

**Substantive Highway Scheme Bids 2026/27**  
**Studley Traffic Calming Measures / Petty Lane to A4 Shared Use Path**

**1. Introduction**

The report outlines the “Substantive Highway Scheme Fund” bid application process and asks the Council to consider two potential schemes for submission as bids for funding in 2026/27:

- Studley Traffic Calming Measures.
- Petty Lane to A4 Shared Use Path.

The Council is further asked to consider the level funding of the Parish’s contribution towards any chosen scheme.

**2. Substantive Highway Scheme Process**

Wiltshire Council operates an annual process to give the 18 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 for 2025/26 can be found here:

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

In summary, Area Boards in Wiltshire are invited annually to submit up to two substantive schemes for funding in the following financial year from the Substantive Scheme budget (which was £250,000 for 2025/26). The benefits of all bids submitted are assessed against set criteria and prioritised by expected “value for money” - based on the level of benefit expected against cost.

A scheme’s priority is 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.

Last year, Calne Area Board submitted two schemes as bids for Substantive Highway Scheme Funding, both of which had been initiated by Calne Without Parish Council:

- Derry Hill Traffic Management Measures – successful.
- Derry Hill to Studley Shared Use Path – unsuccessful.

The results of the assessment can be found here:

<https://cms.wiltshire.gov.uk/documents/s236332/Appendix%20%20Substantive%20Highway%20Scheme%20Bid%20Scoring.pdf>

**3. Studley Traffic Calming Measures**

In 2020, Calne Without Parish commissioned consultant Entran to undertake a Road Safety Feasibility Study for the parish, assessing 16 locations and recommending solutions.

The Stage 2 Report for the Derry Hill and Studley locations was completed in July 2022 and can be found here: [https://derryhillandstudley-pc.gov.uk/wp-content/uploads/2022/09/20220905-CWPC\\_Stage-2\\_Study-Area-1-V2.pdf](https://derryhillandstudley-pc.gov.uk/wp-content/uploads/2022/09/20220905-CWPC_Stage-2_Study-Area-1-V2.pdf).

The recommendations for Studley (including Norley Lane) included a 20mph speed limit, as well as traffic calming measure to reinforce it at a number of locations.

The proposals were presented to a well-attended annual Parish Meeting in April 2023 and received overwhelming support from those attending. The proposals were also formally endorsed by the Parish Council in April 2023 and submitted to Calne Area LHFIG for development by Wiltshire Highways.

Due to availability of officer time, the assessment and implementation of a 20mph speed limit for Studley was progressed ahead of the traffic calming measures. This was implemented in June 2025.

Outline drawings have now been received for the Studley traffic calming measures and are attached. The measures include the following:

- Site 1 – entrance to Studley Lane. Pedestrian crossing point and village threshold to be highlighted with buff-coloured surfacing; village nameplate and planter. This is intended to highlight the village entrance from the A4.
- Site 2 – Methodist Chapel and “village green”. The noticeboard and dog bin on green verge near the Methodist Chapel give this a village-centre feel. The proposal is to demarcate this area with thresholds of granite setts, and to provide buff-coloured surface treatment to the informal parking spaces by the notice board, in order to provide “visual thinning” when there are no cars parked.
- Site 3 – Studley Hill. Start of 20mph speed limit to be highlighted with buff-coloured surface treatment, 20mph roundel, granite setts and planter.
- Site 3B – Studley Hill. Village entrance to be highlighted with village gates and “Studley” nameplates.
- Site 4B – entrance from direction of Hazeland. Start of 20mph speed limit to be highlighted with buff-coloured surface treatment, 20mph roundel and granite setts.
- Site 5 – entrance to Norley Lane. Village threshold to be highlighted with buff-coloured surfacing and 20mph roundel; pedestrian crossing point to be highlighted in buff-coloured surfacing; village nameplate and planter.

The ballpark estimate for the scheme is £40,800.

#### **4. Petty Lane to A4 Shared Use Path**

Planning permission for the Studley Gardens housing development was given in 2015 on the basis that the developer, Crest Nicholson, would provide a safe pedestrian/cycle link between the two villages, including a toucan crossing on the A4. This link would encourage residents to walk and cycle between the villages rather than use their cars to access the local school and other facilities.

Following this, Wiltshire Council formally designated the footpath CALW65, which ran between the A4 and Petty Lane (at the entrance to the Lansdowne Hall), as a dual use cycleway/footpath. No work was done to improve the signage, lighting or surfacing of the path.

A project to undertake the necessary improvements to address this was initiated at the Parish Council's November 2021 meeting: <https://calnewwithout-pc.gov.uk/wp-content/uploads/2021/11/Report-Re-CALW-65-Supporting-document-agenda-item-18.pdf>.

The scheme was initiated through Calne Area LHFIG and has been developed by Wiltshire Council's Highways Department. It involves surfacing the full width of the path along its 80-90m length, and providing lighting bollards, signage and markings. The scheme also relocates the Lansdowne Hall car park barrier which currently obstructs the route. The scheme is detailed in the appended drawings.

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 safer route for pedestrians and cyclists avoiding Church Road and Studley Crossroads and linking to the National Cycle Route N403.

Scheme development was delayed due to uncertainty around legal issues. Design drawings were provided in October 2024 together with a cost estimate of £71,625.

In November 2024, the Parish Council endorsed the scheme and agreed a parish contribution of £16,488. The scheme was put forward with a £5,000 contribution from Calne Area Board, as a bid for Substantive Highway Scheme Funding for 2025/26. As can be seen from Section 2, it narrowly missed out.

## **5. Recommendation**

Council is asked to consider whether it wishes to promote either or both schemes as bids for Substantive Highway Scheme Funding for 2026/27 and to commit parish council funding towards the schemes.

The recommendation of the Road Safety Working Group is that the Council promotes the Studley Traffic Calming scheme this year as a Bid for Substantive Highway Scheme Funding, with a parish contribution of £5,000 to be funded from CIL Receipts. It is further recommended that the Dual Use Path scheme be held over to next year for consideration as a Substantive Bid for 2027/28.

The judgement of the Working Group was that this scheme offers better value-for-money and will support efforts to improve the safety of pedestrians, cyclists and other road users in Studley, building on the recent implementation of the new speed limit.

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Chair, Highways, Transport & Road Safety Working Group