

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICE

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THE RESULTS OF THE AREA BOARD 'SUBSTANTIVE HIGHWAY SCHEME' FUNDING BID PROCESS

Purpose of Report

1. To announce the results of the distribution of the Local Transport Plan (LTP) Area Board 'Substantive Highway Scheme' budget of £150,000 in 2016/17.

Relevance to the Council's Business Plan

2. The [Business Plan 2013-2017](#) sets out Wiltshire Council's priorities for the four year period:
 - Protect those who are most vulnerable.
 - Boost the local economy.
 - Bring communities together to enable and support them to do more for themselves.

The Area Board Substantive Highway Scheme Fund provides a mechanism for Community Area Transport Groups to fund priority transport projects which exceed their discretionary highways budget in order to deliver local solutions to local transport problems and improve safety and accessibility.

Background

3. The 2016/17 Programme for Integrated Transport Schemes includes an allocation to fund substantive highway schemes that emerge from the work of the Community Area Transport Groups (CATGs). The Substantive Highway Scheme Fund has been set at £150,000 and is available to any Area Board that has a priority transport issue where the cost of implementing the identified infrastructure solution exceeds the annual discretionary highway budget available.
4. In July 2011, an assessment mechanism was agreed to ensure that Substantive Highway Scheme funding is awarded to those schemes that deliver the best outcomes in terms of cost-efficiency and transport benefits. That mechanism has again been used to distribute the Substantive Highways Scheme funding.

Main Considerations for the Council

5. The LTP financial settlement provides capital to fund investment in transport infrastructure and facilities in the county. It is important that the Substantive Highway Scheme Fund is available so that Area Boards are able to implement their top priority highway improvement schemes.

Overview and Scrutiny Engagement

6. No engagement.

Safeguarding Considerations

7. None identified.

Public Health Implications

8. None identified.

Corporate Procurement Implications

9. None identified.

Environmental and Climate Change Considerations

10. There are no environmental impacts relating to this proposal. The LTP was subject to a Strategic Environmental Assessment and sets out policies that aim to reduce dependence on travel by private car and promote cycling, walking and the use of public transport. The objective of these policies is to reduce the rate of traffic growth in the county and bring about an improved environment by reducing CO₂ emissions, community severance and air and noise pollution.

Equalities Impact of the Proposal

11. The LTP financial settlement provides capital funding that is used to improve access and accessibility in the county for all people. Particular attention is paid to the needs of children, disabled people and those with mobility impairments, in order to meet their access and transport requirements.

Risk Assessment

12. It is important that there is a mechanism for dealing with priority Area Board transport schemes that exceed the Board's annual discretionary highway budget as failure to do this would result in a priority Area Board scheme having no means of delivery. However, there is insufficient funding to implement all substantive schemes and they must be prioritised according to their cost and benefit.

Financial Implications

13. There are no financial implications. The allocation of the LTP Integrated Transport Block was agreed by the Cabinet Member for Highways and Transport in April.

Legal Implications

14. None identified.

Options Considered

15. The mechanism that was approved in July 2011 for distributing the Substantive Highway Scheme Fund awards funding according to value for money and deliverability. Under this mechanism, value for money is the ratio of the cost and benefit of the prospective scheme and deliverability is an assessment of how challenging a scheme would be to implement within a given financial year, considering technical, legal/procedural, operational, financial and public factors. **Appendix 1** sets out the Substantive Highway Scheme Bid Evaluation Formula incorporating the above.
16. Seven bids were received this year and, as in most previous years, the Substantive Highway Scheme Fund was oversubscribed. The seven bids have been scored using the Substantive Highway Scheme Bid Evaluation Formula which ranks the schemes according to cost-benefit and deliverability. It is proposed that Substantive Highway Scheme funding be awarded to the top six bids which scored best according to cost-benefit and deliverability. The results are set out in **Appendix 2** with the successful schemes highlighted in bold.

17. As can be seen from **Appendix 2**, funding constraints mean that the Woodborough 20 mph zone and footway scheme cannot be allocated the full amount that was bid for. It is proposed that an award is made that is sufficient to implement the 20mph zone in 2016/17 and that the Pewsey CATG are encouraged to submit a substantive highways scheme bid in 2017/18 for the footway element of the scheme. It is also proposed that the CATG's and Parish Council's contributions be reduced on a pro rata basis to the level of funding allocation.
18. A small sum of £3k will remain unallocated and set aside as a programme contingency.

Reason for Proposal

19. There needs to be a mechanism for delivering Area Board transport scheme priorities that exceed the Area Board's available discretionary highway budget and are unable to be implemented in phases over time. The agreed methodology and the application of the Substantive Highway Scheme Bid Evaluation Formula has resulted in six scheme bids being awarded Substantive Highway Scheme funding in 2016/17.

Proposal

20. That the results of the Substantive Highway Scheme funding mechanism as set out in **Appendix 2** be approved.

The following unpublished documents have been relied on in the preparation of this Report:

None