

**LOCAL TRANSPORT PLAN - PROGRAMME FOR INTEGRATED
TRANSPORT SCHEMES IN 2005-06**

Purpose of Report

1. To agree the transport schemes to be funded in 2005-06 from the Local Transport Plan (LTP) Integrated Transport Block Allocation.

Background

2. In July 2000 the County Council submitted its first full LTP to the Government Office for the South West (GOSW). The LTP set out the County Council's strategies for transport that comprised four Area-Based Programmes, including the Western Wiltshire Sustainable Transport Strategy, the Salisbury Transport Plan (STP), the Devizes Community Transport Area Strategy and the Quiet Lanes Strategy, as well as a Countywide Programme based on a number of transport themes that included highway maintenance, public transport, walking and cycling, 'Safe Routes to School', road safety and freight.
3. GOSW announced the LTP capital settlement in December 2000 and outlined indicative funding levels for the five-year LTP period, dependent on progress towards meeting the targets set out in the Plan. The STP was accepted as a Major Scheme with its own funding package. Separate allocations were made for highway maintenance/bridge strengthening and integrated transport with GOSW making it clear that, with the exception of the STP, the Area-Based Strategies and the Countywide Transport Programme should be funded from the Integrated Transport Block Allocation.
4. The County Council submitted Wiltshire's fourth LTP Annual Progress Report (APR) to the Government in July 2004, which reported on the Council's transport capital expenditure during 2003-04 and detailed the progress the County Council has made in meeting national and local transport objectives and targets.
5. The County Council received the 2005-06 LTP Settlement on Thursday 2nd December 2004. Wiltshire's total block allocation for 2005-06 is £16.145 million, which includes a figure of £3.773 million for integrated transport. This allocation is above the indicative allocations announced in December 2000, although, unlike this year, the County Council will not receive any reward funding in 2005-06. Indeed, the Government did not award any reward funding to any local authorities for the final year of funding of the first LTP.
6. The Cabinet, at its meeting on Friday 21st January 2005, considered the broad allocation of the LTP Integrated Transport Block funding based on the Area and Theme Based Strategies contained in the LTP. The allocation has been made in accordance with the need to meet local and national transport targets, the priorities contained within the LTP and to the deliverability of these priorities.

Main Considerations for the Council

7. The LTP financial settlement provides capital funding for investment in transport infrastructure and facilities in the County. The Integrated Transport Block Allocation is the only capital funding that the County Council has available to finance integrated transport measures in the County. This funding is aimed principally at reducing road accident casualties and promoting sustainability by encouraging walking, cycling and public transport. Continued investment in these areas of transport is necessary in order to enable the County Council to make progress towards meeting local and national Public Service Agreement targets, and the County Council's Best Value Performance Indicators relating to local transport targets contained within the LTP.

Progress achieved

8. In the LTP settlement letter GOSW compliments the County Council on producing a "*clearly written APR*" and acknowledges that the delivery of the County's programme was not assisted by the difficulties affecting the STP. This is a reference to the Government's decision to temporarily withdraw funding for the STP during 2003-04 pending a re-assessment of the scheme's value for money under the Department for Transport's (DfT) '*Guidance on the Methodology for Multi-Modal Studies*' (GOMMMS) assessment framework. Nevertheless, GOSW acknowledges that the County Council was successful in delivering over two thirds of the proposed schemes as planned and that spending the planned budget was a "*good achievement*".
9. As last year, the County Council's overall transport performance was assessed as 'average' in relation to other local transport authorities and this indicates a consolidation of Wiltshire's position in the rankings.
10. The Government continues to assess LTP APRs according to progress in meeting both local and national targets. However, there is now increased emphasis on a local authority's ability to deliver planned transport schemes within set budgets, with the Government's scoring mechanism also reflecting performance in this area.
11. In light of the Government's feedback in the LTP Settlement Letter, it is right that the County Council should continue to direct investment towards schemes that promote walking, cycling and public transport, and reduce both traffic and accidents, and that this investment should be focussed on improving accessibility in town centres, which are the hub of people's leisure and employment activities. However, in order to optimise the Council's chances of securing increased levels of funding, greater importance should be placed on funding schemes that have a high certainty of being delivered as failure to implement planned schemes will impact on the County Council's LTP APR assessment.

Allocation of the LTP Integrated Transport Settlement

12. From the feedback received from GOSW in the LTP settlement letter, it is evident that the County Council has consolidated its performance in relation to transport and that good progress is generally being made. As in previous years, the distribution of the Integrated Transport Block Allocation should reflect the priorities contained within the LTP and the need to meet local and national transport targets. However, the Government's increasing emphasis on scheme delivery puts a further onus on the County Council to closely examine the potential deliverability of any schemes considered for funding.

13. Following consideration of these issues, it is recommended that the integrated transport block allocation (£3.773 million) be divided as shown in the **Tables A, B, C, D, E, F, G, H, I, M and N** in **Appendix 1**. As in previous years, these schemes have been chosen in order to improve facilities for pedestrians and cyclists, reduce accidents, and provide better public transport facilities. This investment will enhance the accessibility of Wiltshire's town centres and improve travel options throughout the County.

Committed Schemes - £220,000

14. Cabinet agreed to set aside £220,000 in the 2005-06 integrated transport budget to cover previously agreed schemes that could not be fully implemented within the allocated budgets in 2004-05. These are detailed in **Table A, Appendix 1**.

Area Based Strategies

Western Wiltshire Sustainable Transport Strategy (WWSTS) - £690,000

15. As in previous years, a significant allocation has been made to the LTP Priority 1 area of the Western Wiltshire Sustainable Transport Strategy. This funding will be invested in measures aimed at improving opportunities for walking and cycling, enhancing accessibility of town centres, improving safety and providing better public transport infrastructure. Within this budget, funding has been allocated to further develop transport improvement schemes in Warminster and Melksham Town Centres, and implement a number of the schemes that were developed as part of the 'Advance Design Fees' budget in 2004-05. In addition, an allocation is made to progress the development of the town cycle networks.
16. The County Council continues to liaise with groups representing the community in Western Wiltshire in order to develop the programme of LTP schemes. In most cases this liaison is with the LTP Working Groups that were set up in the Spring of 2001, although, following the advent of community planning, liaison on LTP matters also occurs through the local community planning partnerships. Meetings with most of the relevant liaison groups have taken place during February 2005 in order to consider the LTP programme for 2005-06.
17. The schemes recommended for implementation in 2005-06, or to be developed for future implementation, are listed in **Table B, Appendix 1**.

Devizes Community Area Transport Strategy (DCATS) - £150,000

18. An allocation of £150,000 has been made to progress the Devizes Community Area Transport Strategy, which comprises a comprehensive programme of transport schemes that aim to improve road safety and promote walking, cycling and public transport. This funding will be used to implement a scheme that will provide improved facilities for pedestrians and cyclists from Browfort to Brewery Corner and provide a cycle improvement at Prison Bridge.
19. The schemes shown in **Table C, Appendix 1** are recommended for funding in 2005-06.

Quiet Lanes Strategy

20. The first phase of the Quiet Lanes project in the Pewsey Vale was successfully implemented in 2003-04. A period of monitoring has subsequently followed which has indicated that the first phase of the project has resulted in little reduction in vehicular traffic speeds or measurable increases in the number of pedestrians, cyclists and equestrians using the designated Quiet Lanes. On the basis that the development of the Quiet Lanes scheme is very resource-intensive, and has delivered little in terms of tangible benefits to the public in the short term, it is recommended that the County Council does not proceed with the second phase of the scheme but continues to monitor the effects of phase 1. No allocation is therefore made for the Quiet Lanes project in 2005-06.

Salisbury Transport Plan (STP)

21. The STP was developed as one of the County's Area-Based Transport Strategies and submitted as part of the County Council's first full LTP in July 2000. The STP was accepted as a Major Scheme comprising a package of road and non-road based elements with an independent funding allocation separate from the Integrated Transport Block. In 2005-06 the STP will receive £3.480 million for the non-road elements of the Strategy.

Integrated transport measures outside the Area Based Strategies

22. A number of schemes are recommended for funding from the Integrated Block Allocation in the areas of Wiltshire outside of the Area Based Strategies (i.e. outside of the Western Wiltshire Sustainable Transport Strategy, the Salisbury Transport Plan and the Devizes Community Area Transport Strategy) in 2005-06

North Wiltshire (Outside the WWSTS towns of Corsham and Chippenham) - £240,000

23. An allocation of £240,000 is made so that the development of the cycle networks in Calne and Wootton Bassett can continue in 2005-06. This is shown in **Table D, Appendix 1**.

Kennet (Outside of DCATS Area) - £80,000

24. Funding of £80,000 has been allocated to progress the development of scheme elements of the Marlborough and Tidworth Community Area Transport Plans. The allocations shown in **Table E, Appendix 1** are recommended for 2005-06.

Salisbury (Outside of STP Area) - £275,000

25. A sum of £275,000 has been allocated to the Salisbury rural area outside of the Salisbury Transport Plan. It is intended that this funding be used to support implementation of a traffic management scheme along the A36 Wyllye Valley in the villages of South Newton, Stapleford and Stoford. In addition, funding will be used to provide a transport interchange in Stoford that will also provide the terminus for the Wyllye Valley Wanderer taxi-bus service. The allocations shown in **Table F, Appendix 1** are recommended for 2005-06.

Countywide Programme - £1,868,000

Countywide transport improvements - £1.518 million

26. In order to continue to improve transport facilities and infrastructure throughout the County the schemes illustrated in **Table G, Appendix 1**, are recommended for funding from the integrated transport allocation during 2005-06. These include an allocation of £700,000 to progress the development of the County's Key Bus Route Network and a grant of £86,000 to South West Traveline, the region's public transport information service.
27. Funding of £30,000 has also been made available for cycle and motorcycle parking in town centres and at rail stations. In addition, a sum of £40,000 is allocated for accessibility improvements for disabled and mobility impaired people in the County, including the provision of dropped kerbs in the County's town centres. An allocation of £10,000 has also been made to purchase monitoring equipment to improve target analysis. A contribution of £4,000 will be made available to Sustrans to assist the development of Route 45 from Swindon to Salisbury.
28. A sum of £148,000 has been allocated to continue the development of the County's Freight Strategy, primarily to progress the approach to local freight issues in Cricklade/Ashton Keynes/Leigh, Downton/Redlynch, Whiteparish and Corsley Heath/Maiden Bradley/Chapmanslade which was supported by the Environment Advisory Panel on 9th February 2005.
29. An allocation of £500,000 has been made to cover the capital costs involved in introducing Decriminalised Parking Enforcement (DPE) in the County. The funding is required to cover the back office equipment set-up of the project including accommodation costs, hardware and software purchase, software licenses, and the provision of equipment for parking attendants. In addition, funding is required to carry out a Traffic Regulation Order (TRO) review, which will include an on-ground survey of all parking restrictions in the County, the mapping of all restrictions in order to establish a map-based TRO system, and the maintenance costs involved with ensuring that all of the necessary signs and lines are accurate and in a suitable condition to enable effective enforcement.

Travelwise and Safer Routes to School - £150,000

30. An allocation of £150,000 is included for Travelwise and Safe Routes to School. A sum of £76,600 will be allocated to 8 schemes at 10 schools (there were two joint applications), that successfully applied for scheme funding under the Taking Action on School Journeys (TAOSJ) Challenge initiative. Three other schools applied for funding; two failed because they did not have approved travel plans, whilst a third was funded out of the 2004-05 budget as one of that year's reserve schemes. The schools whose bids are recommended are listed in **Table H, Appendix 1**, together with an outline of the project.
31. A sum of £28,400 will be used to implement schemes in schools that previously received funding from the TAOSJ Challenge in 2004-05 for design, development and consultation work. These grants will be subject to satisfactory progress with development, monitoring and evaluation of the respective school travel plans. The schools whose bids are recommended for continued funding are also listed in **Table H, Appendix 1**.

32. As part of the development of Safer Routes to School at secondary schools in the County, allocations of £5,000 are being made to St Augustine's Catholic School, Trowbridge and to Wiltshire College (3 sites) to assist the purchase of cycle parking facilities. These allocations are part of a match funding package and will complement a grant of £20,000 that has been secured from the Post 16 Transport Partnership. In addition, the John Bentley School in Calne has been allocated £15,000 towards cycle parking facilities. It is hoped that this allocation will be enhanced by additional funding from Sustrans' Links to School project, which would benefit Calne and a number of its schools. The outcome of the Sustrans' Links to School project bids will be known in May.
33. A sum of £10,000 has been allocated for further roadside boards to promote the County's Countywide Car Share scheme. Board locations will be determined following consultation with relevant District and Town Councils. A further sum of £10,000 has been made available to provide grants to businesses with approved travel plans to assist with the funding of sustainable travel infrastructure such as bike sheds, lighting for footways, dropped kerbs etc.
34. Further details of the allocations outlined in paragraphs 32 and 33 are listed in **Table I, Appendix 1**, together with an outline of the project.

Local Safety Schemes - £200,000

35. The Road Safety Strategy, formulated with the County Council, the Police and Health Authority, sets out the extensive range of Education, Enforcement and Engineering collision prevention and reduction activities undertaken in the County to improve safety and reduce casualties on county roads.
36. The resources available for casualty reduction, involving physical engineering works, Local Safety Schemes are used for remedial measures at the sites with the worst collision issues, with the primary purpose of making a significant reduction in the numbers and the severity of those collisions. This is done by monitoring and detailed analysis of the injury collisions which occur on county roads to establish the cluster site list and routes with above typical collision rates.

Cluster sites

37. The cluster sites are the locations, e.g. bends and junctions, where three or more injury collisions have occurred in the last three years. There are currently over 200 sites on the cluster list. The collision details at the cluster sites have been examined and 21 sites selected, **Table J, Appendix 1**, as potential candidates for low-cost collision remedial measures, primarily improvements to the signing and white lining. The sites have been selected from the locations with 5 or more collisions at which an initial appraisal has identified a treatable cause.
38. In addition 6 cluster sites have been identified as having a residual collision problem despite implementing signing & lining remedial measures in the past. It is proposed that further detailed analysis is undertaken to develop more sustainable remedial schemes at these sites, **Table K, Appendix 1**, for possible implementation in future years when funding becomes available.

Route Treatment

39. There are currently 89 lengths of A class roads with above typical collision rates. A number of sections of road have been identified where the condition of the carriageway is considered a contributory factor in collisions. These will be a priority for future road resurfacing programmes.
40. There are currently 41 lengths of B class roads with above typical collision rates. It is proposed that the 10 sections (approximately 40 km) where a substantial increase in collisions has been identified in the last three years be considered for treatment. These lengths, **Table L, Appendix 1**, will be subject to further detailed analysis to establish possible remedial measures. However, given the total allocation of £200,000 for Local Safety Schemes, any measures are likely to be minor in nature.

B4042 Malmesbury-Wootton Bassett

41. Representation has been received from the Parish Councils and residents along the B4042, about the collision situation for the road. Brinkworth, Lea & Cleverton and Little Somerford Parish Councils have suggested measures to reduce casualties. Measures requested include; double white lines, lower speed limits, including an extension of the 40 mph limit east of Malmesbury, and improved signing/lining. This road is one of the B roads identified for possible treatment and appropriate measures will be considered within budget constraints.

Advance Design Fees - £250,000

42. It was agreed by Regulatory Committee at its meeting on 31st March 2004 that a two-year system of design and implementation be introduced in order to overcome difficulties of programme and budget management caused by the practice of designing and delivering schemes during the same financial year. With this system design and consultation is undertaken in the first year with implementation of an agreed scheme taking place in the second year. This system improves the County Council's ability to effectively manage the overall LTP capital programme and introduces flexibility in that schemes can be brought forward and implemented if others are delayed or cannot be implemented.
43. A £250,000 'Advance Design Fees' budget is proposed to develop schemes for implementation in 2006-07. The proposed allocation of funding within the 'Advance Design Fees' budget is shown at **Table M, Appendix 1**.
44. Allocations have been made to allow the development of schemes to improve accessibility and traffic management in Amesbury town centre, enhance Trowbridge Station as a public transport interchange and improve its connectivity to the Town Centre, and develop a cycle scheme in Pan's Lane, Devizes. A design contingency of £80,000 has been held in reserve in order to address any impromptu and unforeseen design requirements.
45. In addition, an allocation has been made available to fund schemes arising from the assessment of petitions and requests for transport infrastructure and improvements that are submitted to the County Council. These scheme requests are assessed and prioritised using the County's Scheme Assessment Framework that was approved at Regulatory Committee on 31st March 2004. As last year a total of £100,000 has been set aside to develop transport scheme requests from the public and outside bodies. The detailed allocation of this funding is dealt with below.

46. The results of applying the Scheme Assessment Framework to the list of schemes requested during the last three years are shown at **Appendix 2**. The list indicates the location and nature of the request and a comment on the outcome of the assessment and the future likelihood of a scheme being developed, although only a basic assessment of feasibility has so far been undertaken.
47. The Scheme Assessment Framework enables different integrated transport scheme requests to be assessed against each other in an objective and quantitative way in order to rank their priority. The Framework has now been used for the last two years to assess scheme requests and, whilst it is believed that the process does correctly prioritise those schemes that are most needed, a review of the process has revealed a number of trends.
48. Firstly, the assessment process predominantly supports the development of pedestrian crossing facilities. It is thought that this is largely a sign of the fact that pedestrian crossings and traffic calming are by far the two most requested scheme types; pedestrian crossings tend to rank more highly as they are often requested following pedestrian/cycle accidents whereas traffic calming is frequently requested where speeds are perceived to be high yet there have been no pedestrian or cycle accidents. It is believed that these results illustrate that the Scheme Assessment Framework is an appropriate and effective tool that identifies the schemes that the public want to see implemented in the locations where they are most needed. On this basis no amendments to the Scheme Assessment Framework are proposed.
49. Secondly, the majority of the higher ranking schemes are located in urban areas. Although this is merely a reflection of the fact that the Framework incorporates criteria and factors that are the basis of the County Council's and the Government's transport objectives and targets, this issue is considered to be more significant as the implication is that very few, if any, rural schemes will ever secure LTP funding. During the next year the Scheme Assessment Framework will be reviewed to determine whether the current bias towards urban schemes can be justified and whether changes are required to address the balance. However, in the meantime, it is proposed that a proportion of the allocation for assessed schemes be awarded to the highest ranking rural schemes. Therefore, £70,000 is allocated to developing the top ranking schemes and the remainder, £30,000, is exclusively allocated to rural schemes.
50. It can be seen from **Appendix 2** that the top 13 schemes are recommended for funding in 2005-06 using the 'Advance Design Fees' budget, although four of these schemes will be considered as part of other town centre transport projects that are already being undertaken using funding allocated in 2004-05. In addition, the top six rural schemes are also recommended for funding in 2005-06. The schemes receiving funding in 2005-06 are shown in **Table N, Appendix 1**
51. Initially, the funding will be used to establish whether an appropriate scheme is technically and economically feasible. If the proposed scheme proves feasible, development and consultation will follow with the aim of drawing up a detailed design in 2005-06 for implementation in 2006-07. However, if an achievable scheme can be readily developed, there is some scope for it to be implemented in 2005-06 if other schemes in the programme are delayed or cannot be progressed or if any unused contingency becomes available.

Environmental Impact of Proposal

52. The LTP sets out policies that aim to reduce dependence on travel by private motorcar and promote cycling, walking and the use of public transport. The objective of these policies is to reduce the rate of traffic growth in the County and bring about an improved environment by cutting air and noise pollution. The LTP Integrated Transport Block Allocation will be used to fund schemes that provide facilities to encourage a shift from cars to more environmentally friendly modes of transport.

Risk Assessment

53. The Integrated Transport Block Allocation of the capital settlement needs to be spent during 2004-05 to ensure that the County Council's agreed programme of schemes is delivered. Failure to deliver the proposed investment programme would impair the County Council's ability to meet national and local targets and could have adverse repercussions on the settlement received in subsequent years. It is essential, therefore, that decisions are in place that allow for a realistic programme of expenditure on schemes that will assist with progress towards meeting the County Council's transport objectives and targets.
54. In order to provide a cost-effective and efficient service, it is essential that the delivery of the integrated transport scheme programme is linked to the County Council's programme of highway maintenance. There are, however, a number of uncertainties that have the potential to affect the County Council's highway maintenance programme, such as the operations of the public utilities companies, influencing the County Council's ability to deliver the integrated transport programme.

Financial Implications

55. The capital sum of £3.773 million is available as Supported Capital Expenditure (SCE) through the Local Transport Capital Settlement; the proposals in this report identify spending areas for the full budget. The Integrated Transport Block Allocation of the LTP settlement provides capital funding for investment in transport infrastructure and facilities, which enables improvements to be made to the County's transport system. However, the LTP provides no additional revenue funding to assist with the future maintenance of this infrastructure and this will inevitably increase the County Council's future maintenance liabilities. There are no other financial implications for the Council.

Options Considered

56. The LTP Integrated Transport Block Allocation can be split in any number of different ways. However, it is essential that this vital funding be used to improve transport provision in the County in line with the priorities of the LTP and to ensure that local and national transport targets are met. It is also vital that funding is allocated to schemes where there is a high degree of certainty that the scheme can be delivered. Only in this way can continued high levels of funding be secured for the future.

Reasons for Recommendation

57. The Integrated Transport Block Allocation should be prioritised and targeted towards improving conditions and providing facilities for the promotion of cycling, walking and the use of public transport, and for improving safety in order to meet the County Council's transport targets. It is considered that the proposed allocation set out in **Tables A to N of Appendix 1** is in accordance with national and LTP objectives.

Recommendation

58. That the Committee:-

- (i) Notes the feedback from the Government on the 2004 Local Transport Plan Annual Progress Report;
- (ii) Approves the proposed funding allocations for integrated transport projects in the County in 2005-06, as outlined in **Tables A, B, C, D, E, F, G, H, I, M** and **N** of **Appendix 1** of this report;
- (iii) Approves the Local Safety Scheme funding for 2004-05 being used towards minor engineering improvements as appropriate at the sites listed in **Tables J, K** and **L, Appendix 1** of this report.

GEORGE BATTEN

Director of Environmental Services

Report Author

SPENCER DRINKWATER

Principal Assistant

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

None