



EXECUTIVE BOARD DECISION

REPORT OF:	Executive Member for Regeneration
LEAD OFFICERS:	Director of Growth and Development
DATE:	13 th April 2017

PORTFOLIO/S AFFECTED:	Regeneration	Resources
WARD/S AFFECTED:	All	
KEY DECISION:	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	

SUBJECT: Local Transport Plan 2017/18 Programme

1. EXECUTIVE SUMMARY

To seek the Executive Board's approval for the detailed Local Transport Plan 3 (LTP3) programme for financial year 2017/18 and in outline from 2018/19 to 2020/21. The LTP3 Strategy covering the period 2011 – 2021 was originally approved by the Council Forum on 28th April 2011.

2. RECOMMENDATIONS

That the Executive Board:

- 1) Approves the Local Transport Plan 3 detailed programme for 2017/18.
- 2) Approves the Local Transport Plan 3 outline programme from 2018/19 to 2020/21.
- 3) Delegates authority to the Director of Growth and Development, in consultation with the Executive Member for Regeneration, to amend, seek and accept tenders subject to adequate budget provision.

3. BACKGROUND

The Council approved its Local Transport Plan 3 (LTP3) in April 2011 with the following goals, to:

- Support the economy
- Tackle climate change
- Increase safety and security
- Promote equality of opportunity
- Promote quality of life, health and the natural environment

The LTP 3 also has a further cross cutting priority to promote the management of the Council's transport assets.

On the 24th July 2014 the Department for Transport (DfT) confirmed details of future Integrated Block Allocations for 2015 – 2021 and on 4th December 2014 also confirmed the Council's Local Highways Maintenance Capital Block Funding for 2015 - 2021.

On 13th January 2017 the DfT confirmed details of additional capital funding for roads which included extra formula allocations for Highways Schemes to be channelled from the National Pothole Action Fund and the National Productivity Investment Fund.

The Council has also been successful in securing Local Growth Fund 2 and 3 allocations to deliver Capital Highways schemes. The table below summarises the total amount of funding available:

	2017/18	2018/19	2019/20	2020/21
DfT Integrated Transport Block	£1,424,000	£1,424,000	£1,424,000	£1,424,000
DfT National Productivity Investment Fund	£280,000			
Growth Deal 2 (East Darwen)	£1,250,000	£1,250,000		
Growth Deal 3 (Pennine Gateways M65 J4,5,6)		£4,100,000	£5,750,000	£2,150,000
Section 106 contributions	£231,000			
Integrated Transport Block sub-total	£3,185,000	£6,774,000	£7,174,000	£3,574,000
DfT Highways Capital Maintenance	£1,715,000	£1,552,000	£1,552,000	£1,552,000
DfT National Productivity Investment Fund	£280,000			
DfT Pothole Action Fund	£128,000			
Capital Maintenance sub-total	£2,123,000	£1,552,000	£1,552,000	£1,552,000
Grand Total	£5,308,000	£8,326,000	£8,726,000	£5,126,000

4. KEY ISSUES & RISKS

The 2017/18 LTP allocation of **£5,308,000** will be allocated as follows:

- Integrated Transport Block, £3,185,000
- Highways Capital Maintenance, £2,123,000

Any additional funds received from Section 106 or monies from third parties (eg. DfT, Environment Agency, Natural England) will be reported within the 6 monthly LTP update report in September / October 2017. Detailed LTP programmes will continue to be reported to the Executive Board in March of each year for approval.

LTP INTEGRATED TRANSPORT BLOCK

Corridors:

Scheme	2017/18	2018/19	2019/20	2020/21
Quality Bus Shelters	£100,000	£100,000	£100,000	£100,000
Highway Schemes Part 1 Compensation Claims	£35,000	£50,000	£50,000	£50,000
Darwen East Corridor delivery – including submission for planning and procurement, land acquisition. BwDBC contribution plus Growth Deal Major Scheme funding	£300,000 LTP + £1,250,000 growth deal	£200,000 LTP + £1,250,000 growth deal		
Darwen East Corridor – associated junction works		£219,000	£429,000	£509,000
Area based traffic reviews rolling programme	£75,000	£75,000	£75,000	£75,000
Gateway improvement schemes			£50,000	£50,000
Pennine Reach contribution. Scheme retentions for Bus Station, Furthergate and Ewood Packages	£390,000			
Growth Deal 3 South East Blackburn Highway Improvements – business case, procurement, land and delivery	£100,000	£1,000,000 growth deal	£2,900,000 growth deal	£1,000,000 growth deal
Growth Deal 3 Furthergate Highway Improvements – business case, procurement, land and delivery	£100,000	£900,000 growth deal	£2,850,000 growth deal	£1,150,000 growth deal
Growth Deal 3 Land assembly and remediation		£1,200,000 growth deal + £160,000 LTP	£330,000 LTP	£210,000 LTP
Growth Deal 3 Sustainable Transport infrastructure including Brownhill Roundabout	Contribution in capital maintenance	£1,000,000 growth deal		

Hubs:

Freckleton Street Link Road retention	£75,000			
Town Centre Transport (Electrical charging points, Ainsworth Street	£40,000	£40,000	£40,000	£40,000

bollards)				
Town Centre Transport (contribution to LEP funded scheme: Blakey Moor Network Improvements)	£50,000	£200,000		
Neighbourhoods:				
Road Safety schemes		£50,000	£60,000	£100,000
Neighbourhood access schemes		£10,000	£20,000	£20,000
Section 106 Broken Stone Road / Gib Lane mini roundabout / speed limit changes	£99,000			
Section 106 Livesey Branch Road / Gib Lane new access	£20,000 LTP + £231,000 s106			
Sustainable Transport:				
Cycle routes (local commitment to LEP scheme) - Weavers Wheel completion	£50,000	£50,000		
Rights of Way Improvement Plan	£20,000	£20,000	£20,000	£20,000
Sustainable Transport and supporting growth (supporting DfT Access Fund)	£20,000	£20,000	£20,000	£20,000
Other:				
Performance monitoring / Cordon Counts including Pennine Reach monitoring and evaluation	£30,000	£30,000	£30,000	£30,000
LTP scheme development and delivery. Co-ordination, strategy development and funding bids	£200,000	£200,000	£200,000	£200,000
TOTAL ITB	£3,185,000	£6,774,000	£7,174,000	£3,574,000

LTP CAPITAL MAINTENANCE SCHEMES

These proposed schemes have been informed by lifecycle planning factors developed as part of the authority's asset management strategy, where relevant schemes within the resilient network have been prioritised.

Scheme	2017/18	2018/19	2019/20	2020/21
Structural Footway Maintenance	£548,000			
Carriageway Surface Dressing		£526,125		
Structural Footway Maintenance			£541,247	
Carriageway Traditional Hot Surfacing				£544,632
Newfield Drive Adoption (Twin Valley Homes scheme)	£30,000			
UTC Capital Upgrades and AQMA measures	£300,000	£300,000	£300,000	£300,000
Local Cycle Network Capital Maintenance	£40,115	£30,000	£30,000	£30,000
Capital Drainage Schemes	£150,000	£75,000	£75,000	£75,000
Local contribution to DfT maintenance bid / Additional major signals maintenance (Growth Deal 3)	£300,000	£100,000	£100,000	£100,000
Bridges and Structures Maintenance	£626,885	£520,875	£505,753	£502,368
DfT Pothole Action Fund	£128,000			
TOTAL CAPITAL MAINTENANCE	£2,123,000	£1,552,000	£1,552,000	£1,552,000
LTP GRAND TOTAL	£5,308,000	£8,326,000	£8,726,000	£5,126,000

The detailed programme for Structures Maintenance in 2017/18 can be found in the table below:

Scheme	Scheme details
Gorse Street Canal Bridge retention release	Due end Feb 2018
Aqueduct Road Bridge retention release	Due end Feb 2018
Freckleton Street River Walls retention release	Due end Dec 2017
George Street Bridge	Due end Feb 2018
Wesley Street Footbridge	Rebuild river wall and bridge abutment. Reinstate footbridge.

Cicely Lane Canal Bridge	Footway strengthening
Wainwright Way River Walls Phase 2	Strengthening masonry river wall
Whitebirk Drive Culvert	Scour and training walls. Completion of 16/17 scheme.
Back Railway Road retaining wall	Parapet replacement. Completion of 16/17 scheme.
Essential Bridge Maintenance	General maintenance
General Bridge Strengthening	Investigation & feasibility
Substandard Bridge Management HA and NR	Inspection of Highways England and Network Rail Bridges
Retaining Wall Strengthening	General maintenance
Bridge Assessments	Asset management development
Principal Bridge Inspections	Programme of 50 inspections
Reserve schemes 2017/18 to be developed	
Higher Croft Bridge	Embankment slippage & erosion
Cob Wall Bridge	Parapet replacement
Wainwright Way River Walls Phase 3	Strengthening masonry river wall
Willow Street Bridge	Footway strengthening

The detailed programme for UTC Capital Maintenance in 2017/18 can be found below:

Scheme 2017/18
Bank Top (Duckworth Street) pedestrian crossing
Whalley New Road (Bastwell Road) pedestrian crossing
Darwen Street Bridge
Whitebirk Drive / Whalley Old Road junction
Brownhill Drive / Emerald Avenue
Whitebirk Drive / Phillips Road

The detailed programme for the Structural Footway Pavement Maintenance programme in 2017/18 can be found below:

Ward	Road	Location
Wensley Fold	Mincing Lane, Blackburn	St Peters Street to King Street
Shear Brow	Museum Street, Blackburn	Full length
Roe Lee	Wilworth Crescent, Blackburn	Full length
Wensley Fold	Nab Lane, Blackburn	Full length
Roe Lee	Openshaw Drive, Blackburn	Outside shops
Roe Lee	Goodshaw Avenue & Goodshaw Close, Blackburn	Full length
Shear Brow	Clarence Street, Blackburn	footway outside YMCA building: stone flags
Mill Hill	New Chapel Street, Blackburn	New Wellington Street to St Aidans Ave
Bastwell	St James' Road, Blackburn	Number 132 to Northfield Street & number 87 to Openshaw Drive
Roe Lee ~ Beardwood with Lammack	Ramsgreave Drive, Blackburn	Numbers 135 to 219
Shear Brow	Whalley Range, Blackburn	Earl Street to Victoria Street
Roe Lee	Whalley New Road, Blackburn	Emerald Avenue to Topaz Street
Roe Lee	Briar Road, Blackburn	Full length
Wensley Fold	Whittaker Street, Blackburn	even numbers side
Wensley Fold	Rolleston Road, Blackburn	Wensley Road to Rolleston Road
Ewood	Crediton Close, Blackburn	Full length
Ewood	Dawlish Close, Blackburn	Full length
Ewood	Honiton Avenue, Blackburn	Full length
Ewood	Grindleton Road, Blackburn	Full length
Meadowhead	Dalby Crescent, Blackburn	Full length
Roe Lee	Warrenside Close, Blackburn	Full length
Wensley Fold	Wensley Road, Blackburn	Lower Hazel Close to Bent Gap Lane
Design Fee TBC		

Any changes to the approved 2017/18 programme will be reported via the Council's Executive Member for Regeneration. Changes to the LTP programme as detailed within this report will be resourced from within the programme, and as such there will be no additional impact on Council finances.

5. POLICY IMPLICATIONS

All schemes proposed directly accord with the Local Transport Plan 3 2011 – 2021 Strategy.

6. FINANCIAL IMPLICATIONS

Funding sources are identified within section 3 of this report. The programme will be closely monitored to ensure full spend and any further variations or amendments will be reported to future meetings of Regeneration SPT and Executive Board.

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 Council's constitution and; where relevant, European directives; and any grant conditions.

8. RESOURCE IMPLICATIONS

All professional fees will be met from allocations detailed, and staff time met from existing resources. External contractors will be procured to deliver schemes that cannot be delivered by internal resources. Procurement will be in line with current best practices identified by HMEP standards.

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below. Where appropriate please include the hyperlink to the EIA.

Option 1 Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2 In determining this matter the Executive Member needs to consider the EIA associated



BwDBC LTP3
Environmental Report

with this item in advance of making the decision.

Option 3 In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. (*insert EIA attachment*)

10. CONSULTATIONS

All schemes will be the subject of detailed individual consultations with the emergency services, stakeholders and the wider community. The LTP3 2011 – 2021 Strategy was the subject of a full consultation exercise which was undertaken prior to the document being approved in April 2011.

The proposed works have been informed by the options expressed in the most recent National Highways and Transport Public Satisfaction Survey. Residents and stakeholders will be informed prior to the start of the proposed works in respect to the nature of the scheme and their anticipated duration. This will be communicated via the Council's website, social media facilities, leaflets and letters as appropriate. Customer feedback will be actively sought on completion of each scheme, with feedback analysed and used to improve the service in the future.

11. STATEMENT OF COMPLIANCE

The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

12. DECLARATION OF INTEREST

All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded in the Summary of Decisions published on the day following the meeting.

VERSION:	0.03
-----------------	------

CONTACT OFFICER:	Mike Cliffe, Strategic Transport Manager, ext 5310
DATE:	21 st March 2017
BACKGROUND PAPER:	Council Forum paper dated 28 th April 2011 via the following hyperlink: http://blackburn.cmis.uk.com/blackburn/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/505/Committee/218/Default.aspx