

Report to:	EXECUTIVE
Relevant Officer:	Alan Cavill, Director of Communications and Regeneration
Relevant Cabinet Member:	Councillor Neal Brookes - Cabinet Member for Enforcement, Public Safety, Highways and Transport
Date of Meeting:	25 April 2022

LOCAL TRANSPORT PLAN PROGRAMME 2022/2023 - 2024/2025

1.0 Purpose of the report:

1.1 To consider the 2022/2023 - 2024/2025 Local Transport Plan Programme, which includes Integrated Transport Block and Highways Maintenance Block elements and the complementary Potholes Fund highways maintenance allocation, all grant allocations from the Department for Transport as notified late-February 2022.

2.0 Recommendation(s):

2.1 To approve the proposed three year Local Transport Plan programme 2022/2023 - 2024/2025 attached at Appendix 3a with effect until 31 March 2025.

2.2 To grant authority to the Director of Communications and Regeneration, following consultation with the Cabinet Member for Enforcement, Public Safety, Highways and Transport, 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 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 None.

5.0 Council priority:

5.1 The relevant Council priorities are both:

- The economy: Maximising growth and opportunity across Blackpool.
- Communities: Creating stronger communities and increasing resilience.

6.0 Background information

6.1 The Department for Transport (DfT) notified Blackpool Council of its Local Transport Plan capital allocations in late-February 2022, as follows:

Funding Stream	2022/23 Allocation	2023/24 Allocation*	2024/25 Allocation*
Integrated Transport Block	£1,733,000	£1,733,000	£1,733,000
Highways Maintenance Block needs element	£667,000	£667,000	£667,000
Highways Maintenance Block incentive element	£167,000	£167,000	£167,000
Potholes Fund	£667,000	£667,000	£667,000
Total payment	£3,234,000	£3,234,000	£3,234,000

*Indicative for 2023/24 and 2024/25, subject to the results of the proposed local authority engagement referred to below.

6.2 Funding amounts provided are for the financial year 2022/2023, to be spent over two financial years, and indicative for financial years 2023/2024 and 2024/2025. The Department For Transport will be seeking to build on the existing approach to incentivising local highway authorities. To this end, a formal series of engagements will follow during the course of 2022 with the outcome expected in advance of the 2023/2024 financial year.

6.3 The programme that has been developed is in support of the following agreed strategic Local Transport Plan 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.

- 6.4 In line with the Council's approved Capital Programme procedures, a corporate top slice of 12.5% is applied to the Integrated Transport Block and Highways Maintenance Block capital allocations.
- 6.5 The highway maintenance elements and Potholes Fund are to address the maintenance backlog on the road network through the Project Amber initiative and ensure inspections of bridges and structures are up to date. There is a contribution to the ongoing Project 30 repayments and an allocation for staff costs to support the programme.
- 6.6 The Integrated Transport Block funded programme comprises the following elements:
- **Road safety measures** - priorities to be identified at a local level and through the Lancashire Road Safety Partnership.
 - **Traffic control and highway network enhancements** - to manage congestion, whilst ensuring quality facilities for public transport, walking and cycling.
 - **Project Amber road maintenance** - additional funding to repair and improve essential roads.
 - **Public realm enhancements** - small-scale schemes to be identified.
 - **Parking provision and management** - mainly to renew signing and lining, with any demand for residents' parking schemes to be considered on a case-by-case basis.
 - **Bus infrastructure** - primarily to upgrade bus stops and renew ageing bus shelters.
 - **Walking and cycling** - responding to Government initiatives on active travel, progressing a Local Cycling and Walking Infrastructure Plan.
 - **Monitoring** - primarily for manual and automatic traffic, cycling and pedestrian counts.
 - **Programme and scheme development** - to fund potential scheme feasibility work, which can place schemes 'on the shelf' for when funding opportunities arise.
 - **Electric Vehicle (EV) charging infrastructure** - introducing new facilities for residents and visitors to use.
 - **Staff costs** - to support the programme.

6.7 Does the information submitted include any exempt information?

No

7.0 List of Appendices:

7.1 Appendix 3a: Three year Local Transport Plan programme 2022/2023 - 2024/2025.

8.0 Financial considerations:

8.1 The programme must be monitored effectively to ensure that it is delivered overall and that each year's allocation is spent over two financial years.

9.0 Legal considerations:

9.1 None.

10.0 Risk management considerations:

10.1 There are no risk management issues relating to the programme overall. Risk management procedures would be completed for the individual projects within the programme, using the Council's established procedures.

11.0 Equalities considerations:

11.1 There are no negative equalities impacts anticipated from the programme's delivery. Improving transport around the town, particularly by sustainable modes, would help to promote equality.

12.0 Sustainability, climate change and environmental considerations:

12.1 By promoting sustainable travel modes and encouraging more efficient travel patterns, the programme will have a positive sustainability effect.

13.0 Internal/external consultation undertaken:

13.1 The programme is carefully considered during its development, with reference to known stakeholder issues. 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: 6/2022

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: 13 April 2022 Date approved:

18.0 Declarations of interest (if applicable):

18.1

19.0 Summary of Discussion:

19.1

20.0 Executive decision:

20.1

21.0 Date of Decision:

21.1

22.0 Reason(s) for decision:

22.1

23.0 Date Decision published:

23.1

24.0 Alternative Options Considered and Rejected:

24.1

25.0 Executive Members in attendance:

25.1

26.0 Call-in:

26.1

27.0 Notes:

27.1