Wiltshire Council

AGENDA

Meeting: **Environment Select Committee**

Place: **County Hall, Bythesea Road, Trowbridge, BA14 8JN**

Date: **Tuesday 5 November 2019**

Time: **2.00 pm**

Please direct any enquiries on this Agenda to Stuart Figini, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718221 or email stuart.figini@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

---

Membership:

Cllr John Smale (Chairman)
Cllr Bob Jones MBE (Vice-Chairman)
Cllr Derek Brown OBE
Cllr Peter Evans
Cllr Peter Fuller
Cllr Mike Hewitt
Cllr Tony Jackson
Cllr Jacqui Lay
Cllr Ian McLennan
Cllr Brian Mathew
Cllr Nick Murry
Cllr Steve Oldrieve
Cllr Tom Rounds

Substitutes:

Cllr Clare Cape
Cllr Ernie Clark
Cllr Brian Dalton
Cllr Sue Evans
Cllr Jose Green
Cllr Mollie Groom
Cllr Russell Hawker
Cllr Ross Henning
Cllr George Jeans
Cllr Stewart Palmen
Cllr Ricky Rogers

Recording and Broadcasting Information

Wiltshire Council may record this meeting for live and/or subsequent broadcast on the Council's website at http://www.wiltshire.public-i.tv. At the start of the meeting, the Chairman will confirm if all or part of the meeting is being recorded. The images and sound recordings may also be used for training purposes within the Council.

By entering the meeting room you are consenting to being recorded and to the use of those images and recordings for broadcasting and/or training purposes.

The meeting may also be recorded by the press or members of the public.

Any person or organisation choosing to film, record or broadcast any meeting of the Council, its Cabinet or committees is responsible for any claims or other liability resulting from them so doing and by choosing to film, record or broadcast proceedings they accept that they are required to indemnify the Council, its members and officers in relation to any such claims or liabilities.

Details of the Council's Guidance on the Recording and Webcasting of Meetings is available on request. Our privacy policy can be found here .

Parking

To find car parks by area follow this link. The three Wiltshire Council Hubs where most meetings will be held are as follows:

County Hall, Trowbridge
Bourne Hill, Salisbury
Monkton Park, Chippenham

County Hall and Monkton Park have some limited visitor parking. Please note for meetings at County Hall you will need to log your car's registration details upon your arrival in reception using the tablet provided. If you may be attending a meeting for more than 2 hours, please provide your registration details to the Democratic Services Officer, who will arrange for your stay to be extended.

Public Participation

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult Part 4 of the council's constitution.

The full constitution can be found at this link.

For assistance on these and other matters please contact the officer named above for details

AGENDA

PART I

Items to be considered while the meeting is open to the public

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** *(Pages 7 - 12)*

To approve and sign the minutes of the Environment Select Committee meeting held on 3 September 2019.

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements** *(Pages 13 - 14)*

To receive the following announcement through the Chair:

- Salisbury Recovery

5 **Public Participation**

The Council welcomes contributions from members of the public.

Statements
If you would like to make a statement at this meeting on any item on this agenda, please register to do so at least 10 minutes prior to the meeting. Up to 3 speakers are permitted to speak for up to 3 minutes each on any agenda item. Please contact the officer named on the front of the agenda for any further clarification.

Questions
To receive any questions from members of the public or members of the Council received in accordance with the constitution.

Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda no later than 5pm on Tuesday 29 October 2019 in order to be guaranteed of a written response**.** In order to receive a verbal response questions must be submitted no later than 5pm on Thursday 31 October 2019. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

6 **Highways Annual Review of Service** *(Pages 15 - 158)*

As part of the Committee's ongoing scrutiny engagement with the highways and transport portfolio, the Committee has historically been receiving an annual review of service report for highways. The previous report was received on 6 November 2018, and the Committee will now consider the service report for 2018/19.

7 **Executive Response to the Homelessness Strategy Task Group's Final Report** *(Pages 159 - 164)*

The Homelessness Strategy Task Group began its work in December 2018, following a request from the Cabinet Member for Corporate Services, Heritage, Arts, Tourism, Housing and MCI, Cllr Richard Clewer, for scrutiny to be involved in helping the Council to develop a homelessness strategy. The strategy has been considered by Cabinet and will now be received by Full Council.

The Committee considered the Task Group's final report at their previous meeting on 3 September 2019 and will now receive the 'Executive Response' to the Task Group's recommendations.

8 **Updates from task groups and representatives on programme boards** *(Pages 165 - 170)*

To receive any updates on recent activity for active task groups and from members of the Environment Select Committee who have been appointed as overview and scrutiny representatives on programme boards.

9 **Forward Work Programme** *(Pages 171 - 174)*

To note and receive updates on the progress of items on the forward work programme.

Under the revised Overview and Scrutiny (OS) arrangements there is now a single OS work programme controlled by the OS Management Committee, linked to priorities in the Business Plan.

Therefore it should be noted that, whilst any matters added by Members are welcome, they will be referred to the OS Management Committee for approval before formal inclusion in the work programme for the Environment Select Committee.

A copy of the Overview and Scrutiny Forward Work Programme for the Environment Select Committee is attached for reference.

10 **Urgent Items**

Any other items of business which the Chairman agrees to consider as a matter of urgency.

11 **Date of Next Meeting**

To confirm the date of the next scheduled meeting as 14 January, 2020.

This page is intentionally left blank

ENVIRONMENT SELECT COMMITTEE

MINUTES OF THE ENVIRONMENT SELECT COMMITTEE MEETING HELD ON 3 SEPTEMBER 2019 AT KENNET ROOM - COUNTY HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.

Present:

Cllr John Smale (Chairman), Cllr Bob Jones MBE (Vice-Chairman), Cllr Derek Brown OBE, Cllr Peter Evans, Cllr Peter Fuller, Cllr Mike Hewitt, Cllr Tony Jackson, Cllr Jacqui Lay, Cllr Ian McLennan, Cllr Brian Mathew, Cllr Nick Murry, Cllr Steve Oldrieve and Cllr Tom Rounds

Also Present:

58 **Apologies**

There were no apologies.

59 **Minutes of the Previous Meeting**

Resolved:

The minutes of the previous meeting held on 18 June 2019 were approved.

60 **Declarations of Interest**

There we no declarations of interest.

61 **Chairman's Announcements**

There were no Chairman's announcements.

62 **Public Participation**

The Chairman explained the rules of public participation and invited Lou Barry to read her statement on Becky Addy Woodland.

Cllr Bridget Wayman thanked Lou Barry for her statement and stated that the matter would be taken up with Richard Broadhead, Head of Rights of Way and Countryside.

The Chair then invited Elizabeth Roberts to ask her supplementary question. Ms Roberts asked why emergency powers were not in place for all council plans and departments, how the authority proposed to deal with predicted food shortages and how it would share its disaster plans.

The Chair then invited Bill Jarvis, representing Extinction Rebellion Wiltshire, to ask his questions that addressed the lack of press communications from the authority and representation of the Task Group.

Cllr Richard Clewer stated that Cabinet meetings were the most appropriate place to respond to questions on Climate Change; as Cabinet is the decision-making body and there is no limit of the number of questions that could be asked at meetings. Cllr Clewer highlighted that scrutiny was not the lead in this area and thus, often needed to ask the Cabinet Member to respond to questions that did not specifically relate to the Task Group's work.

Cllr Graham Wright emphasised the 'one team' approach to managing climate change and welcomed the public engagement.

The Chair then invited Jane Laurie to ask a supplementary question on a baseline survey and the parameters of such a survey.

Officers replied by saying that academic rigor was essential and University partners were being engaged to support this work.

63 **Updates from task groups and representatives on programme boards**

Cllr Graham Wright updated the committee on the Homelessness Strategy Task Group, as well as the Global Warming and Climate Emergency Task Group.

Cllr Graham Wright expressed confidence in the positive outcomes that flow from public engagement when it's combined with a nationally respected scrutiny process. The range of issues that the Global Warming and Climate Emergency Task Group would address were outlined; renewable energy generation, energy use and efficiency, planning, transport, air quality, waste, land use, business and industry.

Public communications, the pace of policy formation and rate of change were discussed. The planned Global Warming and Climate Emergency section of the council's website was described as being a means of improving communications and public engagement.

Resolved:

1. **The committee noted the update on task group activity provided.**

2. **The committee endorsed the proposed terms of reference of the Global Warming and Climate Emergency Task Group.**

3. **The committee noted that as Cllr Allison Bucknell has taken up a position within the council's Executive, she is no longer a member of the Global Warming and Climate Emergency Task Group.**

64 **Homelessness Strategy Task Group**

Cllr Graham Wright updated the committee on the work of the Homelessness Strategy Task Group. The headline findings were; the centrality of rent arrears to evictions, the lack of one-bedroom homes, rurality and access to services and the labour market.

The Rough Sleeper Outreach Team had been found to have helped reduce rough sleeping by 52% and data from housing, benefits and council tax sources could, within legal limitations, be used to improve preventative processes.

The debate that followed addressed the needs of traveller communities, care leavers, people with SEND, the engagement of private landlords and housing associations, data protection limitations on data sharing and the need for consent, the complexity and compound nature of multiple needs that often lie underneath homelessness and the necessity of preventative approaches.

Cllr Oldrieve proposed amending Recommendation 5 to read 'to establish a "prevention partnership"', as opposed to 'to consider establishing a "prevention partnership". This was accepted by the Committee.

Resolved:

The Environment Select Committee endorsed the following recommendations of the Task Group.

That the Cabinet Member for Corporate Services, Heritage, Arts, Tourism, Housing and Environment implements the following recommendations:

1. **The Environment Select Committee welcomed the positive and proactive engagement from the Executive throughout this important review.**

2. **In order to ensure that intervention takes place at the earliest possible stage and that vulnerable clients have the best chance of maintaining appropriate accommodation, to consider implementing a "Passport to Housing" scheme, whereby the following are undertaken:**

    a) **Internal Data Matching: those on welfare benefits, those who have Council Tax arrears and rent arrears have their details centralised. This information to then be discussed, so that all**

appropriate Council departments are aware of the individuals/households most at risk of homelessness; leading to a process of earlier intervention

b) Wiltshire Council's Departments, Wiltshire's main Social Housing providers, private landlords and the third sector forge a partnership working arrangement, so that housing stock is better co-ordinated and different agencies become more aware and responsive to the needs of Wiltshire's tenants.

3. The council to consider all the ways of encouraging and supporting private landlords to rent their properties to those in receipt of welfare benefits and wider use of the 'Discretionary Housing Payment', in order to increase the housing options available to this group and reduce their vulnerability to homelessness.

4. **In order to ensure that Wiltshire Council can continue its positive work reducing homelessness in the county, to prioritise sustaining both the Emergency Accommodation provision (in each town where need has been proven) and Rough Sleeper Outreach Team for a significant period of time through, for example:**

a) Regularly recording data that evidences the need for, and impact of, the Emergency Accommodation provision and the Rough Sleeper Outreach Team

b) Continually seeking funding opportunities to help maintain these services.

5. In light of the Army Rebasing 2020 Scheme and to help manage the workload of Housing Options South, to establish a "prevention partnership" network with the Ministry of Defence and appropriate partners, which would enhance the housing support offered to those leaving the armed forces.

6. For the Council's homelessness webpages to be better publicised and more easily accessible from the Council's homepage, so that those who are homeless, or at risk of homelessness, can more easily remotely access the support and advice that they need.

7. **For the Environment Select Committee to consider a report in 12 months' time, updating on how the Executive have implemented the recommendations set out above.** ***(N.B. This report would only relate to recommendations that the Executive accepted, as detailed in the 'Executive Response to the Homelessness Strategy Task Group's final report' – due to be received on 5 November 2019).***

65 **Housing Aids and Adaptations**

Cllr Richard Clewer outlined the report to committee on adapting homes to tenants needs through housing aids and adaptation. Issues highlighted were long waits, the need to inspire housing associations to address aids and adaptation and the use of scrutiny as a method of policy development rather than of policy review. Housing aids and adaptation was an area that would benefit from a Task Group.

The debate that followed discussed the delays to housing disabled households in social housing and the impact of this on health and social care costs, the need for better customer consultation, awareness of grant funding, difficulty in scaling up person centred adaptation and the role of planning in improving private housing stock.

Resolved:

That the Environment Select Committee establish a Task Group, to review the Council's approach to meeting the needs of households who require adapted housing

66 **Waste Management Strategy**

Cllr Bridget Wayman introduced the Waste Management Strategy item.

The debate that followed clarified the regulatory framework that governs the overseas sites used by Wiltshire Council, as well as how food waste could be collected in Wiltshire – following the Government's consultation proposal on food waste collection. By way of background information, Members suggested that future reports could include an update of how the service area had performed against the action plan for the previous year.

Resolved:

The Environment Select Committee supports the report and appendices of the Household Waste Management Strategy, subject to future reports including an update on progress made against the action plan in the previous years, and encourages the Executive to work towards providing a food waste collection service for the county.

67 **Rapid Scrutiny: Plastic Waste In Wiltshire's Roads - Executive response**

Cllr Bridget Wayman introduced her 'Executive Response' to the Rapid Scrutiny's final report and recommendations. She highlighted that she felt that Recommendation Four's suggestion of using the Highways Annual Report to publish updates on use of plastic in roads to committee would be better served through ad-hoc reporting to Committee on findings from the current trials.

The debate that followed addressed work in Cumbria, the risk of micro-plastic pollution, lack of knowledge of the material and its use in roads.

Resolved:

The Committee noted the executive response to the Final Report – Rapid Scrutiny on using plastic waste as part of the council's road maintenance programme.

68 Forward Work Programme

The Chair updated Committee that the Public Transport Review item had been removed from the Forward Work Programme, as it had been agreed in consultation with the Vice-Chairman that OS would not add value by looking at this matter. Additionally, the 'Executive Response' to the Late-Night Taxi Fares Task Group's final report had been removed; as the Licensing Committee had now taken ownership of this matter.

69 Urgent Items

There were no urgent items.

70 Date of Next Meeting

The date of the next meeting was to be 5 November 2019, with a later start time of 2pm.

(Duration of meeting: 10.30 am - 12.20 pm)

The Officer who has produced these minutes is Stuart Figini of Democratic Services, direct line 01225 718221, e-mail stuart.figini@wiltshire.gov.uk

Press enquiries to Communications, direct line (01225) 713114/713115

South Wiltshire Recovery Programme: Update to the Environment Select Committee

At the time of the previous report to the Environment Select Committee the programme team had just been appointed, and were transitioning from the short-term recovery to a longer-term programme. The aim of the programme is to increase economic vitality in Salisbury and Amesbury. A full list of projects is being progressed. Pertinent highlights from the programme are as follows:

Salisbury Central Area Framework:

A Central Area Framework is being developed to inform the future development of Salisbury city centre. When completed it will set out an outline and deliverable plan that will create a more vibrant and attractive central area in the city. The CAF builds on previous consultation and brings together many different initiatives under one single document. It will help to inform the emerging Neighbourhood Plan and Local Plan Policy and promote Salisbury to investors. A full version of the Central Area Framework will undergo a second public consultation in November.

The Maltings:

The Masterplan for the Maltings was approved in June 2019. The revised Phase 1 planning application for the old British Heart Foundation in Salisbury's Maltings was unanimously approved by the Strategic Planning Committee at their meeting on 11 September 2019, and demolition works have begun. As of 8th October, Wiltshire Council's Cabinet agreed to recommend to Full Council to release capital funding to acquire third party interests in land and property in the Maltings regeneration area in Salisbury, helping to unlock the second phase of development around Market Walk and realise the ambitious regeneration proposals for this area.

Future High Streets Fund:

On 26th August Wiltshire Council received confirmation its multi-million-pound bid for investment for both Salisbury and Trowbridge, from the Government's Future High Streets Funds had been shortlisted and will now go onto the next stage. The Recovery Team must now develop a full business case for proposed projects, setting out value for money, economic impact and the central benefit/cost ratio for the projects. The draft business case must be submitted by March 2020, with a full Treasury Green Book business case submitted by June 2020. We have been informed that successful bids will be announced in Summer/Autumn 2020. The projects will be judged competitively against other areas, with no guarantee of capital funding.

Fisherton Gateway:

The Fisherton Gateway project is emerging as the most developed of the projects that will seek funding from the Future High Streets Fund. The project will seek to create an exciting arrival experience at the rail station. A redeveloped station forecourt will provide a transport interchange, a sense of arrival for visitors, and improve the safety of pedestrians and cyclists. Along Fisherton Street, the project will seek to create a welcoming entrance to the city that allows the street to flourish, both on its own as a hub of independent shops, and as a feeder to other main retail and cultural areas in the city. Outline plans will be consulted on later this year but delivery is subject to Future High Streets funding.

Amesbury:

The programme is supporting the redevelopment of the History Centre through the provision of advice and funding, as well as supporting businesses, and community events such as the Carnival.

Programme

Alongside the above projects, the team are supporting a range of initiatives including developing a Competitive Brand Positioning, the development of a Cultural Strategy and providing support for 2020: A City on the Move, the 800th anniversary programme for the founding of the Cathedral.

This page is intentionally left blank

Wiltshire Council

Environment Select Committee

5 November 2019

Subject:	**Highways Annual Review of Service**
Cabinet Member:	**Councillor Bridget Wayman - Highways, Transport and Waste**
Key Decision:	**No**

Executive Summary

The local highway network is vital for businesses and communities, and effective maintenance to ensure its availability is essential to the economic development of the county. The Council, as local highway authority, is assisted by a number of specialist contractors and suppliers. An annual review of the highway service for 2018/19 has been prepared (see **Appendix 1**), together with summary of the schemes delivered during the year (see **Appendix 2**).

Reducing the environmental impact of highway maintenance operations is of increasing importance. The highway service already recycles a considerable volume of the waste material generated (see **Appendix 3**). The service is also taking measures to reduce the carbon footprint of its operations, including the introduction of energy efficient LED street lighting.

The highways contract with Ringway Infrastructure Services started in April 2016. The contractor's performance during the third year of the contract has been assessed and continues to be good (see **Appendix 4**). Consequently, a further six months extension to the contract has been awarded in accordance with the conditions of the contract. Ringway has so far achieved 15 months out of a possible 24 months of extensions for its contract.

The performance of the Council's highway consultant, Atkins, continued to be good during 2018/19. The contract has already been extended by the maximum of two years as provided for in the contract, and it will now end in November 2019. A procurement exercise was undertaken to award a replacement contract, and the results of the procurement were reported to Cabinet on 11 June 2019 when the new contract was awarded to Atkins to start on 1 December 2019.

The operation of the highways service is monitored through the Performance Management Framework, which was first reported to this committee in October 2016 and is updated annually. An updated version for 2018/19 has been prepared (see **Appendix 5**). There has been an increase in the number Killed and Seriously Injured, but the number of slight injury causalities has decreased. The number of potholes did increase slightly in 2018/19, but the number of safety defect potholes decreased. Public satisfaction with the highways service was close to the national average.

The Council's street lighting LED project is starting and will continue for the next two years. Over 40,000 lights will be changed to energy efficient units in the £12,295,000 project which will be taking place over the next two years (see **Appendix 6**).

Proposals

It is recommended:

(i) To endorse the Highways Annual Review of Service and confirm that the performance of the Council's highways contractors has been good during 2018/19.

(ii) To welcome the results summarised in the Highways Performance Management Framework but note the concern about the increase in those killed and seriously injured on the county's roads in 2018.

(iii) To confirm that the performance of Ringway Infrastructure Services during the third year of its contract continued to be good and a further extension of six months should be awarded in accordance with the conditions of contract.

(iv) To welcome the start of the Council's LED street lighting project which will reduce energy costs and significantly reduce the Council's carbon footprint.

(v) To request a report on the highways service and the Performance Management Framework in a year's time.

Reason for Proposals

The highway network forms the Council's largest asset, and it is important that it is maintained in the most cost-effective way that demonstrates value for money. This includes the use of asset management and whole life costing approaches to inform investment decisions, taking into account the environmental implications.

The performance of the Council's contractors and their supply chains are important in maintaining the condition of the highway assets and ensuring an efficient and effective highways service. Their performance is continuously monitored and is reviewed and reported annually to this committee.

Alistair Cunningham OBE
Executive Director Growth, Investment and Place

Wiltshire Council

Environment Select Committee

5 November 2019

Subject: **Highways Annual Review of Service**

Cabinet Member: **Councillor Bridget Wayman - Highways, Transport and Waste**

Key Decision: **No**

Purpose of Report

1. To provide a review of the performance of the highways service during 2018/19 and give an update on performance of the contractors and suppliers involved in delivering the service.

Relevance to the Council's Business Plan

2. The Wiltshire Council Business Plan 2017 – 2027 sets out the vision to create strong communities, with priorities for growing the economy, strong communities and protecting the vulnerable. As part of growing the economy it is acknowledged that it is necessary to bring the county's roads up to an acceptable state. The goal is that road infrastructure is improved and to:

    - Improve asset management and the use of investment to improve the condition of Wiltshire roads (implementing our Highways Asset Management Strategy).

    - Promote and further development the MyWiltshire app to improve and increase the reporting of issues.

Background

3. The local highway network is vital for businesses and communities; effective maintenance to ensure its availability is essential to the economic development of the county. Wiltshire Council recognises the importance of maintaining and managing its highway network efficiently and is making a significant investment in improving the condition of its highway assets.

4. At its meeting in November 2018 this committee requested an annual report on the performance of the highway service and the contractors involved in maintaining the highway network.

5. There are a number of specialist contractors now carrying out work on the highway network for the Council following the end of the previous highway contract in March 2016 and the transfer of sub-contracts to the Council. These contracts have worked well in recent years; however, the majority of them will end in May 2020 and arrangements are being made to replace them.

6. The Highways Asset Management Guidance published by the Highway Maintenance Efficiency Programme (HMEP) provided guidance on the approach to be followed in managing the highways network. It recommended that a Performance Management Framework should be developed that is clear and accessible to stakeholders as appropriate and supports the asset management strategy.

7. In order to encourage the adoption of good asset management practice the Department for Transport (DfT) introduced Incentive Funding for part of the highways maintenance block funding. The Council has to complete a DfT self assessment form annually in connection with its performance on highways asset management. It is important to have a Performance Management Framework to help manage the service and to demonstrate the application of good practice as required by the DfT.

Main Considerations for the Council

Annual Review of Service

8. The Council's highways service is delivered by a number of contractors managed by the Council's highways staff, with the support of the Council's highways consultant. A report on the delivery of the highways service during 2018/19 has been prepared (see **Appendix 1**).

9. The review indicates the large range of works undertaken by the Council and its contractors on the highway network last year, and the progress made on delivering schemes. The schemes completed in 2018/19 included road surfacing, repairs, road safety improvements and structures work (see **Appendix 2**).

10. The environmental impact of highway maintenance operations can potentially be considerable. The Council and its contractors reduce the adverse effects by recycling waste, using recycled materials and adopting procedures that reduce the environment impact (see **Appendix 3**).

11. This committee has previously received reports and a presentation about the new Highways Infrastructure Asset Management System (HIAMS) software, which was introduced in April 2018. The implementation of HIAMS has been going well and has been delivering the anticipated benefits in connection with managing the highways infrastructure, avoiding duplication of reports and enabling mobile working by staff.

12. The HIAMS project has included the introduction of mobile working to assist the streetworks team, and this year the highways safety inspection teams have started to carry out defect and pothole inspections on mobile devices. The defect reports are included in the system and the information used to manage the highway assets and help prioritise treatments.

Ringway Infrastructure Service

13. The highways term maintenance contract with Ringway was the subject of a two-stage procurement exercise in 2015. The contract started in April 2016 and is for five years with possible extensions of up to two years which can be awarded subject to performance.

14. The Ringway contract provides a range of highway services, including dealing with potholes, gully emptying, road and footway repairs, Parish Stewards, bridge works, street lighting maintenance, winter maintenance, out of hours emergency response, integrated transport and Community Area Transport Group (CATG) schemes. Ringway works in partnership with the Council to deliver these services through the Service Delivery Teams established to manage the service.

15. Ringway employs the Parish Stewards. This scheme was originally introduced with the earlier highways contract awarded to Ringway in 2005. It provides a steward for each area board to respond to requests for minor highway works from Town and Parish Councils. The scheme was re-launched in October 2016 and continues to be successful and very popular with local communities and has received good feedback from Town and Parish Councils.

16. The performance of the contractor has been assessed against the contract objectives using a mixture of satisfaction scoring by staff managing the contract, and by measured Key Performance Indicators as set out in the contract documentation. A score out of 10 was derived to determine the entitlement to contract extensions. For 2018/19 the score was assessed as being 8.2 (see **Appendix 4**), which entitles Ringway to the award of a further six month extension to the contract in accordance with the contract conditions.

17. Ringway is currently entitled to a 15 month extension to the contract out of a maximum of 24 months. The performance during future years will continue to be monitored to determine entitlement to further extensions up to the maximum provided for under the contract. In the event of non-performance by the contractor it would be possible for the extensions to be cancelled.

Other Highways Contractors' performance

18. Following the termination of the Balfour Beatty Living Places (BBLP) contract in 2016 several sub-contracts were transferred to the Council. This provided continuity of service in key areas and preserved the cost savings and operational benefits obtained through the original tender process. These included contracts to provide urban grass cutting, major resurfacing, tree maintenance and specialist road surfacing.

19. These contracts with Idverde, Tarmac, Eurovia and the other specialist contractors continue to be successful with good working relationships. The performance of all the contractors is monitored closely, and there has been good performance that meets all expectations with a high degree of confidence in the operation of all of these contractors.

20. Most of these contracts are due to end on 31 May 2020, and arrangements are currently being made to procure replacement contracts. It should be noted that some of these services, such as grass cutting, have proved difficult to deliver in the past and there are legal implications in connection with the Transfer of Undertakings (protection of Employment) Regulations (TUPE) that need to be considered in developing future service delivery.

Highways Consultancy Contract

21. The Highways Consultancy contract with Atkins started in December 2012. It was for five years and has been extended for two years as provided for in the contract. Atkins provides a range of services and support to the highways teams, including the design and supervision of highway, transportation and drainage schemes.

22. The current contract ends on 30 November 2019, and a procurement exercise was undertaken earlier this year. The results were reported to Cabinet on 11 June 2019 when it was agreed to award the new contract to Atkins as the price and quality of the Atkins submission were both considered to be good. The contract will start on 1 December 2019, and as with the previous contract it will be for five years, with a potential two-year extension subject to performance.

Performance Management Framework

23. The Performance Management Framework was originally prepared for this committee in 2016 and is updated annually (see **Appendix 5**). It contains a suite of performance measures based on the themes of:

- Network Safety Condition and Resilience
- Planned Maintenance
- Maintenance for Sustainable Transport
- Infrastructure to Support Economic Growth
- Environmental Sustainability
- Customer

24. Six key indicators have been identified for each theme, which are a mixture of outcome, output and input measures designed to provide an overall view of performance without being too complex or difficult to collect or understand.

25. Each indicator is measured at a high level as: poor – does not meet minimum standards, fair – meets minimum standards, good – exceeds minimum standards. Long term performance aims have been developed for each indicator, and a red, amber and green colour coding is used to aid understanding.

26. The framework enables performance to be tracked on a year by year basis. The measures include several indicators which are National Indicators or previously Best Value Performance Indicators. It also includes performance indicators using the National Highways and Transportation (NHT) public satisfaction results.

27. The Framework indicates that overall progress and performance has been good. However, the number Killed and Seriously Injured (KSI) on the county's roads increased during 2018 and remains a serious concern.

28. For most aspects of the service the performance was rated as good. The number of potholes increased, but the number of the more serious safety defect potholes decreased. The condition of roads, footways and traffic signals remain a concern and will need to be monitored, as will the treatment of noxious weeds.

29. Overall, public satisfaction with most aspects of the highway service in Wiltshire is close to the national average.

30. It is proposed that the indicators should continue to be reviewed on an annual basis and performance reported to the Environment Select Committee.

Wiltshire LED Street Lighting Project

31. Only a very small proportion of the Council's existing street lighting are LED lights. Most of the street lights are the older types which are less energy efficient and in some cases are going out of production. The rising cost of energy and the need to reduce the Council's carbon footprint means that there is now a good case for converting the street lighting to more energy efficient units.

32. This committee previously considered a report on the LED project on 6 November 2018, when the committee endorsed the scheme, which was subsequently approved by Cabinet in December 2018. It is now included in this year's capital programme.

33. The £12,295,000 project is expected to take two years and will involve over 40,000 lighting units. The contract for the supply of the new units has recently been awarded following a tendering exercise. The design work is being carried out by the Council's highways consultants, Atkins, and the new lighting will be installed by the term maintenance contractor Ringway so that the work can be integrated with the normal maintenance operations.

34. The conversion programme is starting in Chippenham and will be rolled out across the county following the maintenance programme of the existing lighting. A Frequently Asked Questions document has been prepared for the project (**Appendix 6**).

Overview and Scrutiny Engagement

35. The review of the highways service is reported annually to the Environment Select Committee. The report also includes an update on the Highways Performance Management Framework, which it is proposed to continue to make annually. The committee has been kept informed about the introduction of HIAMS and the procurement of the highways consultancy contract through regular updates.

Safeguarding Implications

36. None.

Public Health Implications

37. The condition of roads and related infrastructure can have serious safety implications, especially with regard to skid resistance and road surfaces. The good maintenance and improvement of the highway network can make a significant contribution to reducing collisions, especially those resulting in killed and seriously injured. Roads, bridges, highway structures, signs and street lighting all need to be kept in good condition in order to protect the public and those maintaining the assets.

Environmental and Climate Change Considerations

38. The effects of climate change could be significant for the highway network. There was considerable damage to the roads, footways and drainage systems during the flooding in 2013/14, and in 2018 road surfaces were damaged by high temperatures during the summer. Such events could be repeated and having robust maintenance strategies to improve the condition of the network, and experienced maintenance contractors, helps build resilience into the highway network and the infrastructure.

39. The highway service recycles a large proportion of the waste material generated by its highway operations and takes specific measures to protect the environment when carrying out maintenance and construction work. In recent years the Council has been using 'warm asphalt' which has a lower carbon impact.

40. The carbon footprint of the highways service will be reduced considerably by the introduction of energy efficient LED street lighting over the next two years.

Equalities Impact of the Proposal

41. The improved maintenance of the highway network, its management using sound asset management principles, and good performance by the highways contractors, should benefit all road users, including public transport, and particularly vulnerable road users such as cyclists and pedestrians.

42. The employment policies of the Council's contractors are taken into account when considering the award of contracts. They are required to conform to the Council's Behaviour Framework, and the contracts are closely monitored and managed.

Risk Assessment

43. There are considerable risks associated with the highway network, particularly in terms of safety, environmental, financial and reputational risks. The highways contracts provide resources to ensure the successful delivery of the highways service and reduce the risks to the Council.

44. There are risk management processes in place to manage the risks associated with the highways service, which include regular liaison with service suppliers and the effective management of resources. A risk-based approach has been adopted as required by the latest code of practice and is incorporated in the Wiltshire Highways Safety Inspection manual which was considered by this committee at its September 2018 meeting.

Risks that may arise if the proposed decision and related work is not taken

45. No specific decision is required at this time, but it should be noted that there is a risk of increased accidents, claims and public dissatisfaction if the programme of highway maintenance and the related services are not delivered effectively or are delayed. Future DfT funding is dependent on demonstrating the application of good practice and asset management principles. Failure to do so will potentially result in reduced funding in future years.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

46. No decision is required. Processes are currently in place to reduce risks, with Service Delivery Teams managing the various aspects of the highway services, and these are the appropriate groups to continue to manage the associated risks. The teams include representatives from the Council, consultants and contractors involved in delivering the services, and they report to the Contract Management Meeting comprising senior managers from those organisations.

Financial Implications

47. The highway network and related infrastructure forms the Council's largest asset and has a replacement value of over £5 billion. It is important that the network is maintained in the most cost-effective way to keep it safe and ensure value for money. This includes the adoption of a whole life costing approach to inform investment decisions on highway maintenance.

48. The increasing drive for asset management from DfT will mean that failure to demonstrate the application of this approach will result in reduced funding from central government. A proportion of available funding could potentially be withheld as an incentive, and in 2020/21 the Council could lose out on up to £2,782,000 of DfT funding if good asset management principles are not followed. It is therefore important to demonstrate that the Council is meeting the requirements of the incentive funding self-assessment.

49. The LED street lighting replacement scheme is being funded as an 'invest to save scheme' which will significantly reduce energy costs which are becoming increasingly unaffordable.

50. There are no procurement implications at this stage. Several road surfacing and other works contracts will end in May 2020. Many of these contracts could have significant TUPE implications and the procurement processes for these contracts are starting with a view to ensuring that value for money is obtained.

Legal Implications

51. The Council has a duty under the Highways Act to maintain the county's roads. The highway inspection procedures, policies and asset management plans help ensure that this duty is fulfilled. The increased investment and improved road conditions in recent years are helping the Council meet its responsibilities regarding road maintenance and keeping the network safe.

Options Considered

52. There is a need to continue to apply asset management principles to the highway network and to ensure that the performance of the contractors involved in delivering the service is appropriate in order to keep the network in a safe condition and to ensure value for money.

Conclusions

53. The highway network forms the Council's largest asset and needs to be maintained in a cost-effective way in order to show value for money and keep it safe. This requires the use of whole life costing approaches and effective asset management procedures to inform investment decisions.

54. The performance of the contractors delivering the Council's highway service is important in ensuring that the Council can meet its responsibilities as Highway Authority. The current performance of the contractors is good and will continue to be monitored.

Parvis Khansari
Director Highways and Waste

Report Author:
Peter Binley
Head of Highways Asset Management and Commissioning
November 2019

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

None

Appendices

Appendix 1 – Annual Review of Highways Service 2018/19
Appendix 2 – Wiltshire Highways Schemes 2018/19
Appendix 3 – Wiltshire Highways Maintenance and the Environment
Appendix 4 – Ringway Infrastructure Services Performance 2018/19
Appendix 5 – Highways Performance Management Framework 2018/19
Appendix 6 – Wiltshire LED Street Lighting Project

APPENDIX 1

Wiltshire Highways Contracts

ANNUAL REVIEW OF SERVICE 2018/19

RINGWAY Wiltshire Council Where everybody matters ATKINS Member of the SNC-Lavalin Group

Introduction

Wiltshire Council manages over 3000 miles of road and about 1,000 bridges and structures. This infrastructure is vital to local residents and businesses, and it is important that it is kept in safe condition.

Wiltshire Council has contracts with Atkins, Ringway Infrastructure Services and other specialist contractors to help deliver the highway service. This review covers the period April 2018 to March 2019. It has been prepared as a joint report between the Council and the main service suppliers.

Ringway Infrastructure Services – Highways Term Maintenance Contract

Ringway, working closely with associated Eurovia companies, manage and maintain the largest portfolio of highway maintenance contracts in the UK, covering more than 50,000km of strategic and local highway network. Ringway are part of Eurovia UK, and the wider group relationship underpins their declared self-delivery focus binging access to the very best national and international expertise.

As a leading service provider to local authorities, Ringway undertakes the management, maintenance and improvement of the built environment across a national portfolio of term contracts; these include local authorities, Private Finance Initiatives and Highways England strategic roads.

Ringway delivers a range of services for Wiltshire Council from planned and reactive highways maintenance, through to winter precautionary salting, emergency response, gully cleansing, street lighting installation and maintenance, and traffic management and safety schemes.

Ringway have supported local events, including Urchfont, Keevil and Dauntsey School Scarecrow Trails, Sherston Boules event, and a number of local fetes, especially by providing road cones and other support. Their team of seven took part in Tough Mudder to raise in excess of £4,000 for cancer research, and staff have supported a number of other local charities.

Ringway have provided financial and practical support to a number of local groups and charities this year.

Ringway were previously the highways term maintenance contractor in Wiltshire between 1999 and 2013. The current contract started in April 2016, and is for five years, with possible extensions of up to two years subject to performance.

Atkins – Highways Consultancy Contract

The Wiltshire Highways Consultancy Contract was awarded to Atkins and started in December 2012. In 2017 SNC-Lavalin Group Inc. completed its acquisition of WS Atkins plc, creating one of the world's most respected design, engineering and project management consultancies. Together with SNC-Lavalin, a global fully integrated professional services and project management company, Atkins help plan, design and enable major capital, projects, and provide expert consultancy that covers the full project lifecycle.

SNC Lavalin's Atkins business design and supervise road and bridge schemes for the Council from a local office at County Gate, Trowbridge. They manage the county's street lighting and traffic signals; as well providing technical information and advice on a wide range of highway and transport matters.

Staff from Atkins Trowbridge Office have undertaken a range of activities in the local community and raised monies for local charities by organising a number of fund raising events. The STEM activities staff have undertaken include supporting two careers' fairs for children in care at Trowbridge Rugby Club and at the Civic Centre; attending school assemblies and attending career fairs to highlight the benefits of careers' in Engineering. In addition staff have undertaken mock interviews for pupils at schools to give them interview experience and insights on preparing CV's and job application letters; and given work experience to a number of pupils from local schools.

Other Suppliers

A number of specialist sub-contracts were transferred to the Council following the end of the previous highways and streetscene contract in March 2016. These contractors include Tarmac who delivers road surfacing and repairs, Eurovia who carry out surface dressing and specialist road surfacing, and Idverde who carry out urban grass cutting and landscape maintenance.

A number of companies carry out surfacing and specialist work for the Council.

Other specialist contractors working for the Council include Wessex Tree Care, Simon Jackson for rural grass cutting, Telent maintaining traffic signals, Texture Blast and Miles Macadam providing specialist road maintenance processes. Many of these contracts will end in May 2020 and are in the process of being re-procured.

Health and Safety

The safety of the public and the contractors' workforce is important to the Council, and the highways service has a good safety record. Atkins have recently been awarded their ninth consecutive Gold Award from the Royal Society for the Prevention of Accidents (RoSPA), and Eurovia UK received an Order of Distinction Award after achieving 17 consecutive Gold Awards. The safety record of the Council's suppliers of highways services remains outstanding.

Contract Management

The services provided under the highways contracts are managed by a number of Service Delivery Teams, which report to the Council's monthly Contract Management Meeting. The teams are headed by a Council officer and include representatives from the consultant and contractor. They are responsible for managing the delivery of the service, including project planning, programming and budget control. Sub-groups have been established to ensure effective environmental management and procedures, and to drive innovation and continuous improvement.

Performance of the key service suppliers is assessed by using a series of Key Performance Indicators, satisfaction surveys and by monitoring the delivery of undertakings given at the tender stage.

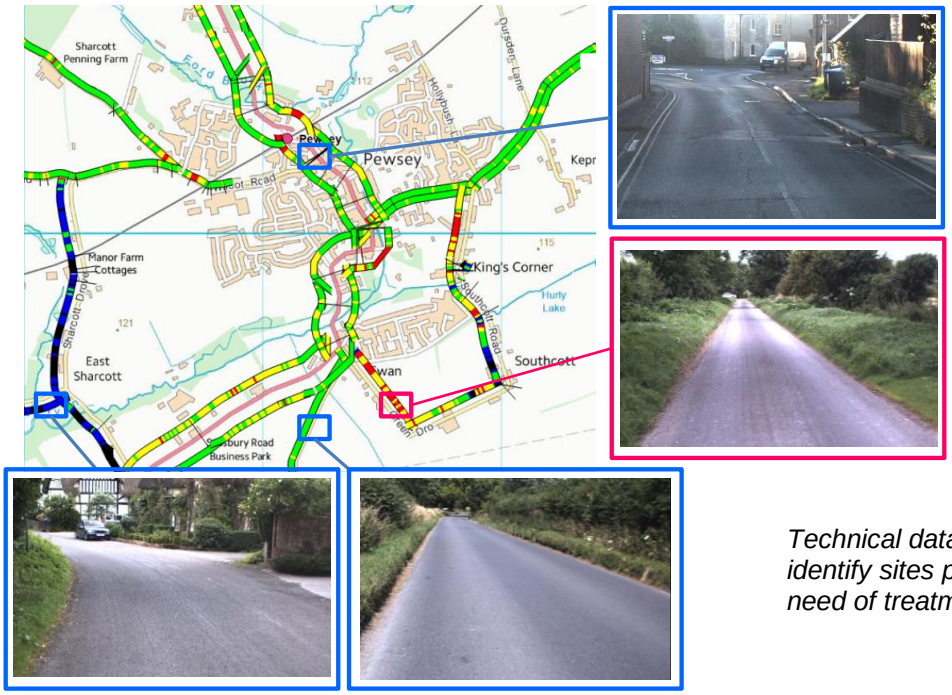
There is a formal process of awarding extensions to the contract to reward good performance. Atkins have achieved the maximum extension of two years on their current contract, which now ends in November 2019, and Ringway have so far been awarded 15 months of extensions out of a possible 24 months. The extensions to the contracts depend on continuing satisfactory performance.

The performance of the other specialist contractors who assist in the delivery of the highways service was also good during 2018/19. Most of these contracts will end in May 2020, and the procurement of replacement contracts is underway.

Highway Major Maintenance

Wiltshire Council maintains over 3,000 miles of road. The Council is committed to the good management of the highway asset, and has been implementing good asset management principles for several years, supported by the Atkins asset management team. The new Highways Infrastructure Asset Management System (HIAMS) has been used to develop a forward programme of schemes for future years, which has been circulated to Area Boards for comment.

Technical data, including surveys by vehicle mounted lasers, is used to assess road conditions to prioritise sites for treatment. Road safety is the priority, and maintaining adequate skid resistance on the busy high speed roads is vital.



Technical data is used to identify sites potentially in need of treatment.

The Council has been making a massive investment to improve the condition of Wiltshire's roads in recent years, and has already reduced the maintenance backlog significantly. The programme of road surfacing work is designed and supervised by Atkins, with most of the surfacing work carried out by Tarmac and Eurovia, with support from Ringway.

Preventative asset management practices continued to be applied in 2018/19, using carriageway condition survey data to identify potential schemes, leading to more effective management of the network.

Wiltshire Council is making a major investment in improving the condition of the county's roads.

Many large road surfacing schemes were undertaken in 2018/19 to improve the condition of the county's roads. Over 147 Km of road were resurfaced successfully with a good quality of workmanship and traffic management.

Road class	A	B	C	Un-classified	Total
Length treated 2018/19 Km	47	21	49	30	147

The Council carried out an extensive programme of surface dressing (tar and chippings) on parts of the rural road network during the summer. This comparatively inexpensive treatment prolongs the life of the road, improves skid resistance and protects the structure of the road. The work was carried out for the Council by specialist contractors Eurovia, and was to a high standard.

An extensive programme of surface dressing helps seal and protects the county's rural roads, and improves skid resistance.

A programme of surfacing work was undertaken by the Council's contractor Tarmac to strengthen and resurface roads across the county.

The programme of road resurfacing is improving the strength and surfaces of the county's road network.

The programme of planned maintenance has seen a substantial improvement in the condition of the county's roads in the past decade, but there is still a backlog and continued investment is required.

Before After

As well as resurfacing main roads, the programme of surfacing work in 2018/19 also included improving the condition of the county's minor roads

The performance of all of the companies delivering road maintenance in Wiltshire, including Ringway, Tarmac, Miles Macadam, Texture Blast and Eurovia has been good this year.

Carriageway Repairs

The severe winter of 2018 resulted in substantial damage to the road network, and extremely hot weather during the summer caused further damage to the network. There were 58 sites identified with serious heat damage to roads this summer, many of which had to be treated with sand. 44 were treated with the velocity patcher to keep them safe, and 38 require extensive patching, with 2 requiring resurfacing.

It is important that serious defects are treated promptly to keep the roads safe. Ringway operated four Pothole teams to respond to urgent issues, and Tarmac has been operating a team to carry out larger surfacing repairs.

Pothole repairs often do not look attractive, but it is important that the repairs are made immediately in order to keep the road safe.

As well as filling 12,786 potholes last year, and resurfacing 147km of roads, the Council also carried out 58,544 square metres of localised road repairs. This programme of filling potholes, repairing carriageways and other treatments continues throughout the year to keep the county's roads in safe conditions.

Localised repairs were carried out at many areas where sections of road were in poor condition.

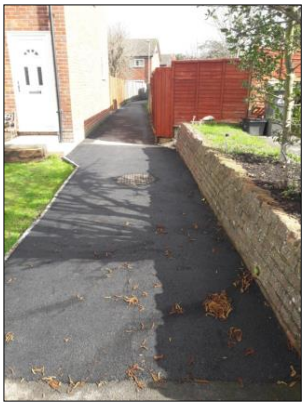
Before

After

It should be noted that the best approach is to prevent serious deterioration of the roads by the timely resurfacing of those roads in poor condition. This is what the recent increases in road maintenance expenditure have been delivering. Unfortunately, it is not possible to resurface every road immediately, and work has to be prioritised, with arrangements made to deal with defects as they arise.

Footway Repairs

A programme of footway repairs has started and will continue into 2019/20.



A programme of resurfacing and renewal is underway to improve the condition of the footways.

Verge Repairs

Rural verges are susceptible to damage during wet weather, especially when they are overrun by heavy or wide vehicles.

The programme of verge repairs is addressing damage to road edges on rural roads.

Repairs were undertaken to address the worst damage to the edges of roads in rural areas. The verges were repaired and strengthened, and the road returned to its previous width. This programme will continue to address the damage caused during last winter.

Major Carriageway Edge Repairs

At Grittenham the verge and carriageway edge was beginning to suffer serious structural failure and was causing safety concerns.

Major repairs using gabion baskets were undertaken to address serious verge and carriageway edge failure

The damaged verge and edge of carriageway was excavated and rock filled gabion baskets were used to provide strength to the embankment. The kerbs and drainage were also improved in order to prevent future failure.

Bridges and Structures

Wiltshire Council maintains about 1,000 road bridges and a similar number of Rights of Way bridges. The Council undertakes general inspections and routine maintenance on these structures in accordance with the national codes of practice.

Atkins carries out principal bridge inspections and strength assessments to inform future maintenance work on highway bridges and structures. They also provide support to assess planning applications involving structures, and design the more complex new and replacement bridges for the Council.

Ringway operate three full time bridge construction/maintenance gangs to carry out works from minor maintenance up to full bridge reconstruction. Additional resources and sub-contractors are on occasions called upon to cater for extra large schemes or more specialist schemes.

A programme of bridge strengthening and renewal was under taken by the Council's contractors

In 2018/19 Wiltshire Council in partnership with Atkins and Ringway have reconstructed or strengthened a number of bridges, including Lenton Bridge at Atworth, Rowden Bridge at Chippenham, redecking and widening at Woodbridge, Westerly and Easterly Bridges at Brokenborough, waterproofing at Gall Bridge Barford St Martin and reconstruction of a retaining wall at Great Wishford. Ringway also carried out a major scheme to prevent vehicle incursions onto the railway at Norton Bavant.

Preventing vehicle incursions onto the railway is important for safety reasons. Major work was carried out on the B3414 at Norton Bavant

Many of the rivers and watercourses in Wiltshire have environmental designations; these can often affect the timing of work, permissions required and the methods used. A 5 year programme of works to keep the county's bridges safe has been developed and design work is proceeding on future schemes.

Integrated Transport

2018/19 saw the delivery of a number of integrated transport and safety schemes. The Council's Traffic Engineering team have worked with Atkins and Ringway to plan and deliver a range of projects to the local communities, and continued the good work with the Community Area Transport Groups (CATGs), as well as other schemes funded from the Integrated Transport Block, and developer contributions. The schemes have ranged in size and complexity from simple sign installations through to more complex road safety and cycling schemes.

A significant safety scheme was carried out at Seend Bell Crossroads. Schemes to improve school journeys included a zebra crossing at Bellefield in Trowbridge, a footway at Crudwell and a crossing point at Wansdyke, Devizes.

The major scheme to improve the London Road/Windsor Drive junction in Devizes by replacing the roundabout with traffic signals was particularly difficult. This busy junction with limited space was especially challenging because of public utilities and poor ground conditions. The scheme has been successful in improving the operation and capacity of the junction.

The team has also delivered a significant number of smaller scale projects, such as pedestrian crossings, area wide 20mph speed limits, advisory 20mph speed limits outside schools, footway improvements and gateway schemes.

A number of pedestrian improvements and traffic management schemes have been constructed

Development work was progressed on a number of Taking Action on School Journeys schemes, 20 mph speed limits and safety schemes for delivery next year. The close working relationship that the team has with the CATGs continued and helps to identify and deliver local priorities.

New footways and pedestrian facilities have improved routes to schools and pedestrian routes.

In 2018/19 there were 237 CATG works schemes delivered, including 42 pedestrian improvement schemes and 31 were for the installation of dropped kerbs. This was significantly more than in recent years, and demonstrates the value of the CATGs in delivering local priorities.

Drainage Improvements and Flood Alleviation

A programme of drainage investigations, repairs and flood alleviation schemes was undertaken in 2018/19. The work is co-ordinated through the three Operational Flood Working Groups that include the Environment Agency, Wessex Water, other organisations and stakeholders, including the town and parish councils.

A specialist Drainage Investigation and CCTV Survey team working for Ringway locate, clean, survey and map the underground drainage network. Survey and asset condition data collected from the drainage investigations and surveys is recorded for future reference.

A substantial flood alleviation scheme was constructed at Tilshead to reduce the risk of flooding

A major flood alleviation scheme was carried out at Tilshead in conjunction with the Environment Agency on Ministry Defence land. The scheme created a reservoir to store flood water during potential flood conditions. It was designed by Atkins and constructed by Ringway and their specialist sub-contractor M.J. Church. The scheme involved earthworks to create a retaining structure with a controlled outlet. The scheme reduces the flood risk in Tilshead, Orcheston and on the A360.

Atkins design, supervise and help prepare bids for many of the larger drainage schemes, many of which are funded by the Environment Agency, with construction and survey work being undertaken by Ringway and their sub-contractors.

Design and feasibility work is progressing on a flood alleviation scheme at Dauntsey which is being developed jointly with Highways England and the Environment Agency, and will be funded by Highways England.

Drainage improvements were undertaken on the A3665 at Atworth, the A350 at Bowerhill, at Box, at Winterslow Road Amesbury, Chute Standen and Luckington. There were investigations and CCTV drainage surveys undertaken at 26 sites. These schemes and investigations helped to improve drainage systems, repair damaged pipes and help to reduce flood risks for communities.

Street Lighting

Wiltshire has over 50,000 street lights and illuminated signs which are managed by Atkins, with Ringway carrying out maintenance and improvement work.

Most of the street lights in the urban area are now computer controlled by a centrally managed street lighting system, which allows for flexibility in energy saving methods, remote monitoring of energy consumption and automatic fault reporting to minimise the time between failure and repair. The introduction of part night lighting in many areas has seen a significant reduction in energy consumption in recent years.

Testing of both concrete and steel columns is being undertaken by Ringway and a programme of removing and replacing life-expired columns continues in order to keep the county's lighting stock safe.

The older low pressure sodium lighting is going out of production, and replacement units have been becoming increasingly difficult to obtain recently. The opportunity has been taken to replace them with modern, energy efficient LED lighting as funding permits. As a result street lighting energy consumption reduced by over 4% last year.

Atkins prepared a detailed business case for the implementation of LED lighting to replace the Council's older less energy efficient street lighting across the county. This project which is starting in 2019/20 will take two years to complete. A contract for the replacement lighting units has been awarded and detailed arrangements have been made with Ringway for the programme of installation and related work.

Traffic Signals

The Council's traffic signal stock, including the Salisbury Urban Traffic Control (UTC) system, is monitored and managed by Atkins on behalf of the Council, with maintenance work undertaken by the Council's signal maintenance contactors Telent.

The Council's contractors install new traffic signals and upgrade existing installations

Telent respond to faults and damage following accidents and carry out pre-planned annual inspections and lamp changes. They also install new equipment, upgrade and refurbish existing signals sites as instructed and designed by Atkins. A total of 2,091 jobs were issued for the contractor during 2018/19 and there was full compliance with the timescales for repairs.

The traffic signals communications equipment in Salisbury has been updated

The traffic signals now have remote monitoring on 82% of the sites, and sites are having obsolete monitoring equipment replaced as funding permits. The Salisbury traffic control communications system has now been updated to bring it up to current standards.

Renewal of traffic signal equipment was carried out at a number of sites, including Gains Lane in Devizes, Bradley Road in Trowbridge and at Corston.

Trees and Landscaping

The maintenance of trees and shrubs growing in the highway is managed by Atkins for the Council. This includes those in both urban and rural areas that have been planted in roads, pavements and grass verges, or that are self-seeded or natural growth. Maintenance work carried out by the specialist contractors includes felling dead, dying, dangerous trees and pruning for clearances for carriageways, cycleways and pavements.



Other requirements are to prune for visibility at junctions and to road signs, street lights, traffic signals and receptor clearance, prior to major maintenance surfacing schemes, to give access to overgrown and otherwise little used roads for refuse collection vehicles and school buses, to assist with the stability of steep banks, annual pollarding (removal of all trunk and crown shoots). There are also 50 verges protected for wildlife in the county that receive special management.

Local Highways

The Local Highway Service carries out routine highway maintenance, including pot hole filling, gully emptying, grass cutting, litter bin emptying, and dead animal collections.

The majority of the highways maintenance activities are undertaken by Ringway through the highway term contract, which delivers the majority of statutory and safety reactive highway functions for the Council. The Parish Steward Scheme which helps to help address the highway priorities of the local communities is also provided by Ringway. The scheme has been a great success and is a well liked and respected service.


The Parish Steward Scheme operated by Ringway has continued to be very well received by the local communities

The urban streetscene and landscaping services are currently being undertaken by Idverde following the transfer of the previous sub-contract to the Council. The contract provides the statutory cleansing functions and the Council's grounds maintenance.

The local highways service is predominantly funded from revenue expenditure, which has been under significant budget pressures in recent years. However, public expectations continue to be high, and meeting this demand will continue to be a challenge in the future. The Council has increased funding in 2019/20 to enable local community priorities to be addressed.

My Wiltshire is an innovative reporting and management tool being used by Ringway.

There are a number of customer contact improvements that have been implemented in recent years, including the My Wiltshire system, which is being developed further so that the operatives and Parish Stewards have direct access to it to report work completed.

The additional funding in 2019/ 20 will permit improvements in town cleaning projects. Gulley emptying and drainage issues will receive extra attention with a new weed treatment programme being introduced countywide.

Winter and Emergency Response

The precautionary salting of Wiltshire's roads during the winter is carried out by Ringway using Wiltshire Council's vehicles under the supervision of the Council's staff. Farmers and contractors across the County also assist with keeping the network open.

Over the 2018/19 winter period the Council treated the primary network 39 times and the secondary routes 6 times. In addition the strategic routes were treated during the snow 8 times and car parks 4 times. The Council used 5,130 tonnes of salt in total, and ordered an additional 2,489 tonnes of salt and 1,920 bags of white salt during the winter to maintain stocks.

The winter was not as severe as last year, but 39 primary and 6 secondary precautionary treatments were still required.

The Council's staff monitored conditions on the ground during the season, and arranged for responses to incidents as they occurred.

The regular out of hours and emergency response worked well during the rest of the year, with the Council's four duty engineers receiving good support from other agencies, organisations, and various contractors during emergencies. The Council's Duty engineers dealt with 1,360 out of hours calls in 2018/19, of which 630 required action. The Ringway teams provided an on site response as required, and were able to increase resources when incidents had to be escalated.

The Council works closely with the Environment Agency and Dorset and Wiltshire Fire and Rescue to prepare for flooding events and ensure the timely placement of the flood defences. The Council's weather team liaises with local Flood Wardens and Parish Councils when warnings of potential flooding are issued by the Environment Agency.

The Council's teams also assisted with the usual summer and winter solstice operations, and there was still considerable involvement in the recovery work following the major incident in Salisbury.

Major Highway Improvement Schemes

The Council completed the major highway improvement scheme on the A350 Chippenham Bypass in December 2018. The project created a new northbound carriageway on the Brook to Badger roundabout section, and provided significant improvements at and around Chequers roundabout.

The works on the A350 at Chippenham created additional traffic capacity on this important route.

Before After

The scheme was funded from the SWLEP Local Growth Fund. During the construction of the A350 Chippenham scheme, Alun Griffiths Contractors:-

- Installed 1.2km of concrete and steel barriers
- Laid 3km of drainage
- Erected 50 lighting columns
- Completed 67 night shifts to minimise daytime disruption
- Built more than 160 road drainage gullies and manholes
- Laid over 17,000 tonnes of tarmac (over 850 lorry loads)
- Placed and compacted 28,000 tonnes of road stone aggregates
- Worked 60,000 staff hours

Significant efforts were made to programme and phase the works to minimise delay and disruption, and to keep the public fully informed of works progress. In recognition of this and the way that the scheme was delivered, Griffiths were awarded a Silver Considerate Contractor award for the project.

Work also started on the A350 Farmers Roundabout at Melksham. The scheme includes the introduction of traffic signals at Farmers Roundabout, road widening works, drainage improvements, kerb and splitter island enhancements, white lining and signage improvements and extensive carriageway resurfacing operations.

During 2018-19 the scheme design was developed to detailed stage, and a procurement exercise undertaken to appoint a contractor for the works. Dyer and Butler commenced construction operations in February 2019.

Work started on improvements at the A350 Farmers Roundabout at Melksham.

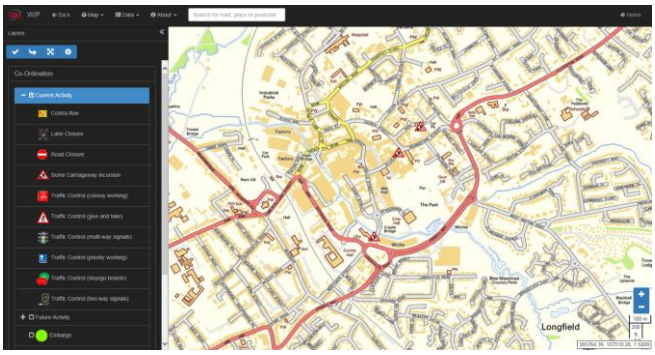
The sensitivity of the site with regard to traffic flows is appreciated, and extensive efforts have been made to ensure that local residents and businesses, and the travelling public, are well informed regarding the project. A range of communications activities have been undertaken including:-

- Melksham Area Board and Melksham Town Council presentations during the scheme development stage, and then again at the start of the site works;
- Advanced warning boards on the strategic network to advise travellers of potential delays before they reach Melksham;
- Advanced warning boards on site, including site contact numbers;
- Various press releases / news items;
- Dedicated information webpage set up outlining the works and related information;
- 'Meet the Contractor' event held at Melksham Town Hall on the 11th February 2019;
- Monthly newsletter drops to all residents and businesses in the immediate vicinity of the site who front onto the works;
- Update and interview on local radio station prior to the works commencing.

The works are currently approaching completion as originally planned.

Innovation and Future Developments

A major innovation during 2018/19 was the introduction of the new Highways Infrastructure Asset Management System (HIAMS). This software came into operation in April 2018, and is currently used to process streetworks notices, highway works orders and defect reports. It has enabled the introduction of mobile working for the streetworks inspectors, which is now being extended to the highways inspections and defect reporting.



The Highways Infrastructure Asset Management System introduced in April 2018 will enable better management of the highway assets.

The system was used to prepare a proposed five year future highway maintenance programme, based on road condition and need, which formed the basis of consultations with the Area Boards.

Future developments of HIAMS will include the expansion of the system to manage the Council's street lighting, structures and other infrastructure, including holding drainage and flooding information and inventory.

A major review of the highways network was undertaken in 2018 in order to develop a hierarchy to inform the inspection and management of the highway network.

The review was carried out in response to the latest Code of Practice 'Well Managed Highways Infrastructure' which had to be adopted by October 2018.

The highway policies were reviewed and the highways inspection manual has been updated to conform to the new code.

Preparation work was carried out during 2018/19 on the project to replace the older street lighting units with new energy efficient LED lighting. The business case was developed by Atkins with assistance from Ringway. Funding has been approved for the £12 million project which will take two years to implement.

The Council continued to be in Band 3 (the highest level) in the assessment process for the Department of Transport's Incentive Funding. This reflects the good asset management processes adopted by the highway service.

Highway Facts and Figures

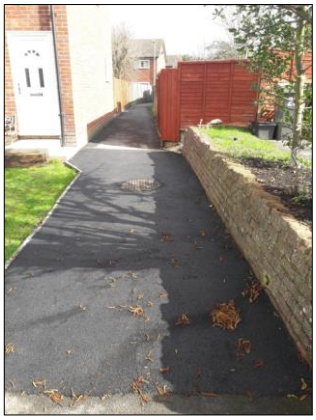
	2017/18	2018/19
People killed and seriously injured *	174	200
People in slight injury accidents *	887	832
A Road surfaced (km)	30	47
B Road surfaced (km)	14	21
C Road surfaced (km)	83	49
Unclassified road surfaced (km)	55	30
Total Length of Road Treated (km)	181	147
Potholes filled	10,848	11,426
Potholes - safety defects	816	643
Pothole reports by public *	5,178	4,001
Pothole claims *	451	312
Pothole compensation paid *	£61,045	£36,994
A roads where treatment should be considered *	3.70%	3.40%
B roads where treatment should be considered *	3.20%	3.40%
C roads where treatment should be considered *	4.40%	5.30%
Skid resistance % below investigatory level *	29.55%	30.83%
Winter Primary Network Gritter runs	80	27
Winter Secondary Network Gritter runs	39	6

** On these items low numbers are good*

APPENDIX 2

Wiltshire Highways Schemes 2018/19








2018/19 Wiltshire Highway Schemes

Wiltshire Council is responsible for the roads in the county, with the exception of the motorways, trunk roads and private streets. The Council's highway network in Wiltshire comprises almost 4,500 kilometres of road, 3.9 million square metres of footway, 1,500 bridges and over 40,000 street lights. It would have a replacement value of over £5 billion.

Wiltshire Council as highway authority carries out a variety of schemes to keep the county's roads safe and to improve conditions for all road users. These include integrated transport, road surfacing, bridge, structures and drainage schemes

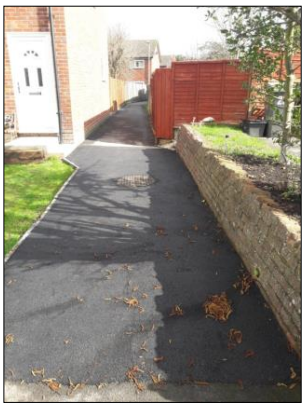
The priority is to keep the network safe, and a range of surveys and inspections are undertaken regularly in order to monitor the condition of the highway assets, and to help prioritise maintenance work. The road collision records are used to identify locations where consideration needs to be given to particular schemes to identify specific problems.

Improvement schemes are also indentified through the Community Area Transport Groups (CATGs), which provide the opportunity for local communities, town and parish councils to raise concerns and help develop solutions.

This document contains a list of the highway schemes completed in 2018/19 and has been prepared to give an indication of the type, number and range of projects undertaken during the year.

2018/19 Integrated Transport Schemes

The Council carried out a range of integrated transport schemes to improve road safety and improve pedestrian facilities.


These include schemes identified by the Community Area Transport Groups (CATGs), improvements to routes to schools, speed limits, road markings, warning signs, pedestrian crossings, dropped kerbs

2018/19 Integrated Transport Schemes

Community Area	Category	Integrated Transport Scheme - Works Description
Amesbury	CATG	Durrington Bulford Road Bollards
Amesbury	CATG	A338 Newton Tony Amesbury Road Crossroads (dogs trust)
Amesbury	CATG	Shrewton lining scheme High Street and A360
Amesbury	CATG	A338 Winterbourne - Bollards
Amesbury	CATG	Durrington Recreation Road / Bulford Road give way signs and overhead lighting units
Amesbury	CATG	Amesbury Boscombe road bus clearway marking
Amesbury	CATG	A338 Winterbourne - Fence Repair
Amesbury	Local Safety Scheme	Rollestone Junction Signing
Amesbury	Local Safety Scheme	A345 Low Flying Corner
Bradford on Avon	CATG	Winsley rugby club - bus stop hard standing
Bradford on Avon	CATG	Bradford on Avon Winsley Road / Wine street - build out & pedestrian crossing point
Bradford on Avon	CATG	Wingfield Frome Road - footway enhancement
Bradford on Avon	CATG	Staverton Marina carriageway roundels
Bradford on Avon	CATG	Winsley bypass Dane Rise Hartley farm junction road markings
Bradford on Avon	CATG	South Wraxall village gates
Bradford on Avon	CATG	Winsley Limpley Stoke Road bus stop cage
Bradford on Avon	CATG	Monkton Farleigh road narrows signs and slow markings
Calne	CATG	Calne Station Road pedestrian barrier
Calne	CATG	Compton Bassett 40mph speed limit
Calne	CATG	Compton Bassett A3102 advisory HGV signs
Calne	CATG	Cherhill Marsh Lane warning signs
Calne	Local Safety Scheme	A342/C136 Old Derry Hill Church Street
Calne	Substantive CATG	Calne Lickhill Road - Traffic management
Chippenham	CATG	Hullavington London House - kerbing & signs

Community Area	Category	Integrated Transport Scheme - Works Description
Chippenham	CATG	Kington Langley Upper Common - kerbing works
Chippenham	CATG	Chippenham - various locations - drop kerbs phase 4
Chippenham	CATG	St Mary's Street nameplate
Chippenham	CATG	Wessex Road (leading to Wessex CL & Saxon St) Street nameplates
Chippenham	CATG	Bollards at end of Derriads Lane
Chippenham	CATG	No Through Road sign Cloisters
Chippenham	CATG	Rowden Lane Road markings
Chippenham	CATG	Chippenham drop kerbs - additional sites
Chippenham	Substantive CATG	Chippenham Blackthorn Mews - Zebra crossing
Chippenham	Substantive CATG	Kington Langley - the Chapel to Plough Lane - kerbing improvements
Chippenham	Taking Action on School Journeys	Sutton Benger (signs & Lines) & advisory 20mph
Corsham	CATG	Street name plates at Moors Park/Stoneworks, Corsham
Corsham	CATG	Lacock The village weight limit review
Corsham	CATG	Box Lower Kingsdown Road & Balls Lane road markings
Corsham	CATG	Lacock the village, village gates 3No
Corsham	CATG	Lower Kingsdown Road, Box - Warning Signs
Corsham	Developer Contribution	Corsham Westwells Road - PUFFIN Crossing
Corsham	Developer Contribution	Corsham Skynet Drive - drop kerbs & hard standing
Corsham	Substantive CATG	Lacock Hither Way - Zebra crossing
Devizes	CATG	Little Cheverell Low Road 20mph implementation
Devizes	CATG	Potterne By George and Dragon pub crossing point improvement
Devizes	CATG	Erlestoke B3098 Eastern End - Bend & School Warning Sign
Devizes	CATG	C20 Worton to Seend junction review (road markings only)
Devizes	CATG	All Cannings 20mph Implementation

Community Area	Category	Integrated Transport Scheme - Works Description
Devizes	Developer Contribution	Devizes Gains Lane - signal control crossing refurbishment
Devizes	Local Safety Scheme	A342/A3102 Bromham signs & Road markings
Devizes	Taking Action on School Journeys	Devizes Wandsdyke - uncontrolled crossing point
Malmesbury	CATG	A429 Burton Hill - Bus hard standing
Malmesbury	CATG	Milbourne, Milbourne Lane - Footway
Malmesbury	CATG	B4040 Minety Additional road markings
Malmesbury	CATG	Filands Road Malmesbury review of 40mph speed limit
Malmesbury	CATG	Oaksey speed indicator device posts
Malmesbury	CATG	Minety speed indicator device posts
Malmesbury	CATG	Ad hoc road markings (Charlton, Lea, Oaksey Moor Farm)
Malmesbury	Substantive CATG	Malmesbury Wychurch Hill/Holloway - footway
Malmesbury	Substantive CATG	A429 Corston - Puffin crossing
Malmesbury	Substantive CATG	Pedestrian and traffic management improvements, Oaksey - signing works
Malmesbury	Taking Action on School Journeys	A429 Crudwell - footway and drop kerbs
Malmesbury	Taking Action on School Journeys	Minety - advisory 20mph and drop kerbs
Marlborough	CATG	Ogbourne St Andrew A346 - Bin Storage area
Marlborough	CATG	Aldbourne white bar marking
Marlborough	CATG	Lockeridge 20mph extra works - road markings
Marlborough	CATG	Marlborough Figgins Lane cycle barriers
Marlborough	CATG	Lockeridge 20mph extra works - gate and nameplate
Marlborough	Highway Improvements	A4 Marlborough College Arch - kerb build out
Marlborough	Taking Action on School Journeys	Baydon St Nicholas advisory 20mph
Melksham	CATG	Steeple Ashton High Street - drop kerbs (3 pairs)

Community Area	Category	Integrated Transport Scheme - Works Description
Melksham	CATG	Melksham Church Street car park - drop kerbs
Melksham	CATG	Seend High street - uncontrolled pedestrian crossing
Melksham	CATG	Whitley top lane - improvements to bus stop hard standing
Melksham	CATG	Atworth School signs
Melksham	CATG	Sandridge Lane - Single track road sign
Melksham	Developer Contribution	Melksham Bath Road - shared use footway cycleway
Melksham	Local Safety Scheme	Seend Bell Crossroads - safety scheme
Pewsey	CATG	Rushall radial routes gates
Pewsey	CATG	Upavon - Wild Fowl Warning Signs
Pewsey	CATG	Sharcott signs & markings
Pewsey	CATG	Rushall Elm Row footway safety audit
Pewsey	CATG	Shallbourne 20mph speed limit implementation
Royal Wootton Bassett & Cricklade	CATG	Bradenstoke junction with B4069 resigning and roundels
Royal Wootton Bassett & Cricklade	CATG	Cricklade Chelworth road speed limit implementation
Royal Wootton Bassett & Cricklade	Local Safety Scheme	B4696/B4042 Ballards Ash Lydiard Tregoze
Royal Wootton Bassett & Cricklade	Local Safety Scheme	C124 The Street Marston Meysey
Royal Wootton Bassett & Cricklade	Local Safety Scheme	B4069 Lyneham Bank Bottom Dauntsey
Salisbury	CATG	Salisbury bus shelter replacements various locations
Salisbury	CATG	Salisbury Endless Street HGV signs
Salisbury	CATG	Salisbury Hedley Davis Court street nameplate
Salisbury	CATG	Salisbury Jewell close Street nameplates
Salisbury	CATG	Salisbury Old Blandford Road advisory on carriageway footway
Salisbury	CATG	Salisbury Cheshire Close handrail at steps

Community Area	Category	Integrated Transport Scheme - Works Description
Salisbury	CATG	Salisbury Stratford Road Pedestrian Crossing & tree bypasses lining works
Salisbury	CATG	Salisbury Avon Valley Path improved cycle route signs
Salisbury	CATG	Salisbury street nameplates
Salisbury	CATG	Salisbury Town Path keep clear marking
Salisbury	CATG	Salisbury Dews Road No HGV road marking
Salisbury	CATG	Salisbury Clifton Road Unsuitable for HGVs Sign
Salisbury	Developer Contribution	Salisbury Devizes Road - new bus stop provision
Salisbury	Taking Action on School Journeys	St Marks School waiting restrictions
South West Wiltshire	CATG	Bishopstone Mill Lane single Track Road signs
South West Wiltshire	CATG	Road Closure Signs for Tisbury PC
South West Wiltshire	CATG	Barford St Martin, West Street, Bollard
South West Wiltshire	CATG	Stoford C283 Traffic management measures
South West Wiltshire	CATG	Ebbesborne Wake Pedestrian warning signs
South West Wiltshire	CATG	Swallowcliffe village 20mph assessment
South West Wiltshire	CATG	Fovant - High Street/A30 Gully
South West Wiltshire	Local Contribution	Broadchalke The Causeway - footway
Southern Wiltshire	CATG	Ford - Traffic Management measures
Southern Wiltshire	CATG	The Portway pedestrian warning signs monarchs way
Southern Wiltshire	CATG	Dunstable Crossroads signs and road markings
Southern Wiltshire	CATG	East Grimstead, Butterfurlong Road Fingerpost
Southern Wiltshire	CATG	Ford Traffic Management measures
Southern Wiltshire	CATG	Pitton Road Road narrows signs
Southern Wiltshire	CATG	West Grimstead Crockford Road signing
Southern Wiltshire	CATG	West Grimstead Crockford Road SNP

Community Area	Category	Integrated Transport Scheme - Works Description
Southern Wiltshire	CATG	Alderbury, Various, SNP's
Southern Wiltshire	CATG	Combe Bissett carriageway roundel
Southern Wiltshire	Substantive CATG	Salisbury Milford Mill Road - boardwalk footpath diversion
Southern Wiltshire	Taking Action on School Journeys	Landford Lyndhust Road school keep clear marking
Tidworth	CATG	Collingbourne Kingston - Brunton Mini - Roundabout
Tidworth	CATG	Tidworth Ashdown Terrace to Church Street - kerbing and footway
Tidworth	Taking Action on School Journeys	Clarendon Infant Tidworth
Trowbridge	CATG	Trowbridge Green Lane - drop kerbs
Trowbridge	CATG	Trowbridge Riverway / Hill Street - drop kerbs
Trowbridge	CATG	Hilperton Newleaze - Dropped Kerbs
Trowbridge	CATG	Trowbridge Holbrook Lane - Drop kerbs
Trowbridge	CATG	Trowbridge British Row - barrier relocation
Trowbridge	CATG	Trowbridge The Croft verge marker posts
Trowbridge	CATG	Trowbridge County way / Dursley road junction additional signs and road markings
Trowbridge	CATG	Trowbridge Rugby club ahead only arrow
Trowbridge	CATG	Willow Grove and St Thomas' Road bar markings
Trowbridge	CATG	Sycamore Grove Trowbridge bollards
Trowbridge	Developer Contribution	Trowbridge Paxcroft - drop kerbs and coloured surfacing
Trowbridge	Taking Action on School Journeys	Trowbridge The Down - zebra crossing
Trowbridge	Taking Action on School Journeys	Walwayne Court / Brook Road advisory 20mph & waiting restrictions
Warminster	CATG	Warminster The Close - footway improvements
Warminster	CATG	Warminster Boreham Fields - changes to parking areas
Warminster	CATG	Warminster Masefield road (Shelley Way / Colleridge Close/ Thornhill) Road drop kerbs

Community Area	Category	Integrated Transport Scheme - Works Description
Warminster	CATG	Bishopstrow village gates
Warminster	CATG	Knook A36/B390 junction road markings
Warminster	CATG	Longhenge / Whitbourne springs signs and road markings
Warminster	CATG	Townsend Chitterne 20mph coloured surfacing
Warminster	CATG	Chitterne speed indicator device posts
Warminster	CATG	Warminster Bartholomew Lane Street nameplate
Warminster	CATG	Warminster Chapel Street and Fore Street H bar markings
Warminster	Developer Contribution	Corsley Heath - Crossing Point and Bus Stops
Westbury	CATG	The Mead, Westbury - Dropped Kerbs
Westbury	CATG	Westbury Penwood Close - drop kerbs
Westbury	CATG	Westbury High Street Bollard painting
Westbury	CATG	White Horse Way, Westbury - bar markings
Westbury	CATG	Westbury Leigh Park Way white bar marking
Westbury	CATG	Bitham Mill Street nameplate
Westbury	CATG	Westbury Edward Street no through road sign
Westbury	Substantive CATG	Westbury The Ham - Footway Extension
Westbury	Substantive CATG	Westbury Bratton Road - Footway

2018/19 Road Surfacing Schemes

In 2018/19 the Council carried out an extensive programme of road surfacing and related work. The priority is to keep the road network safe. These included:

Surfacing – Replacement of existing road surface, often involving the removal of existing surface. The surfacing improves skid resistance and the running surface, preventing the formation of potholes.

Surface Dressing – The application of ‘tar and chips’ to seal the road construction, improve the surface and provide skid resistance. Process is used mainly on rural roads as a cost effective method of extending the life of the road.

Pre Surface Dressing Patching – Localised repairs of the road construction to facilitate surface dressing, usually in the following year. This addresses failed road construction so that it is repaired ready for the final surface.

Carriageway Retexturing – Treatment of the road surface by shot or water blasting in order to create a rough surface. Sites are identified by the condition surveys of the skid resistance.

Manhole covers and grating repairs – Repair of the road in the surround to ironwork in the carriageway which can be particularly susceptible to damage and failure.

Advance Survey and Testing for future works – Work including taking samples to determine road construction and condition to enable design of future works.

Grouted Asphalt Surfacing – Surfacing using specialist treatment to create particularly durable surface.

Footway Resurfacing – Resurfacing and repair of footways, especially on well used routes in urban areas.

Sites indentified similar to (912345) are locations where skid resistance improvements were identified as being required in accordance with the Council’s skid resistance policy.



2018/19 Road Surfacing Schemes

Community Area	Road Surfacing Scheme Location	Treatment
Amesbury	A345 Fourmile Hill And Amesbury Flats	Advance Survey and Testing for future works
Amesbury	A345 Countess Road, Amesbury	Advance Survey and Testing for future works
Amesbury	C291 Elston Lane, Orcheston	Advance Survey and Testing for future works
Amesbury	A345 Fourmile Hill And Amesbury Flats	Advance Pre Surface Dressing Patching 19/20
Amesbury	A345 Countess Road, Amesbury	Advance Pre Surface Dressing Patching 19/20
Amesbury	C321 A345 High Post Crossroads South East To Portway, Winterbourne Dauntsey	Advance Pre Surface Dressing Patching 19/20
Amesbury	C291 Elston Lane, Orcheston	Advance Pre Surface Dressing Patching 19/20
Amesbury	A360 The Avenue to Church Bottom (979182)	Carriageway Retexturing
Amesbury	A360 North of Stoford Crossroads at Camp Cottages (975792) (979184)	Carriageway Retexturing
Amesbury	A360 North of New Cut Cross Roads (979180)	Carriageway Retexturing
Amesbury	From A360 Tank Crossing 'F' to Tilshead (979210) (975817)	Carriageway Retexturing
Amesbury	B3086 Shrewton Road at Bustard Crossroads (976763)	Carriageway Retexturing
Amesbury	UC The Packway to Netheravon Rd Roundabout (976791)	Carriageway Retexturing
Amesbury	A360 at Gore Cross Farm (979216)	Carriageway Retexturing
Amesbury	B3083 Winterbourne Stoke (980167)	Carriageway Retexturing
Amesbury	Hampshire Close, Bulford	Footway Resurfacing
Amesbury	A345 Highpost	Manhole cover and grating repairs
Amesbury	A345 Figheldean to Durrington	Pre Surface Dressing Patching
Amesbury	B3086 London Road, Shrewton	Pre Surface Dressing Patching
Amesbury	A345 Figheldean to Durrington	Surface Dressing
Amesbury	B3086 London Road, Shrewton	Surface Dressing
Amesbury	A345 Workhouse Hill (Roundabout to 30mph limit)	Surfacing
Amesbury	A338 Idmiston to Porton	Surfacing
Amesbury	A338 Cholderton The Crown mini Roundabout North to A303 (Carriageway Repairs)	Surfacing

Community Area	Road Surfacing Scheme Location	Treatment
Bradford On Avon	B3109 Frome Road, Wingfield	Advance Survey and Testing for future works
Bradford On Avon	B3109 Frome Road, Bradford On Avon	Advance Survey and Testing for future works
Bradford On Avon	B3109 Frome Road, Wingfield	Advance Pre Surface Dressing Patching 19/20
Bradford on Avon	B3109 Frome Rd at Oxstalls Farm (976397) (979773)	Carriageway Retexturing
Bradford on Avon	A366 County Boundary to Wingfield Crossroads (975971, 975972 & 979347) (979348)	Carriageway Retexturing
Bradford on Avon	B3109 Bradford Rd at County Boundary/Pomeroy Lane (979766)	Carriageway Retexturing
Bradford on Avon	B3109 at Norbin Farm to Box Fiveways (976423) (976422)	Carriageway Retexturing
Bradford on Avon	B3109 at South Wraxall Junction (979801)	Carriageway Retexturing
Bradford on Avon	B3108 Winsley Hill east of River Bridge (979748)	Carriageway Retexturing
Bradford on Avon	Tynings Road, Winsley	Footway Resurfacing
Bradford on Avon	Silver Street, Bradford on Avon	Footway Resurfacing
Bradford on Avon	B3109 Fiveways to Wild Cross, South Wraxall	Manhole cover and grating repairs
Bradford on Avon	B3107 The Common, Holt	Manhole cover and grating repairs
Bradford on Avon	B3107 Bradford Road, Holt	Manhole cover and grating repairs
Bradford on Avon	B3107 Holt Road, BoA	Manhole cover and grating repairs
Bradford on Avon	A366 Wingfield Crossroads to Trowbridge	Pre Surface Dressing Patching
Bradford on Avon	Manor Lane, South Wraxall	Pre Surface Dressing Patching
Bradford on Avon	Conkwell various 5 schemes	Pre Surface Dressing Patching
Bradford on Avon	B3107 Forewoods Common to Holt (976356)	Surfacing
Bradford on Avon	A366 Wingfield Crossroads to Trowbridge	Surface Dressing
Bradford on Avon	Manor Lane, South Wraxall	Surface Dressing
Bradford on Avon	B3109 Rushy Lane to C231 Poorhouses	Surface Dressing
Bradford on Avon	Conkwell various 5 schemes	Surface Dressing
Bradford on Avon	A363 Frome Road, Bradford on Avon (Junction Rd to Train Station)	Surfacing
Calne	A3102 Oxford Road Roundabout To C111 Catcombe Street Hilmarton	Advance Survey and Testing for future works

Community Area	Road Surfacing Scheme Location	Treatment
Calne	A3102 Hilmarton Rd/Calne Rd Lyneham	Advance Survey and Testing for future works
Calne	A4 New Road/Black Dog Hill/Chilvester Hill, Calne	Advance Survey and Testing for future works
Calne	A3102 Greenacres Way, Calne	Advance Survey and Testing for future works
Calne	A3102 Tossels Farm Entrance North East To Pillars Lodge	Advance Survey and Testing for future works
Calne	A342 Devizes Road, Calne	Advance Survey and Testing for future works
Calne	A3102 Whetham Road	Advance Survey and Testing for future works
Calne	A3102 Hilmarton Rd/Calne Rd Lyneham	Advance Pre Surface Dressing Patching 19/20
Calne	A4 New Road/Black Dog Hill/Chilvester Hill, Calne	Advance Pre Surface Dressing Patching 19/20
Calne	A3102 Greenacres Way, Calne	Advance Pre Surface Dressing Patching 19/20
Calne	A3102 Tossels Farm Entrance North East To Pillars Lodge	Advance Pre Surface Dressing Patching 19/20
Calne	A3102 between Hilmarton & Goatacre at Widcombe Mill Bridge (975371) (975372)	Carriageway Retexturing
Calne	A3102 Oxford Rd Roundabout at Bypass (975360)	Carriageway Retexturing
Calne	Church Street, Hilmarton	Footway Resurfacing
Calne	Catcomb, New Zealand Area	Pre Surface Dressing Patching
Calne	Studley Hill (C137), Studley	Pre Surface Dressing Patching
Calne	Catcomb, New Zealand Area	Surface Dressing
Calne	Studley Hill (C137), Studley	Surface Dressing
Calne	A4 Pewsham, Calne Phase 1	Surfacing
Chippenham	A4 Bath Road, Chippenham	Advance Survey and Testing for future works
Chippenham	A429 North Of M4 Stanton St Quintin	Advance Survey and Testing for future works
Chippenham	A4 Bath Road, Chippenham	Advance Pre Surface Dressing Patching 19/20
Chippenham	A429 North Of M4 Stanton St Quintin	Advance Pre Surface Dressing Patching 19/20
Chippenham	A350 Dual Northbound north of Pretty Chimneys (975749)	Carriageway Retexturing
Chippenham	A350 Dual Northbound south of Lower Swinley Farm (975750)	Carriageway Retexturing
Chippenham	A429 at Hullavington Junction (976091)	Carriageway Retexturing

Community Area	Road Surfacing Scheme Location	Treatment
Chippenham	B4122 Westbrook Farm to Junction 17 M4 (976579)	Carriageway Retexturing
Chippenham	B4069 between Sutton Benger & Christian Malford (976554)	Carriageway Retexturing
Chippenham	B4069 between Christian Malford & Friday Street (979954)	Carriageway Retexturing
Chippenham	B4069 at Swallett Gate Farm (976565) (979963)	Carriageway Retexturing
Chippenham	A420 at Upper Wraxall Junction (979436)	Carriageway Retexturing
Chippenham	A420 Giddeahall to Ford (979443)	Carriageway Retexturing
Chippenham	C86 Yatton Road, Biddestone (980361)	Carriageway Retexturing
Chippenham	B4039 at Chippenham Golf Centre (976484)	Carriageway Retexturing
Chippenham	A420 Allington Crossroads (979454)	Carriageway Retexturing
Chippenham	A350 Dual Northbound opposite Courtfield Farm (975745) (980390)	Carriageway Retexturing
Chippenham	A350 Dual Southbound at Hillside Farm (975756)	Carriageway Retexturing
Chippenham	B4069 at Langley Burrell Junction (976534, 979935 & 976533)	Carriageway Retexturing
Chippenham	B4069 North of Jacksoms Lane to Kington Langley (979939)	Carriageway Retexturing
Chippenham	A350 Plough Crossroads Southbound (975760)	Carriageway Retexturing
Chippenham	High Street, Chippenham	Footway Resurfacing
Chippenham	Canal Road, Chippenham	Footway Resurfacing
Chippenham	Derriads Lane, Chippenham	Footway Resurfacing
Chippenham	B4039 The Street, Tiddleywink	Manhole cover and grating repairs
Chippenham	B4039 The Street, Burton	Manhole cover and grating repairs
Chippenham	A4 Avenue de Fleche, Chippenham	Manhole cover and grating repairs
Chippenham	Ripon Close, Chippenham	Micro Asphalt Surfacing
Chippenham	The Firs, Chippenham	Micro Asphalt Surfacing
Chippenham	Orchard Crescent, Chippenham	Micro Asphalt Surfacing
Chippenham	Orchard Road, Chippenham	Micro Asphalt Surfacing
Chippenham	Windsor Close, Chippenham	Pre Surface Dressing Patching

Community Area	Road Surfacing Scheme Location	Treatment
Chippenham	C1 Hullavington to Norton, Hullavington	Pre Surface Dressing Patching
Chippenham	C171 Days Lane, Kington Langley	Pre Surface Dressing Patching
Chippenham	Orchard Crescent, Chippenham	Pre Surface Dressing Patching
Chippenham	Orchard Road, Chippenham	Pre Surface Dressing Patching
Chippenham	A350 Plough Crossroads Southbound (975760) HF Refresh	SCRIM Surfacing
Chippenham	C1 Hullavington to Norton, Hullavington	Surface Dressing
Chippenham	C171 Days Lane, Kington Langley	Surface Dressing
Chippenham	A420 Marshfield Road Arches to Park Lane, Chippenham	Surfacing
Chippenham	Park Lane, Chippenham	Surfacing
Chippenham	New Road, Chippenham	Surfacing
Corsham	B4528 Lackham Roundabout to Chippenham (976169)	Carriageway Retexturing
Corsham	B4528 at Queens Bridge, Chippenham (976170)	Carriageway Retexturing
Corsham	A4 Box, between Shockerwick & Middlehill (975981)	Carriageway Retexturing
Corsham	C48 Old Jockey to Box Fiveways (976911) (980322)	Carriageway Retexturing
Corsham	B3353 Goodes Hill (Whitley to Gastard) (976441) (976442)	Carriageway Retexturing
Corsham	A350 Lacock Traffic Signals (975730)	Carriageway Retexturing
Corsham	East St, Lacock	Footway Resurfacing
Corsham	Lacock to Corsham	Manhole cover and grating repairs
Corsham	Box Market Place	Manhole cover and grating repairs
Corsham	Lacock, Hither Way to A342 Sandy Lane	Pre Surface Dressing Patching
Corsham	A350 Lacock Traffic Signals (979147) (979148)	Surfacing
Corsham	Lacock, Hither Way to A342 Sandy Lane	Surface Dressing
Corsham	Dickens Avenue	Surfacing
Corsham	B3353 Gastard to Corsham	Surfacing
Devizes	A3102 Westbrook To A342	Advance Survey and Testing for future works

Community Area	Road Surfacing Scheme Location	Treatment
Devizes	A3102 Westbrook To A342	Advance Pre Surface Dressing Patching 19/20
Devizes	C246 Worton Road /Court Hill, Worton / Potterne	Advance Pre Surface Dressing Patching 19/20
Devizes	C8 Horton Village at Canal Bridge (976719)	Carriageway Retexturing
Devizes	C20 Worton at Woodborough House (976671)	Carriageway Retexturing
Devizes	A360 Littleton Panell at Chocolate Poodle Rail bridge (975831)	Carriageway Retexturing
Devizes	A342 Stert to Etchilhampton Junction (975543)	Carriageway Retexturing
Devizes	A342 at Wedhampton (975545) (978970)	Carriageway Retexturing
Devizes	Hillworth Rd Devizes	Footway Resurfacing
Devizes	Bath Road Devizes	Footway Resurfacing
Devizes	A342 Junction with Chittoe Heath	Manhole cover and grating repairs
Devizes	A360 Eastwell Road, Potterne	Manhole cover and grating repairs
Devizes	Whistley Road, Potterne	Pre Surface Dressing Patching
Devizes	Whistley Road, Potterne	Surface Dressing
Devizes	Sunnyside and Orchard Place, West Lavington	Surfacing
Devizes	Wharf Street, Devizes	Surfacing
Devizes	Brickley Lane & Jump Farm Road, Devizes (Roundabout Only)	Surfacing
Malmesbury	A429 Main Road, Corston	Advance Pre Surface Dressing Patching 19/20
Malmesbury	C2 Ashton Keynes	Advance Pre Surface Dressing Patching 19/20
Malmesbury	C76 Crudwell And Tetbury Lane, Crudwell	Advance Pre Surface Dressing Patching 19/20
Malmesbury	Crab Mill Lane Leigh	Carriageway Recycling
Malmesbury	A429 North of Crudwell (976122) (979494)	Carriageway Retexturing
Malmesbury	B4040 Pinkney (976491)	Carriageway Retexturing
Malmesbury	Church Street, Sherston	Footway Resurfacing
Malmesbury	Parklands/Exton Close, Malmesbury	Micro Asphalt Surfacing
Malmesbury	Corn Gastons/Alexander Road, Malmesbury	Micro Asphalt Surfacing

Community Area	Road Surfacing Scheme Location	Treatment
Malmesbury	Bremilham Rise, Malmesbury	Micro Asphalt Surfacing
Malmesbury	Littleton Drew to Alderton	Pre Surface Dressing Patching
Malmesbury	Parklands/Exton Close, Malmesbury	Pre Surface Dressing Patching
Malmesbury	Littleton Drew to Alderton	Surface Dressing
Malmesbury	A429 Crudwell Village (Carriageway Repairs)	Surfacing
Malmesbury	B4040 Bristol Street, Malmesbury	Surfacing
Malmesbury	B4042 Swindon Road, Malmesbury	Surfacing
Marlborough	A4361 Swindon Road, Winterbourne Monkton	Advance Survey and Testing for future works
Marlborough	A4361 Swindon Road, Winterbourne Bassett	Advance Survey and Testing for future works
Marlborough	A4361 Mill Lane, Winterbourne Monkton (979516)	Carriageway Retexturing
Marlborough	A346 Bay Bridges, North of Marlborough (975647)	Carriageway Retexturing
Marlborough	B4192 South of Aldbourne at Preston (979985)	Carriageway Retexturing
Marlborough	B4192 Whittonditch, Knighton (979993)	Carriageway Retexturing
Marlborough	C6 At Raffin Stud to County Boundary (976716)	Carriageway Retexturing
Marlborough	B4001 East Soley Farm to County Boundary (976745)	Carriageway Retexturing
Marlborough	A361 Bishops Cannings to Beckhampton (979301)	Carriageway Retexturing
Marlborough	A4 Beckhampton to Silbury (976032)	Carriageway Retexturing
Marlborough	A4 at Silbury Hill Car Park (979398)	Carriageway Retexturing
Marlborough	A4 at Silbury Cottages (976037)	Carriageway Retexturing
Marlborough	B4003 The Avenue, West Kennet to Avebury (980141)	Carriageway Retexturing
Marlborough	C38 Lockeridge to East Kennet junction (980286)	Carriageway Retexturing
Marlborough	C6 Poulton Hill at Rabley Road (980085)	Carriageway Retexturing
Marlborough	The Parade, Marlborough	Footway Resurfacing
Marlborough	Footpath 29, Avebury	Footway Resurfacing
Marlborough	St Mary's Church, Marlborough	Footway Resurfacing

Community Area	Road Surfacing Scheme Location	Treatment
Marlborough	A4361 Berwick Bassett bends	Manhole cover and grating repairs
Marlborough	A4 High Street, Marlborough	Manhole cover and grating repairs
Marlborough	Copse Drove, Ogbourne St. George	Manhole cover and grating repairs
Marlborough	Marlborough Road, Aldbourne	Manhole cover and grating repairs
Marlborough	A4 Bath Road, Marlborough	Manhole cover and grating repairs
Marlborough	A4 Bridewell Street, Marlborough	Manhole cover and grating repairs
Marlborough	A346 Main Road, Ogbourne St Andrew	Manhole cover and grating repairs
Marlborough	Southward Lane, Aldbourne	Manhole cover and grating repairs
Marlborough	Manor Park, Froxfield Village	Micro Asphalt Surfacing Surfacing
Marlborough	Ewins Hill Byway Repairs, Aldbourne	Pre Surface Dressing Patching
Marlborough	A4361 Broad Hinton to County Boundary	Pre Surface Dressing Patching
Marlborough	B4192 South of Aldbourne to Preston	Pre Surface Dressing Patching
Marlborough	A345 Clench Common Bends	Pre Surface Dressing Patching
Marlborough	Manor Park, Froxfield Village	Pre Surface Dressing Patching
Marlborough	A4361 Broad Hinton to County Boundary	Surface Dressing
Marlborough	B4192 South of Aldbourne to Preston	Surface Dressing
Marlborough	A345 Clench Common Bends	Surface Dressing
Marlborough	George Lane, Marlborough	Surfacing
Marlborough	A4 London Road, Marlborough	Surfacing
Melksham	A360 Devizes Road, The Strand	Advance Survey and Testing for future works
Melksham	C165 Woodrow Road Part, Lower Woodrow And Forest Lane	Advance Pre Surface Dressing Patching 19/20
Melksham	New Rd Melksham	Carriageway Recycling
Melksham	B3106 Holt Road to Causeway (979729)	Carriageway Retexturing
Melksham	A361 The Lamb on The Strand (979261)	Carriageway Retexturing
Melksham	C20 Inmarsh at Seend Bridge Farm (980130)	Carriageway Retexturing

Community Area	Road Surfacing Scheme Location	Treatment
Melksham	A365 at Neston Park Farm Shop. (975951)	Carriageway Retexturing
Melksham	B3107 Melksham Road at East Lane (976366)	Carriageway Retexturing
Melksham	B3107 Melksham to Holt at Mill Lane (976371)	Carriageway Retexturing
Melksham	B3107 Challeymead to Farmers Rbt, Melksham (976376)	Carriageway Retexturing
Melksham	C382 Spa Road/Snowberry Lane Roundabout (976889)	Carriageway Retexturing
Melksham	A365 Sells Green at The Three Magpies PH (979345)	Carriageway Retexturing
Melksham	Corsham Road, Whitley	Footway Resurfacing
Melksham	The Street, Broughton Gifford	Footway Resurfacing
Melksham	A350 Stoney Gutter	Manhole cover and grating repairs
Melksham	Semington Road , Melksham	Manhole cover and grating repairs
Melksham	St. Georges Road, Semington	Manhole cover and grating repairs
Melksham	A361 Seend Village	Manhole cover and grating repairs
Melksham	A365 Bath Road, Shaw	Manhole cover and grating repairs
Melksham	Melksham Lane Broughton Gifford	Pre Surface Dressing Patching
Melksham	A361 Baldham Mill	Safety Fencing Repairs
Melksham	B3353 Goodes Hill (Whitley to Gastard) (976440)	High friction surfacing
Melksham	Melksham Lane Broughton Gifford	Surface Dressing
Melksham	St Marys, Steeple Ashton	Surfacing
Melksham	A361 Seend Village (Carriageway Repairs)	Surfacing
Melksham	A365 Box Fiveways to Atworth (Part)	Surfacing
Pewsey	A338 South Of Burbage	Advance Pre Surface Dressing Patching 19/20
Pewsey	C38 Alton Barnes to East Kennet (976882) (980302)	Carriageway Retexturing
Pewsey	C8 Alton Road, West Stowell (976682)	Carriageway Retexturing
Pewsey	A4 at Little Bedwyn junction (976067)	Carriageway Retexturing
Pewsey	C74 Jockey Green, Great Bedwyn (980347)	Carriageway Retexturing

Community Area	Road Surfacing Scheme Location	Treatment
Pewsey	A342 East of Chirton (978978)	Carriageway Retexturing
Pewsey	A342 Charlton St Peter to Wilsford (978983)	Carriageway Retexturing
Pewsey	B3087 Pewsey High Street at Ball Road (979571)	Carriageway Retexturing
Pewsey	A346 Burbage Bypass Roundabout (975638)	Carriageway Retexturing
Pewsey	A338 Burbage Roundabout to West Grafton (975499)	Carriageway Retexturing
Pewsey	High St Pewsey	Footway Resurfacing
Pewsey	Avonleaze Road Pewsey	Footway Resurfacing
Pewsey	Oare Village	Micro Asphalt Surfacing
Pewsey	Heath Lane, Buttermere	Pre Surface Dressing Patching
Pewsey	Smay Down Lane, Oxenwood	Pre Surface Dressing Patching
Pewsey	A345 Oare Village	Pre Surface Dressing Patching
Pewsey	A345 Woodbridge Roundabout to Pewsey	Pre Surface Dressing Patching
Pewsey	Milkhouse Water, Pewsey	Pre Surface Dressing Patching
Pewsey	Church Street, Great Bedwyn	Pre Surface Dressing Patching
Pewsey	A345 Woodbridge Roundabout to Pewsey	Surface Dressing
Pewsey	Milkhouse Water, Pewsey	Surface Dressing
Pewsey	Broad Street, Woodborough	Surfacing
Pewsey	Raffin Lane, Pewsey	Surfacing
RWB & Cricklade	B4040 Common Hill, Cricklade	Advance Pre Surface Dressing Patching 19/20
RWB & Cricklade	C116 The Street, Marston Meysey	Advance Pre Surface Dressing Patching 19/20
RWB & Cricklade	A3102 High Street, Royal Wootton Bassett (975400)	Carriageway Retexturing
RWB & Cricklade	A3102 Swindon Rd, Royal Wootton Bassett at The Churchill (975408)	Carriageway Retexturing
RWB & Cricklade	A3102 Bincknoll Roundabout to M4 J16 (975410)	Carriageway Retexturing
RWB & Cricklade	A3102 at Tockenham Corner (975390)	Carriageway Retexturing
RWB & Cricklade	A3102 Vastern Wharf to Breach Lane, Royal Wootton Bassett (975393)	Carriageway Retexturing

Community Area	Road Surfacing Scheme Location	Treatment
RWB & Cricklade	A3102 Vastern at Breach Lane (975394)	Carriageway Retexturing
RWB & Cricklade	C415 Broad Town	Footway Resurfacing
RWB & Cricklade	Pintail Court, Lyneham	Footway Resurfacing
RWB & Cricklade	A3102 Lyneham Road, Tockenham	Footway Resurfacing
RWB & Cricklade	Lime Kiln Residential Area, Royal Wootton Bassett	Footway Resurfacing
RWB & Cricklade	A3102 Bath Road, Royal Wootton Bassett	Manhole cover and grating repairs
RWB & Cricklade	A3102 High Street, Royal Wootton Bassett	Manhole cover and grating repairs
RWB & Cricklade	Station Road, Royal Wootton Bassett	Manhole cover and grating repairs
RWB & Cricklade	Marlborough Road, Royal Wootton Bassett	Manhole cover and grating repairs
RWB & Cricklade	A3102 Slaughterhouse, Tockenham	Manhole cover and grating repairs
RWB & Cricklade	A3102 Frying Bottom, Lyneham	Manhole cover and grating repairs
RWB & Cricklade	C114 - A419 to Kempsford	Pre Surface Dressing Patching
RWB & Cricklade	C124/C116 Eysey to Marston Maisey	Pre Surface Dressing Patching
RWB & Cricklade	C114 - A419 to Kempsford	Surface Dressing
RWB & Cricklade	C124/C116 Eysey to Marston Maisey	Surface Dressing
RWB & Cricklade	The Beeches, Lydiard Millicent	Surfacing
RWB & Cricklade	Station Road, Royal Wootton Bassett	Surfacing
RWB & Cricklade	Broadtown Rail Bridge, Royal Wootton Bassett	Surfacing
Salisbury	C287 Old Castle Road, Salisbury	Advance Survey and Testing for future works
Salisbury	C287 Roman Road, Ford	Advance Survey and Testing for future works
Salisbury	C287 Roman Road, Ford	Advance Pre Surface Dressing Patching 19/20
Salisbury	A360 Devizes Road, Salisbury at Fugglestone Red (979176)	Carriageway Retexturing
Salisbury	A338 Harnham Gyratory (975440)	Carriageway Retexturing
Salisbury	St Edmunds Church Street, Salisbury	Footway Resurfacing
Salisbury	Bishopdown Road, Salisbury	Footway Resurfacing

Community Area	Road Surfacing Scheme Location	Treatment
Salisbury	Lovett Green, Salisbury	Footway Resurfacing
Salisbury	Blyth Way, Salisbury	Footway Resurfacing
Salisbury	A360 Devizes Road, Salisbury	Footway Resurfacing
Salisbury	Gramshaw Road, Salisbury	Footway Resurfacing
Salisbury	Woodstock Road, Salisbury	Footway Resurfacing
Salisbury	Endless Street, Salisbury	Grouted Asphalt Surfacing
Salisbury	Seth Ward Drive, Salisbury (Joint Repairs)	Grouted Asphalt Surfacing
Salisbury	Devizes Road, Salisbury	Manhole cover and grating repairs
Salisbury	A3094 Harnham Road, Harnham	Manhole cover and grating repairs
Salisbury	A354 Coombe Road, Salisbury	Manhole cover and grating repairs
Salisbury	St Peters Road & St Thomas Way, Salisbury	Manhole cover and grating repairs
Salisbury	Bourne Way, Salisbury	Manhole cover and grating repairs
Salisbury	Westwood Rd, Salisbury	Pre Surface Dressing Patching
Salisbury	A3094 Netherhampton Reconstruction	Pre Surface Dressing Patching
Salisbury	A30 Parkwood Roundabout	Surfacing
Salisbury	A345 Beehive	Surfacing
South West Wiltshire	B3092 Crab Lane To Coombe Barn Lane, Stourton	Advance Survey and Testing for future works
South West Wiltshire	B3092 Crab Lane / Castle Street, Zeals	Advance Survey and Testing for future works
South West Wiltshire	B3092 Gillingham Road, Mere	Advance Survey and Testing for future works
South West Wiltshire	A354 Croucheston Down Road	Advance Pre Surface Dressing Patching 19/20
South West Wiltshire	B3092 Crab Lane To Coombe Barn Lane, Stourton	Advance Pre Surface Dressing Patching 19/20
South West Wiltshire	B3092 Crab Lane / Castle Street, Zeals	Advance Pre Surface Dressing Patching 19/20
South West Wiltshire	B3092 Gillingham Road, Mere	Advance Pre Surface Dressing Patching 19/20
South West Wiltshire	C312 Donhead Hollow, Ludwell	Advance Pre Surface Dressing Patching 19/20
South West Wiltshire	Druley Hill Kilmington	Carriageway Recycling

Community Area	Road Surfacing Scheme Location	Treatment
South West Wiltshire	Tokes Lane Semley	Carriageway Recycling
South West Wiltshire	B3092 North of Stourton (976262) (979637)	Carriageway Retexturing
South West Wiltshire	A30 at Upper Hurdcot Farm (975273)	Carriageway Retexturing
South West Wiltshire	B3089 nr Cemetery at Barford St Martin (979625)	Carriageway Retexturing
South West Wiltshire	C12 Coombe Bissett, Homington Road (980063)	Carriageway Retexturing
South West Wiltshire	B3089 Stagger Cross to Hindon (976214)	Carriageway Retexturing
South West Wiltshire	B3089 Between Fonthill Bishop and Chilmark at Ridge Farm (979607)	Carriageway Retexturing
South West Wiltshire	B3089 Teffont to Dinton at Park Farm Cottage (976239)	Carriageway Retexturing
South West Wiltshire	A30 North of Sands Lane to Horwood Farm (975243) (975244)	Carriageway Retexturing
South West Wiltshire	A30 North of Horwood Farm to Ansty (978753)	Carriageway Retexturing
South West Wiltshire	A30 Ansty Junction (975248) (978754)	Carriageway Retexturing
South West Wiltshire	A30 Compton Chamberlayne (975264)	Carriageway Retexturing
South West Wiltshire	A30 East of Compton Chamberlayne at Naishes Farm (978775)	Carriageway Retexturing
South West Wiltshire	A30 Silver Street, Wilton	Manhole cover and grating repairs
South West Wiltshire	Kestral Cottage, East Knoyle	Manhole cover and grating repairs
South West Wiltshire	A350 Holdens Farm, East Knoyle	Manhole cover and grating repairs
South West Wiltshire	C380 High Street, Stourton to Gasper Street	Pre Surface Dressing Patching
South West Wiltshire	Wolverton to B3092	Pre Surface Dressing Patching
South West Wiltshire	Willoughby Hedge to West Knoyle (The Street). (WH to 30mph)	Pre Surface Dressing Patching
South West Wiltshire	Elcombe Lane, Alvediston	Pre Surface Dressing Patching
South West Wiltshire	Lower Chicksgrove to Lagpond Lane (past The Compasses Inn). (C24 to C317)	Pre Surface Dressing Patching
South West Wiltshire	Lucewood Lane, Farley additional patching	Pre Surface Dressing Patching
South West Wiltshire	New Forest Roundel Coverage (SD0224, SD0226, SD0227)	Pre Surface Dressing Patching
South West Wiltshire	C380 High Street, Stourton to Gasper Street	Surface Dressing
South West Wiltshire	Wolverton to B3092	Surface Dressing

Community Area	Road Surfacing Scheme Location	Treatment
South West Wiltshire	Willoughby Hedge to West Knoyle (The Street). (WH to 30mph)	Surface Dressing
South West Wiltshire	Castle Street, Mere - Phase 1 (Carriageway repairs)	Surfacing
South West Wiltshire	C25 North of Beckford Crossroads to Hindon Arch (Carriageway Repairs)	Surfacing
South West Wiltshire	A350 East Knoyle The Turnpike	Surfacing
South West Wiltshire	C62 Semley - Sem Hill (Bennetts Arms to Village Hall)	Surfacing
South West Wiltshire	Sling Orchard, Fovant	Surfacing
South West Wiltshire	B3081 Zig Zag Hill (Win Green to Zig Zag)	Carriageway Repairs
Southern Wiltshire	C287 Livery Road, Winterslow	Advance Survey and Testing for future works
Southern Wiltshire	C287 Long Drove, East Grimstead	Advance Survey and Testing for future works
Southern Wiltshire	C321 Pitton Road/White Hill, Farley	Advance Survey and Testing for future works
Southern Wiltshire	C321 Dean Road, West Dean	Advance Survey and Testing for future works
Southern Wiltshire	A30 Thorney Down Dual Carriageway	Advance Pre Surface Dressing Patching 19/20
Southern Wiltshire	C321 Parsonage Hill, Farley	Advance Pre Surface Dressing Patching 19/20
Southern Wiltshire	C321 Pitton Road/White Hill, Farley	Advance Pre Surface Dressing Patching 19/20
Southern Wiltshire	C321 Dean Road, West Dean	Advance Pre Surface Dressing Patching 19/20
Southern Wiltshire	A338 Charlton All Saints at Church Lane (Former Stag Inn) (978870)	Carriageway Retexturing
Southern Wiltshire	A338 Braemore Rd, Downton (975423)	Carriageway Retexturing
Southern Wiltshire	A27 Whiteparish at Richmond Farm (975222)	Carriageway Retexturing
Southern Wiltshire	A27 Whiteparish at Tipplefield Farm (978731)	Carriageway Retexturing
Southern Wiltshire	A27 Whiteparish at Cowesfield Green (978735)	Carriageway Retexturing
Southern Wiltshire	A27 Whiteparish at Dairy House Farm (978733)	Carriageway Retexturing
Southern Wiltshire	A27 Whiteparish at Cowesfield Lodge (978737)	Carriageway Retexturing
Southern Wiltshire	A350 East Knoyle at Black House Farm (979100)	Carriageway Retexturing
Southern Wiltshire	Pineview Close, Redlynch	Footway Resurfacing
Southern Wiltshire	A338 Downton	Footway Resurfacing

Community Area	Road Surfacing Scheme Location	Treatment
Southern Wiltshire	The Street, East Knoyle	Footway Resurfacing
Southern Wiltshire	Church Street, Tisbury	Footway Resurfacing
Southern Wiltshire	The Street, Teffont Magna	Footway Resurfacing
Southern Wiltshire	A30 Two Mile Hill, Laverstock	Manhole cover and grating repairs
Southern Wiltshire	C329 Laverstock	Manhole cover and grating repairs
Southern Wiltshire	A30 Lopcombe Corner	Manhole cover and grating repairs
Southern Wiltshire	Market Place, Wilton	Manhole cover and grating repairs
Southern Wiltshire	South Lane, Nomansland	Pre Surface Dressing Patching
Southern Wiltshire	C12 Odstock Village	Pre Surface Dressing Patching
Southern Wiltshire	C336 Witherington Road, Alderbury	Pre Surface Dressing Patching
Southern Wiltshire	A338 St Thomas' Roundabout North, Salisbury (975443) (978878)	SCRIM Surfacing
Southern Wiltshire	C12 Odstock Village	Surface Dressing
Southern Wiltshire	C336 Witherington Road, Alderbury	Surface Dressing
Southern Wiltshire	Slab Lane, Redlynch - 2 sections	Surfacing
Southern Wiltshire	Pineview Close, Redlynch	Surfacing
Southern Wiltshire	Avon Drive & Eyres Drive, Alderbury (Part)	Surfacing
Tidworth	C262 Chute To County Boundary	Advance Pre Surface Dressing Patching 19/20
Tidworth	Wylye Road, Tidworth	Footway Resurfacing
Tidworth	A345 Enford to Netheravon	Pre Surface Dressing Patching
Tidworth	A345 Enford to Netheravon	Surface Dressing
Trowbridge	C227 Bradley Road, Southwick	Advance Pre Surface Dressing Patching 19/20
Trowbridge	B3109 Bradford Rd at County Boundary/Pomeroy Lane (976392)	Carriageway Retexturing
Trowbridge	Bellefield Crescent	Footway Resurfacing
Trowbridge	Hill Street, Trowbridge	Manhole cover and grating repairs
Trowbridge	Wynsome Street, Southwick	Manhole cover and grating repairs

Community Area	Road Surfacing Scheme Location	Treatment
Trowbridge	Dursley Road, Trowbridge	Manhole cover and grating repairs
Trowbridge	A361 County Way/Longfield, Trowbridge	Manhole cover and grating repairs
Trowbridge	A361 County Way/Bradley Road, Trowbridge	Manhole cover and grating repairs
Trowbridge	A361 Frome Road, Trowbridge	Manhole cover and grating repairs
Trowbridge	Stallard Street/Bythesea Road roundabout, Trowbridge	Manhole cover and grating repairs
Trowbridge	B3106 Wicker Hill, Trowbridge	Manhole cover and grating repairs
Trowbridge	Seymour Road, Trowbridge	Manhole cover and grating repairs
Trowbridge	Southwick Road, North Bradley	Manhole cover and grating repairs
Trowbridge	Chantry Gardens, Southwick	Manhole cover and grating repairs
Trowbridge	Newleaze Hilperton	Micro Asphalt Surfacing
Trowbridge	A361 Southwick between Poplar Tree Lane & Green Lane (975855) (979237)	SCRIM Surfacing
Trowbridge	Whaddon Lane, Hilperton (4)	Surface Dressing
Trowbridge	Timbrell Street, Trowbridge	Surfacing
Trowbridge	Islington Trowbridge	Surfacing
Trowbridge	West Ashton Road, Trowbridge Sections A & B (1)	Surfacing
Warminster	A350 Warminster Road, Upton Scudamore	Advance Survey and Testing for future works
Warminster	B3092 Coombe Barn Lane Norton Ferris North To Maiden Bradley	Advance Survey and Testing for future works
Warminster	A350 Warminster Road, Upton Scudamore	Advance Pre Surface Dressing Patching 19/20
Warminster	B3092 Coombe Barn Lane Norton Ferris North To Maiden Bradley	Advance Pre Surface Dressing Patching 19/20
Warminster	A350 Crockerton (Part) (Carriageway Repairs)	Carriageway Reconstruction
Warminster	B3095 Hill Deverill at Manor Farm (976305)	Carriageway Retexturing
Warminster	A350 Longbridge Deverill (975709)	Carriageway Retexturing
Warminster	B390 West of Chitterne (976459)	Carriageway Retexturing
Warminster	A350 Longbridge Deverill	Manhole cover and grating repairs
Warminster	A350 South of Longbridge Deverill to Lower Pertwood	Pre Surface Dressing Patching

Community Area	Road Surfacing Scheme Location	Treatment
Warminster	A350 South of Longbridge Deverill to Lower Pertwood	Surface Dressing
Warminster	C10 Boyton bends (6)	Surface Dressing
Westbury	B3097 North of Link Rd, West Wilts Ind. Est. (980185)	Carriageway Retexturing
Westbury	Castle View, Westbury	Footway Resurfacing
Westbury	Frogmore Road, Westbury	Footway Resurfacing
Westbury	IWS051 A350 Westbury Road, Yarnbrook	Manhole cover and grating repairs
Westbury	Coombe Lane, Bratton (4)	Pre Surface Dressing Patching
Westbury	Coulston Hollow (5)	Pre Surface Dressing Patching
Westbury	Old Dilton Road, Westbury (3)	Surface Dressing
Westbury	Long Hollow, Edington (6)	Surface Dressing
Westbury	Newtown, Westbury (1)	Surfacing
Westbury	Shepherds Mead, Dilton Marsh (Carriageway Repairs)	Surfacing

Carriageway Repairs

As well as resurfacing roads the Council carries out localised repairs to address particular roads in poor condition, treating areas of various sizes. The sites treated in 2018/19 in each Area Board are listed below:

Amesbury – Carriageway Repairs
Church Bottom, Woodford
High St, Porton
Arundel Track, Newton Tony
C284 Cholderton Roundabout
A3028/C11 Double Hedges Junction
C42 Lower Woodford
Winterslow Road by Porton Business Park
UC Road to Great Durnford
Packway, Larkhill fire damage - claim, recoverable
High Street, Amesbury
Berwick Lane, Steeple Langford
The Wirr, Steeple Langford

Bradford on Avon – Carriageway Repairs
Whiteheads Lane, Bradford on Avon
Church Street, Bradford on Avon
B3109 Wingfield north bound just south of Pomeroy Lane
Staples Hill, Westwood
Conkwell cul-de-sac off of C237, Winsley
Poulton cul-de-sac, Bradford on Avon
Palairet Close, Bradford on Avon
Bradford Road, Winsley at the junction of Murhill
Purlpit, Atworth entrance to Applecroft Farm
Rushmead Lane, Monkton Farleigh
B3107 Holt Road Bradford on Avon
Woolley Green Bends, Woolley Green

Calne – Carriageway Repairs
A3102 Swindon Junction with Hilmarton Village, Hilmarton
A4 Chilvester Hill to Sports Ground (a number of Patches), Calne
A4 Town Centre at Crossing (New Road), Calne
C50
A4 Quemerford
Wood Street, Calne

Calne (continued)
Port Marsh, Calne
Church Street, Calne
A3102 Oxford Road, Calne
Whetham Bottom (near Whetham Farm)

Chippenham – Carriageway Repairs
Derby Close, Chippenham
A4 Pewsham Roundabout
Biddestone to Giddeahall
Foghamshire
Woodlands Rd Chippenham
Kington St Michael
Stanton St Quintin
Area of Junction North of Leigh Delamere Service Station

Corsham – Carriageway Repairs
A350 Halfway Farm to Lackham Roundabout
Westwells Road by Post Office and lower junction
A365 Traffic Lights to Chapel Lane
London Rd Box
The Ley, Box
Corsham Rd, Lacock
Thingley

Devizes – Carriageway Repairs
New Road, Marston
B3098 Cheverell Road, West Lavington
B3098 High Street, Market Lavington
Russell Mill Lane, Littleton Panell
Queens Road
A360 Potterne Wick to Freith
Windsor Drive, Devizes
A342 Wedhampton
New Park Street, Devizes
Nursteed Road, between previous site and town centre
Russell Mill Lane, Littleton Panell

Malmesbury – Carriageway Repairs
B4040 Malmesbury Road, Leigh
Fire damage - Oaksey Road, Chelworth
Winkins Lane, Great Somerford
East End Lane, Little Somerford
Malmesbury High Street/Gloucester Street
C8 Junction area of Sundays Lane/ Hulberts Green
B4014 on inside of bend near Gilboa Cottages, Brokenborough
Near Cloatley Farm, Cloatley Lane, Hankerton
Church Lane, Hankerton
Green Street, Sherston
Katifer Lane, Malmesbury
Clack Hill, Bradenstoke

Marlborough – Carriageway Repairs
C193 Hilldrop Lane, Ramsbury
C38 By School, Lockeridge
C6 Stichcombe Crossroads, Stitchcombe
Ogbourne St. George, Marlborough
Yew Tree Lane, 30 mph to School
Uffcott
Kingsbury Street, Marlborough
Ramsbury fire damage
A4 Bath Rd. adjacent to College, Marlborough
St Margarets Mead, Marlborough
A4 Harrow Crossroads
The Parade, Marlborough
The Garlings, Aldbourne
Stock Lane / Marlborough Road, Aldbourne

Melksham – Carriageway Repairs
A361 West of the Lamb on The Strand
B3107 Challymead, Holt Road, Melksham
Redstocks near Melksham
Market Place, Melksham
A365 Bath Road, Shurnhold
A365 Sells Green, 3 sites on bend/outside terrace
A361 West of Seend Stocks
B3107 Challymead, Holt Road, Melksham
A350 Yarnbrook Road, Stoney Gutter
Park Lane, Seend Cleeve

Pewsey – Carriageway Repairs
Kingston Road, Shalbourne
A345 Marlborough Road O/S High Leaze
A342 Devizes Road O/S Charlton Cat
Swan Meadow, Pewsey
Woodborough
St Katherines, Great Bedwyn
East Sands, Burbage
Mill House, Great Bedwyn
A345 Marlborough Road, Pewsey
A342 Andover Road
Fairford, Upavon

Royal Wootton Bassett & Cricklade
Hook Street, Lydiard Tregoze
C415 Hook
B4553 High Street / Malmesbury Road RBT, Cricklade
Footway - Longleaze School, RWB
Stone Lane, Lydiard Millicent
Hollow Way - Bradenstoke
Lime Kiln Estate, Footways
Lime Kiln, RWB
Longleaze / Queen's Road, RWB
Main Rd. Lydiard Tregoze
High St, Cricklade
Swindon Road, RWB
Tadpole Lane from Crosslanes to Railway Bridge, Purton
3 locations, near Kelmscot, 30mph terminal and north of Junction Witt Pitts Lane
Lyneham Banks
Broadtown Surface Repair and Ironworks
B4696 Black Dog Bridge

Salisbury – Carriageway Repairs
Castle Road Salisbury
A354 Coombe Rd, Salisbury
A338 Newbridge Road, Salisbury
Pembroke Road, Salisbury
Hilltop Way, Salisbury
Bower Gardens, Salisbury
Devizes Road, Salisbury

South West Wiltshire – Carriageway Repairs
Boar Street, Mere
The Street, Kilmington
Luke St, Berwick St John
Pyt House, West Tisbury
C283 Stoford Bottom
C326 Quidham Street, Bowerchalke
Tollard Green, Tollard Royal
Green Lane, Semley
Homefield fire damage, Mere
Tisbury Gates Lane, West Tisbury
The Avenue/Queens Road, Tisbury

Southern Wiltshire – Carriageway Repairs
The Portway, Old Sarum
A354 Coombe Bissett
The Sidings, Downton
Roman Road Ford
Junction Langford Lane and The Row, Redlynch

Tidworth – Carriageway Repairs
The Hatchet Pub, Chute
A338 Shaw Crossroads
C11 - Tidworth Road, Bulford Ranges Road
Hei-Lin Way, Ludgershall

Trowbridge – Carriageway Repairs
Bradley Road (outside retail park by B&M)
Stallard Street
Wynsome Street, Southwick
Manor Road, Trowbridge
Frome Road (near Allen Road junction), Trowbridge

Warminster – Carriageway Repairs
Bell Hill (near Fore St junction), Warminster
Deverill Road (near Hillwood Lane Junction)
Cley Hill Lane, Corsley
Corsley A362 Red Cottages
Ash Walk Upton Lovell
Church Street, Maiden Bradley
Sambourne Road
Grovelands Way/Victoria Road junction
Copheap Lane, Warminster
A350, Longbridge Deverill
Short Street, Chapmanslade
A350 Suttons End, Crockerton
B3414 Boreham Road, Warminster

Westbury – Carriageway Repairs
Quartermaster Road
Station Road bridge
A3098, Chapmanslade (on overbridge)
A350 Warminster Road, Westbury

2018/19 Bridge and Structures Work

Area Board	Bridge	Location	Works Description
Amesbury	Dyers Lane	Wylye	Rail incursion prevention works
Amesbury	Queensbury Footbridge	Amesbury	Replacement steel footbridge
Amesbury	Woodford Bridge	Woodford	Parapet repainting and repair
Amesbury	shrewton retaining wall	Shrewton	Minor routine masonry work
Bradford On Avon	Frome Rd Canal bridge	Bradford On Avon	Repair to damaged bridge parapet
Bradford On Avon	Holt bridge	Holt	Minor routine masonry work
Bradford On Avon	Staverton Causeway	Holt	Minor routine masonry work
Chippenham	Judy Pearce bridge	Sutton Benger	Minor routine masonry work
Chippenham	Ford bridge	North Wraxall	Minor routine masonry work
Chippenham	Battens Culvert	Chippenham Without	Minor routine masonry work
Chippenham	Back bridge	Chippenham	Paint work
Chippenham	Draycot bridge	Sutton Benger	Redeck bridge
Corsham	Rey bridge	Lacock	Masonry repair and repointing
Malmesbury	Charlton bridge	Charlton	Repair to damaged bridge parapet
Malmesbury	Westerley bridge	Brokenborough	Bridge reconstruction
Malmesbury	Easterly bridge	Brokenborough	Bridge Strengthening
Royal Wootton Bassett & Cricklade	Barnhill bridge	Royal Wootton Bassett	Minor routine masonry work
Royal Wootton Bassett & Cricklade	Noahs Ark bridge	Cricklade	Minor routine masonry work
South West Wiltshire	Gall bridge	Barford St Martin	Waterproof deck and replace movement joints
South West Wiltshire	Gatehouse culvert	Tisbury	Minor routine masonry work
South West Wiltshire	Donhead St Mary bridge	Donhead St Mary	Minor routine masonry work

Area Board	Bridge	Location	Works Description
South West Wiltshire	Frog Lane retaining wall	Chilmark	Minor routine masonry work
South West Wiltshire	Burcombe 1st bridge	Burcombe Without	Parapet repair and painting
South West Wiltshire	Station Rd	Sedgehill & Semley	Rail incursion prevention works
South West Wiltshire	Cattle Creep underpass	Netherhampton	Parapet replacement
Trowbridge	Hammeracre bridge	West Ashton	Parapet replacement
Warminster	Norton Bavant rail bridge	Norton Bavant	Rail incursion prevention works
Westbury	Ballswater Culvert	Westbury	Minor routine masonry work

2018/19 Drainage and Flood Alleviation Work

Drainage and Flood Alleviation Schemes	Scheme Type
Tilshead – Major flood alleviation Scheme	Major Scheme
Atworth A365 – Improved road drainage on A365	Minor Scheme
Bowerhill A350 – Installing new drainage to remove frequent ponding spots	Minor Scheme
Box – Improvements to water collection on A4/Market place	Minor Scheme
Amesbury, Winterslow Road – Installing new drainage to remove frequent ponding spots	Minor Scheme
Chute, Standen – Soakaway replacement	Minor Scheme
Luckington – Installation of new drainage to collect from new low spot following utility works	Minor Scheme
Calne, A4 Black Dog Hill	Investigations/Maintenance
Calne, A4 Quemerford	Investigations/Maintenance
Royal Wootton Bassett – Whitehill Bridge	Investigations/Maintenance
Derry Hill – A342 Old Derry Hill	Investigations/Maintenance
Bromham – St Edith's Marsh A342	Investigations/Maintenance
Wilton - A30 Crossroads	Investigations/Maintenance
Lyneham – Preston Lane	Investigations/Maintenance
High Street, Broad Hinton	Investigations/Maintenance
The Street, Alvediston (culvert)	Investigations/Maintenance
Monks Lane / The Ridge, Neston	Investigations/Maintenance
Cuttle Lane, Biddestone (on-going)	Investigations/Maintenance
Bellway Homes Site, Holt Rd, B-o-A	Investigations/Maintenance
C20 Seend Road, Worton (BT 3rd party damage)	Investigations/Maintenance
Chittoe Heath soakaway	Investigations/Maintenance
B3105 Woolley Park, South Wraxall (on-going)	Investigations/Maintenance
Nursery Barn Bend, Woodborough (on-going)	Investigations/Maintenance
The Bridge, Chippenham	Investigations/Maintenance
School Lane, Hindon	Investigations/Maintenance
B3095 Warminster Hollow, Mere (on-going)	Investigations/Maintenance

Drainage and Flood Alleviation Schemes	**Scheme Type**
Court Street Close, Tisbury	Investigations/Maintenance
No.260 & No.261 Hill Street, Hilperton	Investigations/Maintenance
Imber Place, Tilshead (system and soakaway)	Investigations/Maintenance
West to east drainage, Minety	Investigations/Maintenance
Old Tea Room, Haxton	Investigations/Maintenance
Lower Road, Netheravon	Investigations/Maintenance
Westlands Lane, Beanacre	Investigations/Maintenance
Spaines, Great Bedwyn	Investigations/Maintenance

This page is intentionally left blank

Wiltshire Highways Maintenance and the Environment

June 2019

Wiltshire Highways Maintenance and the Environment

Contents

Wiltshire Highway Maintenance and the Environment

Introduction

The highway network, roads, bridges and related infrastructure represents the Council's largest and most valuable public asset. The highway network in Wiltshire comprises 4,500 kilometres of road, 3.9 million square metres of footway, 1,500 bridges and over 40,000 street lights. It has a replacement value of over £5 billion. The effective and efficient management of this infrastructure is a key factor in the ability of the Council to deliver its services.

The Wiltshire Council Business Plan 2017 – 2027 sets out the vision to create strong communities, with priorities for growing the economy, strong communities and protecting the vulnerable. As part of growing the economy it is acknowledged that it is necessary to bring the county's roads up to an acceptable state. The goal is that road infrastructure is improved and to:

- Improve asset management and the use of investment to improve the condition of Wiltshire roads (implementing our Highways Asset Management Strategy).
- Promote and further development the MyWiltshire app to improve and increase the reporting of issues.

Highways Asset Management Policy

The Wiltshire Highways Asset Management Policy was adopted in May 2015:

> *Wiltshire Council is committed to adopting the principles of asset management, and will take a long term view when making maintenance and investment decisions. The asset management approach will deliver value for money and maximise the benefits for future prosperity by ensuring the right investment decisions are made. It will assist in targeting resources and managing risks associated with the statutory duties to maintain the highway infrastructure.*

Highway Maintenance Operations

The environment in Wiltshire is particularly valuable and sensitive, with a majority of the county being within Areas of Outstanding Natural Beauty (AONB). There are a considerable number locations and watercourses designated as Sites of Special Scientifics Interest (SSSIs) and Special Areas of Conservation (SACs). Some of the bridges are listed buildings and some are Ancient Monuments.

In maintaining the highway network there are operations which could potentially have an adverse impact on the environment if appropriate precautions are not in place. There are opportunities to improve sustainability and reduce the impact of the

highway authority's operations on the environment, particularly through the use of recycling and other initiatives.

Keeping the highway network safe is a priority, and continues to be a challenge with limited budgets and an increasing population and usage. The Council maintains the highway network in accordance with its legal obligations and best practice guidance. A risk based approach has been adopted for highway maintenance in accordance with the Code of Practice 'Well-managed Highway Infrastructure' which was published in October 2016.

Most highway maintenance operations take place on existing roads and paved areas, and usually would not be expected to have a significant impact on the environment as long as they are carried out in accordance with approved procedures. The appointment of highways contractors and consultants by the Council takes into account their environmental standards and policies before awarding the contracts, and the performance of the contractors closely monitored.

New construction, work over or close to watercourses, drainage schemes and works in protected areas in particular require specific measures and assessments to be undertaken. Procedures are in place to ensure that there is liaison with ecologists, the Environment Agency and others as required.

The energy requirement of the Council's aging street lighting stock has been a concern for many years. Schemes to convert many of the lights to operate for part of the night has reduced energy consumption and reduced the Council's carbon footprint. However, these reductions have to be balanced with road safety and public concerns about crime. A project to replace the older lighting equipment with energy efficient LED units is underway.

Reducing the environmental impact of highway maintenance waste

The largest volume of waste generated by road maintenance arises from resurfacing operations where planings are created when the exiting road surface is removed. Other waste materials include concrete, particularly from kerbs, pipes and other structures. The majority of reusable waste is recycled with only a small proportion being disposed of as hazardous waste where recycling is not viable.

Road planings ready for reuse

Recycling Road Planings

The Council resurfaces many kilometres of road each year. This is often because of reduced skid resistance of the surface or because of structural failure of the road construction. Where possible the existing road surface is overlaid, but in many cases adjacent properties, entrances, drainage provision or other limitations prevent this, and the top surface often has to be removed.

There is usually limited scope for reusing the removed material in the top surface of the road because of the need to meet skid resistance standards, and it is generally necessary to use new material on the surface.

Reuse of the old road material in the lower layers is feasible, but the volumes which could be used in this way are usually low compared to the volume of material that needs to be removed. Consequently there are substantial volumes of road planings each year that are available for recycling. A small proportion of them may be contaminated with tar and have to be disposed of as hazardous waste, but the remainder can be recycled to repair rights of way, used on county farms, or provided to community groups or others. They are recycled locally in order to reduce transport

costs and the environmental impact. They have to be transported, stored and used in accordance with environmental regulations and restrictions. The proportion of planings recycled in Wiltshire has been consistently high in recent years:

	2014/15	2015/16	2016/17	2017/18	2018/19
Percentage of planings recycled	96.9%	86.31%	98.6%	99.1%	99.8%

Removing the planings from site to mix them with new materials at the manufacturing plant for reuse has been trialled in the past, but the transport costs and quality control issues made it less attractive than reusing them locally on rights of way and other locations.

Where tar bound material is encountered in the existing road layers it is not usually feasible to transport the planings for recycling because of the regulations in connection with this material, which has to be treated as hazardous waste, and the need to find a suitable facility.

There were 24,235 tonnes of road planings recycled by the Council in 2018/19, and this high recycling rate is expected to continue in future years.

In-situ recycling of road materials

In some cases where there is structural failure of the road construction, an alternative is to recycle the existing material by excavating it and mixing it with cement or other material in order to increase its strength. The road can then be surfaced with new material to seal the construction and provide skid resistance.

The in-situ treatment can be effective on suitable sites, but it can be a noisy process and in some cases managing dust has been an issue. It has been particularly effective on some minor rural roads. There are various processes that can be used and trial sites have been undertaken over the years, most recently in 2017/18.

In-situ recycling makes use of the existing road material by excavating and mixing it and treating it to increase its strength

The success of the treatment does depend on having a suitable depth and type of material to recycle, which is not always the case where there is shallow rural road construction or where there are poor ground conditions. The deeper stabilisation treatments can be used where the ground conditions are poor, and where carriageway deformation is a problem. There are also potential limitations on the type of surfacing which can be used with the different treatments, and the traffic loadings they can be expected to carry.

In 2017/18 there were 4 sites treated with a total length of 5.2 km, which involved 20,777 sqm of surfacing and recycling 4,882 tonnes of material. There is a similar area of road being treated in 2019/20.

The in-situ recycling is not suitable for every location, but has a role to play to reduce the environmental impact of major road repairs in appropriate locations.

Use of recycled material in verge repairs

Wiltshire has many narrow rural roads with grass verges that can be prone to damage by wide vehicles passing, especially during the winter and in wet conditions when the ground is soft. This can result in deep ruts at the road edge which can become a safety hazard to traffic.

A programme of repairing these verges has been undertaken in recent years, generally using crushed recycled concrete. Once the edge is repaired the earth is replaced so that the verge is reinstated. The intention is to return the road to its previous condition without widening it, which could lead to higher vehicle speeds.

Waste concrete is being crushed for reuse in verge and other repairs

In 2018/19 there were 3km of verge repairs carried out using 213 tonnes of recycled material, which included almost 100 tonnes from a site in Swindon. There are 14 sites to be treated in 2019/20, involving the use at least 500 tonnes of recycled material.

Crushed recycled road materials are being used in verge repairs on rural roads

The programme of verge repairs will continue in future years using inert recycled highway and construction materials to address those sites which are a concern for safety reasons.

Gully emptying

Road gullies that drain roads usually have traps that collect debris and spillages to prevent material entering water courses and drainage systems. The silt and debris collected in gullies can be polluted with spilled oil or other potentially harmful materials. When gullies are emptied the waste has to be disposed of in an approved manner.

Gully emptying results in a considerable volume of material being collected, and arrangements are in place to de-water much of it to reduce disposal quantities.

In order to reduce the volume of waste going for disposal, the gully waste is now being de-watered by the Council's contractor at both Churchfields and Melksham depots. The dry material is then transported to tip but as dry arisings, with considerably reduced weight and volume.

In some areas the time to transport the material to the depots for de-watering can adversely affect productivity of the gully emptiers, and it is not always viable to travel to Melksham as disposal can be carried out locally. The possibility of further de-watering facilities will be considered as part of future highway depot developments.

Recycled plastic

The possibility of using recycled plastic in road surfacing has attracted considerable publicity recently. The Council has investigated this possibility, but has concluded that the volume of waste it will be possible to recycle with current techniques will be very low. However, a project to use plastic in road repairs and construction is being progressed by this Council.

Recycled plastic is currently used in various items of street furniture, including bollards and signs. For example it has recently been used in palisades installed on a scheme at Hullavington


There are now a number of manufacturers of different types of street furniture made of recycled plastic and these products are being used on projects where suitable.

Future Projects

There are a number of other potential recycling schemes that are being considered for implementation. This includes the use of foambase material for footways, which is a process that has the opportunity to make use of planings or other waste material in road or footway renewal projects. Locations for mixing the material will need to be identified and the transport implications considered.

The use of in-situ recycling could be used on more sites in the future, but the impact on residents and businesses of these potentially noisy and disruptive operations would need to taken into account in selecting and managing sites.

Protecting the Environment during highway maintenance works

The environment and ecology of Wiltshire is important, with many sites with national and international designations to protect them. In addition there are locally important sites and features which need to be protected and enhanced.

Highway maintenance operations are undertaken with these restrictions in mind. Watercourses in particular are potentially vulnerable to damage as a result of construction and maintenance operations. Special measures are taken to protect these sensitive areas and habitats.

The Council's highways staff frequently liaise with the ecologists and archaeologists to ensure that the impact of the essential highway works are minimised.

Bridge and structures works

In order to ensure that any works done on behalf of Wiltshire Council is in such a manner as to minimise any potential environmental risk or disruption the Council's contractor Ringway installs comprehensive measures to protect species and habitats.

Easterly and Westerly bridges were originally two adjacent dry stone structures carrying an unclassified road over the River Avon (Tetbury branch) in Brokenborough. The existing structures provided near perfect roosting opportunities for bats, and during initial ecological surveys both Common Pipistrelle and Brown long-eared bats were identified as inhabiting the structures. In view of the works required the existing bat roosts would be destroyed and so as part of the licencing procedure with Natural England alternative provision had to be made.

In the months prior to the works commencing, alternative roosting provision in the form of proprietary bat boxes were positioned in the immediate vicinity of the bridge. A week before the works commenced netting was placed across the faces of the bridges with one way exits for the bats, this enabled the bats to leave the structure and forage for food but not return.

Overnight emergence surveys were undertaken over consecutive nights, and potential roosts inspected to ensure no bats remained in the structure prior to repair (Easterly Bridge) and demolition (Westerly Bridge).

In repairing Easterly Bridge a small number of voids were intentionally left in the arch barrel in non-structural locations to serve as potential roosting sites. Westerley Bridge is an entirely new structure and was built with bespoke bat boxes within the facing masonry. As part of the licencing conditions post work monitoring are required for two years after completion of the scheme. It is encouraging that evidence of bat inhabitation has already been found in the new roosts provided some six months later.

As part of the final works at Brokenborough bat roosting areas were installed in the newly formed cladding work

At other sites particular care has been taken in connection with water quality, especially where pumping has to be used to lower water levels to allow construction.

Filtration tanks can be used as part of the over pumping operation

Measures can be put in place to ensure no crayfish are injured and filtration of the water can take place to avoid disturbance of the riverbed and movement of the silt.

Verge and tree maintenance

There are 50 protected road verges in Wiltshire, of which two are on trunk roads. These locally designated sites contain rare or nationally scarce species, or are linked to other protected sites such as Sites of Special Scientific Interest or County Wildlife

sites. The maintenance of these sites is given special consideration, including with regard to the grass cutting regime.


There are 50 verges in the county which are specially protected because of their environmental value

The sites are monitored regularly to ensure their environmental value is retained, and are they subject to specific work for example the removal of invasive species. The road network verges are monitored to determine the need for particular treatments to enhance their value.

Rural grass cutting is carried out once a year, usually early in the summer, with key areas such as visibility splays at junctions and bends cut as necessary to ensure sight lines for road users. The cuttings are left in place.

A trial is being carried out at suitable locations which will involve removing the arisings following grass cutting, and new equipment is being acquired to facilitate this. In certain circumstances this has the potential to improve biodiversity, especially in combination with cutting later in the summer. A number of potential sites are being identified for a trial next year.



The ecological and landscape value of highways trees are appreciated

A programme of highway tree maintenance is carried out annually. Safety work is carried out throughout the year, especially after storms and high winds. The majority of the tree maintenance work is carried out in the autumn or winter. Unnecessary work and felling is avoided wherever possible as the ecological value of the highway trees and their importance to the landscape is appreciated.

Reducing energy consumption of highway maintenance

The Council's street lighting energy adds significantly to the Council's carbon footprint. In 2013 it was estimated to account for 12% of the Council's carbon footprint. Since then the introduction of part night lighting in some areas, and the conversion of illuminated bollards to more efficient lighting units, has reduced this figure. The longer term plan is to replace the older street lighting units with modern efficient LED units.

The nature of highway maintenance operations and the materials and transport requirements inevitably have high energy requirements. However, there is some scope to reduce these impacts with modern materials and processes.

Street Lighting

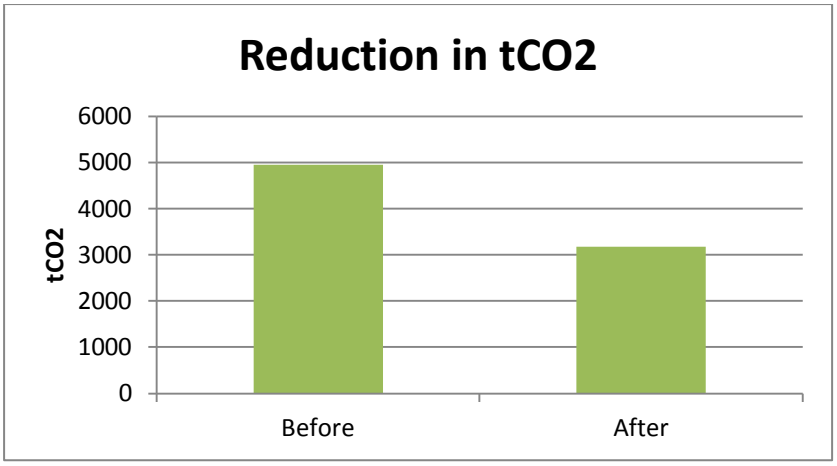
There are almost 45,000 street lights on the Council's highway network. Energy costs have risen sharply in recent years, and they are likely to continue to rise in the longer term. Concern about the carbon footprint of the large street lighting stock is a concern.

The Council did implement a scheme to reduce energy consumption by operating the street lighting in the side roads in towns for part of the night only. This scheme was introduced from 2014 in all of the larger towns in the county, and has operated successfully.

At present, only 3% of the Council's street lighting is LED lighting, with the majority being the older low pressure sodium (SOX) or high pressure sodium (SON) units. The SOX units are becoming obsolete and going out of production, and are becoming increasingly difficult to obtain. LED lights use considerably less energy than the older SOX and SON units. A major advantage is that LED lights provide the opportunity to dim the lighting during off-peak periods to further reduce energy consumption.

A programme of upgrading the Council's street lighting stock with energy efficient LED units has started.

A two year project to convert the majority of the Council's street lighting to LED at a cost of over £12,000,000 is underway. LED lighting dimmed between 8.00pm and 6.00am, with additional dimming after 11.00pm, would typically reduce energy consumption by 69% compared to the current SOX units.



The LED project will significantly reduce the carbon footprint of the Council's street lighting

Once the installation is complete the scheme is expected to deliver savings of at least £1,312,000 annually at current prices, comprising £250,000 reduction in street lighting maintenance costs and £1,062,000 in reduced energy usage. The project will deliver a reduction in of 1,770 tCO2 annually.

Warm Asphalt

Most road surfacing materials have to be heated to high levels in order to be laid to form a durable surface. This requires considerable energy with a substantial carbon footprint. Materials have now been developed which are supplied at temperatures typically 40 degrees C lower than traditional materials. This reduces the carbon footprint by up to 25%.

The use of 'warm asphalt' can reduce the carbon foot print of surfacing operations

The lower temperature also has benefits as it can be trafficked sooner and has safety benefits with less risk of burns for operatives and reduced fumes and steam when laid. The Council's surfacing contractor Tarmac has been supplying this material for several years, and it is now extensively used in the surfacing operations in Wiltshire where appropriate.

	2015/16	2016/17	2017/18	2018/19
Percentage of warm asphalt	17.9%	60.8%	25.9%	50.5%

The durability of the material has proved to be good and they will continue to be used in future surfacing contracts.

Facts and Figures

Description	Quantity
Percentage of road planings reused in 2018/19	99.8%
Tonnes of road planings recycled in 2018/19	24,235t
Length of road treated with in-situ recycling in 2017/18	5.2km
Area of road tin-situ recycling 2017/18	20,777sqm
Tonnes of material recycled using in-situ process in 2017/18	4,882t
Length of verge repairs carried out with recycled material in 2018/19	3km
Approx recycled material used in verge repairs in 2018/19	500t
Percentage of warm asphalt used in surfacing in 2018/19	50.5%

This page is intentionally left blank

CONTRACT OBJECTIVE	CONTRACT KPI	PERFORMANCE ASSESSMENT FACTORS	ANNUAL SCORE	MONTHLY STAFF SATISFACTION QUESTIONS	ANNUAL SCORE
General Management	Achievement of Annual Improvement Plan Targets	(i) Setup local works gang that can provide the self delivery of Traffic Management services. (ii) Provide My Wiltshire App access to the cyclic maintenance gangs to enable them to find defects and record action taken on site. (iii) Provide a contractors plan for 2018-19 (iv) Review and identify recycling opportunities and suitable options for the Wiltshire contract. (v) Develop the use of social media to inform operatives and the general public about works and activities in Wiltshire (vii) Provide training programmes and employment opportunities within Wiltshire for Apprentices, Graduates, ex-offenders etc. (viii) Provide support to local charitable events - e.g.. Cones/signs/sweeping etc. (ix) Implement the ESRI system from the current DrainMan to provide better information on the condition of the drainage system and their geographical locations. (x) Implement contractual training relating to outcome of critical friend review	9.5	(i) Understanding and assistance to deliver my business (ii) Ease to do business (iii) Ability to keep promises, trust and honesty (iv) Ability to work as a team	7.6
Financial Management	% of applications for payment which are on time and fully accurate	(i) Ensure Ringway Payment Applications are submitted on time (ii) Ensure Ringway's Payment Applications are Accurate	10.0	(i) Delivery to budget	7.3
Customer Service and Quality	% scores from customer and client satisfaction survey	(i) Carry out annual Parish Steward Satisfaction Surveys through the Town and Parish Councils (iii) Number of Compliments from monthly spreadsheet (iv) Number of Complaints from monthly spreadsheet	10.0	(i) The quality of product (ii) Delivery to time	7.4
Health and Safety	Submission of Monthly Health and Safety Records Monitoring Ringway's Activities	(i) Lost Time Injury Frequency Rates (ii) RIDDOR Reports (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013) (iii) Near Misses being recorded (iv) Number of Utility Service Strikes on site (v) Vigiroute safe driving alerts in contractors vehicles (vi) Site Safety Meetings - Supervisor / Manager site audits (vii) Tool Box Talks carried out each month	10.0	(i) Responsibility for safety & environment	7.7
Staffing Matters	% Completed Staff Surveys	(i) Ringway Staff Surveys carried out - Measure minimum 85% Staff Participation	7.5	(i) Extent and appropriateness of communication (ii) Ability to keep promises, trust and honesty (iii) Ability to work as a team	7.5
	% of staff turn over per year	(ii) CHURN annual staff turnover - not including retirement or dismissals - measure is percentage of staff retained per year			
	Staff kept informed of internal Ringway news	(iii) Regular Internal Ringway News Letter Issued (iv) Parish Steward Internal Monthly Report Issued (v) H&S news letter issued to staff every 2 months			
	Annual H&S meeting held for all staff	(vi) Contractors Annual H&S updates for staff carried out			
Service Development and Innovations	Developments or Improvements arising from joint contractor and client initiatives implemented over the course of the Contract	(i) Carry out a trial period of the fastpatch machine patching process (ii) Implement revised changes to the gully cleansing programme (iii) Review recycled material options for use in the verge overrun programme. (iv) Monitor Parish Steward performance and feedback and carry out and implement continuous improvements to the Parish Steward Scheme (v) Introduce the EUREKA Suggestion Card introduced scheme to staff to promote suggestions, savings & efficiencies	10.0	(i) Innovation, advice and honesty (ii) Ability to work as a team	7.5
Information Technology	Network and core data centre infrastructure availability	(i) Network down time against availability at Ringway depots -recorded down time to be above 95% per month	10.0	(i) Innovation, advice and honesty	7.4
Environmental Management	% year on year reduction in carbon footprint from works, services, office/depots	(i) Ringway recording annual Sustainability figures for Ringway Energy Consumption (ii) The Blue and Green Environmental Rules used for work to / on Structures over water courses - Blue Green Forms to be completed for each site (iii) Number of reported Environmental Incidents - no more than 3 per year	6.7	(i) The quality of product (ii) Responsibility for safety & environment	7.6
Technical Performance - Quality	Contract compliance with required outputs to provide the service	(i) Gullies being emptied each month (ii) Roads being Swept each month (iii) Parish Stewards carrying out Find & Fix each month (iv) Masonry repairs being carried out each month (v) Pothole gangs filling potholes each month (vi) Tractor drivers provided each month	7.2	(i) Ability to work as a team (ii) The quality of product	7.6
	Service provision	(vii) Percentage of street lights and illuminated signage working (viii) Average number of working days to repair a Priority 1 street light fault (xi) Average number of actual days to repair a DNO (Distribution Network Organisation) street lighting fault (x) Number of reactive street lighting jobs done per day per operative/gang			
	Quality of pre-site investigations	(xi) Percentage number of service strikes for street lighting columns installed			
Technical Performance-Programme and Cost	% of operations which comply with TMA noticing	(i) The correct number N notices submitted in accordance with Streetworks requirements for planned works	9.0	(i) Delivery to budget (ii) Delivery to time	7.3
	% of programmed highway works completed within budget	(ii) Ensure that the number of gullies attended in the year are in accordance with the Programme (iii) Ensure that the number of gullies attended in the year are within Budget (iv) Ensure that the lengths of road swept in the year are in accordance with the Programme (v) Ensure that the lengths of road swept in the year are within Budget			
	% of works completed on time	(vi) Salting Routes completed on time (vii) Percentage of street light faults repaired on time (viii) Percentage of emergency faults for street light units repaired on time. (x) Number of Safety inspection potholes completed in month (xi) Number of Safety inspection potholes completed on time in month (xii) Percentage of Potholes safety defects completed on time in month			
	% of reactive and programmed highway works completed right first time and within budget	(xiii) Integrated Transport Schemes Programme updated and issued monthly (xiv) Structures Programme updated and issued monthly			
		TOTAL AVERAGE SCORES	9.0		7.5

Contract Monitoring Scores Summary Sheet 2018-19

CONTRACT OBJECTIVE	Average Annual Monthly Satisfaction Score 2018-19	Average Annual Contract Objective Score 2018-19
General Management	7.60	9.50
Financial Management	7.30	10.00
Customer Service and Quality	7.40	10.00
Health and Safety	7.70	10.00
Staffing Matters	7.50	7.50
Service Development and Innovations	7.50	10.00
Information Technology	7.40	10.00
Environmental Management	7.60	6.70
Technical Performance-Quality	7.60	7.18
Technical Performance-Programme and Cost	7.30	9.04
Total Score	74.90	89.92
Average Total Score	7.5	9.0
Merged Score (Proportion 50/50) = (7.5 + 9.0)/2	8.2	

For average scores of 6.0 to 7.9 the selected Contractor would typically be awarded a three month extension to the Contract term, but the total extension
For average scores of 8.0 and over the selected Contractor would typically be awarded a six month extension to the Contract term, but the total extension

APPENDIX 5

Wiltshire Highways Performance Management Framework Indicators

November 2019

WILTSHIRE HIGHWAYS PERFORMANCE MANAGEMENT FRAMEWORK

SUMMARY

Network Safety Condition and Resilience		2016/17	2017/18	2018/19
NSCR01	Collisions – People killed and seriously injured			
NSCR02	Collisions – Slight Injury Accidents			
NSCR03	Road Skid Resistance			
NSCR04	Structural Condition of Carriageways			
NSCR05	Winter and weather response			
NSCR06	Bridges and Structures Condition			
Network Availability		2016/17	2017/18	2018/19
NA01	Low proportion of reactive maintenance			
NA02	Forward highway surfacing programme			
NA03	Forward structures programme			
NA04	Planned routine maintenance on programme			
NA05	Reducing number of potholes			
NA06	Reducing pothole safety defects			
Maintenance for Sustainable Transport		2016/17	2017/18	2018/19
MST01	Footway conditions			
MST02	Dropped kerbs for pedestrians			
MST03	Pedestrian improvement schemes			
MST04	CATG schemes delivered			
MST05	Condition of traffic signals			
MST06	Rights of Way Improvement schemes			
Infrastructure to Support Economic Growth		2016/17	2017/18	2018/19
ISEG01	A350 Chippenham dualling			
ISEG02	M4 Junction 17 Improvement			
ISEG03	A350 Yarnbrook/West Ashton			
ISEG04	Development of future Major Schemes			
ISEG05	Network Improvements from development			
ISEG06	Access improvements for developments			
Environmental Sustainability		2016/17	2017/18	2018/19
ES01	Reduction in street lighting energy			
ES02	Use of low carbon surfacing materials			
ES03	Recycling of road surfacing materials			
ES04	Flood prevention and drainage schemes			
ES05	Programme of tree and landscape works			
ES06	Treatment of noxious weeds			
Customer		2016/17	2017/18	2018/19
C01	Public satisfaction with road safety			
C02	Public satisfaction with road maintenance			
C03	Public satisfaction with dealing with potholes			
C04	Public satisfaction with walking and cycling			
C05	Public satisfaction with tackling congestion			
C06	Public satisfaction with managing roadworks			

Green – On target or better. Amber – Close to target. Red – Below target

INTRODUCTION

The Performance Management Framework gives an indication of performance and trends in the highways service.

This document provides a summary of performance, and a one page description of each of the performance indicators, with an overview of the indicator, trends in the recorded performance to date, future targets and a description of how the indicator is measured and the source of the data.

2018/19 TRENDS

The main trends identified in 2018/19 are outlined below.

The number killed and seriously injured on the county's roads increased significantly in 2018, whilst the number of slight injury collisions has decreased. The increase in the number of killed and seriously injured continues to be a concern.

Performance in connection with skid resistance of roads, carriageway and footway conditions, and traffic signals have all been assessed as fair, and are areas where further capital investment will be required in the future in order to address the maintenance backlog.

The number of rights of way improvement schemes carried out in 2018/19 increased considerably compared to previous years.

The number of potholes increased slightly in 2018/19 compared to the previous year, but the number of serious safety defect potholes reduced.

Overall public satisfaction with most aspects of the highway service remains close to the national average.

ASSET MANAGEMENT OBJECTIVES

The Asset Management Objectives are described in the Wiltshire Highways Asset Management Strategy. The relevant Strategic Objectives and Key Performance Indicators are summarised below.

Network Safety Condition and Resilience

To reduce road casualties, improve road safety and the condition and resilience of the highway network.

Strategic Objective	Key Performance Indicator
To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns. (LTP SO1) To make the best use of the existing infrastructure through effective design, management and maintenance (LTP SO6). To improve the resilience of the transport system to impacts such as adverse weather, climate change and peak oil (LTP SO16). To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads (LTP SO8)	NSCR01 - Accidents - People Killed and seriously Injured
	NSCR02 - Accidents - People Slight Injury
	NSCR03 - Road Surface Skidding Resistance
	NSCR04 - Structural Condition of Carriageway
	NSCR05 - Winter Maintenance
	NSCR06 - Bridges and Structures Condition

Network Availability

Minimise the impact of road works by ensuring works are planned and carried out at an optimal time.

Strategic Objective	Key Performance Indicator
To minimise traffic delays and disruption and improve journey time reliability on key routes (LTP SO4). To enhance the journey experience of transport users (LTP SO18)	NA01 - Planned Works versus Reactive Works
	NA02 - Forward Visibility of Surfacing Programme
	NA03 - Forward Visibility of Structures Programme
	NA04 - Planned Routine maintenance
	NA05 - Reducing number of Potholes recorded
	NA06 - Reducing Priority Safety Defects

Maintenance for Sustainable Transport

To provide a highway network that supports public transport and enables sustainable transport alternatives

Strategic Objective	Key Performance Indicator
To provide, support and/or promote a choice of sustainable transport alternatives including walking, cycling, buses and rail. (LTP SO2) To improve sustainable access to a full range of opportunities particularly for those people without access to a car. (LTP SO5) To reduce the need to travel, particularly by private car. (LTP SO13) To reduce barriers to transport and access for people with disabilities and mobility impairment. (LTP SO15) To improve sustainable access to Wiltshire's countryside and provide a more useable public rights of way network. (LTP SO17)	MST01 - Footway Condition
	MST02 - Dropped kerbs for pedestrians
	MST03 - Pedestrian Improvements
	MST04 - CATG Schemes
	MST05 - Traffic Signals
	MST06 - Rights of Way

Infrastructure to Support Economic Growth

To effectively plan for the management of new infrastructure required to support growth.

Strategic Objective	Key Performance Indicator
To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport (LTP SO12) To enhance Wiltshire's public realm and streetscene. (LTP SO7)	ISEG01 - Delivery of A350 Chippenham Phase 3
	ISEG02 - Delivery of M4 Junction 17 Improvement
	ISEG03 - Development A350 Yarnbrook/West Ashton Scheme
	ISEG04 - Development of future major schemes
	ISEG05 - Network improvements from development
	ISEG06 - Access improvements for development

Environmental Sustainability

To minimise the environmental impact of maintaining and operating the highway network.

Strategic Objective	Key Performance Indicator
To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment. (LTP SO3) To encourage the efficient and sustainable distribution of freight in Wiltshire. (LTP SO10) To reduce the level of air pollutant and climate change emissions from transport. (LTP SO11) To reduce the impact of traffic speeds in towns and villages. (LTP SO9)	ES01 - Energy Consumption for street lighting
	ES02 - Low carbon surfacing materials
	ES03 - Recycling of road construction materials
	ES04 - Flood Prevention Schemes
	ES05 - Highway Trees and Verges
	ES06 - Treating Noxious Weeds

Customer

To manage the highway network in a manner that supports our vision of placing customers first.

Strategic Objective	Key Performance Indicator
Trust and Respect, Simplicity, Responsibility, Leadership, Working Together, Excellence (Behaviours Framework) Communicating effectively with the public (Communications Strategy) Place Customers First (Business Plan) Strengthen our communities (Business Plan)	C01 - Satisfaction with Road Safety
	C02 - Satisfaction with Road Maintenance
	C03 - Deals with Potholes & Damaged Roads
	C04 - Satisfaction with Walking and Cycling
	C05 - Tackling congestion
	C06 - Satisfaction with Managing Roadworks

Wiltshire Highways Performance Management Framework

Contents

Network Safety Condition & Resilience NSCR01: Accidents – People Killed and seriously injured.

Overview

The purpose of this performance measure is to report on the effectiveness of the measures undertaken to meet the casualty reduction targets.

This measure is as defined in the road safety strategy.

Poor	Fair	Good
Above target	On Target or close to target	Below Target

Where Poor is defined as not meeting the Safety Strategy Target. Fair is an achievement in line with the Safety Strategy targets and Good signifies that the road safety targets are being exceeded.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
209	190	192	174	200	152	141

This measure is not affected by network hierarchy.

Driver for Change / Improvement Action

National and local aims to reduce accidents

Measure Details

This is an annual measure. This measure conforms to the Road Safety Strategy.

This measure is based on STATS19 Police Accident data.

Measure shows number of people killed each year. Excludes motorways and trunk roads.

Collision Reduction Policy aim is for a 40% reduction in killed and seriously injured based on the 2005-09 average by 2020 (calendar year).

Target for 2018/19 killed and seriously injured is 162. The actual figure is 200, which is significantly above the target. Performance is therefore assessed as Poor.

Network Safety Condition & Resilience NSCR02: Accidents – People Slight Injury.

Overview

The purpose of this performance measure is to report on the effectiveness of the measures undertaken to meet the casualty reduction targets.

This measure is as defined in the road safety strategy.

Poor	Fair	Good
Increasing slight accidents	On or close to Target	Decreasing slight accidents

Where poor is defined as not meeting the Safety Strategy Target. Fair is an achievement in line with the Safety Strategy targets. Good signifies that the Safety Strategy targets are being exceeded.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
1108	1105	1069	887	832	1105	1105

Targets to be reviewed, but currently assumed that it should be no increase in accidents in future years based on 2014/15 base year.

Driver for Change / Improvement Action

National and local aims to reduce accidents

Measure Details

This is an annual measure

This measure reflects the Road Safety Strategy and is the number of slight injury casualties.

This measure is based on STATS19 Police accident data. Excludes motorways and trunk roads.

Collision Reduction Policy aim is for a 40% reduction in killed and seriously injured based on the 2005-09 average by 2020 (calendar year). No specific aim has been adopted for slight injuries.

2018/19 shows a reduction in slight injuries compared to the previous year and performance is assessed as good.

<table>
<tr><th colspan="2">Network Safety Condition & Resilience NSCR03: Road Surface Skidding Resistance (SCRIM)</th></tr>
<tr><td>Overview</td><td>The purpose of this performance measure is to report the percentage of the network with low skidding resistance.

This measure is part of the annual network condition survey. The level of performance for this measure is determined based on the following change in % of surveyed network below investigatory level.

<table>
<tr><th>Poor</th><th>Fair</th><th>Good</th></tr>
<tr><td>Increased %</td><td>Slight change or unchanged</td><td>Reduced %</td></tr>
</table>

Where poor is defined as percentage of the road surface below the investigatory level increasing, fair is unchanged of slight increase, and good is a reduction in %.</td></tr>
<tr><td>Trends</td><td>Forward targets for this measure are:

<table>
<tr><th colspan="5">Actual</th><th colspan="2">Forward Targets</th></tr>
<tr><th>14/15</th><th>15/16</th><th>16/17</th><th>17/18</th><th>18/19</th><th>19/20</th><th>20/21</th></tr>
<tr><td>28.4%</td><td>30.4%</td><td>30.98%</td><td>29.55%</td><td>30.83%</td><td>Reduce %</td><td>Reduce %</td></tr>
</table>

Driver for Change / Improvement Action/Comment

National and local aims to reduce accidents. Skid resistance is an important factor in road safety.</td></tr>
<tr><td>Measure Details</td><td>This is measured annually.

SCRIM Survey – surface skid resistance is measured in accordance with DMRB publication HD28/04. The SCRIM vehicle measures the friction between a tyre and the road under controlled slip conditions. Each section of the highway network is assigned a site category known as an investigatory level. The Council surveys the entire Group 1 network annually which consists of all A and B roads, and specific C and UC roads. This is approximately 1,097km, and is 24% of the network.

This information is also used by the Direct Management Group and the South West Highways Alliance for benchmarking.

Figure for 2018/19 is 30.83% which was a very slight decline from 29.55% in 2017/18, but is slightly better than 30.98% in 2016/17, and performance is assessed as Fair.</td></tr>
</table>

Network Safety Condition & Resilience NSCR04: Structural Condition of Carriageway

Overview

This performance measure is designed to determine the percentage of carriageway where maintenance should be considered soon.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Increased %	Slight increase or unchanged	Reduced %

Where poor is defined as the percentage increasing, Fair is defined as slight increase in percentage or unchanged, and Good is defined as percentage decreasing.

Trends

Trends for this measure are:

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
-	3.7%	3.7%	3.6%	4.7%	Reduce %	Reduce %

Driver for Change / Improvement Action

Improved road safety and customer satisfaction

Measure Details

This is an annual measure derived from the annual Scanner survey of the highway network. Survey based on annually 50% of A class roads in both directions, 100% of B class roads in one direction, and 50% of C class roads and 20% of unclassified roads in one direction.

The information used to generate this measure is also used by the Direct Management Group and the South West Highways Alliance for benchmarking.

Measure is lane length with Scanner condition Red as a percentage of total length surveyed. It should be noted that the survey methodology may result in some fluctuations in these survey results over time.

2017/18 percentage was a slight reduction compared to the previous year and was assessed as good. However, the 2018/19 survey results show a slight increase in C class and unclassified roads where treatment should be considered. This result is considered as Fair and will need to be monitored.

The length of unclassified road being surveyed will increase considerably in 2019 and the target for those roads may need to be reviewed in future assessments.

Network Safety Condition & Resilience NSCR05: Winter Maintenance

Overview

This performance measure records the percentage of Winter Service treatment carried out within the prescribed the timescales.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
<90%	90% to 96%	96% to 100%

Where poor is defined as an achievement of less than 90%, fair is an achievement of greater than 90% but less than or equal to 96%, good is an achievement of 100% delivery.

Trends

Trends for this measure are:

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
-	Good	Good	Good	Good	Good	Good

This measure applies to precautionary salting network only.

Driver for Change / Improvement Action

Road safety, resilience and customer satisfaction.

Measure Details

This measure is a contract compliance requirement and included in the PMF as an annual figure.

The contractor/Client makes a record of all daily proposed and actual actions including all dates and times for each route and each treatment to produce the Performance Measure.

Year	Primary	Secondary
2015/16	30	5
2016/17	44	16
2017/18	80	27
2018/19	39	6

In 2017/18 there were significantly more treatments than in most years as result of the severe winter, but in 2018/19 the number of precautionary treatments required was similar to a typical recent year.

No major problems were noted with the operation of winter maintenance in 2018/19 and performance was assessed as good.

Network Safety Condition & Resilience NSCR06: Bridges and Structures (BCI)

Overview

This performance measure is a number of bridge condition factors amalgamated into a single condition indicator using the Bridge Condition Indicator (BCI) information.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
<65	>65 and <80	>80

Where poor is defined as less than 65%, fair is greater than or equal to 65% but less than 80%, good is greater than or equal to 80%

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
-	84.13	84.56	86.00	85.34	80	80

Driver for Change / Improvement Action

Need to ensure the Council's bridges are safe and fit for purpose.

Measure Details

This is an annual measure.

This measure is calculated using the latest General or Principal Inspection information from the Structures Management System and in particular the condition (severity/extent) information recorded against each structural element. The BCI is evaluated based on the '*Guidance Document for Performance Measurement of Highway Structures, Part B1: Condition Performance Indicator*'.

Measure	2017/18	2018/19
BCI Average	88.41	87.81
BCI Critical	82.39	81.63
Blended (0.6 BCI Ave + 0.4 BCI)	86.00	85.34

For 2018/19: BCI average 87.81, BCI critical 81.63

Blended weighted average is 85.34 (0.6 BCI Ave + 0.4 BCI Critical weighted against deck area)

Based on the taget 2018/19 performance is rated as good.

Network Availability NA01: Planned works versus reactive works.

Overview

The purpose of the performance measure is to compare proportion of planned highway maintenance works to reactive works. Low proportion of reactive works is good.

The measure is the percentage expenditure of highway maintenance reactive work.

Poor	Fair	Good
Reactive work more than 15%	Reactive work 15%	Reactive work l5% or less

Where poor is defined Reactive work more than 15%, fair is 15% reactive work, and good is less than 15% reactive work.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
N/A	9%	12%	13%	14%	15%	15%

This measure is not affected by network hierarchy.

Driver for Change / Improvement Action

An improvement is expected in the longer term as a result of the large highways capital maintenance programme. Forward target to be reviewed

Measure Details

This performance measure is the budget expenditure on reactive work such as pothole repairs and patching compared to expenditure on planned highway maintenance such as surfacing, reconstruction and surface dressing.

The performance measure is reviewed annually to calculate the NA01 measure.

Targets for future years will be reviewed next year.

2018/19 proportion of reactive road maintenance is estimated as 14% which is assessed as good.

Network Availability NA02: Forward visibility of Surfacing Programme.

Overview

The purpose of the performance measure is to measure the extent of the forward programme of planned highway maintenance works. Long forward programme is good.

The measure is the forward highway major maintenance programmed.

Poor	Fair	Good
Less than target	Close to target	Better than or on target

Where poor is defined less than target, fair is close to target, and good is on target or better.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
N/A	1 year	1 year	2 years	5 years	5 years	5 years

This measure is not affected by network hierarchy.

Driver for Change / Improvement Action

Need to identify an effective maintenance programme for the road network for future investment.

Measure Details

This performance measure is length of the forward planned highway maintenance such as surfacing, reconstruction and surface dressing. An outline 5 year programme exists but this measure refers to the more detailed scheme list.

The performance measure is reviewed annually to calculate the NA02 measure.

Target of a 5 year forward programme has been set from 2018/19. The updating of the 5 year programme was deferred from 2017/18 because of the introduction of the new Highways Infrastructure Asset Management System during 2018.

2017/18 programme had forward visibility of two years. In 2018/19 a five year programme was developed and consulted on with the Area Boards. Performance is considered to be on target.

Network Availability NA03: Forward Visibility of Structures Programme.

Overview

The purpose of the performance measure is to measure the extent of the forward programme of structures and bridges works. Long forward programme is good.

The measure is the forward structures and bridges programmed.

Poor	Fair	Good
Less than target	Close to target	Better than or on target

Where poor is defined less than target, fair is close to target, and good is on target or better.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**14/15**	**15/16**	**14/15**	**15/16**	**14/15**
N/A	5 year	5 year	5 year	5 year	5 year	5 year

This measure is not affected by network hierarchy.

Driver for Change / Improvement Action

A detailed forward programme for structures and bridges work is required to support good asset management and lifecycle planning.

Measure Details

This performance measure is length of the forward planned programme of bridges and structures works. A programme with named schemes for 5 years is considered desirable.

The performance measure is reviewed annually to calculate the NA03 measure.

2018/19 programme has forward visibility of five years which is on target and good.

Network Availability NA04: Planned Routine Maintenance

Overview

The purpose of the performance measure is to measure the completion of various routine maintenance operations on programme.

The measure is the progress on delivering routine maintenance operations assessed annually.

Poor	Fair	Good
Not on programme	Close to programme	On programme or better

Where poor is defined as work not on programme, fair is close to programme or within 5%, and good is on programme or ahead of programme.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
N/A	Close to target	Close to target	Close to target	Good	On target	On target

This measure is generally not affected by network hierarchy.

Driver for Change / Improvement Action

It is important that routine operations are carried out to an agreed programme in terms of road safety, environmental impact and cost.

Measure Details

This performance measure reflects gully emptying, rural grass cutting and road sweeping. Measure could be extended to include urban grass cutting, lighting night scouting, bulk lamp changes and other programmed routine maintenance in future years when base line data established. The performance measure will initially be based on:

Maintenance Operation	Annual target (total)	Frequency	2016/17 Performance	2017/18 Performance	2018/19 Performance
Gully emptying (gully visits)	Target 34,560	New method of working introduced.	New Target set.	26,771 Below target	45875 Above Target
Rural grass cutting (exc for visibility areas)	11,488km	Once per year	Completed	Completed	Completed
Road sweeping town centre	7,519km	Fortnightly. Weekly in Salisbury.	Completed	Completed	Completed
Road sweeping residential	4,850km	Once per year	Changed target	Not Completed	Completed
Road sweeping Car parks	568,344sq m.	Twice per year	Completed	Completed	Completed
Road sweeping Rural	2,182km	Once per year	Not completed	Not Completed	Completed

In 2018/19 the planned routine maintenance operations were completed and performance has been assessed as Good.

Network Availability NA05: Reducing the Number of Potholes

Overview

The purpose of the performance measure is to measure the number of potholes meeting intervention levels. Reducing numbers of potholes is good.

The measure is the number of intervention level potholes filled annually.

Poor	Fair	Good
Potholes increasing	Potholes slightly above target	Potholes reducing

Where poor is defined as numbers of potholes increasing, fair is slightly above target, and good is pothole numbers reducing.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
N/A	N/A	6822	10484	11426	Reducing number	Reducing number

This measure is not affected by network hierarchy.

Driver for Change / Improvement Action

Improving road conditions should result in reduced number of potholes.

Measure Details

This performance measure is the number of intervention level potholes completed each year.

The performance measure is reviewed annually to calculate the NA05 measure.

2016/17 has been used as a baseline figure as recording processes have changed following award of new highways contract and introduction of My Wiltshire system.

Identified by	2016/17	2017/18	2018/19
Safety Inspection potholes	1994	2647	2520
Technician Inspection potholes	462	847	1098
Customer reports	1833	1961	1332
Find and fix pothole repairs	2533	5029	6476
Total	6822	10484	11426

The number of potholes repaired increased slightly in 2018/19. Performance assessed as poor.

Network Availability NA06: Repair of Priority 1 Defects

Overview

The purpose of the performance measure is to measure the number of safety defect potholes meeting safety intervention levels. Reducing numbers of safety defect (P1) potholes is good.

The measure is the number of P1 potholes annually.

Poor	Fair	Good
P1 Potholes increasing	P1 Potholes slightly above target	P1 Potholes reducing

Where poor is defined as P1 potholes increasing, fair is slightly above target, and good is P1 pothole numbers reducing.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
N/A	N/A	707	816	643	Reducing number	Reducing number

This measure is not affected by network hierarchy.

Driver for Change / Improvement Action

Improving road conditions should result in reduced number of P1 potholes.

Measure Details

This performance measure is the number of intervention level P1 potholes completed each year.

The performance measure is reviewed annually to calculate the NA06 measure.

Identified by	2016/17	2017/18	2018/19
P1 Potholes (safety Inspections)	383	421	355
P1 Potholes (technician Inspections)	110	150	129
P1 Potholes (customer reports)	214	245	159
Total	707	816	643

2016/17 has been used as the baseline figure as recording processes have changed following award of new contract and introduction of My Wiltshire system.

There was a reduction in the number of P1 potholes in 2018/19 mainly as a result of severe winter weather.

Maintenance for Sustainable Transport MST01: Footway Condition

Overview

This performance measure is designed to determine the percentage of footways where maintenance should be considered.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
>25%	>10% <25%	<10%

Where Poor is defined as >25% of surveyed footway length is considered as Structurally Unsound. Fair is defined as where between 10% and 25% of surveyed footway length is considered as Structurally Unsound. Good is defined as less than 10% of the surveyed footway length is considered as Structurally Unsound.

Trends

Measured previously in 2015/16. Percentage of total surveyed footway length considered as structurally unsound.

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
-	27.07	Fair	Fair	Fair	Fair	Fair

Driver for Change / Improvement Action

Footway condition is not as good as desired in many instances as a result of underinvestment in previous years.

Measure Details

This measure uses the Footway Network Survey (FNS) data to identify those locations recorded as being Structurally Unsound.

The Council uses the structurally unsound footway condition data to identify and prioritise footway sites for treatment against the available budget.

Footway surveys are usually undertaken on a 4 year cycle. Footway condition data is recorded in 4 categories – As New, Aesthetically Impaired, Functionally Impaired (FI) and Structurally Unsound (SU).

SU assessment of condition in 2015/16 was 27.07 which is more in poor condition than 25% and was assessed as poor in 2015/16.

No additional surveys have been completed, but a budget of £1.25 million was included for 2017/18 footway maintenance, and progress is now being made on reducing the backlog. Budget was reduced for 2018/19, but has been increased for 2019/20.

Performance has been assessed as Fair for 2018/19 as some progress has been made on reducing the backlog.

Maintenance for Sustainable Transport MST02: Dropped Kerbs for Pedestrians

Overview

This performance measure is designed to determine the quantity of dropped kerb pedestrian access points installed per year.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Less than 5 per year	5 to 10 per year	10 per year

Where Poor is defined as less than 5 sites per year, Fair is defined as 5 to 10 sites per year, and Good is more than 10 sites per year.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
-	11	26	16	31	More than 10	More than 10

Driver for Change / Improvement Action

Improved accessibility for all road users.

Measure Details

This measure records the number of dropped kerbs installed each year.

Dropped kerbs are installed via the Integrated Transport Programme in response to requests raised at the Community Area Transport Groups (CATG).

In 2018/19 there were 31 CATG schemes involving dropped kerbs to improve pedestrian access. This is less than in the previous year, but still above the target number.

The indicator is assessed as Good.

Maintenance for Sustainable Transport MST03: Pedestrian Improvements

Overview

This performance measure is designed to determine the quantity of pedestrian improvements installed per year.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Less than 10	10 to 25	More than 25

Where Poor is defined as less than 10 sites per year, Fair is defined as 10 to 25 sites per year, and Good is more than 25 sites per year.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
-	29	18	15	42	More than 25	More than 25

Driver for Change / Improvement Action

Improved pedestrian facilities to improve safety and encourage walking for shorter journeys.

Measure Details

This measure records the number of pedestrian crossing, footway improvements and pedestrian schemes implemented each year. Measure excludes dropped kerbs assessed under MST02.

Pedestrian crossings are installed via the Integrated Transport Programme in response to requests raised at the Community Area Transport Groups,

Future targets to be reviewed in due course, and may be subject to levels of Integrated Transport block funding from Department for Transport.

In 2018/19 there were 42 pedestrian schemes implemented. This does not include schemes being designed or in preparation.

Performance is assessed as Good.

Maintenance for Sustainable Transport MST04: Community Area Transport Group Schemes

Overview

This performance measure is designed to measure the number of Community Area Transport Group schemes investigated each year.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Less than 60 per year	60 to 80 per year	Over 80 per year

Where Poor is defined as less than 60 sites per year, Fair is defined as 60 to 80 sites per year, and Good is more than 80 sites per year. Target revised in 2016/17 to reflect reduced Integrated Transport funding from DfT.

Trends

Trends for this measure are:

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
-	106	66	114	237	More than 100	More than 100

Driver for Change / Improvement Action

Improved accessibility for all road users and delivering local priorities.

Measure Details

Community Area Transport Groups (CATG) meet at least 4 times a year. Locally raised issues are discussed and considered by the CATG representatives and the

Schemes are investigated for feasibility, and if agreed, proceed to design and construction phases.

The types of schemes include signing and lining improvements, 20mph speed limits, traffic calming and similar schemes. This measure excludes dropped kerbs and pedestrian improvements assessed under MST02 and MST03.

Future targets may need to be reviewed in due course, and may be subject to levels of Integrated Transport block funding from Department for Transport.

In 2018/19 there were 237 sites progressed through the CATG process, which is a significant increase compared to the previous year, and is above the target. Performance is assessed as Good.

Maintenance for Sustainable Transport MST05: Traffic Signals

Overview

This performance measure is reporting the condition of traffic signals based on age of installation.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Number in poor condition increasing	No major change in number in poor condition	Number in poor condition reducing

Where poor is defined number of signal units in poor condition increasing, fair is no major change, good is a reduction in number in poor condition. Currently based on age of units, with measure being those over 20 years old.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
-	26.1%	23.0%	24.9%	26.0%	tbc	tbc

Driver for Change / Improvement Action

Need to manage highway assets including aging stock of traffic signals.

Measure Details

Measure is based on sets of traffic signals greater than 20 years old, or greater than 20 years since major refurbishment or renewal.

Based on traffic signals data held in asset register.

Age of Unit	2015/16	2016/17	2017/18	2018/19
20 years or more	26.1%	23.0%	24.9%	26.0%
20 – 11 years	44.6%	32.5%	31.3%	31.9%
Less than 10 years	29.3%	44.5%	43.8%	42.2%

Based on current data and rate of renewal the measure is estimated as Fair for 2017/18.

Measure will be reviewed as more detailed inventory data becomes available and will be subject to performance and reliability of units.

Maintenance for Sustainable Transport MST06: Rights of Way

Overview

This performance measure is designed measure footpath problems resolved and footpaths improved.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Below target	Below but close to Target	Above target

Where poor is defined as number below target, fair is below but close to target, and good is on or above target.

Trends

Forward targets for this measure are to confirmed:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
2799	2226	1518	1301	4122	tbc	tbc

Driver for Change / Improvement Action

Access to countryside and improvements to rights of way.

Measure Details

Measure is based on number of path problems resolved and footpaths improved.

Number of paths improved in 2013/14 was 1816. This has been taken as the base year.

In 2014/15 there was a significant increase over previous year, and in 2015/16 the number was 2226. As this above the 2013/14 number the performance was rated as good.

In 2016/17 the need to make in year budget savings meant that only essential works were carried out in the second half of the year, and scheme numbers reduced to 1,518.

The number of schemes reduced to 1301 in 2018/18 because of staffing and resource issues.

In 2018 the number of schemes increased substantially to 4122, and performance is assessed as Good.

Infrastructure ISEG01: Delivery of A350 Chippenham Phase 3

Overview

The purpose of this performance measure is to report on the progress of delivering the improvements to the A350 Chippenham bypass improvements (Stage 3).

This measure reflects the progress being made through design, procurement and construction of the A350 works at Chequers Roundabout and Brook to Badgers Roundabout at Chippenham.

Poor	Fair	Good
No progress	Scheme on hold	Scheme progressing

Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
N/A	Design	Tender	Works	Completed	-	-

Driver for Change / Improvement Action/Comment

An established programme for the scheme is in place which envisages scheme completion by 2019/20.

Measure Details

This indicator is measured annually.

Scheme progress is measured against programme regularly through the Major Scheme Service Delivery Meetings, and is assessed annually for the ISEG01 measure.

2016/17 – Outline Business Case approved by SWLEP Board in November 2016. Detailed design progressed through remaining part of 2016/17 and tender procurement exercise undertaken in early 2017. Full Business Case approved by SWLEP Board in May 2017. Scheme constructed started in July 2017.

Scheme is now completed and indicator score is assessed as Good.

Measure to be reviewed for 2019/20.

Infrastructure ISEG02: Delivery of M4 Junction 17 Improvement

Overview

The purpose of this performance measure is to report on the progress of delivering the improvements to the M4 Junction 17.

This measure reflects the progress being made through design, procurement and construction of the M4 Junction 17 and A350/A429 works to facilitate development at Chippenham.

Poor	Fair	Good
No progress	Scheme on hold	Scheme progressing

Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
N/A	Design	Tender	Works	Completed	-	-

Driver for Change / Improvement Action/Comment

A programme for the scheme is in place which envisages scheme completion by 2019/20.

Measure Details

This indicator is measured annually.

Scheme progress is measured against programme regularly through the Major Scheme Service Delivery Meetings, and is assessed annually for the ISEG02 measure.

2016/17 – Outline Business Case approved by SWLEP Board in November 2016. Detailed design progressed through remaining part of 2016/17 and tender procurement exercise undertaken in early 2017. Full Business Case approved by SWLEP Board in May 2017. Scheme construction started 2017.

Scheme has been completed, and indicator score is assessed as Good.

Measure to be reviewed for 2019/20.

<table>
<tr><th colspan="2">Infrastructure ISEG03: Development of A350 Yarnbrook and West Ashton</th></tr>
<tr><td>Overview</td><td>The purpose of this performance measure is to report on the progress of delivering the improvements to the A350 Yarnbrook and West Ashton Improvements.

This measure reflects the progress being made through design, and delivery of this scheme which is being provided in conjunction with development.

<table>
<tr><th>Poor</th><th>Fair</th><th>Good</th></tr>
<tr><td>No progress</td><td>Scheme on hold or slow progress</td><td>Scheme progressing</td></tr>
</table>

Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.</td></tr>
<tr><td>Trends</td><td>Forward targets for this measure are:

<table>
<tr><th colspan="5">Actual</th><th colspan="2">Forward Targets</th></tr>
<tr><th>14/15</th><th>15/16</th><th>16/17</th><th>17/18</th><th>18/19</th><th>19/20</th><th>20/21</th></tr>
<tr><td>N/A</td><td>Design</td><td>Design</td><td>Design</td><td>Design</td><td>tbc</td><td>tbc</td></tr>
</table>

Driver for Change / Improvement Action/Comment

The programme for delivery of the scheme will depend on progress of the housing and related development.</td></tr>
<tr><td>Measure Details</td><td>This indicator is measured annually.

Scheme progress is measured against programme regularly through the Major Scheme Service Delivery Meetings, and is assessed annually for the ISEG03 measure.

2018/19 – Developers are continuing to prepare detailed proposals as part of strategic housing site. Programme for delivery subject to outcome of planning application process.

In view of slow progress Indicator score is currently assessed as Good.</td></tr>
</table>

Infrastructure ISEG04: Development of future major schemes

Overview

The purpose of this performance measure is to report on the progress of delivering a programme of major schemes for construction in future years.

This measure reflects the progress being made on preparation and development of the major schemes programme, including bidding for funding.

Poor	Fair	Good
No progress	Scheme on hold	Scheme progressing

Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
N/A	Development	Development	Development	Development	tbc	tbc

Driver for Change / Improvement Action/Comment

The programme for delivery of the scheme will depend on progress through the major schemes and LEP bidding processes.

Measure Details

This indicator is measured annually.

Scheme progress is measured against programme regularly through the Major Scheme Service Delivery Meetings, and is assessed annually for the ISEG04 measure.

2018/19 – Major schemes being developed to take advantage of bidding opportunities, including potential Major Road Network (MRN) schemes.

Development of proposals is progressing and indicator score is assessed as Good.

<table>
<tr><th colspan="2">Infrastructure ISEG05: Network Improvements from development</th></tr>
<tr><td>Overview</td><td>The purpose of this performance measure is to report on the progress of delivering improvements to the highway network through development opportunities.

This measure reflects the progress being made on developing and delivering network and capacity improvements through planning applications.

<table>
<tr><th>Poor</th><th>Fair</th><th>Good</th></tr>
<tr><td>No schemes</td><td>Proposals on hold</td><td>Schemes progressing</td></tr>
</table>

Where poor is defined as no progress, fair is on hold or delayed, and good is scheme progressing on programme or ahead of programme.</td></tr>
<tr><td>Trends</td><td>Forward targets for this measure are:

<table>
<tr><th colspan="5">Actual</th><th colspan="2">Forward Targets</th></tr>
<tr><th>14/15</th><th>15/16</th><th>16/17</th><th>17/18</th><th>18/19</th><th>19/20</th><th>20/21</th></tr>
<tr><td>N/A</td><td>Schemes developed</td><td>Schemes developed</td><td>Schemes developed</td><td>Schemes developed</td><td>Schemes developed</td><td>Schemes developed</td></tr>
</table>

Driver for Change / Improvement Action/Comment

The programme for delivery network improvements as a result of development will depend on development opportunities.</td></tr>
<tr><td>Measure Details</td><td>This indicator is measured annually.

Scheme progress is reviewed annually in conjunction with the Development Control team, and is assessed annually for the ISEG05 measure.

2018/19 – Schemes being progressed to support development growth.

Schemes to improve the highway network are progressing and indicator score is assessed as Good.</td></tr>
</table>

Infrastructure ISEG06: Access improvements for development

Overview

The purpose of this performance measure is to report on the progress of delivering access improvements to developments.

This measure reflects the progress being made on developing and delivering access improvements to development sites through the planning process.

Poor	Fair	Good
No schemes	Proposals on hold	Schemes progressing

Where poor is defined as no progress, fair is on hold or delayed, and good is schemes progressing on programme or ahead of programme.

Trends

Forward targets for this measure are:

Actual				Forward Targets		
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
N/A	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed	Schemes developed

Driver for Change / Improvement Action/Comment

The programme for access improvements as a result of development will depend on development opportunities.

Measure Details

This indicator is measured annually.

Scheme progress is reviewed annually in conjunction with the Development Control team, and is assessed annually for the ISEG06 measure.

2018/19 – Schemes are being progressed through the planning and development process to provide access to various housing and other sites.

Schemes to improve access for development are progressing and the indicator score is currently assessed as Good.

Environmental Sustainability ES01: Energy Consumption

Overview

This performance measure is designed to determine the energy consumption from street lighting upon the highway network in Wiltshire.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Energy usage increasing	No major change in energy usage	Energy usage decreasing

Where poor is defined as energy usage increasing, fair is no major change in energy usage, good is energy usage decreasing.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
-6.99%	-16.43%	-20.78%	-22.56%	-23.74%	tbc	tbc

Driver for Change / Improvement Action

Energy price changes are key pressures on Local Authority budgets. Measures to reduce energy consumption such as changing to LED lighting, part night lighting and lamp dimming are increasingly important to reduce carbon footprint and costs.

Measure Details

This measure records the change in energy consumption for street lighting as a standard measurement based on Kilowatt Hours consumed per unit annually. Base line is 2013/14 consumption. Energy consumption as reported by Meter Administrator

In 2018/19 there was a further reduction in energy consumption per unit compared to the previous year, mainly as a result of increased use of more LED lighting. Performance continues to be considered good.

Further reductions are anticipated in 2020/21 as a major project to convert older street lighting units to LED starts.

Environmental Sustainability ES02: Low Carbon Asphalt Materials

Overview

This performance measure is designed to determine the percentage of new material laid in highway maintenance with low carbon materials.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Below target	On or close to target	Above target

Where Poor is defined as below target, Fair is on or close to target and Good is above target.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
0	17.9%	60.8%	25.9%	50.5%	50%	50%

This measure is not affected by network hierarchy.

Driver for Change / Improvement Action

Advances in surfacing material technologies have created opportunities to produce lower temperature asphalts with benefits arising in sustainability through 25% reductions in carbon footprint compared to hot equivalents. Lower temperatures also reduce the risk of burns, fumes and steam which can impact on safety.

Measure Details

Measure is based on proportion of surfacing material which is 'Warm' Asphalt compared to more traditional 'Hot' material. Figures to be derived from major maintenance programme.

The target is to have 50% of material to be low carbon where feasible.

In 2016/17 60.8% of the material used was low carbon, which was a significant increase on the previous year. However, the volume reduced in 2017/18, but increased in 2018/19 and performance is currently assessed as Good.

<table>
<tr><th colspan="2">Environmental Sustainability ES03: Recycling of Road Construction Materials</th></tr>
<tr><td>Overview</td><td>This performance measure is designed to determine the quantity of materials from highway schemes recycled as opposed to disposal to a licensed tip.

The level of service for this measure is determined based on the following bandings.

<table>
<tr><th>Poor</th><th>Fair</th><th>Good</th></tr>
<tr><td>Less than 70%</td><td>70% – 80% recycled</td><td>More than 80% recycled</td></tr>
</table>

Where Poor is defined as below target, Fair is on or close to target and Good is above target.</td></tr>
<tr><td>Trends</td><td>Forward targets for this measure are:

<table>
<tr><th colspan="5">Actual</th><th colspan="2">Forward Targets</th></tr>
<tr><th>14/15</th><th>15/16</th><th>16/17</th><th>17/18</th><th>18/19</th><th>19/20</th><th>20/21</th></tr>
<tr><td>-</td><td>86.3%</td><td>98.6%</td><td>99.1%</td><td>99.8%</td><td>80%</td><td>80%</td></tr>
</table>

Driver for Change / Improvement Action

Aim to improve sustainability, reduce waste and costs.</td></tr>
<tr><td>Measure Details</td><td>Indicator based on the percentage of planings from major maintenance schemes that recycled instead of being disposed of at tips.

This is an annual measure

Measures based on tonnes of planings recycled as a percentage of total. The volume of planings may vary from year to year, and schemes size may vary. Removal, or significant reduction, in budget for removing planings to recycling locations would be assessed as Poor.

Target for future years will be reviewed depending on type of resurfacing work being undertaken. A separate measure may be introduced for in-situ recycling.

There is currently a very high proportion of planings being recycled, particularly to rights of way. Current performance is therefore assessed as Good.</td></tr>
</table>

Environmental Sustainability ES04: Flood Prevention Schemes

Overview

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Decrease in number of schemes	Similar to previous year	Increase in number of schemes

Where poor is defined as a decrease in the number of schemes completed, fair is a similar number of schemes to previous year, and good is an increase in the number of schemes.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
-	34	39	22	1/6/26	tbc	tbc

Driver for Change / Improvement Action

Reduce flood risk for communities and improve road safety.

Measure Details

Indicator based on number of schemes to improve drainage or reduce flooding.

This is an annual measure

Measures is based on the number of schemes, but this is likely to vary from year to year, and scheme sizes may vary considerably. Removal or a significant reduction in drainage budget would reduce number of schemes and be assessed as be assessed as Poor.

There was a good programme of drainage schemes in 2018/19, which resulted in one major scheme and six minor schemes being delivered. In addition a further 26 sites were investigated.

2018/19 Schemes:

1 Major

6 Minor

26 Investigated

Whilst this is fewer schemes constructed than in previous years the scheme at Tilshead was a major scheme, significantly larger than previous schemes. In view of continuing works to reduce flood risk during 2018/19 performance is assessed as Good.

Environmental Sustainability ES05: Highway Trees and Verges

Overview

This performance measure is designed to measure the number of highway tree works and protected verge works completed each year.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Reactive work only	Some planned work	Management of trees taking place

Where poor is defined as carrying out reactive work only, Fair is defined as mainly reactive but some planned work and Good is having a programme of tree and landscape maintenance.

Trends

Trends for this measure are:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
-	247	241	214	180	tbc	tbc

Driver for Change / Improvement Action

Safety of road users, and preserving and improving the environmental value of highway trees and protected verges.

Measure Details

Trees are important for amenity and nature conservation reasons and should be preserved, but they can present risks to highway users and adjoining land users if they are allowed to become unstable. In England and Wales the highway authority is also responsible for ensuring that trees outside the highway boundary, but within falling distance, are safe. All trees within falling distance are collectively termed 'highway trees'. Section 154 of the Highways Act 1980 empowers the authority to deal, by notice, with hedges, trees and shrubs growing on adjacent land which overhang the highway, and to recover costs.

This is an annual measure

Measure is based on number of schemes, but this is likely to vary from year to year. Removal or significant reduction in highway tree maintenance budget would be assessed as Poor.

There is currently a good programme of highway tree maintenance work which is funded, with 180 sites completed in 2018/19, and the protected verge scheme continues to operate. Performance is therefore assessed as Good.

Environmental Sustainability ES06: Noxious Weeds

Overview

This performance measure is designed to determine the quantity of known noxious weed sites treated each year.

The level of service for this measure is determined based on the following bandings.

Poor	Fair	Good
Increasing	Steady State	Declining

Where Poor is defined as number of sites increasing, Fair is slight change, and Good is number of sites decreasing.

Trends

Baseline data for this measure is:

Actual					Forward Targets	
14/15	**15/16**	**16/17**	**17/18**	**18/19**	**19/20**	**20/21**
64	79	67	82	84	Decrease	Decrease

This measure is not affected by network hierarchy.

Driver for Change / Improvement Action

Legal requirement to control noxious weeds, and environmental considerations

Measure Details

This is a measure based on the number of sites being treated each year. The numbers do vary from year to year

Targets currently based on reducing the number of Japanese Hogweed sites being treated each year. Further measures for other weeds may be developed in the future.

The number of sites has not changed significantly in 2018/19, but is still higher than the 2014/15 base year figure. The measure has been assessed as Fair, but will need to be reviewed in 2019/20 if number of sites continues to increase.

<table>
<tr><th colspan="2">Customer C01: Satisfaction with Road Safety</th></tr>
<tr><td>Overview</td><td>The purpose of this performance measure is to report the road users' overall perception of the highways and transport service with regard to road safety.

This measure is part of the standard NHT information and based on the Road Safety Theme Report.

<table>
<tr><th>Poor</th><th>Fair</th><th>Good</th></tr>
<tr><td>Below Average</td><td>Average or close to average</td><td>Above Average</td></tr>
</table>

Performance is compared to national average. Fair is within 2% of average.</td></tr>
<tr><td>Trends</td><td>Forward targets for this measure are:

<table>
<tr><th colspan="5">Actual</th><th colspan="2">Forward Targets</th></tr>
<tr><th>14/15</th><th>15/16</th><th>16/17</th><th>17/18</th><th>18/19</th><th>19/20</th><th>20/21</th></tr>
<tr><td>-</td><td>Close to Average</td><td>Close to Average</td><td>Close to Average</td><td>Close to Average</td><td>Above Average</td><td>Above Average</td></tr>
</table>

Based on 2016 National Highways and Transport Survey Questionnaire Results

Driver for Change / Improvement Action
Improved public satisfaction with road safety</td></tr>
<tr><td>Measure Details</td><td>This measure is recorded from the National Highways & Transport Network Survey 'Road Safety Theme'
2018 Results Wiltshire Result is 53%. The National Average is 55%.
Current score is close to national average and scored as Fair</td></tr>
</table>

<table>
<tr><th colspan="2">Customer C02: Satisfaction with Road Maintenance</th></tr>
<tr><td>Overview</td><td>The purpose of this performance measure is to report the road users' overall perception of the highways and transport service with regard to road maintenance.

This measure is part of the standard NHT information and based on the Highways Maintenance Theme Report.

<table>
<tr><th>Poor</th><th>Fair</th><th>Good</th></tr>
<tr><td>Below Average</td><td>Average or close to average</td><td>Above Average</td></tr>
</table>

Performance is compared to national average. Fair is within 3% of average.</td></tr>
<tr><td>Trends</td><td>National Highways & Transport Survey Questionnaire Results
Forward targets for this measure are:

<table>
<tr><th colspan="5">Actual</th><th colspan="2">Forward Targets</th></tr>
<tr><th>14/15</th><th>15/16</th><th>16/17</th><th>17/18</th><th>18/19</th><th>19/20</th><th>20/21</th></tr>
<tr><td>-</td><td>Close to Average</td><td>Close to Average</td><td>Below Average</td><td>Close to Average</td><td>Above Average</td><td>Above Average</td></tr>
</table>

Driver for Change / Improvement Action

Improved public satisfaction with road maintenance</td></tr>
<tr><td>Measure Details</td><td>This measure is recorded from the National Highways & Transport Network Survey 'Highways Maintenance Theme'.

2018 Results for Wiltshire was 47%. The National Average was 49%

Current score is close to the national average and is assessed as fair.</td></tr>
</table>

Customer C03: Deals with potholes and damaged roads

Overview

The purpose of this performance measure is to report the road users' satisfaction with the way in which the Council deals with potholes and damaged roads.

This measure uses the standard NHT results.

Poor	Fair	Good
Below Average	Average or close to average	Above Average

Performance is compared to national average. Fair is within 2% of average.

Trends

Based on National Highways & Transport Survey Questionnaire Results HMBI 13 comparison with County Councils

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
-	Below Average	Close to average	Close to average	Close to average	Above average	Above average

Driver for Change / Improvement Action

Measure Details

This measure is recorded from the National Highways & Transport Network Survey Question HMBI – 13 – Deals with potholes and damaged roads comparison with County Councils.

2018 – Wiltshire Average 28% National County Council Average 27%

Highest – 38%, Lowest – 18%

This information is also required for the Direct Management Group.

Current score is close to the national average, and performance is assessed as fair.

Customer C04: Satisfaction with Walking and Cycling

Overview

The purpose of this performance measure is to report the road users' satisfaction or dissatisfaction with the condition of cycle routes.

This measure is part of the standard NHT information and based on the Walking and Cycling Theme Report.

Poor	Fair	Good
Below Average	Average or close to average	Above Average

Performance is compared to national average. Fair is within 2% of average.

Trends

Forward targets for this measure are:

Actual					Forward Targets	
14/15	15/16	16/17	17/18	18/19	19/20	20/21
-	Close to Average	Close to Average	Close to Average	Close to Average	Above Average	Above Average

Based on National Highways & Transport Survey Questionnaire Results

Driver for Change / Improvement Action

Improved public satisfaction with road maintenance

Measure Details

This measure is part of the standard NHT information and based on the 'Walking and Cycling Theme' Report.

Compared to the Average Score of All Authorities in the survey for 2018:

2018 Wiltshire score is 52%. The National Average is 54%.

Current score is close to national average (within 3%) and assessed as fair.

<table>
<tr><th colspan="2">Customer C05: Satisfaction with Tackling Congestion</th></tr>
<tr><td>Overview</td><td>The purpose of this performance measure is to report the road users' satisfaction or dissatisfaction with roadworks upon the Councils' highway network.

This measure uses the standard NHT results.

<table>
<tr><th>Poor</th><th>Fair</th><th>Good</th></tr>
<tr><td>Below Average</td><td>Average or close to average</td><td>Above Average</td></tr>
</table>

Performance is compared to national average. Fair is within 2% of average.</td></tr>
<tr><td>Trends</td><td>This measure is based on National Highways & Transport Survey Questionnaire Results for 'Tackling Congestion' Theme. Forward targets for this measure are:

<table>
<tr><th colspan="5">Actual</th><th colspan="2">Forward Targets</th></tr>
<tr><th>14/15</th><th>15/16</th><th>16/17</th><th>17/18</th><th>18/19</th><th>19/20</th><th>20/21</th></tr>
<tr><td>-</td><td>Average</td><td>Average</td><td>Average</td><td>Average</td><td>Above Average</td><td>Above Average</td></tr>
</table>

Driver for Change / Improvement Action
Improved public satisfaction with road maintenance</td></tr>
<tr><td>Measure Details</td><td>This measure is recorded from the National Highways & Transport Network Survey and is an average score of the 'Tackling Congestion Theme' results.
Wiltshire score for 2018 is 47%. The National average is 47%.
Current score is at the national average and is assessed as fair.</td></tr>
</table>

<table>
<tr><th colspan="2">Customer C06: Satisfaction with Managing Roadworks</th></tr>
<tr><td>Overview</td><td>The purpose of this performance measure is to report the road users' satisfaction with the way in which the Council manages roadworks on the highway network.

This measure is part of the Road User Survey and therefore uses the standard NHT bandings.

<table>
<tr><th>Poor</th><th>Fair</th><th>Good</th></tr>
<tr><td>Below Average</td><td>Average or close to average</td><td>Above Average</td></tr>
</table>

Performance is compared to national average. Fair is within 2% of average.</td></tr>
<tr><td>Trends</td><td>Based on National Highways & Transport Survey Questionnaire Results for Question TCBI 07 – The management of roadworks overall. Forward targets for this measure are:

<table>
<tr><th colspan="4">Actual</th><th colspan="3">Forward Targets</th></tr>
<tr><th>14/15</th><th>15/16</th><th>16/17</th><th>17/18</th><th>18/19</th><th>19/20</th><th>20/21</th></tr>
<tr><td>-</td><td>Above Average</td><td>Above Average</td><td>Close to Average</td><td>Above Average</td><td>Above Average</td><td>Above Average</td></tr>
</table>

Driver for Change / Improvement Action

Improved public satisfaction with management of roadworks</td></tr>
<tr><td>Measure Details</td><td>This measure is recorded from the National Highways & Transport Network Survey 'TCBI 07 The Management of Roadworks Overall'. The Wiltshire score is compared to the average for County Councils.

2018 - Wiltshire score is 49%. The National average score is 48% (Highest 53%, Lowest 43%).

The score is slightly above the national average and assessed as Fair.</td></tr>
</table>

This page is intentionally left blank

Wiltshire Council LED Street Lighting Project

November 2019

Wiltshire Council
Where everybody matters

Wiltshire Council LED Street Lighting Project

There are almost 45,000 street lights on Wiltshire Council's highway network. Energy costs have risen sharply in recent years, and are likely to continue to rise in the longer term. The annual cost for street lighting energy is currently over £1,900,000, and with current budget restrictions these costs are becoming increasingly unaffordable.

Light Emitting Diode (LED) lighting is energy efficient and has reduced in price considerably in recent years. At present, only 3% of the Council's street lighting is LED lighting, with the majority being the older low pressure sodium (SOX) or high pressure sodium (SON) units. The SOX units are becoming obsolete and going out of production, and are becoming increasingly difficult to obtain. Keeping the older units operating is no longer possible in the longer term.

LED lights use considerably less energy than the older SOX and SON units. A major advantage is that LED lights provide the opportunity to dim the lighting during off-peak periods to further reduce energy consumption. LED lighting dimmed between 8.00pm and 6.00am, with additional dimming after 11.00pm, would typically reduce energy consumption by 69% compared to the current SOX units.

The heritage style and other special units will be converted separately at the end of the programme. Their external appearance will remain unchanged.

It is proposed to convert most of the Council's street lighting to LED units over the next two years. The cost of the project is £12,295,000 and it is expected to have a pay back in 11.88 years, but this could be substantially sooner depending on future energy costs.

Proposed Scheme

The conversion to LED lighting starts in October 2019. The lights will generally be converted based on the current programme of cyclic routine maintenance and testing of the street lighting, which is based on geographic areas. The indicative programme is set out below.

Area	Indicative Programme
Chippenham	October – December 2019
Amesbury	January 2020
Salisbury/Wilton	February – April 2020
Westbury	May 2020
Melksham	June – July 2020
Devizes	August – October 2020
Calne	November – December 2020
Trowbridge	January – February 2021
Warminster	March 2021
Downton	April 2021
Mere	May 2021
Marlborough	June 2021
Royal Wootton Bassett	July 2021
Malmesbury	August 2021
Corsham	September 2021
Bradford on Avon	October 2021

The programme will be reviewed as the project progresses and may be revised as resources become available.

Frequently Asked Questions

1. What are the benefits of LED lighting?

The advantages of LED lighting include:

- LEDs are much more efficient and use much less electricity than other lamps or bulbs for similar output, reducing energy costs.
- Have extremely long lives compared to traditional lights.
- Produce very little heat.
- Produce much fewer carbon emissions through energy generation.
- Contain no mercury.
- Can operate effectively in both cold and hot environments.
- Produce a white light to enable the human eye to see natural colours at night.
- Are much more directional than other lights, reducing ‘sky glow’ and glare.
- LEDs are instantaneous and function at full output when switched on. No warm-up times as with most street lighting.
- They can be dimmed at off peak times.
- They provide improved uniformity of light.
- Variation in colour temperatures are available for specific applications.

2. Does the Council have to provide street lighting?

There is no duty on the Council to provide street lighting, but the safety and other benefits for the local communities are appreciated, and Council’s have traditionally provided street lighting.

3. Why not turn off the street lights instead?

Street lighting has benefits in terms of road safety and public safety. It supports the night time economy and helps reduce the fear of crime.

4. Why make such a massive investment in street lighting?

Energy costs have been rising enormously in recent years and, with the other services the Council has to provide, the cost of energy for the street lighting is becoming increasingly unaffordable. The savings in energy costs will help pay for the new lighting, and the project will significantly reduce the Council’s carbon footprint.

5. Why change the existing lights?

There are massive energy savings possible with the modern units. Older low pressure sodium lights will no longer be in production from 2020, and it will be necessary to replace them eventually.

6. How much energy will the project save?

The project is expected to reduce the annual energy consumption of the Council's street lighting from 12,977,500 KWh to 5,262,291 KWh. The reduction in energy for each light will vary according to the unit, but is likely to be as much as 69% in some cases.

7. Will it reduce the Council's carbon footprint?

There will be a significant reduction. It will reduce street lighting CO2 by 1,770tCO2 (from 4,950tCO2 to 3,180tCO2.)

8. Will the new lights give the same light as the existing units?

They will provide similar lighting levels, but the older sodium lights have a greater upward light proportion and much more light spread. This can cause pollution of the night sky but may have benefits in illuminating adjacent properties. It is not always possible to do an exact like for like replacement given the different types of lighting, and the intention is to provide something appropriate for the location.

9. What LED lighting units will be used?

It is proposed to use LED units with what is known as a colour temperature of between 2700k and 3000k for most of the lights, which are often referred to as warm. Some other LED lights have a higher colour temperature of 4000k which some campaigners have had concerns about. The units to be used for this project will be Axia 3 lights manufactured by Urbis Schreder.

10. Will the new lighting conform to modern design standards?

The existing street lighting has been installed over the years to varying design standards. The intention is to provide an appropriate level of lighting with the new units, but the use of the existing columns will mean that some deviation from current design standards will be inevitable.

11. Will the lighting be turned off for part of the night?

Some street lights in towns and villages are currently turned off for part of the night. The new lighting is much more energy efficient, and it is not currently intended to turn them off at night, but they will be dimmed to lower levels. Where requested consideration will be given to continuing the part night operation of particular units if it has local support.

12. Will all the lighting be dimmed?

It is proposed to dim most of the lighting between 8.00pm and 6.00am, with additional dimming after 11.00pm. Lights at zebra crossings, areas with greater highway safety requirements, and areas with significant night time activity would generally not be dimmed.

13. Will the new LED lights still light up my driveway and doorway?

Street lighting is intended to light the adopted road and pavement. The lighting of private property is the responsibility of the homeowner or tenant.

14. My street seems a lot brighter since the new lights have been fitted. Why is this?

Many Wiltshire Council streets will have been illuminated to differing standards throughout the years. With the introduction of LED lighting a review of the lighting requirements based on location, usage and other factors will be applied. This may result in an increase in light output and light level on the street, but at a level which is appropriate and compliant with standards.

Where there is an increase in light levels in some streets, the LED equipment will still provide energy savings in comparison to the old lights, which were very energy inefficient

15. My street seems darker since the new lights have been fitted. Why is this?

Many Wiltshire Council streets will have been illuminated to differing standards throughout the years. With the introduction of LED lighting a review of the lighting requirements based on location, usage and other factors will be applied. This may result in a reduced light output but one which is appropriate and compliant with standards.

16. Will the lighting columns be replaced at the same time as the lanterns?

Most columns will not be replaced. However, those that are in poor condition or damaged will be replaced as necessary.

17. Will the lighting have motion sensing?

No. It is important to avoid sudden variations of lighting levels for drivers as it takes time for the eyes to adjust and it could be dangerous.

18. Could solar powered lighting be used instead?

At present solar powered units on the columns are generally not suitable, but the situation may change as technology develops.

19. Will there be a reduction in Council tax?

No. The scheme will save money in the longer term and will help reduce the potential scale of future increases and avoid having to turn lights off.

20. What are other Council's doing?

Many other authorities have already converted their lighting to LED units in order to save money, and others are likely to do likewise in the near future.

21. Why haven't the Council written to every resident?

It would cost a significant amount of money to write to every individual household in the county, and as street lighting is not being removed or turned off it was not considered necessary.

22. Can changes be made to the new light once installed?

The Council will be extending the existing central control and management system so that most of the county's street lights can be controlled remotely. This will allow some alterations to the lighting to be made in response to changing circumstances.

23. Will all lighting units be changed?

The intention is to change nearly all the Council's street lights. Some of the heritage style or special units may be changed towards the end of the programme.

24. How long will it take to change each lantern?

In most cases it will be just the lantern which will be upgraded, and usually this will take around 15 minutes. Where other ancillary works or the street lighting columns as well as the lantern need to be replaced, this will take longer. Some electrical connections may have to be undertaken by the electricity company and it will be necessary for them to complete the works.

25. What about Conservation Areas?

In conservation areas the new lights will be coloured black as are many of the existing columns. The lights will have a 'warmer' appearing light. Lighting columns are not being replaced as part of this project unless they are unsafe. Should town councils or others wish to contribute to the cost it may be possible to replace existing columns with heritage style units or other enhancements.

26. What about Areas of Outstanding Natural Beauty?

In Areas of Outstanding Natural Beauty (AONBs) the lighting will have the 2,700k warmer appearing light. Most units will be installed at 0° inclination to reduce light spill, with lighting levels dimmed later in the evening. The new lighting will reduce light spill and contribute to improving the dark skies.

27. Will my street be dark during the changeover?

In most cases the conversion will be a quick operation done during the day. However, where columns have to be replaced some lights may be out of operation for a short period. Care will be taken to avoid creating large dark areas during implementation.

28. Will I be able to access my property while the work is done?

Every effort will be made to ensure that roads remain open whilst we work. However, there may be very short periods when we need to control traffic to protect the safety of both the public and our workforce. If you need to access your property at any time during

the works, please inform the on-site team at the earliest opportunity and suitable arrangements will be made. Pedestrian access will be maintained at all times.

29. What about lights affected by trees?

Where trees are blocking existing lighting, the trees will be pruned if appropriate. If they are in private ownership the tree owners will be approached regarding the works required. The work on the trees will be carried out by experienced operatives in accordance with environmental restrictions, taking into account the health of the tree, nesting birds, and any other restrictions. In some cases, relocation of the lights may be considered.

30. What happens to the old lights?

In the short term some of the lanterns may be used as temporary replacements for other lights, but in the longer term they will all be recycled via approved methods in accordance with regulations.

31. How long will the new lights last?

It is anticipated that the new units will last 20 to 25 years. The older lamps currently in use usually have to be changed every 3 to 6 years.

32. What consultation has taken place?

As lighting is not being removed or turned off it was not considered necessary to hold public consultation regarding these proposals.

33. When will the changes take place?

It proposed to start changing the units in October 2019, with the programme expected to take about two years.

34. Will the changeover be noisy?

No. Generally it will be fairly quick to make the changes, with most of the work done during the day. If columns have to be replaced for safety reasons this takes longer and will require excavation to remove the old column, erect the new one, and transfer the electrical connection.

35. Will the new lights make the roads safer?

As LEDs produce a natural white light, this enables the human eye to see in colour and with improved peripheral vision. This should make your road look safer and help reduce crime and the fear of crime.

36. Will the new lights be as bright?

LED lights are slightly brighter at source than traditional light sources, but the ability to direct light will minimise glare. The directional qualities of the lanterns also reduces light

spill into and onto properties in the majority of situations as well as significantly reducing sky glow.

37. Are there health implications with LED lighting?

There is no evidence this type of lighting is any more harmful than other forms of lighting in normal circumstances.

38. Will the lighting affect wildlife and the environment?

The introduction of the new lighting will provide the opportunity dim and reduce lighting levels at sensitive locations. The scheme has the potential to have environmental benefits compared to most existing lighting types due to significant reduction in the emittance of UV light.

39. Do LED lights contain hazardous chemicals?

No. The street lighting LEDs contain no hazardous chemicals, unlike most of the older lamp types.

40. Is it true LED lights produce blue light that can disrupt sleep?

LEDs can produce more blue light than traditional discharge street lighting, but it is a tiny fraction of the content in natural daylight, and does not have any detrimental effect on people. Research indicates that light exposure needs to be very high in order to disrupt sleep patterns. Typical street lighting levels are less than light levels normally found in the home. The use of handheld phones, tablets and computers is likely to have a greater impact.

41. Are LED lights dangerous to the eyes?

Studies examining the effect of LEDs and other sources on the retina have concluded that they do not present any risk to the retina for short exposure times. However, it is best to avoid looking directly at any light source, natural (including the sun), or artificial, for any length of time. The luminaires used have been specified to be no worse than Risk Group 1, which means no specific precautions need to be taken.

42. Why are the new lights not orange or yellow like the old ones?

Some of the existing street lights use sodium which produces a light that appears orange in colour. LED lights produce a white light which makes it is easier to recognise colours, improving visibility for road users and pedestrians. Unfortunately the low pressure sodium lights were not energy efficient and consequently are going out of production. With the ending of the manufacture of the older lights it will not be possible to make like for like replacements with regard to colour of the light.

43. Will I be disturbed by light shining through my windows?

Older street lighting tends to spread light in all directions, including upwards. LED street lighting is less wasteful and directs the distribution of light down towards the road and

pavement. This helps in reducing any light intrusion into homes and gardens. Where appropriate additional dimming or shielding could be applied to further minimise concerns.

44. Do the new lights contain 5G communications?

No. The lights are controlled by a Central Management System and communicate to a base station via the Ultra Narrow Band (UNB) low bandwidth and low power wireless / radio communications on the open network frequency. The base stations communicate data to the central server via the usual mobile phone networks with 2G, 3G or 4G depending on what network is available. The same communications system has been operating in the towns in Wiltshire since 2014, and is now being extended to the rural areas.

45. Why are LED's considered to be environmentally friendly?

They are designed to have a long life span of around 20 to 25 years of near maintenance-free service. Unlike with conventional street lighting units, there is not the need for frequent lamp changes, which means there is reduced waste and unit attendance. This means:

- reduced annual energy consumption required to keep street lights illuminated;
- reduced disposal of old lamps containing harmful mercury or other materials;
- reduced fuel used and the accompanying pollution to service lights;
- reduced potential for disruption on the highway network through lane closures or road works to maintain the lights;
- less natural resources and energy used to produce replacement lamps for maintenance;
- less fuel used to transport the lamps from the factory (most likely overseas), to the distributor, to the contractor, to the job site.

For further information contact email:

streetlighting@wiltshire.gov.uk

Or write to:

Highways Asset Management
Wiltshire Council
County Hall
Trowbridge
Wiltshire BA14 8JN

Issues regarding street lighting can be reported through the My Wiltshire app or on-line at:

http://www.wiltshire.gov.uk/mywiltshire-online-reporting

This page is intentionally left blank

Wiltshire Council

Environment Select Committee

5 November 2019

Executive Response to the final report of the Homelessness Strategy Task Group

Purpose of the report

1. To present the response of the Cabinet Member for Corporate Services, Heritage, Arts, Tourism, Housing and MCI to the final report of the Homelessness Strategy Task Group.

Background

2. On 4 October 2018, the Cabinet Member for Corporate Services, Heritage, Arts, Tourism, Housing and MCI, Cllr Richard Clewer, met with the former Chairman of the Environment Select Committee, Cllr Matthew Dean, to discuss Overview and Scrutiny (OS) involvement in helping the Cabinet to draft a Homelessness Strategy.

3. The Cllrs agreed that OS input could help to add value to the development and shaping of the Council's homelessness policies, through the work around the Council's Homelessness Strategy. Following this discussion, the Environment Select Committee endorsed the establishment of a Homelessness Strategy Task Group at their meeting on 6 November 2018.

Executive response to the Task Group's recommendations

(Please note numbers match the recommendations numbers in the final report)

Recommendation No.2	2. In order to ensure that intervention takes place at the earliest possible stage and that vulnerable clients have the best chance of maintaining appropriate accommodation, to consider implementing a "Passport to Housing" scheme, whereby the following are undertaken: a) Internal Data Matching: those on welfare benefits, those who have Council Tax arrears and rent arrears have their details centralised. This information to then be discussed, so that all appropriate Council departments are aware of the individuals/households most at risk of homelessness; leading to a process of earlier intervention b) Wiltshire Council's Departments, Wiltshire's main Social Housing providers, private landlords and the third sector forge a partnership working arrangement, so that

	housing stock is better co-ordinated and different agencies become more aware and responsive to the needs of Wiltshire's tenants.
Reason for recommendation	This recommendation has been drafted to facilitate a more preventative response to homelessness and to ensure that vulnerable households are identified and supported earlier, before they reach crisis point.
Cabinet Member	Cllr Richard Clewer
Executive response	The action plan includes a review of the customer journey; which includes all Council contact with those who are potentially homeless. This work is taking place with officers from the homeless and welfare and customer service areas, with the intention to design out duplication, but also ensure that customer information between services is shared to enable better early intervention. The action plan proposal to establish a strategic forum including the Council, social housing providers and the third sector will directly address recommendation B.

Recommendation No.3	3. The council to consider all the ways of encouraging and supporting private landlords to rent their properties to those in receipt of welfare benefits and wider use of the 'Discretionary Housing Payment', in order to increase the housing options available to this group and reduce their vulnerability to homelessness.
Reason for recommendation	The Task Group found that some private landlords chose not to rent their properties to those in receipt of Housing Benefit and, as a result, this reduced the supply of housing available to those in receipt of social security.
Cabinet Member	Cllr Richard Clewer
Executive response	The Council is in the process of reviewing its Discretionary housing payment policy, to address the concern raised in this recommendation. Engagement with private sector landlords and letting agents will continue to identify the obstacles to letting properties to

	those who may be homeless, so that these issues can be addressed.

Recommendation No.4	4. In order to ensure that Wiltshire Council can continue its positive work reducing homelessness in the county, to prioritise sustaining both the Emergency Accommodation provision (in each town where need has been proven) and Rough Sleeper Outreach Team for a significant period of time through, for example: a) Regularly recording data that evidences the need for, and impact of, the Emergency Accommodation provision and the Rough Sleeper Outreach Team b) Continually seeking funding opportunities to help maintain these services.
Reason for recommendation	The introduction of the Rough Sleeper Outreach Team has seen homelessness decrease in the county by 52% and individuals who traditionally chose not to engage with the Council, are now accepting help and support to transition out of homelessness. Additionally, Wiltshire has not had to rely on hostels or B&Bs for Temporary Accommodation, due to the provision of its Emergency Accommodation placements. The Task Group therefore feel that both the Rough Sleeper Outreach Team and Emergency Accommodation provision are integral to Wiltshire's fight against homelessness. In consultation with the Cabinet Member, the Chairman has written to the Wiltshire MPs about the fundamental need for these two entities.
Cabinet Member	Cllr Richard Clewer
Executive response	Rough sleeper counts are undertaken on a regular basis over and above the annual count that takes place each November. The returns required to support the rough sleeping funding will address the first recommendation. Work is ongoing to establish sustainable accommodation options for rough sleepers, if the funding reduces in the future.

Recommendation No.5	5. In light of the Army Rebasing 2020 Scheme and to help manage the workload of Housing Options South, to establish a "prevention partnership" network with the Ministry of Defence and appropriate partners, which would enhance the housing support offered to those leaving the armed forces
Reason for recommendation	Housing Options South reported to the Task Group that homeless applications from veterans had been increasing and there was concern that the Army Rebasing 2020 Scheme could further impact the workload of the team.
Cabinet Member	Cllr Richard Clewer
Executive response	The Housing options team in the south will lead on developing the prevention partnership as recommended.

Recommendation No.6	6. For the Council's homelessness webpages to be better publicised and more easily accessible from the Council's homepage, so that those who are homeless, or at risk of homelessness, can more easily remotely access the support and advice that they need.
Reason for recommendation	The Task Group found that the Council's website information on housing and homelessness for the homeless/those at risk of homelessness was not as easy to access as it could be.
Cabinet Member	Cllr Richard Clewer
Executive response	Review of the Council's webpages for homelessness will be reviewed as part of the work on the new Council website.

Recommendation No.7	7. For the Environment Select Committee to consider a report in 12 months' time, updating on how the Executive have implemented the recommendations set out above.
Reason for recommendation	As homelessness is such an important issue, the Task Group felt that it would be important for the Committee to maintain engagement with Housing in this respect.
Cabinet Member	Cllr Richard Clewer

Executive response	Agreed

Proposal

4. To note the executive response to the **Final Report** – **Homelessness Strategy Task Group.**

Cllr Richard Clewer, Cabinet Member for Corporate Services, Heritage, Arts, Tourism, Housing and MCI

Officer contact: Natalie Heritage, Senior Scrutiny Officer, 01225 718062, Natalie.Heritage@wiltshire.gov.uk

This page is intentionally left blank

Wiltshire Council

Environment Select Committee

5 November 2019

Task Group and Programme Boards Representatives Updates

Purpose

To provide an update on recent task group and programme board activity and propose any decisions requiring Committee approval.

1. Global Warming and Climate Emergency Task Group

Membership:

Cllr Clare Cape
Cllr Tony Deane
Cllr Sarah Gibson
Cllr Tony Jackson
Cllr Jacqui Lay
Cllr Brian Mathew
Cllr Nick Murry
Cllr Fred Westmoreland
Cllr Graham Wright (Chairman)

Terms of Reference:

1. Develop recommendations and a plan seek to achieve the target of making the county of Wiltshire, excluding the area administered by Swindon Borough Council, net carbon neutral by 2030;

2. The task group's work will include, but not be limited to, performing investigations into the following areas:
    a) Renewable Energy generation, energy use and efficiency
    b) Planning
    c) Transport & Air Quality
    d) Waste
    e) Land Use
    f) Business & Industry

3. Undertake a carbon/renewables audit;

4. Agree parameters with the relevant Cabinet Member and Portfolio Holder that represent the council impact on the climate that can be accurately reported to council on a regular basis.

Recent activity:

Since Environment Select Committee last met, the Task Group has undertaken the following meetings:

4 September 2019	**Energy generation, energy use and efficiency** Fact-finding meeting with officers to discuss the council's current and planned activity around energy generation and use. This topic was covered in detail in a report to Cabinet on 15 October 2019, which can be viewed here.
9 September 2019	**Planning** Fact-finding meeting with officers to discuss how council planning policies can influence development and transport choices in terms of their carbon footprint. It was agreed that members of the task group and the Executive will take part in carbon reduction workshops as part of the forthcoming review of the Local Plan, which guides decisions on whether or not planning applications can be granted (workshops scheduled for November).
11 September 2019	**Waste** Fact-finding meeting with officers to discuss the county's current waste management arrangements and opportunities for reductions in carbon emissions. The meeting covered: • Improvements over the past decade to recycling rates. • Forthcoming recycling improvements e.g. more household plastics. • Likely changes to Central Government policy, driving more recyclability of packaging and more food recycling. • Emerging plastic recycling technologies. The Task Group subsequently received a presentation from the Portfolio Holder for Waste following his visit to a facility that chemically recycles waste plastics. The council will be monitoring progress with this technology. • The locality of recycling facilities and associated emissions from its transportation. • The length of the council's waste management contracts and the current/potential specifications. • Waste management is currently reported only in waste tonnage rather than carbon footprint.

16 September 2019	**Meeting with Area Board chairmen** Task Group chairman's meeting with the chairmen of the county's 18 area boards to discuss local engagement on climate change. Around 9 area boards have either held or are planning meetings focused on climate change.
7 October 2019	**Full Task Group meeting** Considered the following reports to Cabinet on 8 October 2019: • Wiltshire Council Carbon Reduction - Corporate Property Energy Efficiency and Generation Programme • Wiltshire Council Carbon Reduction - Update on actions to reduce carbon generation in Wiltshire Received a presentation from the Portfolio Holder for Waste regarding new plastic recycling technologies.
8 October 2019	**Air-quality and Transport** Fact-finding meeting with officers to discuss the policies that shape Wiltshire's air-quality and transportation behaviours. It was agreed that the Task Group will contribute to the development of the council's new Local Transport Plan through a workshop to consider options in December/January.
8 October 2019	**Energy efficient housing** Fact-finding meeting with officers to discuss the council's influence over the carbon impacts of housing. It was agreed to hold a further meeting to consider the relevant work programmes for each area (below).
22 October 2019	**Energy efficient housing** Further meeting with officers and Executive members to discuss: • Maintenance and improvement of existing council housing stock • Specification of new build council houses • Building specifications followed by the Stone Circle development company (wholly-owned council company) • Private sector housing renewal and affordable warmth programmes. It was agreed to hold further meetings to discuss each area in detail, plus a meeting to discuss the idea of a wholly-owned Energy company.

Forthcoming activity:

November/December	**Evidence gathering** Meeting to consider the outcomes of a public Climate Change Workshop event recently held in Trowbridge.
7 November	**External event** Member(s) attending 'Zero Carbon Future', a talk by Paul Allen, Project Coordinator for Zero Carbon Britain at the Centre for Alternative Technology
8 November	**External event** Member(s) attending a climate change councillor workshop, also delivered by Paul Allen from the Centre for Alternative Technology
8 November	**External event** Member(s) attending the Bristol Energy Network Conference – 'A just energy transition: responding to the climate emergency'
22 November	**External event** Members attending the Local Authority Climate Change Conference, Bristol
27 November	**External event** Member attending the National Climate Change Conference: Securing Our Future, London
November/December	**Energy efficient housing** Series of internal meetings to discuss the areas listed under 22 October above further.
December 2019	**Planning** Climate change councillor workshop on the Local Plan review.
December 2019	**Transport** Task Group members involved in workshops to develop the Local Transport Plan 4.
2 December 2019	**Full Task Group** Agenda

Proposal:

i. **To endorse Cllr Tony Jackson replacing Cllr Allison Bucknell and becoming a member of the Global Warming and Climate Emergency Task Group**

Report author:

Henry Powell, Senior Scrutiny Officer, T: 01225 718052 / E: Henry.Powell@wiltshire.gov.uk

This page is intentionally left blank

Environment Select Committee
Forward Work Programme

Last updated 28 OCTOBER 2019

Task Group	Start Date	Final Report Expected
Global Warming and Climate Emergency Task Group	May 2019	TBC
Housing Aids and Adaptations Task Group	October 2019	June 2020

Environment Select Committee – Forward Work Programme			Last updated 25 OCTOBER 2019		
Meeting Date	**Item**	**Details / Purpose of Report**	**Associate Director**	**Responsible Cabinet Member**	**Report Author / Lead Officer**
5 Nov 2019	Salisbury Recovery	As resolved at 8 January 2019 ESC following a presentation on the matter, the Committee to receive a written Chairman's Announcement on an update with the progress of work.	Tom Dobrashian	Cabinet Member for Children, Education and Skills and South Wiltshire Recovery	Victoria Moloney
5 Nov 2019	Highways Annual Review of Service	As resolved at 6 November 2018 meeting, the Committee to continue to receive an annual update on the review of the highway service.	Parvis Khansari	Cabinet Member for Highways, Transport and Waste	Peter Binley
5 Nov 2019	Executive Response to the Homelessness Strategy Task Group: Final Report	For the Committee to receive the Executive's response to the Homelessness Strategy Task Group's final report	Simon Hendey (Director - Housing and Commercial)	Cabinet Member for Housing, Corporate Services, Arts, Heritage and Tourism	Natalie Heritage

Environment Select Committee – Forward Work Programme			Last updated 25 OCTOBER 2019		
Meeting Date	**Item**	**Details / purpose of report**	**Associate Director**	**Responsible Cabinet Member**	**Report Author / Lead Officer**
14 Jan 2020	CATGs: 10 Years On	As discussed at 24 October 2019 ESC-Executive meeting on the 'highways and transport' portfolio, a report to be provided detailing the benefit that CATGs have brought to Wiltshire's communities, following the 10 years since they were first implemented	Parvis Khansari	Cabinet Member for Highways, Transport and Waste	Allan Creedy, Peter Binley
14 Jan 2020	Environment Bill	As discussed at 24 October 2019 ESC-Executive meeting on the 'waste' portfolio, the committee to consider a high-level overview of the Government's environment bill and the implications for Wiltshire.	Parvis Khansari	Cabinet Member for Highways, Transport and Waste	Tracy Carter
3 Mar 2020	Rail Strategy	As discussed at 24 October 2019 ESC-Executive meeting on the 'highways & transport' portfolio, the committee to consider a report outlining the rail strategy for the region that Wiltshire's sub-national transport body encompasses	Parvis Khansari	Cabinet Member for Highways, Transport and Waste	David Phillips