

**DEPUTY LEADER AND CABINET MEMBER FOR HIGHWAYS, STREETSCENE AND BROADBAND – CLLR JOHN THOMSON**

**HIGHWAYS AND TRANSPORT SERVICE**

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**REFERENCE:** HSB-26-14

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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 £250,000 in 2014/15.

**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. In June 2014 the LTP Programme for Integrated Transport Schemes was agreed by the Cabinet Member for Highways, Streetscene and Broadband and included an allocation to fund substantive highway schemes that emerge from the work of the Community Area Transport Groups (CATGs). As in previous years, the Substantive Highway Scheme Fund is £250,000 and again is eligible 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.

### **Safeguarding Considerations**

6. None identified.

### **Public Health Implications**

7. None identified.

### **Environmental Impact of the Proposal**

8. 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**

9. 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**

10. 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**

11. There are no financial implications. The allocation of the LTP Integrated Transport Block has previously been agreed by the Cabinet Member for Highways, Streetscene and Broadband.

### **Legal Implications**

12. None identified.

### **Options Considered**

13. 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.
14. Ten bids were received by the submission date of 30 June 2014. However, two of these bids were considered ineligible for this funding either because the scheme that was bid for could be afforded within the Board's discretionary highway budget or could be implemented in discrete stages spread over two or three financial years.
15. The eight valid bids have been scored using the Substantive Highway Scheme Bid Evaluation Formula. The results are set out in **Appendix 2** with the successful schemes highlighted in bold. The two bids that were deemed ineligible are also shown in **Appendix 2** along with the reason why they were discounted.

16. As can be seen from **Appendix 2**, the £250,000 Substantive Highway Scheme Fund will be distributed between the eight successful bids in order of cost-benefit and deliverability, with £9,100 unallocated and set aside as a programme contingency.

#### **Reason for Proposal**

17. 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 2014/15.

#### **Proposal**

18. 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