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Report

Report subject: Technical aspects of assessing, funding and delivering a West Harnham to Cattle Market shared footway/ cycleway from Local Transport Plan sources

Report to: City Area Committee

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1. Purpose of Report

- 1.1 The purpose of this report is to set out the Local Transport Planning (LTP hereafter) assessment and funding arrangements for walking and cycling schemes and supply estimated costings associated with constructing a shared footway on the south side of the A3094 Netherhampton Road, from In-Excess in West Harnham to the Cattle Market at Netherhampton.

2.0 Outcome of site visit – is such a scheme feasible?

- 2.1 A site visit carried out in June 2006 revealed that there are no apparent engineering difficulties involved in constructing a shared-use pedestrian and cycle link from West Harnham to the Cattle Market on the existing grass verge on the south side of the A3094.
- 2.2 The grass verge is within the cartilage of the highway, and is sufficiently wide to accommodate a 2.5m shared use path. Should funding for the scheme be identified, it would be necessary for the works to be carried out by a highway contractor with the necessary indemnity and insurance arrangements for carrying out works in the highway, such as the County Council's principal contractor, Ringway Infrastructure Services. It would also be necessary to carry out utilities searches which would reveal if there are any underground services beneath the grass verge, prior to commencement of works. If there are such underground services, then the design may need to be modified or utilities lowered to a greater depth. This would add to scheme costs. So to summarise, in principle it is possible that such a link can be delivered, subject to suitable funding being identified.



Awarded in:
Housing Services
Waste and Recycling Services



3.0 Summary of how schemes are assessed for LTP funding

- 3.1 In 2005, The Joint Transportation Team were asked by the Salisbury Cycle Liaison Panel to carry out a walking and cycling scheme priority assessment on the provision of a shared footway to the Cattle Market from West Harnham.
- 3.2 The priority assessment methodology for walking and cycling schemes in Salisbury was developed in 2004 by the Joint Transportation Team to enable the likely benefits that should accrue (were a proposed scheme to be delivered) to be quantified. The scoring criteria closely reflect the contribution a proposed scheme makes towards achieving LTP objectives and targets. Officers can then identify which schemes are best likely to contribute towards these objectives and seek to deliver those proposals that score highly. By this process the County Council are able to demonstrate that they can use their limited budget in a way that demonstrates the best payback for local transport planning delivery. Schemes with lower scores are kept on the reserve list of unfunded schemes and are considered in future years for funding.
- 3.3 Each proposed scheme is scored against its contribution to improvements in pedestrian and cyclist safety, how many people the link would benefit, impact on improved physical fitness, modal choice and access to facilities, whether it provides a safe route to school and if it improves interchange between modes. This assessment will result in a score of between 0 and 75 being given to the scheme.
- 3.4 The proposed shared footway was priority assessed in 2005 and achieved an assessment score of 36 out of 75. This resulted in this scheme being considered a medium priority. With limited resources available towards developing new walking and cycling links across the county, LTP funding has to be prioritised towards delivery of high priority schemes that will make the biggest contribution towards LTP objectives and targets. Whilst this scheme has a limited chance of being delivered using LTP resources, there are new schemes that are being proposed, some of which receive high assessment scores. This can delay the progress of “medium priority” schemes from moving up the list of unfunded schemes.
- 3.5 Since June 2006, Wiltshire County Council have introduced a countywide scheme assessment process, that uses a slightly different scoring system. The main difference is that walking and cycling improvements within Salisbury now must compete for walking and cycling funding with similar schemes from across Wiltshire. This means that the walking and cycling schemes most likely to secure LTP funding are urban links that benefit larger populations within the main Wiltshire towns. Peripheral schemes to outlying villages such as Netherhampton and the Cattle Market, serving populations that are lower than more urban links do not fare very well in this countywide assessment list. As a result this type of proposed scheme is likely to remain unfunded.
- 3.6 Members should be mindful that compared to other more “urban” proposed walking and cycling schemes there is a limited justification for allocating Local Transport Plan resources towards this shared use path link. It may therefore be appropriate for them to consider alternative sources of funding, if they consider that this scheme merits progression on the basis of wider community objectives (i.e. that delivery of this scheme would provide wider community benefits than the more narrowly defined LTP objectives considered as part of the scheme assessment process).

4. Estimated costs of construction

4.1 In May 2006, Councillor Dalton, ward member for Harham West, made enquiries with Joint Transportation Team officers to ask them to provide estimates of what this shared footway link would cost to deliver.

4.2 As a result, a breakdown of the estimated cost to provide a footway along Netherhampton Road to the Cattle Market site, using WCC's main contractor, Ringway was calculated and supplied to Councillor Dalton. This costing is set out below, and does not include a figure for the cost of design work. The estimate is based on a footway length of 680 metres, a width of 2.5 metres and assumes that no new kerbing is required.

Earthworks =	£9,642
Paved areas =	£35,428
Signs & lines =	£1,000
Traffic control =	£2,222
Stores =	£2,223
Sub total =	£50,515

Contingency 10% = £5,051

Total = £55,566

5. Recommendation

5.1 That the above explanation of the LTP decision-making process on scheme prioritisation and funding, and estimated costings are noted. That this information be used by the Committee in future discussions on broader community benefits of the proposed link or when considering other possible ways that this scheme might be funded if it is deemed a community priority.

6. Implications

Financial: cost of scheme as set out in the report

Legal : none

Human Rights : none

Personnel : none

Community Safety : improved safety of pedestrians and cyclists

Environmental : A reduction in car journeys, improved accessibility to amenities.

Council's Core Values : Promoting a thriving economy, being environmentally conscientious, wanting to be an open, learning Council and a willing partner.

Wards Affected : West Harnham, Netherhampton, East Harnham

Consultation : none
