

## Wiltshire Council

### Environment Select Committee

18 June 2019

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#### Chairman's Announcement: Sub National Transport Body

##### Summary

At their meeting on 27<sup>th</sup> March 2018<sup>1</sup>, Cabinet resolved to support ongoing discussions with neighbouring authorities in the South West, leading to the establishment of a sub-national transport body (or bodies).

##### Background

Sub National Transport Bodies (STBs) were identified, with accompanying legislation, within the Cities and Local Government Devolution Act 2016. By formulating an STB, local partners have the ability to have direct influence over decisions that are currently within the control of Government and its agencies.

Officers gave a presentation to the Committee on 18<sup>th</sup> July 2018, explaining the opportunities associated with such bodies.

There are currently 8 STBs across the country.

The Western Gateway Shadow Sub-National Transport Body (WGSSTB) was officially formed in a shadow status in December 2018 with Cllr Bridget Wayman elected as Chair.

The constituent authorities are: Bath and North East Somerset Council; BCP Council (Bournemouth, Christchurch and Poole); Bristol City Council; Dorset Council; Gloucestershire County Council; North Somerset Council; South Gloucestershire Council; West of England Combined Authority; and Wiltshire Council.

The map attached as appendix 1 illustrates that geography.

##### Main Considerations for the Council

In his October 2018 Budget, the Chancellor announced government's commitment to establishing a National Roads Fund worth **£28.8bn** for the second Road Investment Strategy (RIS2), from 2020 to 2025.

**£25.3bn** is allocated to Highways England towards maintaining the Strategic Road Network (SRN) – the remainder (**£3.5bn**) will pay for the new Major Roads Network (MRN) and Large Local Major (LLM) road schemes during the period 2020 to 2025.

The immediate focus for STBs is therefore on schemes that are eligible for funding in RIS2 – STBs are however encouraged to develop strategies that anticipate schemes coming forward for funding in subsequent RIS periods.

Guidance published by the Department for Transport in December 2018 outlined the process for submitting bids for both the Major Road Network and Large Local Major scheme funding.

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<sup>1</sup> Proposals for the Creation of a Major Road Network – consultation: Report [HERE](#)

The guidance clarified the role of Sub-National Transport Bodies, to plan and prioritise investments in a way which makes best use of the newly formed National Roads Fund.

The types of schemes which would be considered for funding include:

- Bypasses
- Missing Links
- Major structural works
- Major junction improvements
- Use of smart technology including Vehicle Activated Signs
- Packages of improvements including: safety, road widening, junction improvements

Major Road Network schemes need to be completed by April 2025 and Large Local Major schemes need to have commenced construction by this date. Major Road Network schemes should cost in excess of £20m and Large Local Major schemes in excess of £50m.

Our STB has devised an appraisal process to prioritise schemes being promoted by the constituent authorities. Following a Business and Transport Forum on 12 June 2019 and consideration and approval by the WGSSTB Board on 18 June 2019, our sub-national Regional Evidence Base including scheme business cases will be submitted as our regional priorities to the Department for Transport in July 2019.

The Wiltshire schemes being recommended to the Board for inclusion are:

<b>Scheme Name</b>	<b>Est Scheme Cost</b>	<b>Start date</b>
MRN - A350 Chippenham Bypass– Phases 4 & 5	£21m	2020/21
MRN - A338 Southern Salisbury Improvements	£15.8m	2021/22
MRN – A350 - M4 J17 Improvement	£20m	2022/23
LLM - A350 Melksham Bypass	£78.8m	2023/24

DfT's response to STB submissions (confirming which schemes they have agreed to fund) is expected late 2019

### **Financial Considerations**

Each of the 9 constituent authorities forming the STB has agreed to contribute a modest sum towards running costs (legal, technical, admin, comms etc) – Wiltshire's contribution will be found within existing budgets.

DfT expect promoting authorities to make a local contribution towards successful schemes of around 15% of their capital cost. If Wiltshire schemes succeed in attracting DfT funding, our contribution could come from a number of sources including CIL, Section 106/direct provision, HIF (for Chippenham), NPIF and other competitive funding opportunities.

## **Recommendation**

A further briefing note be presented to Members once the outcome of the STB's submission is known.

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# Appendix 1

