

**CABINET MEMBER FOR TRANSPORT, WASTE, STREET SCENE AND FLOODING –  
CLLR CAROLINE THOMAS**

**HIGHWAYS AND TRANSPORT SERVICE**

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**THE RESULTS OF THE AREA BOARD ‘SUBSTANTIVE HIGHWAY SCHEME’  
FUNDING BID PROCESS FOR 2023-24**

**Purpose of Report**

1. To announce the results of the distribution of the Local Transport Plan (LTP) Area Board ‘Substantive Highway Scheme’ budget of £250,000 in 2023/24.

**Relevance to the Council’s Business Plan**

2. The [Business Plan 2022-2032](#) sets out Wiltshire Council’s mission for the next ten years and aims to ensure that:
  - People are empowered to live full, healthy and enriched lives
  - Communities continue to be beautiful, exciting places to live
  - The local economy thrives supported by a skilled workforce
  - Wiltshire leads the way in mitigating climate change.

The Area Board Substantive Highway Scheme Fund provides a mechanism for the Local Highway & footway Improvement Groups (LHFIGs) 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. Since 2011 a Substantive Highway Scheme Fund has been made available to enable Area Boards to bid (via their respective LHFIGs but previously the Community Area Transport Groups (CATGs)) for funding to deliver priority transport schemes that exceed their Discretionary Highways Budget.
4. In 2018 the Cabinet Member for Highways, Transport and Waste decided to adopt a two-year design and build programme for the Substantive Highway Scheme Fund as it was proving impossible to award substantive funding to projects and then implement them within the same financial year, leading to a backlog of substantive schemes requiring delivery. Under this process, the Substantive Highways Scheme Fund bidding process takes place each autumn to award funding to schemes which are then implemented in the forthcoming financial year.
5. The Substantive Highway Scheme Fund for the 2023/24 financial year will be set at £250,000. As in previous years, bids for this funding will be assessed according to their value for money and their deliverability as set out below.
6. 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**

7. 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 can implement their top priority highway improvement schemes.

### **Overview and Scrutiny Engagement**

8. No engagement.

### **Safeguarding Considerations**

9. None identified.

### **Public Health Implications**

10. None identified.

### **Corporate Procurement Implications**

11. None identified.

### **Environmental and Climate Change Considerations**

12. 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 CO<sub>2</sub> emissions, community severance and air and noise pollution.

### **Equalities Impact of the Proposal**

13. 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**

14. 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**

15. There are no financial implications in the current financial year. It is intended that an allocation from the LTP Integrated Transport Block will be made in 2023/24 by the Cabinet Member for Transport, Waste, Street Scene and Flooding to fund the delivery of the successful Substantive Highway Schemes.

### **Legal Implications**

16. None identified.

## Options Considered

17. 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.
18. Eleven valid bids were received in this bidding round, and these have been scored using the Substantive Highway Scheme Bid Evaluation Formula with the results set out in **Appendix 2**. A further bid was deemed ineligible, and this is also shown in **Appendix 2** along with the reason why it was discounted. The sum of the valid bids exceeds the proposed allocation for the Substantive Highway Scheme Fund in 2023/24.
19. All of the valid 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 eight 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.
20. The sum of the estimated cost of delivering the eight schemes comes within the £250,000 Substantive Highways Scheme fund level leaving a £1,600 contingency.

## Reason for Proposal

21. 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 eight scheme bids being awarded Substantive Highway Scheme funding in the 2023/24 financial year.

## Proposal

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

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

None