

Report to:**EXECUTIVE****Relevant Officer:**

Alan Cavill, Director of Place

Relevant Cabinet MemberCouncillor Gillian Campbell, Deputy Leader of the Council
(Tourism, Economic Growth and Jobs)**Date of Meeting:**

12 March 2018

TRAMWAY EXTENSION TO NORTH STATION

1.0 Purpose of the report:

- 1.1 To seek approval to implement the Blackpool Tramway Extension to North Station local major scheme. This has recently been granted Full Approval by the Lancashire Enterprise Partnership, which means, subject to a Grant Funding terms and conditions being agreed, that a maximum of £16.4m of funding can now be released to Blackpool Council over the next three financial years (2018/ 2019 - 2020/ 2021). With a preferred bidder appointed to construct the scheme, formal approval to finance and to implement the scheme is now required.

2.0 Recommendations:

- 2.1 That Blackpool Council approves the finance for the scheme (£6.4m) to supplement the £16.4m being funded through the Lancashire Enterprise Partnership, subject to a Grant Funding terms and conditions being agreed.
- 2.2 That the scheme to extend the Blackpool Tramway to North Station is fully implemented.
- 2.3 That Blackpool Council gives authority to the Head of Legal to enter into the Grant Funding Agreement with the Lancashire Enterprise Partnership, the contract(s) required to be entered into with any contractors for delivery of the scheme and any other legal documentation required for the implementation of the scheme.

3.0 Reasons for recommendations:

- 3.1 In order that the Blackpool Tramway Extension to North Station local major scheme can be implemented.
- 3.2a Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

3.2b Is the recommendation in accordance with the Council's approved budget? Yes

3.3 Other alternative options to be considered:

Not to implement the scheme and forgo £16.4m of funding from the Lancashire Enterprise Partnership.

4.0 Council Priority:

4.1 The relevant Council priority is "The economy: Maximising growth and opportunity across Blackpool".

5.0 Background Information

5.1 A brochure providing information on the scheme, published in Summer 2016, can be found at Appendix 7(a).

5.2 The scheme will:

- Improve public transport in the Blackpool area.
- Provide connectivity and integration between the existing tramway and the national rail services at North Station.
- Provide benefits to commuters and visitors travelling to and from the town.
- Support regeneration and economic growth by improving accessibility to jobs and services and improving the connectivity between the economically important seafront and the redeveloping town centre.
- Complement and support the continued development and regeneration of the Talbot Gateway area.
- Facilitate urban realm enhancements in the town centre and provide improvements to the Talbot Road area.
- Provide on street parking and servicing along Talbot Road.

5.3 Blackpool Council's Executive approved the scheme on 28 April 2014.

5.4 The Lancashire Enterprise Partnership has recently granted the scheme Full Approval and has confirmed their funding contribution of £16.4m, which is subject to a Grant Funding terms and conditions being agreed.

5.5 The Secretary of State for Transport has recently granted a Transport and Works Act Order, giving powers to build and operate the scheme.

Does the information submitted include any exempt information?

No

5.6 **List of Appendices**

Appendix 7(a) - Brochure 'New Tramway Extension, North Pier to North Station'.

6.0 **Legal considerations:**

6.1 On 30 November 2017, the Secretary of State for Transport announced his decision to make the 'Application for the proposed Blackpool Tramway (Blackpool North Extension) Order' under the Transport and Works Act 1992, effectively granting approval for the scheme. This also gave deemed planning consent under section 90(2A) of the Town and Country Planning Act 1990.

6.2 The Secretary of State has concluded that the potential impacts of the proposed development are not likely to result in any significant differential impacts on any of the protected characteristics referred to in section 149 of the Equality Act 2010.

6.3 Legal Services will be required to review and advise on the legal documentation relating to the implementation of the scheme, including, but not limited to, the Grant Funding Agreement and the contract(s) for delivery of the works.

7.0 **Human Resources considerations:**

7.1 Staff time will be needed to implement the scheme and manage the process, which can be found internally and through necessary specialist consultancy support.

8.0 **Equalities considerations:**

8.1 As for the public sector equality duty, the Secretary of State for Transport has had due regard to the need to achieve the statutory objectives referred to in section 149 of the Equality Act 2010. Please see the second paragraph of 'Legal considerations' above.

9.0 **Financial considerations:**

9.1 The scheme outturn cost is projected to reach £22.836m.

9.2 Subject to a Grant Funding terms and conditions being agreed, £16.4m of the scheme cost will come from the Lancashire Enterprise Partnership (LEP) over three financial years (2018/2019 - 2020/2021), with the balance of these costs (£6.4m) being funded by Blackpool Council, through the Capital Programme. In addition, there has been £0.6m of expenditure funded through the Local Transport Plan allocations, making the total scheme outturn cost £23.4m.

10.0 Risk management considerations:

- 10.1 The risk strategy for the extension to North Station is to both reduce the risk to an acceptable and manageable level and/ or transfer the risk through the procurement of specialist contractors.
- 10.2 The risk management strategy is also based on following the successful formula developed for previous tramway schemes, this has significantly reduced the risk profile on the proposed extension works.
- 10.3 This will be achieved through the process of procurement, the formulation of the contracts for the works and the development of the project timescales.
- 10.4 The main civil engineering work is being awarded on a fixed price, lump sum, design and construct basis.
- 10.5 The associated Supervisory control and data acquisition (SCADA) works and the supply of additional trams are also fixed price. However, whilst the utility diversion works are based on quotations received, they can be subject to change. On previous tramway schemes a 10% cost contingency has been allowed and this has proved sufficient to complete the schemes within budget. A similar cost contingency has been allowed within the overall cost for the tramway extension.

11.0 Ethical considerations:

- 11.1 None.

12.0 Internal/ External Consultation undertaken:

- 12.1 Extensive consultation has been undertaken with stakeholders and with residents. A brochure outlining the proposals (please see Appendix 7(a)) was available at key locations, including Central Library and Blackpool North Railway Station, during the summer 2016. In addition, a copy of the brochure was sent to any property that could be affected by the proposed scheme and works. Notices were also placed on and adjacent to the proposed alignment. Leaflets and posters, providing details of the scheme, were displayed on every tram and large posters were placed in tram and bus shelters. These provided a link to the tramway extension website:
<https://www.blackpool.gov.uk/Residents/Parking-roads-and-transport/Transport/Blackpool-tramway-extension.aspx>

This provided the opportunity for anyone to provide their comments on the scheme.

12.2 Households in Blackpool received information on the tramway extension in the 'Your Blackpool' summer 2016 edition provided further details of the proposed scheme, including an artist's impression and details of the exhibition, which was held in Blackpool Central Library for several weeks as part of the application for a Transport and Works Act Order to the Secretary of State for Transport. This provided forms to complete and return with comments, both in support of or objecting to the proposals. They were placed in Blackpool Central Library, Fleetwood Library and at the Solaris Centre. A number of people and organisations took up this opportunity, but those in favour of the scheme significantly outweighed those that objected. At the end of this statutory process, the Department for Transport, on behalf of the Secretary of State, were satisfied that sufficient consultation had taken place and that due to the small number of objections it was not necessary to hold a public inquiry into the proposed scheme.

13.0 Background papers:

13.1 Blackpool Council Executive Decision: EX30/2014.

14.0 Key decision information:

- 14.1 Is this a key decision? No – as the proposed decision is a direct consequence of decision EX30/2014
- 14.2 If so, Forward Plan reference number: n/a
- 14.3 If a key decision, is the decision required in less than five days? n/a
- 14.4 If **yes**, please describe the reason for urgency: n/a

15.0 Call-in information:

- 15.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No
- 15.2 If **yes**, please give reason: n/a

TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE

16.0 Scrutiny Committee Chairman (where appropriate):

Date informed: N/A Date approved: N/A

17.0 Declarations of interest (if applicable):

17.1

18.0 Executive decision:

18.1

18.2 Date of Decision:

19.0 Reason(s) for decision:

19.1 Date Decision published:

20.0 Executive Members in attendance:

20.1

21.0 Call-in:

21.1

22.0 Notes:

22.1