

**LOCAL TRANSPORT PLAN SETTLEMENT AND PROGRAMME FOR
INTEGRATED TRANSPORT SCHEMES IN 2003-04**

Purpose of Report

1. To agree the transport schemes to be funded in 2003-04 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, the Devizes Community 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. In December 2000, GOSW announced the LTP capital expenditure settlement. The Salisbury Transport Plan was accepted as a Major Scheme with £13.7 million being made available over five years for the non-road elements of the package. In addition, highway maintenance and bridge strengthening was to be funded from a separate allocation. However, the settlement letter indicated that the other Area Based Programmes and the Countywide Programme should be funded from the Integrated Transport Block Allocation. The settlement letter also outlined the indicative funding levels for the following four years of the LTP, which were dependent upon progress towards meeting the targets set out in the LTP.
4. In July 2002, Wiltshire's most recent LTP Annual Progress Report (APR) was submitted to GOSW. This document reported the County Council's transport capital expenditure during 2001-02 and outlined the progress that the County Council has made in meeting national and local transport objectives and targets.
5. The County Council received the 2003-04 LTP settlement in December 2002, together with the Government's feedback on Wiltshire's LTP APR. In total, £24.493 million was allocated for transport in Wiltshire in 2003-04, which is a significant rise on the previous year. The Integrated Transport Block Allocation was set at £3.799 million, which is £269,000 above the indicative allocation announced in the original LTP settlement letter of December 2000. In addition, confirmation was received for a further £3.720 million for integrated transport measures in Salisbury during 2003-04 as part of the implementation of the Salisbury Transport Plan.

6. The Cabinet, at its meeting on 27th February 2003, considered the broad allocation of the LTP Integrated Transport Block funding based on the Area and Theme Based Strategies contained in the LTP. The proposed 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, as the Supplementary Credit Approval (SCA) allocations are for one year only.
7. The allocation of the £3.720 million for integrated transport measures in Salisbury was agreed by the Salisbury Transportation Plan Joint Committee at its meeting on 29th January 2003.

Main Considerations for the Council

8. 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, the County Council's Best Value Performance Indicators relating to transport and local transport targets contained within the LTP.

Need for a Change of Focus

9. With respect to LTP implementation, the Government's assessment of the County Council's performance has fallen from 'average' to just 'below average'. Additional comments made by GOSW in the settlement letter indicate that the County Council needs to develop more clearly defined targets and be able to demonstrate progress towards meeting them. In addition, GOSW is keen to see explicit linkages between the integrated transport schemes carried out in Wiltshire and the Government's national transport targets.
10. It is clear from GOSW's comments that future LTP APRs will be assessed according to progress in meeting both local and national transport targets, and that financial allocations will be reduced for those authorities failing to perform. In addition, the Government expects to see the implementation of cost effective transport schemes that improve people's lives at a local level and on a daily basis.
11. To improve Wiltshire's score for 2003-04 and secure future allocations at or above the indicative levels announced in the December 2000 LTP settlement letter, it is vital that funding is directed to schemes that reduce accidents and promote walking, cycling and public transport to ensure that targets are met. Furthermore, this investment should be generally focussed on improving accessibility in urban areas, especially town centres, which are natural transport hubs and the focus of people's work and leisure activity and, accordingly, the majority of journeys. This is the most equitable way of investing public money in transport, as it is likely to benefit the greatest number of people, thereby producing the maximum potential for influencing journey choice and meeting targets.

12. Conversely, it is proposed that less money be allocated in the remaining three years for schemes in the rural areas outside the main towns and on traffic management in urban residential areas, as investment in these locations is considered less effective in terms of meeting transport targets.

Allocation of the LTP Integrated Transport Settlement

13. Considering the feedback from GOSW and the priorities contained within the LTP, it is recommended that the integrated transport block allocation (£3.799 million) be divided as illustrated in the **Tables** in **Appendix 1**. These schemes have been selected in order to improve facilities for pedestrians and cyclists, reduce accidents, and provide better public transport facilities. The focus of these schemes will be the enhancement of the accessibility of town centres and an increase in travel options in Wiltshire's urban areas.
14. A number of schemes now planned for 2003-04 had originally been programmed for 2002-03 but resource limitations did not allow their commencement and they have had to be programmed for 2003-04. This deferral of schemes has primarily been caused by the increased time and cost of undertaking necessary consultation with the public and stakeholders, and an increase in professional fees, which is affecting the whole of the civil engineering industry.

Carried over expenditure - £290,000

15. An allocation of £290,000 has been made to cover the cost of a number of schemes that, although substantially complete, will not be finished until the next financial year, as well as a number of Local Safety Scheme commitments that could not be undertaken in 2002-03. These are illustrated in **Table A, Appendix 1**.

Area Based Strategies

Western Wiltshire Sustainable Transport Strategy - £1.156million

16. This substantial allocation concentrates funding on the Priority 1 area of the Western Wiltshire Sustainable Transport Strategy. This funding will be targeted at measures aimed at improving opportunities for walking and cycling, improving safety and providing better public transport infrastructure. Funding has also been allocated to develop a scheme in Bradford on Avon that can form the Action Plan required to meet the Air Quality Objectives in the town.
17. Meetings of the LTP Working Groups which have been set up in the seven towns (Chippenham, Corsham, Bradford on Avon, Melksham, Trowbridge, Warminster and Westbury) have taken place, or are planned to take place, to consider the schemes to be progressed in 2003-04. The Working Groups, which comprise the Town and District Councils and other stakeholder organisations, have also been involved in identifying schemes that can be developed for implementation in the towns in future years of the LTP.
18. The provisional schemes recommended for implementation in 2003-04, or to be developed for future implementation, are listed in **Table B, Appendix 1**.

Devizes Community Area Transport Strategy - £305,000

19. Significant funding is also allocated to the Devizes Community Area Transport Plan where a balanced programme of integrated and deliverable transport schemes, that aims to promote walking, cycling and public transport use, and improve road safety, has been developed. The schemes shown in **Table C, Appendix 1**, which were endorsed by a recent meeting of the Devizes Community Area Forum are recommended for funding in 2003-04.

Quiet Lanes Strategy - £80,000

20. An allocation of £80,000 has been made for the Quiet Lanes project in the Pewsey Vale, which has now reached the implementation stage, **Table D, Appendix 1**.

Integrated transport measures outside the Area Based Strategies - £455,000

21. The schemes in **Table E, Appendix 1** are recommended for funding from the Integrated Block Allocation in the remaining areas of Wiltshire outside of the Area Based Strategies (i.e. outside of the Western Wiltshire Sustainable Transport Strategy, the Salisbury Transport Plan, the Devizes Community Area Transport Strategy and the Pewsey Vale Quiet Lanes area) during 2003-04. This includes a sum of £300,000 for bridge reconstruction and road re-alignment on the Eastern Spine Road of the Cotswold Water Park.

Countywide Programme

Safer Routes to School - £150,000

22. An allocation of £150,000 has been approved for Travelwise and Safer Routes to School. £86,613 will be allocated to 15 schools that successfully applied for scheme funding under the Taking Action on School Journeys Challenge initiative. 26 schools actually applied for over £350,000. It is hoped that 5 schools making separate applications to the Cycle Projects Fund (CPF), organised by the Department for Transport, which closes on 31st March, 2003, will win £13,500. In this event, 3 more schools have been identified as reserve schemes.
23. £50,000 will be used to implement the Safer Routes to School studies conducted over recent years at selected secondary schools, and specifically where School Travel Plans have been developed and work with the Travelwise Team is ongoing. Possible schemes at St. John's School and Community College, Marlborough, Lavington School, Market Lavington, St. Joseph's Catholic School, Salisbury and The George Ward School, Melksham could be progressed.
24. The outstanding allocation, ranging from £13,387 (£100,000 -£86,613) up to a maximum of £19,637 (£13,387 + £13,500 -£7,250) (dependent on the outcome of bids to the CPF), will be allocated to facilitate non-school related sustainable transport projects, including at leisure centres, tourist attractions and workplaces.

25. The bids received under the Taking Action on School Journeys initiative have been assessed using the criteria first agreed by the former Environment and Transport Committee on 14th February, 2001, and then updated by the agreement of the Joint Strategic Transportation Group last October. This includes schools submitting School Travel Plans and making a clear commitment to reduce the need to travel to their sites by car. Requests for works from successful candidates will be carried out by March 2004, 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 School Travel Plan Advisors. Those schools which were unsuccessful in their bids will receive detailed advice and guidance with a view to them submitting improved and hopefully successful bids next year. The schools whose bids are recommended are listed in **Table F, Appendix 1**, together with an outline of the project.

Countywide transport improvements - £1.163million

26. The schemes illustrated in **Table G, Appendix 1**, are recommended for funding from the integrated transport allocation to bring about transport improvements throughout the County. These include an allocation of £950,000 to continue progress with implementation of the Key Bus Route Network and install infrastructure in readiness for the introduction of a Real Time Passenger Information system on four routes in the County. In addition, a grant of £69,000 will be made to the South West Traveline, the region's public transport information service.
27. Combined funding of £30,000 has also been allocated for cycle and motorcycle parking in town centres and at rail stations. A sum of £20,000 will be made available for accessibility improvements for disabled and mobility impaired people in the County. Progress with implementation of the County's Freight Strategy will be supported by an allocation of £50,000 and £40,000 has been allocated to monitoring to enable progress towards meeting targets to be followed.

Local Safety Schemes - £200,000

28. In March 2000 the Government set casualty reduction targets for 2010 as follows:-
- 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 for individual authorities)

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

29. Achieving the new casualty reductions, in addition to the significant savings achieved against the old target, an over-50% reduction in those killed or seriously injured on the County's roads is a daunting task. This will only be achieved by the County Council continuing to work with its partners on the strategies agreed in the County's Road Safety Action Plan.

30. The techniques to improve safety and to contribute to the national and local casualty reduction targets involve accident prevention and reduction.
31. Accident prevention involves applying safety principles in order to reduce the possibility of accidents occurring in the future. Methods include:-
- Road Safety Audits
 - Education, Training and Publicity initiatives and
 - Safer Routes to School Schemes
32. Accident reduction involves applying engineering measures to known accident sites, following a detailed investigation of the personal injury accident records, with the primary purpose of making a significant reduction in the numbers and the severity of those accidents. The Local Safety Scheme (LSS) funding is used to implement specific engineering measures to deal with problems identified from the detailed analysis of the injury accidents that occur on County roads.
33. It is estimated that human error was present in around 95% of all accidents which occurred. It is generally believed by road safety professionals that the most effective counter-measure to road death and injury is a shift in road user behaviour. Accordingly, the work of the County's Road Safety Officers on education, training and publicity initiatives will be instrumental to Wiltshire's casualty reduction achievement.
34. **Table 1** below shows the current casualty figures in progress towards the 2010 targets.

CASUALTY FIGURES					
	1994-98 average	2010 target	2001	2002*	% change
Killed and seriously injured (all)	315	189	277	277	-12%
Killed and seriously injured (children)	32	16	25	14	-56%
Slight	1,717		1,738	1,585	

*provisional figures

35. The sum of £200,000 has been allocated for Local Safety Schemes in 2003-04 from the Local Transport Plan capital allocation. It is recommended that the funding be utilised to improve safety by the introduction of minor traffic engineering measures at the sites from the cluster site list shown in **Table H, Appendix 1**. 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. It is not uncommon for an injury accident cluster problem to manifest itself within a short period of time, although the number of sites involved is generally very small. The treatment of such sites should also be funded from the LSS allocation.

36. The 2002 Traffic Signs Regulations and General Directions permit the use of certain interactive signs without specific Secretary of State approval. The criteria for the future use of such signs in the County are recommended in a report elsewhere on the agenda. In accordance with Government advice, it is recommended that interactive signs should only be installed at sites where there is an injury accident problem with a speed-related cause. The LSS allocation is therefore the appropriate source of funding for interactive signs.

Other Sites

Melksham - A3102 Sandridge Road

37. In September 2002, following consideration of a Notice of Motion from Mr. Chivers and Mrs. Barker, the Committee resolved that the request for safety improvements at Sandridge Road, Melksham, be considered in the LSS Review.
38. In early 2001, following receipt of a petition requesting safety improvements in Sandridge Road, a scheme was implemented at the Blackmore Road and Church Lane junctions. A Zebra crossing, pedestrian refuge and two mini-roundabouts were installed. Since their introduction three slight injury accidents have been recorded involving vehicle-to-vehicle conflict. None have involved pedestrians.
39. Safety concerns have been expressed by some residents and it is alleged that a number of accidents have occurred at the junctions caused by the revised road layout. The latest letter from a local resident, Mr. D. Millard, is available for inspection in the **Members' Room**.
40. An independent safety appraisal carried out by Ringway Parkman did not identify any fundamental safety problem but minor signing improvements were suggested. More recently an assessment of the safety of the Sandridge Road scheme was undertaken by the Police. No problem was identified and the assessment indicated that the only remedial work that could be of possible benefit would be the laying of anti-skid surfacing.
41. The cost of the minor signing works and anti-skid surfacing is estimated at £4,500 which could be funded from the LSS allocation.

Warminster - Vicarage Street

42. Mr. Syme, Member for Warminster West Division, has raised the issue of road safety in Vicarage Street between the Obelisk and the Emwell Street junction. Mr. Syme considers the accident rate for this short stretch of Vicarage Street justifies action as, to his knowledge, there have been two injury accidents and several damage-only accidents during the last three years. Mr. Syme states that it is clear the causes of the damage-only accidents are excessive speed and lack of vision around the left-hand bend. According to Mr. Syme, the junction of Vicarage Street near the Obelisk is extremely wide and sweeping, encouraging vehicles travelling from Silver Street to maintain their speed. It is suggested by Mr. Syme that the junction needs to be built-out to force motorists to slow down on the entry to Vicarage Street.

43. An examination of the injury accident record for the section of Vicarage Lane shows that in the three-year period up to the end of 2002 none have occurred between the Obelisk and Emwell Street junction.
44. In the circumstances, it is difficult to justify utilising funds from the LSS allocation for the design and implementation of engineering measures here at the expense of schemes from the accident cluster list.

Need for Flexibility

45. The division of the integrated transport block allocation as shown in **Tables A to H, Appendix 1** is seen as the optimum way of investing capital expenditure in integrated transport schemes at this point in time. However, in reality it may not be possible to adhere rigidly to these spending proposals due to changes in Government policy, unforeseen delays in implementation, or when opportunities arise which may make it beneficial to consider promoting alternative schemes. In this way, it would be desirable to have authority to adjust the suggested spending programme to take account of changing circumstances that may affect the provision of transport services and facilities in the County.

Assessment of Requests for Integrated Transport Schemes

46. During the year many requests for integrated transport schemes have been received by the County Council. Those requests that were received in towns in the Western Wiltshire Sustainable Transport Area were, or will be, referred to the LTP Working Groups for their consideration. All requests for integrated transport measures that have been received during 2002-03 are listed in **Appendix 2**. These requests will be assessed against the Government's and the County Council's sustainable transport objectives and transport targets to determine which schemes are contenders for implementation in future years of the LTP.

Environmental Impact of Proposal

47. 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 car transport to more environmentally friendly modes of transport.

Risk Assessment

48. Should the integrated transport block allocation of the capital settlement not be spent during 2003-04 it will be lost, and the underspending 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 local and national transport targets.

Financial implications

49. The capital sum of £3.799 million is available as a one-year SCA 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

50. The LTP integrated transport block 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. Only in this way can continued high levels of funding be secured for the future.

Reasons for Recommendation

51. 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 H** of **Appendix 1** is in accordance with national and LTP objectives.

Recommendation

52. That the Committee:-
- (i) Notes the feedback from the Government on the 2002 Local Transport Plan Annual Progress Report;
 - (ii) Approves the proposed funding allocations for integrated transport projects in the County in 2003-04, as outlined in **Tables A to G** of this report;
 - (iii) Approves the Local Safety Scheme funding for 2003-04 being used towards:-
 - Minor engineering improvements as appropriate at the sites listed in **Table H** and the sites where a number of injury accidents have occurred in a short period of time
 - Minor signing and installation of anti-skid surfacing in Sandridge Road, Melksham
 - (iv) Grants authority to the Director of Environmental Services to adjust the proposed spending programme to take account of changing circumstances;

- (v) Notes the requests that have been received for integrated transport funding during 2002-03.

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

None.

APPENDIX 1**TABLE A****INTEGRATED TRANSPORT BLOCK ALLOCATION –
SCHEME PROGRAMME 2003-04****Expenditure on Schemes Carried Over from 2002-03**

Location	Details	Estimated LTP Contribution £000
Frome Road, Bradford on Avon	Traffic calming with pedestrian improvements	20
Winsley Road, Bradford on Avon	Traffic calming with pedestrian improvements	5
Trowbridge Road Phase 1, Bradford on Avon	Traffic calming with pedestrian improvements	5
London Road, Chippenham	Pedestrian improvements	10
Park Lane, Chippenham	Zebra crossing and cycle lane	5
Willowbank, Chippenham	Traffic management	5
Forest Road Phase 1, Melksham	Traffic management	10
Silver Street/Roundstone Street, Trowbridge	Traffic management with pedestrian and bus improvements	10
College Road, Trowbridge	Traffic calming	10
Emwell Street/Sambourne Road, Warminster	Zebra crossing	10
Local Safety Schemes		200
Total		290

TABLE B**Western Wiltshire Sustainable Transport Strategy 2003-04**

Location	Details	Estimated LTP Contribution £000
Bradford on Avon		
Town Centre Traffic Management	Development of a traffic management scheme to meet air quality objectives in the Air Quality Management Area and improve conditions for walking and cycling (design only)	30
Trowbridge Road Phase 2	Traffic calming with pedestrian improvements (design only)	1
Bradford A2B	Contribution to the car club	5
Chippenham		
Bristol Road - Bumpers Farm	Shared use footpath and cycleway	15
Railway Station improvement	Forecourt improvement project with enhanced pedestrian and public transport access	200
Cycle Network	Development of cycle routes in the town	30
Bumpers Farm Bus Link	Development of a bus link from Bumpers Farm to Frogwell (design only)	5
Bus priority measures	Study to identify bus priority measures between the bus and rail stations	5
Corsham		
Corsham Station	Development and design work	35
Priory Street	Implementation of a traffic management scheme	65
Melksham		
Church Street/High Street	Improvement of the junction of Church Street/High Street	50
Market Place	Traffic management and pedestrian and public transport improvements in the Market Place (design/consultation only)	20
Cycle Network	Development of cycle routes in the town	20
Trowbridge		
Market Street/Castle Street	Provision of an improved public transport interchange in Market Street with improved facilities for pedestrians and cyclists in Market Street and Castle Street	300
College Road	Development of a Home Zone	125
Cycle Network	Development of cycle routes in the town	30
Bus Access to Tesco	Development of a bus priority access scheme to Tesco (design only)	10
Warminster		
Town Centre	Development of a scheme to improve facilities for pedestrians, cyclists and public transport in the Town Centre (design/consultation only)	15
Princecroft/Pound Lane	Development of a Home Zone	125
Cycle Network	Development of cycle routes in the town	20
Westbury		
Oldfield Park	Ongoing development of a traffic management scheme	15
Cycle Network	Development of cycle routes in the town	20
Coopers to High Street	Development of a footway link between Coopers and the High Street via the BT exchange	15
Total		1,156

TABLE C**Devizes Community Area Transport Strategy 2003-04**

Location	Details	Estimated LTP Contribution £000
Nursted Road	Cycling and walking improvements	65
Potterne Road	Pedestrian crossing	30
Direction Signing	System of strategic car park and through traffic signing	20
Canal Access	Provision of improved lighting on the canal towpath (design/consultation only)	10
Public transport improvements	Provision of public transport infrastructure (shelters, raised kerbs, improved information) in the community area	20
Cycle Route signing	Signing of cycle routes in the town	10
20 mph Zone Extension	Extension of the 20 mph zone south of the Town Centre to include St John's Street, Long Street, Market Place and Bridewell Street	80
Cycle Parking	Provision of cycle stands in the Town Centre	5
Couch Lane	Install missing 40m section of footway	10
Brickley Lane/Jump Farm	Provision of cycle link (design/consultation only)	10
Rotherstone	Traffic management to deter 'rat-running' on the cycle network between the Nursery and Gains Lane (design/consultation only)	10
Brewery Corner	Revised junction arrangement	35
Total		305

TABLE D**Quiet Lanes Strategy 2003-04**

Location	Details	Estimated LTP Contribution £000
Pewsey Vale	Implementation of Phase 1 of the Quiet Lanes Project in the Pewsey Vale	80
Total		80

TABLE E**Integrated Transport Measures Outside of the Area Based Strategies 2003-04**

Location	Details	Estimated LTP Contribution £000
Eastern Spine Road, Cotswold Water Park	Bridge re-construction and road re-alignment	300
High Street (north), Cricklade	Pedestrian crossing facility	10
Calcutt Street, Cricklade	Zebra crossing	15
Bristol Street, Malmesbury	Extension of the 20 mph zone	20
Cycle Network, Calne	Development of cycle routes in the town	30
Cycle Network, Wootton Bassett	Development of cycle routes in the town	30
Public transport improvements - Wootton Bassett to Swindon	Study to identify potential public transport improvements between Wootton Bassett and Swindon	10
Tidworth	Development of residential traffic management schemes	5
Ludgershall	Development of residential traffic management schemes	5
A338 Collingbournes	Widening of shared use path (design only)	5
A3026 Tidworth	Widening of shared use path (design only)	5
Marlborough Community Area Transport Plan	Funding for potential feasibility studies and design work	10
The Borough, Downton	Provision of an enhanced crossing facility	10
Total		455

TABLE F

**Taking Action on School Journeys Challenge:
Recommended School Schemes, 2003-04**

Location	Details	Scheme Cost £
Bishops Cannings	Crossing point from village hall car park	5,000
Ramsbury	Guardrails, pedestrian access improvements	2,000
Salisbury, St. Osmund's	Cycle shed	3,000
Shrewton	New footpath, surface improvements to existing rights of way	3,500
Barford St. Martin	Pedestrian improvements, priority traffic calming system	12,500
Bromham, St. Nicholas	Cycle sheds and lockers. (Anticipate £2,000 from separate bid to Cycle Project Fund)	5,150
Stratford Sub Castle	On-site cycle lane lining	500
Redlynch	Footway linking rear gate to school, modernising existing cycle sheds	3,225
Brinkworth, Earl Danby's	Pedestrian and cycle improvements to both school sites. (Anticipate £2,500 from separate bid to Cycle Project Fund)	12,500
Tidworth Cluster (Clarendon Infants/ Juniors)	Cycle shelter. New bus standing area, bus shelters and high kerbs. (Anticipate £6,000 from separate bid to Cycle Project Fund)	21,000
Broad Hinton	Three Electronic/solar powered flashing school warning lights, associated lining, bollards	5,000
Forest and Sandridge	Fencing to new path into new expanded bus parking/turning area	238
Winterbourne Earls	Reposition car park gate to edge of carriageway, central refuge by village hall	5,000
Staverton	Cycle shelter. (Anticipate £1,500 from separate bid to Cycle Project Fund)	4,000
Morgan's Vale and Woodfalls	Cycle shelter. (Anticipate £1,500 from separate bid to Cycle Project Fund)	4,000
Total Cost of Schemes		86,613
Total Anticipated Contribution from Cycle Projects Fund		13,500
Total LTP Contribution Assuming Successful Bids		73,113

Reserve Schemes - subject to successful Cycle Projects Fund Bids

Location	Details	Scheme Cost £
Chirton	Signing, markings, pedestrian footpath improvement	1,500
Warminster, Princecroft	Footprint markings on the footway, new cycle shelter	4,000
Alderbury	CCTV for existing cycle shed	1,750
Total		7,250

TABLE G**Countywide transport improvements 2003-04**

Investment type	Details	Estimated LTP Contribution £000
Key Bus Route Enhancements	Implementation of the Key Bus Route Network and provision of public transport interchanges	950
Public transport information	Grant to South West Traveline	69
Cycle parking	Provision of cycle parking in town centres and at the County's rail stations	20
Motorcycle parking	Provision of parking facilities for motorcyclists in town centres in the County	10
National Cycle Network Route 4	Contribution to Sustrans	4
Accessibility Improvements	Schemes to improve access for people with disabilities and mobility impairments	20
Freight Strategy	Changes to strategic signing in and around the County to progress implementation of Wiltshire's Freight Strategy	50
Monitoring	For monitoring schemes to measure progress with meeting targets	40
Total		1,163

TABLE H**£200,000 Allocation for Local Safety Schemes - Sites to be investigated and minor engineering solutions to be implemented as necessary in 2003-2004**

1.	Amesbury: Junction of A345 and C292 at Highpost
2.	Amesbury: Junction of High Street and London Road
3.	Broad Hinton: Junction of A4361 and C18
4.	Calne: Junction of Curzon Street and Market Hill
5.	Chippenham: A4 Bath Road at Lowden
6.	Chippenham: Junction of A350 and Sandown Drive
7.	Chippenham: Junction of Bristol Road and Hungerdown Lane
8.	Chippenham: Town Bridge and The Bridge
9.	Corsham: B3353 Pickwick Road, near the Library
10.	Malmesbury: Junction of A429 and B4104 at Filands
11.	Melksham: Junction of Lowbourne and Ruskin Avenue
12.	Salisbury: Junction of London Road and Barrington Road
13.	South of Cricklade: Junction of B4553 and C70
14.	Stanton St. Quintin: Junction of A429 and C166
15.	Stonehenge Car Park: Junction of A344 and car park entrance
16.	Trowbridge: Junction of Stallard Street and Bythesea Road
17.	Warminster: Junction of Market Street and Station Road
18.	Westbury: Junction of Station Road, Eden Vale Road and Meadow Lane
19.	Westwood: Junction of B3109 and C217
20.	Wootton Bassett: Junction of High Street and New Road

**REQUESTS AND PETITIONS RECEIVED FOR INTEGRATED
TRANSPORT SCHEMES TO BE ASSESSED DURING 2003**

LOCATION	DESCRIPTION
WESTERN WILTSHIRE SUSTAINABLE TRANSPORT STRATEGY	
<i>Bradford on Avon</i>	
A343 Trowbridge Road/St. Margaret's Street	Traffic management - 20 mph zone with pedestrian improvements
Bath Road/Sladesbrook Road/Winsley Road and Mount Pleasant	Traffic Management - 20 mph zone with pedestrian improvements
<i>Chippenham</i>	
Audley Road	Traffic calming study
Westminster Gardens (Sheldon Road area)	Traffic calming
Pewsham Estate	Traffic calming study
Webbington Road	Traffic calming
Hill Rise	Traffic calming
Langley Road	Traffic calming
Yewstock Crescent/Wedmore Avenue	Traffic calming
Rowden Hill (near the Hungry Horse Public House)	Pedestrian crossing
The Causeway	Pedestrian improvements
Pewsham Way	Pedestrian Islands
<i>Corsham</i>	
Newlands Road	Pedestrian crossing and traffic calming
Rough Street/Lypiatt Road	20 mph zone
<i>Melksham</i>	
Union Street	Traffic calming
Marigold Close	20 mph zone
Dunch Lane	Length of footway
<i>Trowbridge</i>	
Longfield Estate (Weavers Drive/Broadcloth Lane)	Traffic calming
Seymour Road Pedestrian crossing	Install traffic lights to convert Zebra crossing to a Pelican crossing
Westfield Road	Traffic calming
West Street/Gloucester Road	Traffic calming
West Ashton Road	Zebra crossing
Brook Road	Traffic calming
Manor Road	Zebra crossing
Silver Street Lane	Traffic calming
<i>Westbury</i>	
Springfield Road	Pedestrian safety measures
Eden Vale to Matravers School	Footpath
Warminster Road	Zebra crossing

LOCATION	DESCRIPTION
DEVIZES COMMUNITY AREA TRANSPORT STRATEGY	
Downlands Road, Roundway	One-way system around local schools
OUTSIDE THE AREA BASED STRATEGIES	
Stone Lane, Lydiard Millicent	Traffic calming scheme
Park Road, Malmesbury	Traffic calming
Oxford Street/Cross Hayes Lane, The Triangle, Malmesbury	Footway widening
Crudwell	Footway from village green to Crystal Cottage
High Street, Wootton Bassett	Footway widening
A4 Yatesbury/Cherhill	Footway improvements or shared use footway
B4040 Brokenborough	Footway - Parklands to Red Bull
C45 Dauntsey	Footway
B4039 Castle Combe	Pedestrian crossing facility
A350 Kington Langley	Cycleways along A350 – as part of A350 dualling
London Road, Calne	Pedestrian Crossing
B390 Chitterne	Footway construction
B3107 Chalvey mead	Convert footway to joint-use cycleway
Wingfield	Footways from Loves Lane/ Magdelaine Lane to crossroads and Shop Lane
Bishopstrow	Traffic calming
Hill Street/Marsh Road, Hilperton	Traffic calming
Castledown School, Tidworth	Street lighting of shared use path
A345 Grey Flags, Upavon	Footway
Bishops Cannings	Footway
West Grimstead	Shared use cycleway between West Grimstead and Whaddon