

## **Substantive Highway Schemes Petty Lane to A4 Shared Use Path and Traffic Management at Derry Hill Village**

### **Purpose of Report**

The report outlines the “Substantive Highway Scheme Fund” bid application process for funding in 2025/26 and seeks to consider the level of funding by the Parish Council for its two Substantive Scheme bids.

### **Substantive Highway Scheme Process**

Wiltshire Council operates an annual process to give Area Boards the opportunity to bid for more “substantive” highway improvement schemes than they would normally be able to fund through the regular Local Highway and Footway Improvement Group (LHFIG).

Wiltshire Council’s Briefing Note on the Substantive Highways Scheme Fund Bid Application Process can be found here:

<https://cms.wiltshire.gov.uk/documents/s232573/2419SubstantiveHighwaysSchemeFund2526.pdf>

In summary, all the 18 Area Boards in Wiltshire are invited annually to submit up to two substantive schemes for funding in the following financial year. The deadline for the 2025/26 bids is 13<sup>th</sup> December 2024.

The benefits of all bids submitted are assessed against set criteria and prioritised by expected “value for money” which is based on the level of benefits against the funding required from the Substantive Scheme budget (£250,000 for 2025/26). The outcome of the assessment process is announced in February and the selected improvement schemes programmed for the next financial year beginning in April 2025.

A scheme’s priority is clearly improved if funding from outside the Substantive Scheme budget is committed, such as contributions from LHFIG, Parish/Town Councils or third party/developer funding, as this reduces the cost to the Substantive Scheme budget and improves a scheme’s value-for-money.

### **Calne Area Board Bids**

The Calne LHFIG meeting of 1st November considered three potential Substantive Scheme bids for submission in December.

The two schemes selected for submission are both Calne Without schemes:

- The Church Road / Studley Lane Traffic Management (Calming) scheme at Derry Hill Village;
- The Petty Lane to A4 Shared Use Path Scheme, also in Derry Hill.

Both Schemes have recently been fully designed and costed by Wiltshire Council and are both able to be progressed without delay. The third scheme considered was a proposal to improve pedestrian facilities at the White Hart roundabout in Calne. That scheme was rejected as it had no recent cost estimate and was not considered good value for money in its present form. The drawings of the detailed designs of both Calne Without schemes are included with this Agenda Item.

The LHFIG meeting was advised that Calne Without PC would contribute funds to at least the level of funding designated in its Strategic Plan, would consider increased contributions at its November meeting, and confirm the level of funding offered to the Area Board meeting on 12th November.

LHFIG decided to commit £5,000 to each scheme bid and recommend endorsement by the Area Board.

More details of the two Substantive Scheme bids are set out below

#### **Petty Lane to A4 Shared Use Path, Derry Hill/Studley**

Total Estimated Costs:	£71,625
LHFIG Contribution:	£5,000
CWPC Contribution:	£15,000
Substantive Scheme bid:	£51,625

The scheme was originally developed following the failure of Wiltshire Council to secure a shared use cycleway/footpath from Crest Nicholson, the developer of the 53 houses at Studley Gardens. The planning approval for the development was predicated on the developer providing a high quality shared use path linking the new development in Studley to the school and local facilities in Derry Hill. Although the route was legally designated a Cycleway, no physical works were undertaken, which has left the route almost unusable as a shared use path as it is a narrow, overgrown and unsurfaced path.

The proposed scheme involves surfacing the full width of the path along its 80-90m length and providing lighting bollards, signing etc. The scheme also relocates the Lansdowne Hall car park barrier which currently unlawfully obstructs the route.

The scheme will complete a continuous shared use path from Studley Gardens to Petty Lane and on to the school, church, shop and pub on Church Road via quiet roads such as Lansdowne Crescent, Redhill Close etc. The completed route will also provide a much safer route for pedestrians and cyclists avoiding Church Road and Studley Crossroads and linking to the National Cycle Route N403.

Wiltshire Council's design drawings are attached. The original report to the November 2021 Parish Council meeting, outlining the Parish Council's initial request can be found here:

<https://calnewwithout-pc.gov.uk/wp-content/uploads/2021/11/Report-Re-CALW-65-Supporting-document-agenda-item-18.pdf>

#### **Traffic Management at Derry Hill Village (Wiltshire Council's title of the scheme)**

Total Estimated Cost:	£61,358
LHFIG Contribution:	£5,000
CWPC Contribution:	£20,000
Substantive Scheme bid:	£36,358

The scheme designed by Wiltshire Council is developed from the proposals put forward by the Parish Council's consultant Entrans, as part of the Council's Road Safety Feasibility Study to address the problems of speeding and "rat running" traffic on Church Road. These proposals can be found here: [https://calnewwithout-pc.gov.uk/wp-content/uploads/2022/09/20220905-CWPC\\_Stage-2\\_Study-Area-1-V2.pdf](https://calnewwithout-pc.gov.uk/wp-content/uploads/2022/09/20220905-CWPC_Stage-2_Study-Area-1-V2.pdf)

It had been hoped to include the similar Entrans recommendations for Studley as part of a combined Substantive Scheme bid with Derry Hill. Unfortunately, although Wiltshire Council is designing the Studley scheme, we are advised that their engineers are not in a position to progress the Studley proposals in time to meet the December 13th deadline to submit bids.

However, the Derry Hill proposals can go forward as a Substantive Bid, along with the 20mph speed limit for Studley funded and recently approved through the normal LHFIG process.

The Derry Hill scheme departs from the Entrans proposals in two respects. Firstly, the crossing point at the church cannot be located in the lay-by and has been relocated to the east of the main gates to the church in conjunction with an additional narrowing. Secondly the pedestrian refuge at the Studley Crossroads junction is relocated slightly further from the crossroads on a new raised table. Both departures are considered acceptable, particularly as the illuminated bollard on the existing refuge obstructs some driver's visibility.

The scheme, which received unanimous public support at the Annual Parish Meeting in 2023, will strengthen and reinforce the village characteristics of the Church Road and Studley Lane, and, as a consequence, lead to a more "civilised" driving environment and improved safety conditions

Wiltshire Council's design drawings are attached.

#### **Recommendation**

It is recommended that the Council considers using uncommitted funds to increase the Parish Council contributions to both Substantive Schemes in order to further increase the schemes 'value for money', thereby increasing the likely success in the bidding process.

Cllr Ioan Rees  
4<sup>th</sup> November 2024