

Wiltshire Highways

Annual Review of Service



December 2020

Wiltshire Highways Annual Review of Service 2020

Introduction

The weather at the start of 2020 was considerably wetter than usual, and this was followed by two named storms, Ciara and Dennis, which caused hundreds of trees to be blown over in the county on two consecutive weekends. The Councils contractors and staff worked through the weekends to deal with the issues and assisted at several flooding incidents.

When the Covid-19 restrictions were first introduced in March 2020 most highway authorities found it difficult to carry on with planned construction and maintenance because of operatives self-isolating, social distancing requirements, lack of accommodation for operatives from outside the area, and reduced material supplies.

In Wiltshire discussions were held at an early stage with the main suppliers, particularly Atkins, Ringway and Tarmac, to determine how they could continue to work as close to business as usual as possible, whilst still following the government restrictions and guidance. Some adjustments to operations and priorities had to be made, but most work was able to continue as planned.

Highway authorities reduced their planned highway inspections, and as in Wiltshire, adopted a temporary highway inspection regime of one-person driven inspections concentrating on the main road network only, and reacting to reports on the remainder of the network.

The Council's highways staff, both in County Hall and in the area offices, started working from home, as did the supplier's office-based staff as far as was practicable. The reduced traffic flows on the network because of lockdown and travel restrictions did provide the opportunity to accelerate some planned maintenance and construction work.

On 24th April 2020 the approach being taken by Wiltshire Council and some other authorities was endorsed by Baroness Vere of Norbiton, Transport Minister for Roads, Buses and Places who wrote to all Local authorities:

I am aware many local authorities have made detailed plans to continue with routine business while also being able to react rapidly to these changing and very demanding circumstances. I would urge all authorities to follow their lead, trying to maintain as close to a 'business as usual' approach as possible, working to existing maintenance and construction plans where it is safe and appropriate to do so, but also to look at what opportunities there could be to accelerate works whilst roads are quieter than normal.

Wiltshire Council, its consultant and contractors put in place safe working methods to ensure that vital maintenance and improvement work on the road network could continue whilst still following the government's Covid-19 guidance. A summary of the main achievements of the Highway Service are included in **Appendix 1** of this document with a list of the main sites in **Appendix 2**.

Overall it was possible to continue with much of the planned maintenance and improvement works, and to continue to operate most of the highways service as normal once suitable adjustments to processes and procedures had been made. The support of the Council's highway suppliers and contractors was vital during these difficult times.

Highway Contracts

Wiltshire Council has contracts with Atkins, Ringway Infrastructure Services, Tarmac and other specialist contractors to help deliver the highway service.



The current Wiltshire Highways Consultancy Contract with Atkins started in December 2019 and follows their previous contract which ran from 2012. Atkins help plan, design and enable major capital projects, and provide expert consultancy support to the Council. Atkins manage the county's street lighting and traffic signals on behalf of the Council and carry out the design and supervision of construction of road schemes.



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, traffic management and safety schemes. 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.



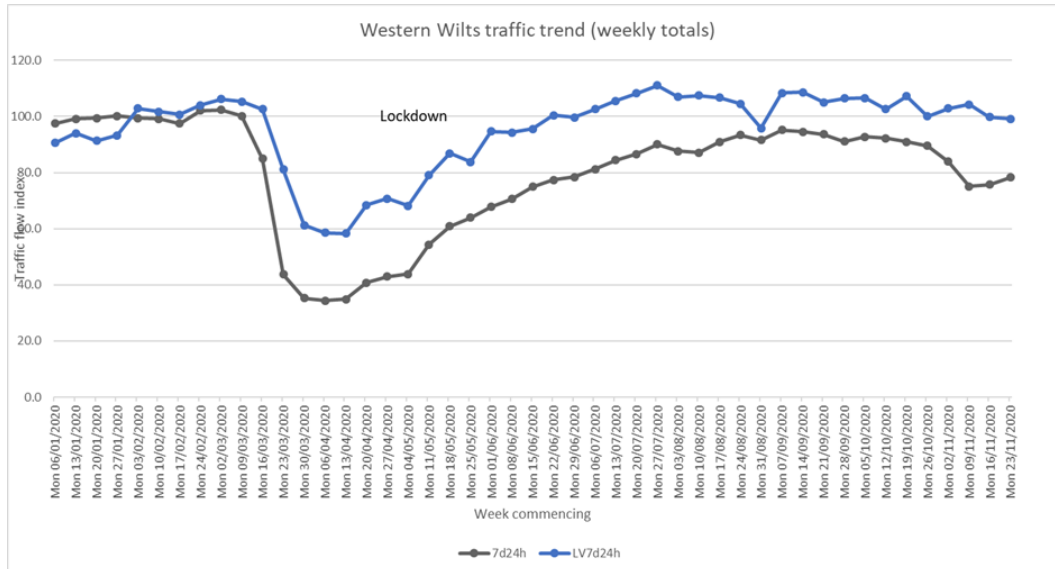
The current contract with Tarmac for road surfacing in the county started in June 2020 and is for 5 years. Tarmac successfully operated the previous surfacing contract with the Council, and they carry out resurfacing and the larger carriageway repairs on the network.



There are other specialist suppliers who have worked for the Council during the year, including Wessex Tree Care, Simon Jackson for rural grass cutting, Telent maintaining traffic signals, Texture Blast and Miles Macadam providing specialist road maintenance treatments and processes.

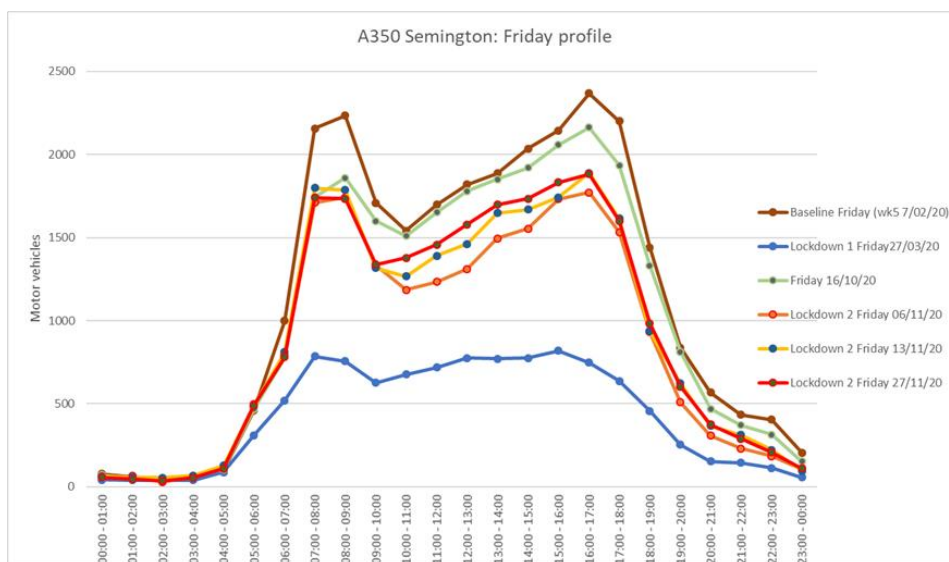
Traffic during the Pandemic

Traffic flows reduced significantly during the first lockdown in March 2020 and slowly returned to close to normal over the summer period.



The Blue shows the change in the number of Larger Vehicles (including hgvs) and the Black line shows the change in all traffic

The morning peak traffic flows reduced and have continued to be slightly less than before, probably as a result of increased home working. However, the green line below shows traffic flows in October prior to the second lockdown starting, and indicates that traffic flows during the day outside the peak periods had almost returned to previous levels.

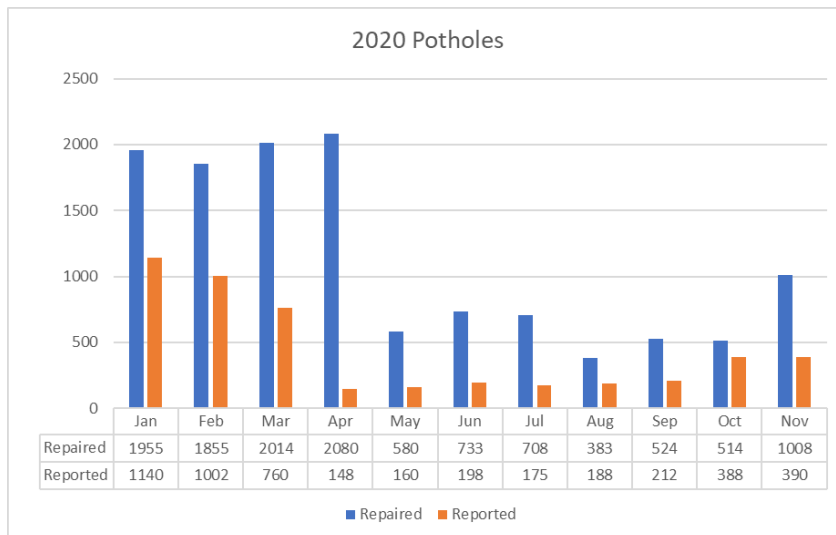


The Brown line represents traffic prior to Covid-19 restrictions. The green line shows traffic flows immediately prior to the second lockdown.

The reduced traffic flows during the first lockdown provided the opportunity for work to be carried out on major roads with considerably less disruption to traffic.

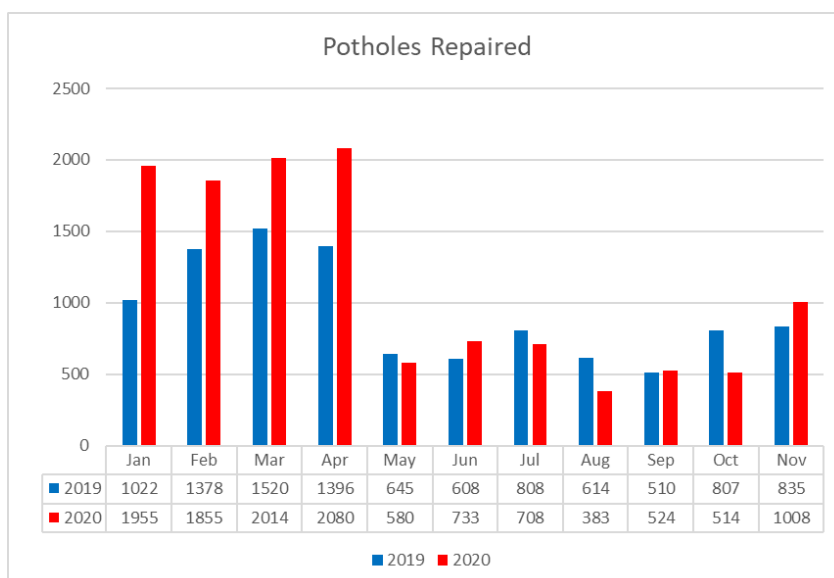
Road Repairs and Potholes

The number of potholes and defect reports from the public were higher than usual at the beginning of 2020 following a prolonged wet winter. The pothole gangs, supported by the Parish Stewards, were able to continue making carriageway repairs as usual during the first lockdown, using reports from the local highway teams and 'find and fix', while following the Covid-19 guidance.



The number of potholes on the network declined as usual during the spring

The number of potholes repaired on the network increased by over 20% during 2020 compared to 2019. There were 12,354 repaired between January and November in 2020 compared to 10,143 in the same period in 2019.



Over 20% more potholes were filled in 2020 than in 2019

In many cases the reduced traffic levels made it easier to gain access to make repairs, and the repair gangs continued completing this essential safety work.

Road Resurfacing

In view of the early commitment to carry on with the highway surfacing programme the Council's term surfacing contractor, Tarmac, kept a local quarry and batching plant open to supply the county, whilst others in the south west were temporarily closed. With some changes to material choices, and additional vehicles to aid social distancing, it was possible to continue with most of the programme as planned, whilst also taking advantage of the reduced traffic on the network.



Tarmac resurfacing work continued through the lockdowns to ensure safe delivery of the road resurfacing programme

The reduced traffic flows enabled surfacing on main roads to be carried out with significantly less traffic disruption. Where roads had to be closed to allow work to be carried out safely there was less traffic having to use the diversion routes, resulting in less disturbance and disruption. During 2020 there were localised repairs carried out at 81 sites with a total area of over 25,000 sqm. and major resurfacing was carried out at 38 sites. There has been 58.4km of road resurfaced since March.

There was some uncertainty about when schools would be reopening, which made planning some work difficult as it was important to avoid working close to schools when they did reopen because of the increased travel demand and potential increased car journeys resulting from reduced public transport capacity.



Surface Dressing programme start was delayed whilst safe Covid-19 compliant working processes were put in place, but continued as planned during the summer

There was a slight delay to the start of the road surface dressing programme by Eurovia whilst Covid-19 complaint arrangements were put in place but works

soon started and a major programme of surface dressing was successfully undertaken during the summer.

Most of the proposed Microasphalt surfacing sites were in residential streets where access was difficult during the first lockdown because of parked cars with more people working from home and because of the proximity of the public. It was considered that maintaining social distancing would prove difficult with this type of work and the early part of the programme was postponed until later in the year.



Microasphalt surfacing was carried out by new contractor Kiely Brothers

The Microasphalt programme was subsequently carried out by the new contractor Kiely Brothers who started their contract on 1st June 2020 and the programme of resurfacing 4km of road was completed in the autumn.

The vital work to ensure that key roads have adequate skid resistance was carried out as planned in the summer. The retexturing process increases the friction of the road surface in order to improve safety and 11.5km of road was treated.



Road retexturing was carried out to restore skid resistance to carriageways at key locations, particularly at bends

The footway renewal programme was also disrupted at the start of the first lockdown whilst measures were put in place to ensure that Ringway's sub-contractor could arrange Covid-19 secure working arrangements, but it soon resumed with appropriate measures in place, and 4,843 m of footway were renewed or resurfaced.



Footway renewal programme resumed in the summer

Advantage was taken of the low traffic volumes to carry out verge repairs at 19 sites accounting for over 15km (9 miles) of overrun repairs, including some on busier roads such as the A342 and West Ashton Road, Trowbridge. The repairs were co-ordinated with other works such as drainage improvements, sign re-erection, hedge trimming, and gully clearance to make best use of the road closures.



Verge and carriageway repairs were made to address damage by vehicles over running the verge on rural roads

Ringway commenced the Velocity Patching programme in May as planned, with one team in the north operating from Bath Road depot, and a second machine in the south starting shortly after.



Before and after Jet Patcher repairs in Westbury.

Despite the difficulties caused by Covid-19 and the associated restrictions, the Council's surfacing contractors adjusted their working methods and programmes to enable safe delivery of the major programme of works during 2020. Preparations and advance works are in hand for next year's programme of potential schemes.

Routine Highway Maintenance

During the lockdown the usual routine inspection regime for the road network was suspended because of the restrictions on sharing vehicles. However, the Council's Highway Technicians continued inspecting essential reports of defects and undertaking patrols of the network based on the safety inspection routes.

Ringway continued with routine highways maintenance work, including pothole operations, tractors for ad-hoc grass cutting, gully emptying and sweeping. The Parish Stewards made scheduled visits to areas, undertaking essential work in the parishes.



Keeping drainage systems clear and in working order is important all year round

Lining and signing works started at the end of April and continued through the summer, making best use of the weather and reduced traffic. Junction markings, mini-roundabouts, centre line markings and waiting restriction markings were renewed in many locations.



A programme of lining renewal took place during the summer

Rural grass cutting by Jacksons commenced in May on the A350 Chippenham Bypass dual carriageway section, where the grass cutting was co-ordinated with other essential work. This was followed by grass cutting on the A361 Devizes dual carriageways, and then the remainder of the network. The Council's fleet of tractors were fitted with flails to undertake additional safety cuts and ad-hoc work as required.



Working with landowner to remove private and highway trees affected by Ash Dieback

Routine maintenance work on the county's highway trees continued though out the year, but it became clear that Ash Dieback is becoming an increasing problem in Wiltshire, with increasing numbers of trees having to be removed for safety reasons.

The highways team worked with Badminton and Bowood Estates to remove over 1,000 private and highway trees which were becoming unsafe because of Ash Dieback disease. Surveys carried out during the summer have identified a further 4,100 trees which will have to be removed.

Traffic Signals

Telent, the Council's traffic signals maintenance contractor, continued working as usual during the lockdown, responding to faults and damaged equipment. The Atkins traffic signals team, who manage the signals on behalf of the Council were working from home and generally had arrangements in place to monitor traffic signal faults, but it did prove difficult with some of the older equipment. Consequently, some of the communications equipment on these units was upgraded to enable remote monitoring by Atkins staff working away from the Trowbridge office.



The traffic signals contractor Telent continued to maintain the equipment though out the year with the support of Atkins

The usual reviews of traffic signal timings were temporarily put on hold because of the unusually low traffic flows. However, the opportunity was taken to increase time for pedestrians at some crossings in order to facilitate better social distancing.

Streetworks

The Council's streetworks team worked closely with the public utilities to try to bring forward some of the more disruptive works to take advantage of this quieter period on the network. Work included a mains replacement in Wilton which was coordinated with other work on the network in that area, including highway drainage investigations and repairs.

Despite the difficulties caused by the Covid-19 restrictions and home working, the Council implemented the Wiltshire Permitting Scheme on 1st June, which enables the Council to take a more active role in planning and coordinating streetworks. Those organisations working on the highway are now required to book occupations, get approval of variations, and conform to conditions. There are sanctions of fixed penalty notices for organisations working without a permit or in breach of permit conditions.

A further complication was the introduction of the Department for Transport's Street Manager system which became operational on 1st July and provides a new method of communicating streetworks requests and approvals.

The introduction of Street Manager and the Permit scheme together was a challenge, especially as there was a need for additional staff who had to be trained remotely during the lockdown, but the scheme was introduced and has operated successfully.

The team processed over 12,500 permits for works on the highway network in 2020, of which 3,500 were for the Council's own works. A high volume of public utilities and highway works continued on the network throughout the lockdown and periods of travel restrictions during 2020.

Bridges and Structures

At the start of the Covid-19 restrictions in March there were initial problems with the supply of materials in connection with bridge works, as many concrete plants and material suppliers closed temporarily. It was necessary for Ringway to divert some operatives onto minor bridge maintenance works for a few weeks until the supply chain adapted to the new circumstances and suppliers reopened.

Work was delayed at Melksham Town Bridge at the start of the lockdown, but was soon able to resume, with work on other bridges and retaining walls following. Major bridge maintenance works involving waterproofing, joints and resurfacing on the A3094 Park Wall Wilton, were brought forward in view of the reduced traffic levels.



Work on Melksham Town Bridge was delayed at the start of the lockdown because of the difficulty in obtaining materials, but soon resumed.

Most routine bridge works continued as normal, including inspections and supervision of utility crossings. It was also possible to carry out specialist work such as the manufacture of traditional timber parapets for Combe Bisset Packhorse Bridge and other parapet repairs.

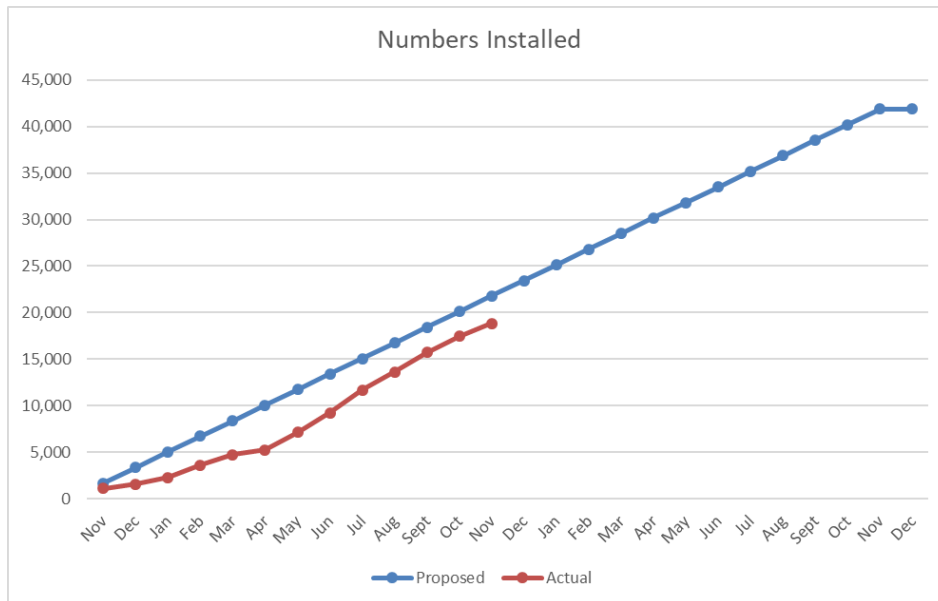


Bridge repairs and renewal was carried out on various types of bridges

Eventually developers also started to return to work, and the team monitored construction of infrastructure by others, including a new bridge in Calne as part of a housing development.

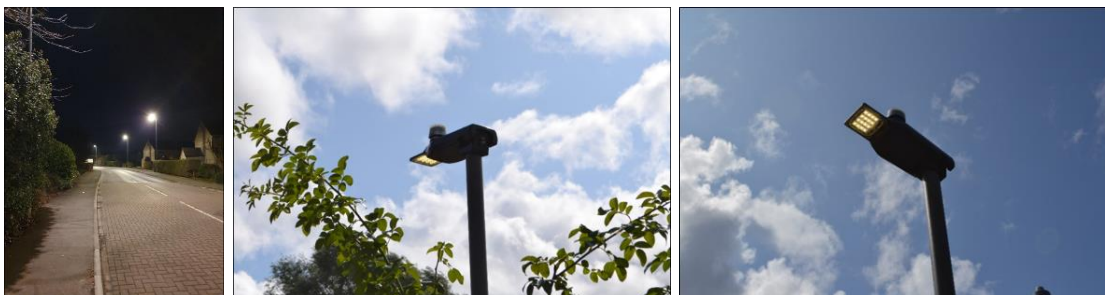
Street Lighting

Street lighting maintenance and repairs continued during the lockdown with appropriate measures being put in place to ensure the safety of operatives. The LED conversion programme which will replace over 42,000 street lights with new energy efficient LED units over two years started in November 2019 but had to stop temporarily in March. This was initially because the manufacturer's plant in Spain had to close due to a lockdown, and then some of the local operatives had to self-isolate.



The installation of LED street lighting units was slow initially because of supply issues and lockdown but has now increased to the planned rate

The manufacture and installation of the LED units resumed after a few weeks, and during the summer the rate of installation increased so that the project is returning to programme.



Installation of the new energy saving LED lights was delayed because of Covid-19 restrictions, but soon resumed

Design work on the LED project by Atkins continued throughout the year and orders have continued to be placed with the manufacturer of the new units. In 2020 there were 17,274 LED units installed up to the end of November, with 14,117 of these being installed since the start of the first lockdown.

The £12 million programme will convert streetlights across Wiltshire to LEDs. Street lighting energy consumption had already been reduced by 36% since 2013/14 thanks to part-night lighting, dimming and the use of LEDs for new and replacement units. During this period carbon emissions have more than halved despite a growth in the number of streetlights as new developments are built. The 42,000 new LED units are projected to reduce the Council's street lighting energy consumption by 67% and carbon emissions by 83% by 2022/23 compared with the 2013/14 baseline.

Traffic Engineering

Design work for future traffic and integrated transport schemes continued during the lockdown with staff working from home. Community Area Transport Group (CATG) meetings were initially cancelled or held virtually with varying numbers of attendees. Some meetings with schools as part of the Taking Action on School Journeys (TAOSJ) programme were also done virtually rather than face to face. Requests from Parish Councils and others for face to face site meetings were declined initially during the lockdown, and only took place later with appropriate social distancing measures in place.

There were problems in progressing the design of a few schemes because of the difficulty in collecting representative traffic flows and pedestrian data during the lockdown. However, construction and implementation of schemes did take place where possible. Initially the focus was on minor schemes to keep the construction teams busy whilst the material suppliers and supply chains were fully re-established following lockdown. There were 8 traffic engineering schemes, 5 CATG schemes, 6 Cycle infrastructure schemes, and 6 schemes to improve journeys to school implemented in 2020.



Aging traffic signals and pedestrian crossings are renewed as to keep them safe as here on the A350 at Melksham

Signing and lining schemes continued, with 67 schemes being implemented. Lining replacement in car parks was carried out, taking advantage of the reduced usage during lockdown, and town centre lining remarking took place in Westbury and Warminster as part of the planned renewal programme.



Sign renewal and upgrading schemes of various types were carried out.

In May the DfT announced that they were keen to see Reallocation of Road Space Projects introduced to increase space for pedestrians to improve social distancing and to encourage cycling, especially as an alternative to using public transport during the restrictions. Schemes were quickly introduced at Devizes, Malmesbury and Bradford on Avon.



Road space reallocation was introduced in Devizes and Marlborough to aid social distancing

Balancing the needs of businesses, residents and pedestrians was difficult with some of these schemes, especially as they needed to be implemented quickly with limited opportunity for consultations. A flexible approach was taken so that changes could be made as circumstances required as was the case at Bradford on Avon and Salisbury.

Drainage and Flooding

The weather at the start of 2020 was wetter than usual, and this was followed by two named storms, Ciara and Dennis. There were several flooding incidents, but generally the county was not as badly affected as other parts of the country. The Councils contractors and staff worked through the weekends to deal with the issues resulting from the storms. Groundwater levels were high, and preparations were made to deal with potential flooding, including positioning flood defence barriers and pumps.

At the start of the Covid-19 restrictions the Operational Flood Working Group Meetings had to be cancelled temporarily. However, it was possible to provide on-line support and training for Flood Wardens during the year for over 200 people, and to provide a newsletter.

Drainage investigation work in advance of major resurfacing work continued, taking advantage of reduced traffic flows where possible. CCTV drainage surveys were carried out at 48 sites. This helped ensure to ensure that drainage problems were resolved before resurfacing took place.



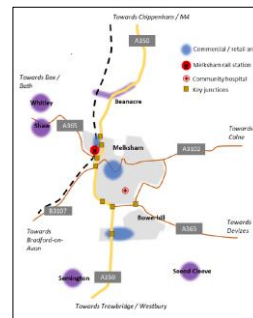
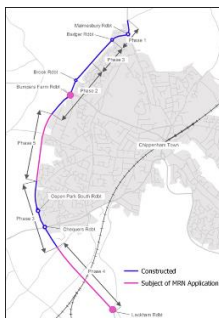
Drainage repairs in Wilton were co-ordinated with works by public utilities

Drainage scheme design work, Land Drainage Consent requests and responding to planning applications and consultations continued during the lockdown. Opportunities to bid for future flood alleviation schemes were taken and to advice to developers on drainage matters is being updated. Liaison with the Environment Agency continued, especially in connection with Partnership schemes and flooding priorities.

Drainage repairs and improvements were carried out to address identified problems, including at Wilton where repairs were coordinated with public utilities work requiring temporary road closures.

Major Highway Schemes

Schemes to improve the Major Road Network (MRN) at M4 Junction 17, Melksham Bypass and Harnham Gyratory and Exeter St Roundabout, Salisbury received development funding from the Department of Transport (DfT) and are being progressed to Outline Business Case (OBC) stage by Atkins. The OBC for the A350 Chippenham Bypass (Phases 4 & 5) scheme has been submitted to the DfT for a funding decision, which is expected shortly.



A bid has been submitted to DfT for funding for further A350 improvements at Chippenham and public consultation started on a Melksham Bypass

The highways team and Atkins also assisted with bids for Salisbury Railway Station Forecourt and Fisherton Street, Salisbury, and provided technical support for the Future Chippenham scheme.

Generally, design and assessment work on major schemes was able to continue during the lockdown, although access for some environmental surveys was delayed and obtaining representative traffic data was not always possible.

The public consultation on the proposals for Melksham Bypass started in November, but this had to be a virtual consultation as it was not possible to use libraries or halls to show display boards because of the Covid restrictions.

Emergency and Winter response

Despite the warmer than usual temperatures, it was still necessary to carry out some precautionary salting of main roads during the early part of the year when road surface temperatures were low. As well as responding to flood events because of surface water, plans were put in place to respond to rising groundwater levels, which have the potential to cause long term flooding at vulnerable locations.



There were several flood events early in the year which the highways teams responded to

The Council's highway team and contractors operate a 24 hour a day and 7 days a week service to respond to issues on the road network. These include flooding, fallen trees, vehicle collisions, oil spills and damage to street furniture. A prompt response is required in order to keep the highway network safe for the public and residents.



Storms caused extensive damage to trees early in the year

The named storms, Ciara and Dennis, caused hundreds of trees to be blown over in the county on two consecutive weekends, which the Council's contractors had to respond to keep the roads safe.

Preparations for winter started in the summer with salt deliveries arriving, vehicles being serviced, and drivers being trained. A two-day on-line winter preparedness event was arranged for Parish Councils with demonstrations and presentations to help them prepare for adverse weather.

Contract Management

The services provided under the highway contracts are managed by 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 as appropriate. 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 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 on the major contracts to reward good performance.

The current Atkins contracted started in December 2019 and their performance during the first year has been rated as good and it is likely that they will be awarded a six-month contract extension this year based on current performance. Ringway's performance has also been good and it is likely that they be awarded the full potential extension of 24 months by the end of their contract. These 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 2020. The new surfacing contract was awarded to Tarmac and the surface dressing contract was awarded to Kiely Brothers. The procurement of these contracts, and the new tree maintenance contract, were carried out during the Covid-19 restrictions, and although some adjustments to tender periods had to be made all these procurement exercises have proved to be successful.

Collaborative Working

The Council has been working closely with its main highways service partners Atkins, Tarmac and Ringway with a view to establishing a more formal relationship to achieve ISO 44001 accreditation, which is being facilitated by Atkins. In recognition of this work on 10th December 2020, Wiltshire Highways Service won the Institute of Collaborative Working (ICW) Public Sector Award for 2020.



Wiltshire Council, Atkins, Tarmac and Ringway won the ICW Public Sector Award for 2020 for collaborative working

The Institute of Collaborative Working was established in 1990 by the then Department of Trade and Industry (DTI). The Institute's role is to establish collaborative working as a professional business discipline and help organisations, large and small, in both the public and private sectors, to build and develop effective competitive business relationships based on collaborative working good practice.

The award, which is sponsored by the British Standards Institute, recognised how the organisations in Wiltshire were working together and how the partnership is driving efficiencies, improving quality and programme certainty to deliver better outcomes for the end customer, the Wiltshire community, despite the Covid-19 challenges.

The collaboration between the key suppliers places the service in a good position to improve the service in 2021 and build on the successful achievements made in this particularly difficult year.

Summary of Wiltshire Highways Achievements 2020

- Continued to deliver essential highway maintenance during Covid-19 lockdowns with safe working methods put in place by contractors.
- Resurfaced 58.4 km of road since March.
- Retextured 11.5 km of road to improve skid resistance.
- Resurfaced 4.8 km of footway.
- Filled 12,354 potholes (to end of November) – over 20% more than in previous year.
- Installed 17,364 new energy efficient LED streetlights (to end of November).
- Completed localised road repairs at 81 sites, comprising 25,309 sqm of repairs.
- Completed 19 verge repair sites on over 15km (9 miles) of road.
- Carried out 12 major bridge maintenance schemes.
- Implemented 8 traffic engineering schemes, 5 CATG schemes, 6 Cycle infrastructure schemes, and 6 schemes to improve journeys to school.
- Introduced road space reallocation projects in Devizes, Malmesbury and Bradford on Avon to facilitate social distancing.
- Introduced and removed traffic management measures for People Friendly Salisbury scheme.
- Carried out 67 signing and road marking schemes.
- Processed 12,500 permits for works on the network, including 3,500 for the Councils own highway works.
- Implemented 29 drainage improvement and flood alleviation schemes.
- Carried out drainage CCTV surveys at 48 sites and removed 164 tonnes of silt and debris from drainage systems.
- Diverted 4,500 tonnes of material from landfill by recycling highway waste materials.
- Inspected 520 bridges. Based on nationally recognised bridge condition indicators the Wiltshire bridge stock is in good condition.
- Dealt with effects of storms Ciara and Dennis at the start of the year when hundreds of trees were blown over on two consecutive weekends.
- Worked with Badminton and Bowood Estates to remove over 1,000 private and highway trees close to roads which were becoming unsafe because of Ash Dieback disease.
- Surveyed main roads for potential Ash Dieback disease and identified 4,100 needing removal next year.
- Carried out 31 primary and 2 secondary precautionary salting runs in 2019/20.
- Commented on the drainage aspects of over 800 planning applications, with just under half being major applications.

- Awarded new major contracts for road surfacing, surface dressing and tree maintenance.
- Submitted Outline Business Case for A350 Chippenham Bypass (Phases 4&5) to DfT.
- Progressed design of M4 Junction 17 improvements and A338 Salisbury Junction Major Road Network (MRN) schemes.
- Undertook public consultation on A350 Melksham Bypass scheme options.
- Assisted with Future High Street bids for Salisbury Railway Station Forecourt and Fisherton Street, Salisbury, and provided technical support for the Future Chippenham scheme.
- Worked with Environment Agency to develop Salisbury River Park proposals which are currently the subject of a public consultation.
- Contributed to Sub National Transport Body (Cllr Wayman Chairing).
- Continued to maintain highways development control levels of service despite increase in activity and limitations on site access.
- Implemented Traffic Orders using new Covid-19 related powers to ensure they are progressed despite publicity constraints.

List of Sites and Work 2020

Below is a list of the main sites where was carried out in 2020:

Road Resurfacing by Tarmac

- B4042 SWINDON RD, LITTLE SOMERFORD
- FORWOODS COMMON & HOLT VILLAGE
- A30 LOPCOMBE CORNER, SALISBURY
- COUNTESS RD, AMESBURY final areas
- A360 TILSHEAD
- A4 COPENACRE, CORSHAM
- A350 CHIPPENHAM TO MELKSHAM
- NEW RD, ROYAL WOOTON BASSETT
- A342 SANDY LANE, BROMHAM
- A342 NURSTEAD RD, DEVIZES
- A360 SOUTHBROOM ROUNDABOUT, DEVIZES
- ESCORT ST, DEVIZES
- THE GARLINGS, ALDBOURNE
- POORES RD, DURRINGTON
- C62 SEMLEY
- RISING SUN RBT TO PHILLIPS WAY, NORTH BRADLEY
- STALLARD ST, TROWBRIDGE
- A4 LONDON RD, QUEMERFORD, CALNE
- A4 CURZON STREET, CALNE
- A338 DOWNTON RD, BRITFORD
- CAMP HILL, AMESBURY
- BULFORD HILL, BULFORD
- BOUVERIE DRIVE, MARKET LAVINGTON
- PENNYFARTHING STREET, SALISBURY
- KELSTON RD, LITTLE BEDWYN
- GLADSTONE RD & TIMBER ST, CHIPPENHAM
- PRSOSPECT, CORSHAM
- STATION RD, CHRISTIAN MALFORD
- B3083 SHREWTON
- STATION RD, WARMINSTER
- BOUVERIE DRIVE, MARKET LAVINGTON
- THE CAUSEWAY, BROADCHALKE
- B3089 WEST STRETT, BARFORD ST MARTIN
- OLD CASTLE ROAD, SALISBURY
- EASTBOURNE GARDENS, TROWBRIDGE
- A350 SEMINGTON BYPASS PHASE 1
- A346 CADLEY
- OLD CASTLE RD, SALISBURY

Grouted Asphalt Surfacing by Miles Macadam

- Chippenham High Street
- Lower Compton Road roundabout at recycling centre
- Rudloe Roundabouts
- Priory Roundabout Malmesbury

Micro asphalt surfacing by Eurovia

- Chiltern Close, Melksham
- Malvern Close, Melksham
- Brecon Close, Melksham
- Quantock Close, Melksham
- Pennine Close, Melksham
- Ingram Road, Melksham
- Foresters Park Road
- Westbury View, Melksham

Surface dressing by Eurovia

- A30 Thorney Down Dual Carriageway
- C251 A350 Pertwood Xrds Se To A303 Knoyle Down Farm, Chicklade
- Parsonage Farm lane / road, Horningsham
- Forest Road, Cock Road, Water Lane , Horningsham
- Roundhill Farm Road, Horningsham
- Westbury Road, Warminster
- A350 Warminster Road, Upton Scudamore
- A361 Devizes Road, The Strand
- A361 Seend (Original Etnyre)
- B3109 Frome Road, Wingfield
- B3109 Frome Road, Bradford On Avon
- Rushey Lane, Bradford on Avon
- A4361 Swindon Road, Winterbourne Bassett
- A4361 Swindon Road, Winterbourne Monkton
- A3102 Oxford Road Roundabout To C111 Catcombe Street Hilmarton
- A4 Pewsham Way And London Road, Chippenham
- B4039 The Gibb
- B4042 Swindon Road, Malmesbury / Lea
- C109 Link Road Grittenham To Brinkworth Road
- C85 Chelworth Road, Oaksey
- C311 North Down Road, Donhead St Mary
- The Street, Kilmington
- C254 The Green, Great Cheverell
- A420 Bristol Road/Marshfield Road (Orig Etnyre)
- Drewetts Mill, Colerne
- C136 Norley Lane, Bremhill
- B4553 Purton Road, Lydiard Millicent

Surface dressing by Eurovia (Continued)

- B4553 Packhorse Lane, Purton
- C126 Collins Lane, Purton
- B4040 Malmesbury Road / Common Hill, Cricklade
- C97 Chelworth, Chelworth

Micro asphalt surfacing by Kiely Brothers

- John Rennie Close Bradford on Avon
- Deverell Close Bradford On Avon
- Palairet Close Bradford on Avon
- Sadlers Mead Chippenham
- Ashdown Drive Melksham
- Blackmore Road, Melksham
- Dean Close Melksham
- Epping Drive Melksham
- Savernake Avenue Melksham
- Sherwood Avenue Melksham
- Whites Corner, Whitley
- Chichester Close, Salisbury Micro Asphalt
- Frogmore Road, Westbury Micro Asphalt

Carriageway Repairs in preparation for potential surfacing next year

- Drewetts Mill to Colerne
- C129 Hollow Way, Bradenstoke
- Chichester Avenue, Salisbury
- Wood Lane, Brinkworth
- Stoke Common Lane, Purton Stoke
- Queens street, Brinkworth
- Ham Lane, Biddestone
- Heddington Wick to Stockley including loop
- The Street
- Wick Road
- Ashley Road, Bradford on Avon
- Bowers Hill, Grove lane, Timberly Lane
- Hilmarton to Bushton
- Moot Lane
- Cocklebury Lane, Chippenham
- High Meadow, Upton Scudamore
- Sunnyhill Lane, Pewsey
- B3087 Burbage Road
- Netherstreet and yard lane, Bromham
- Butts Hill Stapleford
- C105 Pond Lane, Charlton
- A30 Shaftesbury Road, Swallowcliffe

Carriageway Repairs (Continued)

- Westbury Road/ Melbourne Street, Bratton
- Dilton Lane, Upton Scudamore
- Mill Farm Road, Heytesbury
- B3099 Clivey
- Geys Hill - Stalls Lane, Dertfords, Corsley
- Rail Bridge to 30 mph limit Heytesbury and Manor Farm to Rail bridge
- Deverill Road, Warminster
- Portfield Road, Coombe Bissett
- A350 to Village Hall, Semley
- C316 Swallowcliffe Manor to A30 Garage
- West End Lane, Donhead St Andrew
- C309 Kinghay Crossroads to C43 South Lodge
- Common Road, Whiteparish
- B4040 Chelworth to Cricklade Leigh Huntenhull Green, Corsley
- B3108 Lower Stoke, Limpley Stoke
- Park Lane , Corsham
- A30 South of Barford St Martin

Road Repair Sites

Localised repairs to damaged carriageways and potholes at:

- Hawkstone, Rudloe
- 23-24 Churchfields, Salisbury
- A360 Chocolate Poodle
- C250 Old Church Hill, Bromham adjacent to Hunts Mead
- B3105 Kings Arm Roundaboutbt, Staverton
- A350 Warminster Road, Westbury
- Westmead Lane, Chippenham
- Miles Lane, Whiteparish
- Lyneham Banks
- New Terrace, Staverton
- Mirror Corner
- Chapel Rise, Atworth
- Peaks Down, Baydon
- B4553 The Pry, Near Purton
- B4696 Ballard's Ash
- B4042 Brinkworth Road, Nr Callow Hill
- B4553 High Street, Cricklade
- Compton Bassett
- B4040 2 South Lodge, Nr Charlton
- Cross Hayes Lane, Malmesbury
- Newcroft Road, Chippenham
- Sutton Hill, Sutton Mandeville
- A338 Aughton
- Stratford Road, Salisbury
- West End Lane, Donhead St Andrew
- Figsbury Road, The Winterbournes
- Three Crowns Lane, Whaddon
- The Parade & The Packway, Larkhill
- Bodenham Loop, Charlton
- Brown Street (Winchester St to St Ann), Salisbury
- Glebe Lane (B3079 Lyndhurst Rd to A36), Landford
- Lyndhurst Rd (Beech Grange at Hamptworth Rd), Landford
- New Road (B3079 Bromhill Crossroads), Landford
- Stock Lane (South Lodge South to A36), Landford
- Dunns House, St Pauls Road, Salisbury
- Elmgrove Rd between Junction Kelsey Rd/Rampart Rd
- Parsonage Green between junction Parsonage Green spur and junction of Wiltshire Rd, Harnham
- Knapp Close Junction, Collingbourne Ducis
- Stonehenge Road, Durrington
- Humber Lane Junction with A338 Tidworth
- Junction with A338 Idmiston Unclassified Road
- C10 Great Wishford
- Flower Lane, Amesbury

Road Repair Sites (Continued)

- Winsley Road, Bradford on Avon
- Frome Road, Bradford on Avon
- Melksham Road, Holt
- Sells Green
- Coburg Square, Melksham
- Sandridge Common
- Picket Post, Corsley
- Drove House, Sutton Veny
- Gare Hill Junction
- Imber Road
- Park Lane/Park St, Heytesbury
- Sutton Veny Road, North Bavant
- Millards Farm, Upton Scudamore
- White Horse Way, Westbury
- Station Road, Westbury
- Bellefield Crescent, Trowbridge
- Holbrook Lane
- Gooselands, Westbury
- The Mead, Westbury
- High Street, Westbury
- High Street, Sutton Veny
- Leigh Road, Westbury
- Eden Vale Road, Westbury
- Monastery Lane, Edington
- Bradley Road/College Road, Trowbridge
- C19 Edington by Turnpike Cottage
- Lower Road Edington near Inmead Junction
- Seymour Road, Trowbridge
- A350 West Ashton at Junction with Kettle Lane
- Chestnut Grove, Trowbridge
- Horse Road, Hilperton
- Winsley War Memorial
- Woolley Close, BOA
- Drynham Road, Trowbridge
- Broadmead, Trowbridge
- Brook Road, Trowbridge
- Cross Road, Green Barrow Farm
- Chippenham Lane, Sheldon Corner
- Kington Farm, Kington St Michael
- Between 31 and 33 King Alfred St, Chippenham
- Outside 24 King Avenue, Corsham

Bridges

520 bridges were inspected, predominantly in the south of the county. Bridges are inspected biennially with the north and south of the county being done in alternate years. Based on nationally recognised bridge condition indicators our bridge stock is currently rated as 'good'.

Major bridge works were undertaken at:

- Melksham Town Bridge, Melksham - Vehicle barrier to prevent loading on substandard footways
- Sling Orchard, Fovant – Redeck substandard bridge
- Pound mead, Corsham – Partially redeck dilapidated bridge
- Nadder Bridge Quidhampton – waterproofing and resurfacing
- Wylde Bridge Quidhampton – Waterproofing and resurfacing
- Oaklake Bridge Ashton Keynes – Waterproofing and resurfacing
- Dead Lane Brinkworth – Waterproofing, resurfacing and masonry repairs
- Pavilion Wall Monkton Combe – Reconstruction of highway retaining wall
- Pack Horse Bridge, Coombe Bissett – Replacement Oak parapets.
- Share Cottage, Semley Partial rebuild following collision damage from Agricultural vehicle
- Baldham bridge, Seend, Parapet repair following vehicle collision
- Kennet Bridge East Kennet Parapet repair following vehicle collision

In addition, minor maintenance works such as repointing masonry, timber parapet repairs, vegetation clearance etc were undertaken on bridges throughout the county.

Drainage and Flood Alleviation

Drainage works to upgrade or repair drainage systems was carried out at:

- Keevil,
- Wilton (West),
- Brinkworth
- Fowlswick Lane, Kington Michael
- Bodenham A338 Dual
- B3109 Wingfield
- All Cannings
- British Row, Trowbridge
- Goatacre
- A361 Littleton
- Moss Mead, Chippenham
- Stanton St Quentin
- A346 Tidworth
- Brokerswood, Dilton Marsh
- High St, RWB
- Sutton Veny
- Minety
- Fovant

Drainage and Flood Alleviation (Continued)

- Olivier Close, Salisbury
- A361 Seend
- Windsor Road, Salisbury
- Shaw
- Days Lane, Seend
- Erlestoke
- Wichta Cottage, Ramsbury
- West Knoyle

Traffic Engineering

Traffic Engineering / Asset Improvement

- A365 Bath Road / Corsham Road, Shaw – Traffic Signal Refurbishment & Surfacing
- High Street, Melksham – Public Realm enhancement
- Chippenham – Bus Stop Improvements
- London Road, Devizes – Drainage
- Newman Road, Devizes – Removal of faulty Bus Gate and replaced with ANPR monitoring
- Morgans Vale, Redlynch – Bus Stop Improvement
- Downton – Kerbing improvement
- Stratford Road, Salisbury – Footway Improvement

CATG Schemes

- Corsham & Neston – Dropped Kerb Installation
- Cuttle Lane, Biddestone – Footway
- Hullavington – Dropped Kerb Installation
- Corsley Heath, Warminster – Bus stop improvement
- Bethal Green, Corsham – Dropped Kerbs

Cycle Infrastructure

- A4 Bath Road, Chippenham – Cycle Infrastructure
- Langley Road, Chippenham – Shared Use Path
- Cocklebury Road, Chippenham – Installation of Toucan Crossing & Shared Use Path
- A420 Bristol Road, Chippenham – Toucan Crossing
- Sadlers Mead, Chippenham – Installation of Shared Use Path
- Old Road / Union Road – Improvements to quiet street including resurfacing

Taking Action on School Journeys

- Durrington Infant School – Dropped Kerb's
- Idmiston – Footway
- Frome Road, Bradford on Avon - Dropped Kerb's
- Winterslow - Footway Improvement
- A363 Bath Road, Bradford on Avon – PUFFIN Crossing
- A363 Trowbridge Road, Bradford on Avon – PUFFIN Crossing

Emergency Active Travel

- A363 Bradford on Avon to Winsley - Cycle Infrastructure
- A361 Hilperton Road, Trowbridge - Cycle Infrastructure
- A420 Bristol Road, Chippenham – Cycle Infrastructure
- Monkton Hill, Chippenham – Cycle Infrastructure
- Exeter Street / Brown Street, Salisbury – Cycle Infrastructure

Social Distancing

- St Johns Street, Devizes – Temporary Footway widening
- Bradford on Avon – Temporary One Way
- Malmesbury High Street (Phase 1)– Temporary Footway widening
- Marlborough High Street – Temporary footway widening
- Malmesbury Oxford Road (Phase 2) – Temporary footway widening

Signs / Road Markings

67 Signing & Road Marking schemes across the authority.