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| <b>Report to:</b>               | <b>EXECUTIVE</b>   |
| <b>Relevant Officer:</b>        | Alan Cavill, Director of Communications and Regeneration                 |
| <b>Relevant Cabinet Member:</b> | Councillor Jim Hobson, Cabinet Member for Climate Change and Environment |
| <b>Date of Meeting:</b>         | 12 April 2021  |

## LOCAL TRANSPORT PLAN PROGRAMME 2021/2022

### 1.0 Purpose of the report:

1.1 To consider the 2021/2022 Local Transport Plan Programme, which includes Integrated Transport Block and Highways Maintenance Block elements (both capital spend) and the complementary Potholes highways maintenance allocation (revenue spend), all grant allocations from the Department for Transport as notified mid-February 2021.

### 2.0 Recommendation(s):

2.1 To approve the draft Local Transport Plan Programme 2021/2022 as attached at Appendix 3a with effect until 31 December 2022.

2.2 To grant authority to the Director of Communications and Regeneration following consultation with the Cabinet Member for Climate Change and Environment, subject to a published officer decision, to vary the programme as required to deliver overall objectives and ensure spend of the grant allocations.

### 3.0 Reasons for recommendation(s):

3.1 In order that an objective-led Local Transport Plan works programme is put in place.

3.2 Is the recommendation contrary to a plan or strategy adopted or approved by the Council? No

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

### 4.0 Other alternative options to be considered:

4.1 Not to approve the item, which would mean Blackpool Council will not have an approved Local Transport Plan works programme in place.

## 5.0 Council priority:

5.1 The relevant Council priority is: “The economy: Maximising growth and opportunity across Blackpool”.

## 6.0 Background information

6.1 The Department for Transport notified local authorities of their Local Transport Plan allocations in mid-February 2021. Funding amounts provided are for the financial year 2021/2022. The Highways Maintenance Block (HMB) needs, HMB incentive and Integrated Transport Block (ITB) allocations are all calculated based on existing formulas. Figures are then rounded. The HMB incentive allocation is indicative at the time of writing, based on a band 3 assessment for the highways maintenance self-assessment questionnaire. ‘Potholes’ highways maintenance funding is allocated using the same formula as HMB ‘needs’.

6.2 Blackpool’s allocations for 2021/2022 are as follows:

- Highways Maintenance Block (HMB) ‘needs’ - Capital funding: £667,000
- HMB incentive – Capital funding: £167,000 (indicative)
- Integrated Transport Block (ITB) - Capital funding: £1,733,000
- Potholes highways maintenance - Revenue funding: £667,000

In line with the Capital Programme 2021/2022 a Corporate top slice of 12.5% is applied to the Capital Spend.

6.3 The draft Local Transport Plan Programme 2021/2022 is attached at Appendix 3a. This shows a total capital spend of £2,246,000 after the top slice. Resources are split £730,000 Highways Maintenance Block and £1,516,000 Integrated Transport Block. The ‘Potholes’ funding (£667,000) is shown separately under highway maintenance. The draft programme’s proposed spend areas are outlined below:

6.4 The highway maintenance elements are to address the maintenance backlog on the road network and ensure inspections of bridges and structures are up to date. There is a contribution to the ongoing Project 30 repayments and a relatively small allocation for staff costs to support the programme.

6.5 The Integrated Transport Block funded programme comprises the following elements:

- **Road safety measures** - priorities to be identified.
- **Traffic control and highway network enhancements** - supporting regeneration and growth in and around the town centre.
- **Public realm enhancements** - small-scale schemes to be considered.
- **Parking provision and management** - enhancing parking management and supporting the coach trade which is vital to Blackpool’s visitor economy.
- **Bus infrastructure** - primarily to renew Blackpool’s ageing bus shelters.

- **Cycling and walking** - responding to Government initiatives on active travel, progressing a 'Blackpool Wheel' cycle route and improving public cycle parking.
- **Monitoring** - primarily for manual traffic counts and automatic traffic counters.
- **Programme and scheme development** – for scheme design; and to maintain support for the South Fylde Line Community Rail Partnership.
- **Electric Vehicle charging points** – introducing new facilities in public car parks for residents and visitors to use.
- **Staff costs** - supporting the programme outlined above and the Appendix 3a.

6.6 The Local Transport Plan process is objective-led, the above is in support of the following agreed strategic objectives:

- Objective 1 - Improve, maintain and make best use of Blackpool's transport network; in particular its roads, footways and bridges.
- Objective 2 - Improve road safety by interventions that reduce the number of people, particularly children, killed and seriously injured on Blackpool's roads.
- Objective 3 - Manage congestion levels on Blackpool's roads, especially where it impacts on local economic performance.
- Objective 4 - Improve transport to and within the resort, particularly by more sustainable modes, to enhance the visitor experience and support the local economy.
- Objective 5 - Improve the efficiency and management of parking to support the local economy, especially for shoppers and visitors.
- Objective 6 - Improve access to healthcare, education, employment, shops, social/leisure opportunities and resort attractions, particularly by sustainable modes.

6.7 Does the information submitted include any exempt information? No

## 7.0 List of Appendices:

7.1 Appendix 3a: Local Transport Plan Programme 2021/2022

## 8.0 Financial considerations:

8.1 As shown in the Appendix 3a and paragraphs 6.1 - 6.3 above.

## 9.0 Legal considerations:

9.1 None.

**10.0 Risk management considerations:**

10.1 Without approval of this item, Blackpool Council will not have an approved Local Transport Plan works programme in place.

**11.0 Equalities considerations:**

11.1 No issues identified.

**12.0 Sustainability, climate change and environmental considerations:**

12.1 Highway network and public realm enhancements will also improve conditions for sustainable travel. In addition, there are specific programme lines for bus infrastructure, cycling and walking, and electric vehicle charging points.

**13.0 Internal/external consultation undertaken:**

13.1 Collaborative working has taken place between officers to agree the indicative programme. The programme is carefully considered during its development, with reference to known stakeholder issues. No external consultation has been undertaken to date, but the agreed programme will be tabled at the Highways Consultative Forum.

**14.0 Background papers:**

14.1 None.

**15.0 Key decision information:**

15.1 Is this a key decision? Yes

15.2 If so, Forward Plan reference number: 9/2021

15.3 If a key decision, is the decision required in less than five days? No

15.4 If **yes**, please describe the reason for urgency:

**16.0 Call-in information:**

16.1 Are there any grounds for urgency, which would cause this decision to be exempt from the call-in process? No

16.2 If **yes**, please give reason:

**TO BE COMPLETED BY THE HEAD OF DEMOCRATIC GOVERNANCE**

**17.0 Scrutiny Committee Chairman (where appropriate):**

Date informed: 31 March 2021 Date approved:

**18.0 Declarations of interest (if applicable):**

18.1

**19.0 Executive decision:**

19.1

**20.0 Date of Decision:**

20.1

**21.0 Reason(s) for decision:**

21.1

**22.0 Date Decision published:**

22.1

**23.0 Executive Members in attendance:**

23.1

**24.0 Call-in:**

24.1

**25.0 Notes:**

25.1