



EXECUTIVE BOARD DECISION

REPORT OF: Executive Member for Regeneration and Growth

LEAD OFFICERS: Director of Growth and Development

DATE: 11th April 2019

PORTFOLIO/S AFFECTED: Regeneration and Growth

WARD/S AFFECTED: All

KEY DECISION: YES NO

SUBJECT: Local Transport Plan 2019/20 programme

1. EXECUTIVE SUMMARY

To seek the Executive Board's approval for the detailed Local Transport Plan 3 (LTP3) programme for financial year 2019/20 and in outline for 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 2019/20.
- 2) Approves the Local Transport Plan 3 outline programme from 2019/20 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. Additional funding has also been confirmed from the DfT in relation to the Highways Maintenance Incentive Fund and National Productivity Investment Fund. The Council has also been successful in securing Local Growth Fund allocations to deliver Capital Highways schemes.

The table below summarises the total amount of funding available:

| | 2019/20 | 2020/21 |
|--|-------------------|--------------------|
| DfT Integrated Transport Block | £1,424,000 | £1,424,000 |
| DfT National Productivity Investment Fund (NPIF) | £1,520,000 | |
| Growth Deal 3 (Pennine Gateways) | £3,366,727 | £6,100,000 |
| Section 106 Cranberry Lane | £156,000 | £156,000 |
| Section 106 Roe Lee | £350,000 | £150,000 |
| Section 106 Gib Lane Phase C | £20,000 | £260,000 |
| Section 106 Blackburn North – Yew Tree Drive | £50,000 | |
| Section 106 Pole Lane North – Highways Drainage | £150,000 | £100,000 |
| Section 106 School Lane, Guide | £36,000 | £4,500 |
| DfT Highways Capital Maintenance | £1,552,000 | £1,552,000 |
| DfT Highways Maintenance Incentive Fund | £326,000 | £326,000 |
| DfT Pothole Action Fund | £0 | £0 |
| Commutated Sum: Network Rail for Wainwright Bridge | £200,000 | |
| Grand Total | £9,150,727 | £10,072,500 |

As Growth Deal 3 monies are claimed according to defrayed payments on a 90% Growth Deal / 10% LTP split basis, the exact amount of Growth Deal funding claimed and received in 2019/20 and 2020/21 will be subject to change and further reporting.

Any additional funds received from Section 106 or monies from third parties will be reported within the 6 monthly LTP update report to be published later in 2019. Detailed LTP programmes will continue to be reported to the Executive Board in March of each year for approval.

4. KEY ISSUES & RISKS

The 2019/20 and 2020/21 Capital Programme for Transport and Highways will be allocated as follows. 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.

Integrated Transport Block:

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| Quality Bus Shelters |
| Highway Schemes Part 1 compensation claims |
| Ellison Fold Way: scheme retention and completion (Section 106 Cranberry Lane) |
| Growth Deal 3 Furthergate Highway Improvements – scheme delivery and completion |
| Growth Deal 3 North Blackburn – scheme delivery |
| Growth Deal 3 South East Blackburn Highway Improvements – business case, procurement, land/property acquisition and delivery |
| West Blackburn Transport |
| Town Centre Transport (Electrical charging points) |
| Fabric Borders National Productivity Investment Fund NPIF |
| Jubilee Square highways and public realm |
| Blackburn Bus Station capital maintenance |
| Cycle routes - Weavers Wheel spurs and spokes |
| Public Rights of Way Improvement Plan |
| Local Road Safety schemes including completion of Egerton Road, Belmont |
| Performance monitoring / Cordon Counts |
| LTP scheme development and delivery. Co-ordination, strategy development and funding bids |
| Section 106 Roe Lee – completion |
| Section 106 Gib Lane Phase C (sustainable transport 19/20 – West Blackburn 20/21) |
| Section 106 Blackburn North Yew Tree Drive |
| Section 106 Pole Lane North |
| Section 106 School Lane, Guide |

LTP Capital Maintenance:

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| Highways Carriageway Maintenance 2019/20 c.£540,000 |
| Haslingden Road, Brandy House Brow mini roundabout to Old Bank Lane HRA |
| A666 Bolton Road, Oakdale, option to retexture / HRA |
| A666 Blackburn Road, Hollins, option to retexture / HRA |
| DfT Highways Maintenance Incentive Fund 2019/20 c. £326,000 |

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| Higher Eanam HRA |
| Aqueduct Road HRA |
| Brandy House Brow HRA |
| Contingencies / retentions 2018/19 |
| DfT Pothole Action Fund |
| Local Cycle Network Capital Maintenance |
| Capital Drainage Schemes: Completion of 2018/19 schemes |
| UTC Capital Upgrades and AQMA measures |
| Bridges and Structures Maintenance c £815,000 2018/19 |
| Cicely Lane Canal Bridge – retention release |
| Reservoir Intake Retaining Wall – retention release |
| Bridge Inspections |
| A675 Belmont Road South feasibility Study – Grange Brook retaining wall (DfT Challenge Fund bid) |
| A666 Blackburn Road feasibility study, adjacent to Cadshaw Bridge (DfT Challenge Fund bid) |
| Greenbank Terrace feasibility study – develop options for repair of highway and retaining walls |
| Wayoh Bridge (DfT Challenge Fund bid) |
| Wainwright Railway Bridge: Principal inspection. Maintenance painting of bowstring girders and hangers (funded from Network Rail Commuted Sum) |
| Wesley Street Footbridge – reinstate highway support to Whalley New Road |
| Broadhead Road slope repair: Remedial works to failed slope |
| Longworth Clough footbridge: reinstate footbridge |
| Garstang Cottages West retaining wall – risk assess site for road restraint |
| Houghton Farm footbridge |
| Clarence Street – Saddle arch, waterproof and install drainage |
| Essential Bridge Maintenance: Dunscair Bridge, Repair of armco barrier at Eccleshill Bridge, Aqueduct Road bridge barrier, Witton Park bridge, Union Street culvert |
| General Bridge Maintenance: Repair of railings to Eccleshill footbridge north and south |
| Substandard Bridge Maintenance: Entwistle railway station bridge, Calf Hey bridge |
| Retaining Wall Strengthening: Jumbles nursery Turton, Belgrave square retaining wall |
| Bridge Assessment: Aqueduct Road footbridge, Sandy Lane bridge, Tower Road car park bridge, Peabody Street footbridge, Charnley Street footbridge |
| Reserve scheme: Rakes Bridge Culvert – repair of downstream retaining walls and de-silting of culvert (c.£131,000) |
| Wellington Road retaining wall – replace parapet railing (c.£40,000) |

Any changes to the approved 2019/20 programme will be reported via the Council's Executive Member for Regeneration later in 2019. 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.

In relation to schemes funded from Section 106 and developer contributions, scheme design and delivery will only commence once monies have been received.

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, traffic and equality 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 with this item in advance of making the decision. *(insert EIA link here)*

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.

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| VERSION: | 0.01 |
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| CONTACT OFFICER: | Mike Cliffe, Strategic Transport Manager, ext 5310 |
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| DATE: | 18 th March 2019 |
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| BACKGROUND PAPER: | Local Transport Plan 3 Council Forum paper dated 28 th April 2011 |
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