

Report

Report subject : Information Report on the Development on Cycle Routes within the Boundary of the Southern Community Area Plan

Report to : Southern Area Committee

Date : 28th February 2007

Author : Paul Shaddock

1. Report Summary

1.1. The purpose of this report is to provide members of Southern Area Committee (SAC hereafter) with an update on the development of new cycle routes within the boundary of the Southern Community Area Plan (SCAP hereafter).

2. Report Summary

- 2.1. There are currently 3 new cycle routes being developed which fall within the boundary of the SCAP. The routes that are being developed are:
- Wilton to Alderbury via Salisbury City Centre (Connect2 Project)
 - Laverstock to Salisbury City Centre
 - West Harnham to the Community Youth Football Pitches
- 2.2. Councillor Britton has also requested on behalf of SAC that consideration be given to extending the Wilton to Alderbury route to Whaddon and the provision of a cycle route linking Whaddon onto Grimstead.

3. Wilton to Alderbury via Salisbury City Centre (Connect2 Project)

- 3.1. Connect2 is a UK-wide project being led by the national sustainable transport charity Sustrans that aims to improve travel in 79 communities by implementing new walking and cycling routes; including the Wilton to Alderbury route. An outline plan of the Wilton to Alderbury route is attached to this report for members information at Appendix A.
- 3.2. In December 2007 Sustrans were awarded £50 million of National Lottery funding to implement these new routes. A total of £150,000 from the money awarded to Sustrans is to be spent on providing the Wilton to Alderbury route. The money being spent by Sustrans will be match funded by Wiltshire County Council therefore making a total of £300,000 of funding available to provide this route.
- 3.3. Sustrans are currently seeking to employ a Project Officer who will be based locally to help deliver the Wilton to Alderbury route on the ground. It is hoped that this officer will be in place by early April. When in place the officer will finalise the route alignment, undertake negotiations with local land owners to secure the land required to build the route and work with both the County Council and the Highways Agency to complete the detailed design of the route. Subject

to the completion of the work outlined above it is hoped that the construction of this route will begin in the 2009/2010 financial year.

4. Extension of the Wilton to Alderbury Route to Whaddon

- 4.1. The planned extent of the physical construction works associated with the route on the Alderbury side ends where Marshmead Close meets the A36 Trunk Road. From this point forward it is proposed to use directional signing to guide cyclists onto Alderbury. In response to this committee's request to extend the route to Whaddon proposals to continue the directional signing to include Whaddon will be considered as part of the detailed design work for the Wilton to Alderbury route.

5. Provision of a Cycle Route from Whaddon to Grimstead

- 5.1. Any route linking Whaddon and Grimstead would have to use Grimstead Road and this makes the provision of a dedicated shared use cycle/footway between Whaddon and Grimstead difficult to achieve on the ground. The major obstacle being the width of Grimstead Road.
- 5.2. The width of Grimstead Road varies from just over 8 metres at its widest point to just under 5 metres at its narrowest point. To provide a dedicated shared use facility a minimum continuous carriageway width of 8 metres would be required; although a continuous width of 9.8 metres would be preferred. To have a continuous shared use cycle/footway on both sides of Grimstead Road a minimum continuous carriageway width of 10 metres would be required; although a continuous width of 12.8 metres would be preferred.
- 5.3. Despite the presence of areas of verge alongside Grimstead Road that could be used to help provide a dedicated shared use cycle/footway between Whaddon and Grimstead there will remain a need to obtain additional land from the adjacent landowners to successfully implement a route.
- 5.4. If members of SAC wish for the provision of a shared use cycle/footway between Whaddon and Grimstead to be developed they would need to submit this request in writing to Wiltshire County Council's Transport Planning Team. The committee's request would then be assessed using the County Council's Scheme Assessment Process. If the proposed scheme scores sufficient points through this process it would be added to the pool of County Council schemes awaiting the allocation of funding. Initially, any funding made available would be to allow a route feasibility study to be undertaken. If a route is feasible funding would then be made available to undertake the detailed design of the route. The scheme would then compete for funding to allow its implementation on the ground.

6. Laverstock to Salisbury City Centre

- 6.1. Proposals to link the existing cycling infrastructure outside the Laverstock schools to Salisbury City Centre via Riverside Road and Church Road are currently being developed by officers of the Joint Transportation Team (JTT hereafter).
- 6.2. In February 2007, following consultation with the local ward members and Laverstock Parish Council, a feasibility report highlighting options for delivering a cycle route between the Laverstock schools and Salisbury City Centre was produced by officers of the JTT. A copy of the feasibility report produced is attached as Appendix B for information.
- 6.3. The County Council's Term Consultants, Mouchel, have been commissioned to undertake a detailed review of the route options highlighted in the feasibility study report and produce a recommendation as to which route should be implemented on the ground. It is proposed that the recommended route will be introduced on the ground during the 2008/2009 financial year.

7. West Harnham to the Community Youth Football Pitches

- 7.1. Members of the City Area Community Committee (CACC hereafter) requested that Geoff Hobbs from the Salisbury Joint Transportation Team produce a report informing them of the processes involved in assessing, funding and delivering a shared use cycle/footway linking West Harnham to the Community Youth Football Pitches to the rear of the Livestock Market using Wiltshire County Council Local Transport Plan resources. A report on this matter was presented to members of the CACC on the 2nd October 2007. A copy of this report is attached as Appendix C for information.
- 7.2. Following consideration of the report members resolved that a total of £80,000 be made available from the committee's 'R2' budget to design and construct a shared use cycle/footway linking West Harnham to the Community Youth Football Pitches. A copy of the minutes from the CACC meeting held on the 2nd October 2007 that relate to this matter have been attached to this report as Appendix D.
- 7.3. Subject to the release of the monies identified from the CACC 'R2' budget it is proposed that the design and construction of a shared use cycle/footway linking West Harnham to the Community Youth Football Pitches will be undertaken during the 2008/2009 financial year.
- 7.4. Councillor Rycroft, in his position as Chairman of Southern Area Committee, has asked that any future reports on the proposed introduction of a shared use cycle/footway linking West Harnham to the Community Youth Football Pitches also be brought before SAC as well as CACC given that the majority of the proposed route lies within the SAC boundary.

8. Recommendation(s):

- 8.1. It is recommended that the contents of this report are noted.

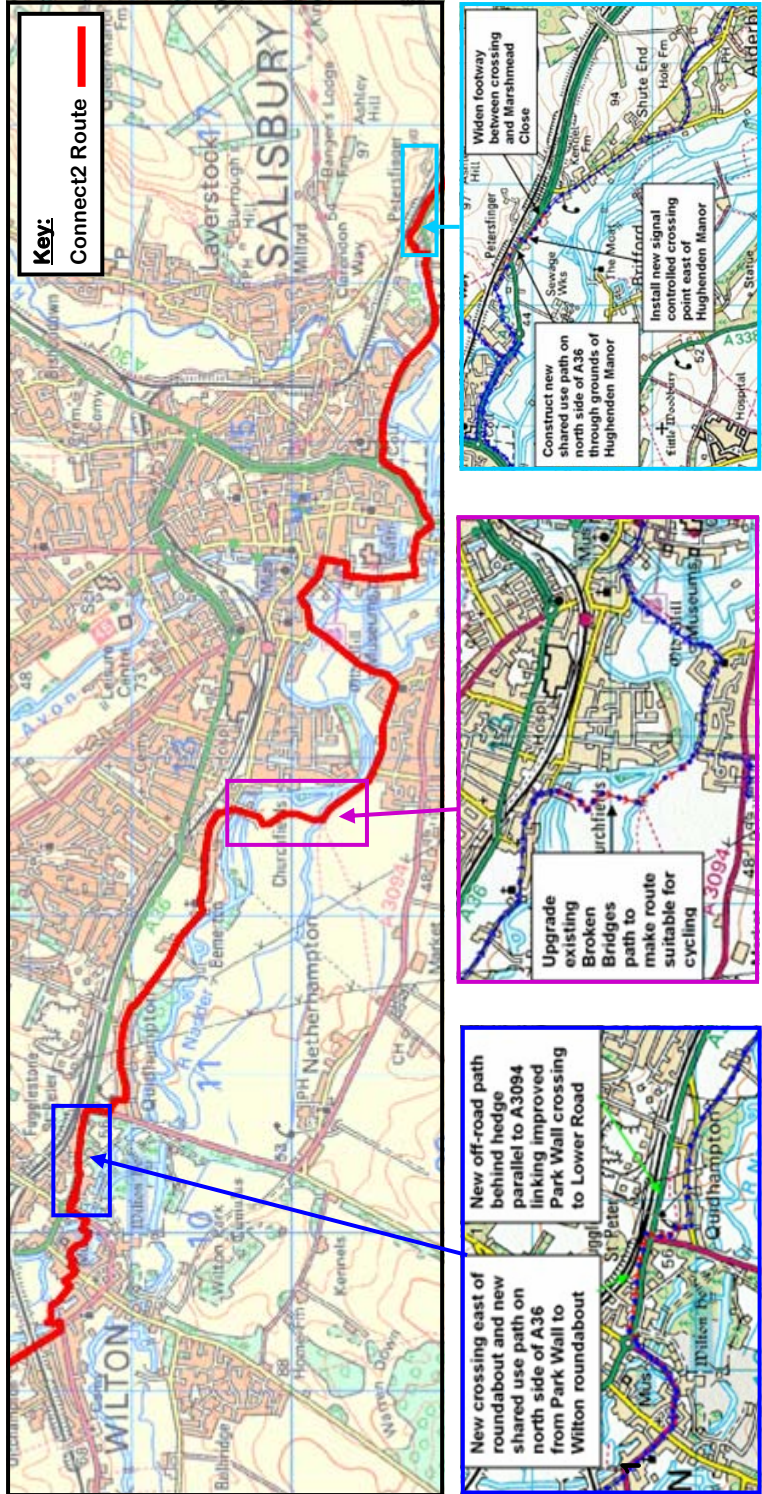
9. Background Papers:

- 9.1. None.

10. Implications:

- **Financial:** As set out in the report.
- **Legal:** None
- **Human Rights:** None
- **Personnel:** None
- **Community Safety:** If and when constructed the projects mentioned within the report will lead to improved safety for pedestrians and cyclists.
- **Environmental:** If and when constructed the projects mentioned within the report will lead to a reduction in car journeys and provide improved accessibility to amenities.
- **Council's Core Values:** Promoting a thriving economy, being environmentally conscientious, wanting to be an open, learning Council and a willing partner.
- **Wards Affected:** Alderbury and Whiteparish, Ebble, Laverstock, West Harnham, Wilton

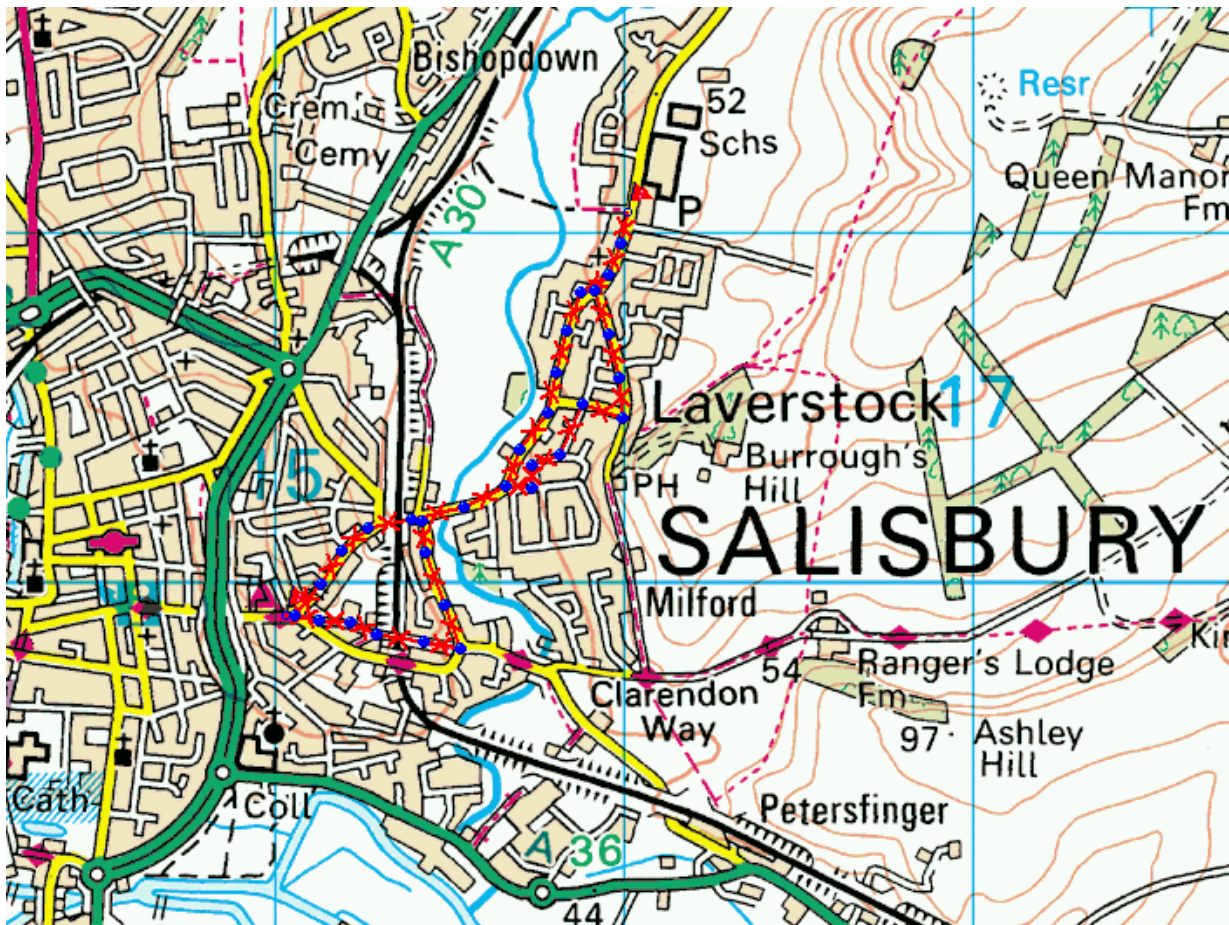
Plan showing route from Wilton to Alderbury, via Salisbury city centre, and the areas that need to be addressed as part of the Connect2 project to provide a continuous safe walking and cycling route.



County Hall
Trowbridge
Wiltshire
BA14 8JD



REPORT ON OPTIONS FOR CYCLING IMPROVEMENTS BETWEEN LAVERSTOCK AND SALISBURY CITY CENTRE



Author: Tom Gardner
Traffic Engineer

February 2007

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3.0 INTRODUCTION

3.1 Outline of Project

3.1.1 Wiltshire County Council in implementing its Local Transport Plan is seeking to develop integrated transport measures at identified locations throughout the county to provide improved facilities for users of non-motorised modes of transport such as pedestrians and cyclists.

3.1.2 The development of a cycle route along Riverside Road and Church Road in Laverstock extending west towards Salisbury city centre was first suggested in November 2003, when a feasibility study was proposed and an LTP budget provisionally allocated for delivery during the 2003/04 financial year. It was recognised that the existing footway was narrow in places and therefore unsuitable for cyclists, and that the carriageway was not of sufficient width to allow provision of cycle lanes along its complete length. However, due to the decision by the Government Office of the South West to re-appraise the Salisbury Transport Plan, the original programme was put on hold. In February 2006, this scheme was approved to be taken forward with officer time allocated towards design and feasibility investigation work.

3.1.3 This scheme will provide the following benefits:

- It connects together sections of the existing cycle network
- It will encourage increased levels of walking and cycling to school
- Provision of a cycle route has support of local cycling groups such as COGS
- Provision of a cycle route has support of the Salisbury Cycle Liaison Panel
- Scored highly in scheme priority assessment exercises in late 2004 & late 2005
- Provision of a cycle route is supported by the Parish Council and District ward members.

3.2 Existing Cycle Network

3.2.1 In 1998, the Bishopdown to Laverstock cycleway was opened, allowing new journey opportunities by bike to be made between the Bishopdown and Pauls Dene areas in the west with Laverstock in the east. This has proved to be a very well used walking and cycling route to the three Laverstock secondary schools and residents of Laverstock.

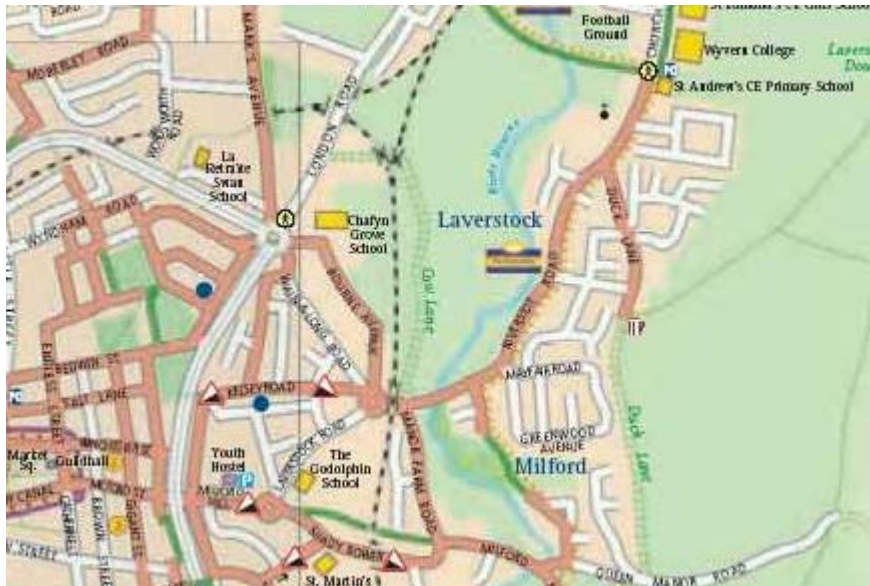
3.2.2 In 2001 a new walking and cycling link from Milford Hill to Milford Mill Road was developed via Milford Hollow.

3.2.3 In 2002 a new walking and cycling link from Milford Mill Road to Southampton Road was developed via Piggy Lane. From Southampton Road, a cycle route is available into Salisbury City Centre via Churchill Gardens and the Cathedral

Close. This route to the city centre avoids the hillier topography over Milford Hill.

3.2.4 Delivery of a Church Road – Riverside Road – Manor Farm Road cycleway link will join up the Bishopdown to Laverstock Cycleway with Southampton Road and Milford Hill, and provide a link from Laverstock to Salisbury City Centre via existing routes.

Figure 1 – Plan of existing cycle network in Laverstock and Milford Hill area



4.0 BENEFITS OF THE SCHEME

4.1 Encourage increased levels of walking and cycling to school

4.1.1 The need to undertake improvements on the Riverside Road and Church Road corridor was also identified by the Laverstock School's Joint Travel Plan. The three secondary schools have a combined intake in the region of 1,500 pupils, most of whom live within the urban area of Salisbury and within a reasonable walking or cycling distance.

4.1.2 Church Road in particular suffers from traffic congestion problems at school start and finish times, and many parents who drive their children to school do so via Riverside Road. The provision of a well-designed cycle route would encourage more parents to support their children in walking or cycling to school.

4.2 The scheme is supported by COGS

4.2.1 COGS are a local organisation of cyclists from Salisbury who are interested in working with the Joint Transportation Team to improve the cycle network in the City. They see the Church Road and Riverside Road link as completing an important section of the cycle network serving the eastern suburbs of Salisbury and Laverstock village.

4.2.2 In 2002, COGS produced proposals for a circular cycle route around the fringes of Salisbury. This route when complete will be known as the Golden Way. The route of the Golden Way through Laverstock would follow Church Road and Riverside Road. The route will be promoted as both a useful commuter/ shopper and a leisure cycle route, linking schools with Salisbury College, shopping areas and residential areas.

4.2.3 In November 2004, COGS carried out a prioritisation exercise of which new cycle links and infrastructure were required. A Church Road/ Riverside Road link was seen as a high priority scheme for implementation.

4.3 Provision of a cycle route has support of the Salisbury Cycle Liaison Panel

4.3.1 The Salisbury Cycle Liaison Panel, a group of District and County Council officers, members and local cyclists is supportive of the delivery of a Church Road and Riverside Road scheme. This scheme is supported for all the positive benefits that delivery would bring as described in points 1-3 and 5.

4.4 This scheme scored highly in priority assessment exercises

4.4.1 A cycling scheme for this corridor was priority assessed in October 2004, and was ranked in the top six unfunded walking and cycling schemes within Salisbury and Wilton on the reserve list for delivery when funding permits. The priority assessment process takes into account the potential impact of a scheme on the following factors:

- Physical activity levels
- Road safety
- Improved security
- Reduced threat/ intimidation
- Improved access to retail/ commercial areas
- Increased range of modal choice
- Creation of new link to local amenities
- Population that would benefit from link
- Offers a safe route to school
- Improved access to bus or rail
- Improved access for wheelchair users

4.4.2 The Church Road/ Riverside Road cycle route received a priority assessment score of 61 out of a maximum of 75.

4.5 The Cycle route is supported by Laverstock and Ford Parish Council and District ward members.

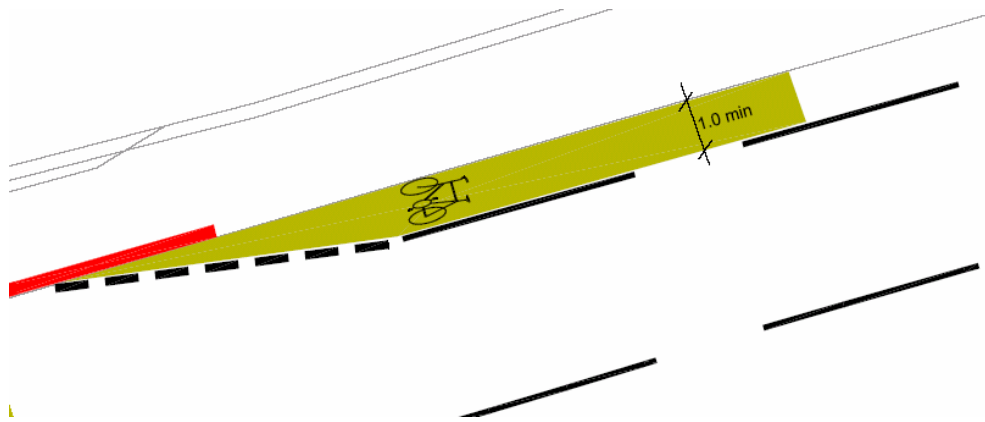
4.5.1 This scheme is supported by the parish council and local district ward members for all the positive benefits that delivery would bring as described above.

5.0 CYCLE INFRASTRUCTURE REQUIREMENTS

5.0.1 The physical requirements of cycle infrastructure are outlined in government guidance, and the various features likely to be considered for a scheme of this nature are outlined below:

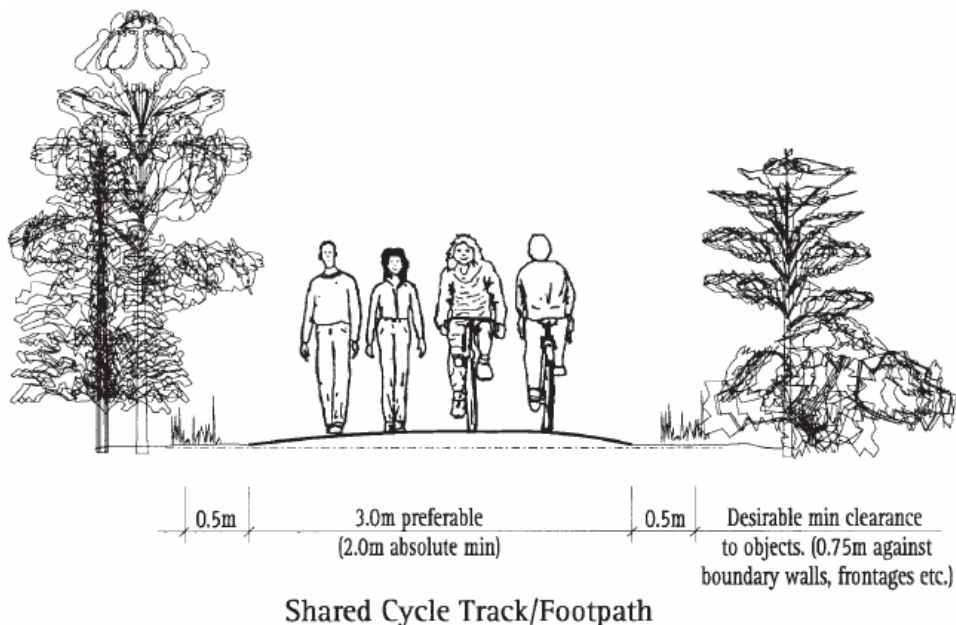
5.1 On Carriageway Advisory Cycle Lane

5.1.1 1.0m minimum width required for on carriageway advisory cycle lane with buff coloured surfacing at intermittent intervals to highlight its presence.



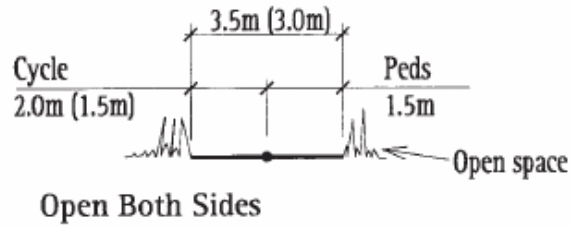
5.2 Shared Use Pedestrian / Cycle Path

5.2.2 An absolute minimum width of 2.0m, with a desirable minimum clearance to objects of 0.75m should be considered when implementing a shared use path.



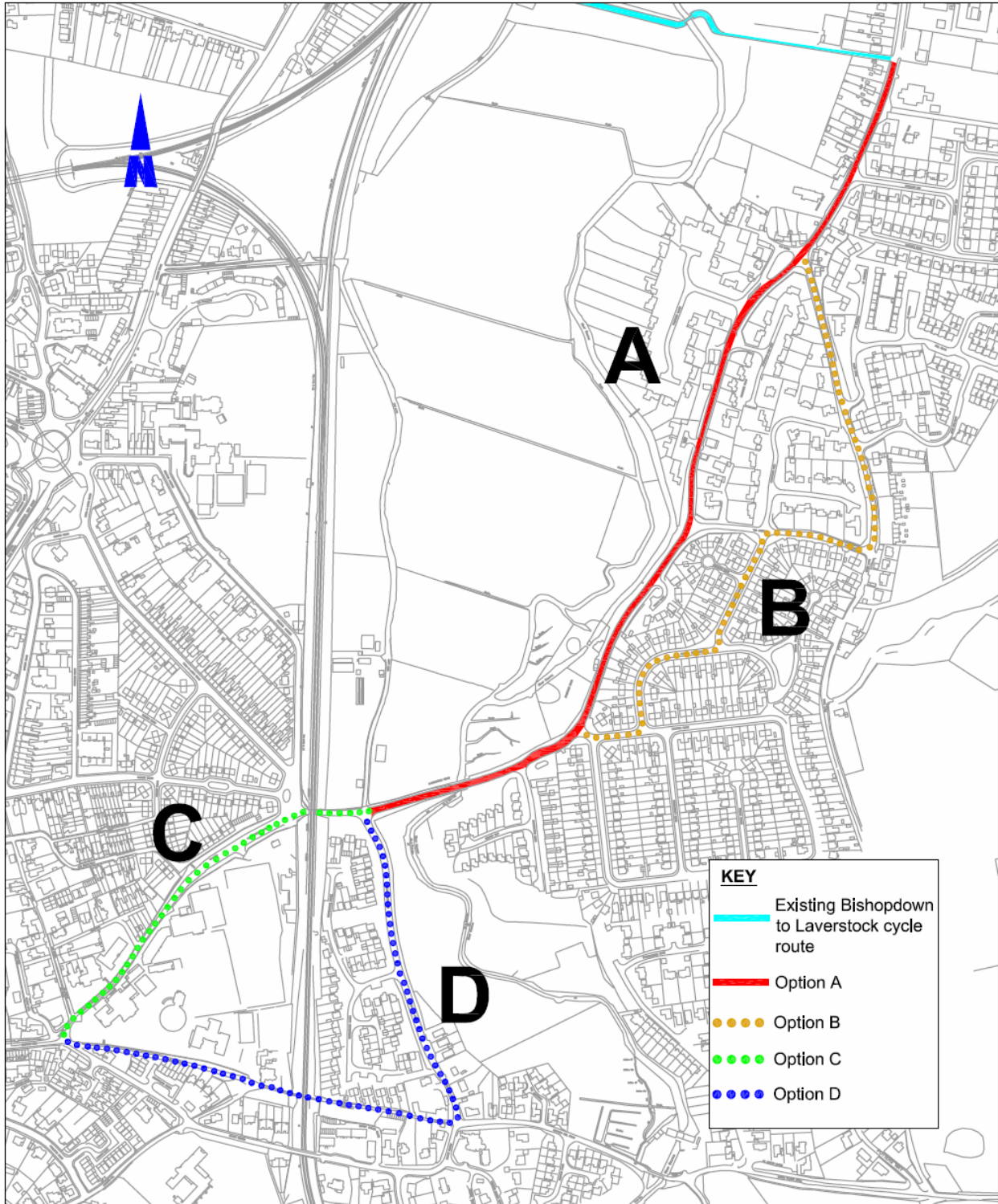
5.3 Segregated Pedestrian / Cycle Path

5.3.1 A segregated pedestrian/cycle path should be subject to an absolute minimum width of 3.0m, with clearance to objects of 0.5m on both sides.



6.0 ROUTE OPTIONS

6.1 Potential Route Options



6.2 Route Option 1

6.2.1 Route Option 1 is the most direct route to the City Centre and, on exit from the Bishopdown Cycle path utilises Church Road, Riverside Road and Laverstock Road to reach Milford Hill.

6.2.2 Church Road and Riverside Road are both subject to a 30mph speed restriction and are predominantly flanked by residential development on both sides of the carriageway, with the existing footpaths on both sides currently sub-standard for use as cycle infrastructure. It is not possible to provide a continuous off-carriageway cycle facility due to residential boundaries and consequent land acquisition issues. For a scheme of this nature the costs of land acquisition and the time taken for this process to be completed would not be justified. Similarly, the provision of on-carriageway cycle lanes are restricted at certain locations due to minimal carriageway width. Therefore, it would seem necessary to implement a combination of the above to achieve a continuous route. Typical sections of the roads can be seen in the photographs below.



Church Road mini-roundabout at its junction with Woodland Way (looking North)



Riverside Road showing footpath pinch point (looking North)

6.2.3 Laverstock Road is detailed as 'Option C' on the drawing above, and causes concern along most of its length in terms of providing a safe cycle route from Laverstock to the City centre. The scope for pedestrian improvements on this section is the subject of a separate options report – to address a request from Southern Area Committee to improve this route, using a developer contribution from the Duck Lane housing development.

6.2.4 Looking at the route from east to west, both carriageway and footpath widths are affected by the low railway arch prior to its junction with Bourne Avenue. Further footpath expansion to accommodate cycle infrastructure is unfeasible at this location if two-way vehicular flow is to be maintained under the bridge. The following photographs detail the complexity of the location.



Laverstock Road railway arch (looking West)



Laverstock Road railway arch (looking East)

6.2.4 Heading westbound, Laverstock Road then proceeds uphill at a steep gradient for a length of approximately 100m, with the carriageway flanked by steep verges adjacent to retaining structures. Although the wide expanse of carriageway could accommodate cycle infrastructure, there is currently none in place although the gradients involved may be influential towards the decision made by the cyclist on the choice of route.

6.2.5 Towards the brow of the hill the carriageway narrows significantly to approximately 4.0-5.0m. Again there is currently no provision for either cyclists or pedestrians in place and the high, steep verges together with land ownership issues make implementation of either on-carriageway cycle lanes or an off-carriageway 2.5m to 3m wide shared use path unfeasible, particularly with 2-way traffic flow. The safety of vulnerable road users is of paramount importance at this location and signing the route as a key element of the cycle network causes concern and could provide misleading information to the suitability of the route from a safety perspective. Photographs of the site are included below to demonstrate the barriers to safe provision of dedicated cycling facilities along Laverstock Road.



Laverstock Road west (looking West)



Laverstock Road west (looking West)

6.3 Route Option 2 /

6.3.1 Route option 2 uses Church Road, Riverside Road and Manor Farm Road before utilising existing walking and cycle infrastructure at Milford Hollow to link to Milford Hill. The suitability of Church Road and Riverside Road as a cycle route has been discussed under 'Route Option 1' above, so this section looks at the potential use of Manor Farm Road.

6.3.2 Manor Farm Road is subject to a 30mph speed restriction with carriageway widths of between 7 and 8m. There is a wide expanse of verge on the eastern side of the carriageway with existing footpath provision that is currently sub-standard for use as cycle infrastructure, with existing widths of approximately 1.5m. This is detailed in the photographs below.



Manor Farm Road footpath, east side, looking North



Manor Farm Road footpath, east side, looking North

6.3.3 The area of verge on the western side of the carriageway is banked to a level approximately 1.0 to 2.0m above carriageway level. At the ridge of the bank a footway 1.2m wide runs from the junction with Riverside Road to the junction with Milford Hollow. It is deemed unfeasible to provide footway widening on the western verge due to the substantial difference in level and the requirement for significant earthworks. However, the carriageway widths are such that an advisory cycle lane could be provided in one direction whilst maintaining 2-way vehicular traffic, although the provision of 2-way advisory cycle lanes would not be possible without carriageway widening works.

6.3.4 Proceeding southbound on Manor Farm Road, the carriageway narrows approximately 100m prior to its junction with Milford Hollow, with little provision for vulnerable road users. In terms of the potential provision of cycle infrastructure, little can be implemented whilst maintaining sufficient carriageway width for vehicles to pass. This area causes some concern, particularly as the entrance to Milford Hollow is directly opposite the junction with Milford Mill Road.



Junction of Milford Mill Road and Manor Farm Road



Looking up Milford Hollow from road junction

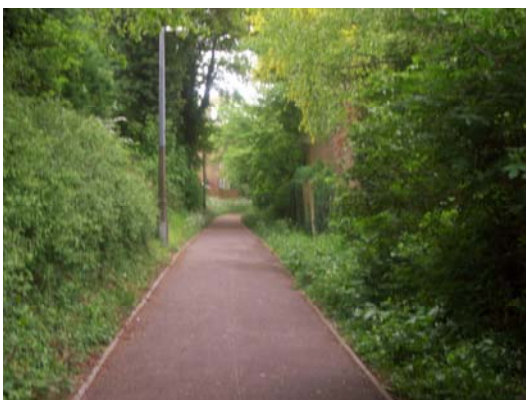
Signage on Milford Hollow would be required to advise “Cyclists please give way to pedestrians”, especially on the approaches to the railway overbridge. Widening of the narrow section close to the road junction towards the bottom of Milford Hollow is also recommended to reduce levels of pedestrian / cycle conflict.



Narrow section at bottom section of Milford Hollow looking up hill towards railway overbridge – widening work required



Restricted width across railway overbridge. “Cyclists please give way to pedestrians” signage required



View up Milford Hollow towards Milford Hill junction



Laverstock Road/ Shady Bower junction from top of Milford Hollow.

6.4 Route Option 3



6.4.1 Given the possible limitations in providing a continuous route for cyclists along Church Road and Riverside Road, consideration has been given to utilising Duck Lane, The Avenue, Vanessa Avenue, Napier Crescent and Mayfair Road as an alternative route. This is labelled 'Option B' on page 7 of this report.

6.4.2 Option B consists of low trafficked residential streets, all subject to speed restrictions of 30mph. There are no specific concerns relating to safety along this route. The photographs below detail the typical environment.



Napier Crescent, looking North



Mayfair Road, looking West

6.4.3 Given the residential nature of the streets, the provision of cycle infrastructure on the roads could be perceived as over engineering, particularly given that the route is extremely lightly trafficked.

6.4.4 Looking at the drawing on page 7 of the report, there is some concern over whether the route recognises cyclists' desire lines to the City Centre. The steep topography of Duck Lane in particular may also prove to be a deterring factor on choice of route.

6.5 Analysis of Route Options

6.5.1 It is clear that a balance is required between the safety, directness and attractiveness of the route as a whole in order to successfully promote cycling in the area.

6.5.2 The major safety concerns on the route predominantly feature on Laverstock Road, and to promote the road as a key area within the cycle network could be perceived as misleading to users. The wide expanse of verge and carriageway on Manor Farm Road could readily accommodate cycle infrastructure and links well with the existing off carriageway route at Milford Hollow. Altogether this presents a more attractive route for cyclists without compromising on safety, whilst also avoiding the more hillier topography on Laverstock Road.

6.5.3 Route Option 3, which utilises 'Option B', is seen as lacking the directness that is recommended for cycle networks. Furthermore, it is likely that the uphill gradients involved on Duck Lane could be detrimental to route choice. Although Riverside Road and Church Road present some safety issues, it is seen as more beneficial to develop a route that cyclists will use and attempt to alleviate those safety concerns through engineering measures.

6.6 Recommendation

6.6.1 That route option 2 be taken forward to preliminary design stages.

7.0 PRELIMINARY DESIGN

7.1 Cost Estimate







7.1.1 The following cost estimate has been prepared based on the preliminary design.

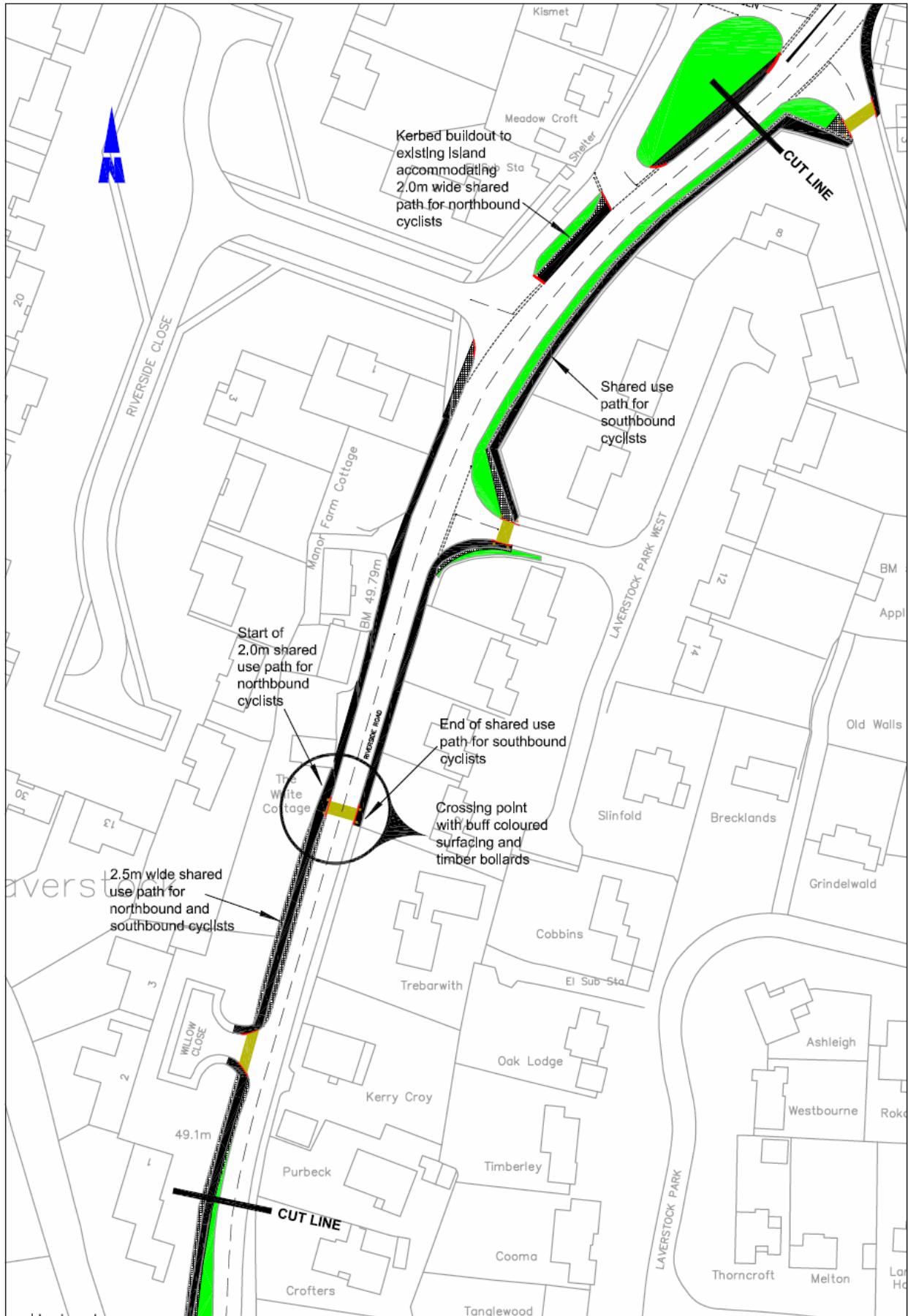
	£
Design & Supervision Fees	* N/A
Footpath / Cycle Path Construction	60,000.00
Carriageway Surfacing	5,000.00
Carriageway Lining	5,000.00
Signing	3,000.00
10 % contingencies	7,300.00
Total Cost (£)	83,300.00

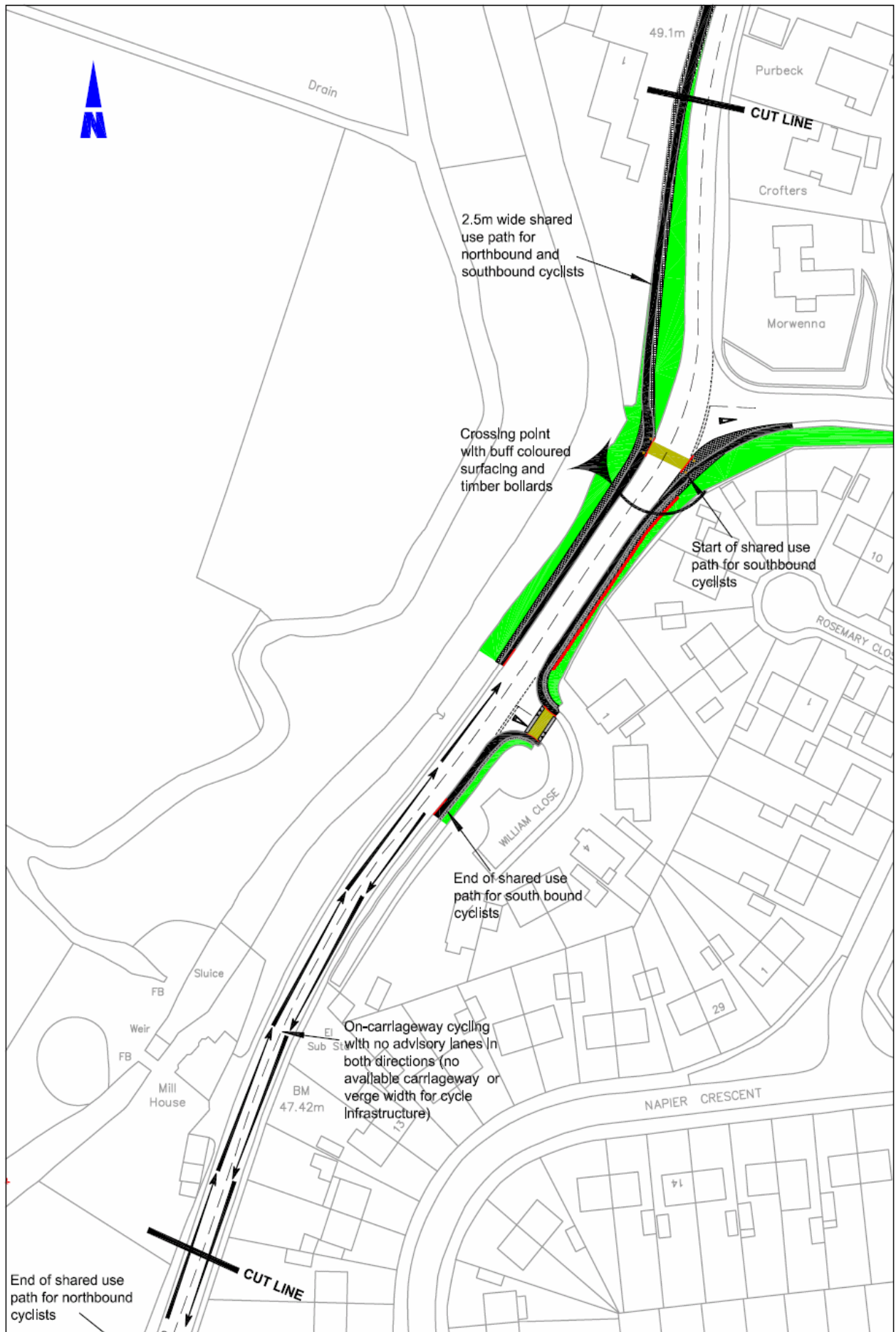
** Design and Supervision fees will be paid by Wiltshire County Council*

Note: These figures are based on current pricing levels, and no account has been included for changes to the service contract renewals.

7.2 Preliminary Design Drawings

KEY TO PRELIMINARY DESIGN	
	Existing areas of footpath to be resurfaced
	New areas of butumen macadam (blacktop) footpath
	Existing areas of verge to remain
	Buff coloured carriageway surfacing to highlight crossing point
	Area of dropped kerbs
	Timber bollard to highlight crossing points





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Trowbridge
Wiltshire
BA14 8JD



Agenda Item 12

Salisbury Joint Transportation Team
The Council Offices, 37 Endless Street
Salisbury
Wiltshire SP1 1DP

Geoff Hobbs, *Transportation Planner*
direct line: 01722 434 581
email: ghobbs@salisbury.gov.uk
web: www.salisbury.gov.uk

Report

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

Report to: City Area Committee

Date: 02 October 2007

Author: Geoff Hobbs

1. Purpose of Report

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

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

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



Awarded in:
Housing Services
Waste and Recycling Services



3.0 Summary of how schemes are assessed for LTP funding

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

4. Estimated costs of construction

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

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

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

Contingency 10% = £5,051

Total = £55,566

5. Recommendation

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

6. Implications

Financial: cost of scheme as set out in the report

Legal : none

Human Rights : none

Personnel : none

Community Safety : improved safety of pedestrians and cyclists

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

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

Wards Affected : West Harnham, Netherhampton, East Harnham

Consultation : none

**Extracts from Minutes of City Area Community Committee Meeting
Held on the 2nd October 2007**

Minute 35

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

The Committee considered the previously circulated report of the Head of Forward Planning and Transportation. The Parks Manager stated that the maximum cost of the scheme would be in the order of £80,000 including design costs and new kerbing (if Wiltshire County Council deem the latter necessary). In view of the fact that Wiltshire County Council considered the scheme to be a medium priority, Members were informed that if they wished to deliver the footway/cycleway, this could be achieved by use of available R2 funds.

Resolved: That the report be noted.

Minute 37

Current R2 Funds

The Committee considered the previously circulated report of the Parks Manager. Members noted that it was preferable to refer to the shared footway/cycleway as being from West Harnham to the community youth football pitches rather than to the Cattle Market. Members were informed that in order to use R2 funds to deliver this shared footway/cycleway, it would be necessary to reprioritise the list of approved Projects

Resolved: That

1. the projects and timetable be approved as per the officer's report, subject to the Harnham cycleway project being inserted between numbers 10 and 11 on the priority list;
2. the financial position regarding R2 contributions at this time be noted;
3. where appropriate, final decisions regarding siting, designs etc be delegated to the Parks Manager in consultation with the relevant Ward Members.