

REGULATORY COMMITTEE

6<sup>th</sup> MARCH 2002

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**TRAFFIC MANAGEMENT REPORT 2002**

**Purpose of Report**

1. To consider the Annual Reviews and agree the Traffic Management Schemes to be progressed in 2002-2003.

**Background**

2. The Cabinet, at its meeting on 1<sup>st</sup> March 2002, will consider the allocation of the Local Transport Plan (LTP) Integrated Transport Settlement capital funding. The funding has been allocated in accordance with the priorities in the LTP and the deliverability of these priorities.
3. Traffic Management and associated road safety, pedestrian and cycling schemes have been recommended for funding from this capital allocation in accordance with the priority framework agreed by the former Environment and Transport Committee. Deliverability of schemes within twelve months has also been a major consideration.
4. In addition to this capital funding, the Traffic Management revenue budget is available for ad hoc minor lining and signing schemes which occur throughout the year, and is just sufficient to fund the ad hoc Traffic Regulation Orders recommended to be progressed in the Annual Traffic Order Review.

**Detail**

5. Traffic Management schemes are introduced primarily to reduce road accident casualties against Government set targets, or to further the strategic goal of sustainability by encouraging walking, cycling and use of public transport.
6. In March 2000, new Government casualty reduction targets for 2010 were agreed:-
  - 40% reduction in the number of people killed or seriously injured in road accidents;
  - 50% reduction in the number of children killed or seriously injured in road accidents;
  - 10% reduction in the slight casualty rate (the Government has yet to advise how this is to be calculated locally).

The baseline for these targets is the average for the years 1994-98.

7. Achieving the new casualty reductions, on top of the significant savings achieved against the old target, is a daunting task. This will only be achieved by continuing to work with the County Council's partners on the strategies agreed in the County's Road Safety Action Plan. The continued careful targeting of County Council resources is considered crucial to this success. Performance will be measured by the Government Office and future LTP funding for safety measures is likely to depend on the extent of the County Council's success.

**Table 1** below shows what this means for County Roads:

| <b>KILLED AND SERIOUSLY INJURED CASUALTIES</b> |                 |                       |                     |                 |
|--|-----------------|-----------------------|---------------------|-----------------|
|  | <b>1994-98</b>  | <b>2010</b>           | <b>2001</b>         | <b>% change</b> |
|  | <b>Baseline</b> | <b>Target figures</b> | <b>Casualties *</b> |                 |
| All casualties                                 | 315             | 189                   | 274                 | - 13%           |
| Child  | 32              | 16                    | 24                  | - 25%           |

\* provisional figures

### **Annual Traffic Regulation Order Review**

8. The requests received for Traffic Regulation Orders since the last review, predominantly requests for waiting restrictions, are listed in **Appendix 1** of this report. The sum of £50,000 is available for ad hoc Orders in 2002-03 from the revenue budget, which it is recommended should be allocated to the schemes highlighted below.

### **Parking Controls**

9. The introduction of waiting restrictions to deal with individual parking issues can simply result in just shifting problems elsewhere. Accordingly, requests are generally gathered together and considered as part of a comprehensive parking review for a town. Experience shows that not adopting this approach can lead to revisiting areas to sort out new problems.
10. Comprehensive reviews, however, involve a heavy investment of resources but have relatively little overall safety benefit and contribute little to the County's casualty reduction targets. Resources permit a comprehensive review of parking for one town each year.
11. The decriminalised parking arrangements in the District of Salisbury, where responsibility for enforcement has been transferred to the District Council from the Police, has resulted in significantly increased enforcement throughout the District. Consequently, anomalies have been highlighted, including inappropriate restrictions. Particular issues have been identified in Tisbury, Bulford and Durrington. Although resources normally only permit one town to be reviewed each year, given the limited amount of parking controls in each of the three communities, it is proposed **that a review of parking be undertaken in the next financial year in Tisbury, Bulford and Durrington.**

12. The introduction of the integrated transport measures in the towns funded from the Local Transport Plan settlement can involve changes in parking arrangements. **The opportunity will be taken to consider amendments to parking controls requested at the time Orders are amended as a consequence of the integrated transport measures.**
13. Amendments to Orders are often required as a consequence of development funded by developers. Again, where possible, **the opportunity will be taken to consider outstanding parking issues in the proximity of development requiring amendment or new Orders.**
14. **It is recommended that, as in previous years, Orders to facilitate work by the District Councils and for schemes undertaken in partnership with Town/Parish Councils and others should be made.**
15. The Ministry of Defence (MOD) has indicated the desire to pursue jointly with this authority restrictions to overcome parking problems on Sidbury Circular Road in Tidworth. **It is recommended that possible restrictions be investigated and, if appropriate, be introduced on Sidbury Circular Road in partnership with the MOD.**

#### Lorry Controls

16. Wiltshire's Freight Strategy consists of ten separate policies that include the development of rail freight and, accepting that the majority of goods will continue to be transported by road, the promotion and use of the most appropriate road routes. Accordingly, a lorry route strategy has been developed.
17. The first tier of the lorry route strategy is the establishment of a strategic box around the County consisting of four routes: the M4 motorway, A303(T), A34 and improved A350. These Strategic Lorry Routes would be signed for the long distance through traffic and provide access to areas of major activity in the County.
18. The second strand of the strategy is to develop a supporting network of Local Lorry Routes to meet the local freight needs and encourage lorries to use those roads where a minimum of environmental damage will occur. The routes will be defined by a positive signing strategy which would encourage their use while discouraging through running.
19. After the introduction of the Strategic and Local Lorry Routes and the evaluation of their effects, consideration could then be given to the introduction of targeted traffic management, such as weight limits and traffic calming.

20. As encouraged by the Government, a Freight Quality Partnership has now been set-up to progress a community approach to the solution of freight problems. The partnership has representation from:-

|                                     |   |
|-------------------------------------|---|
| The County Council                  | Wincanton Logistics                         |
| District Councils                   | Council for the Protection of Rural England |
| Freight Transport Association       | Safeway Stores Plc                          |
| Road Haulage Association            | EWS   |
| GWE Economic Development            | Wiltshire Constabulary                      |
| Transport 2000                      | Swindon Borough Council                     |
| Countrywide Farmers                 | Railtrack                                   |
| Mendip Quarry Producers Association | Wiltshire Association of Local Councils     |

21. Five Working Groups have been set-up to cover the following work:-

- (a) Westbury Intermodal Freight Terminal
- (b) Survey of freight operators/businesses
- (c) Strategic signing of the A34
- (d) Cricklade/Ashton Keynes lorry routeing
- (e) A27 Whiteparish lorry routeing

22. The Freight Quality Partnership, at its meeting on 8<sup>th</sup> February 2002, agreed a timetable for the implementation of the strategy.

#### Local Lorry Issues

##### **Top Lane, Whitley**

23. Mr. Chivers (local Member) has requested a weight restriction to prevent lorries using Top Lane, Whitley. A traffic count undertaken in January 2002 highlighted an extremely low lorry flow. In the 12 hour period 8.00 am - 6.00 pm a total of 852 vehicles was recorded, which included 56 vans, buses and lorries. A weight limit would prohibit lorries exceeding 7.5 tonnes which account for only 1% of the total flow, 11 lorries. A proportion of these will have been seeking access and therefore would not be affected by a weight limit. **In the circumstances, the making of an Order to prevent lorries using Top Lane would not appear to be appropriate.**

##### **Bowerhill Residential Area/Industrial Estate**

24. Melksham Without Parish Council has requested a lorry ban for the Bowerhill Residential Area and the introduction of a one-way system at the Bowerhill Industrial Estate. As the residential area and industrial estate are adjacent to one another it would be appropriate to look at any traffic management measures on a comprehensive basis. The effects and financial implications of such measures need to be carefully assessed. **To establish the extent of the problems and justification for the introduction of measures it is suggested that a study of traffic flows and accidents be undertaken, funded from 2002-03 budget. A scheme could be prepared and costed for consideration in the 2003 Annual Review.**

## **Other Traffic Orders**

### **Old Road, Studley**

25. The residents of Old Road, Studley have requested a closure of the road at its junction with the A4. The request has the support of Calne Without Parish Council. Old Road has currently an Order prohibiting driving except for access which the residents say is completely ignored by drivers who use the road as a short cut to Derry Hill and the Bowood Golf Club. It is said that the absence of a footway, the restricted width and the bend makes walking dangerous due to the speed drivers travel along the road. The residents have indicated a willingness to contribute towards the cost of an order.
26. An examination of the accident record indicates that no injury accidents have occurred in Old Road or at the A4 junction in the past three years. There have however been accidents in the vicinity of the junction involving vehicles manoeuvring at adjacent accesses for commercial premises. Closing the Old Road junction would shift turning movements to Studley crossroads where there have been two injury accidents in the past three years.
27. Given the good accident record of the road at its junction with the A4 there is no technical case for a closure on road safety grounds, although reducing junctions on to a major road, such as the A4, can be considered good practice.
28. There is sufficient carriageway space to physically segregate Old Road from the A4 and provide a turning facility for larger service vehicles. The cost of the physical closure works could double the normal cost of introducing a traffic order to approximately £10,000. **On balance it is recommended that the District Council who, in the past have allocated funding for this type of work, be approached with the view to a partnership funding arrangement.** Subject to this a traffic order for a road closure could be advertised and any objections brought back to this Committee for further consideration.

### **Church Street, Bradford-on-Avon**

29. A resident of Church Street has requested an order prohibiting vehicles except for access. Church Road is a cul-de-sac which apparently motorists are mistaking for a through route. Prohibition of driving orders are not self enforcing and the Police, due to other priorities, cannot provide comprehensive enforcement. The majority of traffic turning has entered the street to park in the popular on-street bays. Nevertheless, in an attempt to overcome the problem **arrangements are being made to enhance the no through road signing.**

## **Annual Speed Limit Review**

30. The requests for new or amendments to existing speed restrictions received since the last review, together with all the outstanding speed limit requests, are listed in **Appendix 2** of this report.

31. Funding for speed restrictions can be taken from the capital allocation for Local Safety Schemes at sites with an injury accident problem or the capital allocation for Integrated Transport for measures to improve walking and cycling.
32. To assess where speed limits would be effective and result in reduced speeds and improved safety, the Wiltshire criteria are used, formulated with the Police and approved by the former Transport and Highways Committee in 1993, since when in the order of 200 new or amended speed restrictions have been introduced in the County. The criteria are given in **Appendix 3**.
33. The Wiltshire speed limit criteria are a relaxation from the current national guidelines. The Government, because of countrywide concerns, is undertaking a comprehensive review of national speed limit policy. It has been indicated that a hierarchy of roads, defined by their function and quality, which would combine flexibility at local level with consistency nationally, is to be developed. However, the Government has commissioned further research to address definition problems and legislative changes will be required to simplify the making of speed limit Orders by local authorities.
34. The County Council is therefore awaiting revised guidance on the setting of local speed limits to achieve appropriate and consistent standards nationally.
35. The importance of determining speed limit against sound criteria has been reinforced recently. Wiltshire's acceptance into the Safety Camera Project will result in much greater enforcement of speed restrictions, considerably increasing the risk of challenges in the courts to inappropriate speed limits.
36. The Association of British Drivers, an organisation "championing drivers' rights in the UK" to "preserve and enhance the freedom to enjoy driving motor vehicles responsibly on the public highway" is encouraging its members to monitor the introduction of speed limits and challenge local authorities to show that the new limits are justified against national guidelines.
37. Recent advice from the DTLR suggests that the revised national guidance on the setting of speed restrictions is a Government priority and is expected within 6-12 months. This could have significant implications for many roads in the County. This new development coupled with the high demand for other integrated transport measures would suggest that priority for the allocation of funding be given to measures other than speed limits in 2002-03, with potentially greater emphasis on speed limits in 2003-04 after new national guidance is issued. However, there are a number of outstanding speed limit issues that could be addressed in the 2002-03 budget.

### **Kennet**

38. There are two sections of road where accident problems have been identified where a lowering of the speed would appear to be the appropriate remedial action.
  - (a) **Froxfield, A4.** A part lowering of the current 50 mph to 40 mph associated with carriageway marking and appropriate enhancements.

- (b) **Bromham (St Edith's Marsh), A342.** A lowering of the national limit to a 40 mph limit over the length where the Wiltshire criteria is satisfied.

These speed limits can be funded from the local safety scheme allocation.

39. At A3026 **Castledown, Ludgershall**, as a consequence of development improvements to facilities for pedestrians and cyclists are proposed. A 40 mph limit, as an extension to the current 30 mph limit, to cover existing and proposed development, including the school and sports centre, is recommended.
40. A safe route to school assessment has been carried out at **Woodborough School** and as a consequence, funding from the Safer Routes to School budget is recommended. The exact measures required have yet to be finalised and an allocation from the Kennet rural area integrated transport budget is recommended to supplement the Safe Routes allocation. A lowering of the existing 40 mph speed limit may be appropriate in the vicinity of the school.

### **North Wiltshire**

41. In 1996 the then Highways Sub-Committee resolved to introduce a 40 mph speed limit on **B4014, Filands Lane, Malmesbury** despite the Wiltshire speed limit criteria clearly not being satisfied. This decision has been drawn to Members' attention at subsequent Annual Reviews, but due to other priorities, funding has not been allocated to this restriction. A number of residents with the support of the Town Council and Member of Parliament are urging the implementation of this outstanding recommendation. An allocation from the rural North Wiltshire integrated transport budget could be used for this restriction.

### **West Wiltshire**

42. To complement the planned introduction of improvement facilities for pedestrians and cyclists on **A361, Hilperton Road, Trowbridge**, partly funded by developer contribution, it is recommended that the existing 40 mph speed restriction be lowered to 30 mph, where the criteria is satisfied for the lower limit.

### **Salisbury**

43. In the 2001 Annual Speed Limit Review it was recommended that a 40 mph speed limit be introduced in **Semley**. However at the Environmental Services Sub-Committee meeting, when the Annual Review was considered, this scheme was replaced by another village in the District. The opportunity could now be taken to fund the limit from this year's integrated transport budget.

### **Annual Pedestrian Safety Report**

44. **The requests received for formal crossings have been assessed and the results, together with recommended action, are indicated in Appendix 4.** Funding may be allocated from the budget for Integrated Transport Schemes. The requests for crossing facilities in the towns within the Western Wiltshire Sustainable Transport Strategy Area are separately funded from the LTP allocation and being considered by the Working Groups set up for each town with the District and Town Councils and

other organisations to recommend integrated transport schemes to be progressed from the agreed funding allocated for the seven towns. Similarly, requests for facilities in Devizes have been considered by the Devizes Area Joint Community Transport Forum for funding from the separate LTP allocation.

45. The table below shows the pedestrian casualties on County roads in 2001. Wiltshire has a particularly low child pedestrian casualty rate when compared to other authorities in the country.

| <b>PEDESTRIAN CASUALTIES 2001*</b> |               |                 |
|------------------------------------|---------------|-----------------|
|                                    | <b>Adults</b> | <b>Children</b> |
| Fatal                              | 5             | 0               |
| Serious                            | 25            | 15              |
| Slight                             | 75            | 47              |

\* provisional figures

46. Casualty reductions are achieved by a combination of methods, including road safety education, training and publicity, engineering and enforcement. Of particular importance for pedestrian safety is the work of the Community Road Safety Officers. This is recognised in the Government's new Road Safety Strategy. All schools are offered child pedestrian training and the Road Safety Officers work with other agencies to raise the road safety awareness of vulnerable road users of all ages. Influencing driver behaviour is generally believed to be extremely important for future casualty reductions, in particular to encourage drivers not to travel at excessive or inappropriate speeds. This has considerable potential for reducing accidents involving pedestrians and the severity of their injuries.
47. When assessing the appropriate treatment, the individual circumstances of each site have to be taken into consideration; in particular the number of pedestrians crossing and the volume of the opposing traffic flows. Site characteristics such as the width of the carriageway where a pedestrian refuge has been requested and the presence of footways for Zebra, Pelican and Puffin crossings are a major consideration.
48. **It must be remembered that the installation of a formal pedestrian crossing does not mean road safety is always improved. Crossings installed at inappropriate locations can result in accidents. This is particularly so where pedestrian flows are generally light, or light for long periods of the day. Drivers who become accustomed to not being stopped at the crossing may begin to ignore its existence, with dangerous consequences. When a crossing is installed the site becomes a focus of drivers' concentration and areas of carriageway either side of the crossing become potentially hazardous for pedestrians crossing. In certain circumstances, particularly where pedestrians cross at a number of locations along a road, or where large numbers cross at specific times of the day, for example at schools, reducing speeds can be a more effective means of improving pedestrian safety.**



49. It is recommended that **zebra crossings be installed in Station Road, Wootton Bassett, High Street (South) Cricklade, and Calne Road, Lyneham** funded from the Integrated Transport allocation for rural North Wiltshire. **A zebra crossing in Calcutt Street, Cricklade is recommended as a reserve scheme.** Also it is recommended **a zebra crossing be installed in Bulford Road, Durrington** funded from the Integrated Transport allocation for rural Salisbury.

### **Local Safety Schemes**

50. The sum of £300,000 has been allocated for Local Safety Schemes from the LTP Integrated Transport block allocation.
51. Following the success of the A346/A388 Route Study it is proposed that a similar study be undertaken for the A342 between Devizes and Rushall. The traffic flows and speeds will be examined together with a detailed analysis of the injury accidents which have occurred along the route. A comprehensive package of traffic engineering measures, including signing and lining, will be developed for implementation in 2002-03 at an estimated cost of £150,000.
52. It is recommended that the remaining £150,000 is used to improve safety by the introduction of minor traffic engineering measures, at the 33 sites from the cluster list shown in **Appendix 5**. These are the remaining sites to be treated that will not be affected by maintenance works or future development. The cluster sites are those locations where three or more injury accidents have occurred in the past three years. There are currently in the order of 200 sites on the list. The introduction of the lower speed limits at Froxfield and Bromham (paragraph 38) should be funded from this allocation, as accident problems would be addressed.
53. It should be recognised that a safety scheme may not result in the eradication of all accidents at a site. A reduction in accident numbers or severity is a success in traffic engineering terms and contributes towards casualty reduction targets. Physical measures cannot be the solution to all accident problems but are an integral part of the strategy. In 90% of all accidents driver error is a contributory factor highlighting the considerable scope for casualty reduction through driver education, as recognised in the Government's Road Safety Strategy. This is tackled through road safety education, training and publicity as highlighted in the Road Safety Action Plan.

### **Integrated Transport Measures**

54. The following funding for measures to encourage walking or cycling from the Integrated Transport Allocation are proposed.

#### **Western Wiltshire Sustainable Transport Strategy - £1.474 million**

55. Meetings of the Working Groups set up for each of the seven towns (Chippenham, Corsham, Bradford on Avon, Melksham, Trowbridge, Warminster and Westbury) have taken place, or will shortly take place, to consider the schemes to be progressed in 2002-03.

56. The Working Groups were set up to include the District and Town Councils together with other interested organisations to recommend the integrated transport schemes to be progressed in the towns through LTP funding.
57. The provisional schemes recommended to be implemented or to be developed for future implementation are listed in **Table A, Appendix 6**. This includes the complementary funding to match the Home Zone Challenge £575,000 awarded to Wiltshire recently by the Government.

Devizes Community Area Transport Strategy - £340,000

58. The schemes in **Table B, Appendix 6** are recommended by a recent meeting of the Devizes Community Area Transport Plan Forum.

Kennet (outside the Devizes Community Area) - £75,000

59. The schemes recommended to be funded from this allocation are shown in **Appendix 6, Table C**. Included is a suggested allocation for Woodborough and Potterne to support the funding of a scheme developed under the Taking Action on School Journeys initiative. The exact measures have yet to be finalised.

North Wiltshire (excluding Chippenham and Corsham) - £75,000

60. **Table D, Appendix 6** shows the recommended schemes to be funded in North Wiltshire taken from the extensive list of requests. As many schemes as possible have been suggested in an attempt to achieve maximum benefit for pedestrians and cyclists.

West Wiltshire (excluding Bradford on Avon, Melksham, Trowbridge, Warminster and Westbury) - £75,000

61. The schemes in **Table E, Appendix 6** recommended for West Wiltshire include a suggested allocation to support an inter-urban Cycle Network the District Council is keen to progress and has allocated £200,000 for a start on construction within 2002-03. A final choice of routes has yet to be made.

Salisbury (outside the City and Wilton) - £75,000

62. The schemes in **Table F, Appendix 6** recommended for Salisbury include the allocation of funds to develop schemes for implementation in 2003-04.

Salisbury Transport Plan £5.8 million

63. The schemes in **Table G, Appendix 6** are recommended for funding from the £5.8 million allocated by the Government for Salisbury Integrated Transport measures. This list was considered and recommended by the Salisbury Transportation Plan Joint Advisory Panel at its meeting on 22<sup>nd</sup> February 2002.

## **Safer Routes to School**

64. An allocation of £100,000 for TravelWise/Safer Routes to School schemes has been approved.
65. All bids under the Taking Action on School Journeys initiative were assessed using the criteria agreed by the former Environment and Transport Committee on 14<sup>th</sup> February, 2001. This included schools submitting completed application forms accompanied by School Travel Plans, which had been drawn up in the majority of cases with the help and co-operation of County Council Officers. Requests for works will be carried out by March 2003, if funding allocations are approved. Engineering works will be accompanied by ongoing development of the School Travel Plan process where schools will be supported through education, publicity and ongoing encouragement by County Officers. Those schools which were unsuccessful in their bids will receive detailed advice and guidance by School Travel Plan Advisors with a view to them submitting improved and hopefully successful bids next year. The schools whose bids are recommended are listed in **Table H, Appendix 6**. Detailed schemes have yet to be formulated.

## **Recommendations**

### **Annual Traffic Regulation Order Review**

66. That:-
- (i) Orders resulting from a review of parking in Tisbury, Bulford and Durrington be progressed;
  - (ii) Orders to facilitate schemes of the District Councils and partnership funded schemes be progressed;
  - (iii) Orders required for and funded by development be progressed;
  - (iv) A comprehensive study into traffic management at Bowerhill Residential Area and Bowerhill Industrial Estate be undertaken, measures formulated as appropriate and costed. Consideration be given to a scheme in the 2003 Review;
  - (v) North Wiltshire District Council be invited to contribute towards a partnership scheme for a closure of Old Road, Studley, at its junction with the A4 road. Traffic Orders to be advertised as appropriate.

### **Annual Speed Limit Review**

67. That:-
- (i) 40 mph restrictions be introduced at:-
    - A4 Froxfield
    - A342 Bromham
    - A3026 Castledown, Ludgershall

- B4014 Filands Lane, Malmesbury
- Semley village

(ii) 30 mph speed restrictions be introduced at:-

- A361 Hilperton Road, Trowbridge
- Woodborough village, if appropriate

### **Annual Pedestrian Safety Review**

68. That the pedestrian crossing facilities indicated in **Appendix 4** be approved for implementation.

### **Local Safety Schemes**

69. That minor remedial measures be introduced at the accidents sites highlighted in **Appendix 5**.

### **Integrated Transport Measures**

70. That:-

- (i) The schemes in **Table A, Appendix 6** be noted as the provisional schemes to be progressed from the allocation for the Western Wiltshire Sustainable Transport Strategy;
- (ii) The schemes in **Table B, Appendix 6** be approved for funding from the allocation for the Devizes Community Area Transport Plan;
- (iii) The schemes in **Table C, Appendix 6** be approved for funding from the allocation for the Kennet Rural Area;
- (iv) The schemes in **Table D, Appendix 6** be approved for funding from the allocation for the North Wiltshire Rural Area;
- (v) The schemes in **Table E, Appendix 6** be approved for funding from the allocation for the West Wiltshire Rural Area;
- (vi) The schemes in **Table F, Appendix 6** be approved for funding from the allocation for the Salisbury Rural Area;
- (vii) The schemes in **Table G, Appendix 6** be approved for funding from the allocation for the Salisbury Transport Plan.

### **Safe Routes to School**

71. That the school bids indicated in **Table H, Appendix 6** be approved for funding from the Safer Routes to School allocation.

### **Reason for Recommendations**

72. To allocate the funding for Integrated Transport included in Wiltshire's Local Transport Plan settlement for 2002-03 and agree the traffic management schemes to be progressed in 2002-03.

**RICHARD J. LANDER**

Director of Environmental Services

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

Letters/Petitions from Parish Councils and members of the public

**Environmental impact of the Recommendations contained in this Report:**

The implementation of measures to encourage walking and cycling should reduce dependence on the car, with obvious benefits to the environment.

**ANNUAL TRAFFIC REGULATION ORDER REVIEW**  
**LIST OF PARKING CONTROL CHANGES REQUESTED**

| <b><u>TOWN</u></b>                                    | <b><u>STREET/ROAD</u></b>  |
|---|--|
| <b>Bradford on Avon</b>                               | The Bullpit<br>Belcombe Road/Sandy Leaze<br>Winsley Road<br>Pound Close  |
| <b>Calne</b>  | Curzon Street<br>North Street  |
| <b>Chippenham</b>                                     | Cocklebury Road<br>Hardenhuish Lane  |
| <b>Corsham</b>  | Beechfield Road<br>Priory New Road/Priory Road   |
| <b>Marlborough</b>                                    | London Road  |
| <b>Melksham</b>                                       | Woodrow Road/Woodcombe   |
| <b>Trowbridge</b>                                     | College Road<br>Polebarn Road<br>St. Thomas Road<br>The Down<br>Seymour Road<br>Adcroft Drive<br>Wingfield Road<br>Wiltshire Drive<br>Downside Park<br>The Croft |
| <b>Warminster</b>                                     | Plants Green<br>Market Place/High Street   |
| <b>Westbury</b>                                       | Eden Vale Road/Matravers Close   |
| <b>Wootton Bassett</b>                                | Coxstalls  |
| <b><u>VILLAGES</u></b> (where controls already exist) |  |
| <b>Market Lavington</b>                               | White Street   |
| <b>Staverton</b>                                      | Village  |

**SPEED LIMIT REVIEW 2002****NOTE: THE SITES IN BOLD ARE NEW REQUESTS SINCE 2001 REVIEW****A: SITES WITH NO EXISTING RESTRICTION**

| <b><u>Parish</u></b>    | <b><u>Road</u></b> | <b><u>Location</u></b>                 |
|-------------------------|--------------------|--|
| Ashton Keynes           | B4696              | Spine Road                             |
| <b>Bradford</b>         | <b>B3105</b>       | <b>Woolley Green</b>                   |
| Brinkworth              | B4042              | West of Village                        |
| Brockenborough          | C89                |  |
| <b>Bromham</b>          | <b>A342</b>        | <b>St. Ediths Marsh</b>                |
| Calne Without           | A342               | Derry Hill                             |
| <b>Calne Without</b>    | <b>C247</b>        | <b>Stockley Village</b>                |
| Crudwell                | C76                | Eastcourt                              |
| Edington/West Ashton    | C49                | Inter Village Road                     |
| Firsdown                | A30                | Thorney Down to Figsbury               |
| Fyfield                 | A4                 |  |
| Heytesbury              | C10                | Tytherington                           |
| Lacock                  | A350               | Bypass                                 |
| Ludgershall             | A3026              | Castledown                             |
| Lyneham/Wootton Bassett | A3102              |  |
| Malmesbury              | B4014              | Filands Lane                           |
| Market Lavington        | B3098              | between Market Lavington and Easterton |
| <b>Melksham Without</b> | <b>A3102</b>       | <b>Melksham towards Sandridge</b>      |
| Monkton Farleigh        | A363               | Farleigh Wick                          |
| <b>Rowde</b>            | <b>A342</b>        | <b>Rowdeford School Area</b>           |
| Semley                  | C62                | Village Area                           |
| Stanton St. Quinton     | A429               |  |
| Stockton                | C10                | Bapton Hamlet                          |
| Tockenham               | C120               |  |
| Whiteparish             | A27                | 40 mph to County boundary              |
| Winterbourne Bassett    | C120               |  |
| Winterbourne Bassett    | A4361              |  |
| <b>Yatton Keynell</b>   | <b>B4039</b>       | <b>Village to A420</b>                 |

## **B: SITES FOR LOWERING OF EXISTING RESTRICTION**

| <b><u>Parish</u></b>             | <b><u>Road</u></b> | <b><u>Location</u></b>           |
|----------------------------------|--------------------|----------------------------------|
| Bishop Cannings                  | C8                 | Horton                           |
| <b>Bishopstone</b>               | <b>C12</b>         |                                  |
| <b>Broughton Gifford</b>         | <b>C212</b>        | <b>The Common</b>                |
| Charlton                         | B4040              |                                  |
| Chippenham                       | B4528              | Malmesbury Road                  |
| <b>Chippenham/Calne Without</b>  | <b>A4</b>          | <b>London Road East</b>          |
| <b>Crockerton</b>                | <b>C54</b>         | <b>Clay Street</b>               |
| Dauntsey                         | C45                | Village                          |
| Durrington                       | U/C                | Packway                          |
| Froxfield                        | A4                 |                                  |
| Hilmarton                        | A3102              | Snow Hill Goatacre               |
| Hilperton                        | A361               | Bypass                           |
| <b>Lacock</b>                    | <b>C155</b>        | <b>Hither Way</b>                |
| Leigh                            | B4696/<br>B4040    |                                  |
| Little Somerford                 | C66                |                                  |
| <b>Lydiard Tregoz</b>            | <b>C414</b>        | <b>Hook</b>                      |
| <b>Melksham/Melksham Without</b> | <b>A365</b>        | <b>Shurnhold/Shaw</b>            |
| Minety                           | B4040              |                                  |
| <b>Redlynch</b>                  | <b>B3080</b>       |                                  |
| <b>South Wraxall</b>             | <b>B3105</b>       | <b>Bradford Leigh Northwards</b> |
| Trowbridge                       | A361               | Hilperton Road                   |
| Wingfield                        | B3109              |                                  |
| <b>Winsley</b>                   | <b>B3108</b>       | <b>Bypass</b>                    |
| <b>Woodborough</b>               | <b>C38</b>         | <b>Part Length</b>               |
| Woodford                         | C42                | Lower/Middle/Upper               |



## C: EXTENSIONS TO EXISTING RESTRICTIONS

| <u>Parish</u>     | <u>Road</u> | <u>Location</u>       |
|-------------------|-------------|-----------------------|
| Aldbourn          | C189        | Oxford Road           |
| Avebury           | A4361       | North                 |
| Avebury           | A4361       | West/Trusloe          |
| Bishop Cannings   | C50         | South of Village      |
| Bishopstrow       | C10         |                       |
| Box               | A4          | East                  |
| Box               | A4          | West                  |
| Box               | B3109       | Rudloe                |
| Calne Without     | C247        | Stockley Lane         |
| Chapmanslade      | C274        | Huntenhall Lane       |
| Chilton Foliat    | B4192       | North West end        |
| <b>Chippenham</b> | <b>A4</b>   | <b>Bath Road</b>      |
| Codford           | C22         | East                  |
| Codford           | C22         | North                 |
| Coombe Bissett    | C12         | Stratford Tony Road   |
| Corsham           | C150        | Lacock Road           |
| Corsham           | C5          | Park Lane             |
| Corsham           | C4          | Westwells Road        |
| Dilton Marsh      | B3099       | West of Village       |
| Donhead           | A30         | Higher Coombe         |
| Downton           | A338        | North                 |
| Ebbesbourne Wake  | C12         | North of Village      |
| Edington          | B3098       |                       |
| Enford            | A345        |                       |
| Erlestoke         | B3098       | West                  |
| Fonthill Gifford  | C25         | Hindon Road           |
| Heytesbury        | U/C         | Park Lane             |
| Idmiston          | C285        | Gomeldon Road, Porton |
| Keevil            | C218        |                       |
| Lacock            | C150        | Cantax Hill           |
| Lockeridge        | C38         | South                 |

| <b><u>Parish</u></b>       | <b><u>Road</u></b> | <b><u>Location</u></b>               |
|----------------------------|--------------------|--------------------------------------|
| <b>Lydiard Tregoz</b>      | <b>C35</b>         | <b>Hook Street</b>                   |
| Lyneham                    | A3102              | North                                |
| Marlborough                | A346               | North                                |
| <b>Marlborough</b>         | <b>A4</b>          | <b>Manton</b>                        |
| <b>Melksham Without</b>    | <b>A365</b>        | <b>Shaw Hill</b>                     |
| Milton Lilbourne           | B3087              |                                      |
| Netheravon                 | C3                 |                                      |
| Pewsey                     | B3087              | East of Village                      |
| Shrewton                   | B3083              | London Road                          |
| Shrewton                   | B3083              | Salisbury Road                       |
| Southwick                  | A361               | Hoopers Pool                         |
| <b>Stanton St. Quinton</b> | <b>C72</b>         | <b>Village</b>                       |
| Steeple Langford           | C10                | Hanging Langford                     |
| Tisbury                    | C318               | Tisbury Row                          |
| Tollard Royal              | B3081              | North West                           |
| Tollard Royal              | B3081              | South                                |
| Trowbridge                 | A363               | Trowle                               |
| Upton Scudamore            | C235               | West                                 |
| Upton Scudamore            | C235               | East                                 |
| Urchfont                   | B3098              | West End                             |
| West Ashton                | C49                | South                                |
| <b>Winterbourne</b>        | <b>A30</b>         | <b>Winterbourne Earls - Hurdcott</b> |
| Wootton Bassett            | C3                 | Bicknoll Lane                        |
| Wylde                      | C10                |                                      |

**D: REQUESTS FOR 20 MPH RESTRICTIONS**  
**OUTSIDE OF INTEGRATED TRANSPORT URBAN AREAS**

**Parish**

**Location**

Edington

The Weir

**Lydiard Millicent**

**From Beaches to Church Place**

North Bradley

Malthouse Lane

**SPEED LIMIT CRITERIA**

| <b><u>Character of Environment</u></b>   | <b><u>Character of Road</u></b>  | <b><u>Traffic Composition</u></b>                       |
|--|--|---|
| <p>1. <b><u>30mph Speed Limit</u></b></p> <p>(a) Built up with development on both sides of road with minimum No. of properties on one side of 6 per 800m in length and average development comprising at least 50% of the frontage on both sides. (Include garden but not field frontage) Noticeable pedestrian activity.</p> <p>(b) Lesser built-up lengths linking 30mph limits but less than 800m long</p>   | <p>Town Roads/Streets with residential development or Village Roads with frequent junctions and access and sight lines inadequate for speeds higher than 30mph</p> | <p>General distribution</p>                             |
| <p>2. <b><u>40mph Speed Limit</u></b></p> <p>(a) At least partially built up with more than 35% of the total frontages on both sides developed. (Include garden but not field frontage). Pedestrian activity.</p> <p>(b) Less built-up lengths linking 30 and 40 speed limits but less than 800m long</p> <p>(c) Approaches to 30mph speed limits with built-up frontages exceeding 35% of the total, both sides and over 300m length.</p> <p>(d) New roads without frontage access but within an urban environment where pedestrians can be expected.</p> | <p>Main traffic routes</p> <p>Urban Relief Roads</p> <p>Access roads in modern developments</p>  | <p>General distribution</p>                             |
| <p>3. <b><u>50mph Speed Limits</u></b></p> <p>(a) Situations where the accident rate exceeds the expected average for similar lengths elsewhere</p> <p>(b) Roads without frontage access, bounding an urban environment, where there are junctions serving the development including right-turns and where there is some pedestrian activity.</p>  | <p>Any character</p> <p>Single 7.3m carriageway (with local widening of junctions)</p>   | <p>General distribution</p> <p>General distribution</p> |

### PEDESTRIAN FACILITY REQUESTS

| Location   | District        | Requester                         | 3 yr pedestrian injury accident record | Vehicular Flows |          | Pedestrian Flows |          | Comment  | Recommendation   |
|--|-----------------|-----------------------------------|--|-----------------|----------|------------------|----------|--|--|
|  |                 |                                   |  | Peak flow       | 10 hours | Peak flow *      | 10 hours |  |  |
| Wootton Bassett Station Road                             | North Wiltshire | North Wiltshire District Council  | None                                   | 490             | 3609     | 105              | 379      | High percentage of children crossing.  | <b>Install zebra crossing</b>  |
| Cricklade Calcutt Street, B4040                          | North Wiltshire | Cricklade Town Council            | None                                   | 906             | 5801     | 18               | 169      | High vehicle flows – modest pedestrian activity  | Reserve scheme or if funding not available, install in 2003-04.        |
| Cricklade High Street (North)                            | North Wiltshire | Cricklade Town Council            | None                                   | 342             | 2853     | 156              | 862      | High number of pedestrians crossing throughout main shopping street. Further consideration needed to type of facility appropriate. | Discuss appropriate facility with Town Council for funding in 2003-04. |
| Cricklade High Street (South) B4040                      | North Wiltshire | Cricklade Town Council            | None                                   | 1199            | 7195     | 26               | 437      | Pedestrian activity likely to increase on opening of new library and surgery.  | <b>Install zebra crossing.</b>   |
| Lyneham Calne Rd, A3102                                  | North Wiltshire | Lyneham Parish Council            | None                                   | 949             | 7035     | 63               | 231      | High vehicle flows.  | <b>Install zebra crossing.</b>   |
| Lyneham Wootton Bassett Road, A3102                      | North Wiltshire | Lyneham Parish Council            | 1                                      | 1115            | 7948     | 12               | 75       | Low pedestrian flows – pedestrian refuge could be appropriate but insufficient road width to accommodate.                          | No action.   |
| Corston A429   | North Wiltshire | Malmesbury Without Parish Council | None                                   | 1308            | 7990     | 7                | 74       | Low pedestrian flows – pedestrian refuge could be appropriate but insufficient road width to accommodate.                          | No action.   |
| Malmesbury Burton Hill (just south of Priory roundabout) | North Wiltshire | Malmesbury Without Parish Council | None                                   | 1160            | 8412     | 5                | 56       | Low pedestrian flows.  | No action.   |
| Winsley Bypass (Bradford End), B3108                     | West Wiltshire  | Mr Terry Chivers                  | None                                   | 650             | 4118     | 25               | 67       | Minor kerbing and white lining planned to reduce width of carriageway to be crossed by pedestrians.                                | No further action.   |
| Durrington Bulford Rd, B3085                             | Salisbury       | Durrington Parish Council         | 1                                      | 323             | 2519     | 68               | 558      | Large pedestrian flows.  | <b>Install zebra crossing.</b>   |

\* Note: pedestrian flow corresponding to peak traffic flow

**LOCAL SAFETY SCHEMES TO BE  
CONSIDERED FOR TREATMENT IN 2002-2003**

**LOCATION**

A338/C258, Pennings Road/Meerut Road, Tidworth  
A345/C260 bends North of Netheravon  
B3098/C40 Pear Tree Cross Roads, Great Cheverell  
A4 Avenue La Fleche/Pewsham Way, Chippenham  
A4/C159 East of Corsham  
A350/C218 Ashton Common  
A342/Church Walk, Devizes  
A338/C12 Nunton  
A4361 Llewelyn bends Berwick Bassett  
A338 Junction with Matrimony Farm, Charlton  
A420/C180 Allington Crossroads  
A420 Chippenham Motors  
A350/Capps Lane, North of Westbury  
A3102 junction with Lime Kiln, Wootton Bassett  
A4/B4158 Pheasant Roundabout, Chippenham  
B4069/C375 Langley Burrell  
A345 junction with Manton Drove, Savernake  
C414/C35 Hook Street Hook  
C414/C28 Greenhill Cross Roads, Lydiard Millicent  
A3102 North of Preston Lane, Lyneham  
A350 Dual Carriageway, Pretty Chimneys, Northbound  
A350/B3095 Longbridge Deverill  
A342/C60 Stert  
A3102/C374 Interface, Wootton Bassett  
U/C Bend Stockport Boscombe, East of A345  
A345 Granham Hill, Marlborough  
B3414/Silver Street, Warminster  
A345 Countess Roundabout, Amesbury  
A361 junction with Dursley Road, Trowbridge  
A3102 Lowbourn junction with Ruskin Avenue, Melksham  
Oxford Road, Calne  
A366 Wingfield Road, Trowbridge  
A3102 The Folly, to the North-East of Lyneham

**ROUTE TREATMENT**

A342 Devizes to Rushall

**APPENDIX 6**  
**TABLE A**

**WESTERN WILTSHIRE SUSTAINABLE TRANSPORT**  
**STRATEGY 2002-2003**

| Location                              | Details   | Estimated LTP contribution |
|---------------------------------------|---|----------------------------|
| <b>Bradford on Avon</b>               |   |                            |
| Frome Road                            | <ul style="list-style-type: none"> <li>Traffic calming; pedestrian improvements</li> <li>Linked with major resurfacing works</li> <li>Scheme expanded following local member consultations</li> </ul> | £30,000                    |
| Town Centre Traffic Management Scheme | <ul style="list-style-type: none"> <li>Study complete</li> <li>Public consultations ongoing</li> <li>Funds required for implementation of key pedestrian improvements</li> </ul>                      | £100,000                   |
| Pedestrian Access to Rail Station     | <ul style="list-style-type: none"> <li>Awaiting approval from Train Operating Company/Railtrack</li> <li>SRA bid</li> <li>Design fees required</li> </ul>   | £30,000                    |
| Future Schemes                        | <ul style="list-style-type: none"> <li>Requests received for Traffic Management Schemes in: Newtown and Woolley Street</li> <li>Design fees required</li> </ul>                                       | £10,000                    |
| <b>Chippenham</b>                     |   |                            |
| London Road                           | <ul style="list-style-type: none"> <li>Study complete</li> <li>Public consultations ongoing</li> <li>Funds required for implementation</li> </ul>   | £65,000                    |
| Rail Station                          | <ul style="list-style-type: none"> <li>Forecourt improvement project</li> <li>Pedestrian/Public Transport Access</li> <li>SRA bid</li> <li>Implementation funds required</li> </ul>                   | £150,000                   |
| Timber Street Bus Station             | <ul style="list-style-type: none"> <li>Funding for new shelter required further to current safety improvements</li> </ul>   | £25,000                    |
| Bristol Road – Bumpers Farm           | <ul style="list-style-type: none"> <li>New shared use path proposed by LTP Working Group</li> <li>Design and implementation costs required</li> </ul>   | £15,000                    |
| Willowbank                            | <ul style="list-style-type: none"> <li>Traffic Management scheme to deter through traffic</li> <li>Design and implementation costs required</li> </ul>  | £10,000                    |
| Western Chippenham                    | <ul style="list-style-type: none"> <li>Area-wide Residential Traffic Management Study identified by Working Group</li> </ul>  | £20,000                    |
| <b>Corsham</b>                        |   |                            |
| Priory Street Area                    | <ul style="list-style-type: none"> <li>Area-wide residential traffic management scheme identified in 2001</li> <li>Consultations ongoing</li> <li>Implementation costs required</li> </ul>            | £75,000                    |
| Lypiatt Road/Broadmead                | <ul style="list-style-type: none"> <li>Existing commitment to undertake pre-design consultations</li> <li>Design fees required</li> </ul>   | £10,000                    |
| Newlands                              | <ul style="list-style-type: none"> <li>Pedestrian and Bus stop enhancements identified in Interchange Audit</li> <li>Design and implementation costs required</li> </ul>                              | £35,000                    |
| Future schemes                        | <ul style="list-style-type: none"> <li>Fees required to continue programme of pre-design consultations in other key residential areas</li> </ul>  | £10,000                    |

| Location                                    | Details   | Estimated LTP contribution |
|---|---|----------------------------|
| <b>Melksham</b>                             |   |                            |
| Forest Road                                 | <ul style="list-style-type: none"> <li>Traffic management scheme identified and designed in 2001</li> <li>£50,000 committed in 2001</li> <li>further implementation costs required following consultations</li> </ul>                 | £25,000                    |
| Town Centre Scheme                          | <ul style="list-style-type: none"> <li>Town Centre Study complete</li> <li>Public consultations ongoing</li> <li>Detailed design and implementation costs required</li> </ul>   | £150,000                   |
| Future Schemes                              | <ul style="list-style-type: none"> <li>Fees required to continue programme of pre-design consultations in other key residential areas</li> </ul>  | £10, 000                   |
| <b>Trowbridge</b>                           |   |                            |
| College Road Area Home Zone                 | <ul style="list-style-type: none"> <li>Successful Home Zone bid commits £250,000 over 2 years from LTP allocation</li> <li>Match funding of £350,000 achieved</li> </ul>  | £125,000                   |
| Town Centre Traffic Management              | <ul style="list-style-type: none"> <li>Issues Report complete</li> <li>Consultations February 2002</li> <li>Phase 1 to be constructed 2002-3</li> </ul>   | £150,000                   |
| Trowbridge future schemes                   | <ul style="list-style-type: none"> <li>Fees required to continue programme of pre-design consultations in other key residential areas</li> <li>Petition received for Delamere Road Area 5<sup>th</sup> September, 2001</li> </ul>     | £10, 000                   |
| Trowbridge – Seymour Estate                 | <ul style="list-style-type: none"> <li>Consultation exercise committed</li> </ul>   | £10, 000                   |
| <b>Warminster</b>                           |   |                            |
| Town Centre Study                           | <ul style="list-style-type: none"> <li>Study phase complete</li> <li>Consultations ongoing</li> <li>Implementation of phase 1 programmed 2002-03</li> </ul>   | £135 000                   |
| Emwell Street/Sambourne Road                | <ul style="list-style-type: none"> <li>Crossing requested by LTP Working Group members</li> </ul>   | £ 10, 000                  |
| Princecroft/Pound Lane                      | <ul style="list-style-type: none"> <li>Successful Home Zone bid commits £250,000 over 2 years from LTP allocation</li> <li>Match funding of £225,000 achieved</li> </ul>  | £125 000                   |
| Future Schemes                              | <ul style="list-style-type: none"> <li>Member Request to consider Vicarage Street/ West Parade area; Portway Estate and the Broadway Estate</li> <li>Some prioritisation required at forthcoming LTP working Group meeting</li> </ul> | £9, 000                    |
| <b>Westbury</b>                             |   |                            |
| Oldfield Park area                          | <ul style="list-style-type: none"> <li>Residential Traffic Management scheme identified in 2001</li> <li>Consultations ongoing</li> <li>Partnership scheme</li> <li>Design/ implementation 2002</li> </ul>                            | £75,000                    |
| Eden Vale Road/Matravers Close Station Road | <ul style="list-style-type: none"> <li>Crossings requested – to be discussed with LTP Working Group and priority agreed</li> </ul>  | £45,000                    |
| Future Schemes                              | <ul style="list-style-type: none"> <li>Fees required to continue programme of pre-design consultations in other key residential areas</li> </ul>  | £10,000                    |
|   | <b>TOTAL</b>  | <b>£1,474 000</b>          |
|   |   |                            |

Note: costs given are indicative - subject to detailed design and consultation



**APPENDIX 6**  
**TABLE B**

**DEVIZES COMMUNITY AREA TRANSPORT PLAN SCHEMES**

|   |  | <b>FUNDING</b>                                |                                   |
|---|--|---|-----------------------------------|
| <b>LEAD</b>   | <b>SCHEME</b>  | <b>2002-03</b>                                | <b>£000</b>                       |
| WCC   | Nursted Road cycle/walk improvements<br>To complement Developer contributions  | Design and Implement                          | 100                               |
| *WCC  | Canal Access/Towpath lighting  | Discussions with BWB,<br>Design and Implement | 55<br><i>plus 5 carried over</i>  |
| WCC   | Bath Road Pedestrian Crossing  | Design and implement                          | 15                                |
| KDC   | South of centre extension to 20 mph zone<br>St. John's Street, Long Street, Market Place, Bridewell<br>Street - including works outside HSBC, pedestrian<br>crossing and taxi rank | Design, Consultation and<br>Implement         | 40<br><i>plus 20 carried over</i> |
| *WCC  | Public Transport Infrastructure in the surrounding area<br>Shelters/raised kerbs/information   | Design and Implement                          | 20                                |
| KDC   | Pedestrian signposting - Tourist Information/ car parks  | Design and Implement                          | <i>30 carried over</i>            |
| KDC   | Strategic car park and through traffic signing   | Design, Consult and<br>Implement              | 30                                |
| KDC   | Cycle parking  | Design and Implement                          | 3                                 |
| *WCC  | Browfort to Brewery Corner - pedestrian and cycle<br>improvements  | Design - detailed                             | 15<br><i>plus 5 carried over</i>  |
| *WCC  | Potterne Road crossing   | Design  | 10                                |
| *WCC  | Brickley Lane/Jump Farm cycle link   | Design  | 10                                |
| *WCC  | Cycle route signing  | Design  | 10                                |
| *WCC  | Brewery Corner investigation   | Design Options<br>investigated                | 10                                |
| *WCC  | A361 Option investigation - Caen Hill to Town Centre   | Feasibility Study                             | 10                                |
| KDC   | Market Place pedestrian enhancements   |   | 100                               |
| <b>TOTAL - ANNUAL</b><br>Excluding finding carried over |  |   | 428                               |
|   |  |   |                                   |
|   | DEVELOPER CONTRIBUTIONS  | (to be spent within<br>5 years of receipt)    | 88                                |

\*Wiltshire County Council Initial Lead Authority

**APPENDIX 6**  
**TABLE C**

**LOCAL TRANSPORT PLAN**  
**RURAL AREA SCHEMES 2002-2003**  
**KENNET DISTRICT AREA**

| LOCATION                        | SCHEME DETAILS                       | WORK ESTIMATE (£) | WCC CONTRIBUTION (£) | NOTES   |
|---------------------------------|--------------------------------------|-------------------|----------------------|---|
| Woodborough                     | Footway/Speed Limit Reduction        | -                 | 12,000               | To supplement the Safer Routes to School funding  |
| Tidworth                        | Residential 20mph zone. Design fees  | -                 | 12,500               |   |
| Ludgershall                     | Residential 20mph zone. Design fees  | -                 | 12,500               |   |
| Potterne – A360                 | Gateway Treatment x 2                | 10,000            | 8,000                | Contribution from Parish Council                  |
| Potterne, in vicinity of school | Traffic Calming/Footway Improvements | -                 | 10,000               | To supplement the Safer Routes to School funding  |
| Easterton B3098                 | Gateway Treatment x 2                | -                 | 10,000               |   |
| Easton Royal B3087              | Gateway Treatment                    | -                 | 5,000                |   |
| Ludgershall A3026 Castledown    | 40mph limit                          | -                 | 5,000                | To complement works to be undertaken by developer |
|                                 |                                      | <b>Total</b>      | <b>75,000</b>        |   |

**Other requests assessed**

Devizes – Pans Lane      Footway widening

Bishops Cannings      Footway

**Comment**

Insufficient road width available

Cost exceeds total allocation for Kennet area

**APPENDIX 6  
TABLE D**

**LOCAL TRANSPORT PLAN  
RURAL AREA SCHEMES 2002-2003  
NORTH WILTSHIRE DISTRICT AREA**

| LOCATION                              | SCHEME DETAILS                                 | WORK ESTIMATE (£) | WCC CONTRIBUTION (£) | NOTES                |
|---------------------------------------|--|-------------------|----------------------|----------------------|
| Kington St. Michael. High Street      | Priority Footway                               | 20,000            | 10,000               | Joint fund with NWDC |
| Malmesbury Tetbury Hill               | Footway widening                               | -                 | 12,500               |                      |
| Brinkworth – B4042                    | Footway  | 15,000            | 6,000                | Joint fund with NWDC |
| Yatton Keynell – B4039                | Footway, uncontrolled crossing points, gateway | -                 | 15,000               |                      |
| Cricklade – High Street (South)       | Zebra Crossing                                 | -                 | 6,500                |                      |
| Lyneham – Calne Road                  | Zebra Crossing                                 | -                 | 6,500                |                      |
| Wootton Bassett, Station Road         | Zebra Crossing                                 | -                 | 6,500                |                      |
| Malmesbury – Filands Lane             | 40mph Speed Limit                              | -                 | 5,000                |                      |
| Lydiard Millicent – Stone Lane        | Traffic Calming                                | -                 | 5,000                | Design only          |
| National Cycle Route 4 Cricklade Area | Preliminary design                             | -                 | 2,000                | Design only          |
|                                       |  | <b>Total</b>      | <b>75,000</b>        |                      |
| Calcutt Street Cricklade              | Zebra Crossing                                 | -                 | 6,500                | Reserve Scheme       |

**Comment on other requests assessed**

|                                 |                       |   |
|---------------------------------|-----------------------|---|
| Lyneham – A3102                 | Cycle Lane            | Insufficient road width available                         |
| Langley Burrell                 | Traffic calming       | LTP objectives not met                                    |
| Lydiard Millicent - Washpool    | Traffic calming       | LTP objectives not met                                    |
| Lydiard Millicent – The Beeches | Road Humps            | Cul-de-sac – LTP objectives not met                       |
| Cricklade – Horsefair Lane      | Pedestrian facilities | LTP objectives not met                                    |
| Purton – Widham Bridge          | Footway over bridge   | Cost exceeds total allocation for North Wiltshire         |
| Purton – Pavenhill/High Street  | Junction improvement  | Issues to be dealt with under proposed maintenance scheme |
| Kemble – The Firs               | Footway               | Cost exceeds total allocation for North Wiltshire         |

**APPENDIX 6**  
**TABLE E**

**LOCAL TRANSPORT PLAN**  
**RURAL AREA SCHEMES 2002-2003**  
**WEST WILTSHIRE DISTRICT AREA**

| LOCATION                                    | SCHEME DETAILS         | WORK ESTIMATE (£) | WCC CONTRIBUTION (£) | NOTES  |
|---|------------------------|-------------------|----------------------|--|
| Wingfield – from Chapel Lane to School Lane | Footway link           | -                 | 5,000                |  |
| Whitley – Corsham Road B3353                | Gateway Treatment      | -                 | 5,000                |  |
| Westwood – Lower Westwood Road C217         | Gateway Treatment      | -                 | 5,000                |  |
| Dilton Marsh – B3099                        | Gateway Treatments x 2 | -                 | 10,000               |  |
| Chitterne B390                              | Gateway Treatments x 2 | -                 | 10,000               |  |
| Trowbridge, Hilperton Road                  | 30mph Speed Limit      | -                 | 5,000                |  |
| West Wilts Interurban Cycleway Network      |                        | 235,000           | 35,000               | WCC contribution to West Wiltshire District Council Scheme |
|   |                        | <b>Total</b>      | <b>75,000</b>        |  |

**Comment on other requests considered**

**Comment**

|                           |                             |  |
|---------------------------|-----------------------------|--|
| West Ashton to Trowbridge | Cycle Lane                  | To be considered as part of the West Wilts Inter Urban Cycle Network |
| Monkton Farleigh A363     | Speed Limit/Traffic Calming | LTP objectives not met   |
| Longbridge Deverill       | Cycle Lane                  | Cost exceeds total allocation for W. Wilts area                      |

**APPENDIX 6**  
**TABLE F**

**LOCAL TRANSPORT PLAN**  
**RURAL AREA SCHEMES 2002-2003**  
**SALISBURY DISTRICT AREA**

| LOCATION                  | SCHEME DETAILS                  | WORK ESTIMATE (£) | WCC CONTRIBUTION (£) | NOTES                        |
|---------------------------|---------------------------------|-------------------|----------------------|------------------------------|
| Winterbourne Gunner       | Footway at Gulag                | 27,000            | 27,000               |                              |
| Dinton                    | Calming Features                | 4,000             | 4,000                | Investigation/Initial Design |
| Redlynch                  | Refuge and Carriageway Markings | 10,000            | 10,000               |                              |
| Tollard Royal             | Priority Shuttle working        | 4,000             | 4,000                | Investigation/Initial Design |
| Barford St. Martin        | Footway (A30)                   | 18,000            | 18,000               | Link to shop                 |
| Semley                    | Speed Limit                     | 5,000             | 5,000                |                              |
| Durrington (Bulford Road) | Zebra Crossing                  | 7,000             | 7,000                |                              |
|                           |                                 | <b>Total</b>      | <b>75,000</b>        |                              |

**Other Schemes assessed**

|                     |                 |   |
|---------------------|-----------------|---|
| Whiteparish         | Shuttle working | Further discussion – contender for future years                     |
| Amesbury/Durrington | Footway A345    | Expensive – other options with route 45 to be considered            |
| Idmiston            | Footway A338    | Expensive – land issues to be resolved                              |
| Firsdawn            | Footway upgrade | Other schemes for new facility better value than upgrading existing |

**APPENDIX 6**  
**TABLE G**

**SALISBURY TRANSPORTATION PLAN AREA**

| SCHEME DETAILS   | COST ESTIMATE<br>£000 | NOTES                        |
|--|-----------------------|------------------------------|
| <b>Construction Carry Overs</b>                                |                       |                              |
| Fisherton Street enhancement                                   | 150                   |                              |
| Bedwin Street/Bourne Hill management                           | 90                    |                              |
| Gigant Street  | 30                    |                              |
| Ashley Road/Butts Road traffic management                      | 40                    |                              |
| Bus Stop infrastructure:                                       |                       |                              |
| Devizes Road   |                       |                              |
| Bemerton Heath   |                       |                              |
| Wilton   |                       |                              |
| Harnham  |                       |                              |
| TRO dependent sites  | 20                    |                              |
| Street lighting improvements - various                         | 80                    |                              |
| <b>Sub Total</b>   | <b>410</b>            |                              |
| <b>Design Carry Overs</b>                                      |                       |                              |
| Bus shelter contract   | 100                   |                              |
| St. Ann's and Winchester Street subway conversion for cyclists | 11                    |                              |
| Victoria Road to city centre access for cyclists               | 6                     |                              |
| Core enhancements:   |                       |                              |
| Old George Mall  | 500                   |                              |
| Pig Market (New Canal North)                                   | 300                   |                              |
| Cheese Market (including Castle Street)                        | 20                    | Design only                  |
| Market Walk  | 10                    | Design only                  |
| ITS - UTC  | 200                   |                              |
| CCTV   | 200                   |                              |
| RTI  | 1,500                 |                              |
| Car Parks VMS  | 400                   |                              |
| Car Park static signs  | 170                   |                              |
| Bishopdown 20 mph speed limit zone                             | 100                   |                              |
| London Road Park and Ride - Land purchase                      |                       |                              |
| Detailed site design   | 50                    | Design only                  |
| Bus Priority   |                       |                              |
| Downton Road Park and Ride - Land purchase                     |                       |                              |
| Detailed site design   | 800                   | Assumes no CPO               |
| Bus Priority   |                       | Figure does not include land |
| Wilton Park and Ride - Land lease/purchase                     |                       |                              |
| Detailed site design   | 800                   | Assumes no CPO               |
| Bus priority   |                       | Figure does not include land |
| Petersfinger Park and Ride - Study                             |                       |                              |

| SCHEME DETAILS   | COST ESTIMATE<br>£000 | NOTES       |
|--|-----------------------|-------------|
| Residents parking/on-street charging   | 90                    |             |
| Zone H Residents parking   | 20                    |             |
| Consolidation of Salisbury TROs  | 10                    |             |
| Lower Road traffic management - phase 1<br>(traffic calming and associated measures<br>Lower Road and Churchfields Road) | 70                    |             |
| <b>Sub Total</b>   | <b>5,357</b>          |             |
| <b>New Schemes</b>   |                       |             |
| Lower Road traffic management - phase 2<br>(Quidhampton traffic calming)   | 10                    | Design only |
| Footway reslabbing/disabled access (various locations)   | 500                   |             |
| Carriageway resurfacing (various locations)  | 500                   |             |
| Harnham traffic management - phase 2 (Norfolk Road<br>area)  |                       |             |
| Towpath - phase 1 (shared use path – Elizabeth Gardens<br>– Harnham)   | 15                    |             |
| Improved city centre pedestrian signing  |                       |             |
| Netherhampton Byway improvements   | 50                    |             |
| Boardwalk )  | 25                    |             |
| Riverside Walk ) footway/cycleway  | 110                   |             |
| Harnham Slope ) improvements   | 15                    |             |
| The Hollows, Wilton )  | 20                    |             |
| Green Lane/Bishopdown)   | 10                    | Design only |
| <b>Sub Total</b>   | <b>1,255</b>          |             |
| <b>Reserve List</b>  |                       |             |
| Quidhampton to Westwood St. Thomas School<br>pedestrian route  |                       |             |
| Exeter Street bus priority   |                       |             |
| Milford Hill/Street - further provisions for pedestrians<br>and cyclists   |                       |             |
| Avon Valley cycleway northern extension  |                       |             |
| Brown Street/Winchester Street junction signals  |                       |             |
| Godolphin School - safe routes of access   |                       |             |
| <b>TOTAL</b>   | <b>7,022</b>          |             |

**APPENDIX 6**  
**TABLE H**

**TAKING ACTION ON SCHOOL JOURNEYS – ALLOCATION OF SAFER ROUTES  
TO SCHOOL FUNDING**

**The schools whose bids are recommended are listed in the Table below:**

| <b>School</b>  | <b>Request</b>  | <b>Cost Estimate</b> |
|--|---|----------------------|
| All Cannings CE Primary School                       | Road markings, improved signing, footway build.   | £5,000               |
| Bishops Cannings CE (Aided) Primary School           | On site cycle cover with capacity for 24 cycles.  | £4,000               |
| Bulford (KIWI) Primary CE School, Bulford Village    | Cycle parking for 50 cycles, resurface access slope for cycles/buggies.   | £1,300               |
| Burbage School                                       | Improve existing public footpath to the north of the site.  | £3,000               |
| Castledown School                                    | Provide 2 cycle parks on either side of site, with a combined capacity for 400 cycles.  | £16,000              |
| Gomeldon Primary School, Salisbury                   | Footway build out to facilitate School Crossing Patrol, with drop kerbs.  | £3,000               |
| Great Bedwyn Church of England                       | Provision of a separate pedestrian / cycle access, improved road markings and signing.  | £5,000               |
| Langley Fitzurse CE Primary School, Kington Langley  | Provision of footway through the village to the school  | £8,000               |
| Lydiard Millicent School                             | To upgrade a muddy, overgrown footpath between the school and the Sun Inn car park, and, provide a new footpath over private land, subject to agreeing rights of passage. | £20,000              |
| Morgan's Vale and Woodfall School                    | Provide a new rear gate access onto exiting side footpath, and capacity for 10 cycles.  | £4,000               |
| Potterne C of E Primary School                       | Traffic calming with pedestrian crossing improvements, including improved signing, pedestrian guardrailing, improvements to existing footway                              | £15,000              |
| St Dunstan Junior and Infants, Calne                 | Pedestrian crossing point on Hungerford Road, and capacity for 60 cycles.   | £10,000              |
| St Michael's C of E Primary, Figheldean              | Provision of footpath link and new rear gate access   | £6,500               |
| Stratford-sub-Castle CE VC Primary School, Salisbury | Cycle cover and capacity for 24 cycles  | £4,000               |
| Sutton Veny CE School                                | Improved signing, road markings, guardrailing, and footpath upgrade   | £750                 |
| Winterslow CE Aided Primary School, Salisbury        | Provide 50 metre footway from school to existing pavement, including land take from one dwelling, under a free dedication agreement                                       | £6,000               |
| Woodborough CE Aided Primary School                  | Provision of traffic calming, footpath from school to social club subject to land purchase/agreement, pedestrian shelter.   | £9,000               |