

**DECISION FORM**

**SUBJECT:** Local Transport Plan 3 Strategy 2011 – 2021 and Implementation Plan 2011/12 – 2014/15

**DECISION TO BE TAKEN BY:** Council Forum

**KEY DECISION:** Yes

**PORTFOLIO AREA:** Regeneration

**PORTFOLIOS AFFECTED:** Regeneration, Resources

**WARDS AFFECTED:** All

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**SUBJECT:** Local Transport Plan 3 Strategy 2011 – 2021 and Implementation Plan 2011/12 – 2014/15

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**1. RECOMMENDATIONS:**

That the Council:

- 1) approves the Local Transport Plan 3 Strategy 2011-2021 and Implementation Plan 2011-2015
- 2) approves the Local Transport Plan 3 programme for 2011/12
- 3) delegates authority to the Director of Regeneration to accept tenders subject to adequate budget provision.

**2. REASONS FOR THE DECISION:**

The Local Transport Act 2008 requires local transport authorities to produce and maintain a Local Transport Plan setting out its Strategy, Implementation Plan and targets for improving transport for their community.

The LTP3 strategy will initially be delivered through a four year Implementation Plan from 2011 – 2015 which will take account of the availability of funding over the initial settlement period and the appraisal cases for investment in packages of transport schemes.

LTP3 reflects the distinct character of the borough, with its unique geography and local circumstances, and will tackle the priorities of the Council, the general public, businesses and stakeholders.

**3. STATEMENT OF COMPLIANCE**

The recommendations are made further to legal advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

**4. DECLARATION OF INTEREST:**

None

<b>Signed:</b>  <b>Executive Member:</b>  <b>Date:</b>  <b>Also present:</b>	<b>Signed:</b>  <b>Chief Officer:</b>  <b>Date:</b>
<b>Date of Senior Policy Team Meeting(s): Monday 14<sup>th</sup> February 2011</b>	

**Background papers: A list of background papers on this issue is held with: Mike Cliffe on ext: 5310**

**Date of Publication:**

**Date of Expiry of Call-In Period:**

***Original Signed Decision Form to be retained in Democratic Services – copy kept by Department***



<b>REPORT TO COUNCIL FORUM</b>	
<b>REPORT OF:</b> Executive Member for Regeneration	
<b>TO:</b>	Council Forum
<b>ON:</b>	28th April 2011

**SUBJECT:** Local Transport Plan 3 Strategy 2011 – 2021  
and Implementation Plan 2011/12 – 2014/15

**1. PURPOSE OF THE REPORT**

To seek the Council’s approval for the Local Transport Plan 3 Strategy 2011 – 2021 and to set out the wider programme for transport investment in the borough within the accompanying Implementation Plan 2011/12 – 2014/15.

**2. RECOMMENDATIONS**

That the Council:

- 1) approves the Local Transport Plan 3 Strategy 2011-2021 and Implementation Plan 2011-2015.
- 2) approves the Local Transport Plan 3 programme for 2011/12
- 3) delegates authority to the Director of Regeneration to accept tenders subject to adequate budget provision.

**3. BACKGROUND**

The Local Transport Act 2008 requires local transport authorities to produce and maintain a Local Transport Plan setting out its Strategy, Implementation Plan and targets for improving transport for their communities.

Recent government guidance has given local transport authorities the freedom to locally decide the length of local transport plans and to refresh them as and when required. BwD has chosen to develop the LTP3 strategy for a ten year period from 2011 – 2021 as this will enable the Council to be more strategic and plan for a long term programme of transport maintenance and enhancements.

The LTP3 strategy will initially be delivered through a four year Implementation Plan from 2011 – 2015 which will take account of the availability of funding over the initial settlement period and the appraisal cases for investment in packages of transport schemes.

LTP3 reflects the distinct character of the borough, with its unique

geography and local circumstances, and will tackle the priorities of the Council, the general public, businesses and stakeholders.

LTP3 seeks to promote healthier forms of transport, support robust economic growth, reduce road congestion, make public transport a more attractive option, protect the natural environment, improve air quality and reduce greenhouse gas emissions; with the aim of improving the quality of life for residents, businesses and visitors.

LTP1 and LTP2 (2001-2011) have delivered over £50 million of investment and attracted £15 million in 3<sup>rd</sup> party funding to the borough which has helped to create jobs and promote regeneration in our town centres, and improve accessibility, road safety and sustainability.

However, as we enter a period of relative austerity, the level of funding to deliver transport improvements will be significantly reduced, with the following key issues to be tackled:

- The borough's young population and its relationship to the growth of car use and road accidents,
- Peak time congestion and traffic levels
- The effects of climate change
- Chronic health issues
- Worsening air quality and intrusive noise
- Car dependence
- The effects of long standing deprivation
- The ongoing requirement to generate jobs, improve wage and skill levels
- The need to create sustainable communities through economic restructuring and regeneration.

**LTP3 Strategy summary- attached in appendix 1 which has been made available in Council group rooms and can be viewed at [www.blackburn.gov.uk/transportplan](http://www.blackburn.gov.uk/transportplan)**

Local Authorities are at the forefront of connecting people to political decision making and play a crucial role in promoting growth, tackling climate change and reducing health inequalities.

In order to ensure the LTP3 Strategy was able to identify the most pressing local needs and concerns of individuals, communities and organisations, a wide ranging public consultation was undertaken through:

- The Shuttle newspaper
- Community and Business Partners with local businesses
- LTP distribution list of interested parties.

Following the consultation the Council has identified 5 local transport goals, and for each, a set of objectives and priorities:

### **Goal 1: Support the economy**

#### **Objectives:**

1. Maintain and improve the condition of the transport infrastructure
2. Reduce congestion and delay
3. Ensure good accessibility and effective travel plans for new development
4. Develop transport access to employment
5. Work with partners to develop economic growth and bring forward new development

**Priority:** Improve access to areas of regeneration and economic growth

### **Goal 2: Tackle climate change**

#### **Objectives:**

1. Develop and maintain an efficient and sustainable transport system
2. Increase use of public transport
3. Encourage people to adopt active travel
4. Promote the use of more efficient vehicles and vehicle operation
5. Adapt the transport system to withstand the impacts of extreme weather

**Priority:** Reduce carbon emissions

### **Goal 3: Increase safety & security**

#### **Objectives:**

1. Implement measures across the highway network to reduce the number and severity of casualties
2. Change the behaviour of road users through education, engineering and enforcement to reduce casualties
3. Implement projects to reduce child casualties and casualties in areas of deprivation
4. Reduce crime and antisocial behaviour on public transport and in the public realm

**Priority:** Improve road safety

### **Goal 4: Promote equality of opportunity**

#### **Objectives:**

1. Ensure that people can get the transport information they need and help make transport easier to use
2. Work with the health sector to make sure that people can connect with the health provision they need
3. Support people living in isolated and rural communities to make sure that they do not miss out on life chances
4. Work in partnership with those providing education, learning

and training, to make sure that those who need it can connect with appropriate opportunities

5. Make sure that the needs of older people are properly addressed so that they are able to continue to take full part in society
6. Given that different social groups have particular problems in connecting with things they need, whether through disability or other factors, we will work to break down these barriers

**Priority:** Improve access to education and employment

**Goal 5: Promote quality of life, health and the natural environment**

**Objectives:**

1. Maintain and improve infrastructure to promote better quality of life and sustainable and active travel
2. Promote sustainable travel as an alternative to the car
3. Promote walking and cycling trips to local destinations and for leisure
4. Manage traffic to reduce its impact, including noise and air pollution, on people's wellbeing
5. Manage traffic to reduce its impact on cohesion and social inclusion within the community
6. Manage traffic to reduce its impact on biodiversity and the natural environment

**Priority:** Improve quality of life and wellbeing

Given the country's current financial situation, underpinning the LTP3 strategy is the need to provide value for money and ensure we make the best use of our existing assets. Therefore a further cross cutting priority will cover the management of our assets:

**Priority:** Maintain our transport assets in good condition and deliver the best value for money.

Developing a sustainable and efficient transport network for the borough will enable economic growth and deliver opportunities of access for all. Furthermore, tackling the level of carbon emissions from the transport sector and the adverse impacts of transport on personal health, safety and the quality of our environment will also assist in the delivery of the Boroughs Local Development Framework and the Blackburn with Darwen Strategic Partnership's Vision 2030.

**Major Transport Schemes:**

Major investment in BwD's transport networks will be required if we are to both support the economy and address environmental targets. We are highly aware that over the ten year period of the LTP3 the economic, political and environmental landscape of the borough will

change. As such any future major transport scheme will be identified in response to emerging circumstances and should demonstrate value for money, affordability and deliverability.

The major schemes included within LTP3 are listed below:

- Pennine Reach
- Freckleton Street Link Road
- Clitheroe to Manchester Rail Enhancements
- M65 Capacity Improvements

#### **Performance Monitoring:**

With the abolition of national “best value” indicators, it is proposed that BwD will retain a small number of local indicators which will be published to coincide with the changeover of Implementation Plans. This will enable residents to assess the Council's performance based on its ability to develop and deliver transport schemes.

Local indicators will monitor:

- Road condition
- Air Quality
- Road safety
- Public transport usage and reliability
- Walking & Cycling

**LTP3 Implementation Plan - attached in appendix 2 which has been made available in Council group rooms and can be viewed at [www.blackburn.gov.uk/transportplan](http://www.blackburn.gov.uk/transportplan)**

The Council's LTP3 funding allocation for the period 2011 – 2015 has been announced at

- Integrated Transport: £4.266m (£2.363m of this is indicative for 2013/14 and 2014/15)
- Capital maintenance: £7.492m (£3.511m of this is indicative for 2013/14 and 2014/15).

Given the reduction in transport funding it is vital that the programme of investment is targeted at schemes which can deliver against as many of the Council's objectives and priorities as possible.

LTP3 investment needs to be sustainable, not only environmentally by helping to address the challenges of climate change, but also financially and economically by being affordable and compatible with an economic growth agenda. Moreover, investment should be socially sustainable – promoting social mobility and having the full backing of the local community.

Improvements to infrastructure alone will not deliver sustainability, and a balanced programme of investment is required which also utilises technology, information and behavioural change techniques.

As spending on large transport infrastructure projects comes under pressure there is a real opportunity for innovative, low cost, high value

solutions that optimise the use of the existing transport network rather than changing the network itself.

A balanced programme of investment which benefits all transport users is fundamental to the success of the strategy and helping to achieve our wider aims and objectives.

Full details on schemes and packages can be found within the LTP3 Implementation Plan in appendix 2 of this report.

**The 2011/12 LTP3 programme is proposed as follows:**

**LTP INTEGRATED TRANSPORT SCHEMES 2011/12**

**TOTAL £921,000:**

**Corridors:**

Scheme	Comments
Haslingden Road guide roundabout retention	financial completion of the scheme
Quality bus shelters	boroughwide new shelters
Corridor congestion and flow measures:	variety of schemes including BCW/Oakenhurst Rd jct lining, BCW/Montague St jct signals, Townsmoor gyratory signals and lining, Bolton Rd/Oakdale jct signals and lining, Earcroft/Bolton Road jct signing and lining, Whalley New Road/Brownhill jct lining and TROs

**Hubs:**

Scheme	Comments
Town Centre Transport	Cardwell Place scheme
Freckleton Street Link Road	project progression and design
Blackburn Railway Station	platform 4 canopy

**Neighbourhoods:**

Scheme	Comments
Revidge Road	interactive sign and possible pedestrian crossing
Rivington Road	signing and lining
Stopes Brow	interactive sign and possible lining
Heys Lane	possible crossing and pedestrian refuge
Brownhill Drive	interactive sign, right turn filter
Blackamoor Crossroads	signage, junction warnings
Safety audits and prep pool	

**Sustainable Transport:**

Scheme	Comments
Cycle routes	partnership working with British Cycling – mapped cycle routes, training, promoting cycling to employers, Witton Park cycle hub
Rights of Way Improvement Plan	Contribution to Pennine Bridleway project, boroughwide access improvements
Public transport information	interactive mapping, technology and route awareness project
Pennine Reach	development of revised major scheme business case for Autumn 2011 submission
Local rail schemes	Rail monitoring and community rail partnership projects, Cherry Tree and Mill Hill station improvements
Public transport technology	NoWCARD smartcard project contribution, youth and commercial smartcard pilot projects, realtime development

**Other:**



Scheme	Comments
Performance monitoring	Darwen and Blackburn Town Centre cordon counts, Automatic Traffic Counter capital maintenance.

#### **LTP CAPITAL MAINTENANCE SCHEMES 2011/12**

**TOTAL £2,070,000:**

#### **Principal Roads**

Scheme	Comments
A675 Belmont Road, Belmont from Bolton Boundary north for 1500 metres	surface dressing
A666 Blackburn Road, Darwen from Hawkshaw Avenue to Moss Fold Road	replacement of existing binder and surface courses
A666 Bolton Road, Darwen from Watery Lane to Grimshaw Street	replacement of failed surface course
A674 King Street / Whalley Banks / Bank Top from Byrom Street to Garden Street	replacement of failed surface course
Footway initiatives	various locations

#### **Non-Principal Roads:**

Scheme	Comments
C619 Billinge End Road from "Temple Close" to "Highfield"	surface dressing
Blackamoor Road from Guide Roundabout to Walker Road	replacement of failed surface course
C614 Broadhead Road, Edgworth from Moorside Road south for 884 metres:	surface dressing
Hey Lane, Hoddlesden – various sections	approx 3800sqm of machine laid patching between Chapels Corner and the bus turnaround. View to surface dress full length in 2012/13
C619 Long Lane / Sandy Lane, Pleasington from "Woodside" to "Presby"	surface dressing
Lower Eccleshill Road from Hollins Grove Street to M65 Bridge	replacement of failed surface course
C613 Roman Road, Blacksnape from "Drummer Stoops" to "Barons Fold"	overlay existing surface. Continuation of 2010/11 scheme
Tockholes Road / Sunnyhurst Lane, Darwen between Scholes Street and Harwood Street:	surface dressing
Union Street, Darwen from Knott Street to Duckworth Street	Darwen Town Centre
C615 Watery Lane, Darwen	surfacing following bridgeworks: deferred from 2010/11 due to delay in completion of bridgeworks.

#### **Bridge and Structures Maintenance:**

Scheme	Comments
Watery Lane Bridge	completion of current works to replace deck and culvert deck
Buncer Lane Underbridge	repair of downstand beams
Garden Street	replacement of deck slab and strengthening the parapets
Greenbank Terrace	widening of deck slab
Turton Bottoms	tie rods to the spandrel wall, minor repair to arch barrel and maintenance painting to steel work
Bury Road Culvert	replacement of deck stone slab with reinforced concrete

	box section/concrete pipe
Cross Street	replacement of complete substandard deck and parapet
Albert Place	strength assessment of stone arch and filler beam deck
Essential structural maintenance	general
Bridge strengthening	general
Sub-standard bridge management	
Retaining wall strengthening	
Bridge assessments	
Quarltan Brook Bridge:	release of retention
Kings Canal Bridge	release of retention

**Street Lighting:**

Scheme	Comments
boroughwide	replacement of concrete columns

**UTC Capital Upgrades:**

Scheme	Comments
boroughwide	replacement of worn out traffic signals and associated infrastructure, upgrades to traffic signal control and communications systems

**Other:**

Scheme	Comments
LTP project management	

**4. RATIONALE**

The fundamental purpose of transport is to enable economic and social activity. Transport helps people to get to jobs and services and to visit people and places. It allows businesses to access suppliers and customers. However, transport also impacts upon people and places; traffic congestion brings delay, road accidents cause injury and death, and vehicle emissions affect people's health and contribute to climate change.

Transport therefore plays a key role in society and an effective transport network is crucial to achieving the social, economic and environmental goals of Government and the Council.

**5. POLICY IMPLICATIONS**

LTP3 will provide much needed direct investment in transport schemes, support and facilitate regeneration programmes and attract further funding and investment. As with LTP1 and LTP2 the strategy and investment programme is based on a local area footprint and will not form a Lancashire wide strategy and Pennine Lancashire Implementation Plan as previously intended. However, the LTP3 is written with cross boundary issues integral to the Plan.

The DfT will no longer formally assess LTPs, impose mandatory targets or require submission of formal monitoring reports. This places responsibility firmly on individual authorities to consider how to use the LTP framework to be accountable to local communities.

**6. FINANCIAL IMPLICATIONS**

It is recommended that funding allocated to BwDBC within the LTP3

settlement provided to the Council as capital grant continues to fund integrated transport projects and capital maintenance schemes.

The LTP3 programme will be closely monitored to ensure full spend. Any further variations or amendments will be reported to future meetings of Regeneration SPT.

**7. LEGAL IMPLICATIONS**

All schemes within the programme will need to be designed and implemented in accordance with relevant highway, transport and traffic legislation; and will need to be procured in accordance with the Constitution and, where relevant, European directives; and will need to be procured where relevant in accordance with grant conditions.

**8. RESOURCE IMPLICATIONS**

Staff time in developing and delivering LTP3 will be considerable, but will be met from existing resources. All professional fees will be met from allocations detailed.

**9. CONSULTATIONS**

All schemes will be the subject of detailed individual consultations with the emergency services, stakeholders and the wider community.

<b>Signed:</b>  <b>Director of Legal Services:</b>  <b>Date:</b>	<b>Signed:</b>  <b>Director Financial Services:</b>  <b>Date:</b>
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CONTACT OFFICER: Mike Cliffe ext 5310, James Syson ext 5776  
DATE: 28<sup>th</sup> April 2011  
BACKGROUND PAPERS: Executive Board report 10<sup>th</sup> March 2011  
Background papers can be found at [www.blackburn.gov.uk/transportplan](http://www.blackburn.gov.uk/transportplan)  
Appendix 1: LTP3 Strategy  
[http://www.blackburn.gov.uk/upload/pdf/BwDBC\\_LTP3\\_Strategy\\_Final.pdf](http://www.blackburn.gov.uk/upload/pdf/BwDBC_LTP3_Strategy_Final.pdf)  
Appendix 2: LTP3 Implementation Plan  
[http://www.blackburn.gov.uk/upload/pdf/LTP3\\_Implementation\\_Plan\\_Final.pdf](http://www.blackburn.gov.uk/upload/pdf/LTP3_Implementation_Plan_Final.pdf)  
Appendix 3: LTP3 Environmental Report  
[http://www.blackburn.gov.uk/upload/pdf/LTP3\\_Environmental\\_Report\\_Final.pdf](http://www.blackburn.gov.uk/upload/pdf/LTP3_Environmental_Report_Final.pdf)