



## Transport: Data

Modern transport has transformed our society and economy. It has enabled us to take advantage of a wide range of dispersed opportunities and to keep in contact with family and friends. Advances in road haulage and distribution methods have stimulated economic growth by helping to provide us with unparalleled consumer choices, a 24-hour society and just-in-time deliveries.

At the same time, however, our reliance on the private car and the lorry has led to busier and more congested roads. This, in turn, has resulted in fewer people keeping healthy through walking and cycling, increased concerns with regard to noise and other community aspects, accessibility issues for people who rely on public transport, and environmental impacts such as air pollution and the threat of climate change.

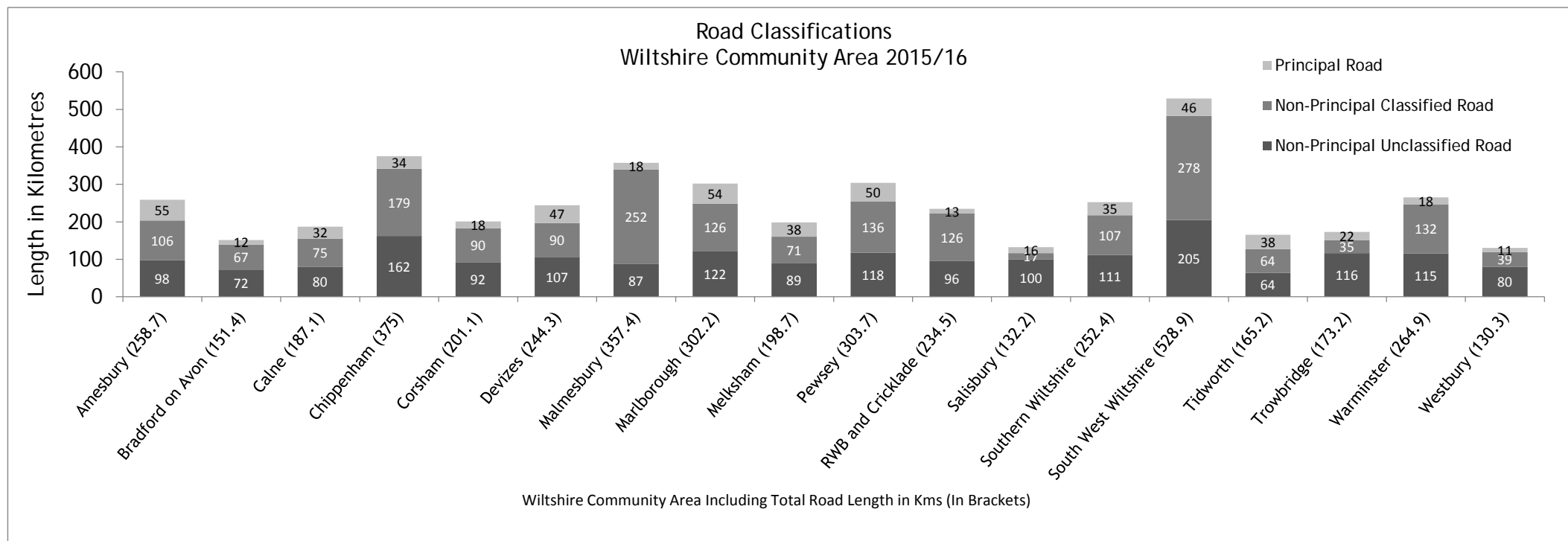
So, while transport can be viewed as simply a 'means to an end' (i.e. it just gets us from A to B), in reality it's a key element of a modern society with impacts on the economy, climate change, people's health, social exclusion, street scenes and the countryside.

The following report provides comparative analysis of a range of key indicators relating to transport in Wiltshire and is intended as a resource to assist with the identification of local priorities at Community Area level. For each indicator, data for the most recent single year or aggregated time period is shown by Community Area and is compared against the overall Wiltshire benchmark. Where possible, Wiltshire level trend data has also been included and is shown against comparative regional and/or national benchmarks (where this information is available), in order to provide strategic context. It should be noted that as data has been drawn from multiple sources, comparator time periods may vary. The specific time periods used are detailed in the chart titles for each indicator and relevant data sources are contained in the commentary boxes accompanying each chart.

# Road Network Maintenance

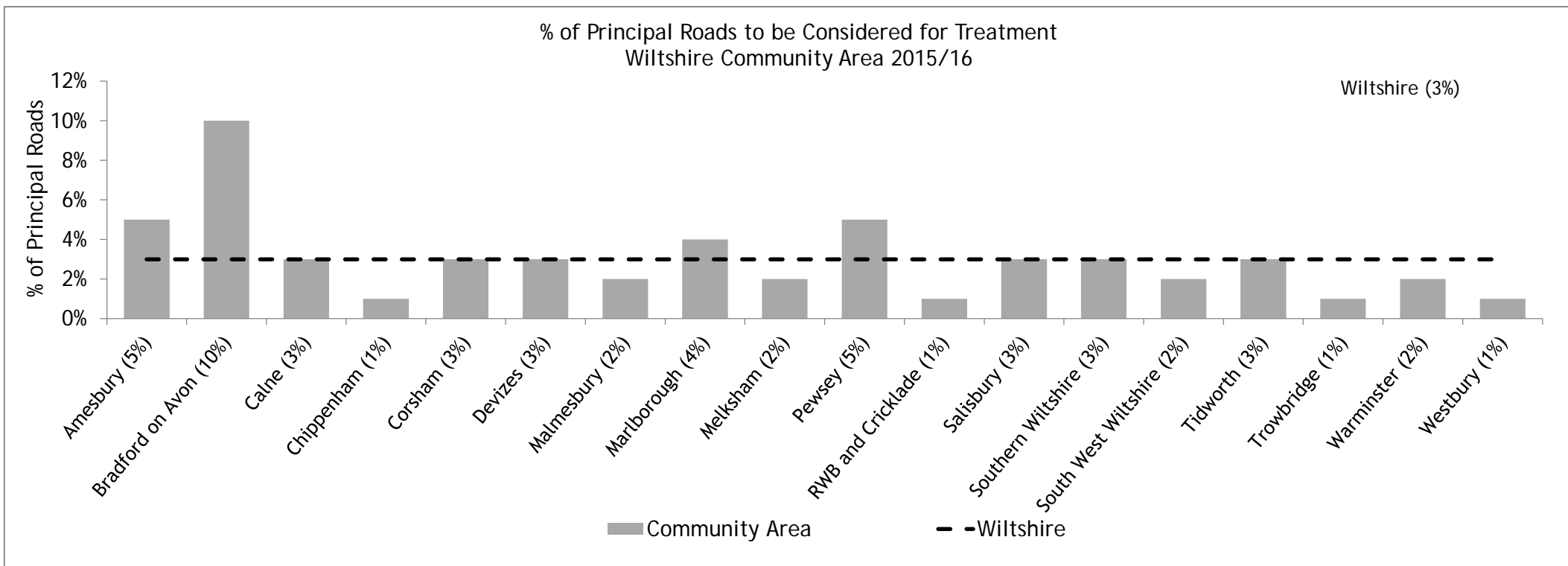
In 1980 the Highways act created a number of classification for roads. Principal roads are the highest category, these include A roads and motorways. Non-principal road classification includes all B and C roads. Any road not designated as principal or non-principal is normally categorise as non-principal unclassified. An example of a non-principal unclassified road might be a small road within a housing estate.

A number of methods are used by Wiltshire Council to inform road maintenance decisions including SCANNER surveys to measure surface condition which aids in pin pointing sections of carriageway in need of repair, site investigation, engineering knowledge and road traffic collision data. Wiltshire Council also has a Skid Resistance Policy that is used to tackle sites with poor skid resistance.



Wiltshire has over 4,000km of roads. 12.4% of the roads are classified as principal roads (A roads or motorways), 44.3% as non-principal roads (B and C roads) and 43.3% as non-principal unclassified roads (unclassified roads). The South West Area Board covers the largest geographic area and as such has the longest road network. However, Chippenham which has the second longest road network actually covers the 10th largest area compared to the other community area boards. Over 20% of the roads in Amesbury and Tidworth are classified as principal roads. Less than 6% of the roads in Malmesbury and Royal Wootton Bassett and Cricklade are classified as principal roads. Just over 70% of the roads in Malmesbury are classified as non-principal classified roads. Salisbury, Trowbridge and Westbury have less than 30% roads designated as non-principal classified. Over 60% of the Salisbury, Trowbridge and Westbury road network is designated as non-principal unclassified.

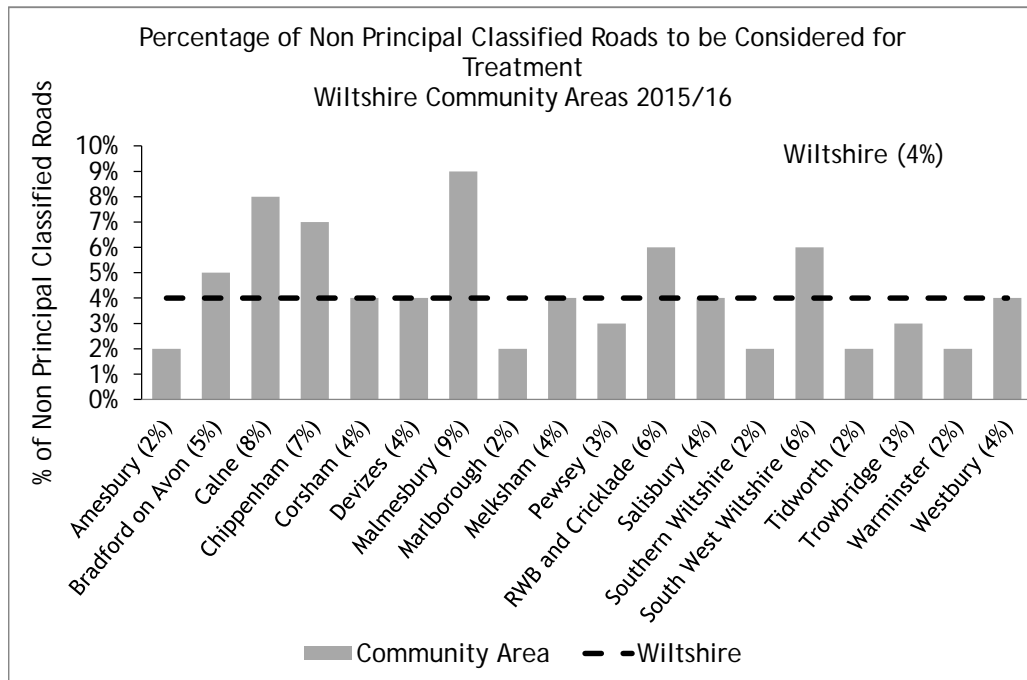
# Road Network Maintenance



Across Wiltshire 3 % of principal roads (A roads or motorways) were considered for treatment in 2015/16. Bradford on Avon has a far higher percentage considered for treatment with 10% of the principal roads considered for treatment. Chippenham, Royal Wootton Bassett and Cricklade, Trowbridge and Westbury have only 1% of the principal roads considered for treatment.

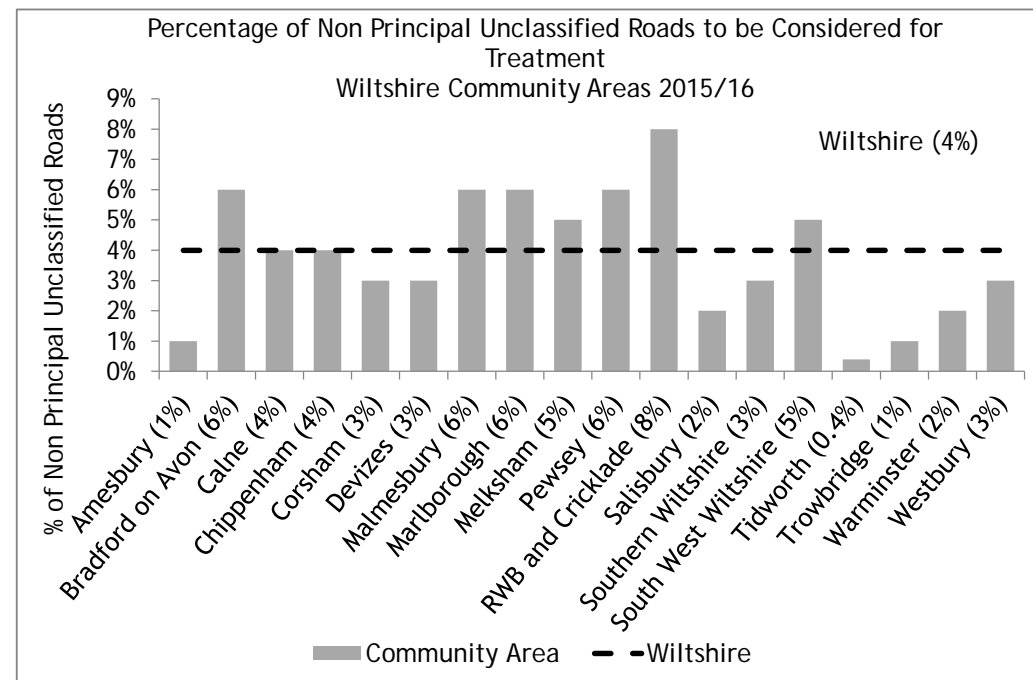
Source: Wiltshire Council 2015/16

# Road Network Maintenance



In Wiltshire 4% of non-principal classified roads (B and C roads) were considered for treatment in 2015/16. Three areas had much higher percentages than Wiltshire. Malmesbury, Calne and Chippenham had over 7% of the non-principal classified considered for treatment in 2015/16.

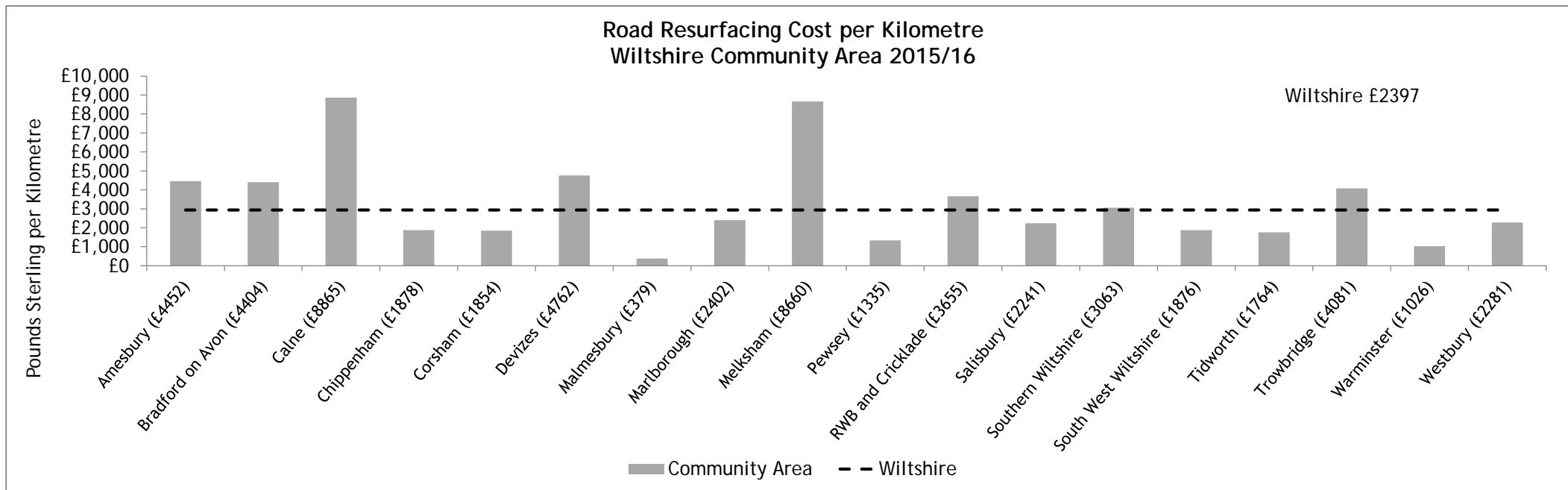
Source: Wiltshire Council 2015/16



Only 20% of non-principal unclassified roads are surveyed each year for consideration. The figure above shows the percentage of the 20% that was surveyed not the percentage of the total length of unclassified roads. Across Wiltshire about 4% of the unclassified roads surveyed were considered for treatment in 2015/16. Royal Wootton Bassett and Cricklade had double this percentage and Amesbury, Tidworth, Trowbridge and Warminster had 2% or less of their surveyed unclassified roads considered for treatment.

Source: Wiltshire Council 2015/16

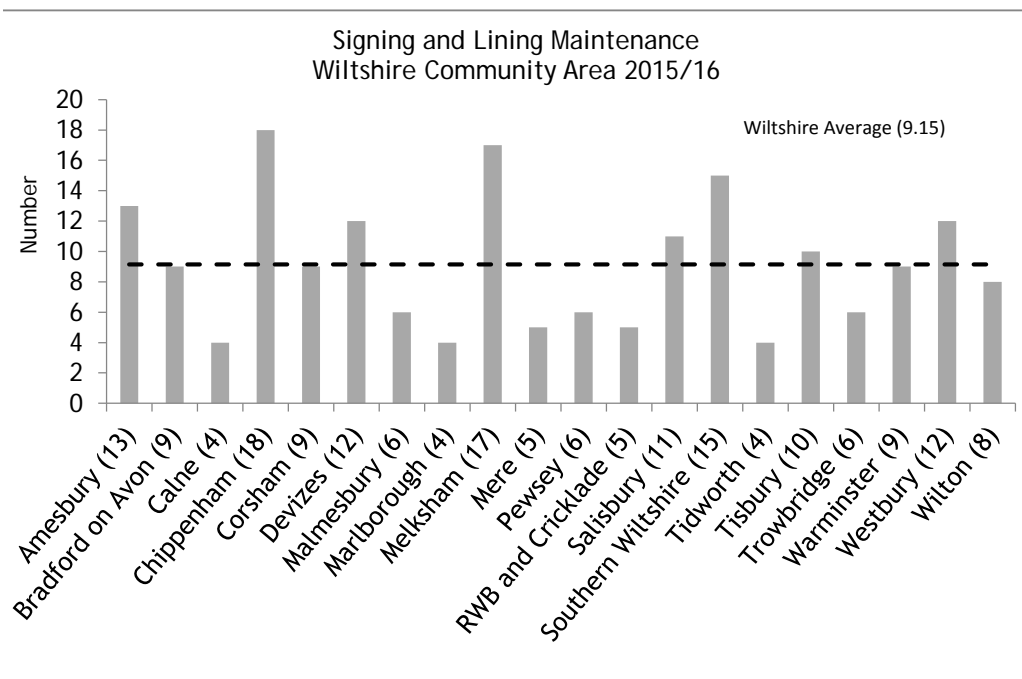
# Road Network Maintenance



In total £13,191,359.13 was spent to resurfacing Wiltshire's roads in 2015/16 (this does not include hand patching or pothole repairs). This equates to £2937 per kilometre. Two areas have much higher expenditure than Wiltshire's rate. Calne and Melksham have a spend per km of over £8000. Warminster and Malmesbury experienced a much lower expenditure than the Wiltshire rate with £379 and £1026 spend per KM.

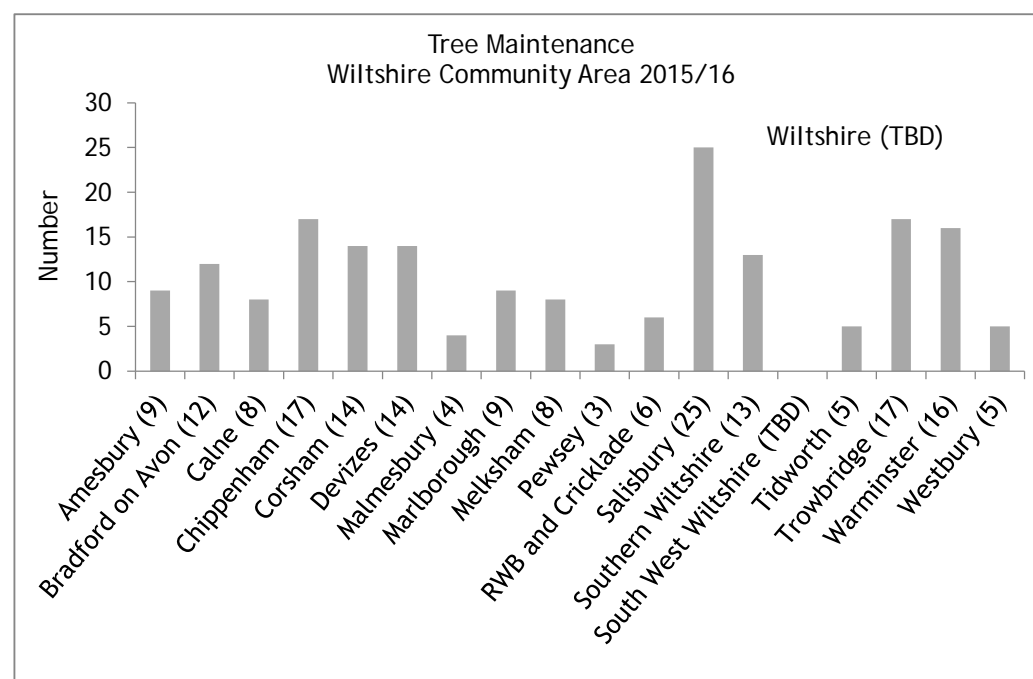
Source: Wiltshire Council 2015/16

# Road Network Maintenance



During 2015/16 a number of signs and lines in each community area required maintenance. Compared to the Wiltshire average Chippenham, Melksham and Southern Wiltshire required nearly double the amount of maintenance. Calne, Marlborough and Tidworth had half the Wiltshire average.

Source: Wiltshire Council 2015/16

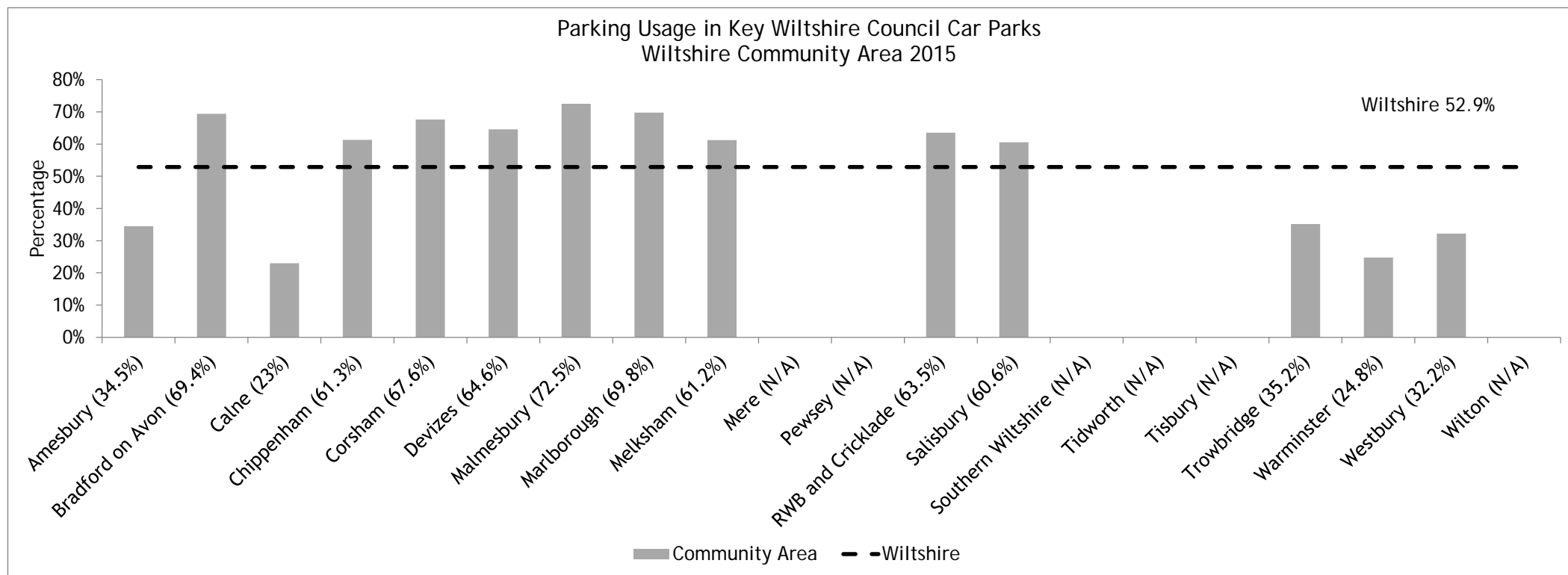


During 2015/16 at a number of sites along Wiltshire's road network tree maintenance actions took place. In the Salisbury Community are 25 tree maintenance actions were required. Chippenham and Trowbridge community areas required the second highest actions with 17 each. Pewsey required the fewest recorded tree maintenance actions with 3.

Source: Wiltshire Council 2015/16

# Car Parking

Car parks are an important part of our transport network. A good parking system reduces the barriers visitors have to come to a location. In 2015 Wiltshire Council performed a car parking survey for all the Wiltshire owned car parks. Among other items the survey assessed the average used capacity of the car parks in 2015.

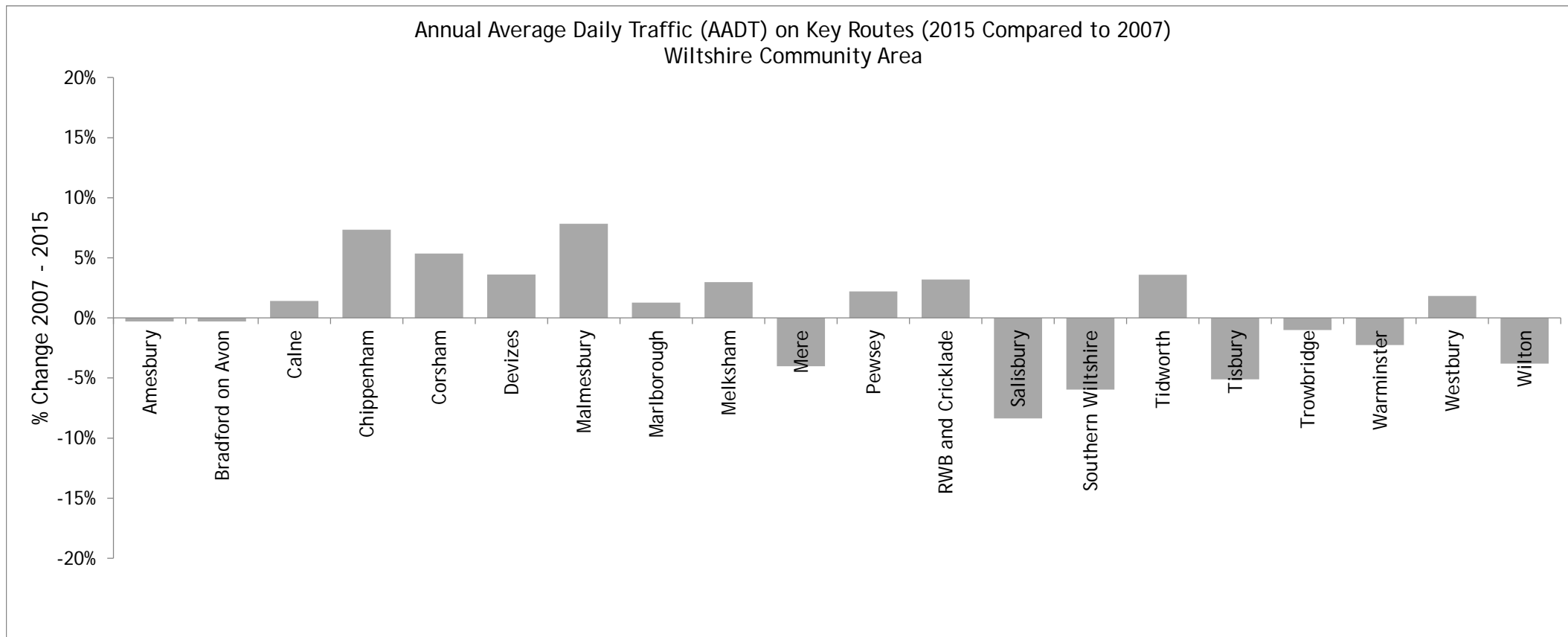


The average parking usage in Wiltshire was 52.9%. A number of areas had greater than 60% usage these were Malmesbury, Marlborough, Bradford on Avon, Corsham, Devizes, Royal Wootton Bassett and Cricklade, Chippenham, Melksham and Salisbury. Five areas have less than 36% usage these were Trowbridge, Amesbury, Westbury, Warminster and Calne.

Source: Wiltshire Council 2015

# Traffic flow

It is possible to create Annual Average Daily Traffic estimates on key routes within a community area. The 2015 averages have been compared to the 2007 estimates within that area to show the percentage decrease or increase in daily traffic. The key routes are those sufficiently important for transport planning purposes to monitor traffic flow regularly.



Average estimated daily traffic has risen in eleven areas between 2007 and 2015. The three areas that experienced the greatest estimated percentage increase were Malmesbury (7.8%), Chippenham (7.3%) and Corsham (5.4%). Nine areas have seen an estimated decrease in average daily traffic. Salisbury (8.4%), Southern Wiltshire (6%) and Tisbury (5.1%) experienced the greatest percentage decrease.

Source: Wiltshire Council 2015