

CABINET MEMBER FOR HIGHWAYS AND TRANSPORT – CLLR PHILIP WHITEHEAD

HIGHWAYS AND TRANSPORT SERVICES

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REFERENCE: HT-12-15

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 2015/16.

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 2015/16 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 is again set at £250,000 and 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.

Corporate Procurement Implications

8. None identified.

Environmental and Climate Change Considerations

9. 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

10. 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

11. 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

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

Legal Implications

13. None identified.

Options Considered

14. 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.
15. Eight bids were received this year and have been scored using the Substantive Highway Scheme Bid Evaluation Formula which ranks the schemes according to cost-benefit and deliverability. The results are set out in **Appendix 2**.
16. Unlike in previous years, the Substantive Highway Scheme Fund was not heavily oversubscribed and all eight bids have been successful in being allocated funding.

However, three schemes scored poorly in terms of deliverability (highlighted with an asterisk) and these will need to be further developed to determine whether they can be implemented for the sums of money that have been bid for. If, following the further design work, it is demonstrated that these schemes cannot be delivered within the budget awarded they will not be implemented and the allocated funding will return to the main Integrated Transport budget.

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 2015/16.

Proposal

18. 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