

Community Area Transport Group (CATG)
– Funding for Prioritised Schemes

1. Purpose of the Report

- 1.1. To seek the board's approval of the Salisbury Community Area Transport Group's (CATG) recommendations for the prioritisation of schemes for funding from the Salisbury Area Highway's Budget in 2011/12.

2. Background

- 2.1. During the course of each year, Wiltshire Council receives numerous petitions and requests for small-scale transport and highway improvement schemes.
- 2.2. In previous years, an allocation has been made in the budget to fund a small number of the schemes requested by town and parish councils. To identify those that would receive funding, all requests were assessed and prioritised using the Council's Scheme Assessment Framework, which provides an objective, quantitative and rapid method for evaluating and ranking schemes. However, following the establishment of area boards, this area of funding presents an opportunity for decisions on investment in highway improvements to be taken locally.
- 2.3. The Area Boards have been allocated a budget of £250,000 in 2010/11 and are being involved in the assessment and selection of small-scale transport schemes to be progressed in their community areas. This funding was distributed between the Area Boards in accordance with a formula which takes into account population and the area covered. In the case of the Salisbury Area, £14,758, has been allocated for this scheme in 2010/11. This funding has now been rolled over in to financial year 2011/12 and added to a further allocation of £14,758 bringing total available funds in this financial year to £29,516. This money cannot be rolled over into financial year 2012/13.
- 2.4. In addition to the above, following the establishment of the Area Board Community Area Transport Groups and the creation of a Discretionary Highways Budget for each Board, it has become apparent that this level of funding is not always sufficient to fund the implementation of an Area Board's top priority transport scheme. To overcome this problem for at least

some of the area Boards, a substantive Community Area Transport scheme budget of £100,000 has been made available to help deliver some of these schemes. Area boards would be eligible to bid for substantive scheme funding when a priority scheme exceeds their available discretionary highways budget and could not be implemented in phases spread over two or three financial years. The exact bidding mechanism is presently under discussion with the outcome expected by end July.

2.5. In light of the substantive scheme funding sources outlined above, at the Salisbury Area Board meeting of 12 May 2011 the Chairman reported that two options were being prepared by officers for possible implementation at the site in Harnham Road:

- a signalled 'puffin' crossing which would cost around £80,000; and
- a pedestrian refuge, which would cost around £20,000.

These options would be considered at the next meeting of the CATG, and a recommendation would be submitted to the next meeting of the Area Board on 14 July, 2011.

2.6. Local transport priorities were further discussed at the Salisbury CATG meeting of 8 June 2011. Following discussion with highways officers it is the CATG's recommendation to pursue the schemes listed in Table 1 at the cost indicated in the adjacent column. In order to obtain sufficient resource for the construction of the priorities, the CATG's recommendation is to prepare a bid from the substantive scheme fund to top-up the £29,516 available from the Area Board's discretionary highway budget.

Table 1: Salisbury CATG Priorities 2011/12

	Priorities agreed	Cost
1.	Puffin Crossing	Construction cost approximately £67k (signalised puffin crossing) 2 years pooled funding @ £29,516 and a bid submitted to the £100k substantive scheme fund for £38k
2.	If the bid fails, pursue a zebra crossing. However speed on Harnham Road first needs to be reduced sufficiently before such an option can be considered. Tom Gardner to write a detailed report for the next CATG. Stage 1 – reduce speed to an acceptable level for a zebra crossing through introduction of traffic calming measures	@ circa £40k Stage 1: Traffic calming measures (type to be determined) Circa £15k Stage 2: circa £25k

	Stage 2 – if speed has been reduced sufficiently, install zebra crossing.	
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3. Main Considerations

3.1. To approve the expenditure for the CATG priorities 1 and 2, as outlined in Table 1.

4. Implications

4.1. Financial Implications

As set out at paragraphs 2.3 and 2.4 above, the Area Board currently has £29,516 remaining in the budget for this year, which cannot be carried forward to 2012/13 if unspent at the end of the 2011/12 financial year.

4.2. Legal Implications

The decision to approve the release of funding from this budget has been delegated to the Area Boards.

5. Recommendation

It is recommended that the Salisbury Area Board:

- 1. Notes the recommendations of the Community Area Transport Group; and approves the release of funding for the prioritised schemes**

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Appendices:

- 1. Minutes of Salisbury Community Area Transport Group meeting (8 June 2011)**

Background papers: None