

WILTSHIRE COUNCIL

ITEM 12

AMESBURY AREA BOARD
21 October 2010

AMESBURY AREA HIGHWAYS BUDGET 2010/11 **PRIORITISATION OF SCHEMES**

1. Purpose of the Report

1.1. To seek the board's approval of the Amesbury Community Area Transport Group's (CATG) recommendations for the prioritisation of schemes for funding from the Amesbury Area Highway's Budget in 2010/11.

2. Background

2.1. During the course of each year, Wiltshire Council received numerous petitions and requests for small-scale transport and highway improvement schemes.

2.2. In previous years, an allocation has been made in the budget to fund a small number of the schemes requested by town and parish councils. To identify those that would receive funding, all requests were assessed and prioritised using the Council's Scheme Assessment Framework, which provides an objective, quantitative and rapid method for evaluating and ranking schemes. However, following the establishment of area boards, this area of funding presents an opportunity for decisions on investment in highway improvements to be taken locally.

2.3. The Area Boards have been allocated a budget of £250,000 in 2010/11 and are being involved in the assessment and selection of small-scale transport schemes to be progressed in their community areas. This funding was been distributed between the Area Boards in accordance with a formula which takes into account population and the area covered. In the case of the Amesbury Area, £17,731 has been allocated for this scheme in 2010/11.

2.4. The Area Board convened a Community Area Transport Group (CATG) to work with officers at the beginning of October to consider the 26 schemes on the list at [Appendix 1](#), and to devise a recommendation to the Area Board as to which schemes should be prioritised for further assessment and potentially subsequent funding in 2010/11.

3. Main Considerations

- 3.1. In choosing their local transport scheme(s), the Area Board will need to be mindful of the objectives of the Local Transport Plan (LTP) and the likely availability of future funding for implementation. Current LTP objectives are safety, accessibility, economy, integration and environment.
- 3.2. It should be noted that the £17,731 budget is for capital projects and can only be used to provide new and improved infrastructure. It is to be used for schemes that improve safety, increase accessibility and sustainability by promoting walking, cycling and public transport, and improve traffic management. It cannot be used to fund maintenance schemes, these are selected using technical surveys and inspections. In addition, it cannot be used to pay for revenue functions such as passenger transport.
- 3.3. In considering which of the 26 schemes in the attached were eligible under this scheme, the CATG also took into account alternative funding avenues, including S106, other LTP funding streams and match funding opportunities.
- 3.4. The typical schemes (and their corresponding approximate costs) eligible within the Area Board's highways budget are:

Pedestrian Refuge	:	£5k < 10k
Zebra crossing	:	£20k
Signalised (Puffin) crossing:		£60k
Footways	:	£100 per metre length
Traffic calming	:	£50k < £150k
Gateway feature	:	£5k

- 3.5. Based on advice from Highways' officers following their assessment of the schemes listed at Appendix 1, and having due regard for how feasible and affordable each scheme is likely to be, the CATG concluded that the following 6 schemes should be prioritised for further assessment, with a view to potential funding in 2010/11.
- 3.6. In addition, the CATG has requested investigation into the possibility of the area board purchasing a mobile speed enforcement unit that could be shared across the Area, not only to monitor speeds, but also to gather data for subsequent analysis:

Earls Court Road/Boscombe Down Rd, Amesbury	<i>Traffic Calming</i> Further assessment needed to establish which traffic calming measures could be effective and affordable
The Packway, Larkhill	<i>Upgrade Zebra to Pelican Crossing</i> Pelican crossing would be too expensive (approx £60k), but further assessment is required to see what other measures could be put in place, e.g. an advanced feature on the approach to the crossing to slow traffic down
Winterslow Road, Porton	<i>Pedestrian Crossing</i> Further assessment needed to establish if a pedestrian crossing could be effective and affordable
Church Road, Idmiston	<i>Traffic Calming</i> Further assessment needed to establish which traffic calming measures could be effective and affordable
A338 Porton Crossroads	<i>Crossroads request</i> Whilst a crossroads could not be funded under this scheme in 2010/11, further assessment was requested to see if any advanced warning signs/rumble strips could be introduced as you approach the bend travelling from Salisbury to Porton
C42 Upper Woodford into West Amesbury	<i>Improved traffic control and calming</i> Further assessment needed to establish which traffic calming/control measures might be feasible/affordable

4. Implications

4.1. Environmental Impact of the Proposals

There are no immediate environmental implications from the recommendations made in this report. Once the Area Board agrees which schemes should go forward with funding in 2010/11, the environmental impact of these schemes will be assessed.

4.2. Financial Implications

The Area Board has a discretionary highways budget of £17,731 to allocate in 2010/11.

As detailed above, the cost of a small scale local transport scheme ranges from £5,000 to £60,000+. Following further assessment of the schemes listed on page 2 above, the Area Board will need to decide before the 31st March 2010/11 how much of its budget it should commit to these schemes. The board could also choose to supplement funding of schemes from its Community Area Grants budget.

5. Recommendations

- (a) That the 6 schemes listed above on page 3 be prioritised for further assessment, with a view (subject to the outcome of these assessments) to these receiving funding during 2010/11.

- (b) That officers be requested to investigate the possibility of the Area Board purchasing a mobile speed enforcement unit that could be shared across sites in the Area to monitor speeds and to gather data for subsequent analysis.

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Amesbury Area: Discretionary Highways Budget (for small transport schemes) 2010/11 – Transport Group's Recommendations

	Location	Parish	Scheme	Reason	Transport Group's Recommendation
<i>Schemes logged with the Highways Department over the past 5 years</i>					
1	Church Street	Amesbury	Pedestrian crossing	Pedestrian safety	In relation to other schemes on the list, this is not a priority in 2010/11
2	Earls Court Road/Boscombe Down Rd	Amesbury	Traffic calming	Highway safety	Further assessment needed to establish which traffic calming measures could be effective and affordable
3	Porton Road	Amesbury	Pedestrian crossing	Pedestrian safety	As S106 funding has been agreed as part of the RDC development for this pedestrian crossing, this scheme should not be prioritised for this budget in 2010/11
4	Bulford to Solstice Park	Bulford	Footpath from Salisbury Road, Bulford - Solstice Park	Pedestrian safety	This was not prioritised under this scheme as S106 funding has been secured from the recent Tesco store development
5	The Packway	Durrington	Zebra to Pelican crossing	Pedestrian safety	Pelican crossing would be too expensive (approx £60k), but further assessment is required to see what other measures could be put in place, e.g. an advanced feature on the approach to the crossing to slow traffic down
6	B3085 Hackthorn Rd to Bulford Road	Durrington	20 mph speed limit	Highway safety	Not prioritised for funding under this scheme in 2010/11 – await outcome of national policy and Wiltshire Council pilot of 20mph zones, and investigate potential for S106 funding from nearby future development
7	Winterslow Road, Porton	Idmiston	Pedestrian crossing	Pedestrian safety	Further assessment needed to establish if a pedestrian crossing could be effective and affordable
8	Porton village to Gomeldon Primary (Gomeldon Road)	Idmiston	Footway from Porton village to Gomeldon Primary School	Pedestrian safety	This was not prioritised, due to the length of the footway required (at a cost of £100 per metre), and due to concerns that the carriageway was too narrow to accommodate a footway
9	A338 (between Idmiston village & School)	Idmiston	Footpath	Pedestrian safety	This was not prioritised, due to the length of the footway required (at a cost of £100 per metre), and due to concerns that the carriageway was too narrow to accommodate a footway. The Parish Council could investigate putting in place a footpath to the rear of dwellings with the assistance of funding from the Pathways Improvement Grant, and community payback to clear vegetation.
10	Winterslow Road, Porton	Idmiston	Provision of footway (Porton village to Porton Down)	Encourage more walking / less traffic through village?	Not prioritised due to the length of the footway required rendering the scheme unaffordable in 2010/11
11	Church Road	Idmiston	Traffic Calming	Highway safety	Further assessment needed to establish which traffic calming measures could be effective and affordable

12	A338 (between Idmiston & Porton)	Idmiston	Footpath	Pedestrian safety	Not prioritised due to the length of the footway required rendering the scheme unaffordable in 2010/11
13	Through Newton Tony	Newton Tony	20 mph speed limit	Highway safety	Not prioritised for funding under this scheme in 2010/11 – await outcome of national policy and Wiltshire Council pilot of 20mph zones
14	London Rd, B3086	Shrewton	Traffic calming	Highway safety	Not prioritised, as speed limit is currently 30mph. Instead Parish Council should pursue camera enforcement
15	B3083	Stapleford	Footway	Pedestrian safety	Not prioritised due to the length of the footway required rendering the scheme unaffordable in 2010/11
16	A360	Tilshead	Traffic calming	Highway safety	Not prioritised for funding under this scheme in 2010/11

<i>Schemes requested at area board meetings / the community issues system since June 2009</i>					
	Location	Parish	Scheme	Reason	Transport Group's Recommendation
17	Salisbury Road	Amesbury	General state of repair of highway needs attention	Maintenance	This budget is unable to fund highway maintenance schemes. Ensure being pursued through correct avenue of funding
18	Road layout by Baptist Church, Porton Road	Amesbury	Adaptations requested to encourage traffic to slow down	Pedestrian safety	As S106 funding has been agreed as part of the RDC development for this pedestrian crossing, this scheme should not be prioritised for this budget in 2010/11
19	Amesbury – Bulford	Amesbury / Bulford	Cycle Route	Transport links	This scheme is benefiting from S106 funding from the Tesco store development
20	Countess Roundabout	Amesbury / Durrington	Traffic flow / congestion	Congestion	This road is managed by the Highways Agency and not Wiltshire Council
21	C42 Upper Woodford into West Amesbury	Amesbury /Woodford Valley	Traffic calming and control to make road less hazardous	Highway and pedestrian safety	Further assessment needed to establish which traffic calming/control measures might be feasible/affordable
22	Coronation Rd	Durrington	No through route signs and weight /width restrictions	Highway safety and residential amenity	Officers advised that these measures would not be appropriate
23	A338 Porton Crossroads	Idmiston	Crossroads requested	Highway and pedestrian safety	Whilst a crossroads could not be funded under this scheme in 2010/11, further assessment was requested to see if any advanced warning signs/rumble strips could be introduced as you approach the bend travelling from Salisbury to Porton

24	Salisbury – Amesbury	Bourne Valley / Amesbury	Cycle routes	Transport links	Not prioritised under this scheme, as this project is being developed with funding from alternative sources
25	Porton, Idmiston & Gomeldon	Idmiston	Traffic calming and speed restrictions, including 20mph limit	Highway safety	Not prioritised under this scheme in 2010/11 - – await outcome of national policy and Wiltshire Council pilot of 20mph zones
26	Winterslow Road, Porton (Surgery/Shop), Gomeldon & Idmiston Schools	Idmiston	Pedestrian priority crossings	Pedestrian safety	Not prioritised in 2010/11 for reasons of affordability