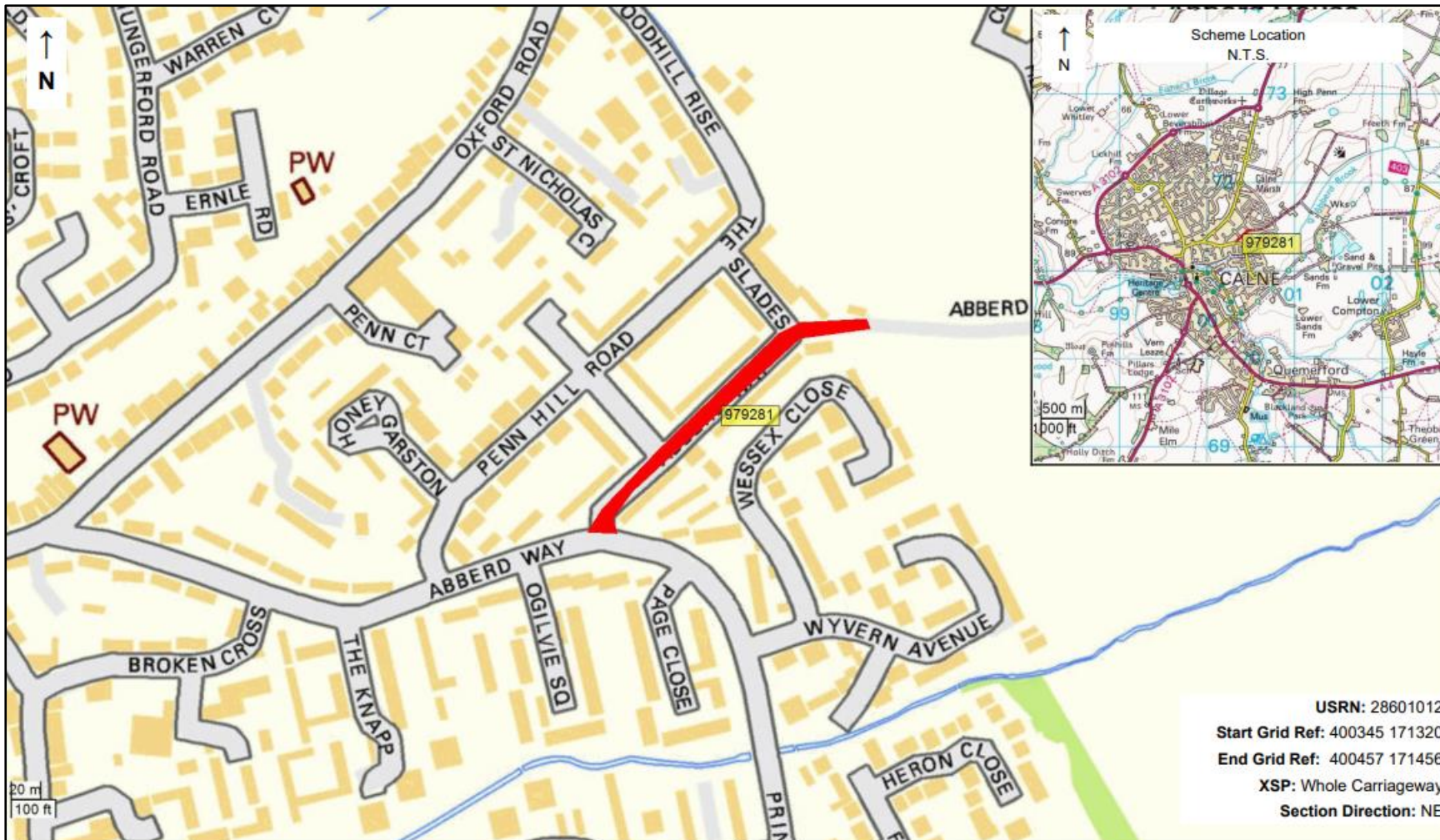


**USRN:** 28602131  
**Start Grid Ref:** 401596 168653  
**End Grid Ref:** 401668 169461  
**XSP:** Whole Carriageway  
**Section Direction:** N

**Road:** C50  
**Section Code:** C50/195  
**Location Description:** UC TO CALSTONE NORTH TO A4 QUEMERFORD

**Site Ref:** 977108  
**Site Name:** Blacklands C50 - UC TO CALSTONE NORTH TO A4 QUEMERFORD  
**Treatment Type:** Surfacing  
**Date of Drawing:** 01/02/2024





**USRN:** 28601012  
**Start Grid Ref:** 400345 171320  
**End Grid Ref:** 400457 171456  
**XSP:** Whole Carriageway  
**Section Direction:** NE

**Road:** UC997141  
**Section Code:** UC997141/2  
**Location Description:** ABBERD WAY (LEFT JUNCTION ABBRED WAY TO END)  
 CALNE

**Site Ref:** 979281  
**Site Name:** UC997141 - ABBERD WAY (LEFT JUNCTION ABBRED WAY TO END)  
 CALNE  
**Treatment Type:** Microasphalt  
**Date of Drawing:** 01/02/2024

Wiltshire Council



**Wiltshire Highways  
Maintenance Programme  
Chippenham & Villages Area Board  
2024/25 – 2029/30  
Version 1**

D	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976960	UC907201	CHIP_22_0008	QUEENS CRESCENT (LOOP) CHIPPENHAM			MICRO ASPHALT	115	2024/25
977014	C180	CHIP_25_0007	C170 SHELDON TO A420 ALLINGTON BAR	C170 SHELDON	A420 ALLINGTON BAR	SURFACE DRESSING	947	2024/25
977128	UC917316	CHIP_23_0003	PARKFIELDS, CHIPPENHAM			CARRIAGEWAY REPAIRS	31	2024/25
977131	UC907408	CHIP_23_977131	BUMPERS WAY/VINCENTS ROAD, BUMPERS FARM CHIPPENHAM Ph1			SURFACING	TBC	2024/25
977133	UC	CHIP_23_0002	CARNARVON CLOSE, CHIPPENHAM			MICRO ASPHALT	110	2024/25
977134	UC917305	CHIP_23_0005	CANTERBURY STREET, CHIPPENHAM	UC CANTERBURY STREET,		SURFACING	250	2024/25
977136	UC907233	CHIP_24_0011	ROWDEN LANE, CHIPPENHAM	UC ROWDEN LANE		SURFACING	132	2024/25
979229	UC	CHIP_23_0008	WOODLANDS ROAD CHIPPENHAM	SHELDON ROAD	A420 MARSHFIELD ROAD	MICRO ASPHALT	930	2024/25
979233	UC	CHIP_25_979233	FROG LANE HULLAVINGTON	THE STREET	END	MICRO ASPHALT	180	2024/25
979319	UC	CHIP_25_0004	MOORSHALL COTTAGE ROAD (LEIGH DELAMERE)	HONEY KNOB HILL	LEIGH DELAMERE GATE	MICRO ASPHALT	366	2024/25

D	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
1021761	UC917328	CHIP_24_1021761	CHARTER ROAD CHIPPENHAM			SURFACING	485	2024/25
977147	UC907301	CHIP_25_0006	LADYFIELD ROAD, CHIPPENHAM	UC LADYFIELD ROAD, CHIPPENHAM		SURFACING	809	2024/25 (tbc)
976646	B4039	CHIP_20_0002	B4039 - B4039 BURTON			SURFACE DRESSING	290	2025/26
976994	C154	CHIP_25_0008	C154 NORTH AND SOUTH OF LEIGH DELAMERE	HONEY KNOB HILL	EAST FOSCOTE FARM LANE	SURFACE DRESSING	951	2025/26
977142	UC917407	CHIP_24_0004	BIRCH GROVE, CHIPPENHAM	UC BIRCH GROVE,		CARRIAGEWAY REPAIRS	267	2025/26
977143	UC907225	CHIP_24_977143	BATH ROAD INDUSTRIAL ESTATE, CHIPPENHAM	UC BATH ROAD INDUSTRIAL ESTATE		CARRIAGEWAY REPAIRS	330	2025/26
977277	UC	CHIP_21_0013	UC FORD TO SLAUGHTERFORD	30 MPH SOUTH FORD TO C179 SLAUGHTERFORD	30 MPH FORD UC TO SLAUGHTERFO RD	SURFACE DRESSING	4455	2025/26
979317	C365	CHIP_23_0006	C365 - THE BRIDGE TO A4/A420 BR CENTRE RBT	C365 THE BRIDGE	A4/A420 BR CENTRE RBT	SURFACING	363	2025/26
979318	UC897202	CHIP_24_0002	METHEWEN PARK INDUSTRIAL ESTATE			MILES MACADAM	306	2025/26
1005876	B4158	CHIP_FF_1005876	MALMESBURY ROAD	B4069 LANGLEY ROAD	DEANSWAY CHIPPENHAM	SURFACE DRESSING	477	2025/26

D	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976700	B4069	CHIP_26_0002B	B4069 UPPERTOWN AREA	CHRISTIAN MALFORD EAST 40/50	SWALLETT GATE	SURFACE DRESSING	2790	2026/27
977135	UC907226	CHIP_24_0012	SOUTHMEAD/STOCKWOOD ROAD, CHIPPENHAM	SOUTHMEAD / STOCKWOOD		SURFACING	506	2026/27
977137	UC907230	CHIP_24_0010	LACKHAM CIRCUS, CHIPPENHAM	UC LACKHAM CIRCUS, CHIPPENHAM		SURFACING	44	2026/27
977138	UC937204	CHIP_24_0009	HARDENS MEAD, CHIPPENHAM	UC HARDENS MEAD, CHIPPENHAM		SURFACING	811	2026/27
977139	UC898201	CHIP_26_0001	WATTS LANE HULLAVINGTON	THE STREET	END	MICRO ASPHALT	230	2026/27
977141	UC907307	CHIP_24_0005	CONWAY ROAD, CHIPPENHAM	UC CONWAY ROAD,		SURFACING	186	2026/27
977148	A4	CHIP_26_0003	A4 - THE PHEASANT RBT. TO A350 BATH ROAD MINI	THE PHEASANT RBT.	A350 BATH RD MINI	SURFACING	560	2026/27
976522	A420	CHIP_25_0009	A420 - IVY LANE	BRIDGE CENTRE ROUNDABOUT	MARCHFIELD ROAD	SURFACING	240	2027/28
977144	UC898204	CHIP_25_0001	NEWTOWN, HULLAVINGTON	GREENS CLOSE	END PAST MERE AVENUE	SURFACING	181	2027/28
977145	UC917304	CHIP_25_0003	LOYALTY STREET, CHIPPENHAM			SURFACING	302	2027/28

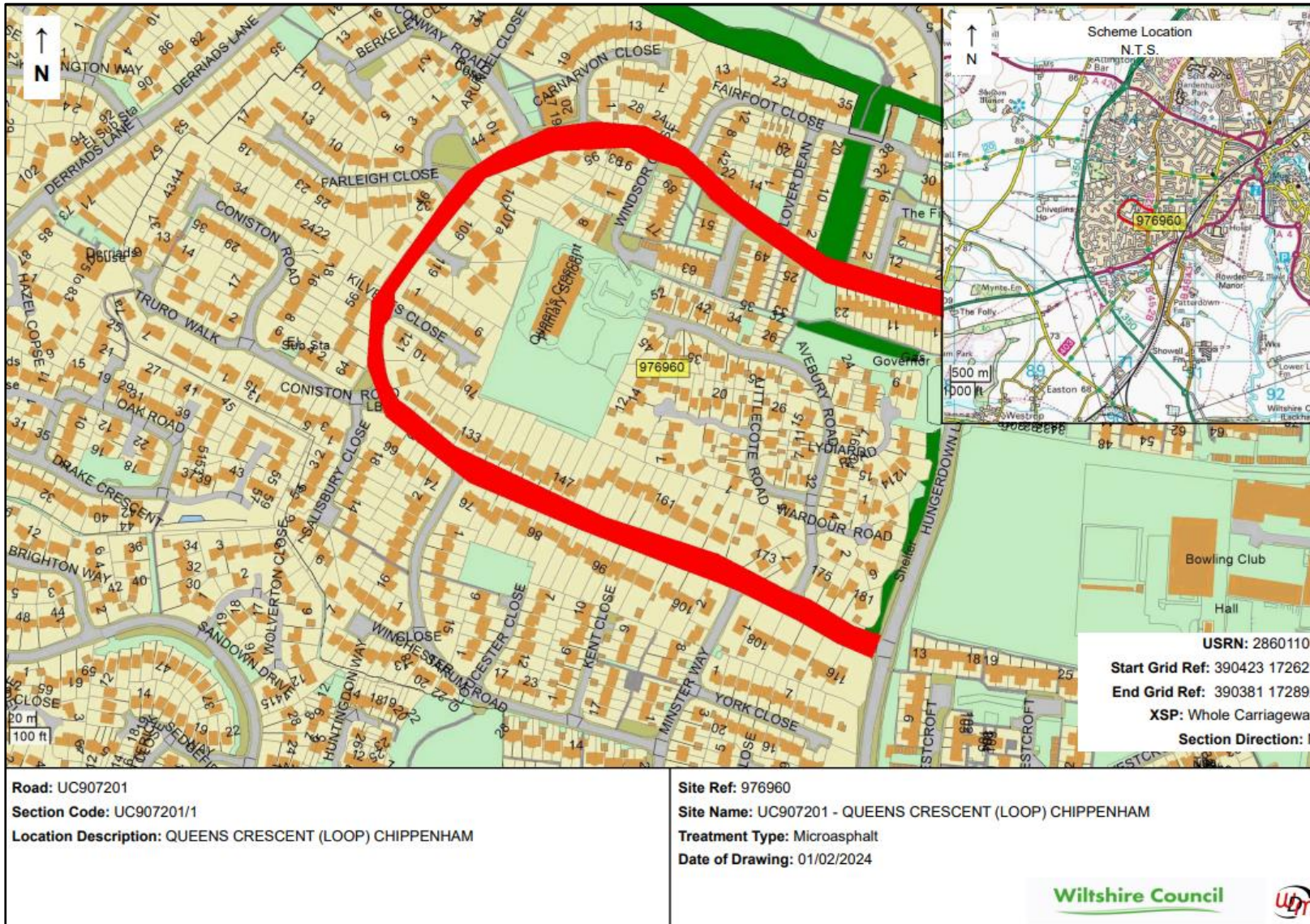
D	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977146	UC937205	CHIP_25_0002	LONDON ROAD (SERVICE ROAD) HARDENS MEAD, CHIPPENHAM			SURFACING	255	2027/28
979230	UC917327	CHIP_25_0010	UNITY STREET CHIPPENHAM	UNITY STREET CHIPPENHAM		SURFACING	106	2027/28
979234	UC	CHIP_FF_979234	SALISBURY CLOSE CHIPPENHAM	CONISTON CLOSE	END	SURFACING	630	2027/28
976490	A4	CHIP_26_0005	A4 - A4 ROWDEN AREA	BATH RD MINI	LOWDEN JUST PAST BELLMOUTH INC LOWDEN BELLMOUTH	SURFACING	280	2028/29
976638	B4039	CHIP_25_977269	B4039 - A420 LANHILL TO C153 FOWLSWICK X RDS			UNDER REVIEW	701	TBC
976640	B4039	CHIP_26_0002	B4039 - 30 MPH YATTON KEYNELL TO C172			UNDER REVIEW	310	TBC
976642	B4039	CHIP_FF_976642	B4039 - 40MPH CASTLE COOMBE TO WALL 3 GIBB HILL	40 MPH CASTLE COOMBE	NORTH WALL 3 GIBB HILL	UNDER REVIEW	200	TBC
976694	B4069	CHIP_FF_976694	B4069 - C181 TO 50/40 MPH (KINGTON LANGLEY)	C181 JUNCTION	50/40 MPH KINGTON LANGLEY	UNDER REVIEW	150	TBC
976695	B4069	CHIP_FF_976695	B4069 - B4122 EAST TO 50/30 MPH SUTTON BENDER	B4122 JUNCTION DRAYCOT	50/30 MPH SUTTON BENDER	UNDER REVIEW	330	TBC

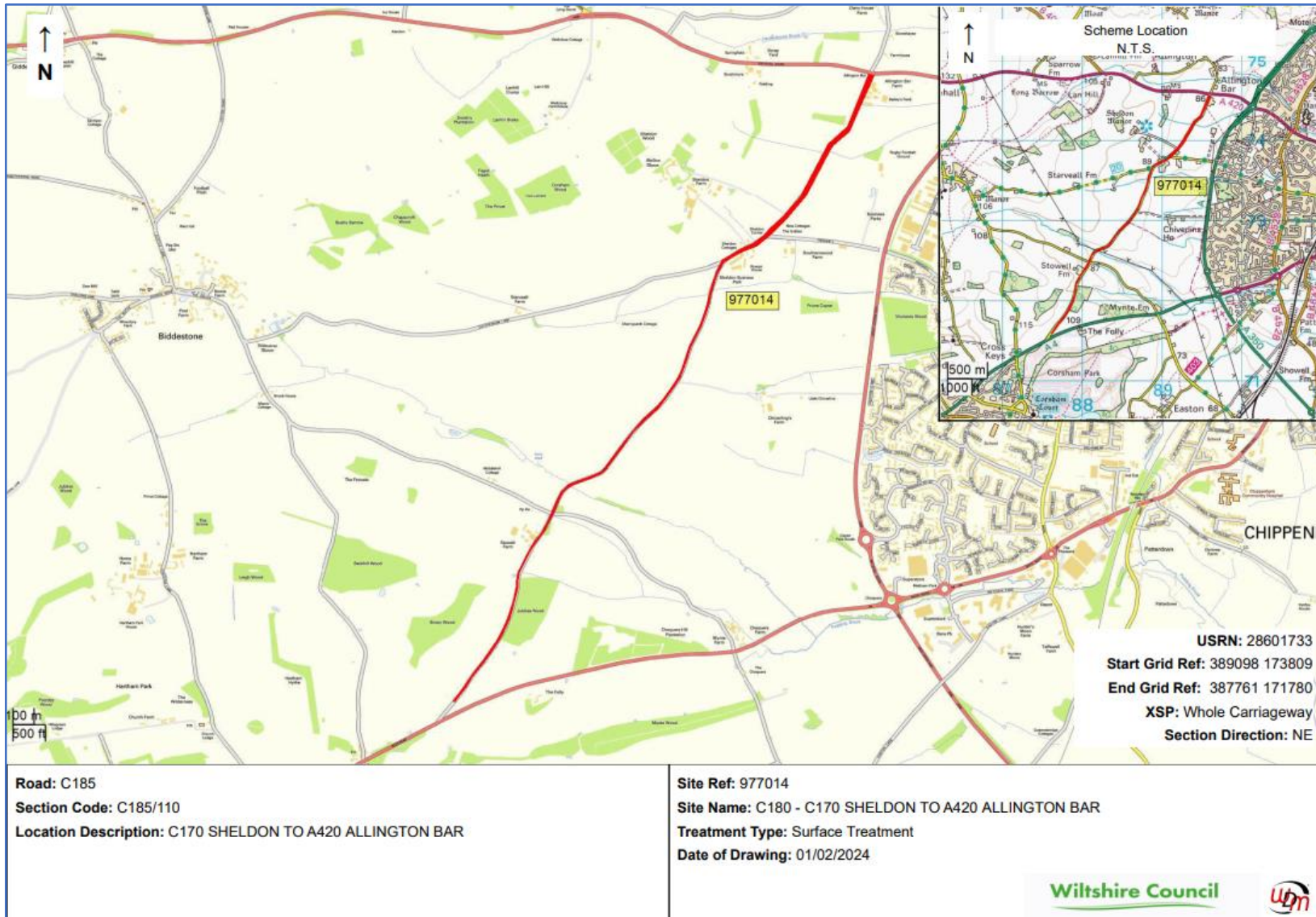
D	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976696	B4069	CHIP_FF_976696	B4069 - 30 MPH TO 30 MPH CHRISTIAN MALFORD	30 MPH CHRISTIAN MALFORD	30 MPH CHRISTIAN MALFORD	UNDER REVIEW	260	TBC
976704	B4122	CHIP_FF_976704	B4122 - ENTRANCE DRAYCOT HOUSE TO ENTRANCE OAKLEIGH ACRES	ENTRANCE DRAYCOT HOUSE	ENTRANCE OAKLEIGH ACRES	UNDER REVIEW	190	TBC
976801	C166	CHIP_FF_976801	C166 - A429 EAST TO C166/C166 SPLIT			UNDER REVIEW	282	TBC
976896	C86	CHIP_FF_976896	C66 - 30 MPH SUTTON BENGER TO C82 SEAGRY	30 MPH SUTTON BENGER	C66/C82 SEAGRY	UNDER REVIEW	410	TBC
976955	UC917414	CHIP_22_0003	THE OAKS CHIPPENHAM			UNDER REVIEW	69	TBC
977112	C72	CHIP_25_0005	C72 - THE STREET GRITTLETON			UNDER REVIEW	736	TBC
977120	UC907206	CHIP_21_0011	MINSTER WAY, CHIPPENHAM			UNDER REVIEW	300	TBC
977271	UC	CHIP_FF_977271	SUMMER LANE (60MPH TO C151)			UNDER REVIEW	255	TBC
977283	UC	CHIP_FF_977283	Uc LANE	JUNCTION HARTHAM LANE	END OF ADOPTED HIGHWAY	UNDER REVIEW	459	TBC
977294	UC	CHIP_FF_977294	PIG LANE HULLAVINGTON			UNDER REVIEW	522	TBC
977301	UC	CHIP_FF_977301	C33 TO GAUZE BROOK HULLAVINGTON	THE PARKLANDS	GAUZE BROOK	UNDER REVIEW	604	TBC

D	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977302	UC	CHIP_FF_977302	DOWN ROAD HULLAVINGTON	JUNCTION THE STREET	FORD	UNDER REVIEW	469	TBC
977303	UC	CHIP_FF_977303	DOWN ROAD HULLAVINGTON	FORD	EXTENT	UNDER REVIEW	329	TBC
977307	UC	CHIP_FF_977307	C153 TO 30 MPH KINGTON ST MICHAEL			UNDER REVIEW	469	TBC
977336	UC	CHIP_FF_977336	GOULTERS MILL ROAD (NETTLETON)			UNDER REVIEW	469	TBC
977131	UC	CHIP_23_977131b	INDUSTRIAL ESTATE ROADS (BUMPERS FARM) PH2			MILES MACADAM	TBC	TBC



# Site Plans for Proposed 2024/25 Schemes



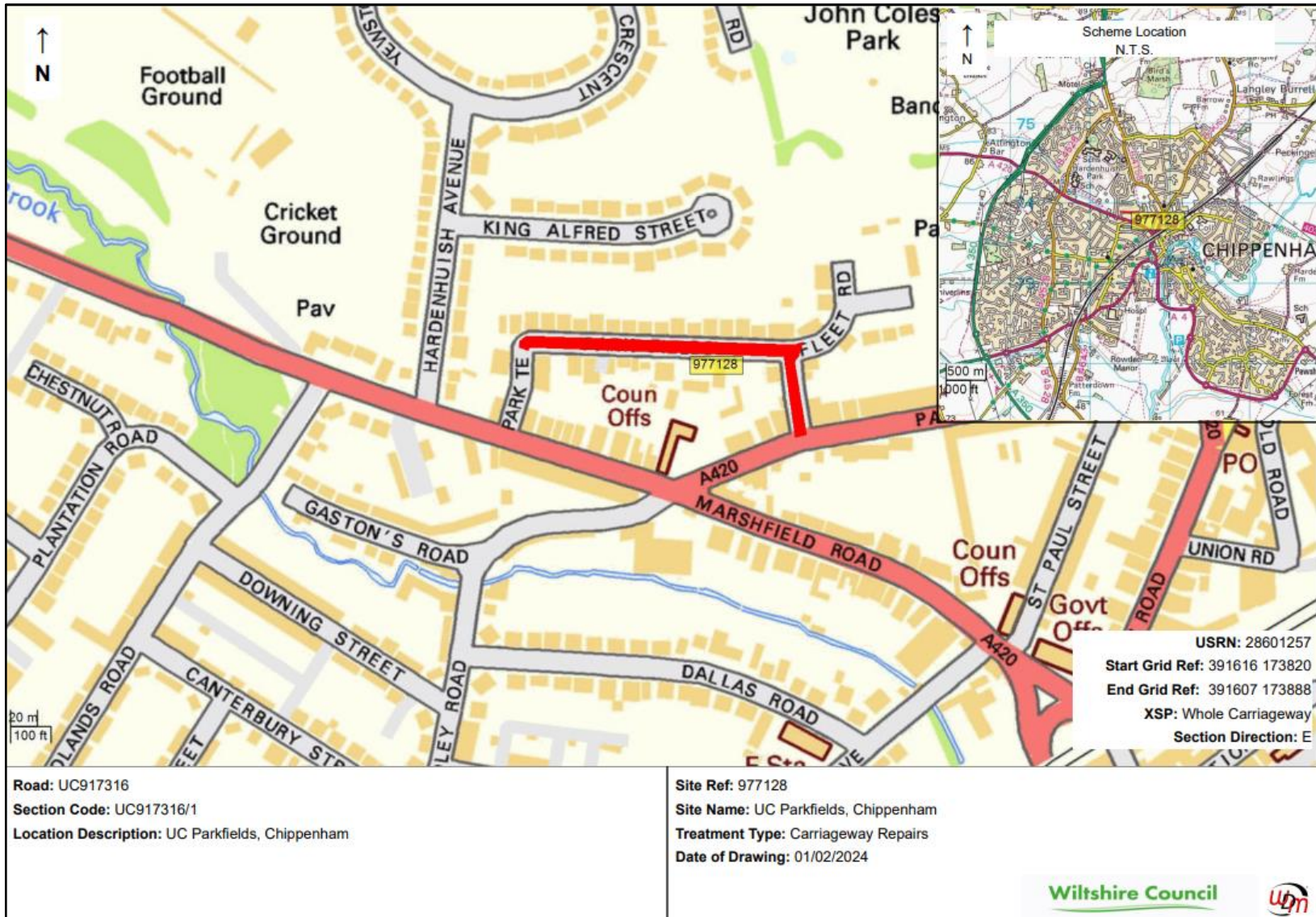


**Road:** C185  
**Section Code:** C185/110  
**Location Description:** C170 SHELDON TO A420 ALLINGTON BAR

**Site Ref:** 977014  
**Site Name:** C180 - C170 SHELDON TO A420 ALLINGTON BAR  
**Treatment Type:** Surface Treatment  
**Date of Drawing:** 01/02/2024

**USRN:** 28601733  
**Start Grid Ref:** 389098 173809  
**End Grid Ref:** 387761 171780  
**XSP:** Whole Carriageway  
**Section Direction:** NE

Wiltshire Council 



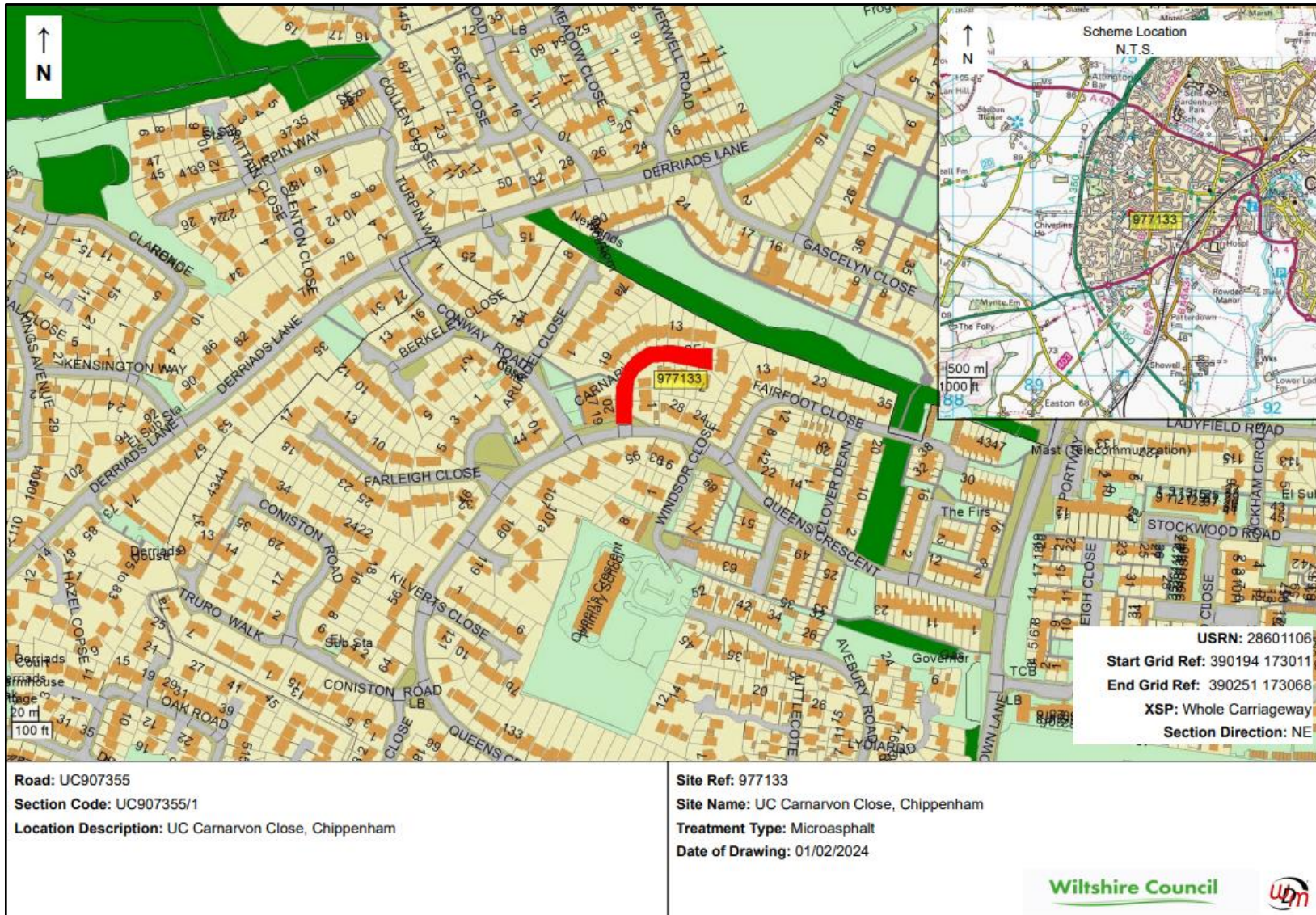


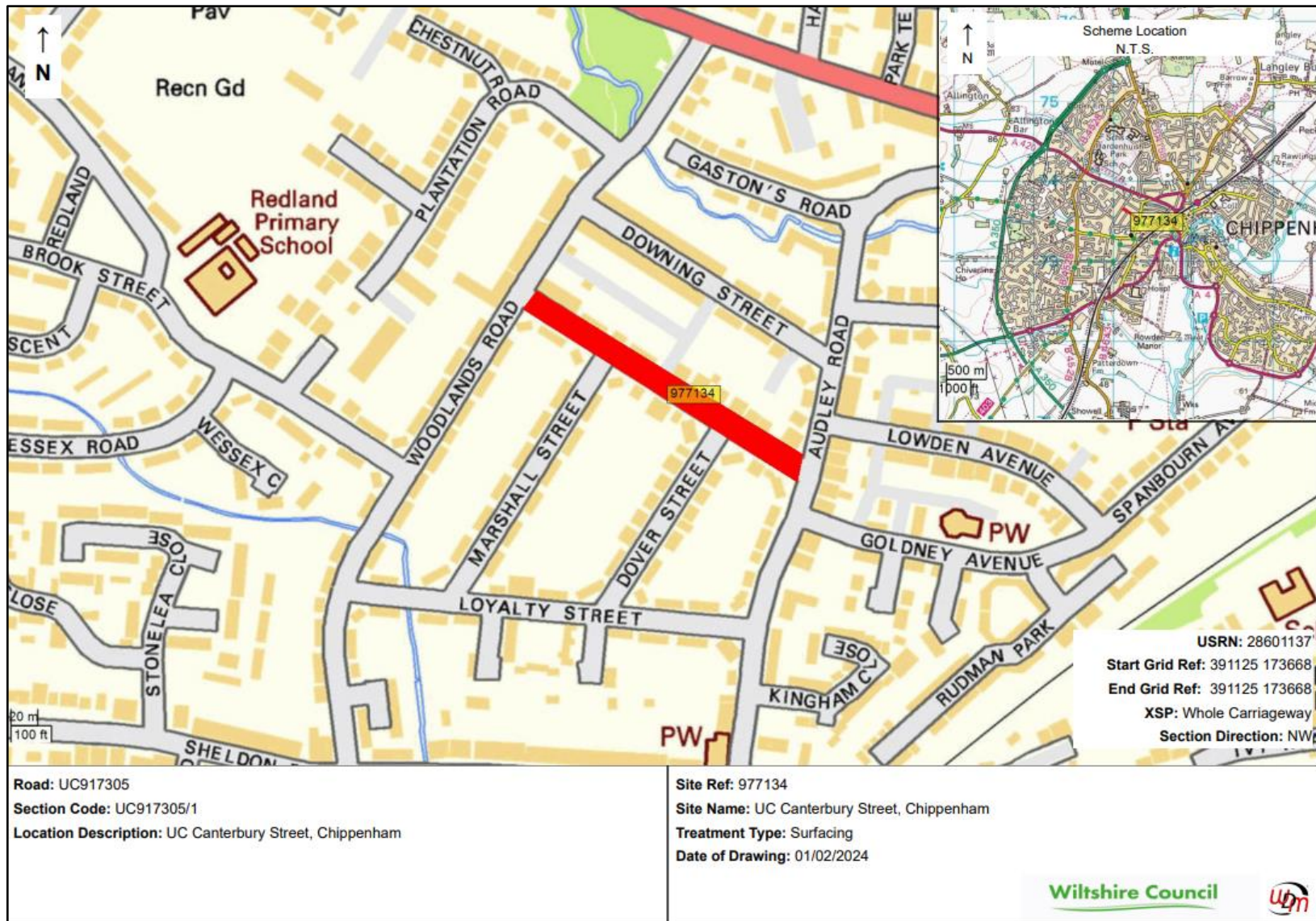
**USRN:** 286019704  
**Start Grid Ref:** 390141 1743689  
**End Grid Ref:** 389825 173749  
**XSP:** Whole Carriageway  
**Section Direction:** S

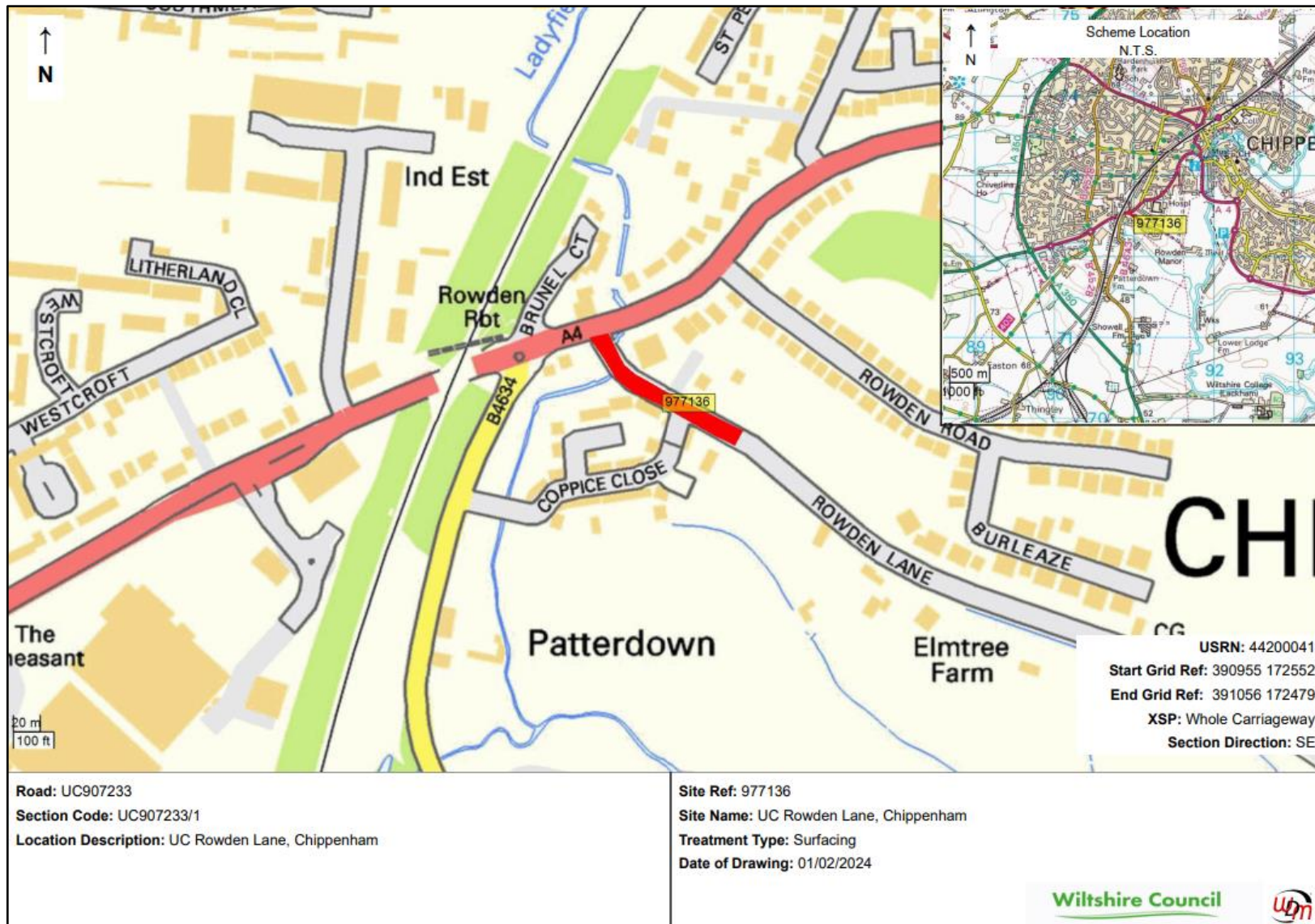
**Road:** UC907408  
**Section Code:** UC907408/1  
**Location Description:** UC Bumpers Farm Industrial Estate, Chippenham

**Site Ref:** 977131  
**Site Name:** UC Bumpers Way/Vincents Road, Bumpers Farm Chippenham  
**Treatment Type:** Surfacing  
**Date of Drawing:** 05/02/2024





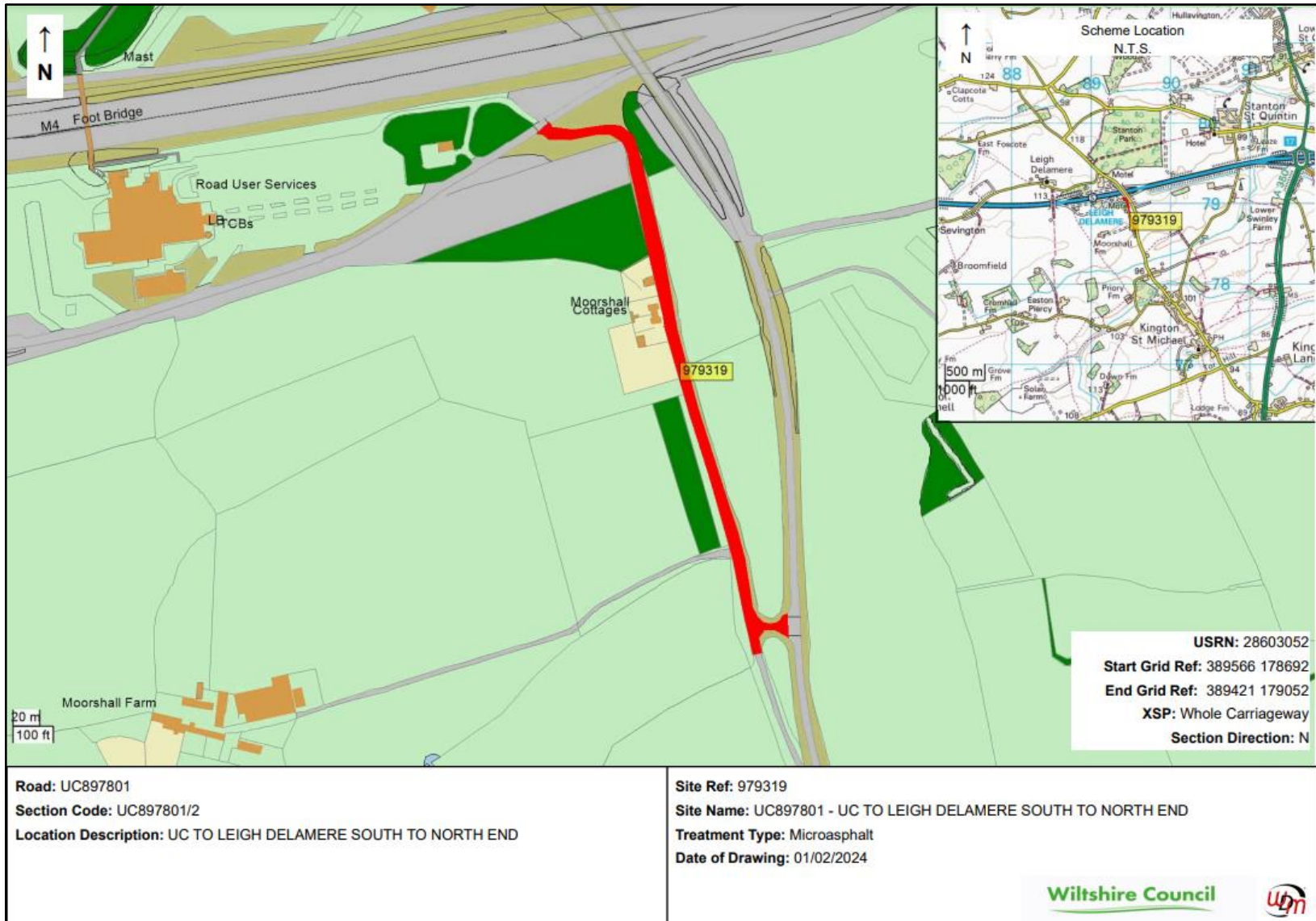


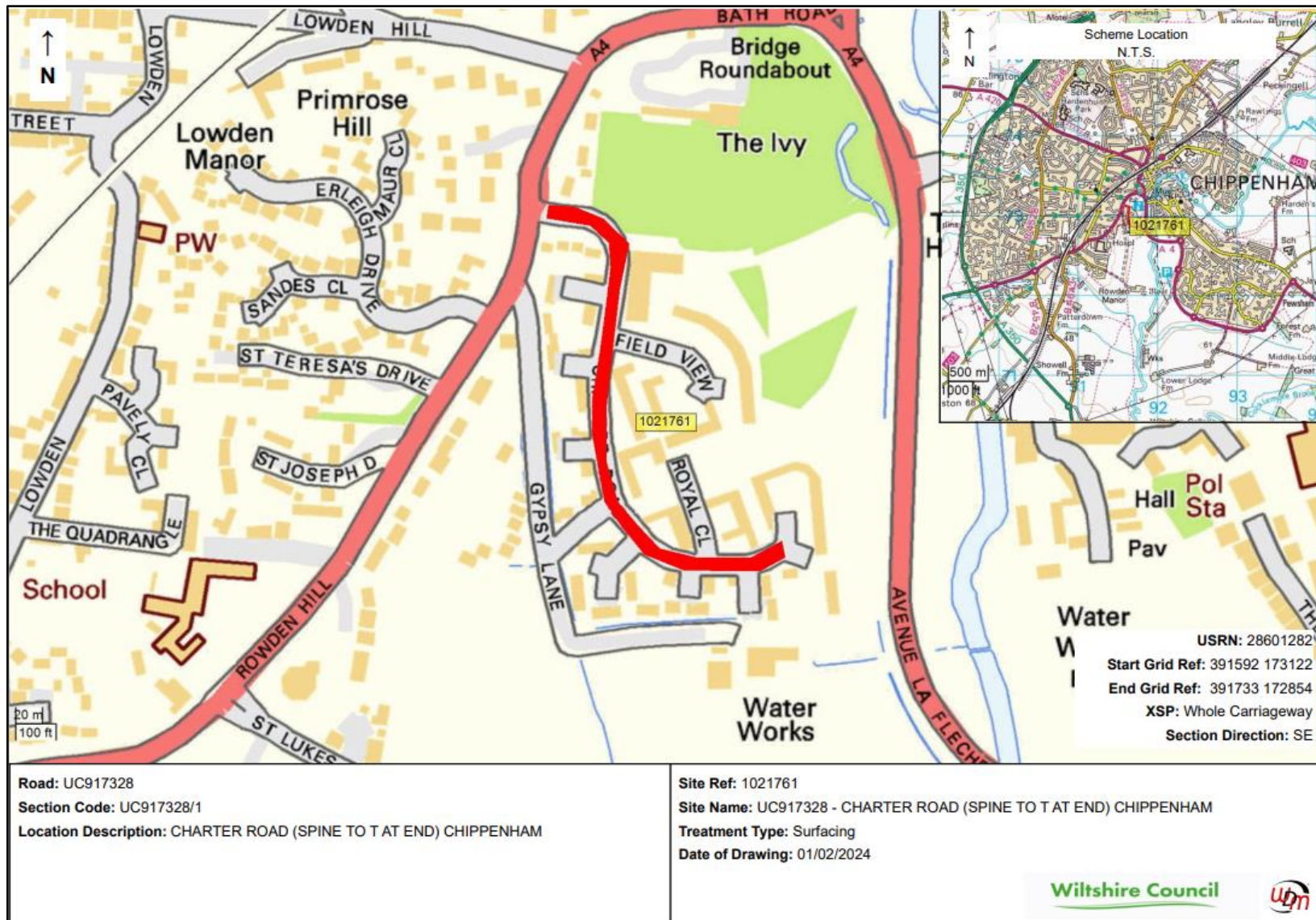














**USRN:** 28601201  
**Start Grid Ref:** 391076 173298  
**End Grid Ref:** 390537 173032  
**XSP:** Whole Carriageway  
**Section Direction:** NE

**Road:** UC907301  
**Section Code:** UC907301/1  
**Location Description:** UC Ladyfield Road, Chippenham

**Site Ref:** 977147  
**Site Name:** UC Ladyfield Road, Chippenham  
**Treatment Type:** Surfacing  
**Date of Drawing:** 01/02/2024



**Wiltshire Highways  
Maintenance Programme  
Corsham Area Board  
2024/25 – 2029/30  
Version 1**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976631	B3353	CORS_24_0009	POUND PILL	THE HALL No 10 POUND PILL ALMSHOUSES	PROSPECT	SURFACING	525	2024/25
976754	B4528	CORS_24_0010	PATTERDOWN MELKSHAM RD	R/WAY BRIDGE LIGHTS	PUDDING BROOK	SURFACING	590	2024/25
977350	UC876907	CORS_22_0002	BROADMEAD	U3120 FROM B3353 CLOCKWISE	U3120 END CLOCKWISE SECTION	SURFACING	790	2024/25
976471	A365	CORS_21_0001	A365 - A365 BOX FIVEWAYS TO ATWORTH	5 WAYS JUNCTION JOINT	125 BATH ROAD	CARRIAGEWAY REPAIRS	1700	2025/26
976486	A4	CORS_23_0001	A4 BATH ROAD BOX	COUNTY BOUNDARY	40 MPH WEST OF BOX	SURFACE DRESSING	1500	2025/26
976993	C150	CORS_24_0001	LACOCK RD CORSHAM	POUND PILL	WESTROP XRDS	SURFACE DRESSING	1180	2025/26
977006	B4528	CORS_23_0006	SHOWELL / PATTERDOWN	LACKHAM RBT TO T/LIGHTS BEFORE RAILWAY BR.	LACKHAM RBT TO T/LIGHTS BEFORE RAILWAY BR.	SURFACE DRESSING	1100	2025/26
977015	C183	CORS_24_0008	C183 from C4 ALCOMBE TO C152 MIDDLEHILL	MIDDLEHILL	ROAD HILL N OF ALCOMBE	SURFACE DRESSING	1200	2025/26
977103	U/C	CORS_25_0003	LANES AROUND THINGLEY	tbc	tbc	SURFACE DRESSING	TBC	2025/26
977111	C71	CHIP_24_0006	C71 FOSSEWAY/ROMAN ROAD TO THE SHOE	COLERNE AIRFIELD NORTHEAST	UC DONCOMBE HILL	SURFACE DRESSING	4796	2025/26
977270	UC	CORS_25_0002	BOX HILL	QUARRY HILL	BEECH ROAD	SURFACE DRESSING	670	2025/26

**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977310	UC	CORS_25_0007	NAISH HILL	BEWLAY COMMON	ASH HILL	SURFACE DRESSING	1190	2025/26
977315	UC	CORS_25_0006	BEWLEY LANE	THE WHARF C155 BEWLEY COMMON	NAISH HILL	SURFACE DRESSING	1000	2025/26
977344	UC	CORS_25_0008	EAST STREET LACOCK	HIGH STREET	CHURCH STREET	SURFACE DRESSING	140	2025/26
979337	A365	CORS_23_0005	A365 DEVIZES ROAD BOX	JOINT NR THE LEY	THE BROWNING'S / HILL LANE	SURFACING	310	2025/26
976488	A4	CORS_25_0009	A4 - MIDDLEWICK LANE TO CROSSKEYS X-RDS	MIDDLEWICK LANE	CROSSKEYS X- RDS	SURFACING	561	2026/27
976995	c155	CORS_25_0005	FOLLY LANE LACOCK	A350 LACOCK	WICK LANE	SURFACING	820	2026/27
977300	UC	CORS_26_0007	LANE TO WILGARRUP FARM	GASTARD	WILGARRUP FARM	SURFACE DRESSING	330	2026/27
979259	UC	CORS_26_0002	GREENHILL	MOOR BARTON	SPRING LANE	MICRO ASPHALT	440	2026/27
979261	UC	CORS_26_0005	TUTTON HILL	URBAN EXTENT	MARKET PLACE	SURFACING	300	2026/27
976468	A365	CORS_27_0001	A365 – DEVIZES ROAD	JUST BEFORE THE OLD JOCKEY FARM JUNCTION	BOX 5 WAYS JUNCTION IMPROVEMENT	SURFACING	410	2027/28
977276	UC	CORS_26_0006	LOWER RUDLOE LINK ROAD FROM A4	A4 LOWER RUDLOE	RUDLOE	SURFACING	570	2027/28
1006780	UC	CORS_26_0008	NAISH HILL HOPE COTTAGE TO QUARRY	HOPE COTTAGE	QUARRY JUNCTION AREA	SURFACING	290	2027/28

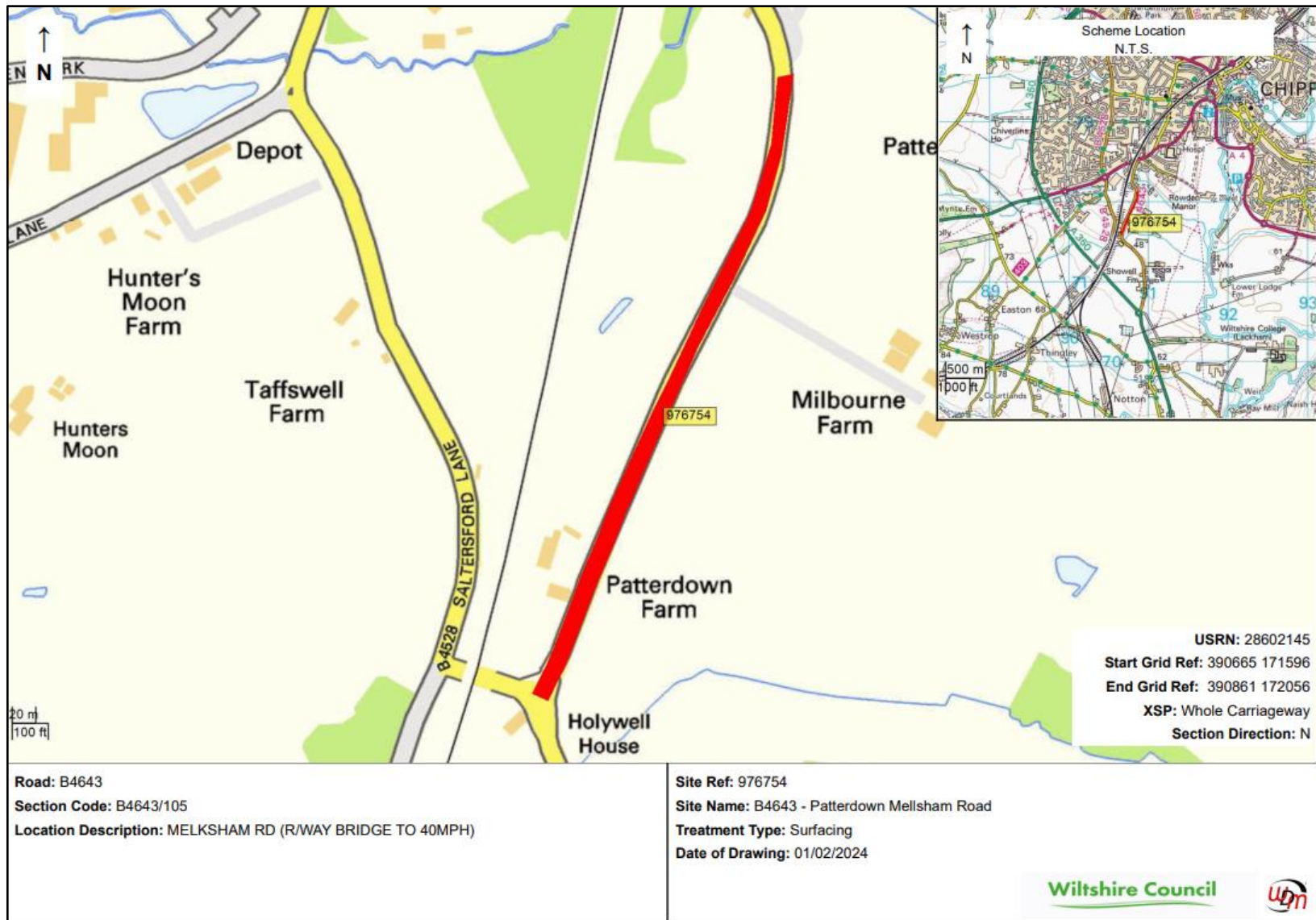
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976966	C4	CORS_22_0006	BULLS LANE (ONE WAY SECTION)	QUARRY HILL	A4	UNDER REVIEW	485	TBC
977345	UC806704 UC816702	CORS_23_0002	DOCTORS HILL AND PROSPECT	30MPH ASHLEY	UC HENLEY LANE	UNDER REVIEW	940	TBC
977349	UC876901	CORS_23_0004	TELLCROFT CLOSE AND ALL SPURS	START	END	UNDER REVIEW	550	TBC
977351	UC876911	CORS_24_0003	HASTINGS RD CORSHAM	STATION RD	SOUTH ST	UNDER REVIEW	130	TBC

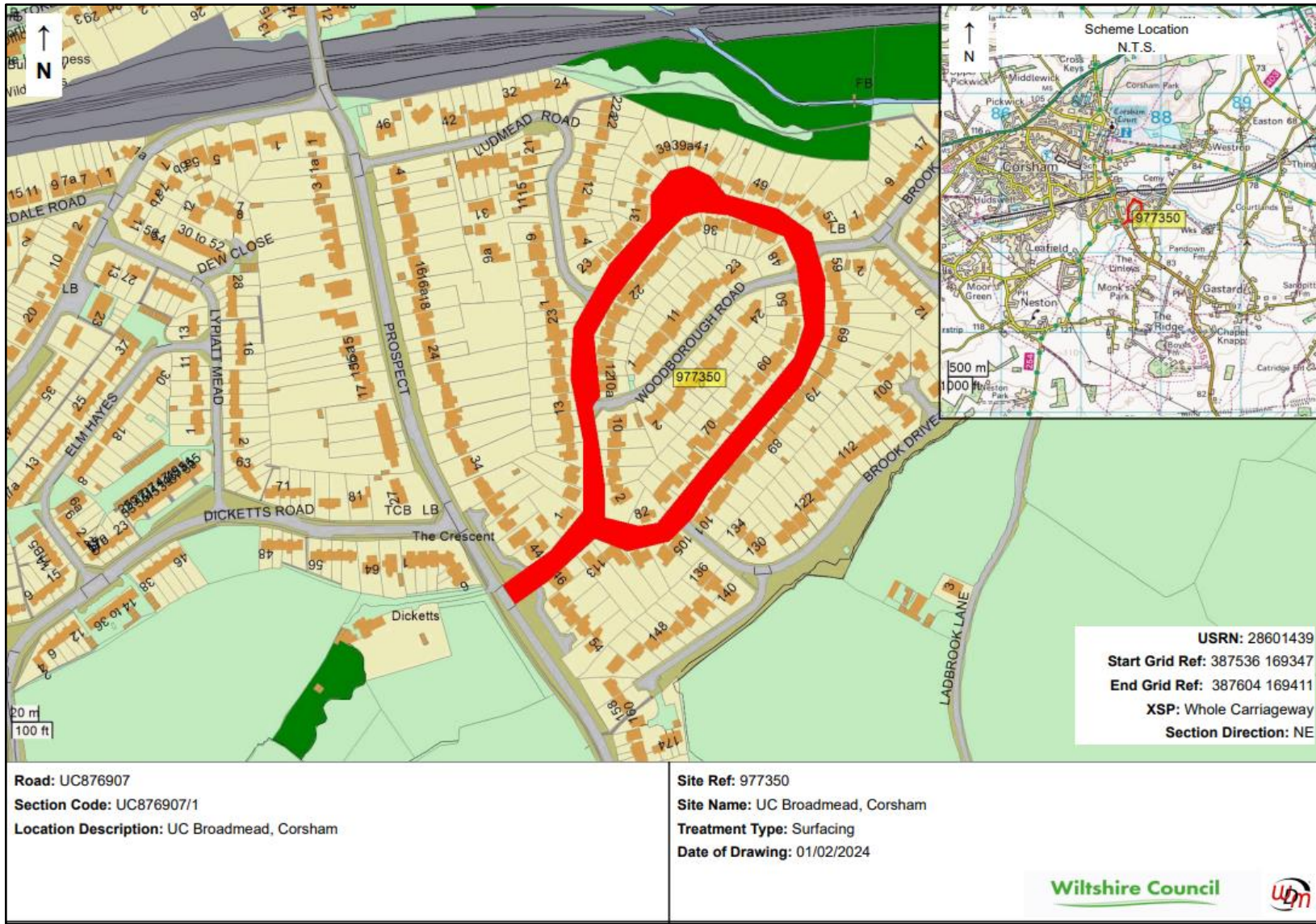


# Site Plans for Proposed 2024/25 Schemes

CORSHAM AREA BOARD







Road: UC876907  
 Section Code: UC876907/1  
 Location Description: UC Broadmead, Corsham

Site Ref: 977350  
 Site Name: UC Broadmead, Corsham  
 Treatment Type: Surfacing  
 Date of Drawing: 01/02/2024



**Wiltshire Highways  
Maintenance Programme  
Devizes Area Board  
2024/25 – 2029/30  
Version 1**

**DEVIZES AREA BOARD**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976282	A342	DEVI_23_005	A342 CONOC	B3098	CONOC TURN	SURFACING	860	2024/25
976603	B3098	DEVI_24_005a	HIGH STREET EASTERTON AND MARKET LAVINGTON phase 1	TBC	TBC	SURFACING	600	2024/25
976970	UC006108	DEVI_22_002	COMMERCIAL ROAD DEVIZES	COUCH LANE	NEW PARK ROAD	SURFACING	320	2024/25
976971	UC006001	DEVI_22_003	HARTMOOR ROAD DEVIZES PART	BROADLEAS PARK	END OF ADOPTED EXTENT	SURFACING	530	2024/25
977154	UC	DEVI_23_001	KINGS ROAD EASTERTON			SURFACE DRESSING	690	2024/25
977361	UC996102	DEVI_22_007	BEAUCLERC STREET DEVIZES	AVON ROAD	A361N BATH ROAD	SURFACING	120	2024/25
977362	UC996103	DEVI_22_005	SALISBURY STREET DEVIZES	AVON ROAD	A361N BATH ROAD	SURFACING	120	2024/25
979291	UC	DEVI_22_006	VICTORIA ROAD	NEW PARK ROAD	PARK ROAD AND END INC CIRCLE AND SPUR	MICRO ASPHALT	550	2024/25
979292	UC	DEVI_22_008	SEDFIELD GARDENS	VICTORIA ROAD	END	SURFACING	600	2024/25
979293	C242	DEVI_23_006	BERHILLS LANE	SELLS GREEN	COCK ROAD	SURFACE DRESSING	850	2024/25
979294	UC	DEVI_23_007	SANDS LANE ROWDE	COCK ROAD ROWDE	END OF ADOPTED EXTENT	SURFACING	215	2024/25
976269	A342	DEVI_25_001	ST EDITHS MARSH, BROMHAM	HORSELANE FARM	YARD LANE BROMHAM	CARRIAGEWAY REPAIRS	1200	2025/26

Page 109

**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976418	A360	DEVI_25_976418	A360 GORE CROSS TO RUTTS LANE	GORE CROSS	RUTTS LANE	SURFACE DRESSING	1970	2025/26
976444	A361	DEVI_25_002	NEW PARK STREET INC MINI RBT MONDAY MKT	NORTHGATE STREET	MONDAY MARKET ST MINI	SURFACING	480	2025/26
976446	A361	DEVI_25_006	LONDON ROAD DEVIZES (to be phased)	BRICKLEY LANE	COATE ROUND ROUNDABOUT	UNDER REVIEW	1090	2025/26
976603	B3098	DEVI_24_005b	HIGH STREET EASTERTON AND MARKET LAVINGTON phase 2	TBC	TBC	SURFACING	600	2025/26
977355	UC	DEVI_25_004	BRIDEWELL STREET / HARE AND HOUNDS STREET DEVIZES	LONG STREET	SOUTHBROOM ROAD DEVIZES	CARRIAGEWAY REPAIRS	270	2025/26
977356	UC005204	DEVI_24_007	RUTTS LANE	CHURCH STREET WEST LAVINGTON	STIBB HILL WEST LAVINGTON	SURFACING	330	2025/26
977357	UC005309	DEVI_24_006	DUCK STREET (WEST LAVINGTON)	CHURCH STREET WEST LAVINGTON	STIBB HILL WEST LAVINGTON	SURFACING	260	2025/26
977358	UC	DEVI_25_005	BROADLEAS PARK INC ALL SPURS	HARTMOOR ROAD	END INC SPURS	UNDER REVIEW	TBC	2025/26
977359	UC046001	DEVI_24_004	UNCLASSIFIED ECHILAMPTON ACCESS TO SANDACRES ETC	C60 NR WAYSIDE FARM	THE GREEN	SURFACING	250	2025/26
979064	A361	MELK_23_006	SEEND FORK TO FOX HANGERS	SEEND FORK	FOX HANGERS	SURFACING	1320	2025/26

**DEVIZES AREA BOARD**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979295	C378	DEVI_24_009	WICK LANE	A360	MINI RBT	CARRIAGEWAY REPAIRS	433	2025/26
976276	A342	PEWS_25_0001	A342 - BRICKLEY LANE TO C60 (TO ETCHILHAMPTON) (to be phased)	TBC	TBC	SURFACING	TBC	2026/27
976421	A360	DEVI_25_976421	A360 CHURCH STREET WEST LAVINGTON	WHITE STREET SURFACE JOINT	APPX HOUSE NO 23	SURFACING	320	2026/27
976430	A360	DEVI_26_001	A360 POTTERNE ROAD PART	APPX BROADLEASE ROAD	SOUTHGATE MINI	SURFACING	470	2026/27
976889	C50	DEVI_26_004	CHANDLERS LANE 30 MPH TO 30 MPH BISHOPS CANNINGS	SOUTHERN 30MPH	WEST END CROSSROADS	SURFACING	510	2026/27
977018	C20	MELK_24_008	C20 WORTON TO BELL HILL	WORTON DERESTRICT	THE BELL PUBLIC HOUSE JUNCTION	SURFACE DRESSING	4520	2026/27
977033	C244	MELK_25_010	C244 POULSHOT	TOWNSEND	CAEN HILL	SURFACE DRESSING	920	2026/27
977034	C246	DEVI_23_002	COURT HILL, POTTERNE	COURTHILL FARM	A360	SURFACING	360	2026/27
977160	UC	DEVI_26_003	FIDDINGTON HILL MARKET LAVINGTON	FIDDINGTON CLAY	END ADJ HOUSE NO 3	SURFACING	245	2026/27
976443	A361	DEVI_FF_976443	A361 NORTHGATE STREET	BELLEVIEW ROAD	NORTHGATE MINI	SURFACING	310	2027/28
976431	A360	DEVI_FF_976431	A360 SOUTHBROOM ROAD	SOUTHGATE MINI	NURSTEED RBT	UNDER REVIEW	420	TBC
976597	B3098	DEVI_FF_976597	30 MPH TO 30 MPH ERLESTOKE	30 MPH TO 30 MPH ERLESTOKE	30 MPH TO 30 MPH ERLESTOKE	SURFACING	550	TBC

Page 191

**Please note that this programme may be subject to change.**

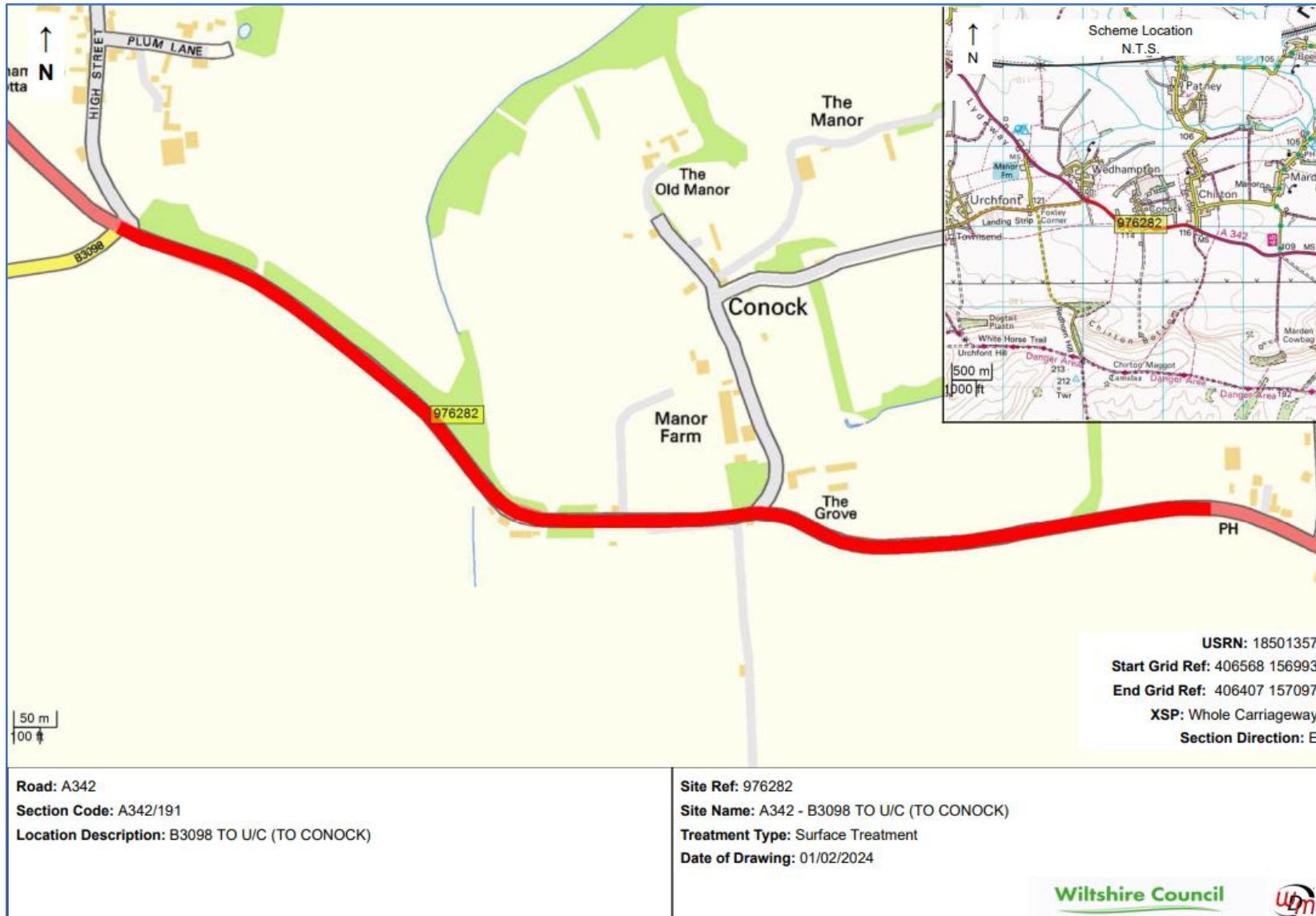
**DEVIZES AREA BOARD**

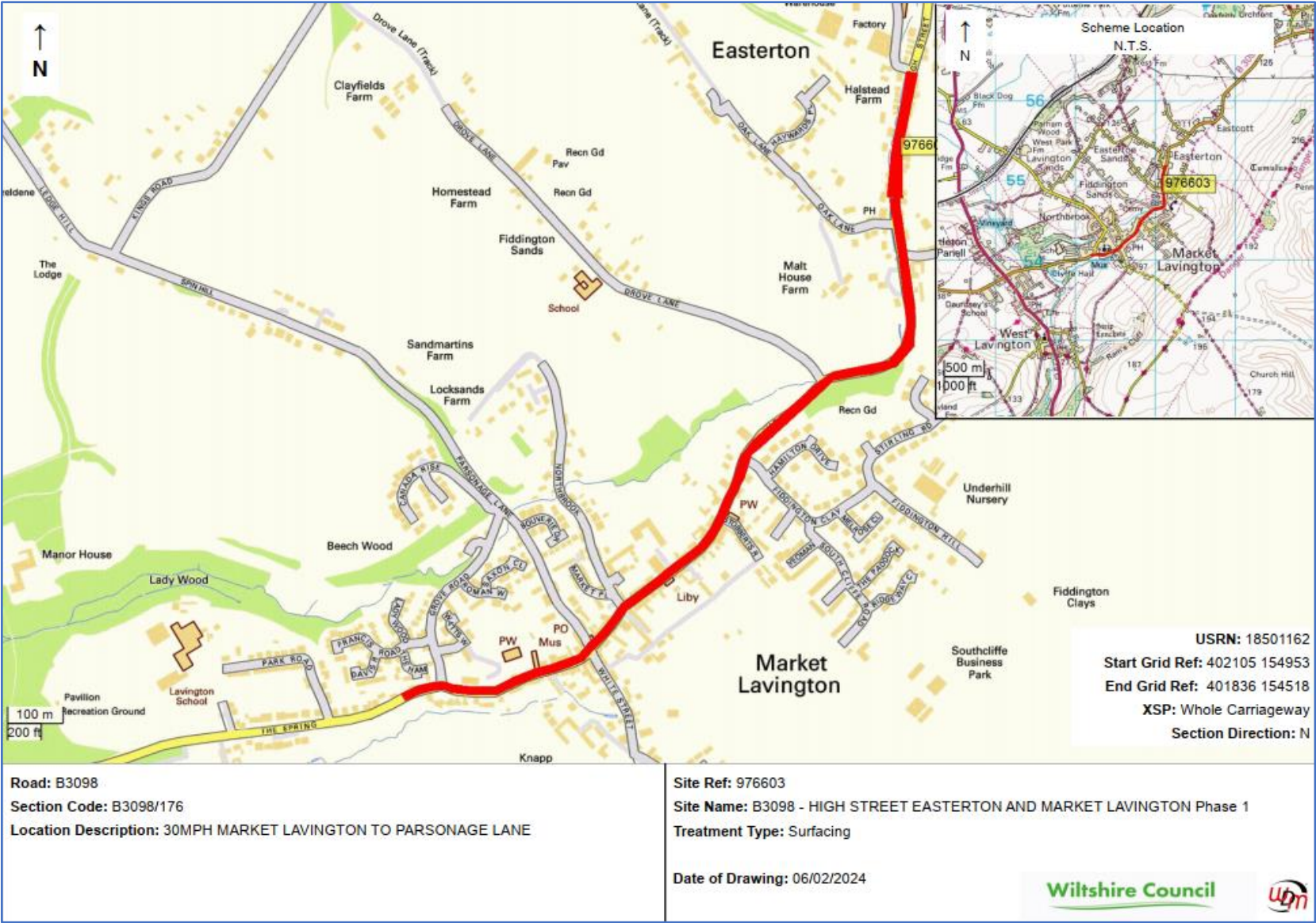
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976607	B3098	DEVI_FF_976607	B3098 URCHFONT	THE LODGE	WALNUT CLOSE	UNDER REVIEW	919	TBC
977324	UC	DEVI_FF_977324	LUTSEY FARM ACCESS	WORTON ROAD	FARM	SPECIALIST CONTRACTOR	250	TBC
977325	UC	DEVI_FF_977325	SILVER STREET LANE CHITTOE	CHITTOE	END OF ADOPTION	SPECIALIST CONTRACTOR	560	TBC
977333	UC	DEVI_FF_977333	SCHOOL LANE GREAT CHEVERELL PART	Little Cheverell	GREAT CHEVERELL	SPECIALIST CONTRACTOR	300	TBC
979081	C218	MELK_23_008	BULKINGTON HIGH STREET	FIELD ACCESSES TO WEST OF MANOR FARM, BULKINGTON	WEST OF BULKINGTON VILLAGE	UNDER REVIEW	1090	TBC

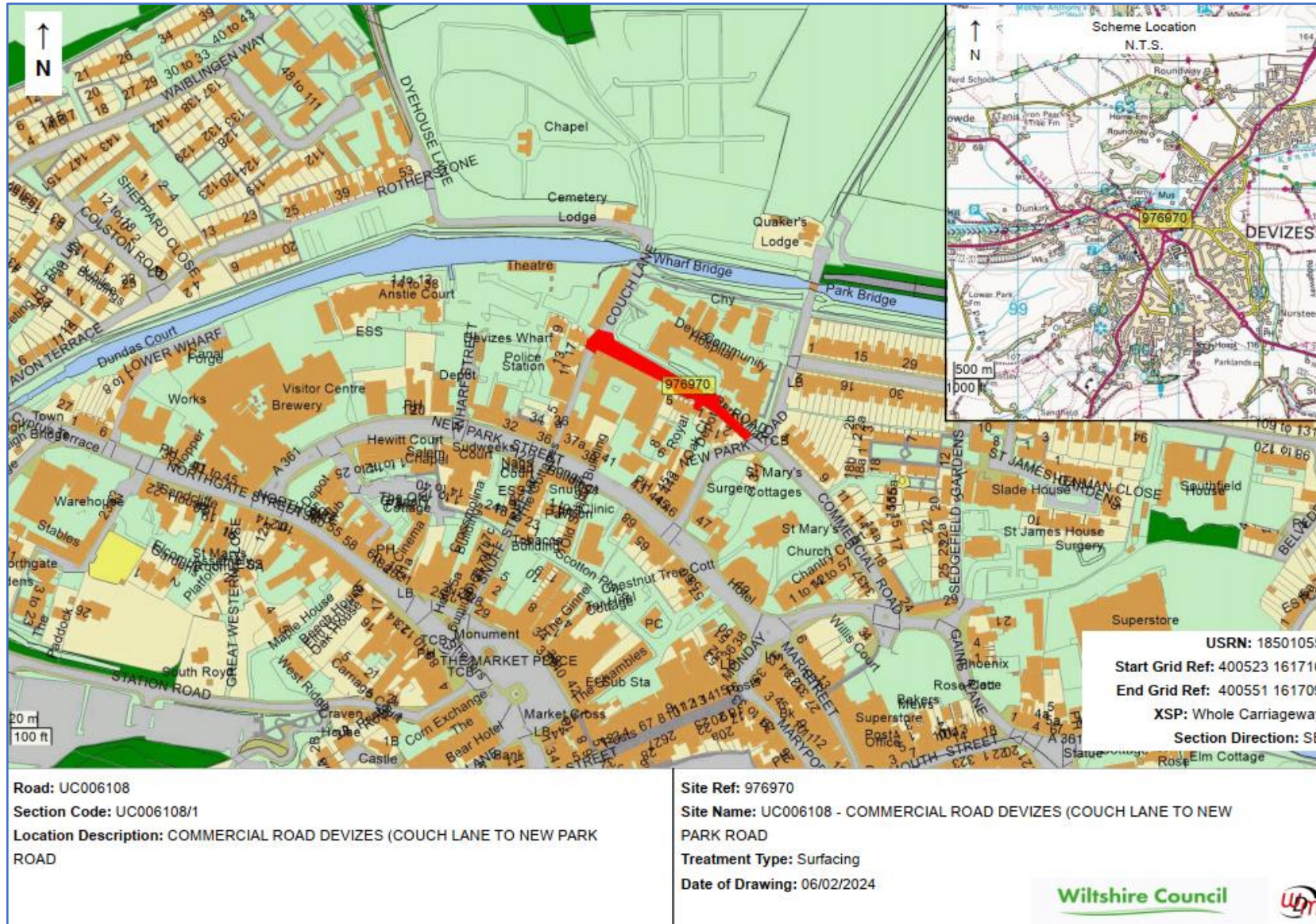


# Site Plans for Proposed 2024/25 Schemes

Page 193









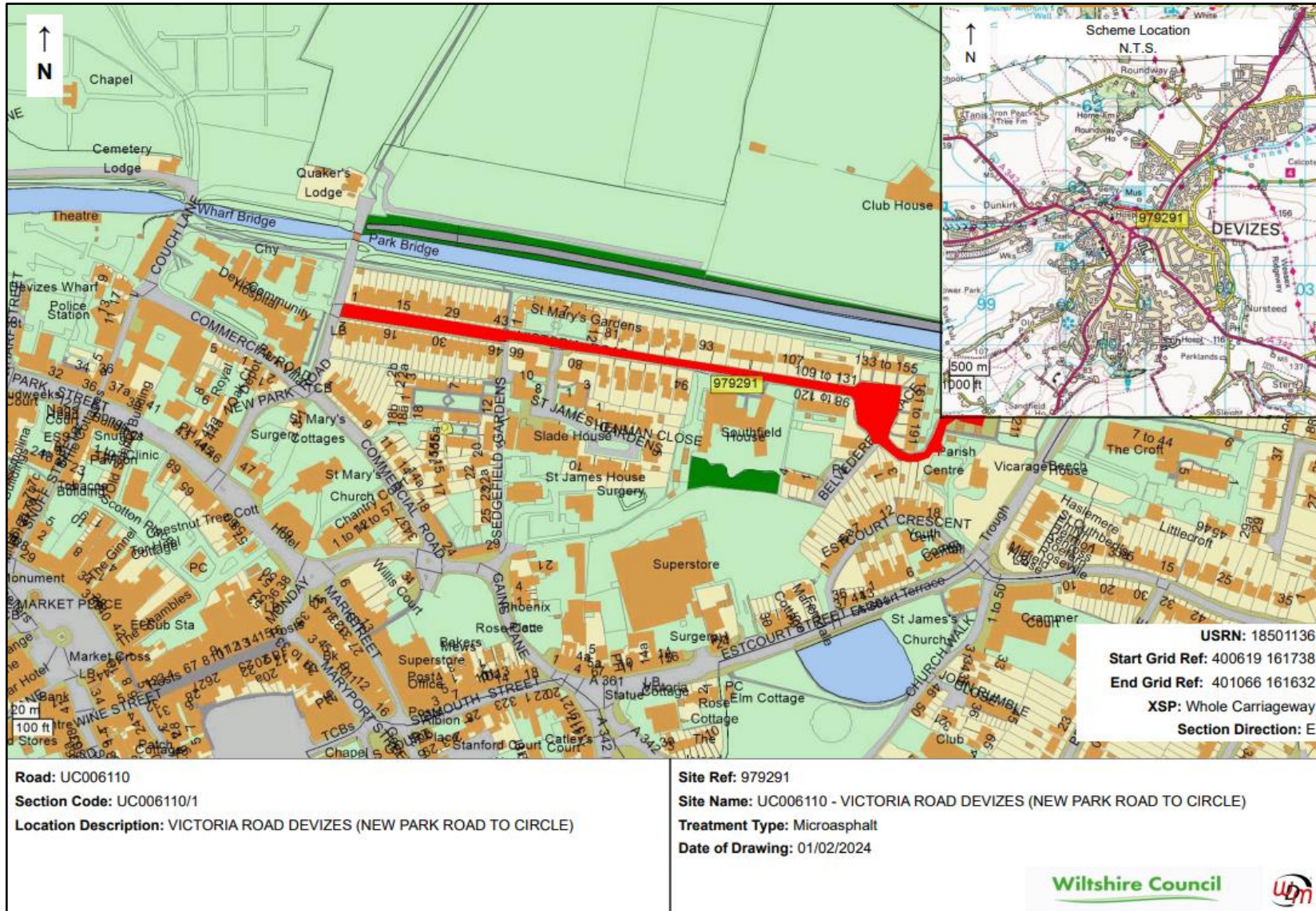
Road: UC006001  
 Section Code: UC006001/1  
 Location Description: HARTMOOR ROAD (DEVIZES)

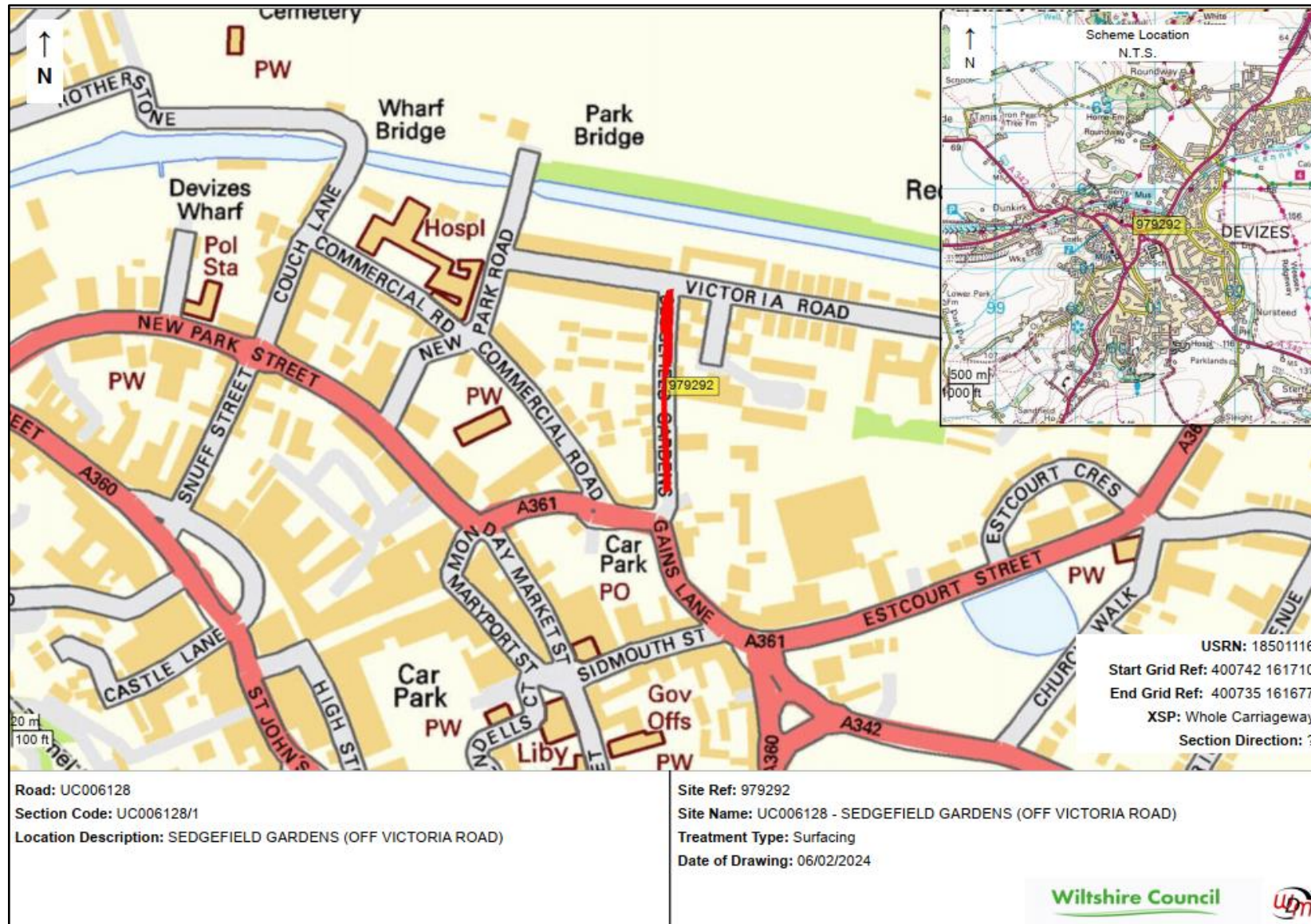
Site Ref: 976971  
 Site Name: HARTMOOR ROAD (DEVIZES)  
 Treatment Type: Surfacing  
 Date of Drawing: 01/02/2024

USRN: 18501075  
 Start Grid Ref: 399763 160310  
 End Grid Ref: 400121 160621  
 XSP: Whole Carriageway  
 Section Direction: SW

Wiltshire Council 

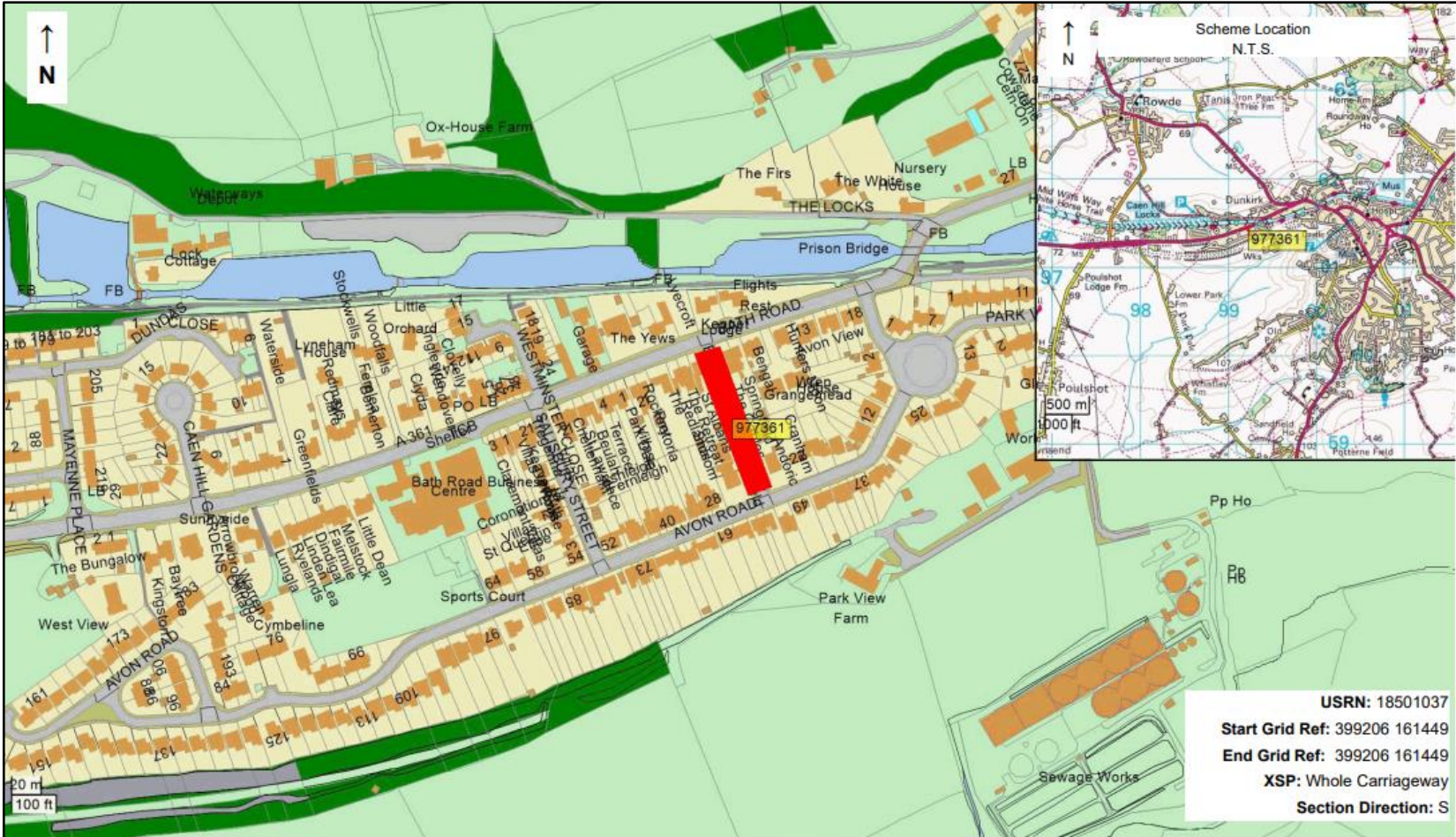










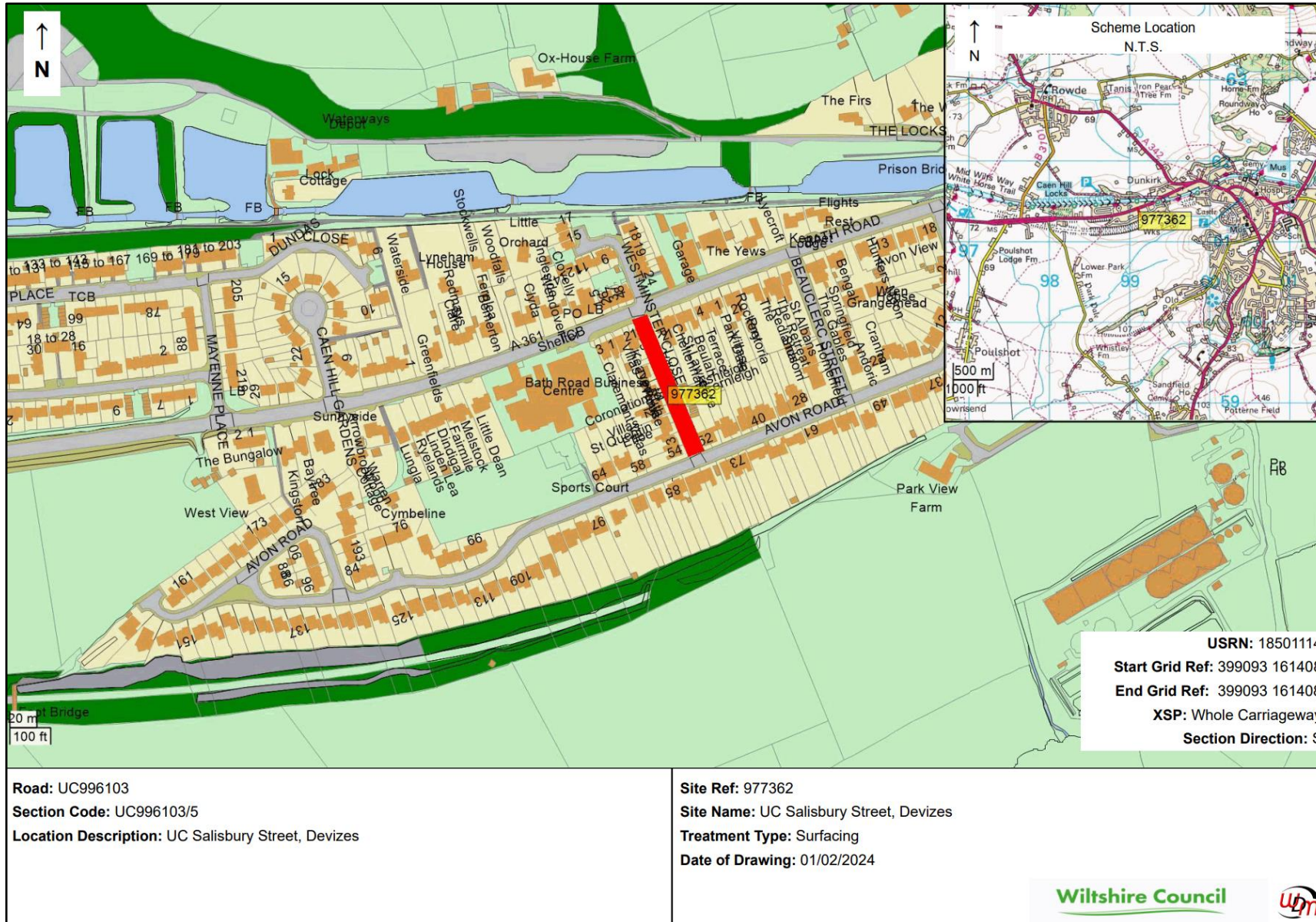


Road: UC996102  
 Section Code: UC996102/1  
 Location Description: BEAULERC STREET DEVIZES

Site Ref: 977361  
 Site Name: UC Beaulerc Street, Devizes  
 Treatment Type: Surfacing  
 Date of Drawing: 01/02/2024

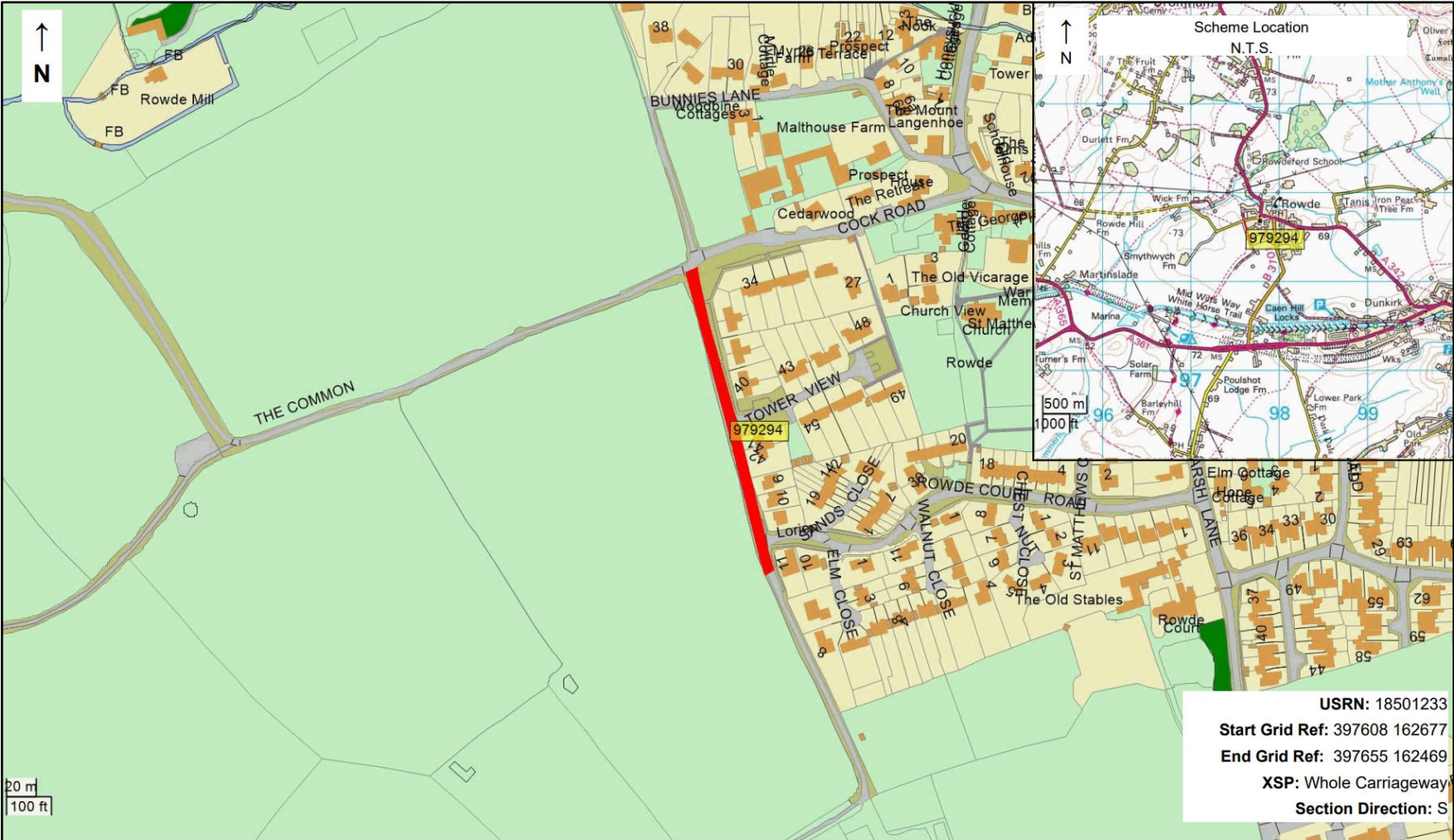
USRN: 18501037  
 Start Grid Ref: 399206 161449  
 End Grid Ref: 399206 161449  
 XSP: Whole Carriageway  
 Section Direction: S

Wiltshire Council 



Road: UC996103  
 Section Code: UC996103/5  
 Location Description: UC Salisbury Street, Devizes

Site Ref: 977362  
 Site Name: UC Salisbury Street, Devizes  
 Treatment Type: Surfacing  
 Date of Drawing: 01/02/2024



**USRN:** 18501233  
**Start Grid Ref:** 397608 162677  
**End Grid Ref:** 397655 162469  
**XSP:** Whole Carriageway  
**Section Direction:** S

**Road:** UC976202  
**Section Code:** UC976202/5  
**Location Description:** SANDS LANE ROWDE

**Site Ref:** 979294  
**Site Name:** UC976202 - SANDS LANE ROWDE  
**Treatment Type:** Surfacing  
**Date of Drawing:** 01/02/2024



**Wiltshire Highways  
Maintenance Programme  
Malmesbury Area Board  
2024/25 – 2029/30  
Version 1**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976687	B4042	MALM_23_0002	B4042 WEST OF BRINKWORTH			CARRIAGEWAY REPAIRS	1433	2024/25
976884	C45	MALM_25_0006	C45 DAUNTSEY TO SOMERFORD	C107 BRINKWORTH ROAD	THE STREET LITTLE SOMERFORD	SURFACE DRESSING	4200	2024/25
976989	C14	MALM_24_0005	C14 N OF TWATLEY FARM MALMESBURY	COUNTY BOUNDARY	B4040 (BROKENBOROUGH)	SURFACE DRESSING	1560	2024/25
977285	UC	MALM_24_0004	ROAD THROUGH WILLESLEY	C27 TETBURY ROAD WILLESLEY	A433 INC TRIANGLE AREA	SURFACE DRESSING	1160	2024/25
977327	UC	MALM_23_0007	SHIPTON LANE	WEST STREET	HOLLOW STREET	SURFACE DRESSING	320	2024/25
977365	UC	MALM_23_0001	ST ALDHELMS ROAD TO BURNHAM RD, MALMESBURY			CARRIAGEWAY REPAIRS	423	2024/25
977366	UC	MALM_23_0003	PARK ROAD, MALMESBURY			SURFACING	374	2024/25
977367	UC	MALM_23_0004	OLD ALEXANDER ROAD, MALMESBURY			SURFACING	252	2024/25
977373	UC	MALM_22_0008	ST JOHNS / BASKERVILLE HILL (MALMESBURY)	B4042	END	SURFACE DRESSING	350	2024/25
976767	C104	MALM_25_0011	C104 - C66 TO LITTLE SOMERFORD TO C106			SURFACE DRESSING	320	2025/26

Page 205

Please note that this programme may be subject to change.

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976897	C66	MALM_22_0007	C66 - C77 GREAT SOMERFORD NORTH TO 30 MPH LIMIT			SURFACE DRESSING	600	2025/26
976934	C88	MALM_25_0007	STOPPERS HILL SOMERFORD GREEN	B4042	C76 QUEEN STREET	SURFACE DRESSING	1420	2025/26
977004	B4040	MALM_23_0008	GLOUCESTER STREET AND ABBEY ROW	JOINT AT END OF CHURCH BUILDINGS	THE TRIANGLE WAR MEMORIAL	SURFACING	220	2025/26
977130	C84	MALM_25_0001	C84 EAST OF ALDERTON CROSSROADS	T JUNCTION NORTH OF RAIL TUNNEL	ALDERTON CROSSROADS	SURFACE DRESSING	890	2025/26
977368	UC	MALM_23_0006	ATHELSTAN ROAD, MALMESBURY			SURFACING	136	2025/26
977369	UC	MALM_25_0003	THE LOTTS, ASHTON KEYNES			UNDER REVIEW	112	2025/26
977370	UC	MALM_25_0005	NORTH END GARDENS SHERSTON	NORTH END GARDENS SHERSTON	SANDPITTS LANE	MICRO ASPHALT	110	2025/26
977372	UC	MALM_23_0009	ST MARYS STREET MALMESBURY	THE TRIANGLE	HORSEFAIR	SURFACING	110	2025/26
979310	UC	MALM_23_0005	NEWNTON CLOSE AND EXTON CLOSE MALMESBURY			SURFACING	99	2025/26
976662	C94	MALM_26_0002	B4040 SHERSTON ROAD MALMESBURY	CORN GASTONS	JOINT BEFORE BREMILHAM ROAD	SURFACING	490	2026/27

Page 206

Please note that this programme may be subject to change.

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976899	C66	MALM_25_0008	CLAY STREET LITTLE SOMERFORD	40 MPH LIMIT LITTLE SOMERFORD	B4042	SURFACE DRESSING	670	2026/27
976915	C76	MALM_25_0009	C76 CRUDWELL TO EASTCOURT	A429 CRUDWELL	30 MPH EASTCOURT	SURFACE DRESSING	1752	2026/27
976942	C92	MALM_26_0001	C92 MURCOTT	THE STREET CRUDWELL	EASTCOURT LANE	SURFACE DRESSING	1660	2026/27
977129	C84	MALM_24_0003	COUNTY BOUNDARY TO B4040 (LUCKINGTON)	COMPLETE LENGTH		SURFACE DRESSING	1060	2026/27
977258	UC	MALM_25_0010	ALLEGROVE LANE LUCKINGTON	COUNTY BOUNDARY GUIDE POST	CHERRY ORCHARD LANE	SURFACE DRESSING	410	2026/27
977330	UC	MALM_24_0001	HOLLOW STREET, GREAT SOMERFORD, NR MALMESBURY	TOP STREET	ROW	UNDER REVIEW	1186	2026/27
979133	UC	MALM_24_0002	THE DERRY	B4696	C2 HIGH ROAD	SURFACING	575	2026/27
979312	B4042	MALM_24_0006	B4042 HIGH STREET PART	PRIORY RBT NEW SURFACE JOINT	ST JOHNS STREET INC JUNCTION AREA	SURFACING	250	2026/27
976636	B4040	MALM_26_0004	B4040 SUNSET HILL	ADJ TO WEIGHBRIDGE	GILBOA COTTAGES	SURFACING	285	2027/28
976649	B4040	MALM_26_0003	B4040 HIGHSTREET LUCKINGTON PART	C ROAD TO ALDERTON JUNCTION	TO 30 MPH LUCKINGTON	SURFACING	210	2027/28

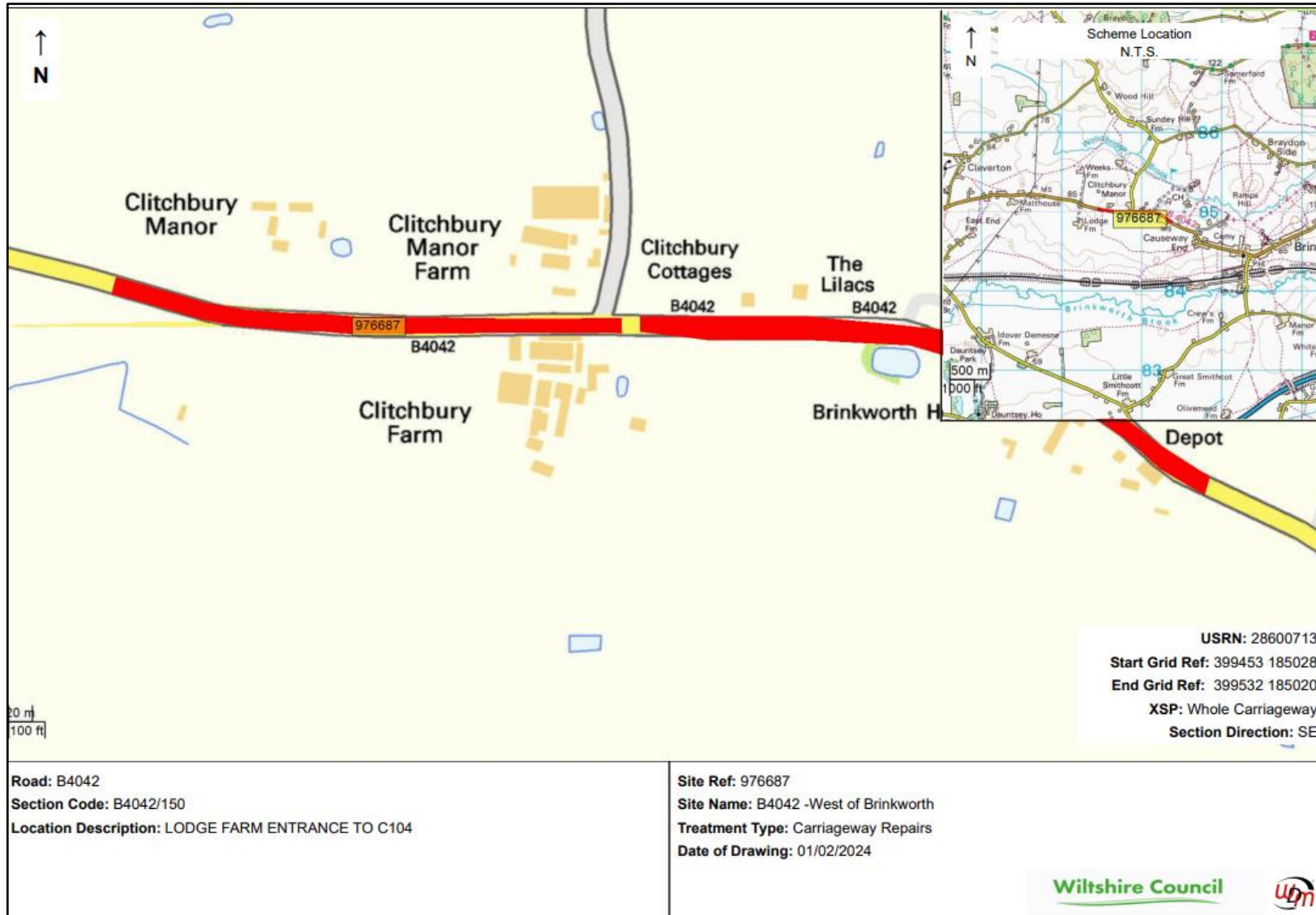
Page 207

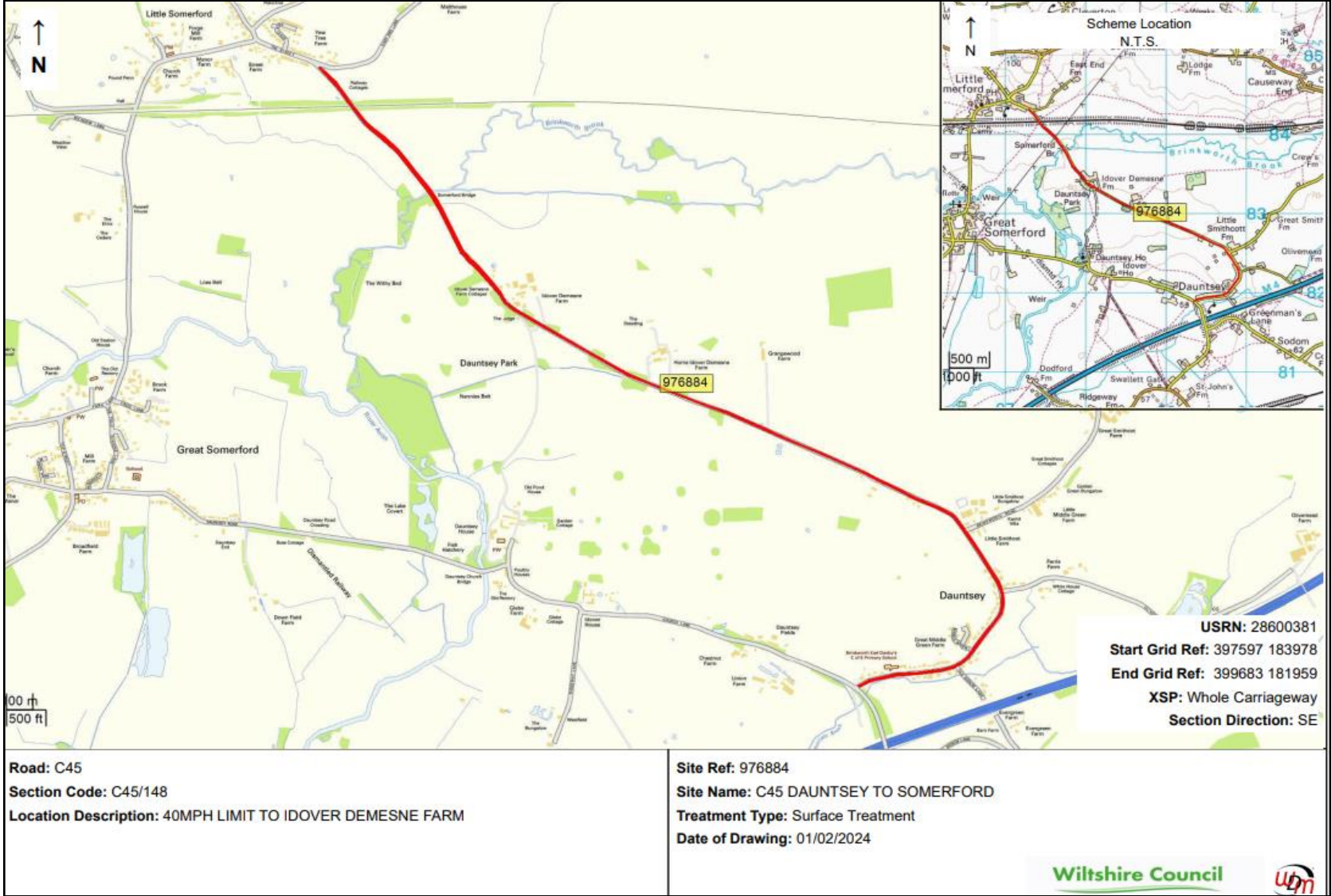
Please note that this programme may be subject to change.

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976673	B4040	MALM_27_976673	B4040 STONE HILL PART BEND	COCKROOST FARM HOUSE / BEULAH	UPPER STONEHILL HOUSE BOUNDARY	SURFACING	325	2027/28
976986	B4040	MALM_22_0003	B4040 CROSSHAYES LANE /ST DENNIS LANE	OXFORD STREET/CROSS HAYES LANE	ST DENNIS LANE/HIGH STREET	SURFACING	332	2027/28
977124	C78	MALM_25_0004	C78 - KNOCKDOWN RD NORTH TO 30 MPH LIMIT SHERSTON	KNOCKDOWN LANE/GREEN LANE (SHERSTON)	30 MPH SHERSTON	MILES MACADAM	477	2027/28
977173	UC	MALM_26_0006	WATERHAY	SLOW LANE LEIGH	MID POINT OF LANE SEE PLAN	MILES MACADAM	550	2027/28
976637	B4014	MALM_28_976637	B4014 DYSON TO COOPERS FARM	DYSON NORTHERN ENTRANCE	COOPERS FARM	SURFACING	877	2028/29
976676	B4040	MALM_28_976676	B4040 SUMMERHOUSE LODGE AREA	PURLEUS HOUSE	DOG TRAP LANE	SURFACING	840	2028/29
976909	C71	MALM_26_0008	C70 - B4040 TO UC LOWER WATERHAY PART	BOURNELAKE FARM	BROOK FARM	MILES MACADAM	1100	TBC
977322	UC	MALM_26_0005	SOUTHFIELD LANE MILBOURNE			UNDER REVIEW	310	TBC
979313	C68	MALM_24_0007	C68 - GLOUCESTER ROAD PART AND FIRESTATION ROUNDABOUTS	B4040/B4014 MALMESBURY	S EXIT MINI RBT GLOUCESTER RD MALMESBURY	UNDER REVIEW	360	TBC



# Site Plans for Proposed 2024/25 Schemes







Page 211

Road: C14  
 Section Code: C14/149  
 Location Description: COUNTY BOUNDARY TO B4040 (BROKENBOROUGH)

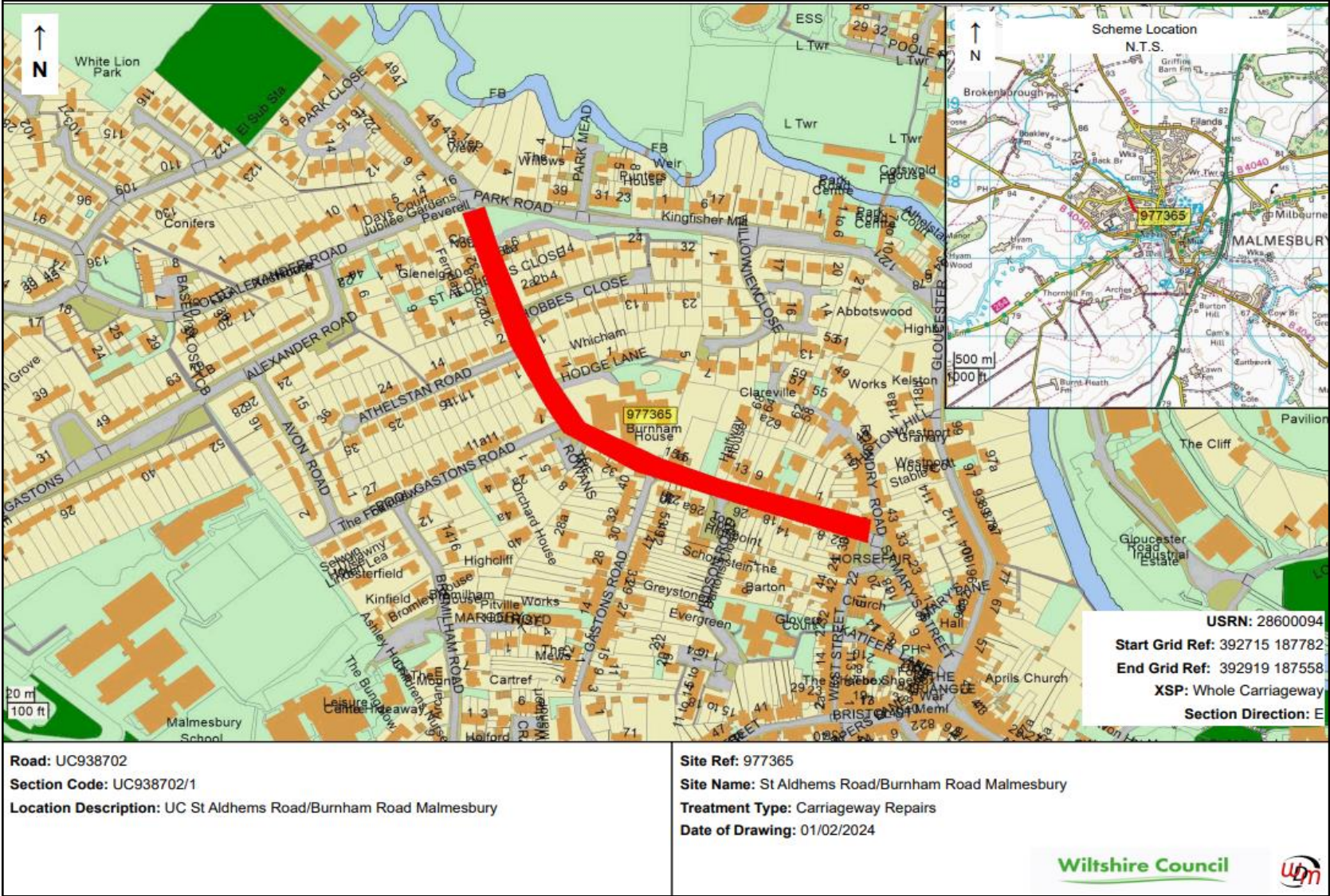
Site Ref: 976989  
 Site Name: C14 N OF TWATLEY FARM MALMESBURY  
 Treatment Type: Surface Treatment  
 Date of Drawing: 01/02/2024

USRN: 28602238  
 Start Grid Ref: 391275 187946  
 End Grid Ref: 390238 188764  
 XSP: Whole Carriageway  
 Section Direction: SE





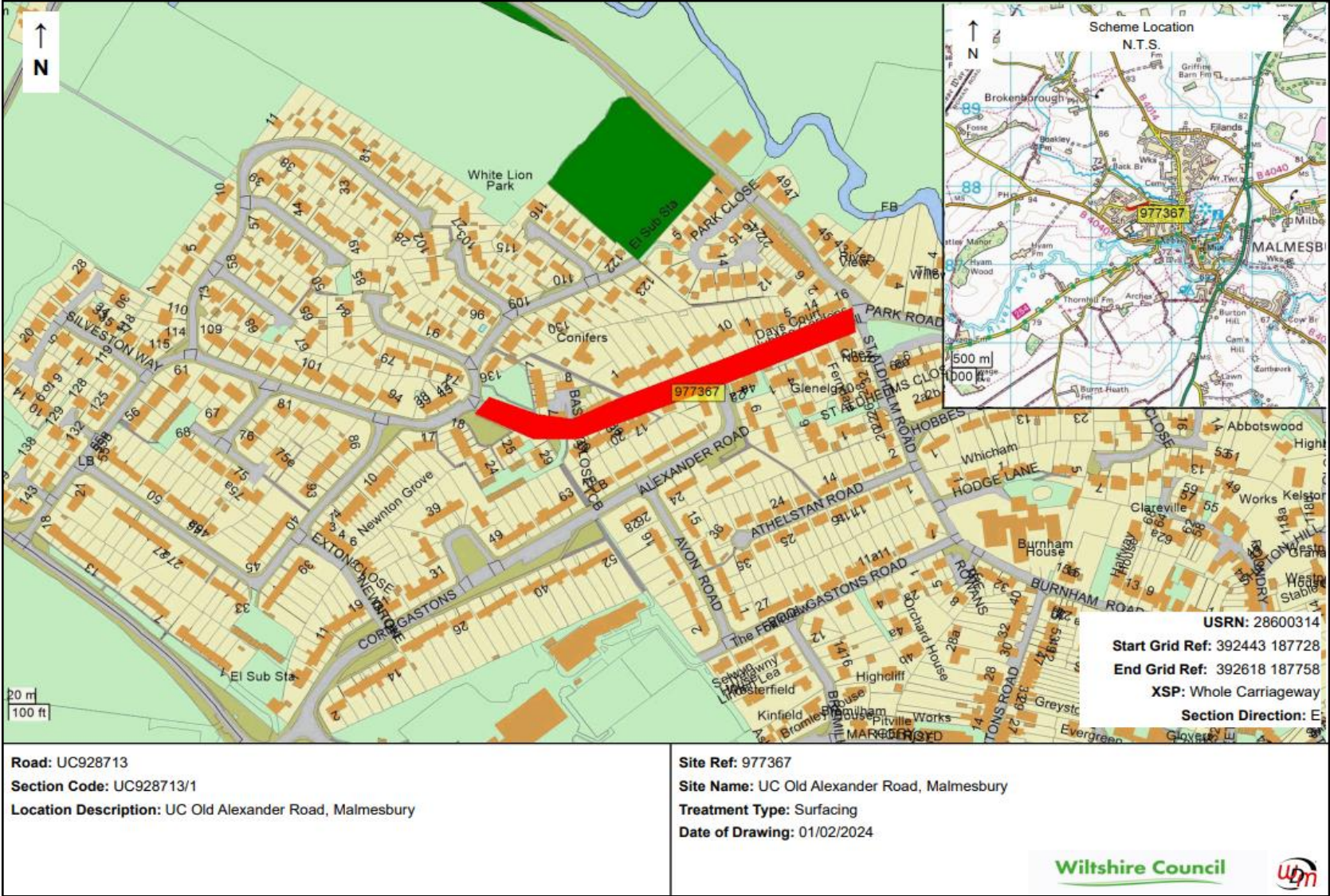






Road: C89  
 Section Code: C89/137  
 Location Description: UC Park Road, Malmesbury

Site Ref: 977366  
 Site Name: UC Park Road, Malmesbury  
 Treatment Type: Surfacing  
 Date of Drawing: 01/02/2024







**USRN:** 28600131  
**Start Grid Ref:** 393495 186945  
**End Grid Ref:** 393836 187072  
**XSP:** Whole Carriageway  
**Section Direction:** E

**Road:** UC938718  
**Section Code:** UC938718/1  
**Location Description:** UC St John's Street, Malmesbury

**Site Ref:** 977373  
**Site Name:** UC St John's Street, Malmesbury  
**Treatment Type:** Surface Treatment  
**Date of Drawing:** 01/02/2024



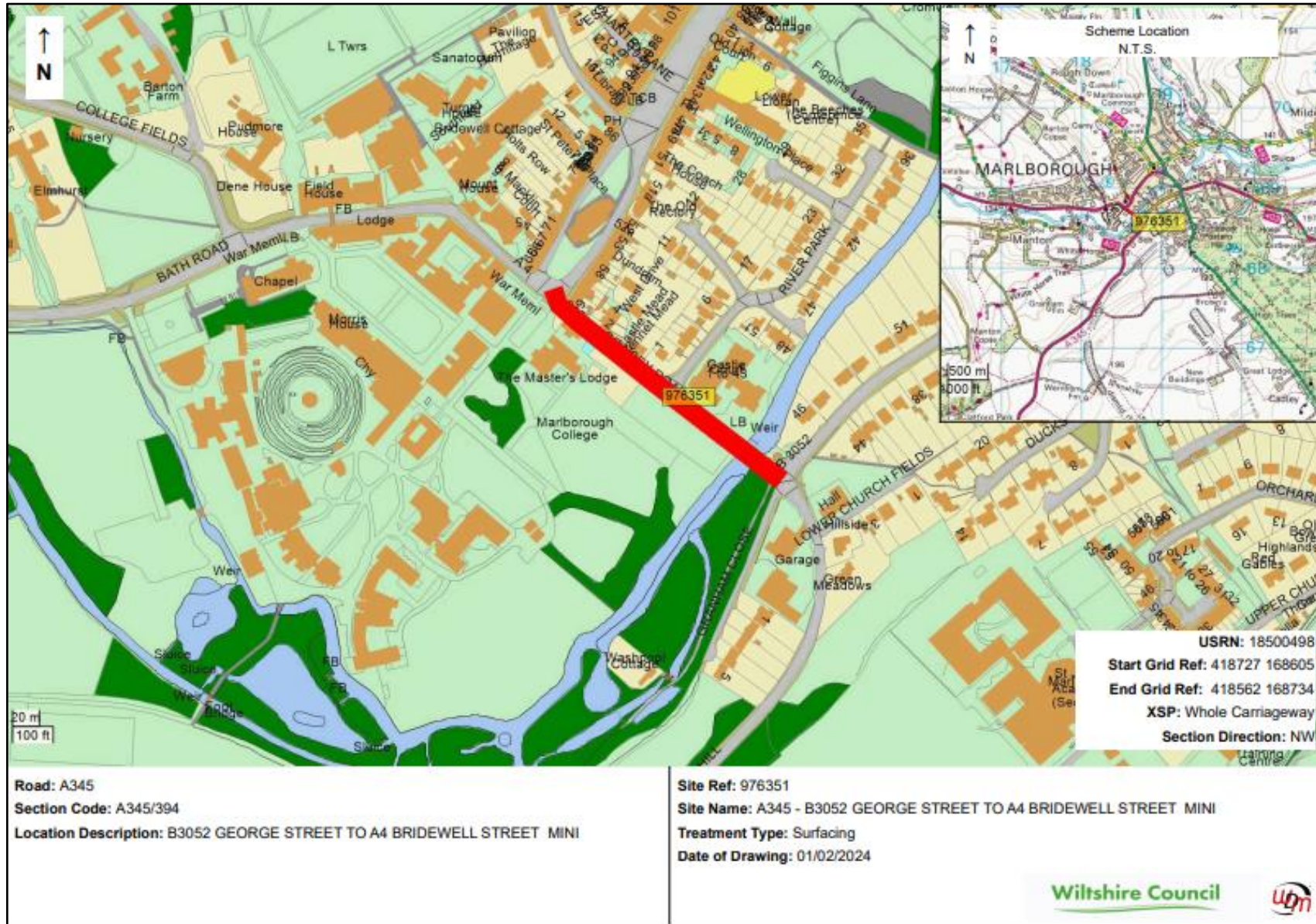
**Wiltshire Highways  
Maintenance Programme  
Marlborough Area Board  
2024/25 – 2029/30  
Version 1**

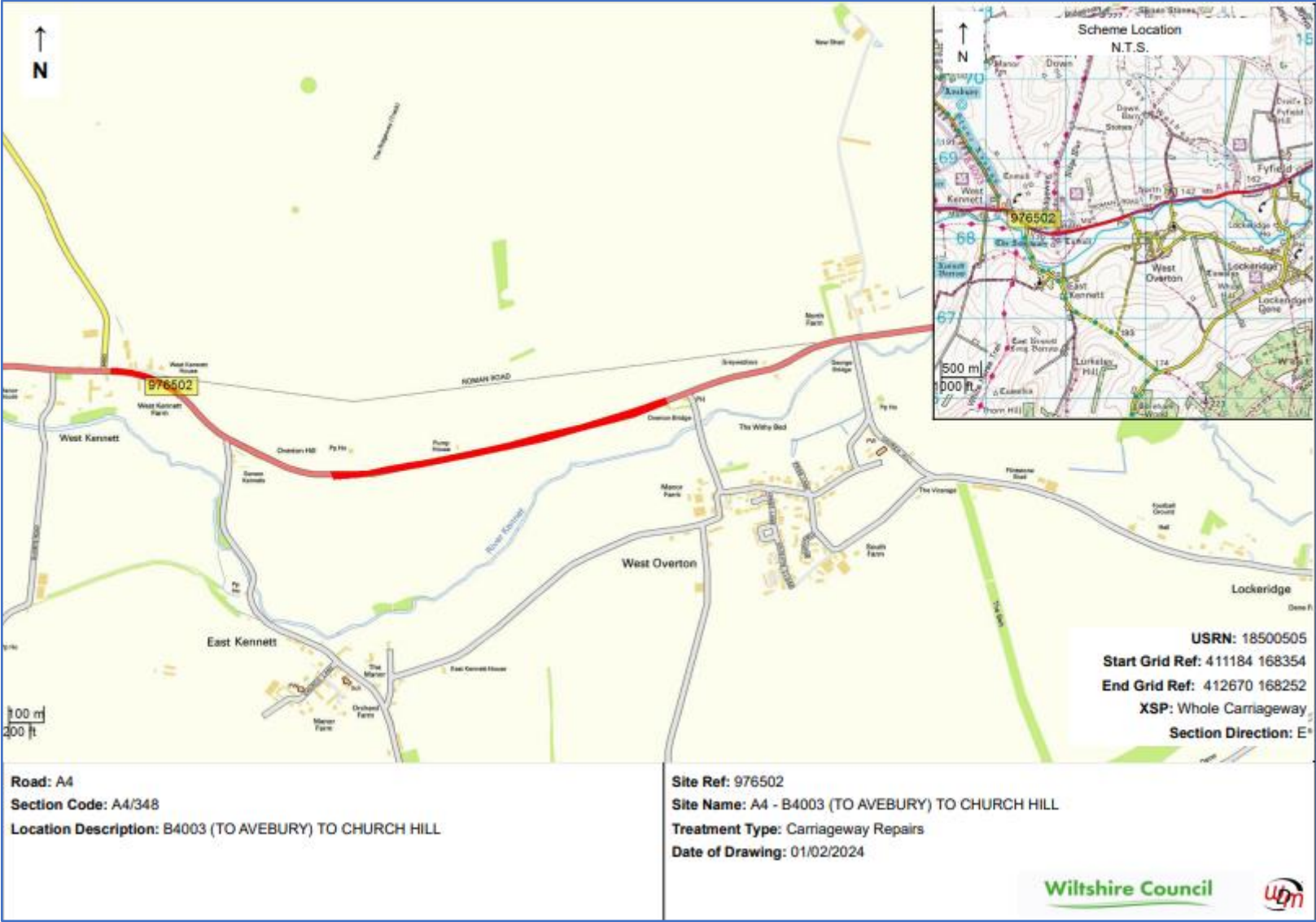
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976351	A345	MARL_23_0005	A345 PEWSEY ROAD	A4	B3052 GEORGE LANE	SURFACING	230	2024/25
976502	A4	MARL_20_0001	A4 WEST KENNETT TO FYFIELD W RESTRICT	WEST KENNETT	FYFIELD W RESTRICT	CARRIAGEWAY REPAIRS	4670	2024/25
977005	B4192	MARL_23_0003	B4192 ALDBOURNE TO AND INCLUDING RAMSBURY TURN	ENT HOME FARM	30 MPH ALDBOURNE	CARRIAGEWAY REPAIRS	2150	2024/25
979327	C121	MARL_23_0004	C121 - YEW TREE LANE BROAD HINTON			CARRIAGEWAY REPAIRS	916	2024/25
976358	A346	MARL_25_0002	BARN STREET HERD STREET	A4 NEW ROAD	THE COMMON	SURFACING	540	2025/26
976360	A346	MARL_25_0003	A346 MARLBOROUGH TO OGBOURNE	THE COMMON MARLBOROUGH	OGBOURNE DOWNS GOLF CLUB	SURFACE DRESSING	5520	2025/26
976720	B4003	MARL_24_0006	B4003 link A4 WEST KENNETT TO A4361 AVEBURY	A4 WEST KENNETT	A4361 AVEBURY	SURFACE DRESSING	TBC	2025/26
976972	C190	MARL_24_0003	MARLBOROUGH ROAD / STOCK LANE	ALDBOURNE	STOCK LANE COTTAGE	SURFACE DRESSING	2750	2025/26
979072	A4 / A4361	MARL_24_0005	CIRCULATORY PATH OF THE ROUNDABOUT	BECKHAMPTON R'ABOUT	BECKHAMPTON R'ABOUT	SURFACING	240	2025/26
979075	B4192	MARL_24_0004	SWINDON RD ALDBOURNE	30 MPH ALDBOURNE	COUNTY BOUNDARY	CARRIAGEWAY REPAIRS	1930	2025/26
979095	C6	MARL_24_0002	C6 AXFORD, RAMSBRY	30MPH LIMIT	WHITES HILL	SURFACE DRESSING	1060	2025/26
979329	A4	MARL_25_0001	A4 - BRIDGE STREET TO A345 BRIDEWELL STREET MINI	JUNCTION HIGH STREET	ELEC SUB STATION	SURFACING	115	2025/26

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
1006783	A346	MARL_22_0004	A346 MARLBOROUGH TO SWINDON BOUNDARY			SURFACING	700	2025/26
977013	C18/UC	MARL_23_0001	THE PARADE KENNET PLACE, MARLBOROUGH			SURFACING	325	2026/27
977193	UC	MARL_26_0002	SCHOOL LANE (ROCKLEY)	C18	END	SURFACE DRESSING	820	2026/27
977229	UC	MARL_26_0003	SHEPHERDS DROVE	MANOR LANE SOUTH	CORES COPSE	SURFACE DRESSING	1360	2026/27
977232	UC	MARL_26_0007	FINCHES LANE BAYDON	ERMINE ST	ERMINE ST	SURFACE DRESSING	970	2026/27
979328	C189	MARL_25_0006	OXFORD STREET, BAYDON HILL, ALDBOURNE.	LOTTAGE RD JUNCTION.	30 MPH	SURFACING	520	2026/27
979331	UC	MARL_25_0007	THE WERG (C6 TO 30MPH) MILDENHALL	MILDENHALL TRIANGLE	COCK A TROOP LANE	SURFACING	230	2026/27
979332	UC	MARL_26_0008	GORE LANE	PEAK DOWNS	BAYDON	SURFACE DRESSING	3000	2026/27
976534	A4361	MARL_FF_976534	A4361 NORTH OF BECKHAMPTON RBT	BECKHAMPTON RBT	TOP OF HILL - SEE PLAN - NR MILESTONE	SURFACING	400	2027/28
976789	c121	MARL_26_0006	UFCOTT LOOP ROAD	WEIR FARM XRDS	SOUTHROP XRDS	SURFACE DRESSING	2500	2027/28
976802	C190	MARL_FF_976802	C190 - 30MPH ALDBOURNE TO UC THE BUTTS	MARLBOROUGH ROAD	CASTLE STREET	SURFACING	280	2027/28
976803	C190	MARL_27_976803	C190 (STOCK LANE) RAMSBURY	STOCK LANE COTTAGE	COPSE DROVE	SURFACE DRESSING	3100	2027/28

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977200	C38	MARL_27_977200	30/40 MPH LOCKERIDGE NORTH TO A4 FYFIELD	30/40 MPH LOCKERIDGE	A4 FYFIELD	SURFACE DRESSING	480	2027/28
979330	UC	MARL_26_0009	BRIDGE STREET FYFIELD	A4	BRIDGE	SURFACING	560	2027/28
1006784	C6	MARL_25_0005	C6 AXFORD ROAD	STITCHCOMBE	RAMSBURY	SURFACE DRESSING	5500	2027/28
1006785	UC	MARL_27_1006785	WINTERBOURNE MONKTON VILLAGE ROAD	JUNCTION WITH A4361	JUNCTION WITH A4361	SURFACE DRESSING	710	2027/28
1006786	UC	MARL_28_1006786	WINTERBOURNE MONKTON CHURCH ROAD	A4361/UC TO CHURCH WINTERBOURNE MONKTON	END UC TO CHURCH WINTERBOURNE MONKTON	SURFACE DRESSING	491	2028/29

# Site Plans for Proposed 2024/25 Schemes






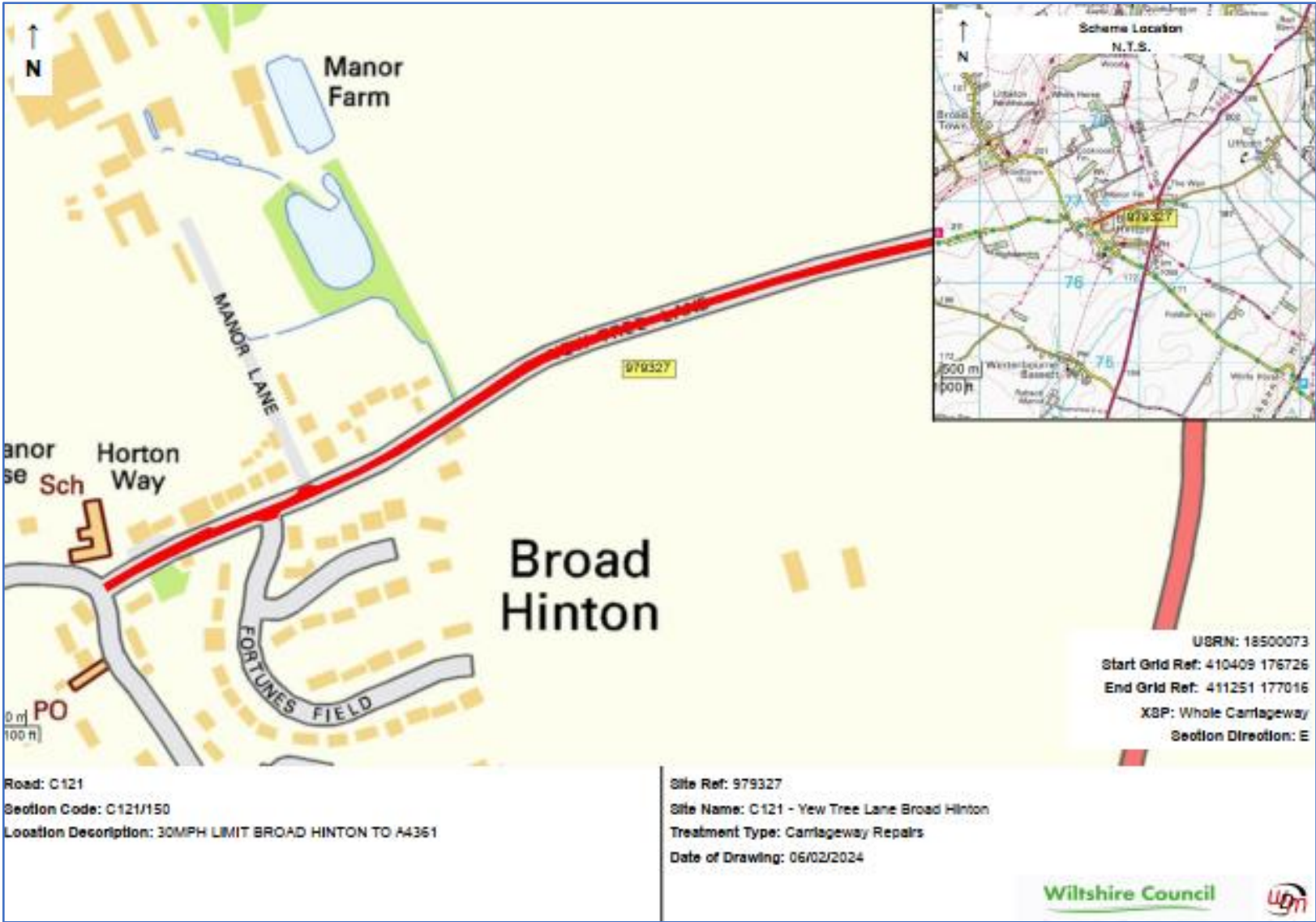


**Road:** B4192  
**Section Code:** B4192/240  
**Location Description:** B4192 Aldbourne to Ramsbury Turn

**Site Ref:** 977005  
**Site Name:** B4192 Aldbourne to Ramsbury Turn  
**Treatment Type:** Carriageway Repairs  
**Date of Drawing:** 01/02/2024

**Wiltshire Council** 





**Wiltshire Highways  
Maintenance Programme  
Melksham Area Board  
2024/25 – 2029/30  
Version 1**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976192	A3102	MELK_23_004	SANDRIDGE COMMON 40MPH EXTENTS BLACKMORE HOUSE, ETC			SURFACING	715	2024/25
976478	A365	MELK_23_010	A365 -Part BOWERHILL ROUNDAABOUT TO FALCON WAY ROUNDAABOUT inc Falcon Rbt	WELLINGTON DRIVE	FALCON WAY RBT EXTENTS PLUS ALL AEMS	SURFACING	240	2024/25
976479	A365	MELK_24_003	DEVIZES ROAD/BATH ROAD	FALCON WAY ROUNDAABOUT	REDSTOCKS CROSSROADS	SURFACING	1850	2024/25
977383	UC	MELK_25_006	SNARLTON LANE, MELKSHAM			SURFACE DRESSING	845	2024/25
976477	A350	MELK_25_007	WESTERN WAY SINGLE CARRIAGEWAY SECTION	SEMINGTON RD RBT	A350/A365 RBT	SURFACING	550	2025/26
977001	C169	MELK_25_004	LYNCH BOTTOM LANE	SOUTH WRAXALL	GANBROOK FARM	SURFACE DRESSING	1950	2025/26
977292	UC	MELK_25_001	MILL LANE,BROUGHTON GIFFORD	BROUGHTON GIFFORD MAIN ROAD	B3107	SURFACE DRESSING	1170	2025/26
977382	UC	MELK_25_003	WEST HILL WHITLEY	C290 WEST HILL MAIN ROAD WHITLEY	END OF ADOPTED EXTENT	SURFACING	160	2025/26
977384	UC	MELK_25_002	COMMON FARM ROAD, BROUGHTON GIFFORD	BROUGHTON GIFFORD MAIN ROAD	END OF ADOPTED EXTENT	SURFACE DRESSING	290	2025/26

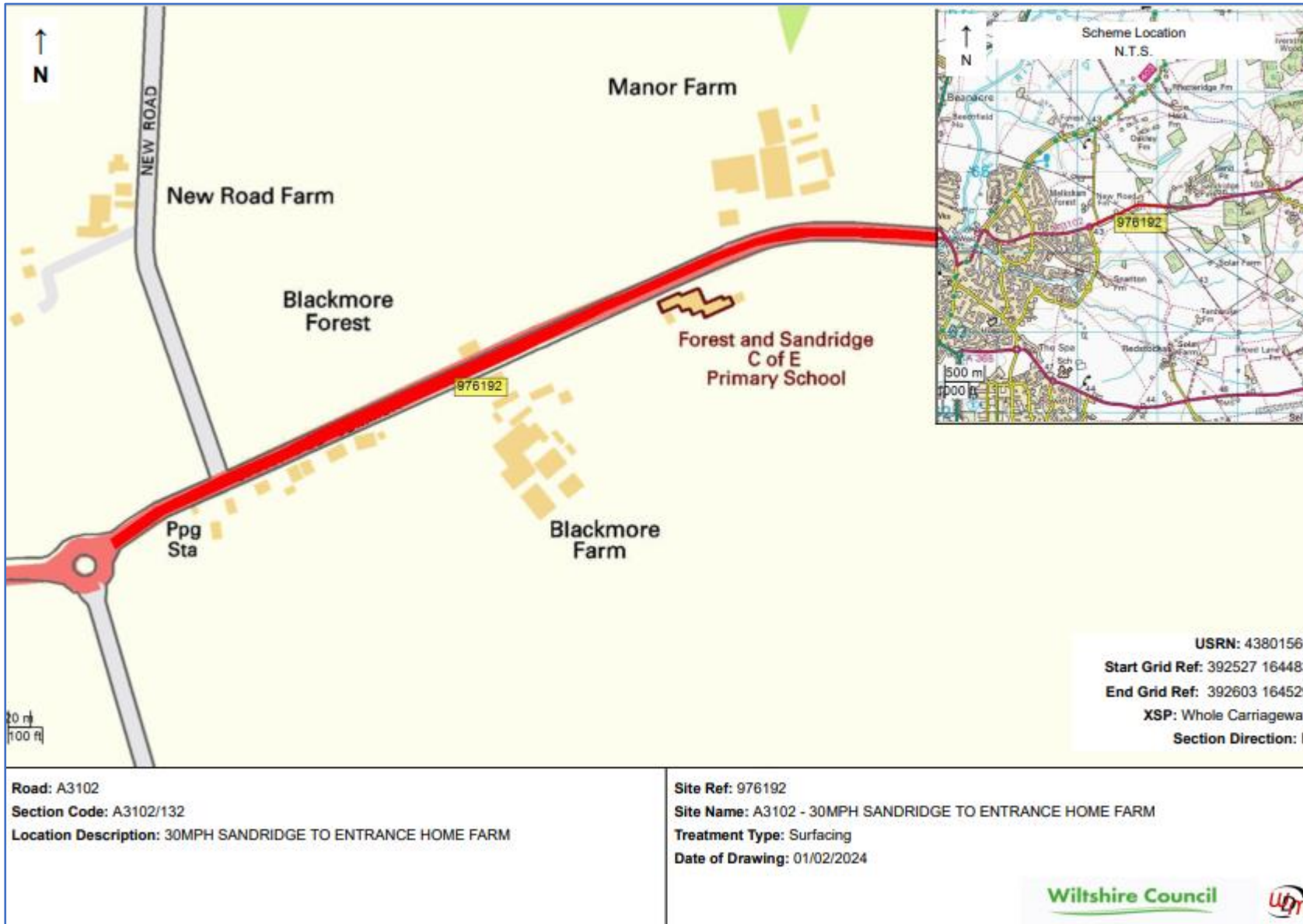
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977385	UC	MELK_25_008	BOWERHILL LANE	A365 BATH ROAD	END OF ADOPTED EXTENT	CARRIAGEWAY REPAIRS	700	2025/26
976474	A365	MELK_26_002	A365 PIE CORNER	APPX HSE NUMBER 55	SHAW 30MPH	SURFACING	540	2026/27
977306	UC	MELK_26_001	BRICKYARD LANE (TO CATTLE GRID) SEMINGTON	U LITTLETON SEMINGTON	END	CARRIAGEWAY REPAIRS	316	2026/27
979324	C395	MELK_26_979324	C395 - HAMPTON PARK WEST (MELKSHAM)			SURFACING	355	2026/27
976628	B3353	MELK_26_003	B3353, CORSHAM ROAD WHITLEY	FIRST LANE	WESTLANDS LANE	SURFACING	540	2027/28
1006979	C381	MELK_22_005	C381 MARKET PLACE			SURFACING	45	2027/28
1005861	A350	MELK_20_016	HAG HILL JUNCTION AREA	HAGG HILL	STONEY GUTTER X-RDS	UNDER REVIEW	870	TBC
1005863	A3102	MELK_22_002	A3102 SANDRIDGE RD TO BYPASS	LOWBOURNE MINI RBT	FOREST ROAD	SPECIALIST CONTRACTOR	1250	TBC
1006966	C165	MELK_24_004	C165 LOWER WOODROW ROAD AND FOREST LANE	30 MPH MELKSHAM	TRACK TO RHOTTERIDGE FARM	UNDER REVIEW	3100	TBC
1006980	UC866506	MELK_25_1006980	MEAD PARK ATWORTH			UNDER REVIEW	651	TBC
1006981	UC916302	MELK_FF_1006981	WILTSHIRE CRESCENT MELKSHAM			UNDER REVIEW	186	TBC
1006982	UC906326	MELK_FF_1006982	CARISBROOKE ROAD MELKSHAM	FARLEIGH AVE	LONGFORD ROAD	UNDER REVIEW	165	TBC

Page 228

**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
1006983	UC906306	MELK_FF_1006983	FARLEIGH AVENUE, MELKSHAM			UNDER REVIEW	170	TBC
1006984	UC916305	MELK_FF_1006984	DORSET CRESCENT & CORNWALL CRESCENT MELKSHAM			UNDER REVIEW	1000	TBC
1006986	UC906301	MELK_FF_1006986	WEST END MELKSHAM			UNDER REVIEW	231	TBC
1006987	C19	MELK_FF_1006987	C13 COMMON HILL STEEPLE ASHTON	30 MPH TO 30 MPH STEEPLE ASHTON		UNDER REVIEW	170	TBC
1006989	C232	MELK_FF_1006989	C232 - SANDPITS LANE STEEPLE ASHTON	TRACK TO ROOD ASHTON	GATEWAY TO FIELD BUILDING	UNDER REVIEW	225	TBC

# Site Plans for Proposed 2024/25 Schemes



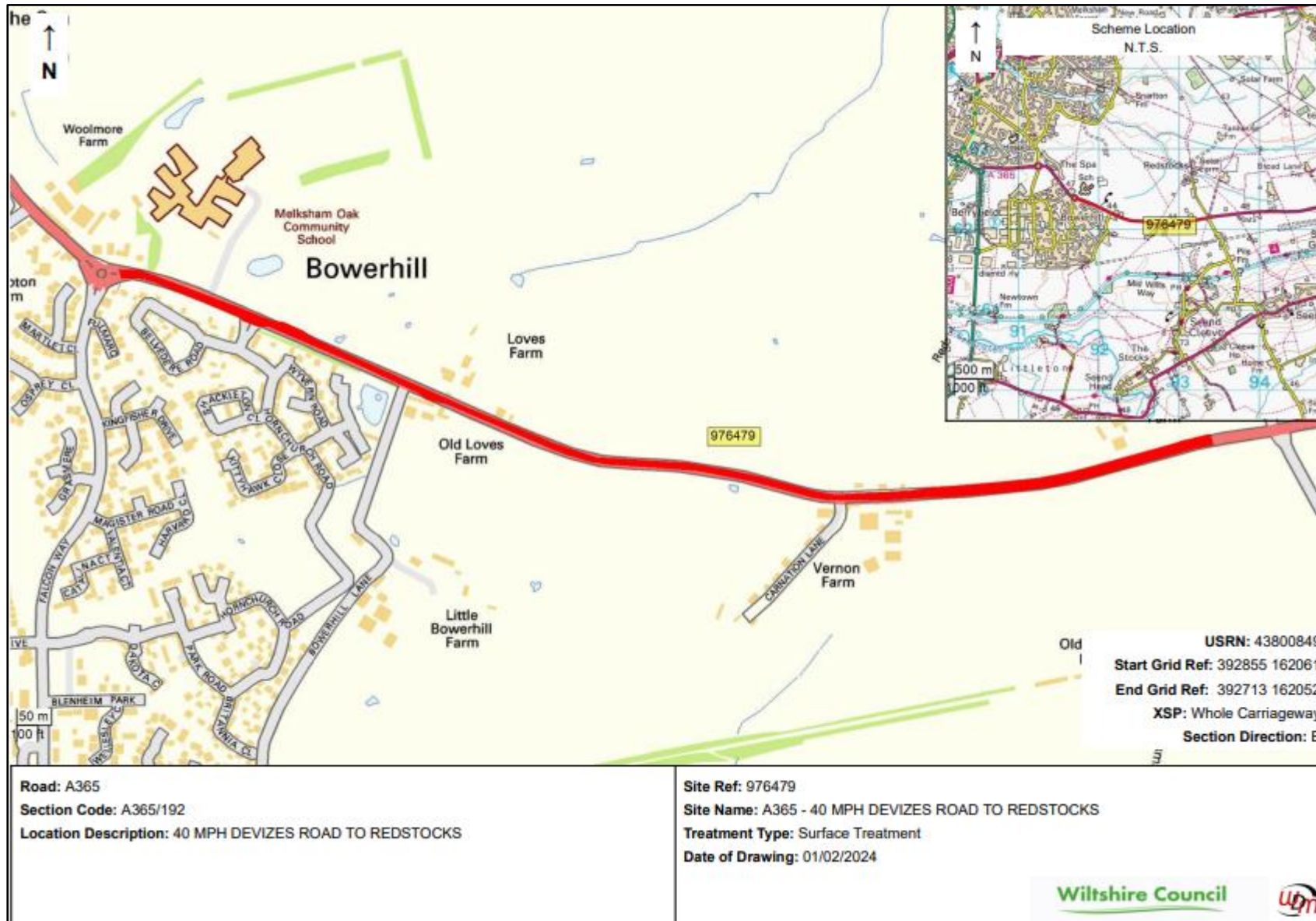


Road: A365  
 Section Code: A365/180  
 Location Description: BOWERHILL ROUNDABOUT TO FALCON WAY ROUNDABOUT

Site Ref: 976478  
 Site Name: A365 -Part BOWERHILL ROUNDABOUT TO FALCON WAY  
 ROUNDABOUT inc Falcon Rbt  
 Treatment Type: Surfacing  
 Date of Drawing: 01/02/2024

Wiltshire Council









Road: UC916401  
 Section Code: UC916401/1  
 Location Description: UC Snarlton Lane, Melksham

Site Ref: 977383  
 Site Name: UC Snarlton Lane, Melksham  
 Treatment Type: Surface Treatment  
 Date of Drawing: 01/02/2024



**Wiltshire Highways  
Maintenance Programme**

**Pewsey Area Board**

**2024/25 – 2029/30**

**Version 1**

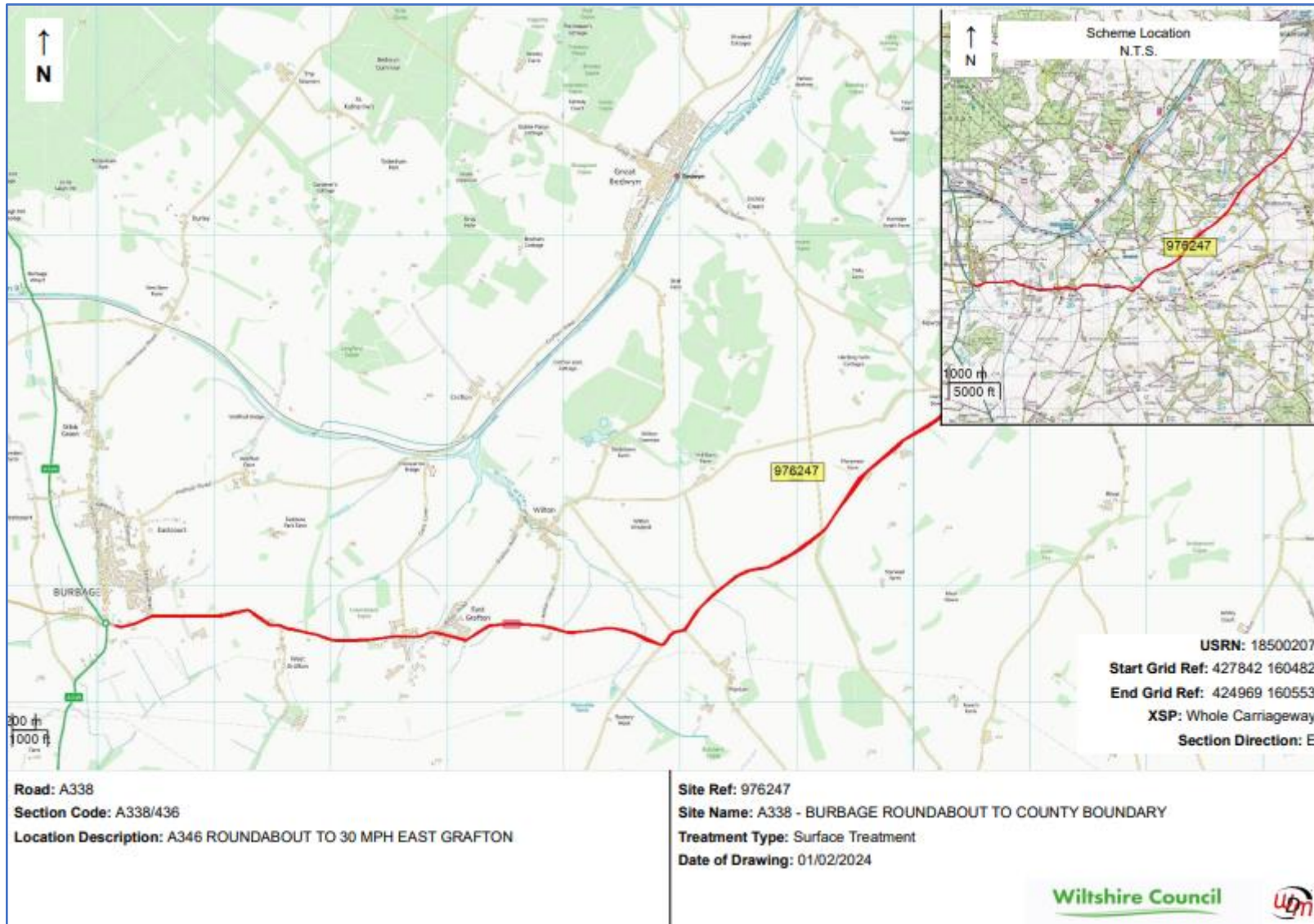
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976247	A338	PEWS_20_0002a	A338 BURBAGE TO COUNTY BOUNDARY phase 1	BURBAGE ROUNDABOUT	COUNTY BOUNDARY	SURFACE DRESSING	11648	2024/25
976247	A338	PEWS_20_0002b	A338 BURBAGE TO COUNTY BOUNDARY phase 2	BURBAGE ROUNDABOUT	COUNTY BOUNDARY	SURFACE DRESSING	11648	2024/25
976334	A345	PEWS_22_0002	MARKET PLACE/NORTH ST/MARLBOROUGH ROAD	40MPH PEWSEY	B3087 HIGH ST	SURFACING	790	2024/25
977122	C74	PEWS_25_0007	C74 BROOK STREET, GREAT BEDWYN	FOSBURY NEW ROAD	HAM	SURFACING	610	2024/25
977125	C8	PEWS_22_0003	WILCOT ROAD	A345 MARLBOROUGH ROAD	WOODBOROUGH RD JUNCTION AREA APPX HSE NO 94	SURFACING	780	2024/25
977395	UC	PEWS_24_0005	VICARAGE LANE UPAVON	A342 BEND	END OF ADOPTED EXTENT	MICRO ASPHALT	180	2024/25
977396	UC	PEWS_24_0004	CHARLTON ST PETER	DEVIZES ROAD	ALL VILLAGE	SURFACE DRESSING	420	2024/25
979309	UC	PEWS_26_0002	VALE ROAD /OLD HOSPITAL ROAD	JUNCTION A345	JUNCTION C8	MICRO ASPHALT	535	2024/25
976335	A345	PEWS_25_0009	A354 MARLBOROUGH RD	OLD HOSPITAL ROAD ROUNDABOUT	LONGHOPE	CARRIAGEWAY REPAIRS	800	2025/26
976517	A4	MARL_25_0004	A4 FROXFIELD TO COUNTY BOUNDARY	BREWHOUSE LANE	COUNTY BOUNDARY	SURFACING	900	2025/26

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976811	C197	PEWS_24_0008	SHALBOURNE A338 CARVERS HILL TO A338 MILL LANE	A338 CARVERS HILL JUNCTION	A338 MILL LANE JUNCTION	SURFACE DRESSING	2240	2025/26
976821	C241	PEWS_25_0004	THE STREET 30 MPH NORTHEAST TO 30 MPH MARDEN	RESTRICT	RESTRICT	SURFACING	1020	2025/26
977017	C198	PEWS_25_0003	C198 HAM HILL	UC ASHLEY DROVE	30 MPH LIMIT HAM	UNDER REVIEW	1280	2025/26
977121	C74	PEWS_23_0006	C74 JOCKEY GREEN HARDING FARM ROAD TO A338, GREAT BEDWYN	C74 JOCKEY GREEN (FOLLY FARM JUNCTION)	A338 HUNGERFORD ROAD PICADILLY CROSSROADS	SURFACE DRESSING	2200	2025/26
977237	UC	PEWS_24_0007	MILL LANE BAGSHOT	ANNETT'S LANE BAGSHOT	A338	SURFACE DRESSING	1230	2025/26
977397	UC	PEWS_25_0006	CASTLE ROAD GREAT BEDWYN	FARM LANE	BROWNS LANE	MILES MACADAM	177	2025/26
976284	A342	PEWS_26_0001	A342 DEVIZES ROAD RUSHALL TO CHARLTON ST PETER	JUNCTION TO CHARLTON	30 MPH RUSHALL	SURFACING	710	2026/27
976760	C88	PEWS_25_0002	ALTON PRIORS TO JUNC C264			UNDER REVIEW	TBC	2026/27
976820	C209	PEWS_24_0009	C209 SPRAY ROAD HAM TO COUNTY BOUNDARY	HAM CROSS	COUNTY BOUNDARY	SURFACE DRESSING	2260	2026/27
976838	C269	PEWS_26_0003	UC WEST WICK FARM TO ROAD MILKHOUSE WATER PART	NORTH OF FAIRFIELD FARM	MILKHOUSE LANE	SPECIALIST CONTRACTOR	310	2026/27
977187	UC	PEWS_25_0008	LADYBIRD LANE (WEST STOWELL)	ALTON ROAD	C264 WEST STOWELL	SURFACE DRESSING	630	2026/27
977210	UC	PEWS_26_0006	LONG DROVE BURBAGE	TASKERS LANE	END	SPECIALIST CONTRACTOR	260	2026/27

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977393	UC	PEWS_23_0002	RAFFIN LANE (PEWSEY)	SWAN ROAD	END	SURFACING	470	2026/27
977398	UC	PEWS_25_0005	ASHLEY DROVE	FOSBURY NEW ROAD	HAM	SURFACE DRESSING	2090	2026/27
979062	UC	TIDW_24_0004	TIDCOMBE LANE (TIDCOMBE)	OXENWOOD ROAD	END OF ADOPTED EXTENT	SURFACE DRESSING	1130	2026/27
976911	C74	PEWS_26_0005	BOTTLEY HILL	A338 PICADILLY CROSSROADS	OXENWOOD	SURFACE DRESSING	2630	2027/28
977218	UC	PEWS_26_0004	DARK LANE EAST GRAFTON	EAST GRAFTON URBAN LIMIT	CANAL CROSSING JUNCTION	SURFACE DRESSING	1490	2027/28
1006991	UC	PEWS_27_0001	HUISH	BACON COPSE X RDS	OARE	SURFACE DRESSING	2770	2027/28
976285	A342	PEWS_24_0002	A342 UPAVON TO RUSHALL	A345 JUNC TO A345 JUNC IN UPAVON	A342DEVIZES ROAD JUNCTION INCLUDING JUNCTION AREA	UNDER REVIEW	1100	TBC
976833	C268	PEWS_FF_976833	C268 - C264 DRAYCOT FITZ PAYNE NORTH TO UC HUISH FARM	C264 DRAYCOT FITZ PAYNE NORTH TO UC HUISH FARM		UNDER REVIEW	TBC	TBC
977394	UC	PEWS_24_0006	WEXCOMBE VILLAGE	FULL EXTENTS ADOPTED VILLAGE		UNDER REVIEW	865	TBC
979053	A345	PEWS_23_0003	Y JUNCTION NORTH TO 30 MPH (UPAVON)	SPUR TO UPAVON	A342 DEVIZES ROAD (UPAVON)	UNDER REVIEW	680	TBC
1021801	C38	PEW_FF_1021801	C38 - HONEY STREET TO WOODBOROUGH/START OF 20MPH ZONE	30/40 MPH WOODBOROUGH	30 MPH ALTON BARNES SOUTH	UNDER REVIEW	TBC	TBC

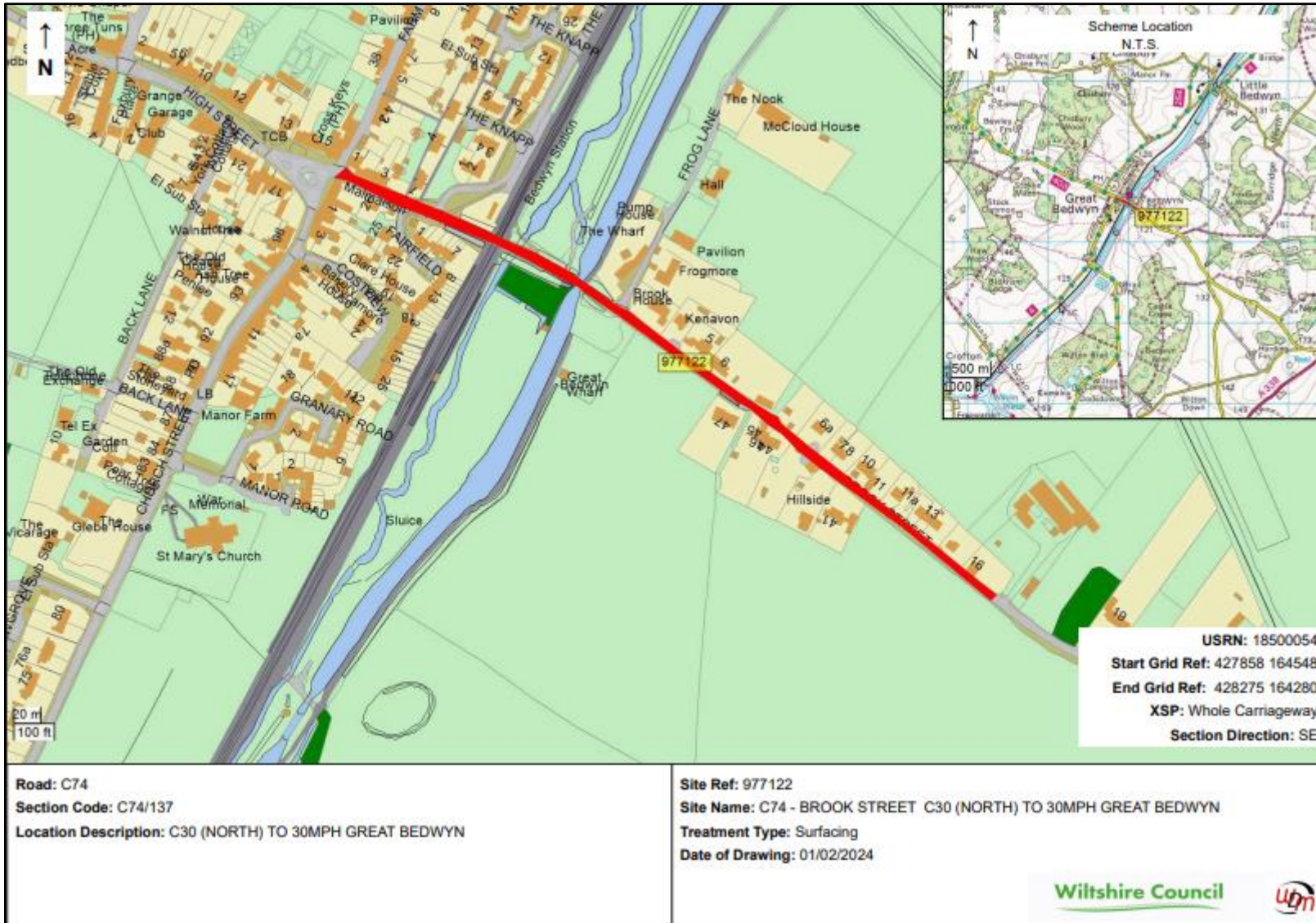
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
1026251	C52	PEW_FF_1026251	C52 - HARE STREET	C52/C261 WOODBOROUGH RD MANNINGFORD AREA	C52/C8 XRDS WILCOT	UNDER REVIEW	TBC	TBC

# Site Plans for Proposed 2024/25 Schemes










Road: C74  
 Section Code: C74/137  
 Location Description: C30 (NORTH) TO 30MPH GREAT BEDWYN

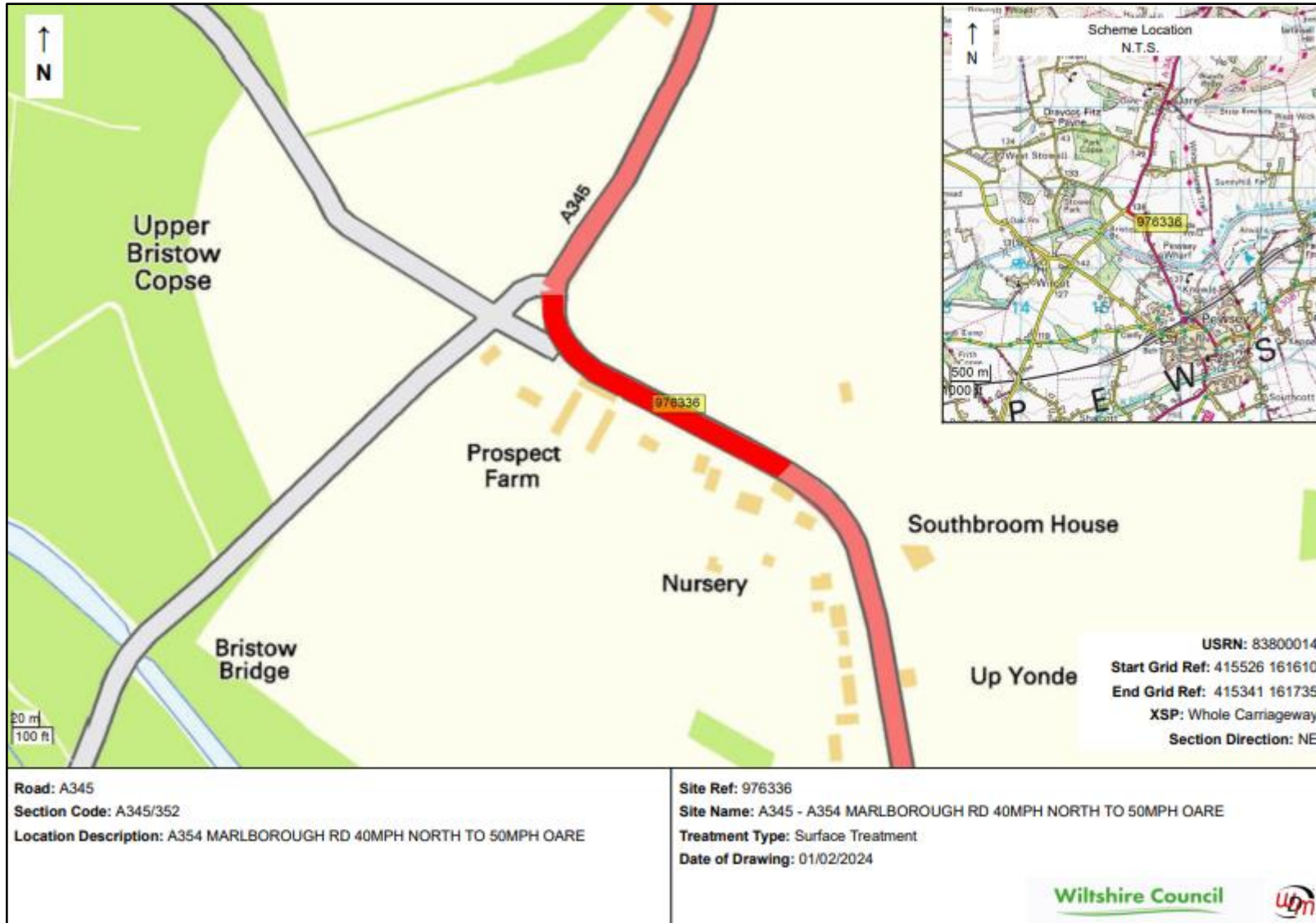
Site Ref: 977122  
 Site Name: C74 - BROOK STREET C30 (NORTH) TO 30MPH GREAT BEDWYN  
 Treatment Type: Surfacing  
 Date of Drawing: 01/02/2024

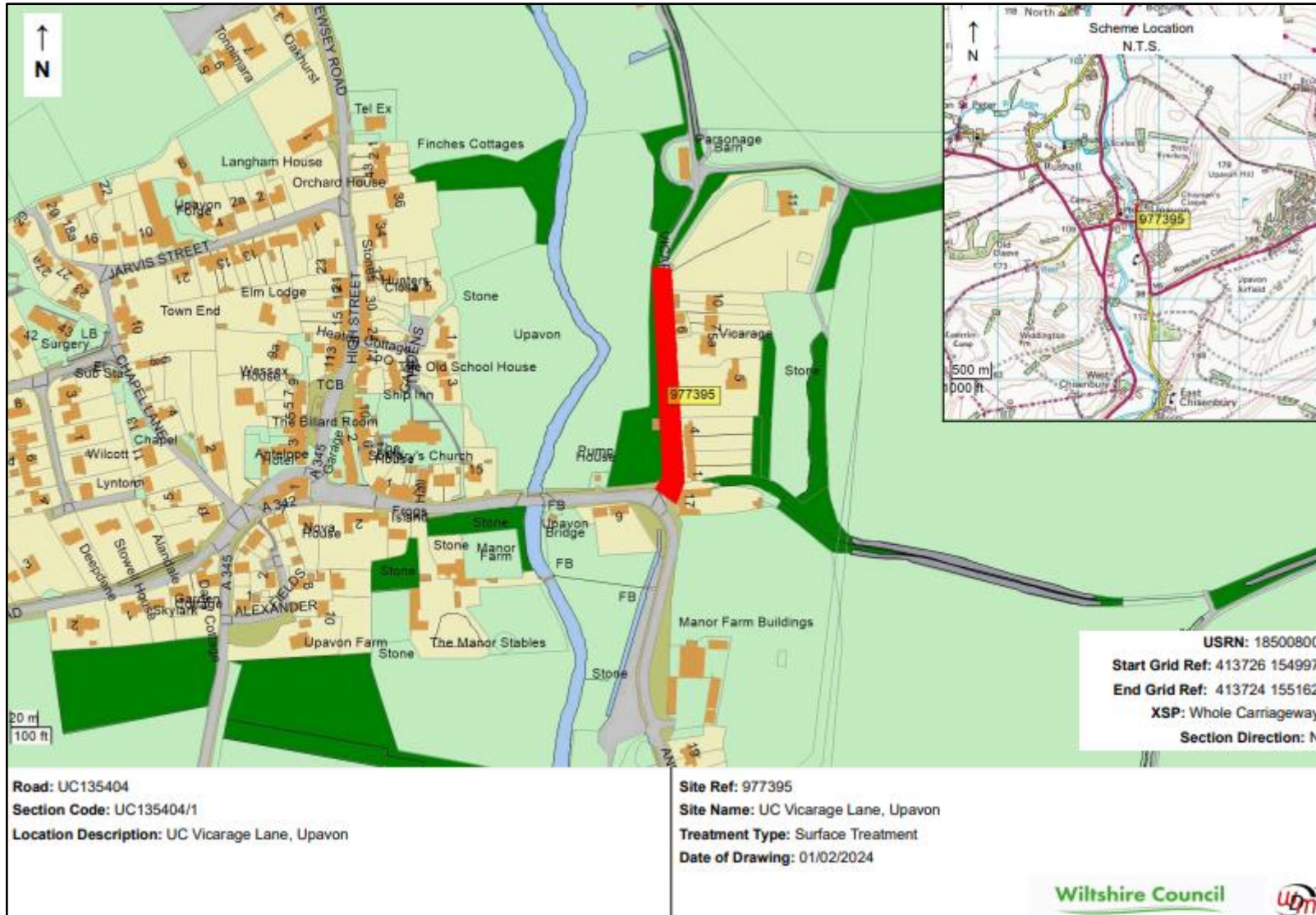


Road: C8  
 Section Code: C8/292  
 Location Description: JUNCTION C261 EAST TO JUNC A345 PEWSEY

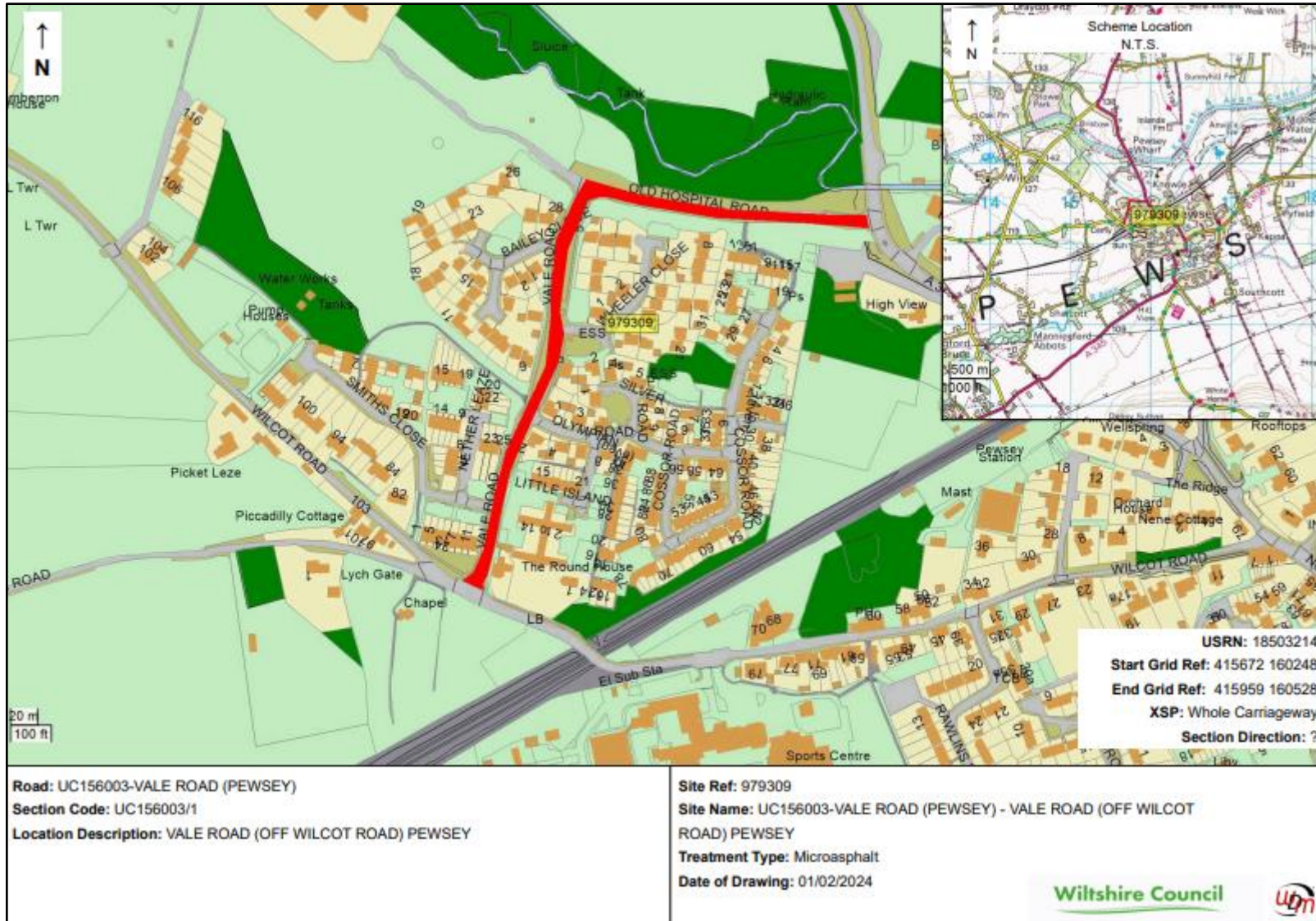
Site Ref: 977125  
 Site Name: Wilcot Road C8 - JUNCTION C261 EAST TO JUNC A345 PEWSEY  
 Treatment Type: Surfacing  
 Date of Drawing: 01/02/2024

Wiltshire Council 









**Wiltshire Highways**  
**Maintenance Programme**  
**Royal Wootton Bassett & Cricklade**  
**Area Board**  
**2024/25 – 2029/30**  
**Version 1**

Royal Wootton Bassett and Cricklade Area Board

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976791	C123	RWBA_24_0003	C123 - BREACH LANE (C123) (C110 SOUTH TO C120)			SURFACE DRESSING	3655	2024/25
976880	C374	RWBA_23_0009	C374 BINCKNOLL LANE	STONEOVER LANE	INTERFACE	SURFACING	636	2024/25
976904	C67	RWBA_22_0013	PAVENHILL	BRAYDON HILL CROSSROADS	30MPH PURTON	CARRIAGEWAY REPAIRS	2050	2024/25
976985	B4005	RWBA_22_0012	B4005 HAY LANE	NEW SURFACE JOINT JUNCTION 16 IMPROVEMENTS	COUNTY BOUNDARY	SURFACE DRESSING	780	2024/25
977409	UC	RWBA_23_0011	CHURCH LANE - CRICKLADE	B4040 HIGH STREET	END	SURFACING	55	2024/25
977413	UC	RWBA_20_0005	KNIGHTS FARM ROAD, ROYAL WOOTTON BASSETT (CARRIAGEWAY REPAIRS)			CARRIAGEWAY REPAIRS	126	2025/26
977415	UC	RWBA_25_0003	ROEBUCK CLOSE, HIGH MEAD BENNETT HILL	GARRAWAYS	END	MICRO ASPHALT	170	2025/26
977418	UC	RWBA_24_0001	UNCLASSIFIED ROAD TO THE GABLES / FOLLY FARM AT BALLARDS ASH	WHOLE EXTENT		SURFACING	340	2025/26
979044	A3102	RWBA_24_0006	A3102 SWINDON ROAD INC BINCKNOLL ROUNDABOUT	BINCKNOLL RBT	M4 JUNC. 16 INTERCHANGE	MILES MACADAM	1760	2025/26
979046	A3102	RWBA_25_0006	A3102 SWINDON ROAD PH 2	BINCKNOLL RBT	COPED HALL RBT	SURFACING	1300	2025/26
976199	A3102	RWBA_25_0008	A3102 N OF LYNEHAM	THE GREEN	BOWDS LANE	CARRIAGEWAY REPAIRS	800	2026/27



Royal Wootton Bassett and Cricklade Area Board

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976787	C120	RWBA_26_0001	C120 - C121 TO UC EAST OF LAMBOURNE GROUND	C120/C121 C/L ISLAND	C120 UC EAST OF LAMBOURNE GROUD	SURFACE DRESSING	580	2026/27
976796	C128	RWBA_26_0003	FLAXLANDS LANE	B4696	C128 HOOK	SURFACE DRESSING	2220	2026/27
977105	C415	RWBA_25_0002	STATION ROAD	NORE MARSH ROAD	NEW ROAD	SURFACING	300	2026/27
977166	UC	RWBA_24_0008	PRESTON EAST FARM AND WEST FARM LANES	C131	END AND TO C131	CARRIAGEWAY REPAIRS	TBC	2026/27
977182	UC	RWBA_25_0009	WEST MILL LANE CRICKLADE	HALLSFIELD	END	SURFACING	250	2026/27
977414	UC	RWBA_25_0004	UC STONEOVER LANE (BEHIND THE MAIN STREET)	BLAIN PLACE	END	SURFACING	220	2026/27
977416	UC	RWBA_25_0001	PARSONS WAY, ROYAL WOOTTON BASSETT	WASHBOURNE RD	END	MICRO ASPHALT	650	2026/27
979321	UC	RWBA_26_0007	UNCLASS CHELWORTH ROAD AND THE FORTY	URBAN LIMIT CHELWORTH GREEN	B ROAD	SURFACE DRESSING	1400	2026/27
976903	C67	RWBA_26_0005	BRAYDON MANOR LANE TO OAK FARM	OAK FARM	BRAYDON MANOR	CARRIAGEWAY REPAIRS	1760	2027/28
976919	C76	RWBA_26_0004	PARK FARM LANE	WOOD LANE	QUEENS STREET	CARRIAGEWAY REPAIRS	1460	2027/28

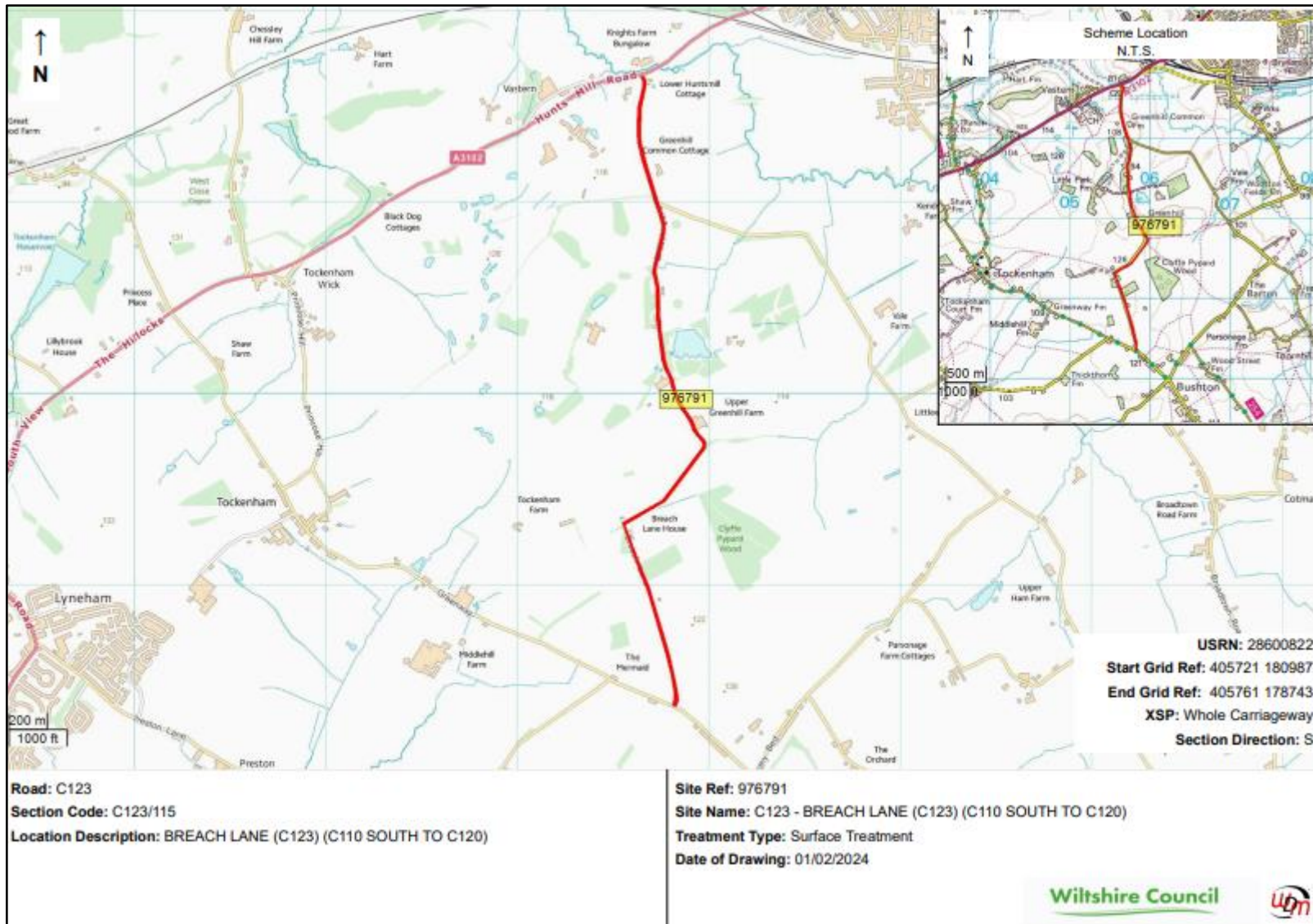
Royal Wootton Bassett and Cricklade Area Board

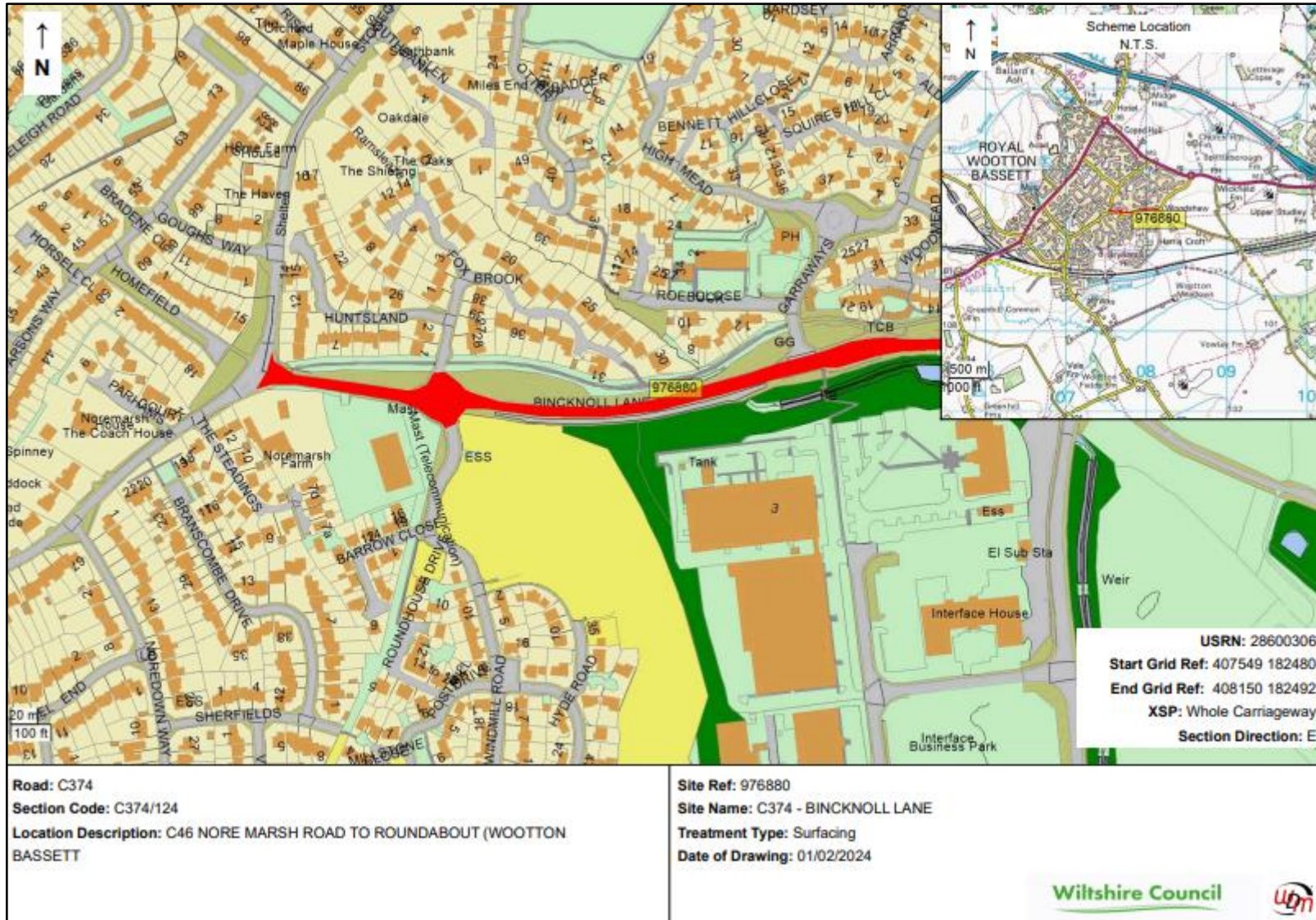
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979322	UC	RWBA_26_0008	WAITE MEAD CLOSE PURTON	WITTS LANE	END	SURFACING	165	2027/28
979323	UC	RWBA_26_0009	DOGRIDGE ESTATE PURTON	PAVENHILL	ADOPTED EXTENTS	CARRIAGEWAY REPAIRS	315	2027/28
976202	A3102	RWBA_FF_976202	A3102 - TOCKENHAM WICK	PARK HOUSE	BREACH LANE	UNDER REVIEW	160	TBC
976781	C120	RWBA_23_0005	C120 TROW LANE, TOCKENHAM	EXTENTS		SURFACE DRESSING	2484	TBC
976800	C15	RWBA_FF_976800	C15 - C120 NE TO JUNC WOOD STREET BUSHTON			UNDER REVIEW	1995	TBC
976926	C76	RWBA_23_0004	C76 CHESSLEY HILL, TOCKENHAM WICK	EXTENTS		SURFACE DRESSING	2335	TBC
976987	C124/120	RWBA_23_0001	C CLASS HIGH STREET (PART) CRICKLADE	B4040 CRICKLADE NORTHWARDS	20MPH LIMIT CRICKLADE	SURFACING	540	TBC
977157	UC	RWBA_25_0007	SODOM LANE	C ROAD AT SODOM	LOWER WAITE FARM	SURFACE DRESSING	950	TBC
977158	UC	RWBA_23_0006	BOWDS LANE	EXTENTS		SURFACE DRESSING	1849	TBC
977400	UC098806	RWBA_20_0004	JUBILEE ESTATE/VASTERNE CLOSE, PURTON	Site too narrow for conventional plant		SPECIALIST CONTRACTOR	493	TBC
977412	UC	RWBA_22_0009	BURYFIELDS, LYDIARD MILLICENT	EXTENTS		UNDER REVIEW	63	TBC
979141	UC	RWBA_24_0002	UNCLASSIFIED ROAD TO THEBALLARDS ASH FARM AT BALLARDS ASH	WHOLE EXTENT		UNDER REVIEW	140	TBC

# Site Plans for Proposed 2024/25 Schemes

Royal Wootton Bassett and Cricklade Area Board

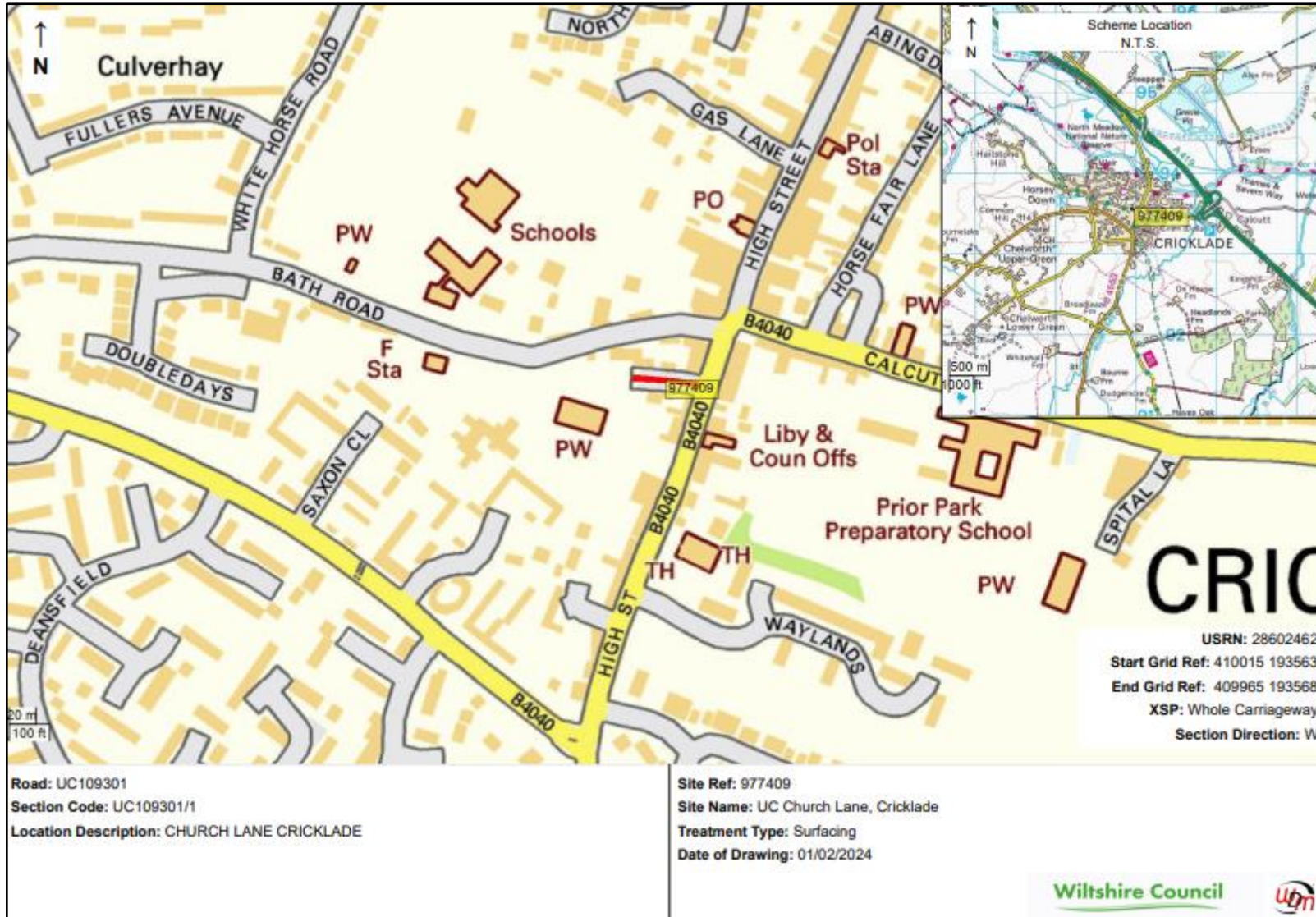
Page 251











**Wiltshire Highways  
Maintenance Programme  
Salisbury Area Board  
2024/25 – 2029/30  
Version 1**



ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976210	A338	SALI_20_0001	DOWNTON ROAD (BRITFORD RD) PHASED OVER 3 YEARS	COOMBE ROAD	LOWER ROAD	SURFACING	1100	2024/25
977089	C368	SALI_20_0011	C368 CHURCHFIELDS ROAD, SALISBURY (dependent on Salisbury Station works)	LOWER ROAD	MILL ROAD	MILES MACADAM	TBC	2024/25
977191	UC	SALI_24_0006	ELM GROVE ROAD	WESSEX RD WEST	KELSEY RD	MICRO ASPHALT	320	2024/25
977421	C329	SALI_21_0011	UC- NEW CANAL, SALISBURY			SURFACING	TBC	2024/25
977436	UC	SALI_25_0002	SKEW BRIDGE ROAD SALISBURY	LOWER ROAD	BRICK LANE	MICRO ASPHALT	990	2024/25
979147	UC	SALI_22_0006	WESTERN WAY	PEMBROKE ROAD	STANLEY LITTLE ROAD	SURFACING	600	2024/25
979148	UC	SALI_22_0007	THE VALLEY	ST MICHAELS ROAD	OLIVIER CLOSE	SURFACING	300	2024/25
979223	UC	SALI_26_0001	MARINA ROAD (OFF TOLLGATE RD) SALISBURY	TOLLGATE RD	END	MICRO ASPHALT	149	2024/25
979224	UC	SALI_26_0002	WILMAN WAY AND THOMPSON CLOSE SALISBURY	ANDREWS WAY	END	MICRO ASPHALT	400	2024/25
976842	C287	SALI_20_0002	OLD CASTLE ROAD	JUNCTION A345 CASTLE HILL	C287 CASTLE HILL	SPECIALIST CONTRACTOR	344	2025/26
976879	C371	SALI_22_0011	RAMPART ROAD	KELSEY HILL	MILFORD HILL	SURFACING	300	2025/26

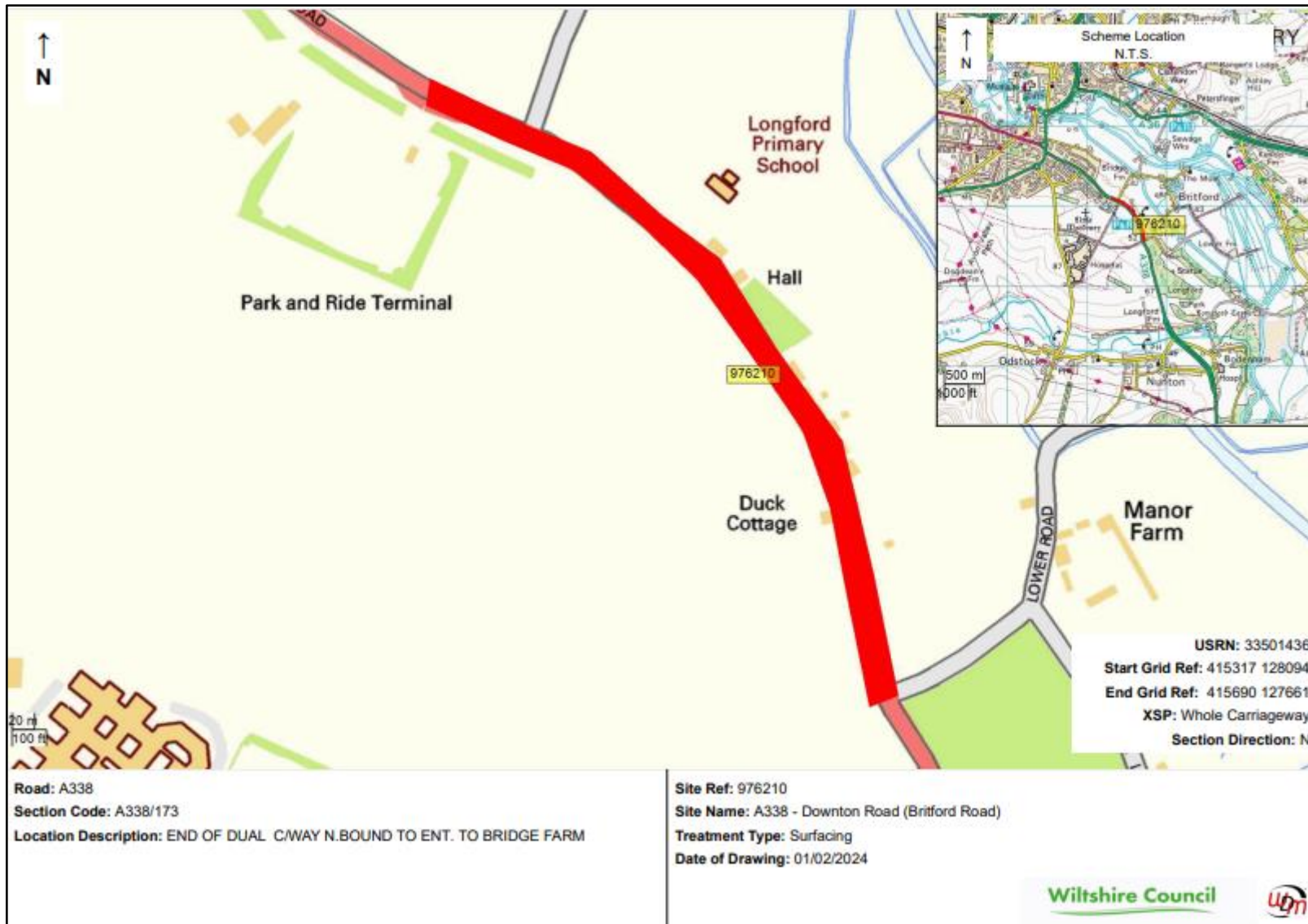
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977429	UC	SALI_23_0007	UC NORTH STREET, SOUTH STREET, EAST STREET , WEST STREET AND DEWS ROAD			SURFACING	393	2025/26
977431	UC	SALI_23_0003	NORFOLK ROAD, SALISBURY			SURFACING	213	2025/26
977432	UC	SALI_23_0002	HIGHBURY AVENUE, SALISBURY (CARRIAGEWAY REPAIRS)			CARRIAGEWAY REPAIRS	414	2025/26
979157	U/C	SALI_22_0013	OLD HARNHAM ROAD	NEW HARNHAM ROAD	AYLESWADE ROAD	SURFACING	226	2025/26
1009343	UC132905	SALI_21_0003	FARADAY ROAD, CHURCHFIELDS	CHURCHFIELDS ROAD	END	MILES MACADAM	500	2025/26
976184	A3094	SALI_24_0004	HARNHAM AND NEW HARNHAM ROAD	END OF DUAL	JUNC A338 RBT	SURFACING	900	2026/27
977184	UC	SALI_23_0013	FOLLY LANE SALISBURY	DEVIZES RD	ST GREGORYS RD	SURFACING	390	2026/27
977433	UC	SALI_23_0005	HADRIANS CLOSE, SALISBURY			SURFACING	70	2026/27
977435	UC	SALI_23_0006	ASHFIELD ROAD, SALISBURY			SPECIALIST CONTRACTOR	260	2026/27
979152	UC	SALI_22_0008	ALEXANDRA CLOSE	ROMAN ROAD	END	SURFACING	80	2026/27
979161	UC	SALI_23_0011	GREENCROFT STREET	BEDWIN STREET	WINCHESTER ST	SURFACING	270	2026/27
979218	UC	SALI_24_0003	ST ANNE STREET	FULL EXTENTS		SURFACING	350	2026/27

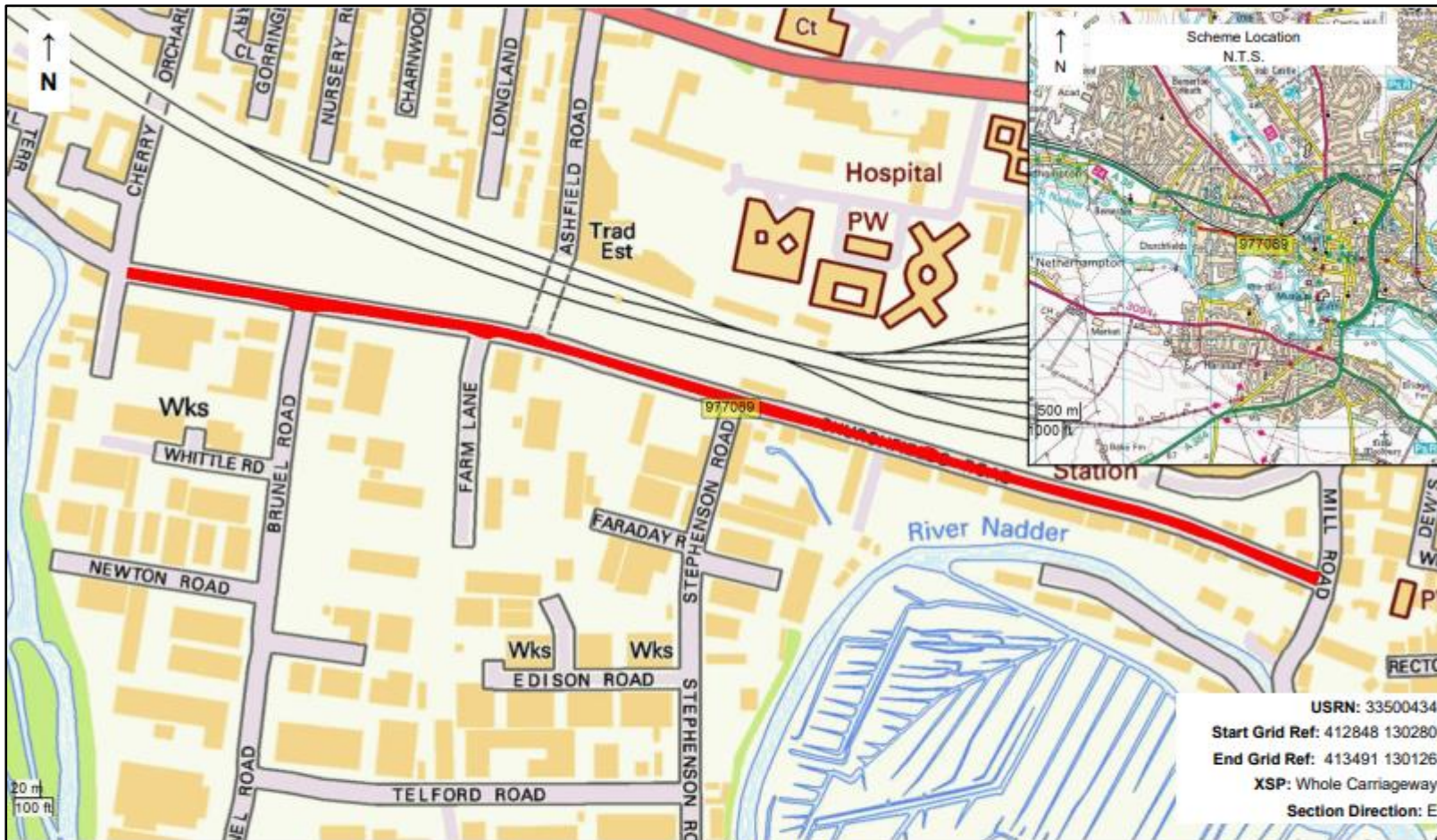
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976306	A345	SALI_24_0007	A345 - WATERS RD TO OLD CASTLE ROAD SALISBURY	U/C, WATERS ROAD	C287, OLD CASTLE ROAD	SURFACING	1790	2027/28
977090	C369	SALI_25_0003	NEW STREET SALISBURY	HIGH STREET	CATHERINE STREET	SURFACING	270	2027/28
979158	UC	SALI_22_0016	BRITFORD LANE WEST	NEW BRIDGE ROAD	END	SURFACING	100	2027/28
979226	UC	SALI_26_0004	CHISELBURY GROVE (OFF OLD BLANDFORD RD) SALISBURY	OLD BLANDFORD RD	ENDS FULL EXTENTS	SURFACING	177	2027/28
979316	C368	SALI_25_0007	HARCOURT BRIDGE AND CRANE BRIDGE ROAD	CRANE LODGE	HARCOURT TERRACE INC JUNCTION AREA	SURFACING	201	2027/28
976393	A354	SALI_21_0001	A354 - OLD BLANDFORD RD TO BOUVERIE RBT	BOUVERIE ROUNDABOUT	JUNCTION ANDREWS WAY	UNDER REVIEW	210	TBC
979050	A338	SALI_24_0002	ST NICHOLAS / EXETER STREET ROUNDABOUT			UNDER REVIEW	190	TBC

# Site Plans for Proposed 2024/25 Schemes

SALISBURY AREA BOARD

Page 260



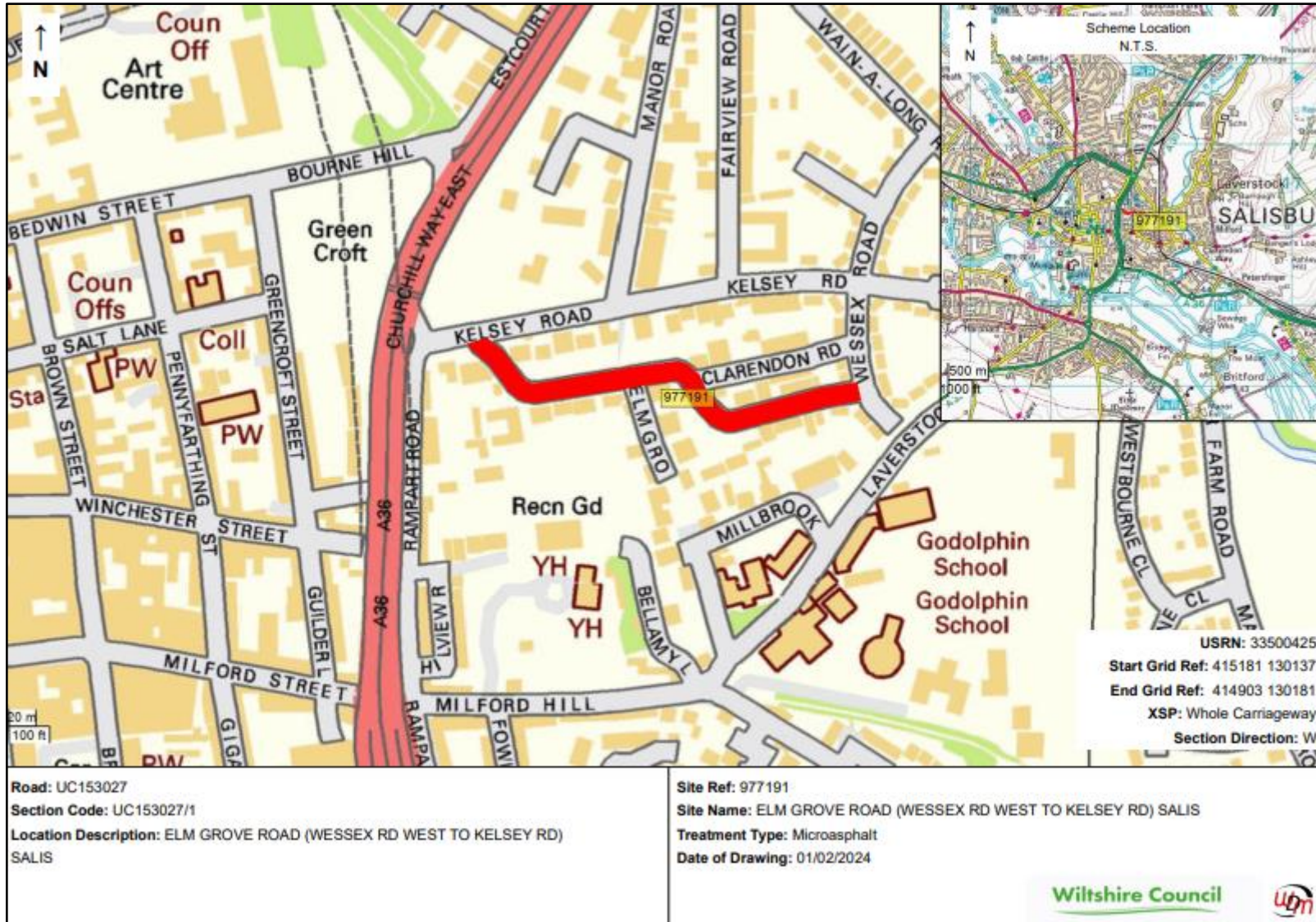


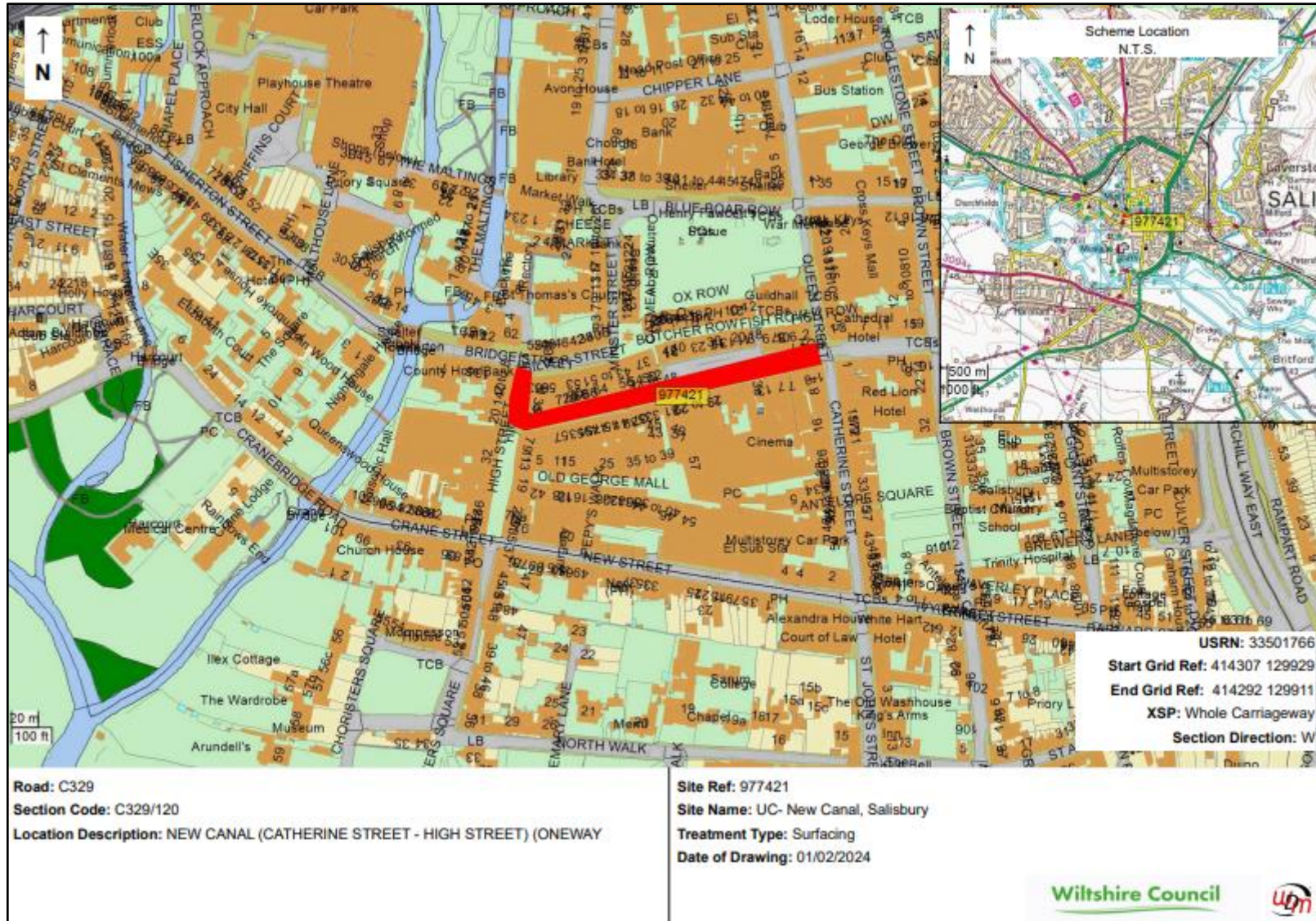
Road: C368  
 Section Code: C368/136  
 Location Description: CHURCHFIELDS ROAD (LOWER ROAD TO MILL RD)  
 SALISBUR

Site Ref: 977089  
 Site Name: C368 - CHURCHFIELDS ROAD (LOWER ROAD TO MILL RD)  
 SALISBUR  
 Treatment Type: Surfacing  
 Date of Drawing: 01/02/2024

Wiltshire Council

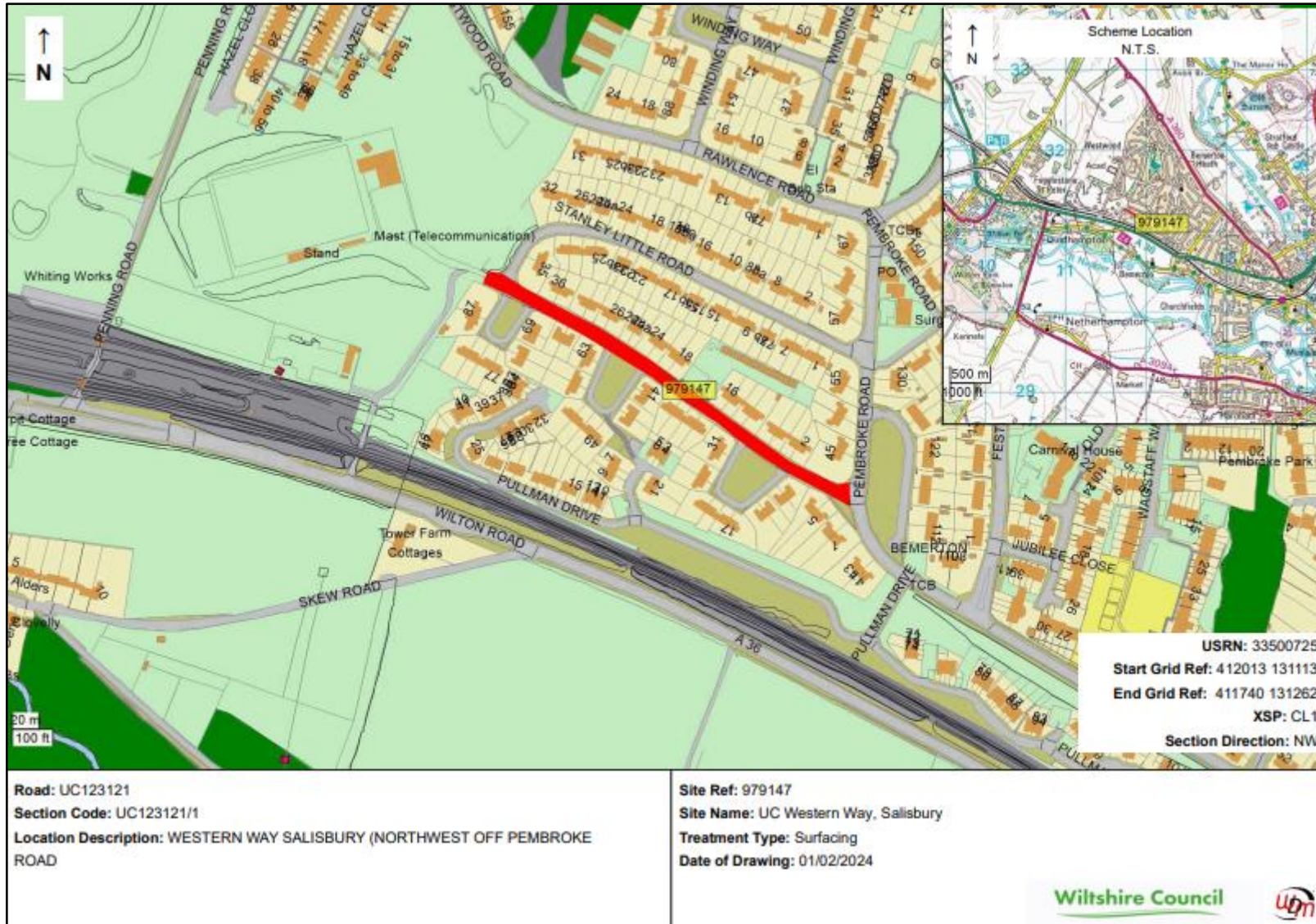




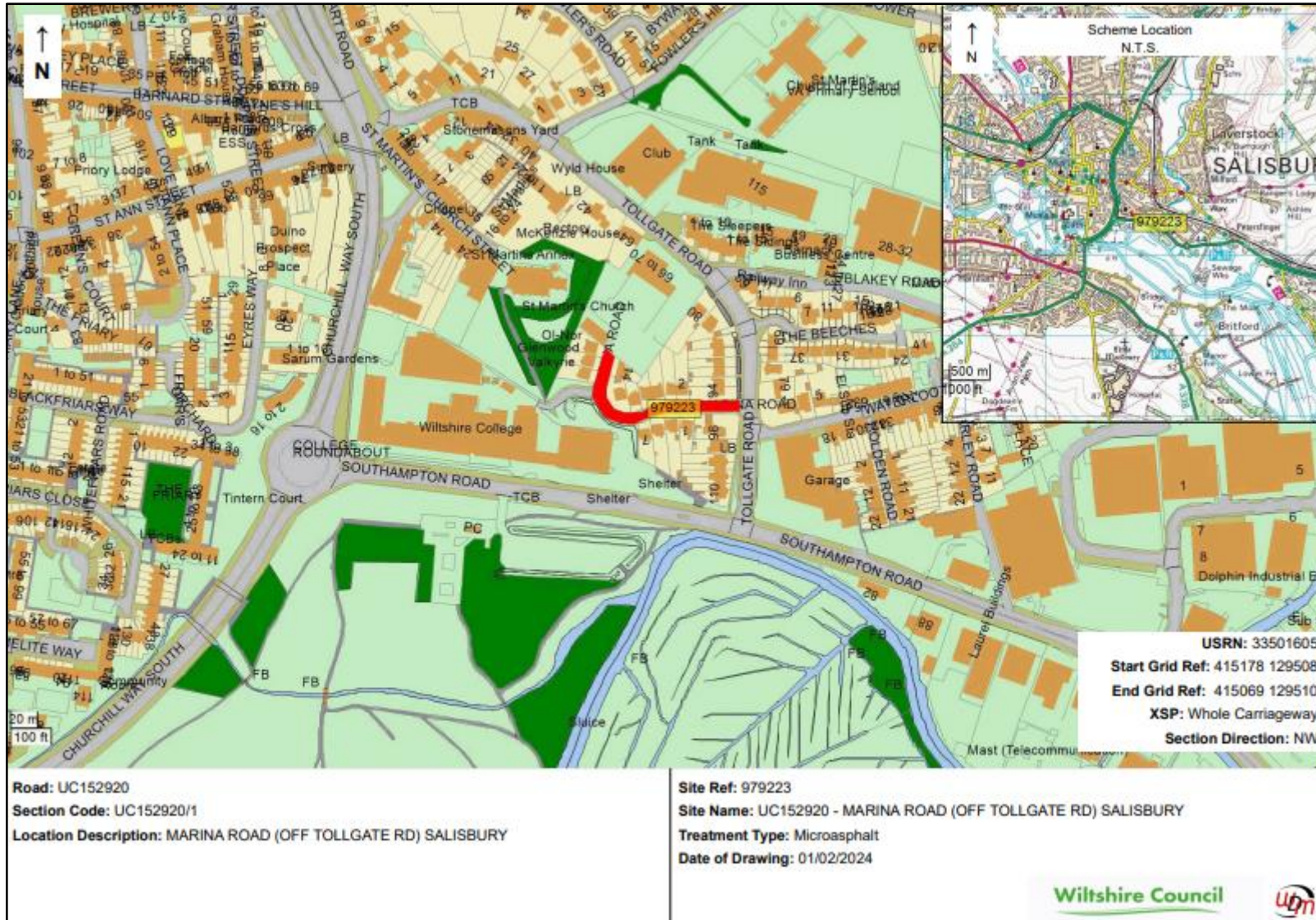


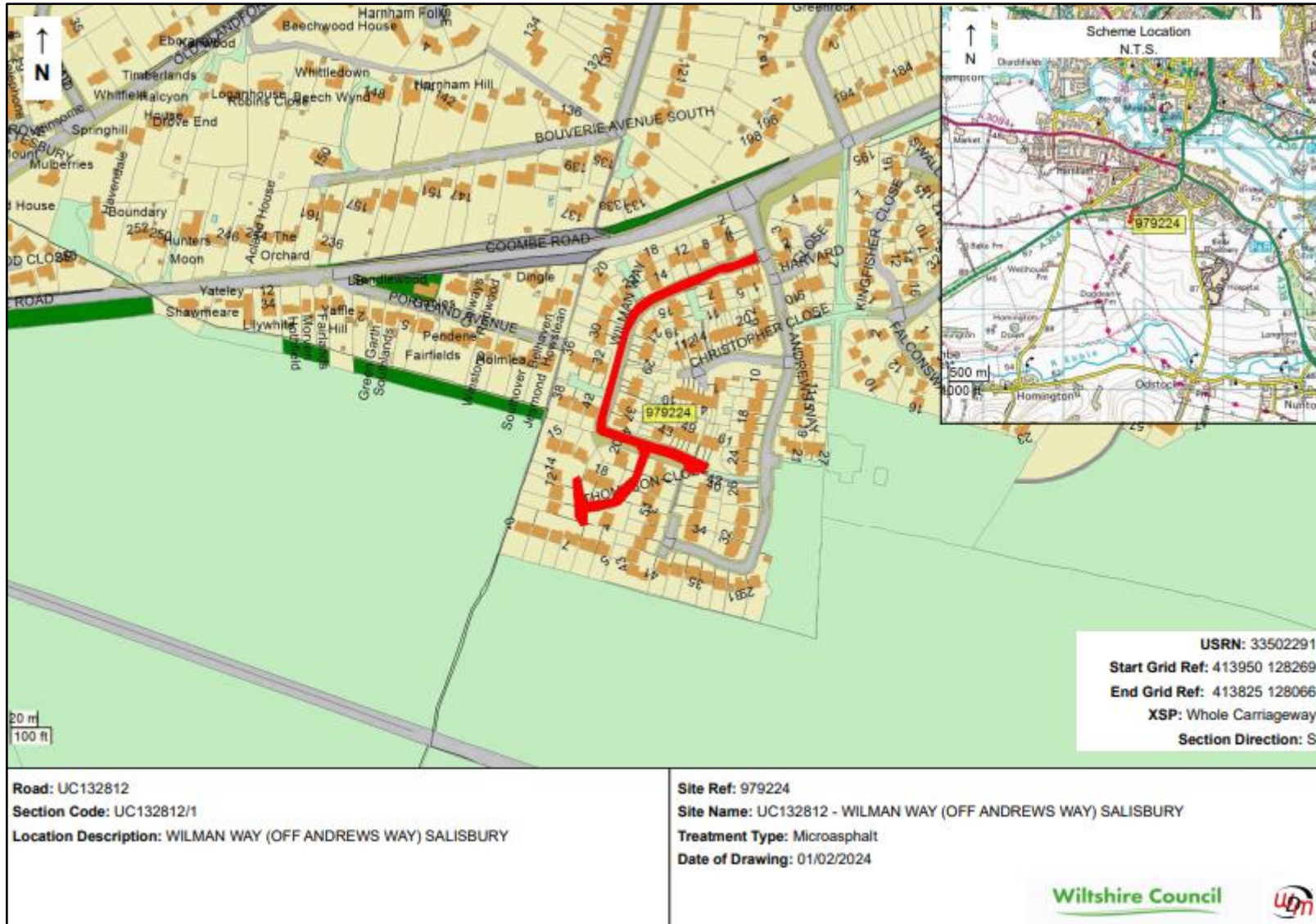












**USRN:** 33502291  
**Start Grid Ref:** 413950 128269  
**End Grid Ref:** 413825 128066  
**XSP:** Whole Carriageway  
**Section Direction:** S

**Road:** UC132812  
**Section Code:** UC132812/1  
**Location Description:** WILMAN WAY (OFF ANDREWS WAY) SALISBURY

**Site Ref:** 979224  
**Site Name:** UC132812 - WILMAN WAY (OFF ANDREWS WAY) SALISBURY  
**Treatment Type:** Microasphalt  
**Date of Drawing:** 01/02/2024



**Wiltshire Highways  
Maintenance Programme  
South West Wiltshire Area Board  
2024/25 – 2029/30  
Version 1**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976158	A30	SWWI_20_0001	SHAFTESBURY ROAD, WILTON	ST JOHNS COURT	WESTERN SPEED LIMIT CHANGE	SURFACING	800	2024/25
976561	B3089	SWWI_23_0003	B3089 STAGGER CROSS TO BARFORD ST MARTIN	STAGGER	FONTHILL	SURFACE DRESSING	TBC	2024/25
976863	C326	SWWI_22_0003	BACK LANE BOWERCHALKE			CARRIAGEWAY REPAIRS	1237	2024/25
977056	C277	SWWI_23_0002	C277 SANDHILLS ROAD - TEFFONT MAGNA TO DINTON	30 MPH C277 EAST OF TEFFONT MAGNA	C64/C277 THE HANGING	SURFACE DRESSING	3517	2024/25
977057	C279	SWWI_22_0004	DUKES LANE/BUTTS LANE KILMINGTON			SURFACE DRESSING	2373	2024/25
977255	UC813002	SWWI_22_977255	WHITE HILL LANE MERE	WOODLANDS ROAD TO	HORSINGTON LANE (MERE)	CARRIAGEWAY REPAIRS	TBC	2024/25
979045	UC942906	SWWI_21_0010	CHURCHILL ESTATE	WEAVELAND RD	VICARAGE RD	MICRO ASPHALT	452	2024/25
979052	UC	SWWI_21_0008	BELLS LANE ZEALS			SURFACE DRESSING	2185	2024/25
979749	C310	SWWI_24_0007	CALLE HILL SEMLEY	JUNCTION C62 SEMLEY	WINCOMBE LODGE	SURFACING	1424	2024/25
1006636	C43	SWWI_24_1006636	FONTHILL PARK	C25 XRDS (BECKFORD ARMS)	UC FONTHILL PARK	SURFACING	616	2024/25

**SOUTH WEST WILTSHIRE AREA BOARD**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977061	C295	SWWI_25_0005	C295 - C312 TO UC TO PECKONS HILL	JUNCTION UC TO PECKONS HILL	JUNCTION C312	SURFACE DRESSING	566	2025/26
977305	UC	SWWI_25_0007	BROAD OAK FARM LANE	BROAD OAK FARM	NORTH T JUNCTION	SURFACE DRESSING	730	2025/26
977331	UC	SWWI_21_0006	LAGPOND LANE, CHICKSGROVE	LARKHAMS FARM	LOWER CHICKSGROVE	SURFACE DRESSING	2660	2025/26
979040	A30	SWWI_25_0001	A30 COUNTY BOUNDARY TO LUDWELL	COUNTY BOUNDARY	LUDWELL CORONATION CLOSE	SURFACE DRESSING	2430	2025/26
979175	U3160	SWWI_21_0002	TOLLARD PARK	WILTSHIRE ROAD	TOLLARD ROYAL	SURFACING	1645	2025/26
979212	UC	SWWI_23_0006	BLIND LANE ANSTY	UC JUNCTION	C25 HIGHSTREET	UNDER REVIEW	230	2025/26
976154	A30	SWWI_25_0010	A30 WILTON ROAD	BARFORD ST MARTIN	BURCOMBE	SURFACE DRESSING	1480	2026/27
976755	C12	SWWI_25_0008	C12 EBBESBOURNE WAKE TO E END FIFIELD BAVANT	EBBESBOURNE WAKE	C64 JUNCTION TO FOVANT	SURFACE DRESSING	2390	2026/27
977008	B3089	SWWI_24_0001	B3089 MAPPERTON HILL / GILLINGHAM ROAD	COUNTY BOUNDARY	SLODBROOK LANE	SURFACING	680	2026/27
977073	C326	SWWI_24_0002	QUIDHAM STREET	C65 SHEPPARDS CROFT	TO C326/C326 T JUNC	UNDER REVIEW	550	2026/27
977298	UC	SWWI_26_0003	ROAD TO THE HAVEN / ROOSTERS SE OF BARKERS HILL DONHEAD	BERRY WOOD LANE	ST BARTHOLOMEWS STREET	SURFACE DRESSING	360	2026/27

Page 274

**Please note that this programme may be subject to change.**

**SOUTH WEST WILTSHIRE AREA BOARD**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977299	UC	SWWI_26_0004	GUTCH COMMON - C299 BROAD OAK FARM	UC Y JUNC GUTCH COMMON	UC/C299 EAST OF BROAD OAK FARM	SURFACE DRESSING	360	2026/27
976145	A30	SWWI_26_0006	A30 SUTTON HILL (BUXBURY FARM) TO BARFORD HEATH	SUTTON HILL (BUXBURY FARM)	BARFORD HEATH	SURFACE DRESSING	7370	2027/28
976575	B3089	SWWI_26_0007	B3089 DINTON TO BARFORD ST MARTIN	EAST 40 MPH DINTON	30 MPH BARFORD ST MARTIN	SURFACE DRESSING	3100	2027/28
976973	C10	SWWI_24_0006	TOWNS END WYLYE	A303 SLIP ON OFF WESTBOUND	C64 HIGH STREET	SURFACING	725	2027/28
977062	C297	SWWI_24_0005	KNOWL HOVIS BAKERY	PIMPERLEAZE ROAD	C305 PARK CORNER FARM	SURFACING	1440	2027/28
977259	UC	SWWI_26_0008	LIMPERS HILL (MERE) SE TO CAUSEWAY FARM	THE PAX	END OF ADOPTED EXTENT	SURFACING	280	2027/28
979054	UC	SWWI_24_0004	GLASSES LANE	A30	SUTTON ROAD	UNDER REVIEW	870	2027/28
979082	C317	SWWI_24_0003	SUTTON HILL	A30 BUXBURY FARM	RECTORY ROAD	UNDER REVIEW	1560	2027/28
979307	UC	SWWI_25_0009	ZEALS RISE	PORTNELLS LANE	END ZEALS RISE	SURFACING	550	2027/28
977286	UC	SWWI_FF_977286	HART HILL FARM STUD LANE	A350 HART HILL FARM	T JUNCTION SE OF EDE LAKE FARM	CARRIAGEWAY REPAIRS	310	2028/29
979225	C57	SALI_26_0003	THE AVENUE WILTON	MARCHMENT CLOSE	JUNCTION A360	SURFACING	2025	2028/29
976573	B3089	SWWI_FF_976573	B3089 - C24 TO 40 MPH DINTON	JUNCTION C24	40MPH DINTON	UNDER REVIEW	180	TBC

Page 272

**Please note that this programme may be subject to change.**



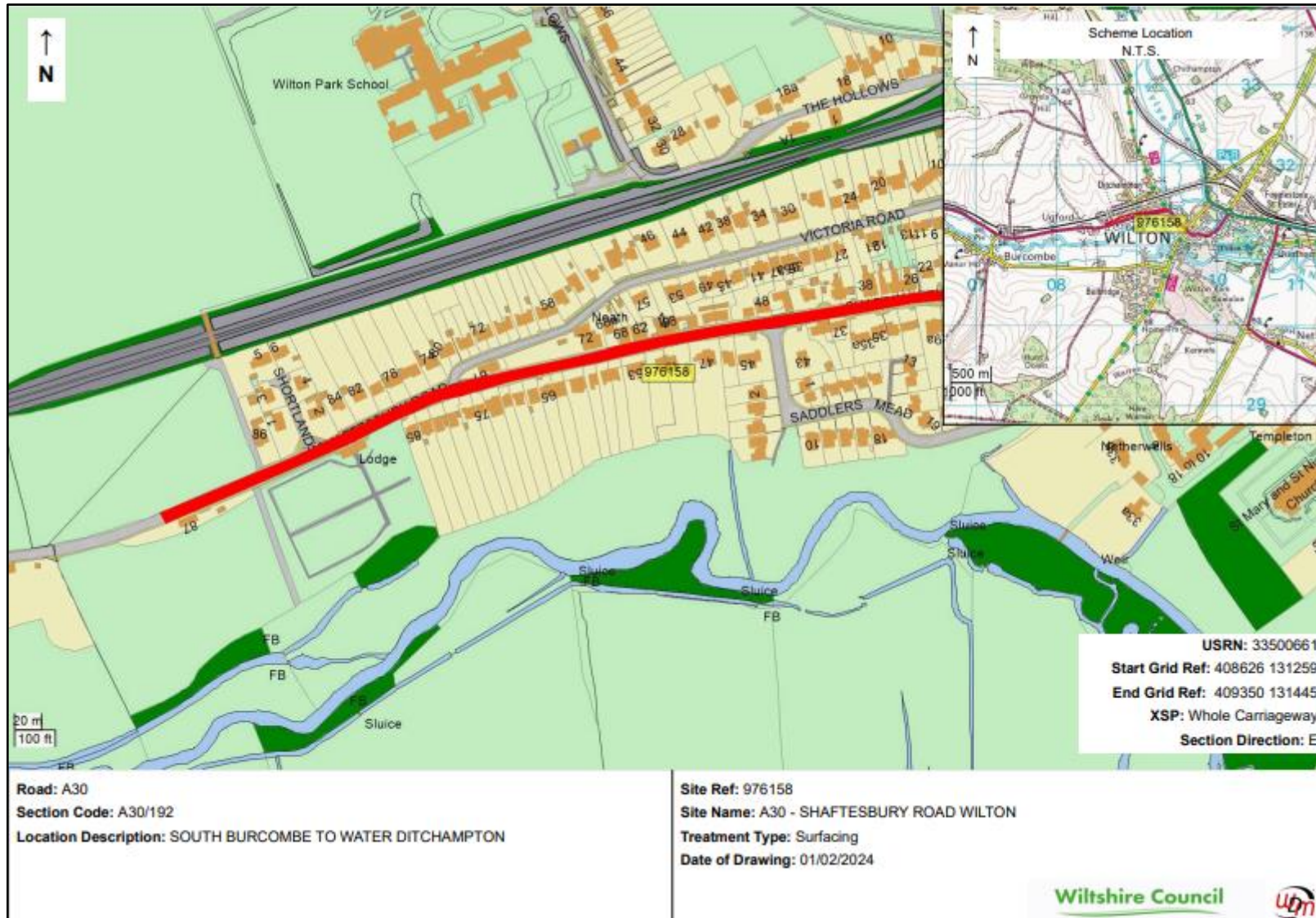
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977063	C308	SWWI_23_0001	CRATE LANE STREET LANE LOOP			SPECIALIST CONTRACTOR	4831	TBC
977153	UC003802	SWWI_FF_977153	ENTRANCE THE DOWER HOUSE EAST AND SOUTH TO A36			SPECIALIST CONTRACTOR	250	TBC
977241	UC773102	SWWI_FF_977241	PORTNELLS LANE TO UC AT EDEN GROVE	UC South off Portnells Lane	UC JUNCTION Eden Grove	UNDER REVIEW	400	TBC
977279	UC852801	SWWI_25_0003	PITTS LANE (EAST OFF C308) SEDGEHILL			SPECIALIST CONTRACTOR	740	TBC
977290	UC872901	SWWI_26_0009	FRIARS HAYES LANE (C307 WEST TO FRIARS HAYES FARM)			SPECIALIST CONTRACTOR	780	TBC
979055	UC823201	SWWI_21_0009	UC OFF BURTON LANE, MERE	EAST OFF C303 SOUTH OF HONEYDEW COTTAGE MERE		SPECIALIST CONTRACTOR	149	TBC
979213	A30	SWWI_23_0005	MINSTER STREET A30 - NORTH ST TO WILTON RBT.	NORTH ST	WILTON RBT.	UNDER REVIEW	456	TBC
979216	UC	SWWI_26_0005	WATERY LANE DONHEAD ST MARY	LOWER WINCOMBE LANE	C61 NEAR BRUIN HOUSE	CARRIAGEWAY REPAIRS	1166	TBC
979217	C307	SWWI_26_0010	C307 - 30 MPH LIMIT EAST KNOYLE TO C305 UNDERHILL			SPECIALIST CONTRACTOR	4831	TBC
1005873	UC942908	SWWI_22_0011	TEMPERANCE ROW AND THE QUARRY TISBURY	C25 HINDON LANE	WEAVELAND ROAD (TISBURY)	SPECIALIST CONTRACTOR	232	TBC

<b>ID</b>	<b>Road number</b>	<b>lifecycle number</b>	<b>General description</b>	<b>Description from</b>	<b>Description to</b>	<b>Treatment</b>	<b>Length</b>	<b>Year</b>
1006580	C320	SWWI_FF_1006580	SALISBURY RACECOURSE ROAD	UC ROMAN ROAD NORTH	OLD SHAFTESBURY DROVE	UNDER REVIEW	3891	TBC

# Site Plans for Proposed 2024/25 Schemes

SOUTH WEST WILTSHIRE AREA BOARD

Page 275



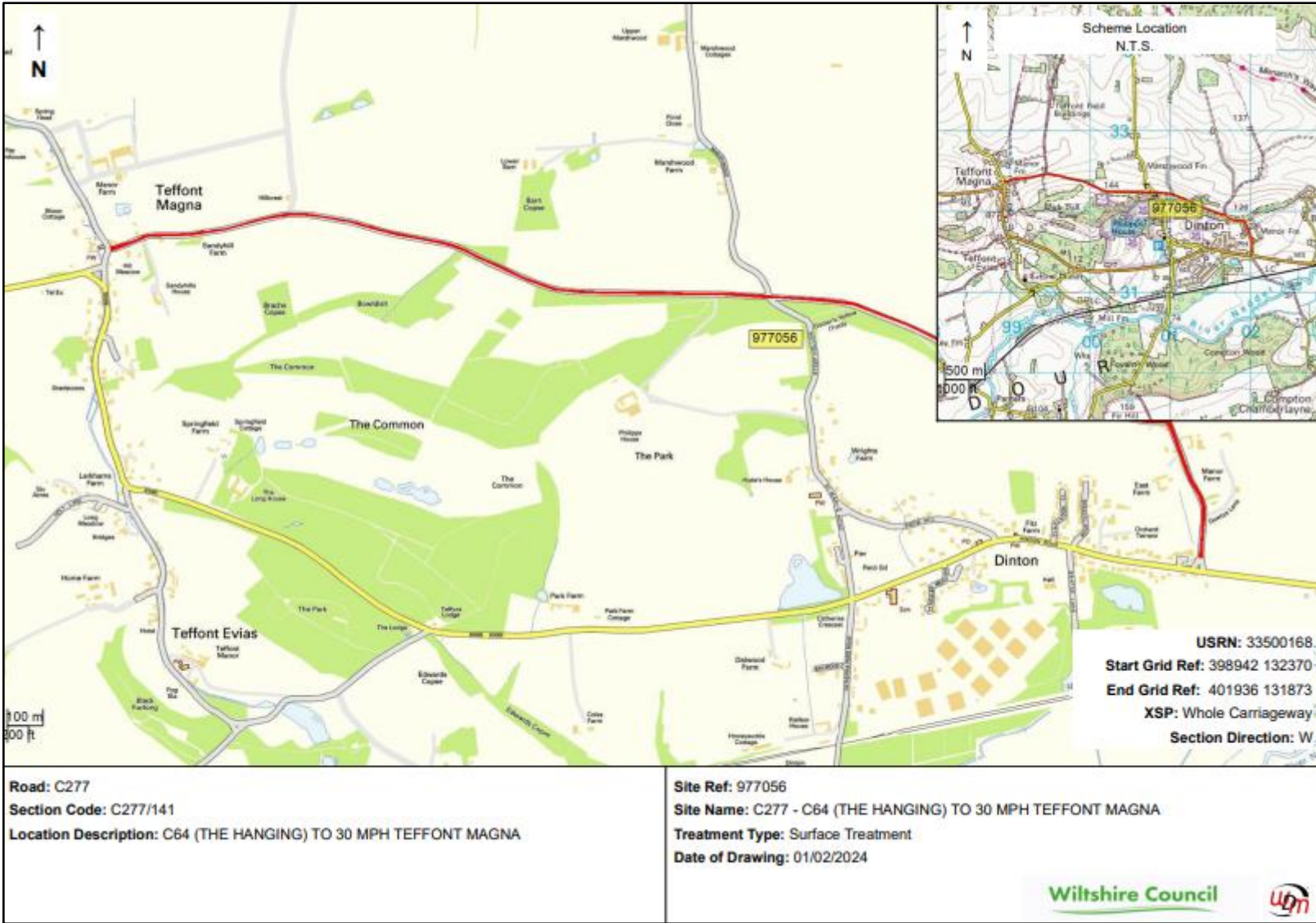


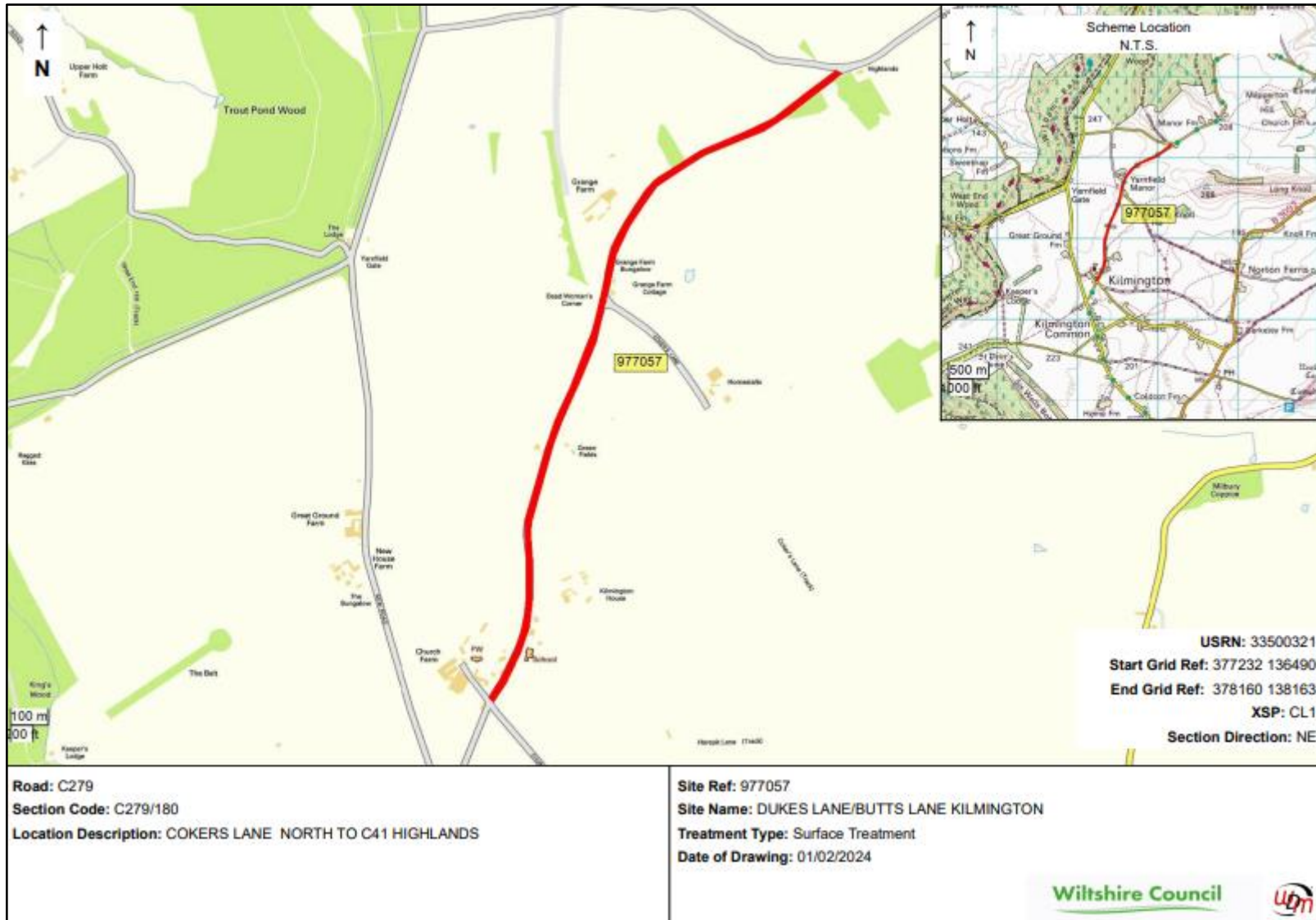
Road: B3089  
 Section Code: B3089/131  
 Location Description: A350 TWO MILE DOWN TO 30 MPH HINDON

Site Ref: 976561  
 Site Name: B3089 - Stagger Cross to Barford St Martin  
 Treatment Type: Surface Treatment  
 Date of Drawing: 01/02/2024



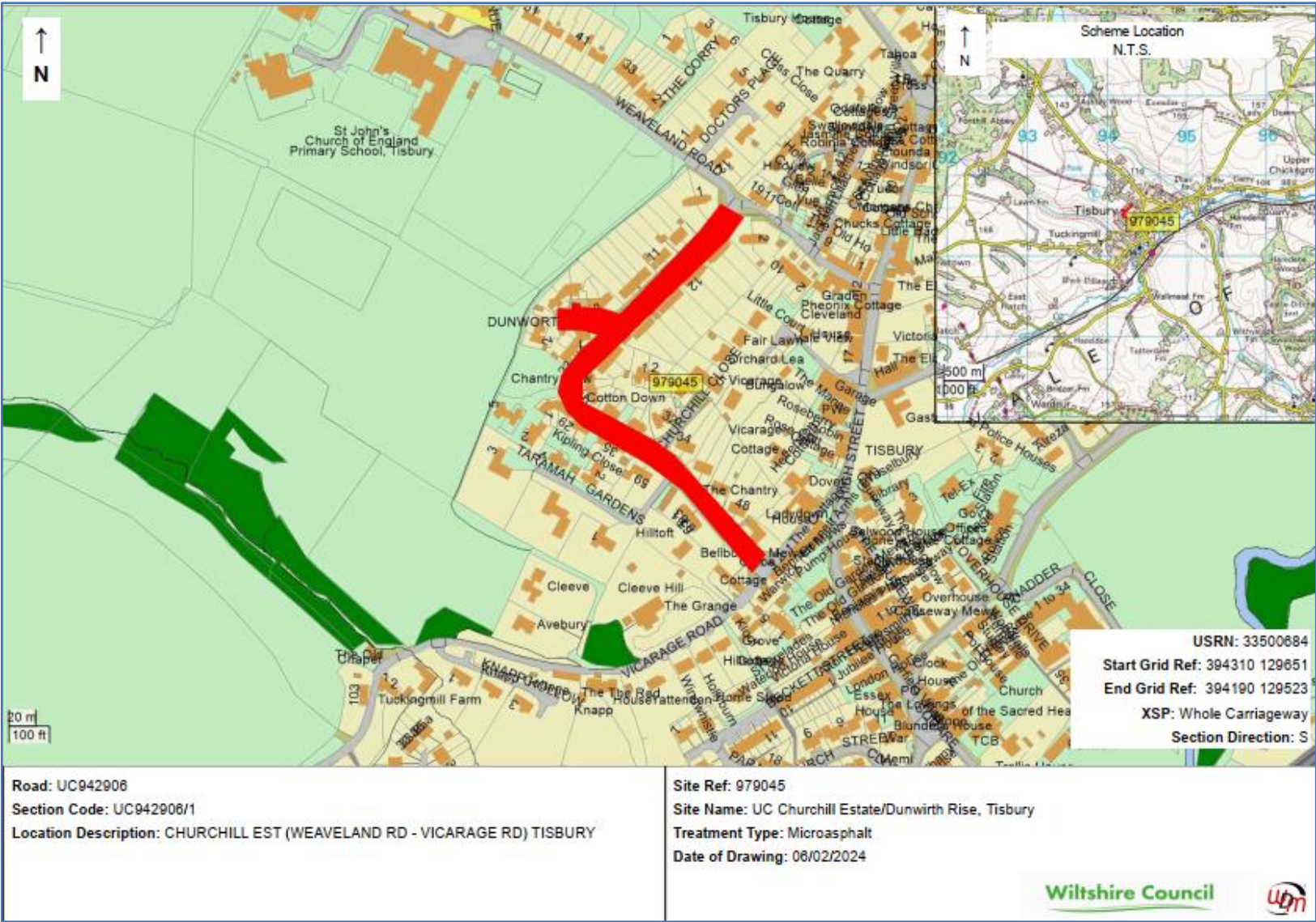


















**Wiltshire Highways  
Maintenance Programme  
Southern Wiltshire Area Board  
2024/25 – 2029/30  
Version 1**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976215	A338	SOUT_24_0002	A338 JUNCTION BROKEN CROSS TO LAVERSTOCK	A30 RBT	BROKEN CROSS	CARRIAGEWAY REPAIRS	990	2024/25
976757	C12	SOUT_23_0011	HOMINGTON ROAD COOMBE BISSETT	BLANDFORD ROAD	DERESTRICTS	CARRIAGEWAY REPAIRS	910	2024/25
976857	C289	SOUT_23_0012	POPES DRIVE / CLARENDON ROAD	DERESTRICT AT ALDERBURY NR FLYOVER	TO POPES BOTTOM DROVE END HOUSE	SURFACE DRESSING	2030	2024/25
976877	C336	SOUT_23_0009	TUNNEL HILL/LIGHTS LANE ALDERBURY	SHUTE END ROAD	OLD SOUTHAMPTON ROAD	SURFACING	1100	2024/25
977080	C331	SOUT_23_0005	GRIMSTEAD ROAD	EAST GRIMSTEAD	FARLEY	SURFACE DRESSING	1300	2024/25
979033	UC	SOUT_23_0001	GOGGS LANE, REDLYNCH	REDLYNCH	HUMBYS FARM	SURFACE DRESSING	900	2024/25
979034	UC	SOUT_23_0006	BEN LANE	THE STREET	PARSONAGE HILL	SURFACE DRESSING	970	2024/25
979167	U/C2333303	SOUT_23_0008	PINCROFT LANE WINTERSLOW	CLOUGHS LANE	MILL LANE	SURFACE DRESSING	982	2024/25
979169	UC	SOUT_24_0008	VALE ROAD REDLYNCH	B 3080	MORGANS VALE ROAD	MICRO ASPHALT	510	2024/25
979173	UC	SOUT_24_0012	DUCK LANE / THE AVENUE LAVERSTOCK	THE GREEN	RIVERSIDE ROAD	SURFACE DRESSING	503	2024/25
979277	UC	SOUT_21_0003	CHURCH LANE, FARLEY	GRIMSTEAD ROAD	PITTON ROAD	SURFACING	1107	2024/25
976137	A27	SOUT_25_0005	A27 BRICKWORTH ROAD, WHITEPARISH	A36	WHITEPARISH WEST RESTRICT	SURFACING	1000	2025/26

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976165	A30	SALI_22_0004	A30 - HAMPTON PARK RBT TO ST THOMAS BRIDGE RBT	HAMPTON PARK RBT	ST THOMAS BRIDGE RBT	MILES MACADAM	569	2025/26
976166	A30	SOUT_23_0015	TWO MILE HILL LAVERSTOCK PHASE 1	ST THOMASS BRIDGE RBT	DUAL CARRIAGEWAY THORNY DOWN	SURFACE DRESSING	5580	2025/26
976170	A30	SOUT_25_976170	WINTERSLOW FIRS JUNCTION AREA	WINTERSLOW FIRS JUNCTION AREA		SURFACING	200	2025/26
976759	Pt C &Pt U/C	SOUT_24_0005	C12 OFF A338 SOUTH END OF BODENHAM DUALS AND U/C TO NUNTON DROVE NUNTON	A338	NUNTON DROVE & C12	SURFACE DRESSING	1080	2025/26
976868	C333	SOUT_23_0016	BUTTER FURLONG ROAD	CHAPEL HILL	LABURNUM COTTAGE	SURFACING	310	2025/26
979031	UC	SOUT_23_0013	WHITEHORN DRIVE LANDFORD	FOREST ROAD	END	SPECIALIST CONTRACTOR	140	2025/26
979032	UC	SOUT_23_0014	OAKLEIGH DRIVE LANDFORD	FOREST ROAD	END	SPECIALIST CONTRACTOR	120	2025/26
979041	A30	SOUT_25_0001	A30 EASTON DOWN	WINTERSLOW FIRS JUNCTION AREA	LOPCOMBE CORNER	SURFACING	2000	2025/26
979172	UC	SOUT_24_0007	LANGFORD LANE & THE ROW REDLYNCH	B3080	BOWERS HILL	SURFACE DRESSING	689	2025/26
976162	A30	SALI_25_0005	A30 - WEEPING CROSS RBT TO BISHOPDOWN RBT	WEEPING CROSS RBT TO	BISHOPDOWN RBT	SURFACING	1833	2026/27
976166	A30	SOUT_23_0015b	TWO MILE HILL LAVERSTOCK PHASE 2	ST THOMASS BRIDGE RBT	DUAL CARRIAGEWAY THORNY DOWN	SURFACE DRESSING	5580	2026/27

Please note that this programme may be subject to change.

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976205	A338	SOUT_26_0002	A338 SALISBURY ROAD AND THE HEADLANDS	THE TRAFALGAR SCHOOL	BATTEN ROAD ROUNDABOUT	CARRIAGEWAY REPAIRS	730	2026/27
976389	A354	SOUT_26_0001	BLANDFORD RD PART ROCKBORNE DOWN RD TO COOMBE BISSETT DOWN	ROCKBORNE DOWN RD	COOMBE BISSETT DOWN	SURFACE DRESSING	350	2026/27
976723	B3079	SOUT_25_0003	B3079 BROOMHILL AND LYNDHURST ROAD	COUNTY BOUNDARY	HAMPTWORTH ROAD C44	SURFACE DRESSING	2050	2026/27
976850	C319	SOUT_26_0003	NEW ROAD LANDFORD	NOMANSLAND B3079 C319 XRDS	JUNCTION A36 LANDFORD	SURFACE DRESSING	2110	2026/27
976861	C335	SOUT_26_976861	MILL LANE, EAST WINTERSLOW	SARNIA, MIDDLEWINTERSLOW	EAST WINTERSLOW	SURFACE DRESSING	950	2026/27
977213	U/C	SOUT_26_0006	MILESS LANE (ASHMORE LANE SE TO A27) WHITEPARISH	A27 Whiteparish	(ASHMORE LANE	CARRIAGEWAY REPAIRS	2350	2026/27
979051	A338	SOUT_25_0002	A338 COUNTY BOUNDARY YO 30 MPH DOWNTON	COUNTY BOUNDARY	DOWNTON SOUTHERN 30MPH RESTRICT	SURFACE DRESSING	960	2026/27
979272	A30	SOUT_25_979272	OLD ROAD ALDERBURY	JUNC SOUTHAMPTON ROAD	JUNC CLARENDON ROAD	CARRIAGEWAY REPAIRS	1080	2026/27
979273	C289	SOUT_26_0009	Thorneydown Road Winterbourne Gunner	Gomeldon Road	End of adopted Highway	SURFACING	300	2026/27
976302	A343	SOUT_26_0005	A343 A30 TO COUNTY BOUNDARY	A30	COUNTY BOUNDARY	SURFACE DRESSING	900	2027/28

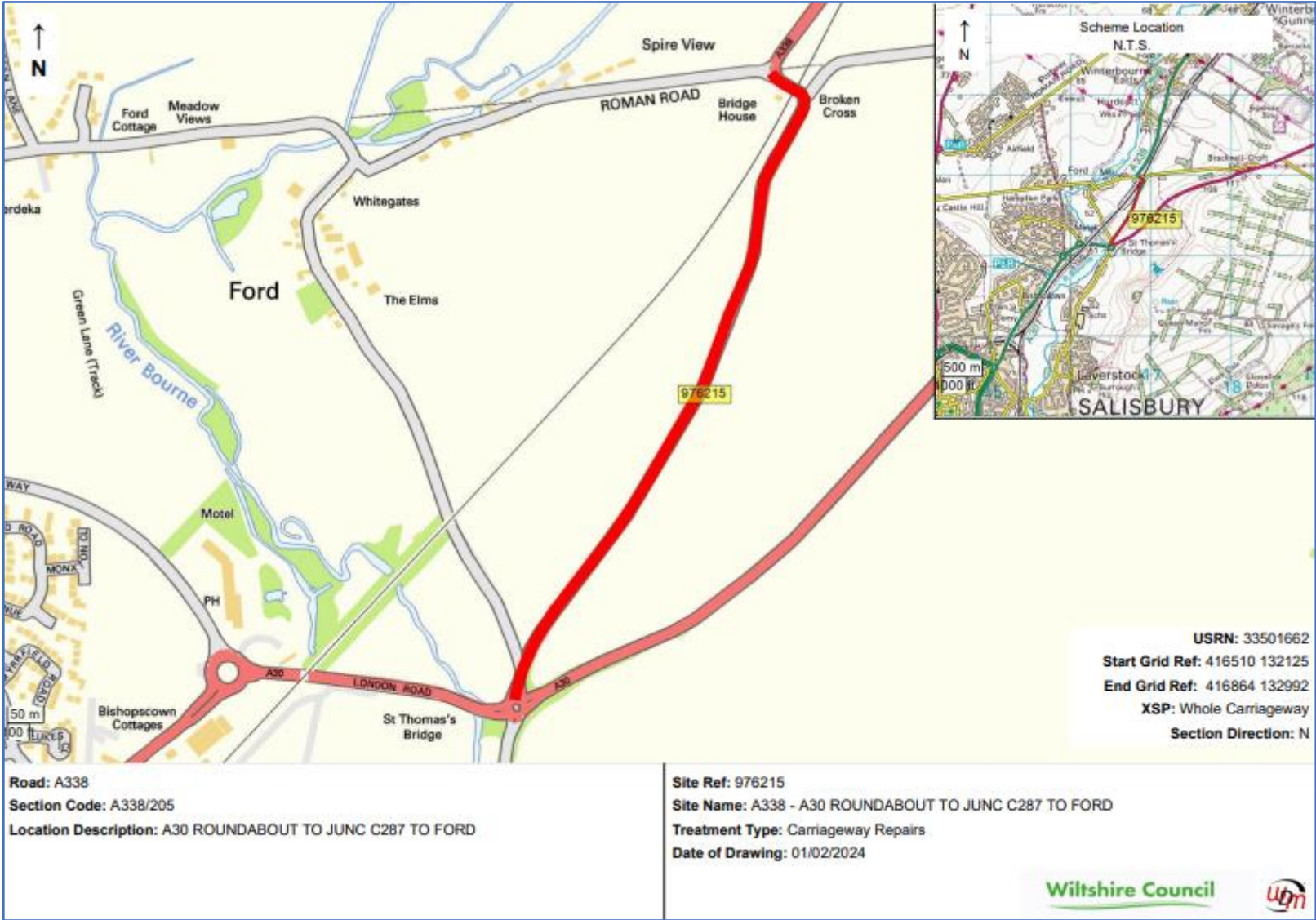


ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976547	B3080	SOUT_27_976547	HIGH STREET AND THE BOROUGH PART DOWNTON	GREEN LANE	BARFORD LANE	SURFACING	625	2027/28
976728	B3079	SOUT_27_976728	B3079 - A36 (TRUNK ROAD) TO B3079 (2ND SLIP)	A36/B3079 SLIP OFF NORTHBOUND	B3079/SLIP FROM A36	SURFACING	200	2027/28
976864	C327	SOUT_26_0004	VICARAGE ROAD AND CHURCH HILL (LOVER)	IvyDene	TIMBERLEY LANE	MICRO ASPHALT	880	2027/28
976871	C335	SOUT_26_976871	MILL LANE, EAST WINTERSLOW	SARNIA, MIDDLEWINTERSLOW	EAST WINTERSLOW	SURFACE DRESSING	950	2027/28
979078	C12	SOUT_25_0007	C12 STRATFORD TONY RD	STRATFORD TONY	COOMBE BISSETT	SURFACING	1560	2027/28
979165	UC192607	SOUT_21_0006	UC EYRES DRIVE, ALDERBURY	14 EYRES DRIVE	END	SURFACING	195	2027/28
979168	U/C	SOUT_24_0006	CHARLTON LOOP ROAD OFF A338 DOWNTON	A338	A338	CARRIAGEWAY REPAIRS	1793	2027/28
979227	UC242305	SOUT_27_979227	THE GREEN WHITEPARISH			SURFACING	275	2027/28
979297	C324	SOUT_27_979297	C324 - CROCKFORD RD EAST TO CHURCH LN (WEST GRIMSTEAD)	A36 SLIP OFF WHADDON COMMON	CHAPEL HILL WEST GRIMSTEAD	CARRIAGEWAY REPAIRS	1330	2027/28
979298	C321	SOUT_27_979298	WHITE HILL PITTON	HIGH STREET	WHITE HILL COTTAGE	SURFACING	360	2027/28
979166	UC	SOUT_22_0004	GLENDALE CRESCENT	RIVERBOURNE ROAD	RIVERBOURNE ROAD	SPECIALIST CONTRACTOR	170	TBC
979170	UC	SOUT_24_0009	BUNNY LANE WHITEPARISH	NR A27	END	CARRIAGEWAY REPAIRS	829	TBC

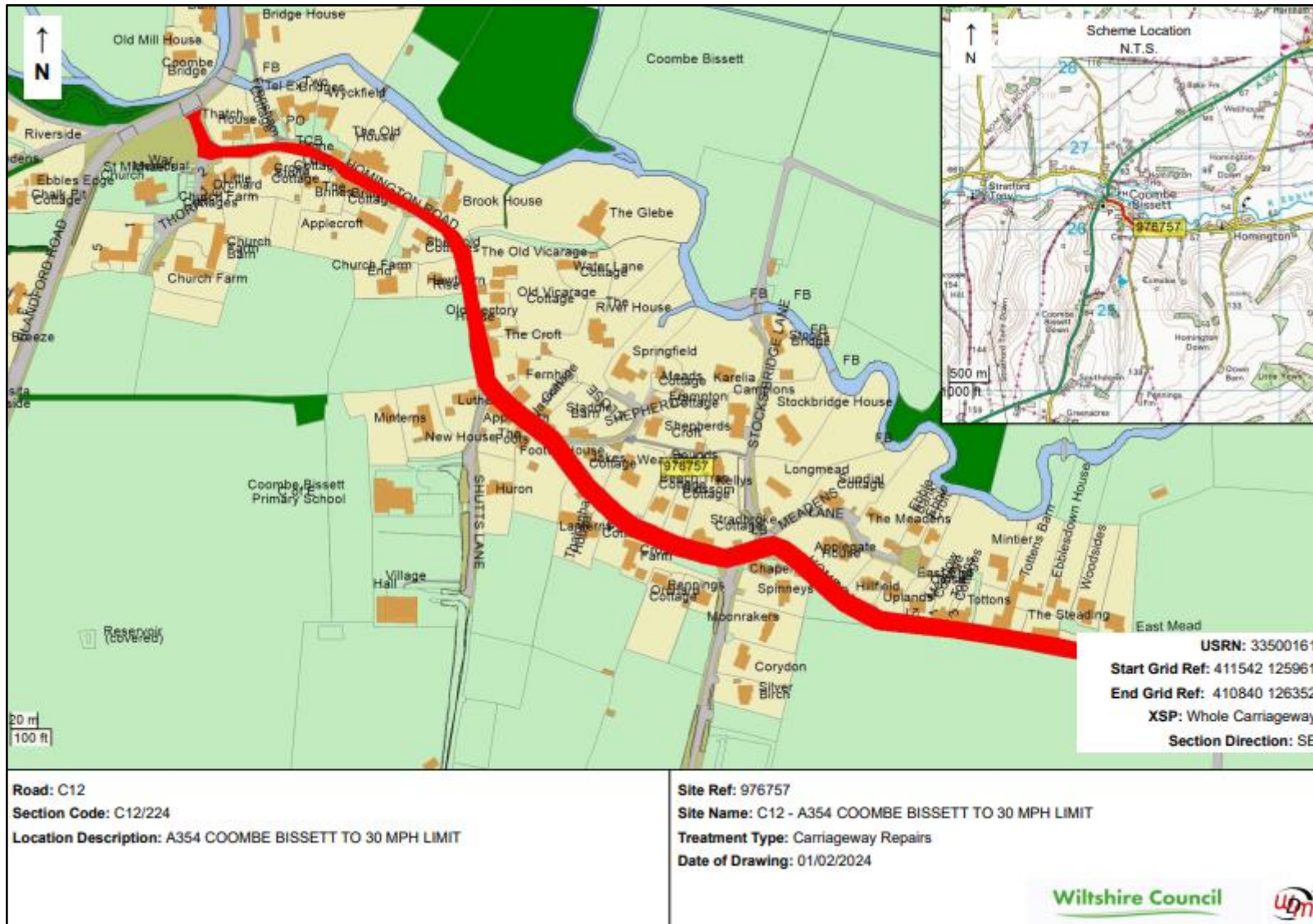
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979299	UC	SOUT_23_0018	WILLIAM CLOSE LAVERSTOCK	RIVERSIDE ROAD	END	MILES MACADAM	42	TBC

# Site Plans for Proposed 2024/25 Schemes

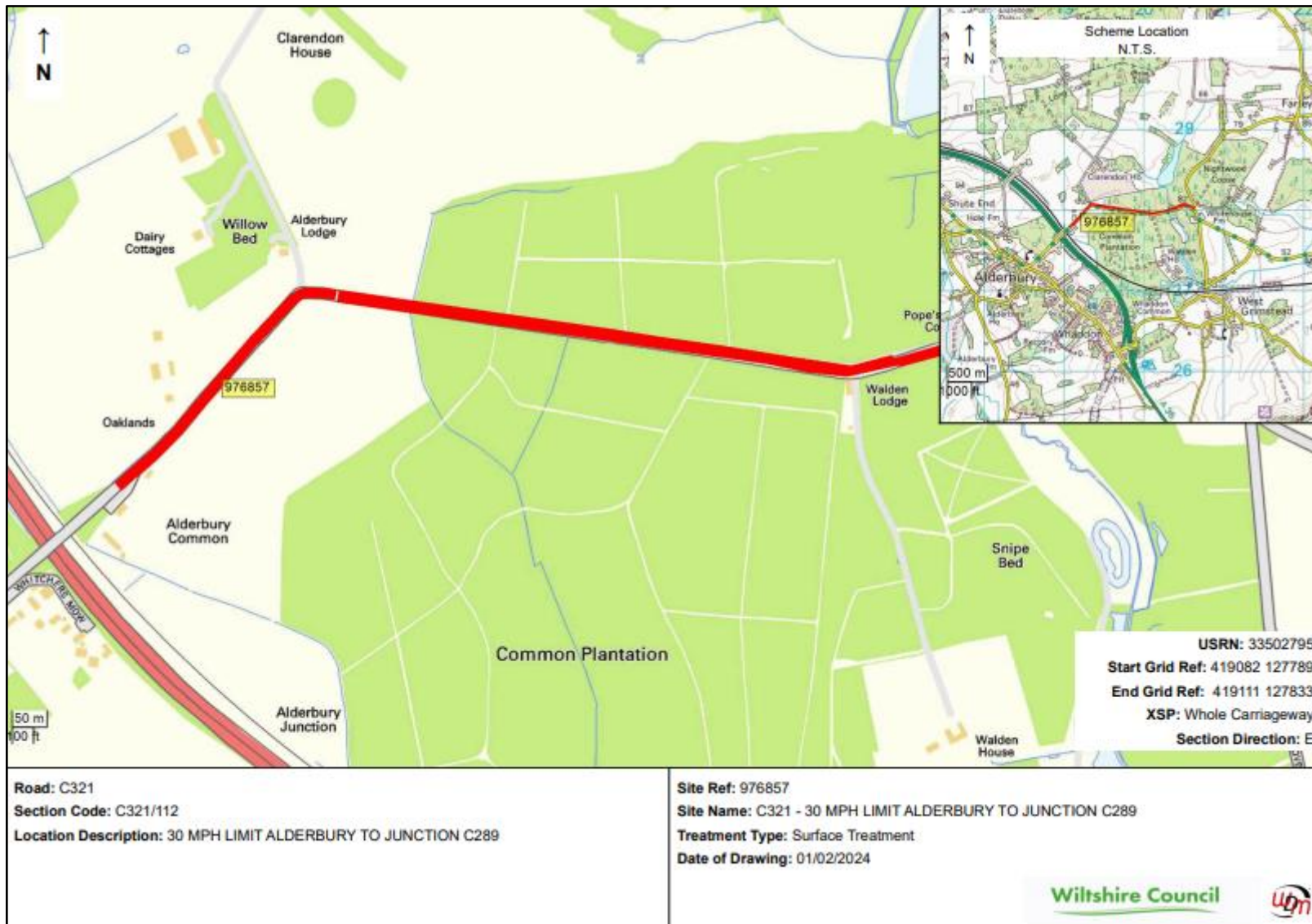
Page 291



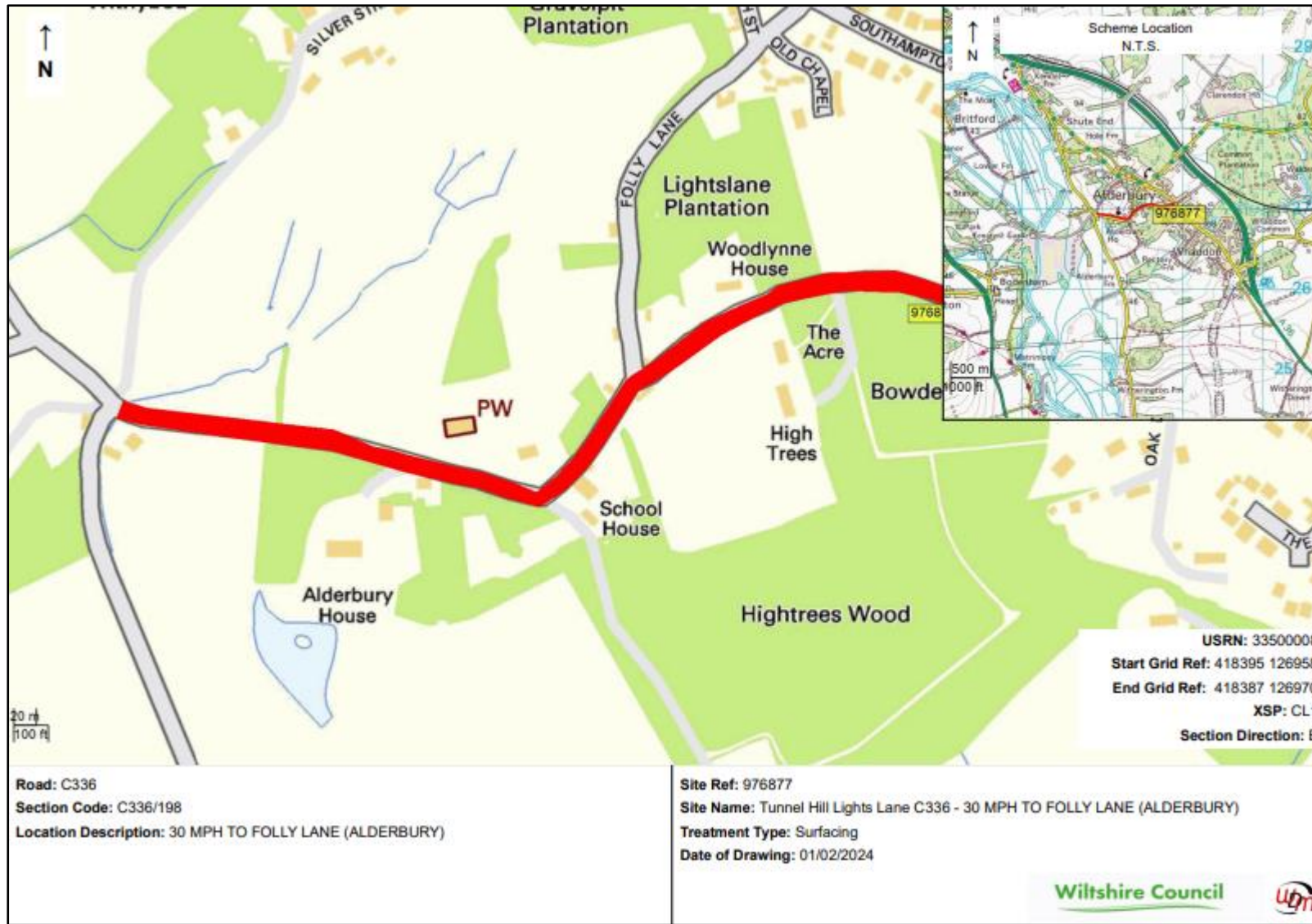
Please note that this programme may be subject to change.



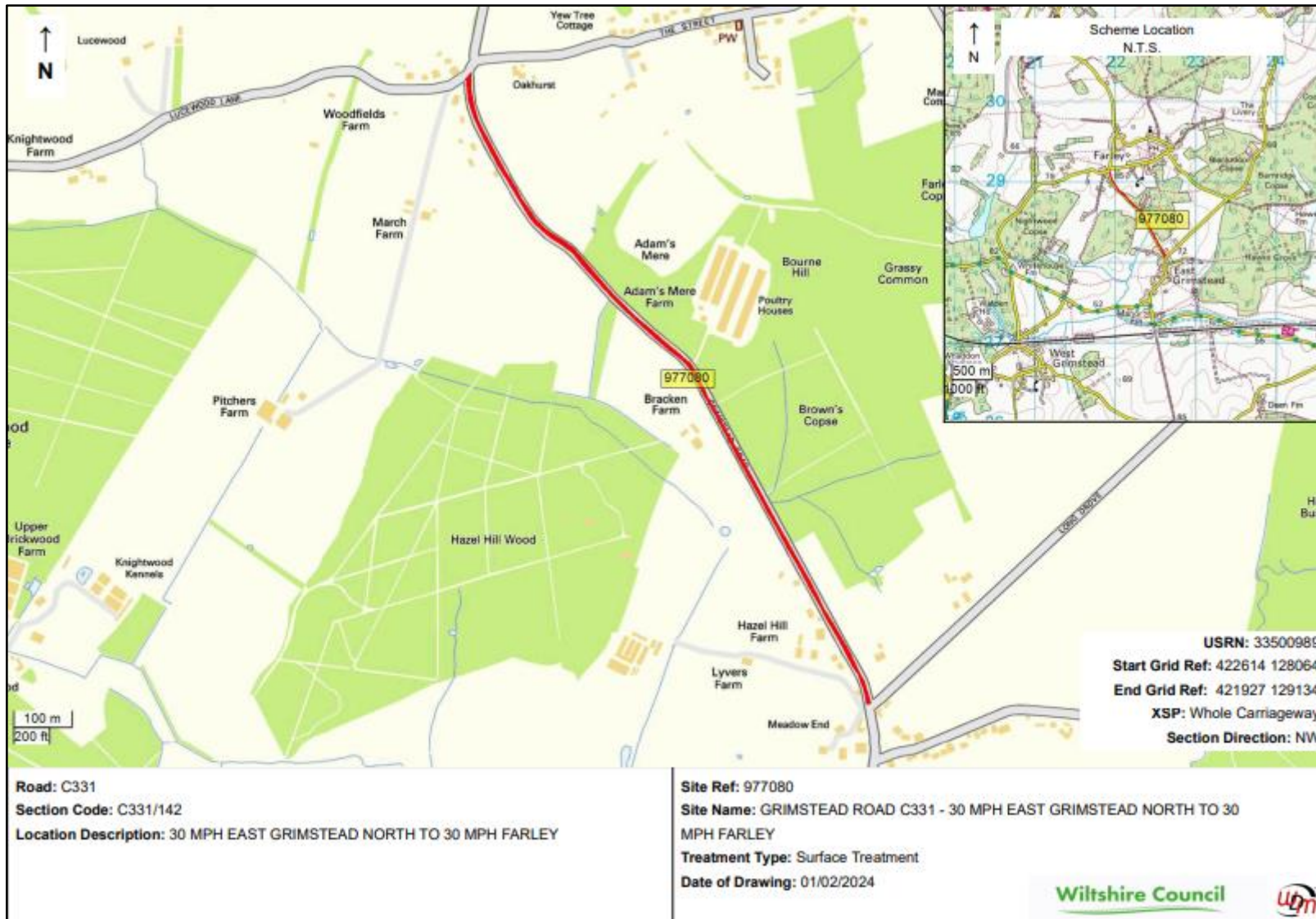
Please note that this programme may be subject to change.



Please note that this programme may be subject to change.



Please note that this programme may be subject to change.

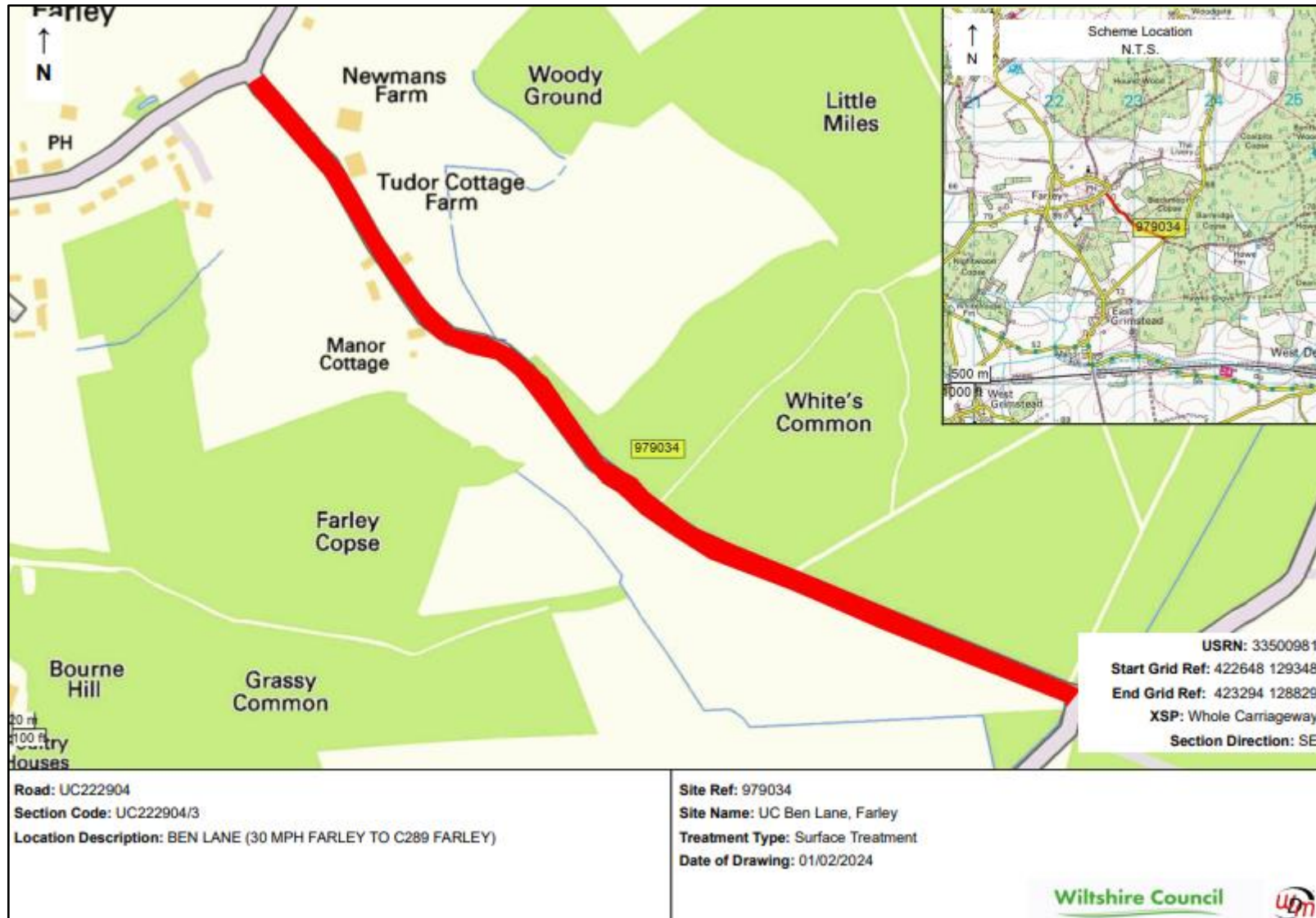


Please note that this programme may be subject to change.



Please note that this programme may be subject to change.

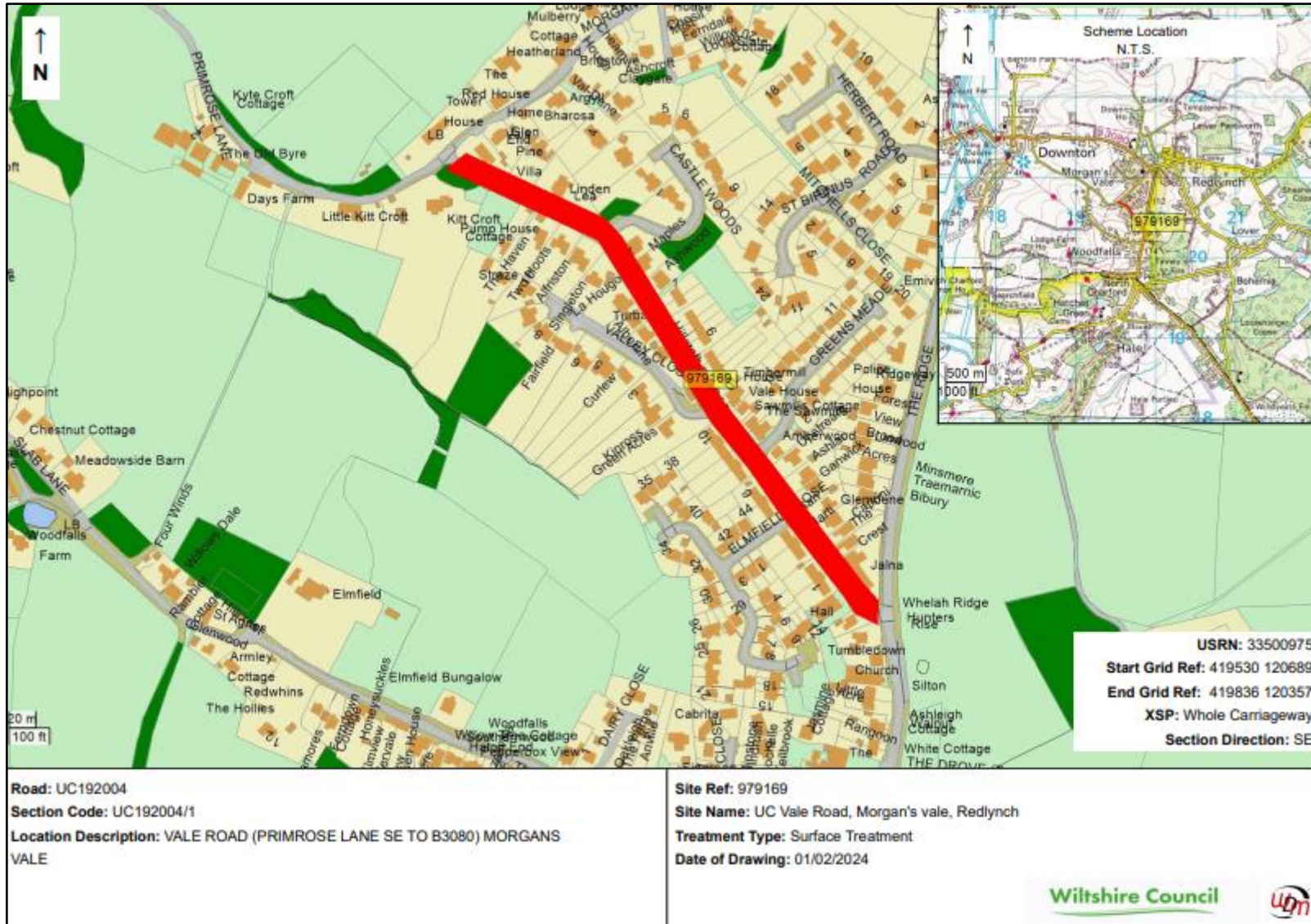




Please note that this programme may be subject to change.



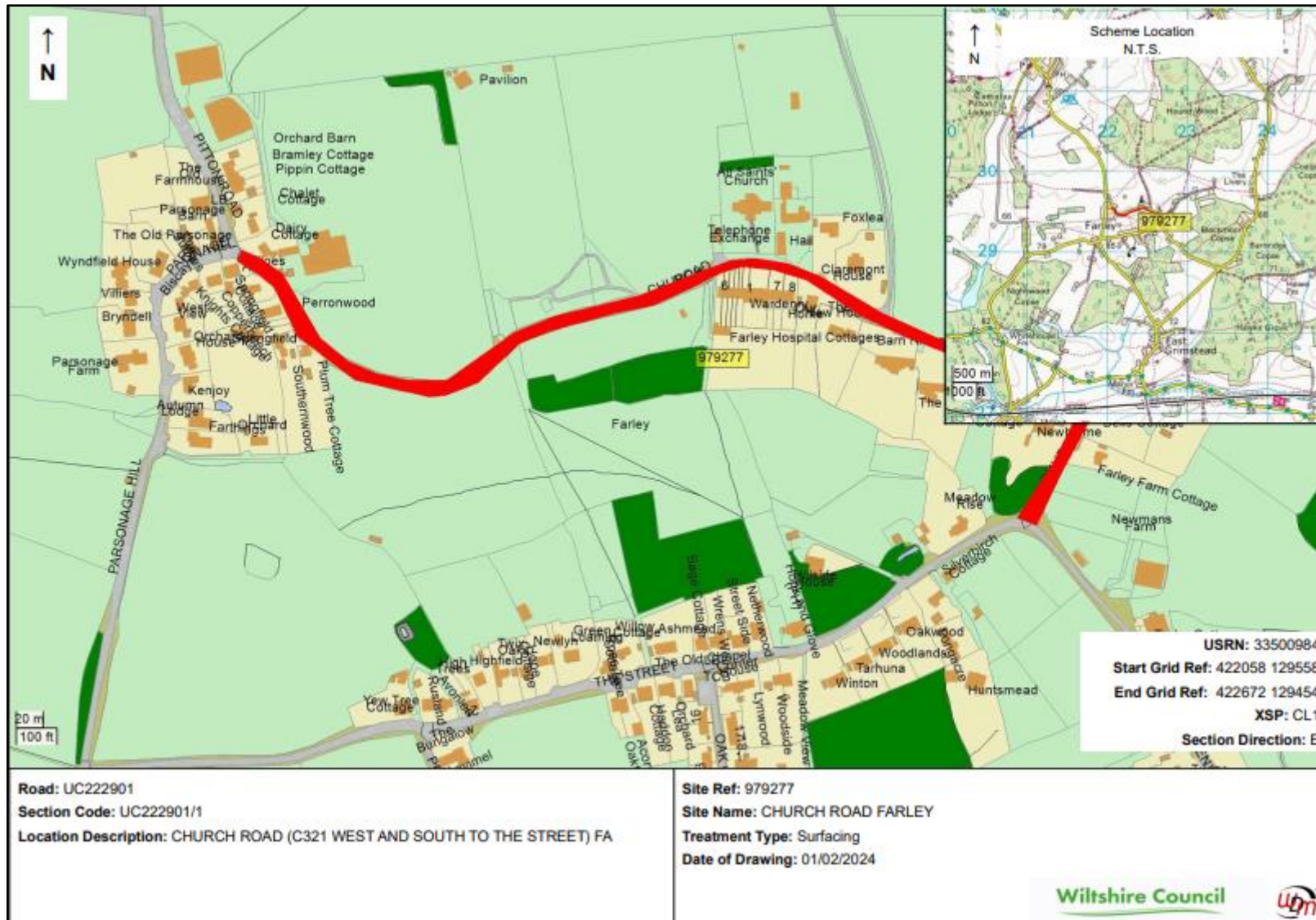
Please note that this programme may be subject to change.



Please note that this programme may be subject to change.



Please note that this programme may be subject to change.



Please note that this programme may be subject to change.

**Wiltshire Highways  
Maintenance Programme  
Stonehenge Area Board  
2024/25 – 2029/30  
Version 1**

**STONEHENGE AREA BOARD**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976176	A3028	STON_22_0002	A3028 BULFORD DOUBLE HEDGES	NEW RBT SALISBURY ROAD BULFORD	A303	CARRIAGEWAY REPAIRS	2186	2024/25
976311	A345	STON_22_0001	A345 LONGHENGE FARM NEW RBT TO HIGHPOST	LONGHENGE FARM RBT	HIGHPOST	CARRIAGEWAY REPAIRS	4525	2024/25
977047	UC	STON_24_0007	COLLEGE ROAD AND GLEBE ROAD DURRINGTON	B3085 CHURCH STREET NORTH AND SOUTH	END OF GLEBE ROAD	SURFACING	480	2024/25
977059	C290	STON_24_0004	HIGH STREET 30 MPH TO 30 MPH LIMIT FIGHELDEAN	30 MPH	30 MPH	MICRO ASPHALT	722	2024/25
976231	A338	STON_24_0002	A338 MILL CORNER	TBC	TBC	SURFACING	TBC	2025/26
976320	A345	STON_25_0008	A345 - A345 (MILL RD NEATHERAVON TO 30MPH) ENFORD	FITTLETON	NEW TOWN	SURFACE DRESSING	1100	2025/26
976410	A360	STON_25_976410	A360 SHREWTON TO TILSHEAD	A360 SHREWTON TO TILSHEAD		SURFACE DRESSING	3693	2025/26
976739	B3083	STON_25_976739	B3083 STAPLEFORD	BUTTS HILL SOUTH JUNCTION	BUTTS HILL NORTH JUNCTION	SURFACE DRESSING	550	2025/26
976852	C32	STON_25_0004	RATFYN ROAD / TISBURY ROAD	A303 N SOLSTICE RBT	BULFORD A3028	SURFACE DRESSING	1090	2025/26
977038	UC	STON_23_0004	THE PACKWAY (RURAL PORTION)	B3082 ROLLESTONE EAST 40 MPH LARKHILL	40 MPH LARKHILL	SURFACE DRESSING	2630	2025/26

Page 303

**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977040	UC	STON_23_0006	POLLEN LANE FIGHELDEAN	HIGH STREET FIGHELDEAN	DERESTRICTS HILLTOP	SURFACING	350	2025/26
977041	UC	STON_23_0003	MEADWAY SHREWTON	AMESBURY ROAD	AMESBURY ROAD	SURFACING	416	2025/26
977044	UC	STON_24_0006	MARINA CRESCENT	STONEHENGE ROAD	MARINA CLOSE	SURFACE DRESSING	TBC	2025/26
977083	C350	STON_23_0005	LONDON ROAD AMESBURY	A345 COUNTESS ROAD	KITCHENER ROAD	SURFACE DRESSING	600	2025/26
979241	C350	STON_23_0007	LONDON ROAD PART (AMESBURY)	BEACON CLOSE	NEW TESCO RBT	SURFACING	210	2025/26
976315	A345	STON_21_0005	A345 - STOCK BOTTOM RBT TO NORTH JUNC. SOUTHMILL HILL			SURFACE DRESSING	TBC	2026/27
976735	B3086	STON_25_0002	SHREWTON LONDON ROAD AND THE PACKWAY	30 MPH SHREWTON	BUSTARD CROSS ROADS	SURFACING	1940	2026/27
976738	B3086	STON_25_0001	B3098 BUSTARD CROSS ROADS TO A344 AIRMANS CORNER	B3098 BUSTARD CROSS ROADS	A344 AIRMANS CORNER	SURFACING	1760	2026/27
976844	UC/C293	STON_25_0007	NEWTON TONY	CHOLDERTON ROAD	SOUTH DERESTRICT	MICRO ASPHALT	1510	2026/27
977023	B3085	STON_25_0003	BULFORD ROAD DURRINGTON	RANGERS GARAGE RBT	UNCLASS THE HAM	SURFACING	1030	2026/27
977049	UC	STON_25_0006	LITTLE LANGFORD	DUCK STREET	EASTERN END LITTLE LANGFORD	SURFACE DRESSING	1600	2026/27
977060	C292	STON_25_0005	UPPER WOODFORD	THE BRIDGE INN	30MPH NETTON	MICRO ASPHALT	420	2026/27

Page 304

**Please note that this programme may be subject to change.**



ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979207	UC	STON_26_979207	PORTON ROAD AND MAIN ROAD	PENDRAGON DRIVE RBT	PORTON DOWN ENTRANCE	SURFACE DRESSING	620	2026/27
979237	UC	STON_26_0001	COLD HARBOUR AMESBURY	EARLS COURT ROAD	NEW SURFACE THE DROVE	MICRO ASPHALT	370	2026/27
979238	UC	STON_24_0011	QUEENSBERRY ROAD AMESBURY	HOLDERS ROAD	END	SURFACING	330	2026/27
979239	UC	STON_24_0013	SOUTHMILL ROAD AMESBURY	SALISBURY ROAD	END OF ADOPTED EXTENT	UNDER REVIEW	330	2026/27
979266	UC	STON_26_0002	MILLGREEN ROAD ROBBINS RIDGE	BOSCOMBE ROAD	END / NEW SURFACE	MICRO ASPHALT	TBC	2026/27
979269	UC	STON_26_0006	SCHOOL LANE AMESBURY	COLD HARBOUR AMESBURY	END	MICRO ASPHALT	300	2026/27
976177	A3028	STON_27_976177	A3028 - AMESBURY ROAD TO A303 (ONE WAY)	AMESBURY ROAD	A303 (ONE WAY)	SURFACE DRESSING	610	2027/28
976225	A338	SOUT_24_0015	A338 - ENTRANCE TO HALE FARM TO C293 (THE OLD INN)	ENTRANCE TO HALE FARM	C293 (THE OLD INN)	SURFACE DRESSING	1500	2027/28
979240	B390	STON_26_0007	B390 MADDINGTON DOWN CHITTERNE ROAD	TANK CROSSING	TOP OF SLOPE	SURFACING	700	2027/28
979243	C32	STON_27_979243	30 MPH ENFORD TO ENTRANCE CHISENBURY PRIORY	C32 30 MPH ENFORD	C32 ENT CHISENBURY PRIORY	SURFACE DRESSING	750	2027/28
979265	UC	STON_26_0005	PARSONAGE ROAD	SALISBURY ROAD	EARLS COURT ROAD	SURFACING	230	2027/28
979267	C32	STON_26_0003	PENDRAGON DRIVE	BOSCOMBE ROAD	PORTON ROAD RBT	SURFACING	240	2027/28

Page 305

Please note that this programme may be subject to change.

**STONEHENGE AREA BOARD**

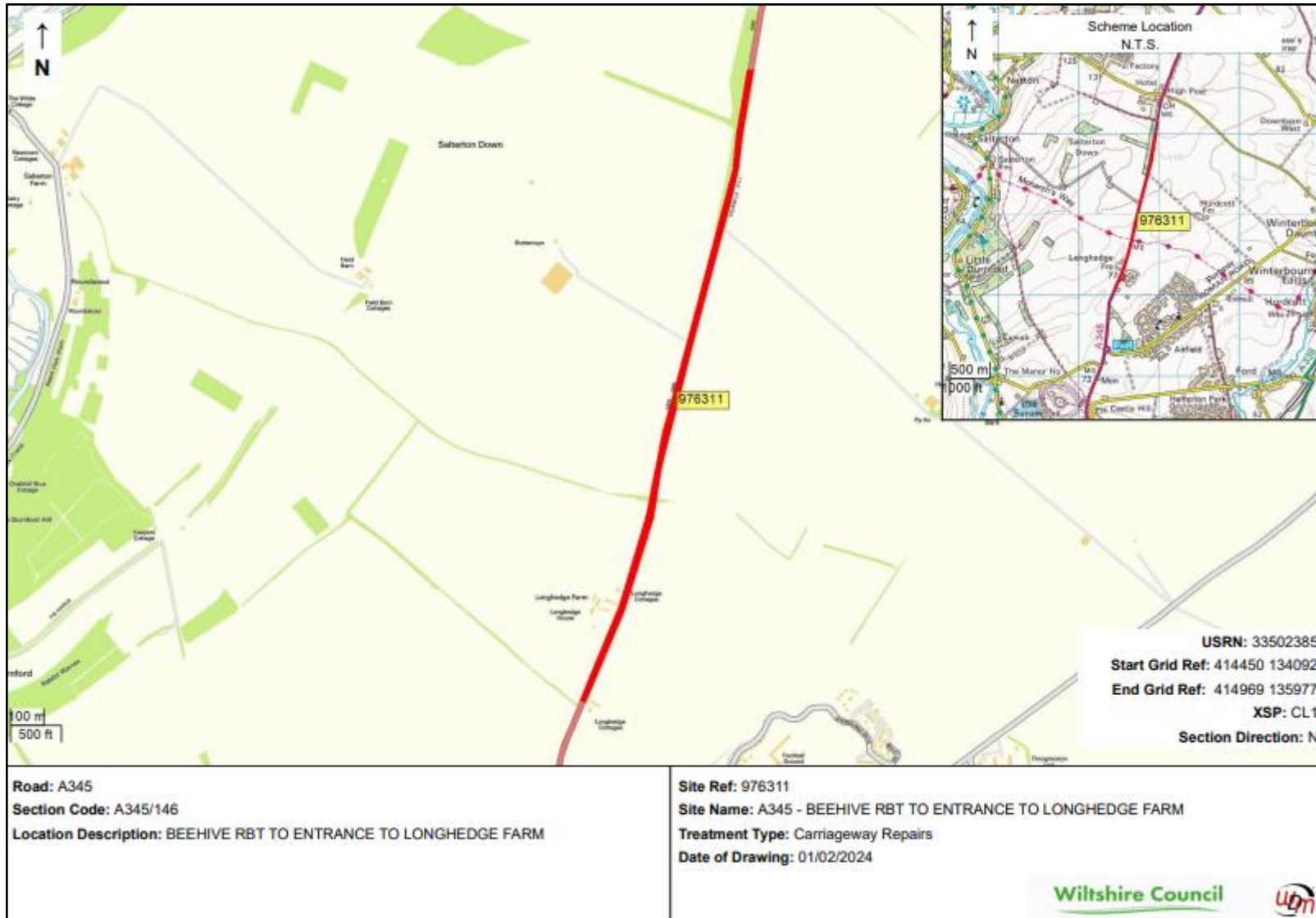
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979268	UC	STON_26_0004	FLOWER LANE	SALISBURY ROAD	JOINT NR SALISBURY STREET	SURFACE DRESSING	300	2027/28
979036	A3028	STON_23_0001	A3028 DURRINGTON	A345 RBT. DURRINGTON	B3085 BULFORD ROAD	SURFACING	976	2028/29
979275	UC	STON_28_979275	WESTSIDE (ALLINGTON)	EXTENTS		SURFACING	58	2028/29
976401	A360	STON_FF_976401	A360 - C57(THE AVENUE) TO TRACK (TO POLICE RADIO STATION)	C57(THE AVENUE) TO TRACK (TO P	POLICE RADIO STATION)	SURFACE DRESSING	7962	Stonehenge Tunnel Programme
976220	A338	STON_FF_976220	A338 - DOWN BARN RBT TO	DOWN BARN RBT	C228 BIRDLIME X-RDS	UNDER REVIEW	1249	TBC
976229	A338	STON_FF_976229	A338 GOMELDON	NORTH OF DORN BARN ROAD	BIRDLIME FARM	UNDER REVIEW	1430	TBC
977007	B3085	STON_24_0014	B3085 HACKTHORN ROAD DURRINGTON	B3085 MARTINBUSHES	HIGH STREET DURRINGTON	UNDER REVIEW	465	TBC
977039	UC	STON_23_0002	UC THE PACKWAY PHASE 2	BINGHAM ROAD FOOTEWAY	JUNCTION ROSS ROAD	SURFACING	1158	TBC
977045	UC	STON_24_0010	JAMES ROAD AMESBURY	HOLDERS ROAD	ANNETTS CLOSE	UNDER REVIEW	334	TBC
977046	UC	STON_24_0009	HAMPSHIRE CLOSE BULFORD	CHURCHILL AVENUE	END (INCLUDE ADOPTED PART OF WILTSHIRE CLOSE)	UNDER REVIEW	364	TBC
977048	UC	STON_24_0012	BRAMLEY WAY AMESBURY	ORCHARD WAY	END	UNDER REVIEW	488	TBC

**Please note that this programme may be subject to change.**

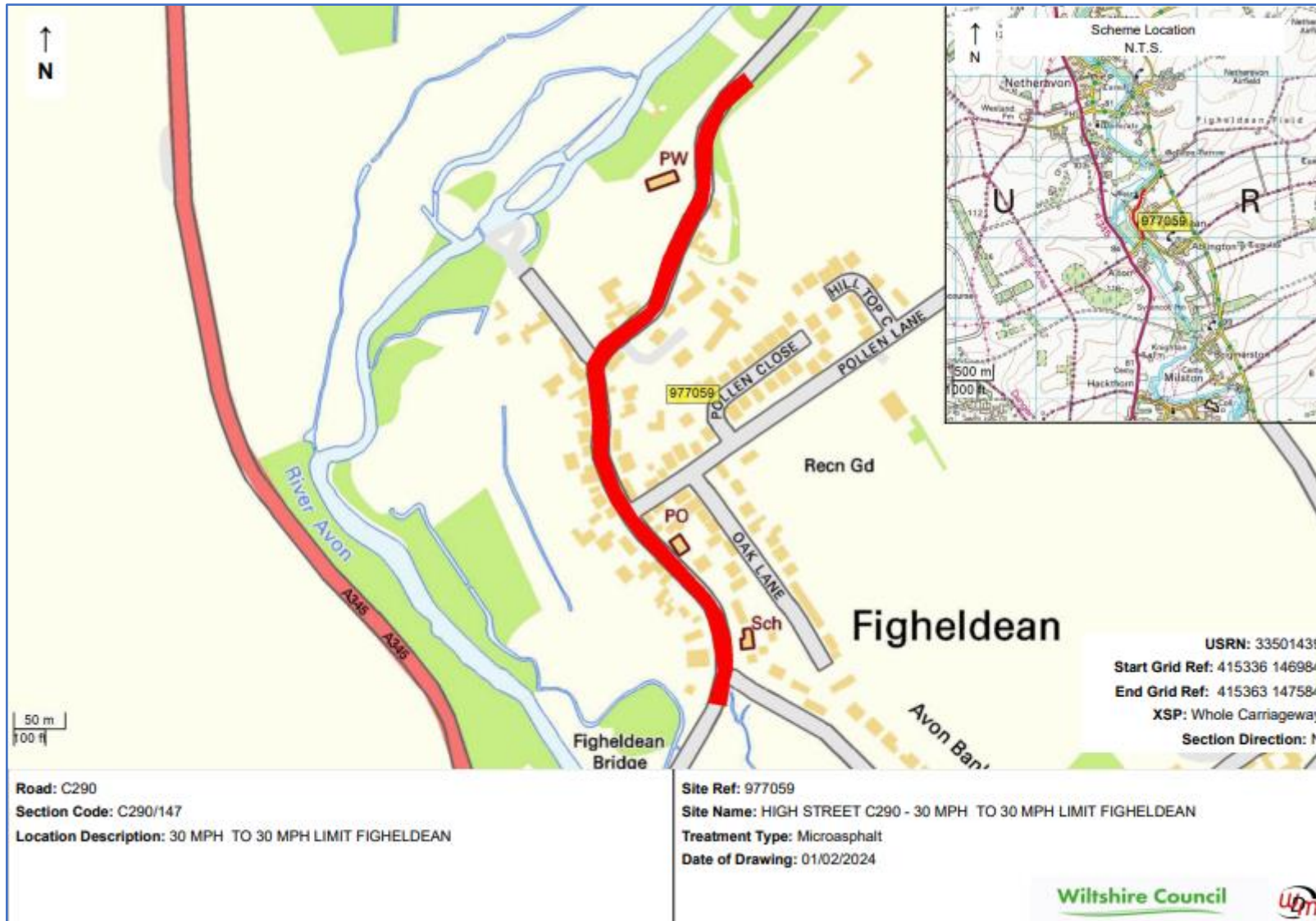
ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979497	A345	STON_FF_979497	MARTINBUSHES TO HIGH STREET FIGHELDEAN			UNDER REVIEW	3096	TBC

# Site Plans for Proposed 2024/25 Schemes









**Wiltshire Highways  
Maintenance Programme  
Tidworth Area Board  
2024/25 – 2029/30  
Version 1**



ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976823	C256	TIDW_22_0001	HOOKWOOD LANE, UPPER CHUTE			SURFACING	805	2024/25
979195	UC	TIDW_25_0002B	ZOUCH ESTATE B ZOUCH AVE AND CLOSE DAUNCH CLOSE	SIDBURY CIRCULAR ROAD	END	MICRO ASPHALT	820	2024/25
979196	UC	TIDW_25_0002C	ZOUCH ESTATE C NEPAUL ROAD	ZOUCH FARM RD	SIDBURY CIRCULAR ROAD	MICRO ASPHALT	270	2024/25
979202	UC	TIDW_22_0007	TIBBS MEADOW, UPPER CHUTE	FORSET LANE	END	SURFACING	60	2024/25
975325	A345	TIDW_23_0002	A345 - ENT. TO WEST CHISENBURY TO A345 Y-SPLIT			SURFACING	150	2025/26
976354	UC	TIDW_24_0003	SHAW HILL	A342 W. OF LUDGERSHAL	A338 COL'BOURNE DUCIS	SURFACE DRESSING	2530	2025/26
977054	C260	TIDW_24_0002	LOWER ROAD NETHERAVON	A345 NORTHWARDS	30 MPH LIMIT NETHERAVON	SURFACING	145	2025/26
979076	C11	TIDW_25_0001	C CLASS HUMBER LANE	BULFORD ROAD	ADJ KIRKEE ROAD	SURFACE DRESSING	640	2025/26
979204	UC	TIDW_22_0010	CHURCH LANE LUDGERSHALL	DEWEYS LANE	ST JAMES STREET	SURFACING	90	2025/26
979301	UC	TIDW_25_0006	ASHDOWN TERRACE TIDWORTH	A338	END	MICRO ASPHALT	480	2025/26
979302	UC	TIDW_25_0007	BOURNE ROAD TIDWORTH	SWALLOW CL	KENNET RD	MICRO ASPHALT	555	2025/26

**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976174	A3026	TIDW_26_0001	A3026 (LUDGERSHALL)	10M WEST OF SIMONDS ROAD	A342 HIGH STREET	SURFACING	435	2026/27
976824	C256	TIDW_26_0003	C256 - 30 MPH UPPER CHUTE TO DUMMER LANE	30 MPH C256 NORTH OF CHUTE	C256/UC DUMMER LN SHEEPHOUSE COPSE	SURFACE DRESSING	1060	2026/27
979197	UC	TIDW_25_0004	AVON CLOSE AND LADY GODLEY CLOSE	KOHAT ROAD	ENDS	SURFACING	310	2026/27
979205	UC	TIDW_26_0005	GRASPEN ROAD/PRETORIA ROAD LUDGERSHALL	A342	END	MICRO ASPHALT	230	2026/27
976239	A338	TIDW_26_0002	A338 - CHURCH STREET COLLINGBOURNE DUCIS	20M SOUTH OF EVERLEIGH ROAD	10M PAST THE WAR MEMORIAL	SURFACING	380	2027/28
976240	A338	TIDW_26_0006	COLLINGBOURNE DUCIS TO COLLINGBOURNE KINGSTON	COLLINGBOURNE DUCIS	COLLINGBOURNE KINGSTON	SURFACE DRESSING	1600	2027/28
979198	UC	TIDW_25_0005	SPRAY LEAZE	BIDDESSEN LANE	END	SURFACING	160	2027/28
979244	C32	TIDW_27_979244	C32 - COOMBE LANE (COOMBE) TO 30 MPH LONGSTREET	COOMBE LANE (COOMBE) TO 30 MPH LONGSTREET		SURFACE DRESSING	770	2027/28
979303	UC	TIDW_25_0008	FOREST DRIVE	KENNETT ROAD	END LOOP	SURFACING	635	2027/28
976233	A338	TIDW_26_0007	PENNINGS ROAD STATION RD TIDWORTH TO NEW RBT ORDNANCE ROAD	C9, STATION ROAD	ORDNANCE RD NEW ROUNDABOUT	CARRIAGEWAY REPAIRS	1060	2028/29

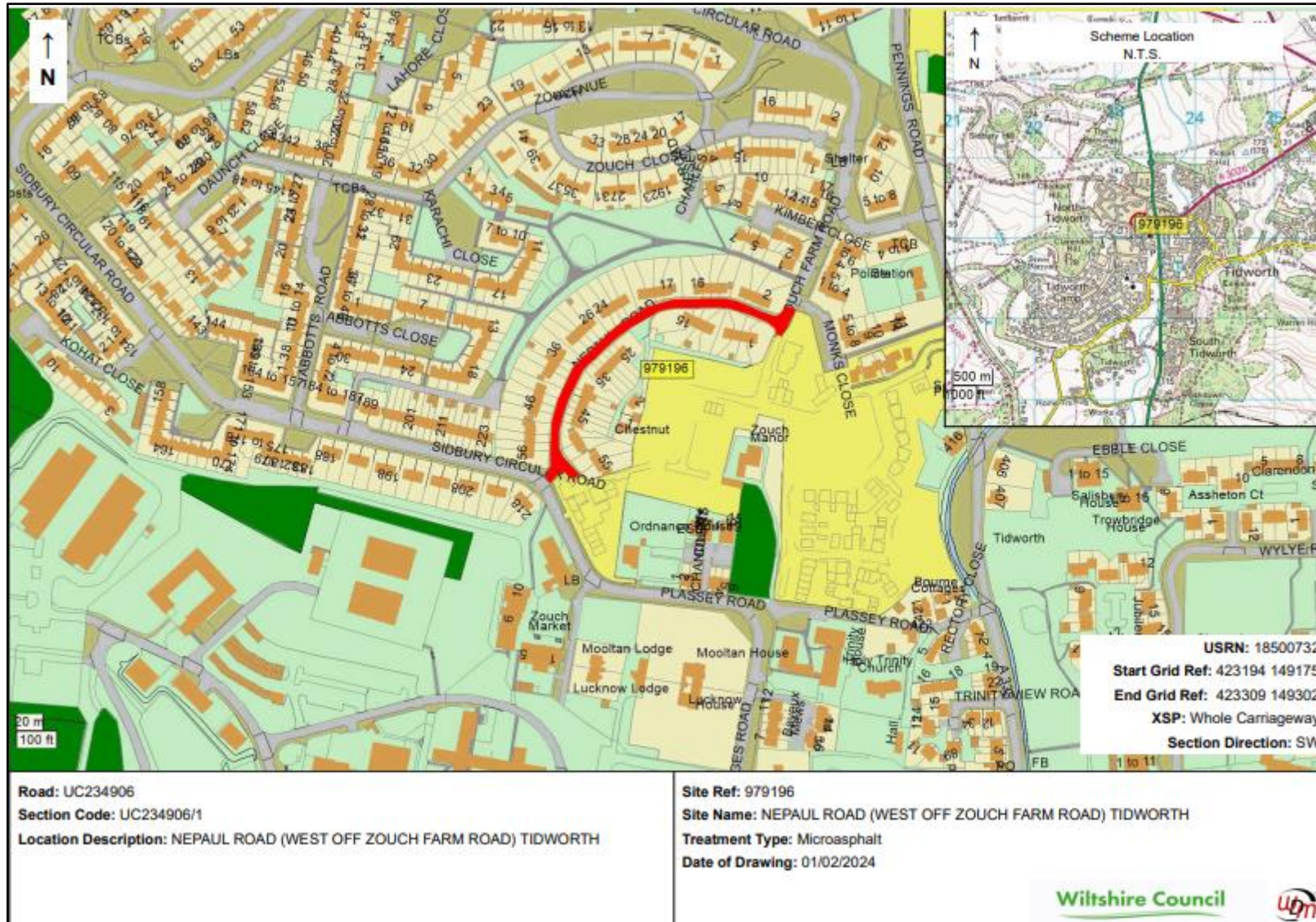
Page 314

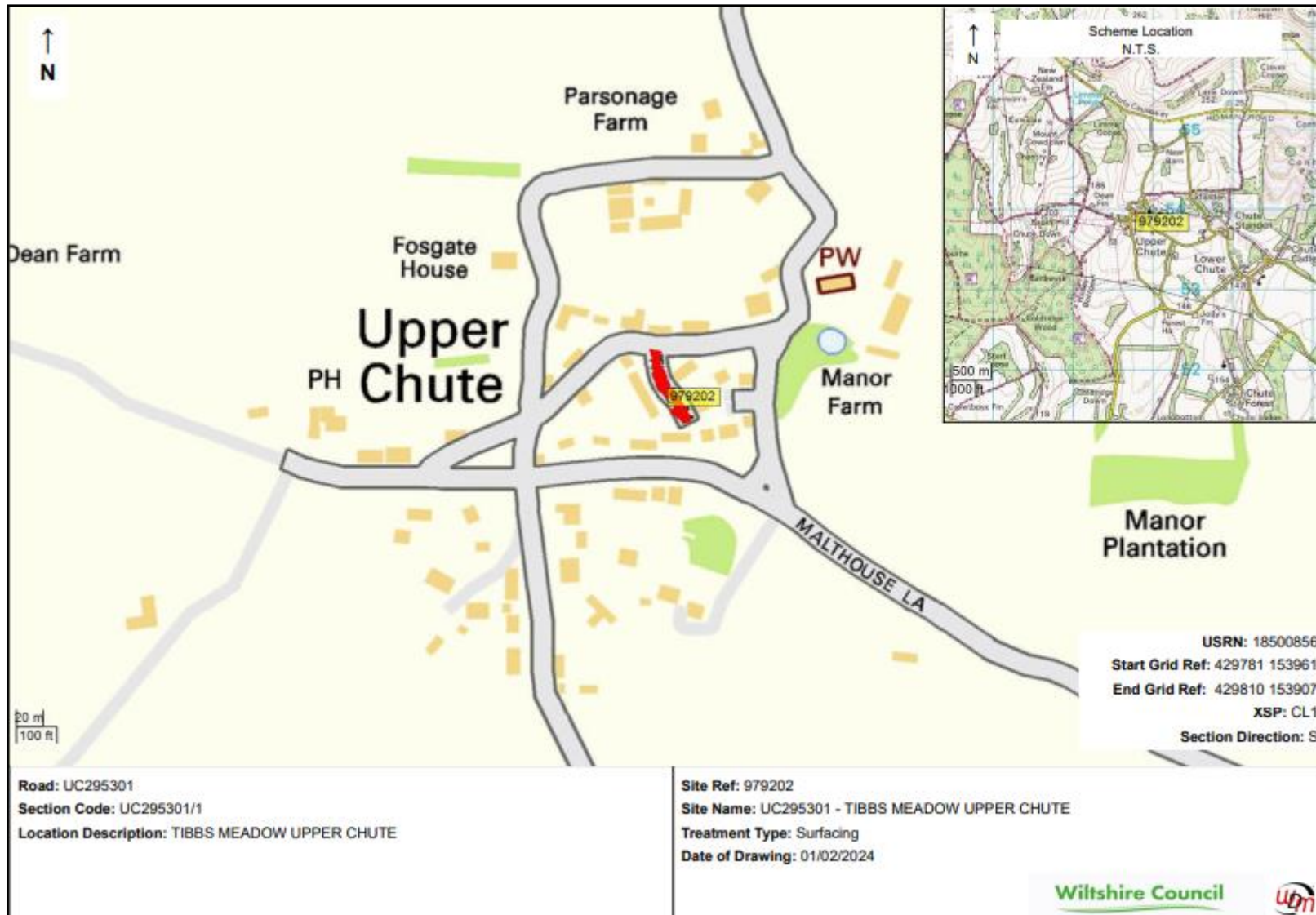
**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976299	A342	TIDW_26_0004	A342 BUTT STREET AND HIGH STREET LUDGERSHALL	HELLIN WAY	TIDWORTH ROAD	SURFACING	530	2028/29
979203	UC265101	TIDW_22_0009	UC CROWN LANE LUDGERSHALL	JUNCTION A342	JUNCTION CHAPEL LANE	SPECIALIST CONTRACTOR	203	TBC
979304	UC185401	TIDW_FF_979304	UC AT LOWER EVERLEIGH OPP FARM	JUNCTION A342	MAYFLY COTTAGE	UNDER REVIEW	189	TBC









**Wiltshire Highways  
Maintenance Programme  
Trowbridge Area Board  
2024/25 – 2029/30  
Version 1**



**TROWBRIDGE AREA BOARD**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976613	B3105	TROW_24_0007	B3105 - HAMMOND WAY RBT TO MARINA RBT	HAMMOND WAY RBT	MARINA RBT	SPECIALIST CONTRACTOR	602	2024/25
977030	C227	TROW_24_0004	WOODMARSH/WESTBURY ROAD LOOP, NORTH BRADLEY	RISING SUN MINI	WOODMARSH RBT	SURFACE DRESSING	1200	2024/25
977101	C397	TROW_22_0005	BROOK ROAD TROWBRIDGE	WINGFIELD ROAD	BRADFORD ROAD	SURFACE DRESSING	1030	2024/25
977107	B3105	TROW_25_977107	B3105 WEST ASHTON ROAD	JUNCTION A350	LEAP GATE ROUNDABOUT	SURFACE DRESSING	2500	2024/25
979091	UC845401	TROW_22_0004	IRELAND NR SOUTHWICK LAST HALF	APPX HALF WAY TO BEND	END OF BOTH RESIDENTIAL SPURS	CARRIAGEWAY REPAIRS	250	2024/25
979096	UC855602	TROW_23_0001	RUTLAND CRESCENT TROWBRIDGE	BRADLEY ROAD TROWBRIDGE	DURSLEY ROAD TROWBRIDGE	SURFACE DRESSING	500	2024/25
979097	UC855603	TROW_23_0002	ASHMEAD TROWBRIDGE	RUTLAND CRESCENT	RUTLAND CRESCENT	SURFACE DRESSING	400	2024/25
979106	UC855824	TROW_23_0004	MELTON ROAD TROWBRIDGE	SEYMOUR ROAD TROWBRIDGE	MELTON RD/LANGFORD RD TROWBRIDGE	SURFACE DRESSING	230	2024/25
979107	UC855830	TROW_23_0003	LANGFORD ROAD TROWBRIDGE	MELTON ROAD/LANGFORD ROAD	FRANCIS STREET TROWBRIDGE	SURFACE DRESSING	750	2024/25
979108	UC865822	TROW_23_0005	VICTORIA ROAD (SPINE) TROWBRIDGE	A361 JUNC VICTORIA ROAD	WYKE ROAD TROWBRIDGE	SURFACE DRESSING	1029	2024/25

Page 324

**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
1021378	B3097	TROW_22_0001	HAWKERIDGE ROAD, YARNBROOK	DURSLEY ROAD	HAWKERIDGE RD ROUNDAABOUT	CARRIAGEWAY REPAIRS	575	2024/25
1021824	C361	TROW_24_1021824	LONGFIELD ROUNDAABOUT			SURFACING	72	2024/25
976462	A363	TROW_25_0001	A363 WOODMARSH ROUNDAABOUT TO WHITE HORSE ROUNDAABOUT	WOODMARSH ROUNDAABOUT	WHITE HORSE ROUNDAABOUT	SURFACE DRESSING	650	2025/26
976614	B3106	TROW_25_0010	B3106 - BYTHESEA MINI NORTH TO HILL STREET (to be phased)	SEYMOUR/CANAL ROAD MINI	HAMMOND WAY ROUNDAABOUT	SURFACING	2463	2025/26
977097	C393	TROW_25_977097	DEVIZES ROAD HILPERTON	B3105 CHURCH STREET	A361 ROUNDAABOUT	SURFACING	900	2025/26
977106	C49	TROW_23_0007	BRATTON ROAD WEST ASHTON	FROM A350 JUNCTON	30MPH LIMIT	SURFACE DRESSING	800	2025/26
977281	UC	TROW_24_977281	DRYNHAM LANE	JUNCTION WILTSHIRE DRIVE	END OF ADOPTION	SURFACE DRESSING	510	2025/26
979069	A363	TROW_24_0006	TRINITY ROUNDAABOUT TROWBRIDGE	COMPLETE ROAD AROUND TRINITY CHURCH		SURFACING	330	2025/26
979070	A363	TROW_25_0002	A363 WOODMARSH ROUNDAABOUT			MILES MACADAM	127	2025/26
979085	UC	TROW_24_0005	HOOPERS POOL SOUTHWICK CUL-DE-SAC	JUNCTION BY NUMBER 1 HOOPERS POOL	END OF LANE PAST MOOREFIELD FARM	SURFACE DRESSING	528	2025/26

**TROWBRIDGE AREA BOARD**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979086	UC	TROW_25_0008	LITTLE COMMON, NORTH BRADLEY	WESTBURY ROAD	END	SURFACE DRESSING	300	2025/26
979088	UC	TROW_25_0009	ASHTON STREET, TROWBRIDGE	LARK DOWN	ALMA STREET	SURFACING	380	2025/26
979090	UC825403	TROW_23_0006	LOOP ROAD AND HOOPERS POOL	A361	END	SURFACE DRESSING	1000	2025/26
979325	UC	TROW_25_0006	HELPS WELL ROAD	HILPERTON DRIVE	END HELPS WELL ROAD	SURFACING	168	2025/26
979184	UC	TROW_26_0001	SILVER STREET LANE (A361 TO MARSTON ROAD) TROWBRIDGE	A361	MARSTON ROAD	MICRO ASPHALT	664	2026/27
979185	UC	TROW_26_0002	PITMAN AVE, ALLEN AND ROCK ROAD	A361	A361	MICRO ASPHALT	670	2026/27
979187	A350	TROW_26_0003	A350 YARNBROOK	YARNBROOK ROUNDABOUT	WOODSIDE TRACTOR SALES	SURFACING	890	2026/27
979188	B3105	TROW_26_0004	LEAP GATE ADOPTED AREA	BRIDGE DECK OVER BROOK	END OF ADOPTION IN LINE WITH GREEN LANE	SURFACING	390	2026/27
979192	UC	TROW_24_979192	SPRINGFIELD PARK (NE & NW) TROWBRIDGE	HILPERTON ROAD	ST THOMAS ROAD	MICRO ASPHALT	402	2026/27
976433	A361	TROW_27_976433	FROME RD (COUNTY BOUNDARY TO 30MPH) SOUTHWICK	COUNTY BOUNDARY	A361 Dunkirk business park entrance	SURFACE DRESSING	450	2027/28

Page 323

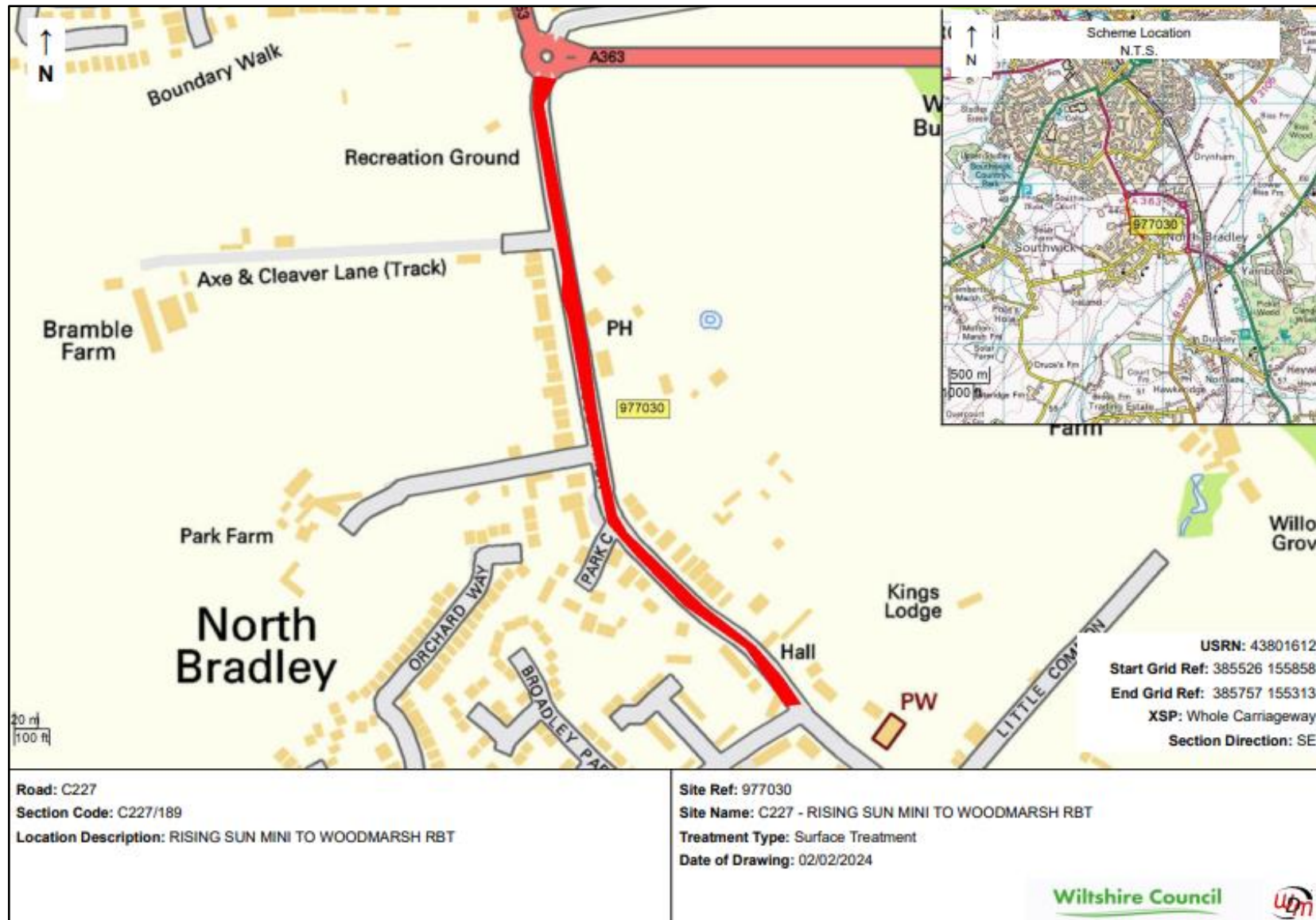
**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976434	A361	TROW_27_976434	COUNTY WAY	THE LAMB RBT	WEST ASHTON ROAD RBT	SURFACING	460	2027/28
976461	A363	TROW_27_976461	BRADLEY ROAD TROWBRIDGE	COLLEGE ROAD MINI	COUNTY WAY MINI	SURFACING	470	2027/28
977257	UC815501	TROW_27_977257	VAGGS HILL	B3109/UC Dillybrook X-Rds	END TELLISFORD ROAD (WINGFIELD)	SURFACE DRESSING	1075	2027/28
979071	A363	TROW_25_0003	A363 WHITE HORSE ROUNDABOUT			MILES MACADAM	130	2027/28
976457	A363	TROW_26_0006	A363 BROAD MEAD MINI ROUNDABOUT	JUNCTION BROADMEAD		MILES MACADAM	186	TBC
976463	A363	TROW_23_0009	A363 - WHITE HORSE RBT. TO WESTBURY ROAD RBT.	WHITE HORSE RBT.	WESTBURY ROAD RBT	SPECIALIST CONTRACTOR	875	TBC
977268	UC	TROW_FF_977268	BROKERSWOOD X-RDS TOWARDS NORRIS HILL FARM	BROKERSWOOD X-RDS	NORRIS HILL FARM	UNDER REVIEW	900	TBC
979186	UC	TROW_22_0006	EASTVIEW ROAD INC BELLMOUTHS	GLEBE ROAD	BLAIR ROAD	SPECIALIST CONTRACTOR	250	TBC

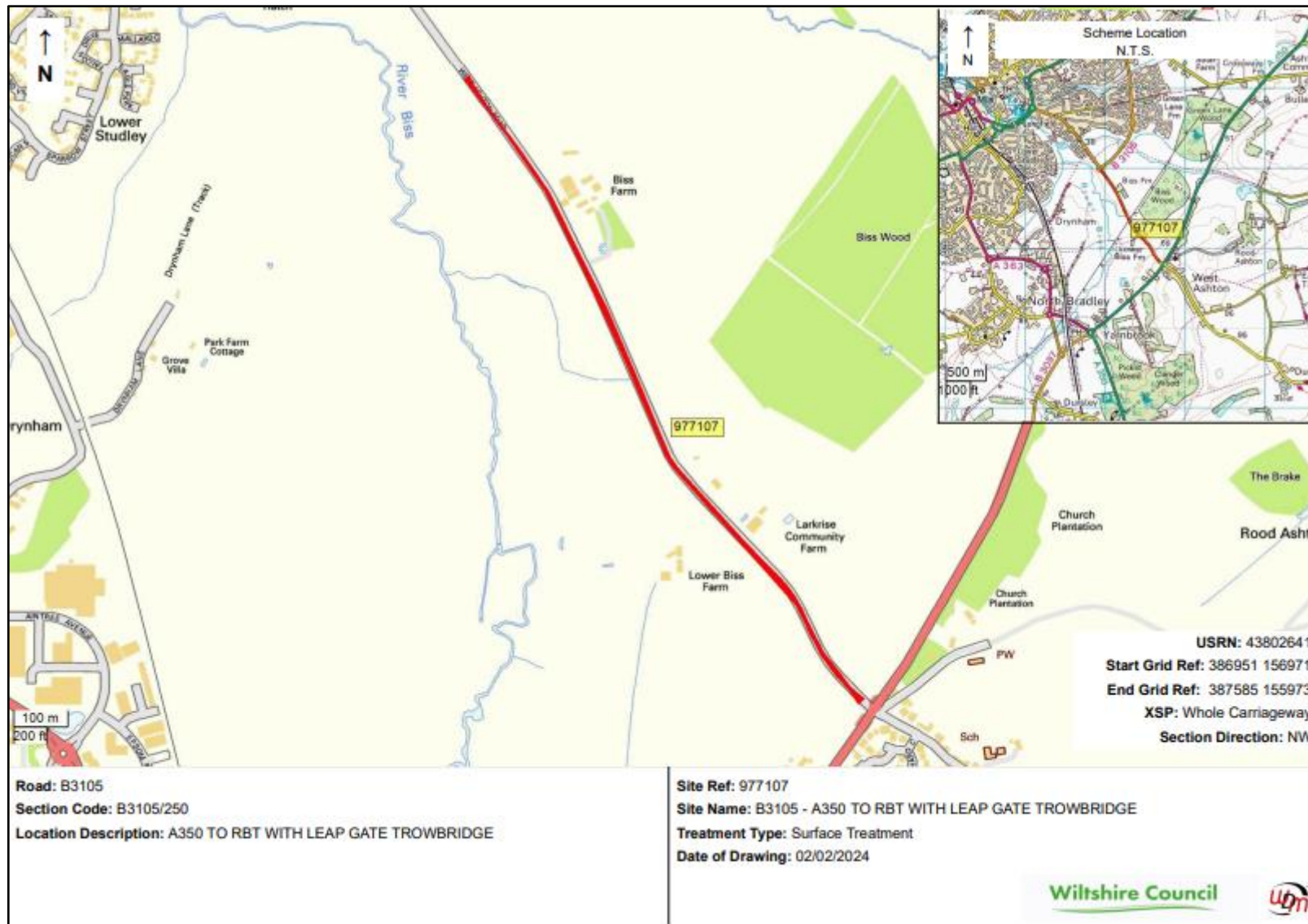
# Site Plans for Proposed 2024/25 Schemes

Page 325





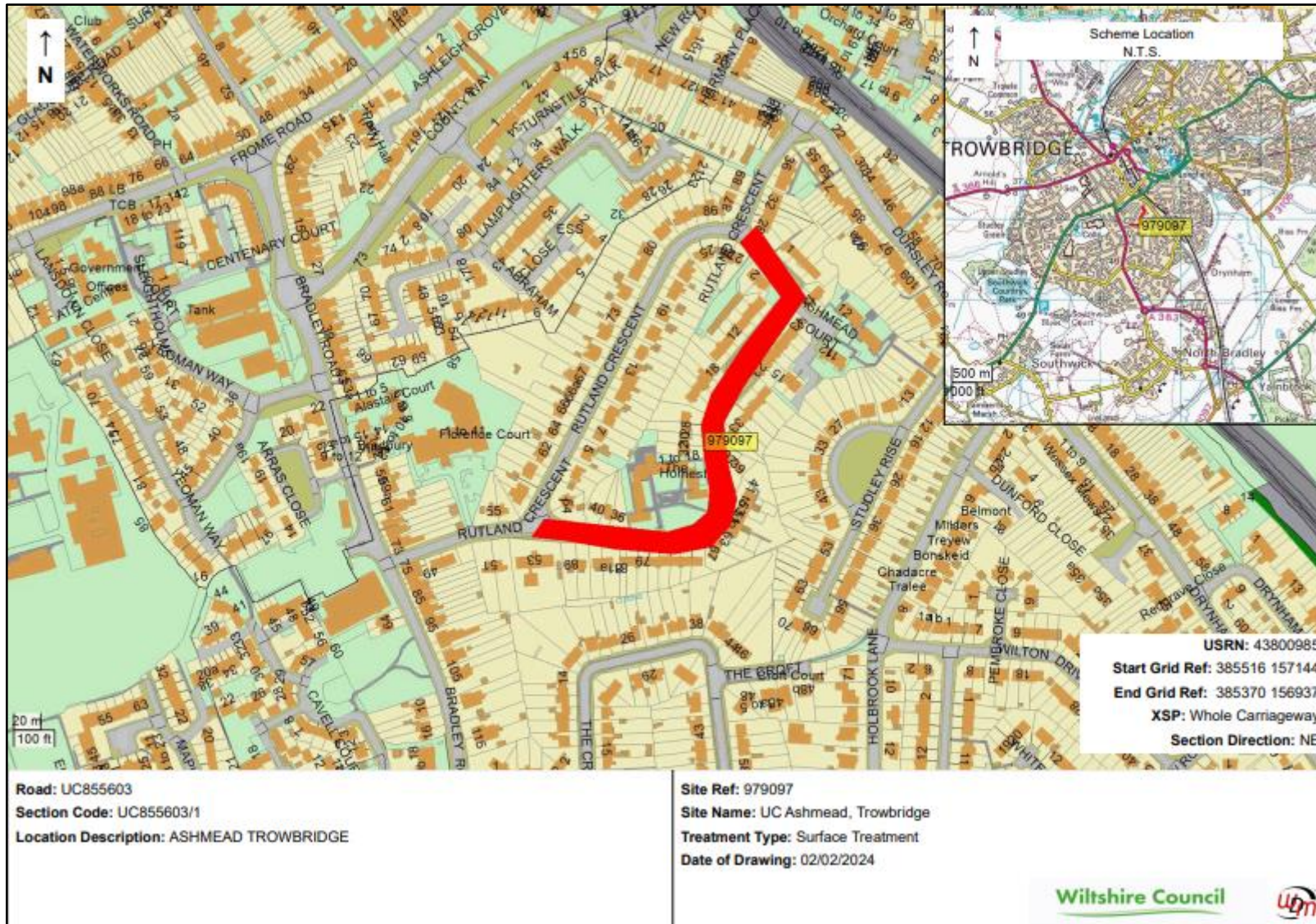








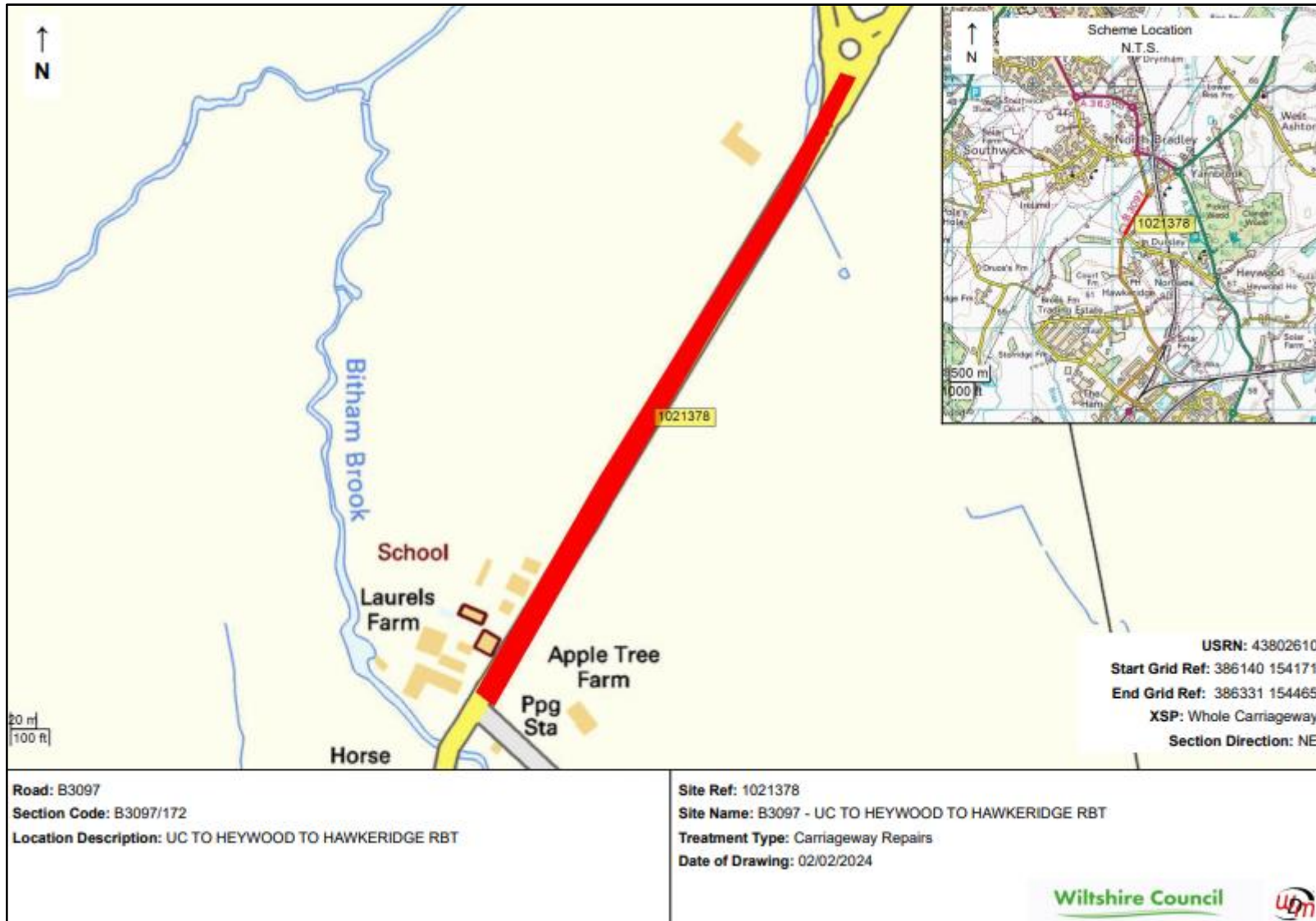


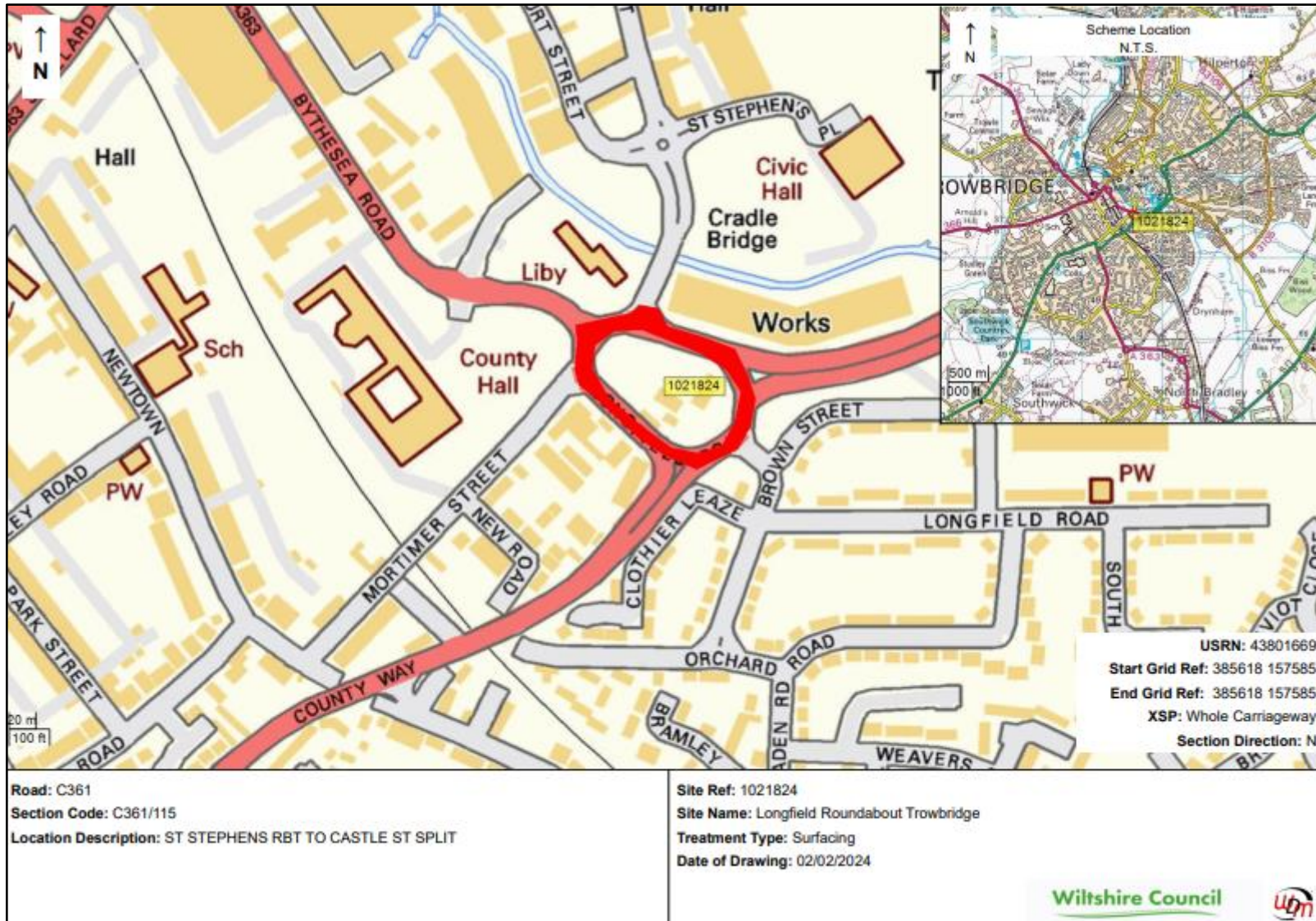














**Wiltshire Highways  
Maintenance Programme  
Warminster Area Board  
2024/25 – 2029/30  
Version 1**

## Site Plans for Proposed 2024/25 Schemes

WARMINSTER AREA BOARD

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976976	C10	WARM_23_0002a	BISHOPSTROW ROAD, WARMINSTER (NOT INC VILLAGE)	SUTTON VENY	B3414 MINI RBT	SURFACE DRESSING	1850	2024/25
977021	C22	WARM_23_0006	HIGH STREET CODFORD	A36 WEST	A36 ENTRANCE CODFORD GIGGAN ST	SURFACE DRESSING	1510	2024/25
979142	UC	WARM_24_0004	BROOK STREET RBT	BROADWAY	BROADWAY	SURFACING	140	2024/25
979149	UC	WARM_22_0005	SAMBOURNE ROAD, WARMINSTER	BOOR HILL	B3414 GEORGE STREET	SURFACING	566	2024/25
979151	UC	WARM_25_0006	HILLWOOD LANE WARMINSTER	JUNCTION BELL HILL	JUNCTION ASHLEY CROSS	MICRO ASPHALT	205	2024/25
979156	UC	WARM_25_0008	BROADWAY (WARMINSTER)	BROOK STREET RBT	END	MICRO ASPHALT	390	2024/25
979164	C360	WARM_24_0006	BOOT HILL AND WEYMOUTH STREET	DEVERILL ROAD	MARKET PLACE	SURFACING	940	2024/25
979180	UC	WARM_23_0007	WOOLAND ROAD (WARMINSTER)	VICTORIA RD	END WOODLAND RD	MICRO ASPHALT	71	2024/25
977288	UC	WARM_25_0004	MARSH STREET/LOWER MARSH ROAD (WARMINSTER)	WYLYE ROAD	FANSHAW WAY	SURFACING	380	2025/26
979042	A3098	WARM_23_0004	THOULSTONE (A36 ON/OFF SLIPS)	A36 THOULSTONE CROSSROADS	A3098 DEADMAIDS CROSSROADS	SURFACING	380	2025/26

Page 338

Please note that this programme may be subject to change.

## Site Plans for Proposed 2024/25 Schemes

WARMINSTER AREA BOARD

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979150	UC	WARM_25_0005	MOUNT LANE	HILLWOOD LANE	MARSH ST	SURFACING	180	2025/26
979153	UC	WARM_25_0002	HILL ROAD, SUTTON VENY	C10 JUNCTION	JUNCTION WITH LANE TO DROVE HOUSE	SURFACE DRESSING	640	2025/26
979160	UC	WARM_25_0007	BRADLEY ROAD PART / BREAD STREET	OPP 7 BRADLEY ROAD	FORE STREET	SURFACING	325	2025/26
976950	B3095	WARM_26_0003	B3095 - BRIXTON DEVERILL	B3095 40/30MPH	B3095 30/50MPH	SURFACE DRESSING	1613	2026/27
977260	UC	WARM_26_0002	HUNTENHULL LANE (WEST TO CORSLEY HILL FARM)	HUNTENHULL GREEN	END OF ADOPTION	SURFACING	900	2026/27
977287	UC	WARM_24_0002	BULL LANE, CROCKERTON	FULL EXTENTS		SURFACING	188	2026/27
979131	UC	WARM_25_0011	ACCESS ROAD TO KNOOK	A36	END OF ADOPTION (BRIDGE)	SURFACING	480	2026/27
979163	UC	WARM_25_0012	CHAPEL STREET	BREAD ST	FORE ST	SURFACING	185	2026/27
979177	C41	WARM_26_0005	C41, MAIDEN BRADLEY	BRADLEY LANE	DEERWOOD COMMON JUNCTION	SURFACE DRESSING	4020	2026/27
977036	C25	WARM_25_0009	KNIGHTON LANE	B3092 CHURCH STREET MAIDEN BRADLEY	B3095 KINGSTON DEVERILL	SURFACE DRESSING	5280	2027/28

Page 39

Please note that this programme may be subject to change.

## Site Plans for Proposed 2024/25 Schemes

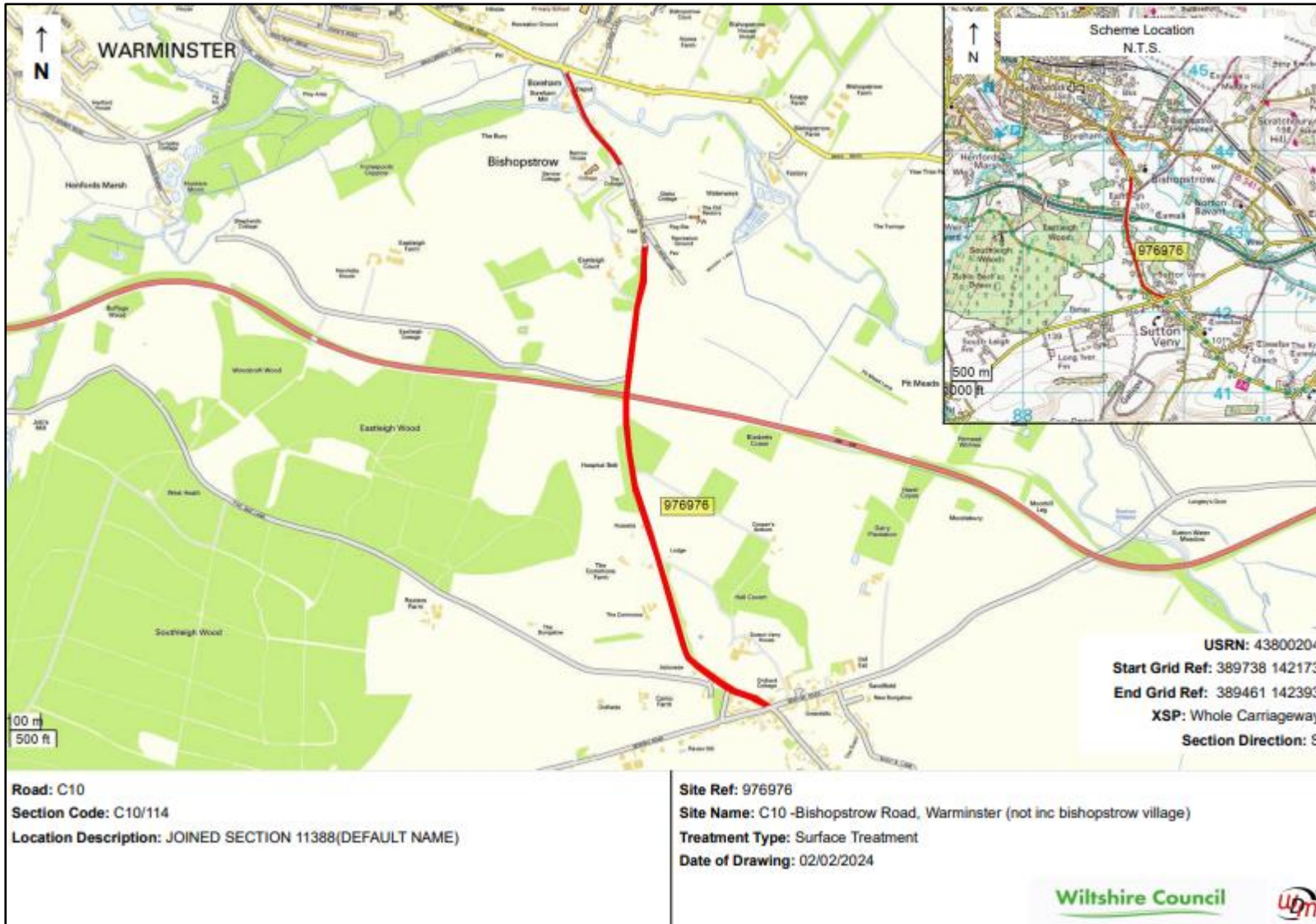
WARMINSTER AREA BOARD

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
977267	UC	WARM_26_0001	UC OLD A36 EAST SIDE BLACKDOG HILL (CHAPMANSLADE)	BLACKDOG HILL	END	SPECIALIST CONTRACTOR	255	2027/28
977280	UC	WARM_25_0010	JERSEY HILL CROCKERTON	CLAY STREET CROCKERTON	BROADMEAD LANE	SURFACE DRESSING	740	2027/28
1021379	UC	WARM_27_1021379	CORTON VILLAGE LOOP	C10 JUNCTION BY PUB	C10 JUNCTION NEAREST TO CORTINGTON STABLES	SURFACE DRESSING	1700	2027/28
979181	UC	WARM_28_979181	SMALLBROOK ROAD	UPPER MARSH ROAD JUNCTION	CHAIN LANE JUNCTION	SURFACE DRESSING	675	2028/29
979183	UC	WARM_28_979183	CHURCH STREET, HORNINGSHAM	WAR MEMORIAL	HOLLYBUSH	SURFACE DRESSING	790	2028/29
976579	B3092	WARM_26_0004	CHURCH STREET 30 MPH TO 30 MPH MAIDEN BRADLEY	SOUTH 30 MPH	NORTH 30 MPH	UNDER REVIEW	800	TBC
979179	UC	WARM_FF_979179	WOODCOMBE FARM ROAD, BRIXTON DEVERILL	B3095 JUNCTION	CLIFF HOUSE	SPECIALIST CONTRACTOR	160	TBC
979182	UC	WARM_FF_979182	HIGHBURY PARK	BOREHAM ROAD	WOODCOCK ROAD	UNDER REVIEW	480	TBC
979308	UC	WARM_22_0007	CHURCH LANE SHERRINGTON	EAST SUTTON HILL NORTH EAST	C10 SHERRINGTON	UNDER REVIEW	530	TBC

Page 340

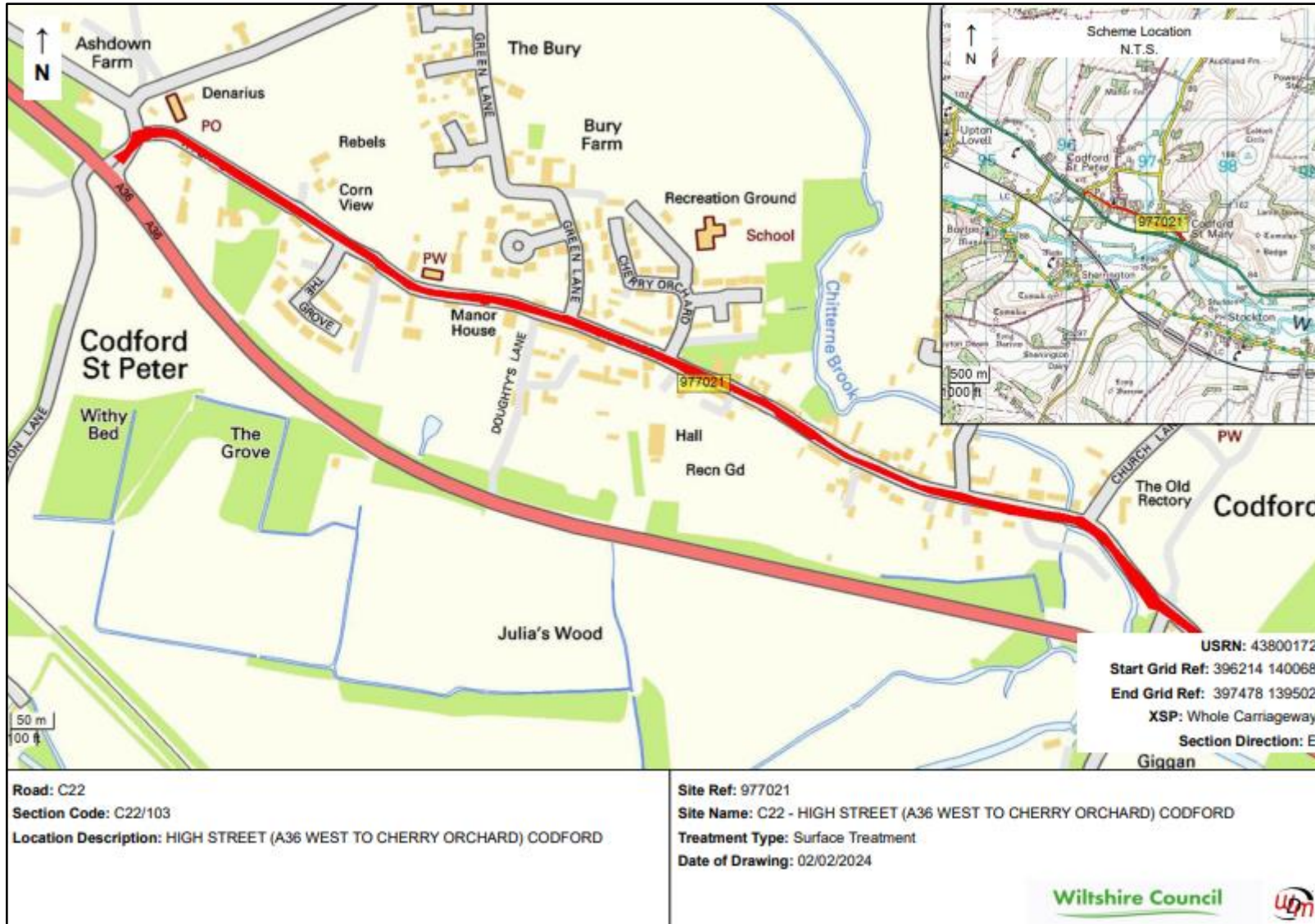
**Please note that this programme may be subject to change.**

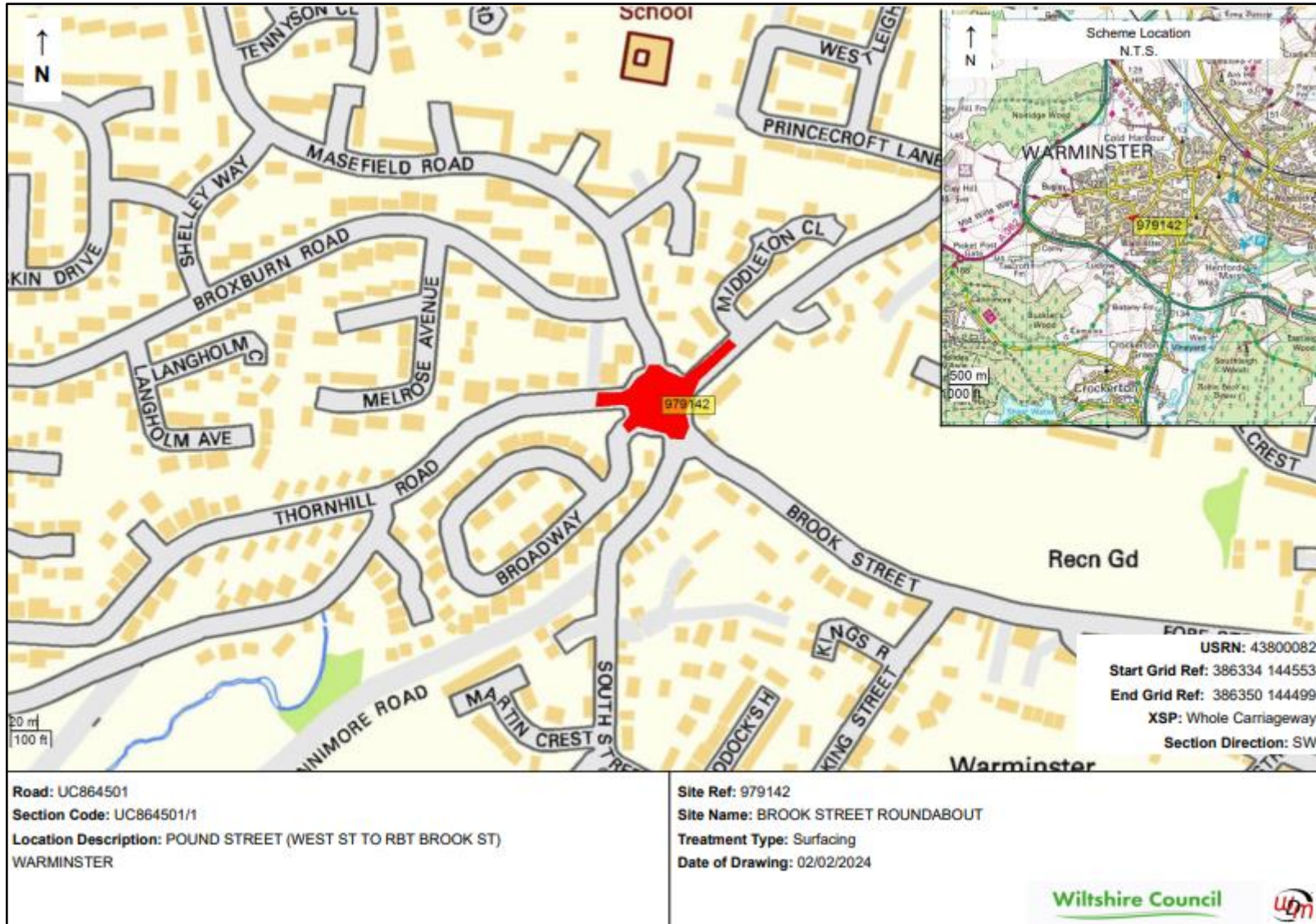
# Site Plans for Proposed 2024/25 Schemes

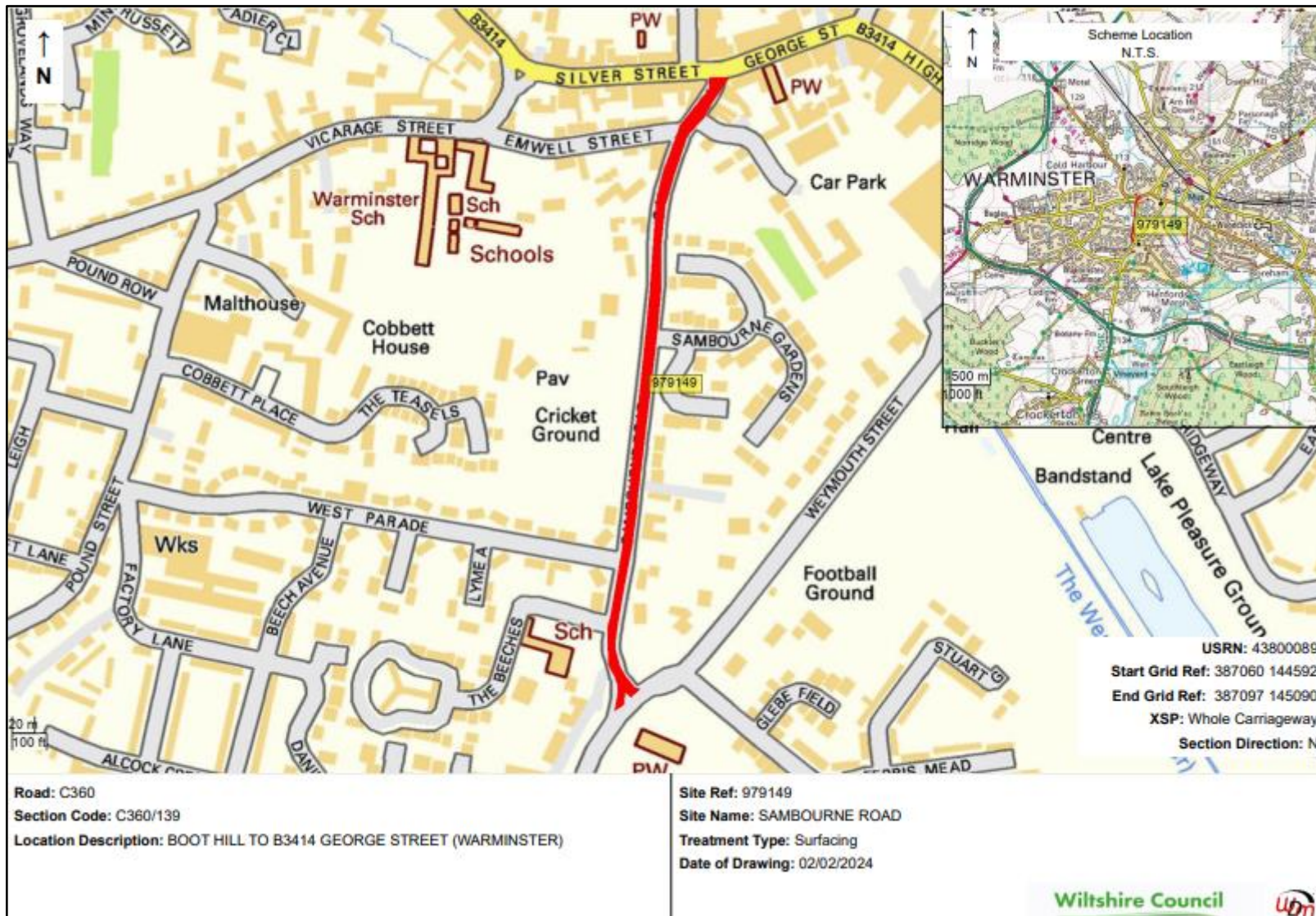


Page 341

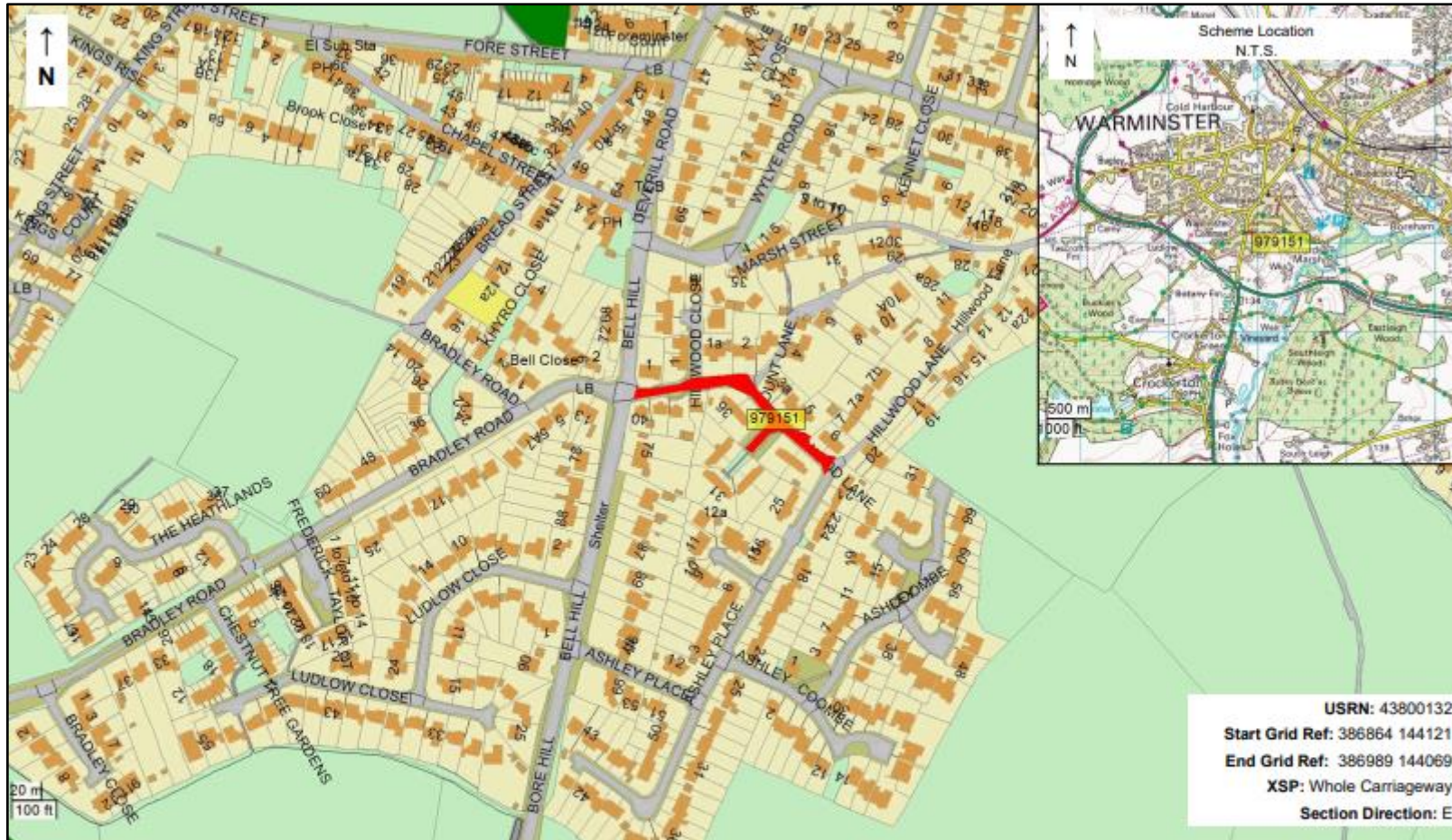
Please note that this programme may be subject to change.









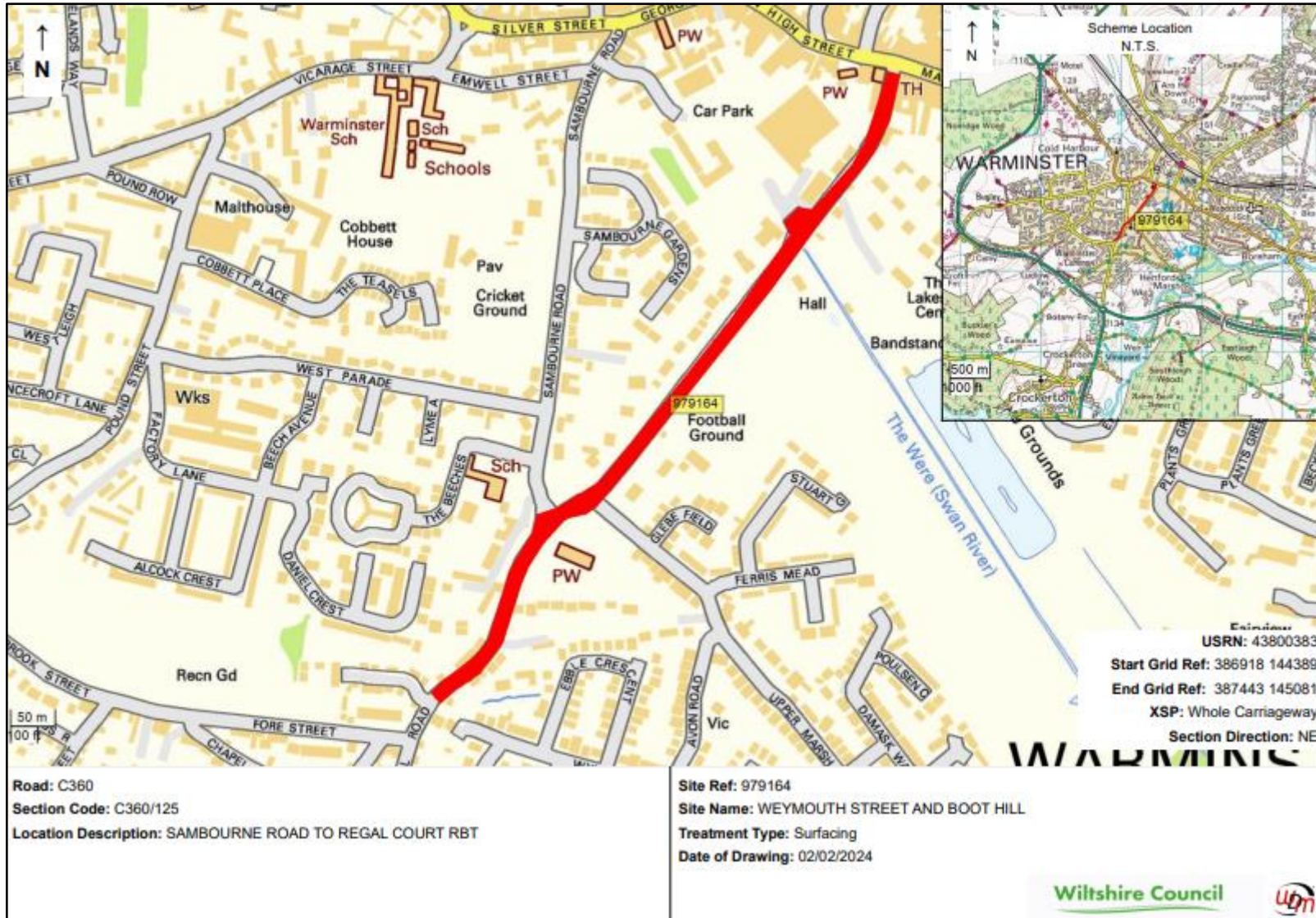


Road: UC864404  
 Section Code: UC864404/1  
 Location Description: HILLWOOD LANE (BELL HILL TO ASHLEY CLOSE) WARMINST

Site Ref: 979151  
 Site Name: UC864404 - HILLWOOD LANE (BELL HILL TO ASHLEY CLOSE) WARMINST  
 Treatment Type: Microasphalt  
 Date of Drawing: 02/02/2024









**Wiltshire Highways  
Maintenance Programme  
Westbury Area Board  
2024/25 – 2029/30  
Version 1**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
976376	A350	WEST_25_0009	WARMINSTER ROAD WESTBURY CONTINUATION WORKS	TBC	TBC	SURFACING	TBC	2024/25
976732	B3099	WEST_23_0001	B3099 – TANYARD WAY AND CLYDESDALE ROAD	PETTICOAT LANE	CLYDESDALE ROAD	SURFACING	407	2024/25
977031	C229	WEST_24_0002	FAIRWOOD RD	BROKERSWOOD	HIGH STREET DILTON MARSH	SURFACE DRESSING	3250	2024/25
977091	C376	WEST_25_0004	ALFRED STREET WESTBURY	MARKET PLACE	B3098 BRATTON ROAD	MICRO ASPHALT	400	2024/25
977309	UC	WEST_24_0004	CASTLE ROAD (30 MPH TO END) AND PORTWAY BRATTON	B3098 WESTBURY ROAD	END	SURFACE DRESSING	1300	2024/25
979112	UC	WEST_25_0002	STRADBROOK AND LULCOMBE HILL BRATTON	HIGH STREET BRATTON	IMBER LANE	MICRO ASPHALT	700	2024/25
979264	UC865206	WEST_20_0006	STORRIDGE ROAD	C7 THE HAM X	HEADQUARTERS ROAD	SURFACING	850	2024/25
977274	UC	WEST_25_0007	STORMORE DILTON MARSH	CLEARWOOD DILTON MARSH	B3099	SURFACE DRESSING	520	2025/26
979099	UC	WEST_25_0006	CLEARWOOD DILTON MARSH	B3099	STORMORE	SURFACE DRESSING	415	2025/26
979103	UC	WEST_25_0003	CHANNY LANE (EAST OFF CHURCH STREET) WESTBURY	EXTENTS		MICRO ASPHALT	137	2025/26

**Please note that this programme may be subject to change.**

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979113	UC	WEST_25_0005	THE CRESCENT, THE AVENUE AND JUBILEE CLOSE WESTBURY	B3097 STATION ROAD	A350 HAYNES RD	MICRO ASPHALT	411	2025/26
979262	UC855301	WEST_20_0003	LINK ROAD HAWKERIDGE ROAD IND ESTATE	QUARTERMASTER RD	HAWKERIDGE ROAD	SURFACING	470	2025/26
977010	B3099	WEST_24_0001	BROOK LANE WESTBURY	STATION ROAD MINI ROUNDABOUT	STEPHENSON ROAD	SURFACING	300	2026/27
979102	UC	WEST_24_0003	BURY LANE BRATTON	COURT LANE	END	SURFACING	210	2026/27
979110	UC	WEST_25_0010	OLDFIELD PARK ESTATE	OLDFIELD ROAD	WHOLE ESTATE	MICRO ASPHALT	980	2026/27
979119	UC	WEST_26_0004	SALISBURY HOLLOW (EDINGTON)	LONG HOLLOW	NARROWS BY HGSE NO 8	SURFACING	100	2026/27
979120	UC	WEST_26_0005	LOWER WESTBURY RD 30 MPH TO END BRATTON	30 MPH BRATTON	LOWER WESTBURY ROAD BRATTON	SURFACING	600	2026/27
979121	UC	WEST_26_0006	C234 TO STOURTON BUSHES	C234 COWARDS FARM	END STOURTON BUSHES	SURFACE DRESSING	500	2026/27
1021381	A350	WEST_23_0003	A350 WESTBURY TO UPTON SCUDAMORE JUNCTION			CARRIAGEWAY REPAIRS	TBC	2026/27
976188	A3098	WEST_26_0002	A3098 - GOOSELANDS TO A350 WARMINSTER ROAD (WESTBURY)			SURFACE DRESSING	400	2027/28
976381	A350	WEST_26_0001	A350 - BITHAM PARK RBT TO CHURCH ROAD INC ROUNDABOUT	BITHAM PARK RBT	U/C, CHURCH ROAD	SURFACING	700	2027/28

Please note that this programme may be subject to change.

ID	Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
979101	UC	WEST_25_0001	REDLANDS (OFF BURY LANE) BRATTON	BURY LANE BRATTON	CARPENTERS LANE	SURFACING	160	2027/28
979117	C19	WEST_26_0003	TINHEAD EDINGTON	B3098 WESTBURY ROAD	BALLARDS FARM	SURFACING	510	2028/29
976752	B3097	WEST_21_0005	STATION ROAD BRIDGE OVER RAIL LINE (note dependant on bridge strengthening)	ENTRANCE TO WESTBURY TRADING ESTATE NR UNIT 4	SLAG LANE	SURFACING	180	TBC
977002	B3099	WEST_23_0004	B3099 DILTON MARSH VILLAGE			UNDER REVIEW	704	TBC
979100	UC865303	WEST_25_0008	NORLEAZE HEYWOOD			SPECIALIST CONTRACTOR	98	TBC
979105	UC854903	WEST_23_0002	PETTICOAT LANE DILTON MARSH			UNDER REVIEW	933	TBC
979118	UC	WEST_25_0011	LITTLECOURT LANE EDINGTON	BAYNTON WAY EDINGTON	COURT LANE EDINGTON	UNDER REVIEW	200	TBC

Page 352

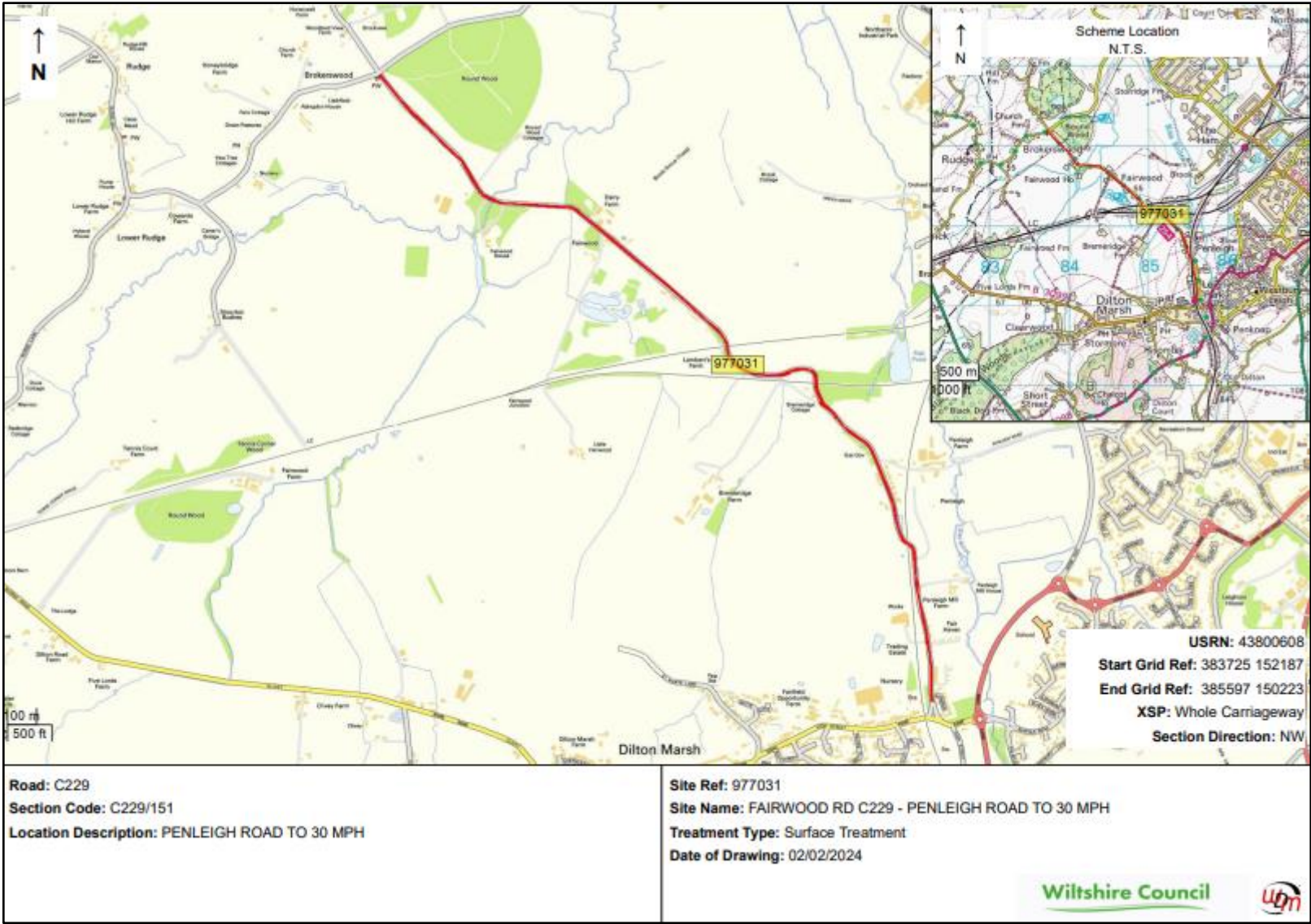
**Please note that this programme may be subject to change.**



# Site Plans for Proposed 2024/25 Schemes



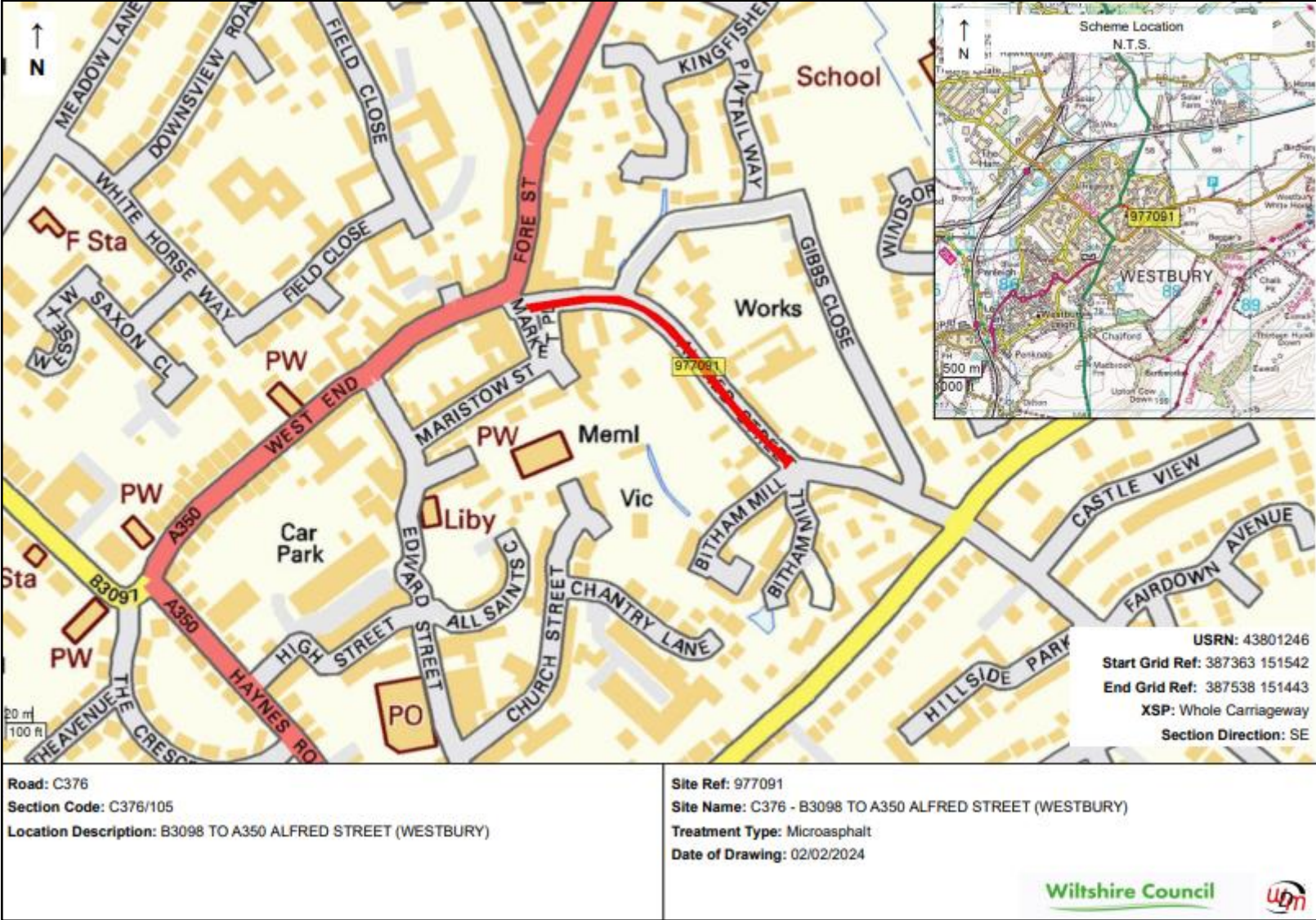




Road: C229  
 Section Code: C229/151  
 Location Description: PENLEIGH ROAD TO 30 MPH

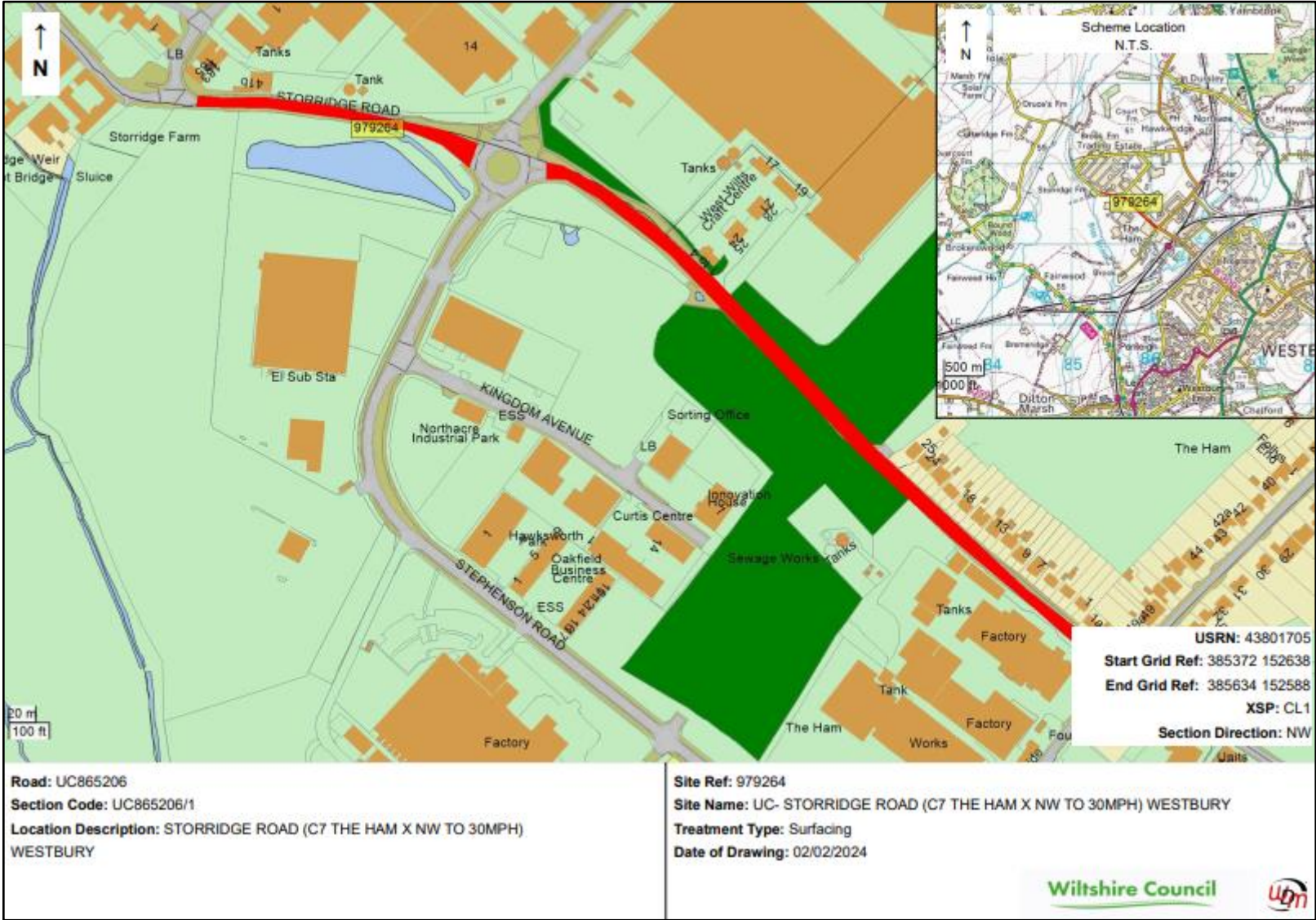
Site Ref: 977031  
 Site Name: FAIRWOOD RD C229 - PENLEIGH ROAD TO 30 MPH  
 Treatment Type: Surface Treatment  
 Date of Drawing: 02/02/2024











## Increased Highway Investment

In addition to the planned major maintenance sites listed, additional works across Wiltshire will be undertaken using the additional investment in road maintenance provided by Wiltshire Council. This funding will be used in two ways:

- a) To target sites most prone to potholes through a package of road resurfacing and localised repairs. These areas will be identified through analysis of customer reports, pothole repairs and local knowledge of areas of concern from the Local Highways Area Engineers. Special consideration will be given to C road and Unclassified roads.
- b) To undertake preventative maintenance using surface treatments, thereby extending the life of the current surface by up to 7 years. These sites will be identified using condition data.

Work to identify sites is currently underway.



Wiltshire Council

Environment Select Committee

20 March 2024

---

## Update on the Development of the MyWilts Potholes Reporting Functionality

### Executive summary

To inform the Environment Select Committee improvements made to the MyWilts application to provide more information to the public when a case is closed.

To further make the Environment Select Committee aware of the roadmap for the planned improvements to the MyWilts application moving forward.

### Purpose of report

1. The purpose of this report is to:
  - a. To inform the Environment Select Committee improvements made to the MyWilts application to provide more information to the public when a potholes case is closed.
  - b. To further make the Environment Select Committee aware of the roadmap for the planned improvements to the MyWilts application moving forward.

### Background

2. The current MyWilts application was created in 2018 under the Digital Programme to replace the previous MyWiltshire application. This work, undertaken by Microsoft, was intended to address issues with the then MyWiltshire application and to provide a platform on which the council could add additional services so expanding the digital offerings to Wiltshire's residents.
3. In the latter stages of the MyWilts development process it became apparent that a parallel stream of work was being undertaken by the Highways team to procure a line of business system to support the work of the Highways team. The team ultimately selected a highway asset management solution called HIAMS from a company called W.D.M. Limited, this came complete with a public facing application that allowed the public to submit highways related cases directly into the HIAMS line of business system.
4. This created a dilemma with the MyWilts project as the functionality for handling Highways related cases was within the scope of the MyWilts application.

Ultimately due to time constraints a decision was made to use the HIAMS customer interface for highways related cases and link the two systems together so that Highways case data was passed to MyWilts so that all case data would be held in one place and that one system be used to notify the public of progress on their cases. This link was not ideal as it left the public with two different user experiences, for highways cases and non-highways cases, and led to complexity around citizen authentication with CitizenID.

5. MyWilts was released to the public in September 2020 and all code and supporting materials passed to the council for ongoing maintenance and upgrades moving forward.
6. Both members and the public have expressed frustrations with MyWilts, in particular where pothole cases are concerned. Some complaints have been around the user experience where, as noted above, it does not match the rest of MyWilts and the method by which the two applications are linked is unwieldy. Currently HIAMS does not have the necessary interfaces to provide a more seamless experience as it is accessed. There have also been complaints from the public where they need to provide their logon credentials twice once to access MyWilts and again when accessing HIAMS when reporting highways related cases. Whilst HIAMS uses the same user credentials as MyWilts it does not have a mechanism to accept the previous authorisation created when the resident logged onto the MyWilts application, hence the duplicate request to provide their credentials again. Finally we have had significant complaints with regard to pothole cases being closed without a clear reason being given why this was the case. Again this is partly down to what information is fed back from HIAMS to MyWilts and subsequently sent ack to the resident

## **Main considerations for the committee**

### **Improvements to the current MyWilts Application**

7. To inform the Environment Select Committee that on the evening of Thursday the 14th of December ICT implemented a change to the MyWilts application to provide improved email responses to the public with regard to highways cases submitted by them. This has been achieved by producing a new template that provides more information to the public when a case is closed by extracting additional commentary created by the Highways engineers reviewing potholes cases from the Highways line-of-business system HIAMS and adding this information to the information sent by MyWilts in the email response to cases raised by the public.
8. We chose to focus on updating the email templates in highways cases, specifically focusing on improving the communication to the public in regard to the status of their pothole cases due to the adverse feedback we had received. The previous email template suggested a member of the public to log in to MyWilts to see the full update information on their case and only included the basic case status within the email itself. This was causing issues with the public receiving emails stating 'Case closed' without the full information as to why being immediately obvious to them, for instance, their case being closed as it was a duplicate of an existing case or where their case did not meet intervention levels for repair.

9. The updates to the email template now include the full case update information within the email removing the need to login to MyWilts and providing the customer with the information required to give context to the case update.
10. This work was undertaken as part of the ongoing MyWilts recovery plan.

### **Roadmap for the replacement to the current MyWilts Application**

11. In the longer term we are creating a replacement for MyWilts based on more modern, standard web technologies. As noted above the current MyWilts application was originally written by Microsoft for the council back in 2018 and an ICT development team have taken responsibility to upgrade and enhance the application since then.
12. MyWilts as currently built comprises three code bases, one each for the web version, the Apple smartphone version and the Android smartphone version. Continuing to update these three code bases is an inefficient use of ICT development teams time and due to this and the legacy design and technical issues with the current MyWilts application, ICT have decided to cease further enhancement to the current MyWilts and create a brand-new replacement for the MyWilts application.
13. This work is in the early proof-of-concept and design stages at present but the new MyWilts is planned to be released sometime in 2024.

### **Environmental impact of the work**

14. There is no direct environmental impact to updates to the current MyWilts application nor in the creation of its replacement however indirectly the use of digital channels by the public have less of an environmental impact compared to either phone calls or worse, visits to council offices.

### **Equality and diversity impact of the work**

15. There is no direct equality impact to updates to the current MyWilts application nor in the creation of its replacement nor does this work discriminate in providing services and employment.
16. It is worth noting that the replacement for the MyWilts application will, as a matter of course, need to comply with the Web Content Accessibility Guidelines (WCAG) 2.2 as mandated by the UK Government whereby services must achieve WCAG 2.2 level AA as part of meeting government accessibility requirements.

### **Risk assessment**

17. Other than public perception, there are no additional risks with regard to the ongoing maintenance of the current MyWilts application.

18. The creation of the replacement for the MyWilts application is under normal ICT project governance including the creation of a risk register to ensure any risks are identified and managed as the project proceeds.

### **Financial implications**

19. The costs for maintenance of the current MyWilts application and its replacement are covered under the current ICT capital budget.

### **Legal implications**

20. There are no legal implications with regard to the maintenance of the current MyWilts application or its replacement.

### **Conclusion**

21. The Environment Select Committee are asked to note the improvements made to the MyWilts application to provide more information to the public when a case is closed.
22. The Environment Select Committee are further asked to take note of the roadmap for the planned improvements to the MyWilts application moving forward.

---

**Cllr Ashley O'Neill, Cabinet Member for Governance, IT, Broadband, Licensing, Staffing, Communities and Area Boards**

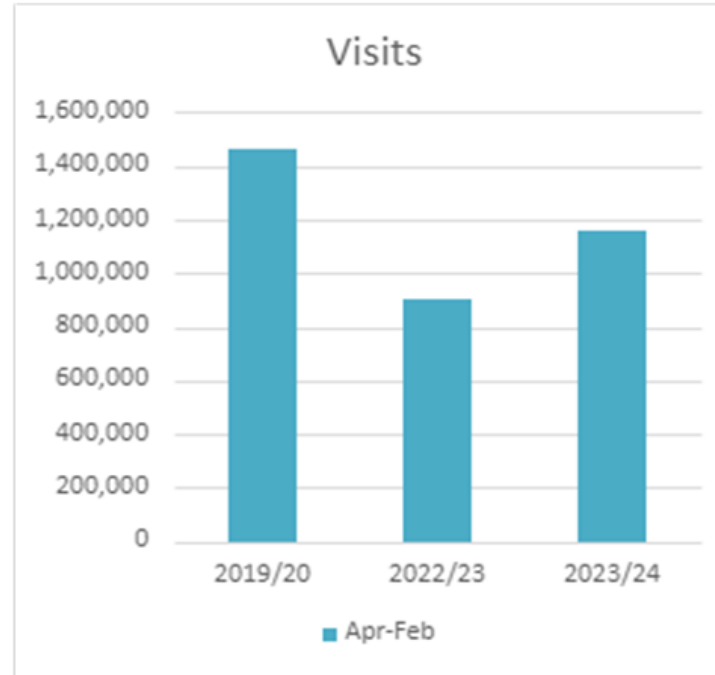
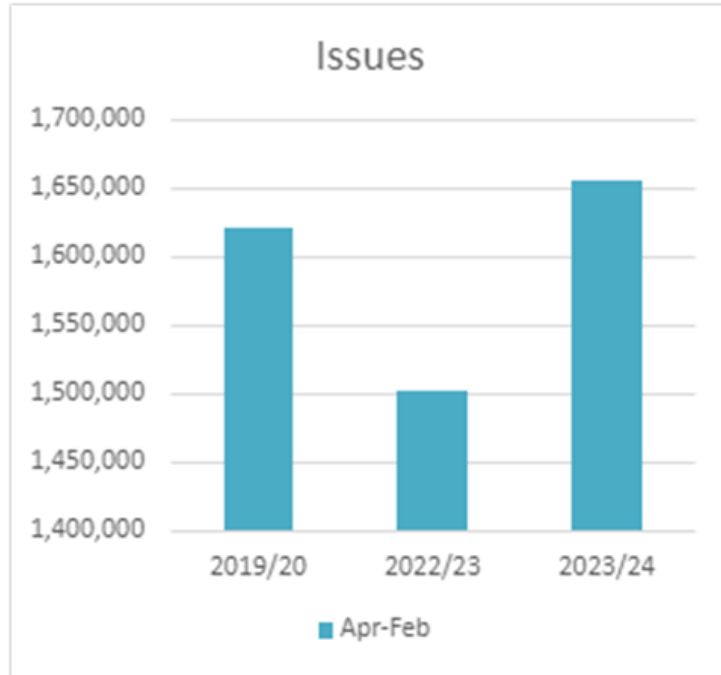
Report author: Mark Tucker – Director ICT  
Tel: 01225 718614  
Email: [mark.tucker@wiltshire.gov.uk](mailto:mark.tucker@wiltshire.gov.uk)

---

# LIBRARY SERVICE UPDATE

# Library Service - Performance Data

Page 366



Apr – Feb 2023/24 compared to  
Apr – Feb 2022/23

Issues – up 10.3%  
Visits – up 28.7%

Apr – Feb 2023/24 compared to  
Apr – Feb 2019/20

Issues – up 2.2%  
Visits – down 20.5%

# Delivering Council Priorities

## Support for the vulnerable

- All libraries are registered as Warm Spaces and library staff have received training from Warm & Safe Wiltshire to help people with energy queries. 683 Warm Packs have been given out this winter so far containing a hot water bottle, fleece throw, hat scarf and gloves. In addition, radiator reflector panels and heated throws have been offered to those most in need
- From Apr 2023 – Feb 2024 libraries have held 5,367 low/no cost events and activities attended by over 104,000 adults and children

## Health awareness

- Successful partnership project with Public Health to loan blood pressure monitors and activity tracker watches in 4 libraries is being extended to 8 more. Aimed at improving healthy behaviours with support from information book stock e.g. cookery, medical conditions, yoga, running titles
- Provision of Reading Well self-help titles supporting those with long term health conditions, dementia and mental health issues to find out ways to improve their health and wellbeing. A new dementia list is launching in May 2024 and the service will be working with Adult Social Care to link this provision to the Council's Dementia Strategy

# Delivering Council Priorities

## Supporting the roll out of Family Hubs

- From 1 April Libraries will be acting as community spokes for the new Family Hub model, hosting Health Visitor led baby checks, Breastfeeding Support Groups and the new Local Navigators. Library staff are receiving 5 to Thrive trauma informed training to provide signposting to the Spurgeon's led Family Hub provision. Library staff will be able to provide access to the All Together website containing information on all council and partner services for children and their families

## Best start in life

- Children's fines were abolished in July 2023 as fear of a financial penalty is a major barrier to library use. Supporting the most vulnerable, who could least afford fines, to use the library more promotes early engagement in reading for pleasure with its strong correlation to those who read doing better at school and in later life
- The year-round reading scheme 'Story Adventurer's Club' launched in autumn 2023 and provides encouragement to read and educational benefits for those aged 4 – 16. More information can be found here [Services for children and teens - Wiltshire Council](#)



# LGA Peer Challenge - results

In July 2023 the LGA & Arts Council England reviewed the Library Service during a two day online challenge. Speaking to over 60 people and conducting 15 meetings the results stated:

- Wiltshire Library Service has strong foundations that can be built on when developing a vision and strategy for the future
- Both employees and volunteers are an asset to the service with partners, customers and other council services recognising them for their flexibility and inclusivity. Describing them as 'adaptable', 'having a can-do attitude' and 'welcoming' they are loved and valued. The workforce will be a key asset to the library review process and there is a real appetite to look at innovative ways of working
- Libraries are seen as non-judgemental, safe spaces that support a range of groups, many of whom are vulnerable and need support

# Peer Challenge – recommendations

Page 370

Recommendations	Approach being taken
Take learning from Peer Challenge as starting point to develop the vision and purpose for the library service using co-production approach	Develop and deliver a Library Strategy using community conversations approach to ensure the voice of communities is reflected in future provision
Define the purpose and requirement of library delivery through examples of existing good practice e.g. co-location, community buildings, mobile libraries and virtual spaces	The strategy will ensure the estate is fit for purpose and meets environmental requirements
Ensure the value and purpose of the library is clearly stated. It is a library first and foremost that delivers community support, information and signposting	Continue to promote and improve on access to reading, information, digital support, community spaces and cultural activities for all ages
At all levels of the organisation ‘Think Library First’ when considering services that contribute to the Council’s Business Plan	Involve all council departments in the development of the library strategy to ensure synergies are identified and duplication avoided

# Library Strategy

- The Library Service is currently working with the Data & Business Intelligence Team to benchmark the existing provision and understand future usage trends
- Work is also being progressed in partnership with The Reading Agency to develop a whole council Reading Strategy to sit alongside the overall library strategy. This work has been funded by Public Health and will provide an in-depth analysis of customer need in Wiltshire and an action plan to aid delivery
- User and non-user feedback on library service priorities will be gained through a series of focus groups and customer engagement in targeted communities, particularly those involved in the community conversations work. Other stakeholders will also be asked to contribute
- The library strategy will focus on outlining the agreed priorities, delivery methods and outcomes for the library service over the next 5 years
- It is expected the timescales for completion and sign off of the library strategy by Cabinet will be agreed at a Place Leaders meeting

# Making a difference

“My 2 year old grandchild struggled being around strangers as she was born in the pandemic. Thank you for all the encouragement, so glad we stuck with rhyme times I can't believe the difference it's made to their confidence levels”

A staff member introduced a mum to the QuickReads collection today. Her depression affects her concentration and memory. Being able to enjoy a short novel she said “was life changing”

At his third digital support session a gentleman said his son told him he'd get used to his new phone but he hadn't got anywhere with it. Instead, he's delighted to be learning how to use it by coming to our digital support sessions and building his confidence.

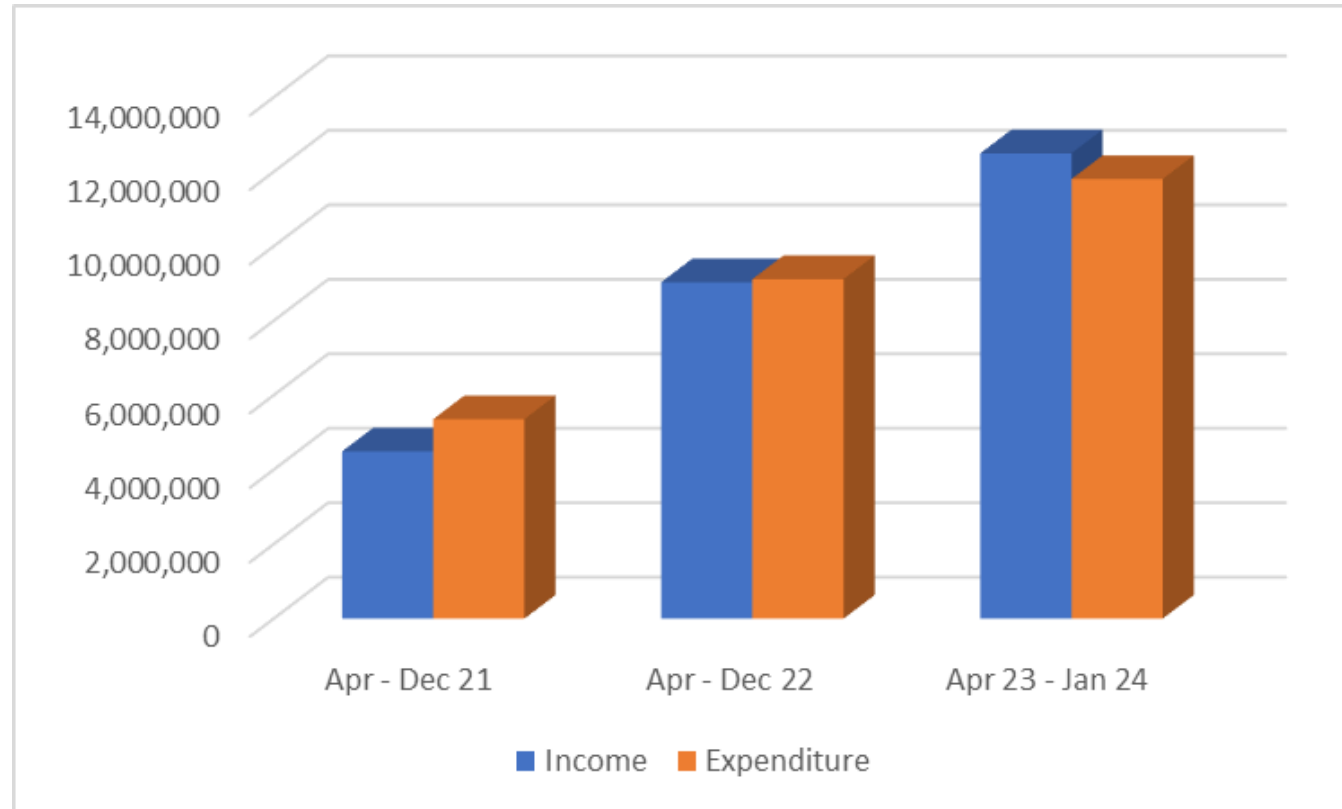
“Access to computers and printing is a godsend for me and I am always given help when I need it”

A lady who is autistic and suffers from social anxiety came to the library today who we hadn't seen for a while. She said she rarely goes out now. She couldn't thank us enough for our attentiveness and patience while helping her scan numerous medical documents.

“The multiply course you told me about is great. I'm going to do a teaching assistant course next as I'm ready to go back to work now after my youngest started at the big school”

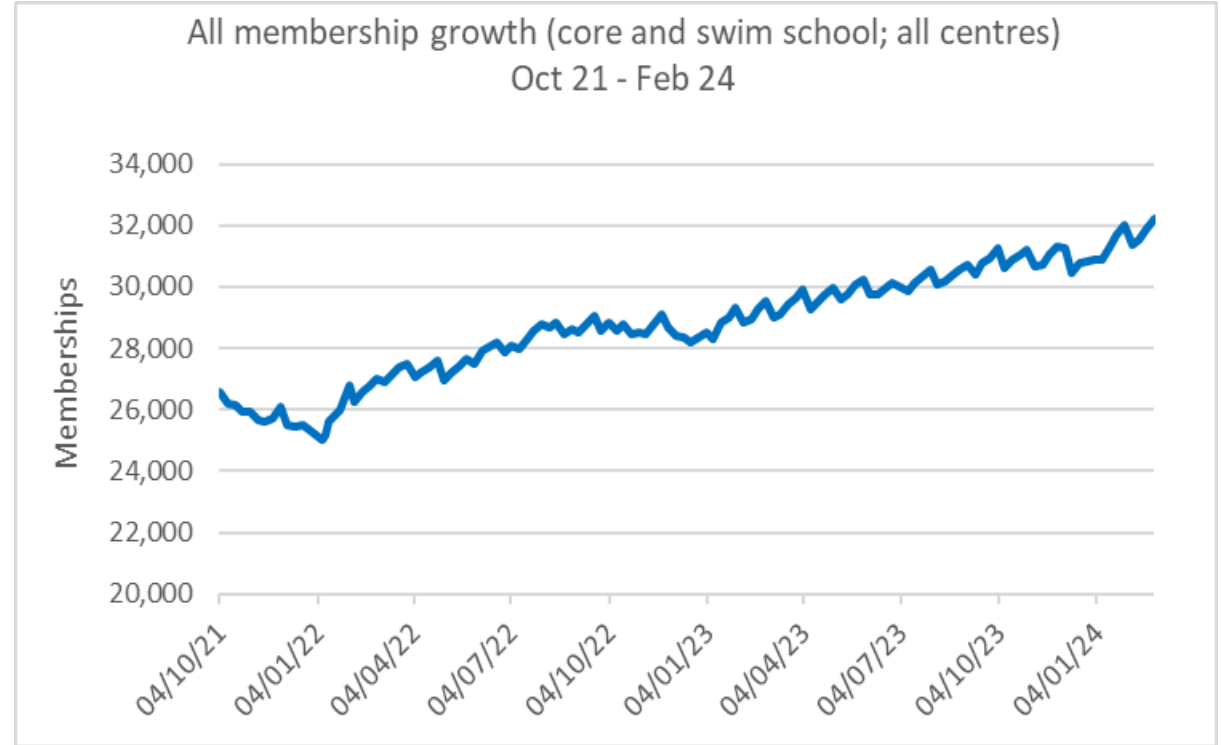
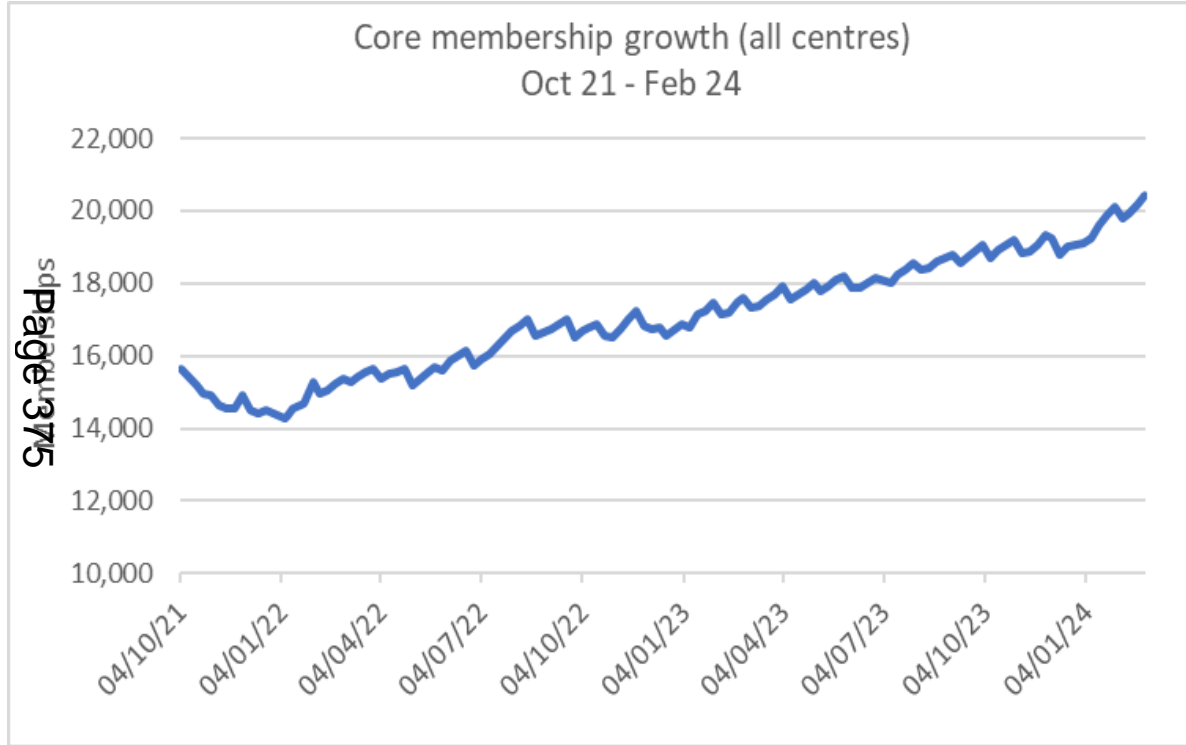
# LEISURE SERVICE UPDATE

# Leisure Financial Information



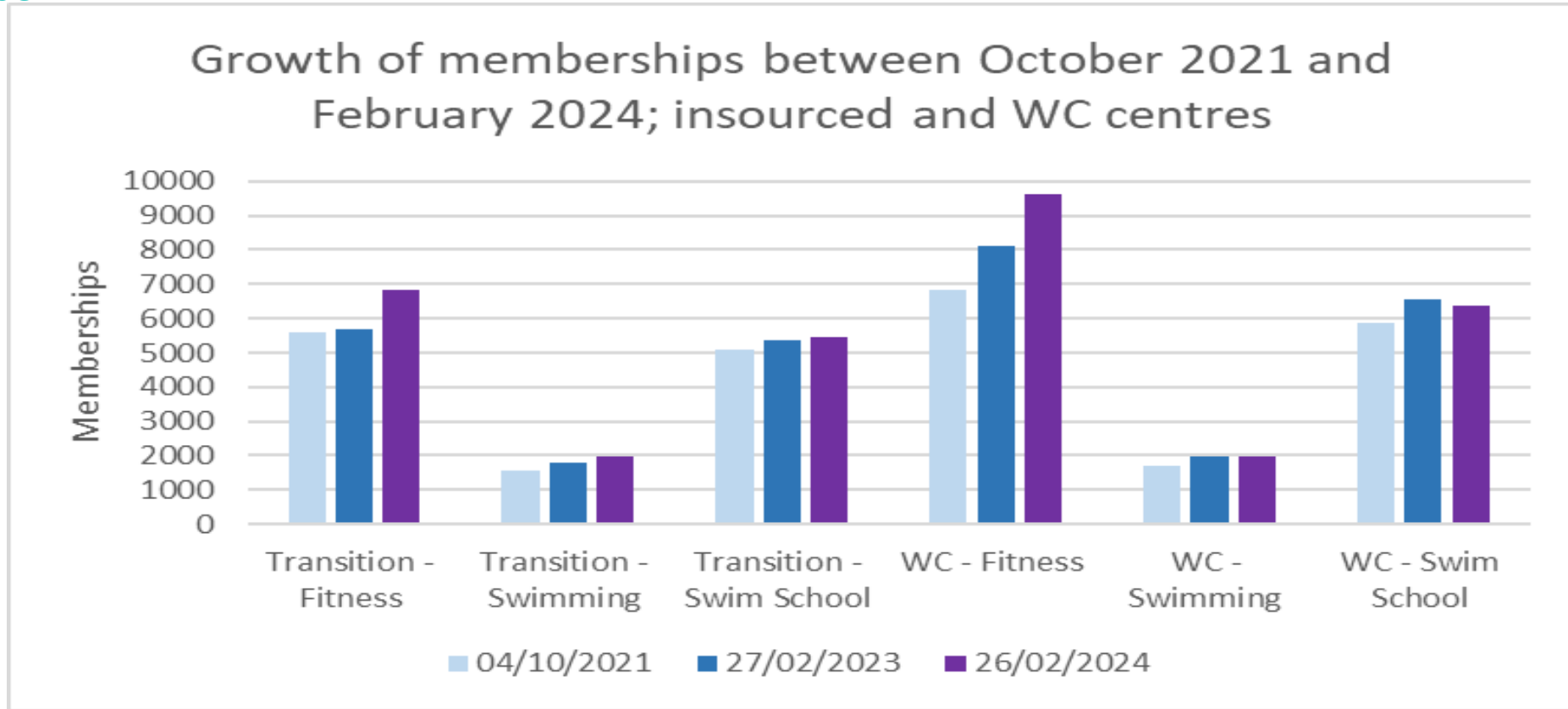
# Leisure Membership Information

All sites



# Leisure Membership Information

All sites





# Leisure Membership Information

## All sites

- Overall - growth of 31% in core membership types (Life, Fitness and Swim Zone), since the transition of Places Leisure centres in October 2021
  - In numbers – this is from 15,644 to 20,420
  - Insourced centres growth in this period is 24%. WC centres growth is 36%
  - Growth in fitness memberships (Life and Fitness Zone) has accounted for 33%, in swimming membership (Swimzone) is 21%
- Swimming lessons - memberships have grown from 10,924 to 11,820 since October 2021; a growth of 8%.
  - Recent reduction in memberships in WC centres due to loss of swimming teachers

# August Bank Holiday Opening Trial Review

Page 378

# Bank Holiday Opening - review

- Four sites opened on the August Bank Holiday 2023 – one in each area as follows  
East – Calne, North – Olympiad, South – Five Rivers and West - Melksham Campus
- The four sites operated for limited hours on a single shift basis.
- In total 1115 customers attended the facilities on this day – this was a mixture of member and non-member attendance
- Staff were the biggest challenge as working bank holidays is not a contractual requirement; all were offered a day in lieu or double time payment
- Marketing was limited to in Centre, Website and Social Media

# Bank Holiday Opening - review

Page 380

Site Name	Income	Expenditure (payroll only)	Net Position	Attendance
Calne	£835	£656	£179	195
Five Rivers	£1,521	£1,486	£35	453
Melksham	£391	£836	-£445	286
Olympiad	£530	£658	-£128	181

NB – Member income has been allocated at £4 per person.

# Bank Holiday Opening - review

Going forward in 2024:

- The trial will continue for the full year – excluding Christmas Day, Boxing Day and New Years Day
- Minimum opening one site per area; continue with single shift opening
- Some further work required on Easter opening hours
- Increased promotion to take place

This page is intentionally left blank

## Wiltshire Council

### Environment Select Committee

20 March 2024

---

### Climate Emergency Task Group

#### Background

1. The Climate Emergency Task Group (CETG) is a standing task group reporting to the Environment Select Committee. The task group's initial terms of reference were endorsed by the Select Committee on 3 September 2019 and were revised on 9 November 2021.
2. The task group has produced two reports with recommendations:
  - Energy and Transport & Air quality (29 September 2020)
  - Planning (13 January 2021)
3. At its meeting on 6 June 2023 the Select Committee approved the continuation of the task group 2023/24.
4. The task group's last update to the Select Committee was on [11 January 2024](#).

#### Membership

5. The membership of the task group is as follows:

Cllr Clare Cape  
Cllr Sarah Gibson  
Cllr Tony Jackson  
Cllr Jacqui Lay  
Cllr Brian Mathew  
Cllr Nick Murry  
Cllr David Vigar  
Cllr Ian Wallis  
Cllr Graham Wright (Chairman)

#### Terms of Reference:

6. The task group's revised terms of reference were endorsed by the Environment Select Committee on the 9 November 2021. These are:
  - a) To help shape and influence the development of Wiltshire Council's programme (in all relevant areas) for meeting its objective of making Wiltshire Council carbon neutral and seeking to make the county of Wiltshire carbon neutral by 2030 (excluding the geographical area administered by Swindon Borough Council).

- b) To scrutinise the delivery of this objective through the Climate Strategy (2022-2027) and its delivery plans, as well as key plans, policies, and programmes, such as the Local Plan, Local Transport Plan and Green and Blue Infrastructure Strategy. Including the way in which the Council is measuring progress and how it is performing and reporting against baselines.
- c) To provide recommendations on other aspects of decarbonising the county including partnership working and community-led approaches as well as acting as a national role model.

## **Recent Activity**

### **Meeting with See Through Carbon (16 January 2024)**

10. The task group met with [See Through Carbon](#) on the 16 January 2024.
11. The task group heard about:
  - The importance of carbon auditing and the significance for small and medium sized enterprises (SMEs).
  - The benefits of carbon audits.
  - See Through Carbon's approach to carbon auditing and how it sees carbon audits developing in the future.
  - The six pilot programmes it is undertaking with different sectors i.e., SMEs, live music, industry, health services, local government and agriculture.

### **Update on the Climate Change Adaptation Plan (23 February 2024)**

10. On the 23 February 2024 the task group considered the council's emerging [Climate Change Adaptation Plan](#) which will supersede the Plan last amended in 2016.
11. The task group were updated about:
  - The project plan
  - Progress to date
  - Next steps
12. The task group considered definitions of climate adaptation and why developing a new plan was important i.e., increasing vulnerability to the effects of climate change. A new adaptation plan will be important in mitigating the risks identified in the council's strategic risk register.
13. The task group heard about how the plan will be developed and how it will be embedded into the work of the council.
14. The task group asked about engagement with the wider community, in particular farmers and town and parishes councils. Whether adaptation actions



might add to emissions and how the council is using current networks and tools to add value to the development of the plan.

### **Forward work plan**

12. The Climate Emergency Task Group forward plan is attached at Appendix 1.

### **Speed Limit Assessments Task Group**

#### **Background**

13. At its meeting on 11 January 2024 the select committee resolved to set up a Task Group to look at the Speed Limit Assessments process.

14. The first meeting of the task group was on held 1 March 2024.

#### **Membership**

Cllr Helen Belcher OBE  
Cllr Johnny Kidney  
Cllr Jonathon Seed (Chairman)  
Cllr Martin Smith  
Cllr Derek Walters  
Cllr Bridget Wayman

#### **Terms of Reference**

15. Draft terms of reference were discussed and agreed at its first meeting (1 March). These are set out below:

- a) To support a review of the Speed Limit Assessment process.
- b) To review the current processes.
- c) To consider the following areas and to make recommendations on how:
  - Speed limit assessments can support a safe system approach i.e., safe vehicle, road use, speeds, roads, and post-crash response.
  - Speed limit assessments can help develop public confidence in road safety measures.
  - Relevant evidence and guidance are used during a speed limit assessment.
  - Local needs and conditions are examined during an assessment.
  - Community views and feedback, including those of relevant local services e.g., police, are considered and how these are weighted and seen to be taken into account with other relevant criteria.
  - Community impacts are considered.
  - Lessons can be applied from the current pilot programmes.
  - Final decisions are reported to local communities.

- d) To make recommendations to the Environment Select Committee by 4 June 2024.

## **Recent activity**

### **Scoping meeting (1 March 2024)**

16. The task group received a presentation from Cllr Caroline Thomas (Cabinet Member for Transport Street Scene & Flooding), Parvis Khansari (Corporate Director – Place); Sam Howell (Director – Highways & Transport) and Dave Thomas (Head of Highways Asset Management & Commissioning). This covered a number of areas, including:
- Background and context to speed limit assessments
  - The current process
  - Recent changes to the process
  - Issues arising from that process
17. The task group would like to better understand the assessment process, including what evidence is used, how it is interpreted and what guidance is provided. It would also like to explore how communities and interested parties are involved and informed of the process.
18. After its initial discussion the terms of reference were drafted, and a work programme will be developed.
19. The task group aims to help support a system that retains public confidence and that operates in a consistent and transparent manner.

## **Proposals**

### **That the select committee:**

- 1. Notes the update on the Task Group activity provided above.**
- 2. Notes the Climate Emergency Task Group's forward work plan in Appendix 1**
- 3. Appoints the membership of the Speed Limit Assessment Task Group as listed in the report.**
- 4. Approves the terms of reference of the Speed Limit Assessment Task Group.**

---

**Cllr Graham Wright, Chairman Climate Emergency Task Group**

**Cllr Jonathon Seed, Chairman, Speed Limit Assessment Task Group**

Report author: Simon Bennet, Senior Scrutiny Officer, Tel: 01225 718709,  
email: [simon.bennett@wiltshire.gov.uk](mailto:simon.bennett@wiltshire.gov.uk)

## APPENDIX 1

### Climate Emergency Task Group – Forward Work Plan

15 March 2024	<b>Air Quality Action Plan</b> Outcome of the consultation process.
Early 2024(tbc)	<b>Local Transport Plan</b> To understand the future strategy in particular active travel, electric vehicles charging.
Early 2024	<b>Local Nature Recovery Strategy</b> Each statutorily required local nature recovery strategy is specific and tailored to its area.
Early 2024	<b>Climate Change Adaptation Plan</b> To review the council's draft plan.
Spring 2024	<b>Tree &amp; Woodland Programme</b> Programme begins autumn 2023, with update on progress available spring 2024.
Summer 2024	<b>Home Upgrade Grant Phase 2 (HUGS2)</b> Update on the government funded programme for retrofitting.
Summer 2024	<b>Bio-diversity Net Gain</b> Biodiversity Net Gain (BNG) is a new planning policy with the potential to change the face of nature recovery in England.
October 2024	<b>Annual update on the Council's response to the Climate Emergency</b>
2025	<b>Carbon Offsetting Strategy</b> Update on the development of the strategy.
tbc	<b>Soft Plastic Recycling</b>
tbc	<b>Alternative fuels</b>
tbc	<b>Natural England Funded Pilot</b> Meeting to consider the pilot projects looking at rolling out local nature recovery planning, bio-diversity net gain and the environmental toolkit.

tbc	<b>Biogas</b> To explore the potential for biogas as a replacement for natural gas and use in vehicles.

This page is intentionally left blank

## Environment Select Committee Forward Work Programme

Last updated 23 February 2024

<b>Environment Select Committee – Current / Active Task Groups</b>		
<b>Task Group</b>	<b>Start date</b>	<b>Final report expected</b>
Climate Emergency Task Group	September 2019	Standing
Speed Limit Assessments Task Group	March 2024	tbc

<b>Meeting Date</b>	<b>Item</b>	<b>Details / purpose of report</b>	<b>Associate Director</b>	<b>Responsible Cabinet Member</b>	<b>Report Author / Lead Officer</b>
4 June 2024 (tbc)	Community Infrastructure Levy (CiL)	As discussed at meeting with the Cabinet Member (18 Oct 2023) the select committee to receive a report on the Levy funding.	Parvis Khansari (Corporate Director Place)	Cllr Nick Botterill	Nic Thomas (Director of Planning)
4 June 2024	Update on Broadband Provision in Wiltshire	As resolved at the ESC meeting on 4 January 2023, the select committee will receive an update report.	Parvis Khansari (Corporate Director Place)	Cllr Ashley O'Neill	Victoria Moloney (Head of Economy & Regeneration)
4 June 2024	Update on the Towns Programme App Development	As resolved at the ESC meeting on 4 January 2023, the select committee will receive an update report.	Parvis Khansari (Corporate Director Place)	Cllr Richard Clewer	Victoria Moloney (Head of Economy & Regeneration)
4 June 2024	Homeless Strategy 2019-2024	As resolved at the ESC meeting on 8 November 2022, the select committee will receive an update report in 12 months' time.	Emma Legg (Director – Adult Social Care)	Cllr Phil Alford	Nicole Smith (Head of Housing)
4 June 2024	Milestone contract	As resolved at the ESC meeting on 19 September 2023 the committee to receive an update on the first year of the Milestone contract to include key performance indicators including carbon reduction, savings, and outcomes targets. Will include updates on gully clearing and potholes.	Samantha Howell (Director of Highways and Transport)	Cllr Caroline Thomas	Dave Thomas (Head of Highways Assets & Commissioning)



Meeting Date	Item	Details / purpose of report	Associate Director	Responsible Cabinet Member	Report Author / Lead Officer
4 June 2024	Task group update	To receive update from task groups regarding activity and its forward work plan			Cllr Graham Wright  Simon Bennett (Senior Scrutiny Officer)
18 July 2024 (tbc)	LHFIG Review	To receive an update report on the implementation of the Local Highway & Footway Improvement Groups (LHFIG)	Samantha Howell (Director of Highways and Transport)	Cllr Caroline Thomas	Dave Thomas (Head of Highways Asset Management & Commissioning)
18 July 2024 (tbc)	Waste Management Strategy: Annual Review	As resolved at ESC 25 July 2023 to receive a further annual review in 2024.	Sarah Valduis (Director – Environment)	Cllr Nick Holder	Martin Litherland (Head of Service Waste Management)
18 July 2024	Task group update	To receive update from task groups regarding activity and its forward work plan			Cllr Graham Wright  Simon Bennett (Senior Scrutiny Officer)
3 September 2024	Rights of Way	To receive a report, as requested by ESC 25 July 2023, regarding rights of way. To include issues of maintenance and access, updates to the definitive maps and engagement with volunteer groups.	Samantha Howell (Director of Highways and Transport)	Cllr Caroline Thomas	Chris Clark (Head of Local Highways)

<b>Meeting Date</b>	<b>Item</b>	<b>Details / purpose of report</b>	<b>Associate Director</b>	<b>Responsible Cabinet Member</b>	<b>Report Author / Lead Officer</b>
3 September 2024	Streetscene contract	As resolved at the ESC-meeting on 19 September 2023 the committee will receive an update on the Streetscene contract.	Samantha Howell (Director of Highways and Transport)	Cllr Caroline Thomas	Adrian Hampton (Head of Highway Operations)
3 September 2024	Speed Limit Assessments	As discussed at the meeting with the Cabinet member 24 Nov 2023 the select committee will receive a report on speed limit assessments.	Samantha Howell (Director of Highways and Transport)	Cllr Caroline Thomas	
3 September 2024	Passenger Transport Service Update	As resolved at the ESC-meeting on 19 September 2023 the committee will receive an update on the Passenger Transport Service.	Samantha Howell (Director of Highways and Transport)	Cllr Caroline Thomas	Jason Salter (Head of Service Passenger Transport)
3 September 2024 (tbc)	Tree & Woodland Planting Strategy	As discussed at meeting with the Cabinet Member (20 Oct 2023) the select committee to receive a report on the Plan.	Sarah Valdus (Director – Environment)	Cllr Nick Holder	Lynn Trigwell (Head of Natural & Historic Environment)
3 September 2024	Task group update	To receive update from task groups regarding activity and its forward work plan			Cllr Graham Wright  Simon Bennett (Senior Scrutiny Officer)

Meeting Date	Item	Details / purpose of report	Associate Director	Responsible Cabinet Member	Report Author / Lead Officer
19 November 2024	Wiltshire Housing Development Partnership	As resolved at the ESC-meeting on 7 November 2023 the committee will receive an update.	Parvis Khansari (Corporate Director Place)	Cllr Phil Alford	Richard Walters (Head of Service – Major Projects)  Claire Moore (Housing Enabling Lead)
19 November 2024	UK Shared Prosperity Fund	As discussed at the ESC-Executive meeting on 23 November 2022 on the economic development portfolio.	Parvis Khansari (Corporate Director Place)	Cllr Richard Clewer	Victoria Moloney (Head of Economy & Regeneration)
19 November 2024	Task group update	To receive update from task groups regarding activity and its forward work plan			Cllr Graham Wright  Simon Bennett (Senior Scrutiny Officer)
21 January 2025	Task group update	To receive update from task groups regarding activity and its forward work plan			Cllr Graham Wright  Simon Bennett (Senior Scrutiny Officer)

<b>Meeting Date</b>	<b>Item</b>	<b>Details / purpose of report</b>	<b>Associate Director</b>	<b>Responsible Cabinet Member</b>	<b>Report Author / Lead Officer</b>
4 March 2025	Task group update	To receive update from task groups regarding activity and its forward work plan			Cllr Graham Wright  Simon Bennett (Senior Scrutiny Officer)
3 September 2024	Economic Strategy	As discussed at the ESC-Executive meeting on 23 November 2022 on the economic development portfolio.	Parvis Khansari (Corporate Director Place)	Cllr Richard Clewer	Victoria Moloney (Head of Economy & Regeneration)
tbc	Planning transformation programme	As resolved at the ESC-meeting on 19 September 2023 the committee will receive updates on the planning transformation programme.	Parvis Khansari (Corporate Director Place)	Cllr Nick Botterill	Nic Thomas (Director of Planning)
tbc	Private sector renewal strategy	As resolved at the ESC meeting on 8 November 2022, the select committee will receive an update report when appropriate.	Emma Legg (Director – Adult Social Care)	Cllr Phil Alford	Nicole Smith (Head of Housing)
tbc	Minerals & Waste Plan	As discussed at meeting with the Cabinet Member (18 Oct 2023) the select committee to receive a report on the plan.	Parvis Khansari (Corporate Director Place)	Cllr Nick Botterill	Nic Thomas (Director of Planning)

Meeting Date	Item	Details / purpose of report	Associate Director	Responsible Cabinet Member	Report Author / Lead Officer
tbc	Parking Strategy	As discussed at the ESC-Executive meeting on 6 December 2022 on the highways and transport portfolio.	Parvis Khansari (Corporate Director Place)	Cllr Caroline Thomas	
tbc	Active Travel	As resolved at the select committee meeting on 14 June 2022, the committee will receive a further update. (Deferred from July 2023)	Samantha Howell (Director of Highways and Transport)	Cllr Caroline Thomas	Spencer Drinkwater (Principal Transport & Development Manager)
tbc	Leisure Strategy	As discussed at the ESC-Executive meeting on 12 October 2023 on the leisure and libraries portfolio.	David Redfern (Director Leisure Culture and Communities)	Cllr Ian Blair Pilling	
tbc	Review of the Waste Delivery Plan	As discussed at the ESC-Executive meeting on 20 October 2023 on the leisure and libraries portfolio.	Sarah Valdus (Director – Environment)	Cllr Nick Holder	Martin Litherland (Head of Service Waste Management)
tbc	Local Plan	As discussed at meeting with the Cabinet Member (18 Oct 2023) the select committee to receive a report on the plan after the consultation processing.	Parvis Khansari (Corporate Director Place)	Cllr Nick Botterill	Nic Thomas (Director of Planning)

<b>Meeting Date</b>	<b>Item</b>	<b>Details / purpose of report</b>	<b>Associate Director</b>	<b>Responsible Cabinet Member</b>	<b>Report Author / Lead Officer</b>
tbc	Housing Development Strategy	As discussed at the ESC-Executive meeting on 21 November on housing, development management and assets.	James Barrah (Director Assets)	Cllr Phil Alford	
tbc	Local Nature Recovery Strategy	As discussed at meeting with the Cabinet Member (20 Oct 2023) the select committee to receive a report on the Plan.	Sarah Valdus (Director – Environment)	Cllr Nick Holder	Lynn Trigwell (Head of Natural & Historic Environment)
tbc (late 2025)	Review of the Housing Allocations Policy	As recommended by the Housing Allocations Policy Task Group and agreed by the Executive 11 January 2024	Emma Legg (Director Adult Social Care)	Cllr Phil Alford	Nicole Smith (Head of Housing Migration & Resettlement)

<b>Information briefing</b>					
<b>Meeting Date</b>	<b>Item</b>	<b>Details / purpose</b>	<b>Associate Director</b>	<b>Responsible Cabinet Member</b>	
tbc	Environment Act 2021	To receive a (series of) briefing regarding the implications of the Environment Act.			
11 March 2024	LEP transition	To receive a briefing on the implications of the council taking on some of the responsibilities of the Local Enterprise Partnership (LEP)	Victoria Moloney (Head of Economy & Regeneration)	Cllr Richard Clewer	



This page is intentionally left blank