Lancashire
Enterprise Partnership

LEP - Transport for Lancashire Committee

Wednesday, 16th January, 2019 in Committee Room 'D' (The Henry Bolingbroke Room) - County Hall, Preston, at 2.00 pm

Agenda

Part I (Items Publicly Available)

1. **Welcome and Apologies for Absence**

2. **Declaration of Interests**

3. **Minutes of the meeting held on 5 June 2018** (Pages 1 - 4)
   The Committee are asked to agree that the Minutes of the last meeting held on 5th June 2018 be confirmed and signed by the Chair.

4. **Matters Arising**

5. **North Blackburn Funding Application** (Pages 5 - 50)

6. **Lancashire Local Transport Plan Update** (Pages 51 - 52)

7. **Any Other Business**

8. **Date of Next Meeting**
   The next meeting of the Transport for Lancashire Committee will be held on Thursday 28 March 2018 at 2.00pm in Committee Room C, The Duke of Lancaster Room, County Hall, Preston.

Lancashire
Enterprise Partnership

LEP - Transport for Lancashire Committee

Minutes of the Meeting held on Tuesday, 5th June, 2018 at 2.00 pm at the Committee Room 'D' (The Henry Bolingbroke Room) - County Hall, Preston

Present

County Councillor Keith Iddon (Chair)

Councillor Fred Jackson
Councillor Phil Riley
Khalid Saifullah

Observers:

Richard Ellis Hobbs, Network Rail
Richard Perry, Department for Transport

Also In Attendance

Mike Cliffe, Strategic Transport Manager, Blackburn with Darwen Borough Council
Jeremy Walker, Transport Policy Manager, Blackpool Council
Dave Colbert, Specialist Advisor - Transportation, Lancashire County Council
Cath Rawcliffe, Democratic Services, Lancashire County Council

1. Welcome and Apologies for Absence

County Councillor Keith Iddon welcomed all to the meeting. It was noted that County Councillor Geoff Driver CBE had submitted apologies with County Councillor Iddon nominated as his representative as Chair of the Committee.

Apologies were also noted from County Councillor Michael Green, Graham Cowley, Bruce Parker and Martin Kelly.

Khalid Saifullah was also welcomed to the Committee. This was Khalid's first meeting as the LEP Deputy Chair's Nominee.

2. Declarations of Interest

Councillor Phil Riley declared an interest in Item 5 as a Member of Blackburn with Darwen Borough Council.

3. Minutes of the meeting held on 28 March 2018

That the Minutes of the last meeting held on the 28 March 2018 be confirmed and signed by the Chair.

4. Matters Arising

None.

5. Furthergate Link Road Funding Application

Dave Colbert, Specialist Advisor - Transportation, Lancashire County Council, accompanied by James Steer from the consultants Jacobs, presented a report on the independent assurance of the Strategic Outline Business Case for the Furthergate Link Road scheme funding application.

The scheme comprised a new link road and associated junction improvements in the A678 corridor linking Blackburn town centre with the M65 Junction 6 at Whitebirk.

It was reported that the existing highway network in this corridor operates close to capacity, with high volumes of traffic resulting in congestion and unreliable journey times as well as creating environmental issues for local residents. It was noted that in addition to addressing these problems, the scheme would unlock new areas of land for potential development.

The scheme is predicted to deliver very high value for money with a benefit to cost ratio of 9.97, and has the potential to generate a further £630,000 (2010 prices discounted) of wider economic benefits on average per annum over the 60-year appraisal period arising from the development of employment sites that the scheme would unlock.

The total cost for the scheme is expected to be £3.96m (2018 Quarter 1 prices), funded through a maximum £3.44m contribution from the Local Growth Fund through the Lancashire Growth Deal and a £520,000 contribution from Blackburn with Darwen Borough Council. It was reported orally that Blackburn with Darwen Borough Council's S151 officer had provided a letter confirming the council's commitment to provide the local contribution to fund the balance between the allocated Growth Deal Funding and the scheme cost.

Having undertaken independent assurance of the Strategic Outline Business Case on behalf of the Lancashire Enterprise Partnership (LEP), Jacobs advised that they were satisfied that the project had been developed to the expected standard and recommended that funding approval be granted to enable construction to begin in June 2018.

Resolved: That the Lancashire Enterprise Partnership Board be recommended to grant the scheme a maximum of £3.44m Growth Deal funding at its next meeting on 26th June 2018.

6. Transforming Cities Fund

Dave Colbert presented a progress report on the 'Transforming Cities' Fund bid.

It was reported that £840m would be available on a competitive basis, to city

regions outside London that could demonstrate the strongest case for investment. Submissions were required to provide evidence of high workday as opposed to residential populations, with bids focused on public transport, cycling and walking and smart technology solutions.

The Committee was informed that following an initial sift of bids, the Government would select up to ten city regions to co-develop plans into packages of schemes. It would then competitively assess each package and award funding to those that could demonstrate the greatest improvements to productivity and offer best value for money.

The report included details of a proposed bid from Lancashire County Council focused on Preston city centre and the development of inclusive growth corridors linking key employment and housing growth opportunities. It was proposed that these opportunities would extend beyond Preston into adjacent local transport authority areas, including Blackpool and Blackburn with Darwen, via public transport interventions that would benefit the Blackpool Airport and Samlesbury Enterprise Zones.

Following discussion, it was agreed that letters of support from Blackpool Council, Blackburn with Darwen Borough Council and Network Rail would be included within the submission. It was noted that the deadline for submitting completed application forms was Friday 8th June 2018.

Resolved: That the report be noted**.**

7. Any Other Business

None.

8. Date of Next Meeting

It was noted that the next meeting would be held on Tuesday 16 October 2018 at 2pm in Committee Room 'D', County Hall, Preston

9. Exclusion of Press and Public

Resolved: - That the press and public be excluded from the meeting during consideration of the following items of business on the grounds that there would be a likely disclosure of exempt information as defined in the appropriate paragraph of Part 1 of Schedule 12A to the Local Government Act, 1972, indicated against the heading to the item. It was considered that in all the circumstances the public interest in maintaining the exemption outweighed the public interest in disclosing the information

Transport for the North Strategic Development Corridor Studies Update

Exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act, 1972. The report contains information relating to the financial or business affairs of any particular person (including the authority holding that information). It is considered that in all circumstances of the case the

public interest in maintain this exemption outweighs the public interest in disclosing the information.

Dave Colbert presented an oral update on Transport for the North's Strategic Development Corridor Studies.

The Committee was reminded that Transport for the North's strategic connectivity priorities within the region included:

- **Connecting the energy coasts** – Improving connectivity between the UK's important non-carbon energy, advanced manufacturing research assets and economic centres in Cumbria, Lancashire, North Yorkshire, the North East and the Tees Valley.
- **Central Pennines area** - Improving east-west connectivity to and through some the most important economic centres and assets in an area stretching from Blackpool to Scarborough.
- **North West to Sheffield city region** – Strengthening rail links between the advanced manufacturing assets in Cumbria, Lancashire and Greater Manchester and the Sheffield City Region.

The Committee was informed that Transport for the North had commissioned consultants to undertake studies of the connectivity requirements in each of these Strategic Development Corridors to inform development of the Strategic Transport Plan. Details of potential interventions were likely to be published in the autumn.

Resolved: That the report be noted.

Lancashire
Enterprise Partnership

Agenda Item 5

LEP – Sub Committee

LEP - Transport for Lancashire Committee

Private and Confidential: No

Date: Wednesday, 16 January 2019

North Blackburn Funding Application
Appendix 'A' refers

Report Author: Dave Colbert, Tel: 01772 534501, Specialist Advisor Transport Planning
dave.colbert@lancashire.gov.uk

Executive Summary

The North Blackburn scheme is one of three infrastructure packages that collectively form the 'Pennine Gateways' project, which aims to support the delivery of new homes, new businesses and jobs in three specific growth areas in Blackburn, whilst at the same time alleviating congestion on key routes. It comprises various improvement schemes at a number of junctions along the A6119 route to the north of the town to support delivery of 427 new houses across two sites.

In accordance with the Lancashire Enterprise Partnership's Assurance Framework, Blackburn with Darwen Council has submitted a strategic outline business case for funding approval. The consultants Jacobs have undertaken an independent assessment of the strategic outline business case on behalf of the Lancashire Enterprise Partnership. Jacobs are satisfied that the project has been developed to the expected standard and recommend that funding approval be granted. However, there are still significant economic benefits for the whole 'Pennine Gateways' project that remain outstanding and that will be delivered by the remaining South East Blackburn scheme. Hence, there is a risk that the collective economic outputs against which the wider project secured its Growth Deal funding allocation may not materialise.

Recommendation

The committee is asked to:

1) Consider the attached strategic outline business case report prepared by Jacobs and recommend the Lancashire Enterprise Partnership grant the scheme a maximum £2.3m Growth Deal funding at its next meeting;

2) Advise the Lancashire Enterprise Partnership that this funding grant be conditional on Blackburn with Darwen Council providing confirmation that the

collective economic output forecasts for the three 'Pennine Gateway' schemes remain in line with the targets provided in the original Expression of Interest.

Background and Advice

The North Blackburn scheme is one of three infrastructure packages that collectively form the 'Pennine Gateways' project, which aims to support the delivery of new homes, new businesses and jobs in three specific growth areas in Blackburn, whilst at the same time alleviating congestion on key routes. It comprises various improvement schemes at a number of junctions along the A6119 route to the north of the town, including upgrading traffic signal control equipment and resurfacing and associated alterations to road markings, signage and geometry. The junctions in question are:

- A6119/A666 Brownhill Roundabout;
- A6119 Ramsgreave Drive junction with Pleckgate Road; and
- A6119 Brownhill Drive junctions with Whalley Old Road.

In addition, each junction will benefit from improved facilities for pedestrians and cyclists, better street lighting and enhanced landscaping. The scheme supports the delivery of 427 new houses across two sites.

In accordance with the Lancashire Enterprise Partnership's Assurance Framework, Blackburn with Darwen Council has submitted a strategic outline business case for funding approval. The consultants Jacobs have undertaken an independent assessment of the strategic outline business case on behalf of the Lancashire Enterprise Partnership. Jacobs are satisfied that the project has been developed to the expected standard and recommend that funding approval be granted. Jacobs' report is attached as Appendix 'A'.

The total risk adjusted cost of the scheme is £2.6m following contractor tender submissions (October 2018), funded through a maximum £2.3m contribution from the Local Growth Fund through the Lancashire Growth Deal and a £300,000 contribution from Blackburn with Darwen Council. The local contribution amounts to 11.5% of total scheme cost. The council's S151 letter confirms the council's commitment to fund the local contribution together with any overspend. The council expects the works to take place between January and November 2019.

The scheme is predicted to deliver very high value for money with a benefit to cost ratio of 7.9. However, Jacobs have raised a concern with regard to the traffic modelling work that could result in an overstatement of travel time benefits. To offset this concern, Jacobs have placed greater emphasis on the no growth or low growth sensitivity tests included within the strategic outline business case; these reduce the benefit to cost ratio to between 3.7 and 6. This still represents high or very high value for money. Jacobs also advise that future changes in land use, for example, an anticipated 4,000 new homes to be allocated in North East Blackburn in the emerging local plan, are likely to result in a requirement for further intervention at some point in the future. Nevertheless, the scheme as proposed still delivers significant benefits relative to the do nothing situation.

The scheme has the potential to generate a further £17 million (2010 prices discounted) of wider economic benefits over the 60-year appraisal period arising from the development of the two housing sites that the scheme will unlock. The committee should note that this still leaves significant economic benefits for the whole 'Pennine Gateways' project outstanding that will be delivered by the remaining South East Blackburn scheme. Hence, there is a risk that the collective economic outputs against which the wider project which secured its Growth Deal funding allocation may not materialise (Table 1 below refers).

Table 1 - Economic Output Comparison

Economic Output	**North Blackburn**	Furthergate	Pennine Gateway Forecast Total
Housing units	**427**	Nil	870
Private sector investment	**-**	£40m	£125m
Jobs	**-**	438	3,750
Commercial floor space	**-**	17,500 m^2	64,000 m^2
GVA	**£17m**	£236m	£414.7m

List of Background Papers

Paper	Date	Contact/Tel
None		

Reason for inclusion in Part II, if appropriate

N/A

JACOBS

Appendix A

Memorandum

1 City Walk
Leeds, West Yorkshire
LS11 9DX
United Kingdom
T +44 (0)113 242 6771
F +44 (0)113 389 1389
www.jacobs.com

Subject	North Blackburn Scheme	Project Name TfL Major Schemes Programme
From	Jacobs	Project No. B2327505
Date	18th December 2018	

Introduction

Jacobs have undertaken a comprehensive review of the Strategic Outline Business Case (December 2018) produced by Blackburn with Darwen Borough Council (BwDBC) in support of the North Blackburn Growth Deal 3 Scheme.

The review findings should be used to inform a recommendation on whether the scheme should be granted Full Approval status at the next LEP Board meeting.

Methodology

The Strategic Outline Business Case has been reviewed and assessed against the Department for Transport's (DfT) guidance on Transport Business Cases (January 2013). This approach shows whether schemes:

- are supported by a robust case for change that fits with wider public policy objectives – the 'strategic case';
- demonstrate value for money – the 'economic case';
- are commercially viable – the 'commercial case';
- are financially affordable – the 'financial case'; and
- are achievable – the 'management case'.

A Red-Amber-Green (RAG) assessment has been undertaken on each of the five cases in order to:

a) Highlight any keys risks associated with the successful delivery of the project in accordance with the Lancashire Enterprise Partnership's Accountability Framework.

b) Identify any areas of the Strategic Outline Business Case where there is insufficient evidence to demonstrate that the scheme has followed DfT best practice for the development of a major scheme.

c) Ensure the scheme aligns positively with the LEP's Strategic Economic Plan.

The completed RAG assessment has been appended to this document as Annex A.

As part of the review process, Jacobs have actively engaged with the scheme promoter (Blackburn with Darwen Borough Council) and their consultants (Capita) in order to seek clarification on any key issues associated with the Strategic Outline Business Case. The RAG assessment summarises the iterative process which has been adopted to update the Strategic Outline Business Case to ensure that it is compliant with the LEP's Accountability Framework and DfT best practice guidance.

Scheme Description

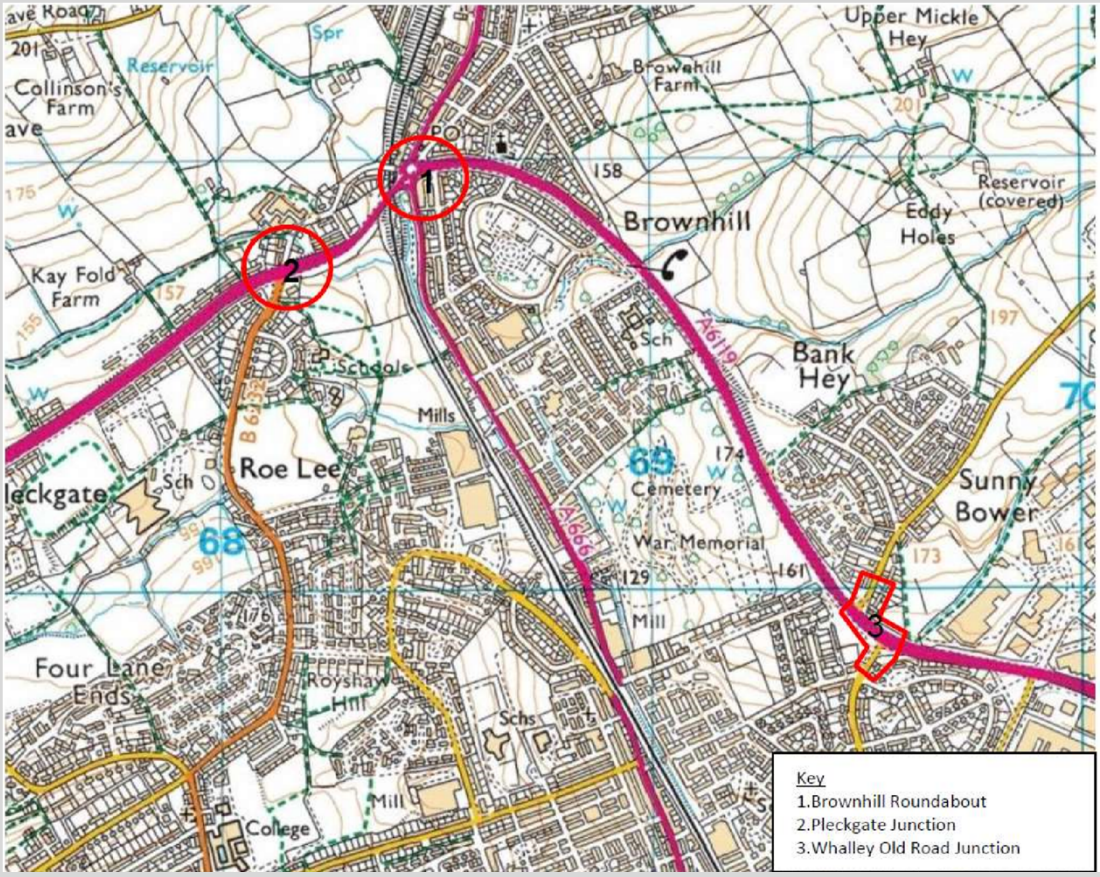
The North Blackburn Growth Deal 3 scheme involves a trio of civil engineering packages to upgrade and improve a series of junctions on the A6119 North of Blackburn with modern intelligent traffic signal equipment, along with resurfacing and associated alterations to road markings, signage and geometry. The junctions in question are;

1. the A6119 Brownhill Drive/A6119 Ramsgreave Drive/A666 Whalley New Road/Pleckgate Road five-arm signalised roundabout junction (the "Brownhill Roundabout");

2. the Pleckgate Road/Ramsgreave Drive four-arm signalised junction (the "Pleckgate junction"), and;

3. the A6119 Brownhill Drive/A6119 Whitebirk Drive/Whalley Old Road staggered signalised junction (the "Whalley Old Road junction")

All junctions will receive upgrades to new signal controller equipment, sustainable transport improvements for walking and cycling, junction profiling, alignment and infrastructure, associated highway signage, street lighting, drainage, surfacing, lining and soft/hard landscaping. There is also a potential to include ducting for future variable message signs (VMS). The scheme is promoted by Blackburn with Darwen Borough Council (BwDBC). The scheme is one of three being progressed as part of the "Pennine Gateway" corridor improvements.



Assurance Timeline

- August 2018 – Initial meeting between Jacobs, BwDBC and Capita.
- 12th October 2018 – First full suite of SOBC documents received.
- 31st October 2018 – Initial RAG assessment produced by Jacobs and issued to BwDBC & Capita.
- November / December 2018 – A period of engagement took place between Jacobs, BwDBC and Capita to address the issues identified in the initial RAG assessment.
- 16th January 2019 – TfL board meeting at which the scheme is seeking a funding recommendation.
- Date TBC – next LEP board meeting where the scheme will seek approval for a written decision.

Issues to Note

As outlined above, through a period of engagement between Jacobs, BwDBC and Capita, all of the key issues which were originally identified in the RAG assessment have now been resolved.

However, there are a couple of sections in the SOBC where we feel the evidence could be stronger. Whilst we don't expect these issues to impact the decision on whether to grant funding approval for the scheme (or necessitate further updates to the SOBC), we are flagging them in our assurance report for completeness.

Further detail is included in our RAG assessment, but in summary the two areas are:

1) Traffic modelling

The traffic modelling undertaken is restricted in its scope to only involve junction-level modelling of the scheme area and does not include modelling of the wider transport network.

Whilst we acknowledge that a proportionate approach has been adopted, the following issues were identified within the traffic modelling;

- A fixed-demand has been assumed in the modelling, with no consideration of demand switching to alternate routes in the Do Minimum scenario / being drawn from alternate routes in the Do Something scenario.
- No consideration of demand suppression in the Do Minimum scenario / demand induction in the Do Something scenario or changes in peak profile.

Due to the extent of the significant change in delay predicted by the model relative to present conditions, it is possible that the traffic modelling results overstate the travel time benefits to users.

Given the limited availability of data to inform the assessment, and the small scope of the scheme and the need to avoid significant additional work, we have chosen to take a conservative view of the potential scheme benefits by placing greater emphasis on the no-growth and low-growth sensitivity tests reported in the SOBC. These sensitivity tests modelled a lower level of demand growth (no growth after 2019 and a reduced level of growth respectively). These sensitivity tests should therefore be used to inform the overall VfM categorisation to ensure a more conservative approach is adopted.

2) Preferred Option Selection

The selection of the preferred option and its scoring against the alternative shortlisted options is an issue which has been discussed at length during the assurance process.

The preferred option reported in the SOBC is understood to represent a low-cost alternative to the best-performing option (due in part to affordability issues).

The traffic modelling results show that the preferred option will be over-capacity by the design year in the core scenario, with levels of delay in excess of what is presently experienced (thus justifying the need for intervention). Additionally, we note that the core scenario does not include the anticipated 4,000 homes to be allocated in NE Blackburn as part of the emerging Local Plan.

It is therefore likely that further intervention may be required at some point in the future. However, it is clear that the preferred option still offers significant benefits over a Do Nothing approach and furthermore should help attract further development in the area (which could in itself be a potential funding source for further improvements).

Key Points

Scheme Cost - The total investment cost is £2.6m, including £0.4m risk.

Programme – Construction work is due to start in late January 2019 and complete by late November 2019.

Funding – BwDBC have stated they will commit to funding the balance between the allocated Growth Deal funding (£2.3m) and the scheme cost (£2.6m) and any cost overruns. A copy of BwDBC's Section 151 Officer letter is included in Annex B.

Scheme BCR - The Economic Case for the scheme is strong, with the analysis presented showing that the scheme has a core Benefit to Cost Ratio (BCR) of

7.9 (representing 'Very High' value for money under DfT classifications for transport schemes). As outlined in the traffic modelling section above, low traffic growth sensitivity tests result in the scheme BCR dropping to between 3.7 and 6.0 (which still represents 'High' and 'Very High' value for money respectively).

GVA Benefits – The Economic Case identifies two developments sites which are dependent on the North Blackburn scheme. These 2 sites would unlock 427 houses, comprising 272 houses at the North Blackburn Development (Wainhomes Development) site and 155 houses at the Roe Lee (Persimmon Homes) site. The associated GVA assessment forecasts these two sites will generate £17m of net GVA benefits for the local economy over the 60-year appraisal period.

LEP Economic Outputs

The North Blackburn scheme was submitted as part of the wider Pennine Gateway Project, for which BwDBC sought to receive Growth Deal funding.

A comparison of the North Blackburn scheme's forecast economic outputs, compared against the total expected for the Pennine Gateway project and those reported in the SOBC for the Furthergate scheme, is provided in Table 1. Further information contained within Annex C.

In addition, Annex D contains a copy of the Planning Application Report for the Persimmon Development and Annex E contains a letter from BwDBC in relation to the Wainhomes Development. Both of these documents provide sound evidence to demonstrate that these two developments sites (which form the basis for the reported economic outputs and GVA assessment) can be considered 'dependent' on the North Blackburn scheme.

Table 1 - Economic Output Comparison

Economic Output	North Blackburn	Furthergate	Pennine Gateway Forecast Total
Housing units	427	Nil	870
Private sector investment	-	£40m	£125m
Jobs	-	438	3,750
Commercial floor space	-	17,500 m^2	64,000 m^2
GVA	£17m	£236m	£414.7m

Annual cumulative totals of these economic outputs are provided in Table 2.

Table 2 – North Blackburn Annual Economic Output

Year	Houses			GVA
	Scheme Dependent	Accelerated	TOTAL	
2021	-	-	-	£0
2025	427	-	427	£2,857,121
2026	427	-	427	£3,833,836
2027	427	-	427	£4,777,522

Conclusions

Following our review of the SOBC for the North Blackburn scheme, it is our view that the scheme should be granted 'Full Approval' status, to enable construction to begin in late January 2019.

Appendices

Annex A - RAG Assessment

Annex B - Section 151 Officer Letter

Annex C - Economic Outputs Assessment (included below)

Annex D - Planning Application Report for the Persimmon Development

Annex E - Letter from BwDBC in relation to the Wainhomes Development

Scheme Name: NORTH BLACKBURN GROWTH DEAL 3

Scheme Description:
Improvements to three junctions on the A6119 North of Blackburn through installation of MCVA enabled signal controllers and retiming.

The purpose of this review is to examine the evidence base for the above scheme in order to identify any gaps
Additional work can then be undertaken on the scheme to ensure the business case for the scheme is comprehensive, which will limit the risk of future challenges.

Business Case	Criteria	Evidence	RAG Analysis	Recommendations (Jacobs 30/10/2018)	Promoter Response (Capita [19/11/2018])	RAG Analysis	Response (Jacobs [25.11.18])	Promoter Response (Capita 28.12.18)	RAG Analysis	Response (Jacobs 06.12.18)	Comment on updated SOBC (Capita 11.12.18)	Final RAG Analysis	Final Comment on updated SOBC (Jacobs 12.12.18)
	Existing arrangements for the provision of services	*Include a description of the current situation* Description of the current situation is included in section 1.1 and 1.2 *Can services be better utilised, or are more fundamental changes required?* Business case confirms that fundamental changes are required, as per sections 1.1, 1.2 and 1.7 *What are the constraints?* The constraints are outlined in section 1.5. Only constraints/risks to time and program, funding and drainage are included.		Are there no land constraints that may impact delivery of the scheme, with regards to site, access to utilities and ducting? Might neighbouring land not owned by the highway authority be required for enabling works or for a safe and secure site?	There will always be risks over the density of the statutory undertakers' equipment in footpaths and carriageway crossings however the vast majority of the proposed ducting is reusing existing routes and increasing the number of ducts where appropriate. Where new signal posts are required, these have been located for the optimum visibility/ped use. Existing stats may restrict some of these locations but alternative products are available and approved which can reduce excavation requirements. Only minor kerb line amendments are required and searches have confirmed that the SJ's have no need to divert based on the proposed plans. Where footpath and lane/carriageway closures are required, adequate diversions will be in place without the need to create temporary access roads or paths. Main site compound is yet to be confirmed by the Preferred Contractor, however they have noted the use of satellite facilities at each of the sites.		Satisfied with the additional information provided.							
	Problem Identification	*How have the problems been identified?* Details provided in section 1.1 and Appendices *Provide quantification of the extent of the problems* Details provided in section 1.1											
	The need for investment	*Why is the scheme needed now?* Section 1.1 evidences network capacity of study area is exceeded in present year											
	Impact of scheme not being delivered	*Impact on transport network, economy, future development, other schemes etc.* Detailed in section 1.1 and 1.2 - very high future congestion and junctions significantly over-capacity, knock on effects on economy and future development		Economic narrative implies issues in scheme area are significantly adverse to deliverability of development sites within vicinity of the study area, and evidence presented suggests that any development would have adverse impacts on the transport network. Has consideration been given to whether any of these development sites may show partial or full dependency on the scheme? If some dependency likely, have developer contributions been considered?	The Roe Lee development site has been considered as being dependant on the scheme, as potentially gaining an access off the A6119 Ramsgreave Drive. At the time of producing the business case, an application has been registered for the Roe Lee development site and is awaiting decision. The developer could potentially pay for signalisation of the access onto the A6119 Ramsgreave Drive. With regards to other development sites, it is pertinent to mention that any housing schemes in Blackburn with Darwen given low house prices are unlikely to be viable if significant $106/278 contributions are requested. BwDBC is likely to see some $106 contributions from the developers towards walking, cycling and public transport improvements.		Dependancy should be considered in line with WebTAG A2.1 / A2.2 i.e. on the basis of whether the developments cause an unacceptable impact on the transport network and would not be granted permission without an intervention. Evidence from the analysis suggests this may be the case for the 4,000 North Blackburn Future Housing units. The other sites are sufficiently small that they are unlikely to be considered dependent. Traffic from dependent development should not be included in the baseline scenario and calculation of the initial BCR. However, the GVA/land value uplift from the unlocking of dependent development by the scheme can be considered as part of the VfM assessment as level 3 analysis (and will obviously offer significant benefits as the entire appraisal period, rather than just acceleration, can be considered). MHCLG data suggests that a land value uplift of £12,000 per unit would be realised in BwD, which represents over £20m in benefits in Present Value. Ready reckoners are available from the Ministry, and their use would be sufficiently proportionate to include these impacts. These impacts can, and probably should, be considered regardless of whether a developer contribution would be sought. However the 4,000 units in "North East Blackburn Future Housing" allocation should probably be expected to make a contribution, even if only a small one, towards local highway infrastructure requirements. Even £1,000 per unit would result in more than doubling the funding available for the scheme. What viability assessment has been undertaken to support you statement that *'any housing schemes in Blackburn with Darwen given low house prices are unlikely to be viable if significant $106/278 contributions are requested.'?*	The 4,13ha North Blackburn Future Housing development has not been included in the baseline scenario and calculation of the initial BCR. It is accepted that the GVA value from unlocking this development could be considered as part of the VfM assessment, however given the level of uncertainty associated with the development (it is not included in the current Local Plan but there is no a demonstrable housing supply in BwD) it is considered that including acceleration of the development within the GVA analysis was more appropriate. The timescales for delivering the 4,13ha North Blackburn Future Housing development falls out of the timescales for the Growth Deal. As such the reliance on contributions from this development would have the potential to undermine the affordability of the scheme. A consultancy team of Jones Lang LaSalle and Gordon Hood Regeneration was commissioned by BwDBC to undertake the BwD Development Market Study. This likely is an assessment of development market conditions across the Borough including the two town centres of Blackburn and Darwen. With reference to Section 8.5.3 of the aforementioned document, "To further incentivise housing development in the Borough, the Council could consider temporarily suspending the requirement for affordable housing be suspended until there is a significant recovery in the local housing market." While there have been some signs of housing market recovery, the level of $106 that could reasonably be applied would still be unlikely to make significant contribution to highway capacity infrastructure. Contributions sought on housing developments in the suburban brownfield locations would likely be spent on making those sites more accessible. Following discussions with BwD and given the level of uncertainty a consideration has been given to count 20% of the 4,13ha houses as scheme dependent. This should be a reasonable assumption given the level of certainty associated with the development proposals. The GVA assessment has been updated accordingly.		PH has discussed an alternative approach with MC housing on Roe Lee and Yew Tree Drive sites. We believe that this approach is preferable if sufficiently robust evidence that the developments were permitted on the expectation of the scheme can be produced, as it will allow for a more robust GVA assessment. We note that Roe Lee and Yew Tree Drive contributed £730,000 and £740,000 $106 monies to local highway improvements respectively, representing £4,700 per unit and £2,700 per unit respectively. **Will this $106 contribution fund BwDBC's local contribution?** On the basis of this, we believe that other future development could contribute similar or greater levels of funding. Taking the average of these per unit values, NE Blackburn (4,100 units) could be expected to provide over £15m of a $106 funding towards highway improvements. This will be more than sufficient to pay for any necessary upgrades to a high-cost option in future. On the basis of this, we recommend that narrative is included demonstrating the potential availability of this money as a path to funding future upgrades to a high-cost best-performing option (yours to choose) which will realise all benefits without requiring additional LEP funding. We recommend that additional narrative is added to justify why the proposed intervention is needed now, and should focus on the unattractiveness and likely undeliverability of the Local Plan developments in the Do Minimum scenario owing to the existing poor performance of the network. Thus, your narrative should focus on this intervention being an interim measure which is necessary as part of a broader strategy, and a necessary stepping stone to make the local plan deliverable. A Memorandum of Understanding/Statement of Common ground with the BwD Planning team that local plan policies will reflect the need of these sites to fund further upgrades, on the grounds that the scheme will be over capacity by the end of the local plan period, would solidify this justification. As per PH's email (05/12/18), please confirm the status of these 2 development sites and provide any available info from BwDBC's planning autority on their dependency.	GVA assessment updated to include 155 + 272 homes as scheme dependent. A line of text is included in Section 3.2 of the business case stating that BwDCB shall seek to reduce the local contribution by using the S106 contributions from the Roe Lee development site (155 dwellings) where these are received and available in time. A letter from Planning in relation to the Walmersley site (272 homes) and a Planning Committee report relating to Persimmon Homes site (155 homes) to be provided by MC		
	Study Area / affected population	*Include a plan showing the scheme location.* *Provide a description / plan of targeted population.* Detailed in section 1.1											
	Scheme Objectives	*What are the aims of the proposed scheme, and how do they address all the problems identified?* Identified in sections 1.2 and 1.3		Objective 1 - Aid Optimisation of the Network as a Whole; Concerns over specificity/measurability - what areas is the scheme expected to improve optimisation over? Can change in JT over this area associated with the scheme be meaningfully measured and separated from other impacts Objective 4 - Reduce carbon Emissions and promote sustainable transport Concerns over measurability, relevance and achievability - scheme could be expected to induce demand and increase driving due to congestion relief, can the carbon emission impact of this be suitably measured (from observed data, rather than models) and can a net reduction in carbon emissions be achieved? Scheme will encourage driving by relieving congestion, reducing demand for sustainable transport Improving local air quality would be a better fit as an environmental objective - the M&E plan mentions improving air quality in the local AQMA as an expected impact Objective 5 - Improve Road Safety Concerns over relevance - accident rates at the junctions in question were not identified as a problem in previous sections of Strategic Case. Appendix B Section 4 investigated accident rates and concluded that "accidents recorded are low, with no pattern of common causation identified." It would appear that this objective is not relevant to the scheme. Our recommendation is that these objectives should be clearly linked to identified problems, equally, the monitoring and evaluation plan for the scheme should link back to the identified problems so that it can be seen if the objectives have been realised.		Objective 1: The scheme is expected to reduce delay at the Brownhill Roundabout, Preckgate junction and Whalley Old Road junction, therefore improving total journey times along the A6119 corridor between Preckgate junction and Whalley Old Road junction. Change in journey time between Preckgate junction and Whalley Old Road junction can therefore be measured (i.e. average speed of vehicles on links plus junction delays) and compared for the pre-scheme and post-scheme scenarios. Objective 4: This objective shall be reworded to read "Improving Local Air Quality". Relevant/Achievable - In nose-to-tail traffic, tailpipe emissions are four times greater than they are in free flow traffic (see Environmental Factors in Intelligent Transport Systems Proceedings, MC, BM 2006). There is therefore an undoubted link between congestion and pollution, and the importance of speeding up traffic flows to reduce emissions. Even if the scheme could induce demand and increase driving through the congestion relief, the demand could not possibly increase by four times. Currently experienced emissions (in the existing congested conditions) would therefore be higher than post-scheme implementation. Specific - With greenhouse gas emissions from transport representing 21 per cent of total UK domestic emissions, the proposed scheme would form part of wider local means of tackling the issue. Reduced vehicle emissions from reduction in delay and queueing on the local highway network shall improve air quality in the local Air Quality Management Area. Measurable - Air quality indices can be measured in the vicinity of the scheme for the pre-scheme and post-scheme scenarios, compared and monitored. Objective 5: Relevance of this objective shall be reworded and updated in the corresponding reports. Relevance - Safe systems is considered to be international best practice in road safety by the World Health Organisation and the Organisation of Economic Cooperation and Development. Both organisations recommend that all countries, regardless of their level of road safety performance, follow a safe systems approach. Safe systems have not been adopted by the UK government as a whole. However, Highways England has a safe systems approach at its heart, focusing its strategy on "safer vehicles, safer roads for safer people", in transport road safety policy, the major approach is being reactive to incidents, which is an incremental approach to reduce the problem. In comparison, a safe system's approach is systematic, which considers proactively target and treat risk to build a safe road system. Although accident rates at the junctions in question were not identified as a problem, numerous site visits have revealed substandard pedestrian and cycle facilities within the study area, as well as issues with road surfacing, markings and signal equipment. The proposed scheme would therefore target and treat the potential risks to reduce the probability of accident occurring and ensuring a safe road system.		Objective 1: This does not appear sufficiently distinct from Objective 2, which is to improve journey time reliability on the same section of road. This objective should aim to capture benefits across a wider area, as abstraction of traffic to the improved route may result in the benefits observed there being less than expected, but benefits would be seen elsewhere on alternate routes. If the objective is to remain focused on aiding 'Optimisation of the Network as a Whole;' then we would suggest that a wider area needs to be considered, likely to include the major roads through central Blackburn (A677, A678, A6078, A666 and Whalley Old Road, Preckgate Rd and Lammack Rd). Traffic counts before/after the scheme on the A6119 and these alternate routes would be sufficient for measuring this impact - success could be determined through seeing an increase in peak-hour traffic on the A6119 and a reduction on other routes, particularly the more minor roads. Objective 4: The intent of our comment was that the objective should be changed in substance, not merely renamed. You are now mixing local air quality (NOx and particulate concentrations) with greenhouse gasses (CO2 equivalent emissions). The two are fundamentally distinct impacts as made clear in WebTAG A3, and are different in how they are measured and reported. For clarity, air quality is a geographically local impact, while greenhouse gas emissions are national/global. Our concern over measurability for greenhouse gas emissions still stands - as greenhouse gas emissions are a nation-wide impact, and should be calculated based on average speeds for the entire length of the journey (as dictated by WebTAG A3 Section 4), downstream impacts outside the study area are fundamentally important to the assessment. In particular, the potential for additional congestion at Whitebirk Roundabout and the A667/A6119 junction and on the M6, as well as for trips to be induced which would be many times longer end-to-end than the extent of queuing through the study area, causes concern, as local air quality indices cannot be used to monitor the true scale of these impacts. We therefore maintain our previous recommendation that the objective is wholly switched to one focused solely on local air quality in the immediate vicinity of the scheme and the AQMA, as the available local air quality data can be used to meaningfully monitor these impacts. Objective 5: agrees with your suggested updates. Additional analysis in DI assessment and referenced here has not identified which (if any) of the observed accidents have been caused or contributed to by a deficiency of the existing junction design which will be addressed by the scheme. As the feasibility report states that no pattern of common causation was identified, we assume that information on causation is already available and has been analysed. We therefore recommend identifying the types of observed accidents you expect to see reduced, and making the objective specific to the prevention of, and measurement focused on the frequency of, those accidents. Measurement for this objective should refer to use of RTA casualty data 5 years after scheme opening. The M&E report should also refer to the types of accidents to be monitored.		Objective 1 will be changed to "Aid Optimisation of the Local Network". Objective 4 - we have removed the reference to greenhouse gases. Objective 5 - the scheme does not intent to address any particular causation factors of the road accidents, however through application of modern design, introduction of modern signal equipment and improvement of facilities for vulnerable users any potential conflicts between different user groups shall be minimised. It is however acknowledged that there will still be accidents due to driver/user errors.		Objective 1 - as per previous comments, this objective is still very similar to objective 2. If Objective 1 is remain focused on the network, then the supporting text should be updated to reflect this and the monitoring and evaluation should also reflect a network area. Objective 5 - this goes back to concerns over relevance. Whilst we agree with your comment that the scheme will have a positive impact on safety, if no types of accidents or causation that would addressed can be identified, then the scheme will have no measurable impacts (under WebTAG guidance).	Although Objective 1 and Objective 2 are similar, Objective 1 focuses on a measure of a change in journey time between Preckgate junction and Whalley Old Road junction for the pre-scheme and post-scheme scenarios. Objective 2 however focuses on a lack of journey time reliability during the network peak periods. This is in part caused by congestion but also by other issues such as indiscriminate parking and deliveries during peak periods and the lack of dynamism within current traffic signal operations which can cause significant journey time variability.		Although we consider the scheme objectives to still be in need of refinement, this is not an issue which would preclude us from recommending the scheme for approval. Our concerns remain that: Objective 1 and 2 are not sufficiently disctint, as both refer to journey time on the same stretch of road, and it is not clear from presented evidence that there are distinct problems with both the average journey time and journey time reliability (i.e. variability). Presented evidence suggests that the journey time is consistently high in peak periods. Objective 5 has not proven relevance to WebTAG requirements, as there are no identified accident causes which would be directly addressed by the scheme.
	Strategic Fit (e.g. DfT's business plan and wider government objectives).	*How does the scheme contribute to key objectives, including wider transport and government objectives?* Section 1.1 gives extensive details on this											
STRATEGIC	Option Identification	*How were potential problems identified?* Section 1.7 contains a technical assessment and key risks for each option *Evidence that alternative options (covering a range of different modes) were considered* Range of options given in section 1.7. Of these, option 4 represents a range of options identified in appendix B, while option 5 represents the preferred combination - however how these were combined and what alternate combinations were considered is not apparent, other than that the combinations considered in option 4 only included two of the three junctions identified.		Options other than preferred option appear "designed to fail". Option 5 in particular appears to have scope limited to only either Brownhill Roundabout or Preckgate Junction. An alternate "Option 5B" combining best performing elements of options 5 and 6, and addressing all junctions appears a compelling alternative, especially given that modelling suggests the chosen preferred option does not bring the Network DoS below 100% in the 2034 design year. In line with the aforementioned paragraph 3.12, Option Three and Option Four has been included to reflect a "variety of approaches and scales of intervention". There options have been developed to facilitate pedestrians, cyclists and bus users with the aim to reduce dependency on single occupancy car travel. In view of cost implication and potentially low demand to shift to sustainable transport modes, the disbenefits of Option Three and Option Four have unfortunately overweighed the potential benefits. With regards to Option 5 and Option 6 development, a Transport Feasibility Report has been previously prepared to understand the what potential local highway network improvements could be implemented as a result of the forecasted traffic growth in the study area. Numerous options have been considered within the Feasibility Report to improve operation of all three junctions. Option 5 therefore encompasses all possible solutions considered within the Feasibility Report. In turn, Option 6 has been developed as a result of the best possible outcomes of Option 5. Please see below additional information.		We agree that a range of potential options should and have been considered. However, some of these could have been condensed. Option 1 and Option 2 in effect both represent a "Do Minimum" option with only maintaining existing equipment, and are in effect the same. As such, they should be combined. Option 3 and option 4 are both sustainable transport options and could be condensed into a single option representing a combination of active modes and bus priority. In turn, more consideration could be given to the range of shortlisted options, rather than having a single option comprising the rest of the shortlist (from the worst performing to the best). We would in particular expect to see the best performing alternative option and a cheaper option considered, for example; . A High-cost option with Brownhill Option 3B included . A low-cost option with only one or two junctions improved. (Preckgate in particular appears to be dragging down the rest of the scheme, and has a -ve PVB in some sensitivity tests) The rationale for rejecting each of these should be specific to the merits and limitations of each in meeting the objectives, as well as affordability, viability and deliverability.		It is not clear why 'condensing' the options should be considered, as this would not make any difference to conclusions in principle. The project team consensus following conclusion of the initial feasibility study was that the Brownhill Roundabout Option 2 presented most favourable option in terms of performance, deliverability, affordability and public acceptability. As such it is not considered appropriate to assess a range of schemes beyond the preferred. The appraisal of the preferred scheme only is consistent with approach adopted in other business cases submitted to Lancashire LEP.		Condensing the options was only suggested to allow more of the shortlisted options to be shown in section 1.7. This will help give confidence in the decision process for selecting the preferred option, and that we are pursuing the right intervention at the right time. Concern over your text to the left that project team preferred Brownhill Option 2, as Option 1, not Option 2, is the option taken forwards as Preferred Option(and the feasability report concluded that option 3b was the preferred option); Please clarify. Additionally, this statement regarding the performance of Brownhill Option 2 directly contradicts the justification for the scoring given in section 1.7 to Options 5 and 6. We only request the inclusion of the best performing High-cost alternative in section 1.7, and leave it to you to determine whether you consider Brownhill Option 2 or Option 3 to be the better performing . However we maintain our recommendation that a high-cost best-performing option should be explicitly included. We maintain our recommendation that a low-cost alternative needs to be included in line with the requirement in the management case for a fall-back option should project costs escalate significantly. We do not expect to see appraisal of the other schemes within the business case. We do expect to see recognition that they represent additional benefits and align better with the scheme objectives, along with a strong justification for why they have not been advanced at this stage and consideration of a future pipeline by which the full benefits available can be realised without additional funding from the LEP.	Section 1.7 of the business case has been updated.		
	Early Assessment and Sifting	*Methodology for sifting options* Table replicating DfT's EAST process provided in section 1.7		*Scoring for preferred option for meeting scheme objectives appears to be overly generous;* Against Objective 2, Junction modelling presented in Appendix C indicates that this option still shows overcapacity in design year and hence does not fully meet this objective. We would recommend an Amber score to reflect this. Against Objective 4, This response is very heavily caveated and reliant on a number of uncertain statements. We would recommend an Amber score to reflect this We would normally expect an assessment of Affordability, Viability and Deliverability for the options as part of an early assessment and sifting. This (particularly affordability) could perhaps explain the reason certain options were discarded?		We have taken your suggestions into account and scoring for preferred option has been updated to Amber against Objective Two. As formulation of Objective 4 has changed, scoring has been reviewed respectively. Strategic Assessment of Alternative Options (Section 1.7) includes Indicative Cost (i.e. affordability).		Affordability *should consider not just* indicative cost but the availability of funds for the scheme promoter to meet these costs. As mentioned in other responses, the reason that "Option 3B" at Brownhill was not taken forwards as the preferred option appears to be due to affordability. As such, we would recommend that an explicit assessment of affordability is included in the early assessment and sifting. In addition, we recommend that the best performing alternative option be explicitly separated out as a separate option (see above) and its scoring should accurately reflect its performance relative to the preferred option against the objectives, namely that it meets them as well as or better than the preferred option with the core scenario growth assumptions.				No progress has been made on this point (linked to above)	Linked to above		
	Identification of short listed options	*How were the potential options shortlisted?* Detail on how options were selected given in Appendix B *What were the other shortlisted options?* Details given in EAST tool		Selection of preferred option 5 against potential alternatives, particularly Brownhill Option 3B, appears very dependent on the extent of abstraction from Brownhill to Whalley Old Road. However, the choice of a 50% reduction in demand does not appear to be supported by evidence that this level of demand would change route. Without this reduction, this option performs very poorly. We would recommend some supporting analysis is given to demonstrate the level of abstraction chosen is realistic. Additionally, we would recommend that an alternative option that used Brownhill Option 3B alongside the preferred options for Whalley Road and Preckgate should have been shortlisted for consideration. While this option may not be affordable at the current time, some consideration of whether the design for the selected preferred option would be able to accommodate future upgrades to Option 3B might be worth considering, as evidence presented suggests that such an upgrade may be necessary in future.		An option where the Brownhill Roundabout would be upgraded to a signalised crossroads junction (Option 3B in the Feasibility Report) and the Whalley Old Road junction and Preckgate junction would have new signal equipment has been previously considered. The junction capacity modelling exercise has however demonstrated that the junctions would operate equally well during the PM peak hours, whether the Brownhill Roundabout is being upgraded to signalised crossroads or having signal equipment upgraded at both Brownhill Roundabout and Whalley Old Road junction. As has been previously stated in the VfM Assessment Methodology and discussed during a scoping meeting with Jacobs, a level of uncertainty exists in respect to determining the exact percentage of vehicles turning right at the Whalley Old Road junction instead of the Brownhill Roundabout. To determine the exact number of diverting vehicles, extensive surveys would be required. In view that the actual delay at the junctions is disproportionate to the value of the scheme, a sensible assumption has been made of 50% based on on-site observations and extensive local knowledge. The observed driver behaviour at the Whalley Old Road junction, further suggests that the proportion of vehicles turning right at the Whalley Old Road junction could potentially be as high as 70%. Following consultation with the highways team, it has been concluded that the scheme's cost for the Brownhill Roundabout to be redesigned to signalised crossroads junction and upgrading all signal equipment would largely overweight the potential benefits. The preferred option has therefore been carefully chosen to represent the most balanced approach between scheme's costs and benefits.		If, as stated, such an option including Brownhill Option 3B has been considered, then this option should be explicitly included in section 1.7. Table 6.1 in the Feasibility Report clearly identifies that in the Core demand scenario, without adjustments, this option performs better than the preferred option, and this should be reflected in the relative scoring of the two. If, as has been stated, this option has been rejected on the basis of affordability, then this should be clearly and openly presented in section 1.7. With regards to the level of abstraction, as you mentioned significant uncertainty remains, hence why later in the economic assessment this is presented only as a sensitivity test and not the core scenario. On the basis of the differing character of the two routes (an urban A-road of average standard vs a rural road) and the difference in geographies served, as well as the significant delays and capacity constraint at the Whalley Old Rd junction right turn in the model results presented for ST4, it seems that this level of abstraction is likely an upper bound. As such, we do not consider the results as sufficiently robust to inform the scoring in the option sifting. Given this, it does not seem appropriate to score the preferred option higher than Option 3B on Objectives 1 and 2, and this should be clearly indicated by Brownhill Option 3B's separate inclusion in the presented shortlist of options, with equal scoring on these objectives. The rationale for rejection should be openly stated to be one of affordability. Regarding the potential for additional future upgrades, we would recommend you look closely at future-proofing your current preferred option for a potential upgrade to either Brownhill option 2 or option 3B at a later date. Based on the data presented in the Feasibility Report, the incremental cost of upgrading the junction from option 2 to option 3B alone in the core scenario would represent approximately £1,250,000pa for Option 2 and £670,000pa for Option 3B in 2012 prices. A statement could then be included in the SOBC to acknowledge that the current preferred scheme doesn't preclude future updates which may be required (subject to VfM appraisal and additional funding being available).		Although Brownhill Option 3B (as demonstrated in Table 6-1 of the Feasibility Report) performs marginally better in the PM peak hour, it performs worse than two other options in the AM peak hour. Furthermore, this Brownhill Option 3B performs worse than a preferred option, when considering a combined AM and PM peak hour delay (141.8 PCU Hrs vs 112.2 PCU Hrs). It is also pertinent to mention that considering a level of abstraction, Table 6-3 of the Feasibility Report demonstrates that Option 2 would perform better in the PM peak hour than Option 3B. The abstraction is the scenario that the project tem considers highly likely to occur. As such Option 2 is considered to be a preferred option in terms of deliverability, performance, costs and public acceptance. **Table 6-1 Brownhill Roundabout Option Modelling Results** Degrees of Saturation % 2016 AM / 2016 PM / 2023 AM / 2023 PM Brownhill Option 1: 102.60% / 117.70% / 117.30% / 126.30% Brownhill Option 2: 87.50% / 122.80% / 100.40% / 137.30% Brownhill Option 3A: 116.70% / 98.20% / 132.50% / 110.00% Brownhill Option 3B: 103.00% / 89.50% / 116.60% / 97.80% **Total Delay PCU Hrs** AM / PM / AM / PM Brownhill Option 1: 65.1 / 136.8 / 163.3 / 210.4 Brownhill Option 2: 35.2 / 79 / 61.9 / 115.3 Brownhill Option 3A: 173.3 / 72.9 / 314.1 / 196.3 Brownhill Option 3B: 87.2 / 54.6 / 189.2 / 86.4 **Table 6-3 Brownhill Roundabout – 30% Adjustment (2023)** Option PM (Without Adjustment): Deg of Saturation (%) / Total Delay (pcu/hr) / Deg of Saturation - RFC (%) PM (With Adjustment): Total Delay (pcu/hr) Option 1: 126.3% / 210.4 / 81.0% / 30.9 Option 2: 137.3% / 115.3 / 86.9% / 33.9 Option 3: 110.0% / 196.3 / 90.9% / 62.2 Option 4: 97.8% / 86.4 / 84.8% / 53.6		We're happy to consider Brownhill Option 2 rather than Option 3B as the chosen best performing high-cost option, and agree that it appears to be better performing than Option 3B in the core scenario. We also accept it is more deliverable and affordable than Option 3B. Therefore we are happy for it, rather than option 3B, to be presented as the best performing alternative in section 1.7. However we maintain our recommendation that such an alternative needs to be robustly presented in section 1.7. **This still further raises the question of why Brownhill Option 1 was chosen over Option 2 in the SOBC as the preferred option,** which we maintain needs to be fully addressed with an honest discussion of its present affordability, rather than claiming against the presented evidence that it is better performing. We maintain our scepticism about using the results of the PM (With Adjustment) sensitivity test to inform option selection given the lack of robust evidence supporting the assumptions involved. The choice of preferred option, and the scoring for it an the alternative options, should be based on the results of the Core scenario. Given the design considerations, it appears that future upgrades from Option 1 to Option 2 would also be easier than from Option 1 to Option 3B. As such, we maintain our recommendation that discussion of this future possibility is needed, with a clear narrative of how funding will be sought for this possibility, and the reasons why the preferred option in the SOBC (i.e. option 1) needs to be taken forward now rather than waiting for further funding to be available.	Linked to above		
	Consideration given to the economic, environmental and social benefits of the possible approaches	*What are the high-level strategic and operational benefits envisaged? How do they link to the objectives of the scheme?* These are explained in section 1.1											

ECONOMIC	Consultation / stakeholder engagement	*Provide details of any consultation events or stakeholder engagement that has taken place / is planned?* *Who was consulted?* *Include consultation results where available.* Evidence of consultation event provided in section 1.6 and appendix G. Public consultation was held. No evidence of at what stage of scheme design this was held, but given date of 6th September it is likely after preferred option had been selected.		Was any consultation or stakeholder engagement undertaken before selection of the preferred option?	As stated within the "Consultation" part of Section 1.7, extensive consultations and stakeholder engagements have been carried out with BwDBC, including but not limited to Highways (to consider potential design solutions, land ownership, stats, etc.), Traffic (i.e. signal equipment), Development and Planning (i.e. to predict development growth in the area) teams, and local Councillors.		The engagement with BwDBC officers and local councillors should be discussed in section 1.6, ideally with a summary of the key messages. Was any engagement undertaken with Highways England, or statutory consultees (particularly utilities and services providers), as well as owners and leaseholders of adjoining properties and local MPs, prior to or since the selection of the preferred option? Please report accordingly.	To be addressed by MC		This has not been addressed	Section 1.6 of the business case has been updated.		Engagement with local councillors has been addressed. However, no evidence is presented of engagment with statutory consultees, Highways England and Local MPs. This will not preclude us from recommending the scheme for approval.
	Preferred Option	*How was the preferred option identified?* Identified in EAST equivalent *Reasons why it was the preferred option.* Preferred option was only option in sifting tool which was both feasible and addressed all 4 junctions in the study area. It was the only option to score green against all objectives		Preferred option doesn't fully meet scheme objectives as it does not solve capacity issue in 2034 design year in either AM or PM peaks, both peaks in the forecast year show DoS over 100% and delays greater than present situation. The options against which the preferred option were selected seem "designed to fail", with no alternate high-cost option that would combine the best parts of the geometric improvements and signalling improvements. The preferred option will likely require further investment in future to fully meet scheme objectives and release capacity constraints. There is a significant risk of redundancy and wasted investment.	Please see above.		See comments in 'Identification of short listed options' section	See response in the shortlisted options section		See above comments re option selection	Addressed above		
	Traffic Modelling work undertaken	*Details of any traffic modelling work which has been undertaken.* Details of traffic modelling provided in appendix C *Results of modelling work* Results of traffic modelling included in appendix C *Has the need for any further traffic modelling work been identified?* No further modelling work has been identified		Given scale of predicted impacts (delays in DM and change in delays in DS), some abstraction to/from other routes or demand suppression would be expected. Further discussion of this below in BCR section. However, we would expect some consideration of the viability/attractiveness of alternate routes to be presented given the scale of the delays present in the DM.	Please see below		See comments in Economic Case section	See response in Economic Case section					
	Level of public support considered?	*What are the attitudes of key groups (e.g. the general public, residents, businesses and wider stakeholders) to the proposed scheme?* Responses of consultation detailed in section 1.6 provides indication of public support, but responses not analysed quantitatively		No quantitative analysis of consutation responses is presented - such an analysis would easily indicate levels of support for the scheme	The details to be provided by Mike Cliffe and emailed directly to Jacobs		Please include the details you refer to in the SOBC	To be addressed by MC					
	Key risks and constraints identified?	*What are the main risks associated with delivering the scheme?* Main risks and constraints identified in section 1.5 *Include a Risk Register containing appropriate mitigation measures.* Risk register included in Appendix F											
	Connectivity with other schemes assessed?	*How does the scheme impact on other planned schemes?* *What is the overall level of impact in combination with other connected schemes?* The Scheme forms one part of an overall three part project called the "Pennine Gateways". Information on the other schemes in the project, and how this scheme may interact with them, is not given.		Consideration should be given to how this scheme interacts with other Growth Deal 3 schemes, and any other local or nationally significant schemes affecting the SRN in the vicinity to the scheme and the broader region.	A consideration on how the scheme interacts with other Growth Deal 3 schemes has been given in Section 1.1. of the business case document. It is pertinent to mention that the scheme design has been carefully considered to take account of the Weavers Wheel.		Instead of just stating the other GD3 schemes, a consideration of how the schemes interact might, for example, suggest that the scheme will support equal utilisation of the three accesses to Blackburn from the M65, and that if it were not implemented then additional demand would use the routes improved by the other schemes, offsetting some of the expected benefits. Agree that it would indeed be pertinent to mention that the scheme intersects with the Weavers Wheel, and to discuss how the scheme design interacts with this scheme, and whether the scheme will be beneficial, neutral or adverse to achieving the objectives of the Weaver's Wheel. This should be included in section 1.1.	The scheme forms part of the Pennine Gateways package, and is aimed to deliver growth within BwD. However, the North Blackburn scheme is unlikely to impact on the utilisation of the accesses to Blackburn from the M65 motorway. The scheme shall impact on the north-west gateway between Blackburn and Ribble Valley. Acknowledged. Section 1.1 updated.				
	Outline approach to assessing value for money.	*Evidence of any VfM assessment which has already been undertaken.* VfM Methodology is presented in Appendix H - VfM Methodology and summarised in Section 2.1.										
	Consideration of economic, environmental, social and distributional impacts.	*Qualitative / Quantitative assessment of the likely impact of the scheme* This information is provided in Appendix C - BCR Tech Note and summarised in Section 2.1.		There are some queries and comments on the assessment of the scheme, in addition to those below concerning the BCR; - GVA benefits have been identified based on acceleration of development sites, with roughly 80% of the accelerated housing coming from the "North East Blackburn Future Housing" site being accelerated by 5 years. What level of certainty is there that this site will both come forwards and be accelerated by period assumed as a direct consequence of this scheme? - Reducing greenhouse gas emissions and other environmental impacts is identified as one of the scheme objectives, however no assessment has been made for these impacts. The strategic case states that a tool is available to monitor these impacts for the monitoring and evaluation plan, and this tool could presumably be used in conjunction with the modelling outputs to provide a quantitative assessment of likely impacts. Social and Distributional Impacts are presented in the Social and Distributional Impact Assessment Report. - The DI Accidents appraisal should consider whether reducing congestion will lead to higher vehicle speed, and therefore higher severity accidents, particularly during peak hours. Additionally, there should be consideration of mitigation options to offset this. The Economic Outputs required by BwDBC need to be presented as previously for Furthergate - i.e. as shown in the additional tab in this sheet, 'Economic Outputs'		GVA Benefits: The acceleration period of 5 years as a direct consequence of the scheme for the housing coming from the "North East Blackburn Future Housing" site has been determined as a result of extensive consultations with the Growth Team (Planning Strategy and Development) of BwDBC. Reducing greenhouse gas emissions: please see previous response. DI Accidents Appraisal: By upgrading the existing signal equipment at the three junctions in question, resurfacing, upgrading road markings, and providing cycle and pedestrian facilities, it is envisaged that number of accidents would reduce. This would particularly have a positive impact on vulnerable road users. Accidents between vulnerable users and vehicles are likely to result in the highest levels of severity. Although reducing congestion would lead to traffic flowing more freely, this does not effectively mean that the traffic speeds would increase. Should any future issues arise, it is likely that BwD traffic team would intervene and could consider traffic calming along the A6119 between the Peckgate junction, Brownhill Roundabout and Whalley Old Road junction. The DI report has been updated to include the above. The Economic Outputs: The economic outputs as shown in the additional tab in this sheet have already been presented in the business case document, as shown within section 2.4 of the report.		GVA Benefits: Is this view based on specific local plan policies and restrictions, direct engagement with developers, or a general view from the Growth Team? If either of the former, this should be directly referenced in the accompanying text to give greater confidence in the results. Greenhouse gas emissions/air quality: We would still expect to see some quantitative results presented for these impacts, given that they form one of the scheme objectives. Please also address the text against Greenhouse Gas impacts in the AST - at present it contradicts the narrative in the strategic case and the M&E plan. DI accidents: As mentioned above, this assessment would be enhanced if the causality of the accidents was investigated to enable the link to deficiencies in the junction design. Specific mention of which aspects of the scheme design would mitigate each of these causes could then be made. The Economic Outputs: The business case claims that the North Blackburn scheme is creating 5,281 homes. However as reported elsewhere in the SOBC, these homes are not dependent on the scheme and are only accelerated by 5. Therefore we disagree with this reported economic output. In addition, the figures in the two economic output tables in section 2.4 do not seem to correlate.	GVA Benefits: The assessment is based on information provided by the Growth Team. It is understood that the Growth Team has been liaising with the developers and shaped the list of future developments in line with the local plan allocations and developer aspirations. Section 2.4 of the business case has been updated. Greenhouse gas emissions/air quality - updated. DI accidents - see response to scheme objectives above. Economic Outputs - figures in the two economic output tables have been updated.		GVA Benefits: PH and MC have already discussed concerns with the current assumptions and alternatives.As discussed we suggest that the GVA assessment is based on the alternative approach of focusing on those 2 development recently consented on the basis of this scheme going ahead. Air quality: There is still no assessment of the expected impacts. Currently the AST and DI state that this impact will be neutral, contradicting the text of the strategic and economic cases which state there will be beneficial impacts. Acknowledging that a proportionate approach should be adopted we are happy for a qualitative assessment only to be included (and ensure this is consistent between sections of the SOBC) Economic Outputs: The figures in the tables throughout the report still claim that 5,281 homes are being created by the scheme. As discussed, we disagree with this reported economic output, especially in comparison to the Pennine Gateway Forecast Total, and recommend that only dependent housing is included.	GVA assessment has been updated. Air Quality: business case report and DI report updated accordingly. Economic Outputs: all tables have been updated.		Updated GVA assessment is acceptable in line with the agreed approach. Economic Outputs are similarly updated and agreed upon.
	Appraisal Summary Table	*Has an AST been produced?* AST provided in section 2.5										
	BCR	*Details of any economic appraisal work which has already been undertaken.* *Provide an indication of the likely VfM (using relevant schemes to benchmark where appropriate) where VfM assessment not been completed yet.* Details provided in Appendix C and BCR calculated and presented in section 2.1		Issues have been identified with the calculation of the BCR about which we have concerns. -The BCR of the central case is over 30. This is very unlikely and indicates that the appraisal has not considered potential dis-benefits of the scheme or potential for the market to shift in response to the situation in the Do Minimum case. - The BCR has been calculated over a 60 year appraisal period. However, given that the scheme is a technology scheme (as it only involves the changing of signal control systems and does not materially impact the structure of the highway network) and the junction modelling indicates that the network will still exceed its capacity in the design year (and hence further investment will be needed), a shorter appraisal period should be used. We would recommend a 15 year appraisal period as the core case (this is what was used for the Blackpool VMS scheme). Sensitivity testing should identify the future year in which the performance of the junction is worse than the present performance for each growth case, and this could help inform the appraisal period. - Traffic growth has been forecast only using TEMPRO factors for BwD LAD. However as identified the scheme lies on a link to the SRN, so consideration should be given to whether factors from NTEM for particular road types (A road or motorway) should be used instead. - Traffic growth to 2034 is 17%, however no consideration appears to have been given to demand suppression or switching to alternate routes in the Do Minimum scenario. Given the scale of the delays, it is likely that other routes would become more attractive, so demand would be expected to be lower. This means that the travel time savings for users are likely being overstated, as are the user benefits. - We would recommend that some consideration is given to the viability of alternate routes, and that this is considered in designing sensitivity tests to indicate the level of growth that would make alternate routes more attractive. - The Low Growth Sensitivity Test (ST2) has lower demand in the opening year than the forecast year - we would expect a low growth sensitivity test to show a reduced level of growth compared to the core case, but not negative growth. We acknowledge that your sensitivity test gives a worse case.		The BCR of the central case is over 30: There are no guidelines in the WebTAG stating that if a BCR of the central case is over 30 the results are unlikely. The appraisal has considered the potential disbenefits of the scheme, which are particularly demonstrated through the gain in delay at the Peckgate junction in the 2019 scheme opening year and the Brownhill Roundabout and Whalley Old Road junction in the 2034 future year in the IP peak hour. 15 year appraisal period: We accept your recommendation and all calculations have been updated to reflect the 15 year appraisal period. *The next two comments appear to be contradictory as the first one considers application of higher traffic growth factor, whilst the second comment questions the applied growth as being too high.* Traffic Growth has been forecast using Tempro factors for BwD local authority area: As requested, a consideration has been given to whether factors from NTEM for particular road types (A road or motorway) are more appropriate. NTEM factors for a motorway road type give a higher growth figure than the factor used for all road types, whilst the factor for a principal road type gives a lower growth figure. 2017 to 2018 AM Peak All-road types (used): 1.0143 Motorway: 1.0153 Principal: 1.0132 2017 to 2018 PM Peak All-road types (used): 1.0136 Motorway: 1.0146 Principal: 1.0125 2017 to 2018 IP Peak All-road types (used): 1.0153 Motorway: 1.0162 Principal: 1.0141 It has therefore been demonstrated that the TEMPro factor applied does not over forecast the potential demand, neither underestimates it. No consideration has been given to demand suppression or switching to alternate routes: The A6119 is one of the busiest roads in Blackburn, forming an outer orbital route around Blackburn. The A6119 (including Brownhill Roundabout, Peckgate junction and Whalley Old Road junction) provide the main link between north of Blackburn and the town centre, as well a link between north of Blackburn and the M65 motorway. Furthermore, the section of the A6119 in-question forms part of the Emergency Diversion Route from the M65 motorway. In view of the importance of the route, it is unlikely that the traffic growth applied has been over estimated or a shift to other routes would occur. Furthermore, it has been already stated earlier that the traffic factors applied represent a balanced approach ensuring no over estimation. Any estimation of demand suppression or switching to alternate routes is considered to be disproportional, especially that the sensitivity tests cover all possible changes in demands with high growth, low growth and zero growth applied. Low Growth Sensitivity Test (ST2) has lower demand in the opening year than the forecast year: As you have acknowledged, ST2 represents the worst case scenario.		The revised BCRs presented with the shorter appraisal period are more realistic. The VfM categorisations given in WebTAG give a good indication of the range of BCRs which are realistic for transport schemes, and BCRs significantly over the threshold for "very high" VfM are likely to raise suspicions and should cause scheme promoters to check underlying assumptions and methodology for realism. Tempro Growth Factors: Thankyou for providing the additional information - we agree the differences in the figures presented from 2017 to 2018 are small. The differences to 2034 would be bigger but are unlikely to have a material impact on the scheme's VfM assessment. Demand switching to alternate routes: The importance and present popularity of the A6119 do not automatically preclude the likelihood of a demand response to the delays seen in the DM scenario. You are currently forecasting 581 PCUH of delay in the 2034 DM PM. We'd expect to see some consideration of whether, at this level of delay, an alternate route, either a significant diversion or rat-running, would be taken by some users, or whether users would choose to travel at a different time of day or not at all. Industry experience shows that users will not tolerate these levels of disutility without some demand response occurring. Some consideration of the travel markets served by the scheme, and the alternate options available to these markets, is expected. For example, users from within Blackburn travelling to the M65 might be reasonably anticipated to switch to using either the A678 to reach J6, or to using J4 or J5 over J8 in future years should the congestion on the A6119 become too severe, or to travel earlier or later in the peak period. There are a range of potential proportionate approaches to considering this, and we leave it to the scheme promoter to determine the most appropriate way to consider this effect given the available data and modelling. However we do not believe that not including this consideration is proportionate given the scale of the benefits being claimed, and believe that this could be resulting in a material over-estimation of benefits in the core scenario. We accept that making adjustments to the modelling may at this stage be too burdensome. However on the basis of this, we will be placing greater emphasis on the results of the no growth and low growth sensitivity tests in our report to TfL and the LEP board.	Low and zero growth sensitivity tests still categorise as providing a 'high' to 'very high' value for money.				
FINANCIAL	Scheme Cost	*Please provide as much detail as possible, including:* *- scheme development costs* *- itemised construction costs* *- running costs* *- maintenance costs* *- range cost estimates* *How were the scheme costs calculated?* Scheme costs detailed in Appendix C - costs have been taken from winning bid's Bill of Materials with QRA included		Section 3.5 stated "The total project costs include Optimism Bias at 21% of the construction costs." - Optimism Bias should not be included in the financial case. Additionally, this conflicts with the BCR TN (Appendix B) and Economic case which both state Optimism Bias has been applied at 3%. Can you either clarify this statement or revise to assure consistency.	We would like to apologise for this typo and can confirm that the optimism bias have been applied at 3%, as stated within the BCR TN (Appendix B) and the Economic Case. Section 3.5 has been updated.		ok						
	Funding Arrangements	*Detail the funding sources and values which have been outlined.* LEP Growth Deal 3 Funding: £2.3m (88%) BWD's own contribution: £300,000 (12%) *Outline any potential risks to securing funding.* No other funding sources other than LEP and BwD's own funds required											
	Key Risks	*Please provide a risk register including mitigation measures.* Risk Register is provided as appendix F *Has any sensitivity analysis been undertaken? What are the results?*											
COMMERCIAL	Is there a robust contracting and procurement strategy?	*Outline the intended procurement strategy.* Procurement already undertaken under BwD Contractor Development Framework, preferred contractor selected and price agreed. Intent is to use NEC 3 Option B (Fixed Price) contract and appoint immediately. *How was the proposed procurement approach developed?* Procurement approach uses BwD's standard framework for contracting highway works											
MANAGEMENT	Key risks and constraints identified?	*What are the main risks associated with delivering and implementing the scheme?* *Include a Risk Register containing appropriate mitigation measures.* Risk Register provided in Appendix F											
	Delivery Programme	*Please include indicative timescales for:* *- Scheme Development* *- Design* *- Procurement* *- Construction*		- Section 5.3 - please check dates and ensure consistency with Appendix I Has the construction period been informed by preferred contractor submission?	Section 5.3 has been updated. The construction period has been confirmed with the preferred contractor submission.								
	Governance / Assurance work	*Who is in charge? What is the allocation of roles and responsibilities? Is there a Project Board?* Details given in section 5.1 *What control measures will be put in place to ensure the scheme development process is managed suitably?* Details given in section 5.1, 5.4 and 5.6 *Has a SQAR been undertaken / scheduled?* No SQAR given, except for G/Ne-Go in section 5.2, and not necessary given scale of project											
	Evidence of similar projects that have been successful	*Provide details of similar projects and their successfulness.* Details provided in sections 5.1 and 5.6											
	Who is the client / sponsor?	*Include details of the client / sponsor of the scheme.* Detailed in section 5.1											
	Fall back Plans	*Do alternative schemes exist? Is there a lower cost alternative?* No lower cost alternative, alternative schemes are higher cost options only. Lower Cost alternative could be to only address one junction, however this would not meet any of scheme objectives.					As discussed above, a lower cost option should be included in the option sifting. This option should also be included in this section.	The preferred option is best performing, most cost effective, deliverable and most publicly acceptable.		A lower cost option should be included as a fall back, i.e., if your costs overrun and you run out of budget, what are you going to sacrifice?	This has been covered within Section 1.7 of the business case.		
	Arrangements for monitoring and evaluating the intervention.	*What will constitute success for the project, and how will it be measured?* Details given in section 5.8 Appendix E Monitoring & Evaluation Plan		See comments regarding suitability of objectives in strategic case section. M&E plan needs to be aligned to quantifying the objectives, and the objectives need to be suitable for the scheme. Particular concerns are; - Air quality data has been identified as needed to monitor impact on carbon emissions. We recommend that improving local air quality is a better objective for the scheme than reducing carbon emissions, as the impact can be directly measured and is more applicable to this sort of scheme. Accurately determining the impact on carbon emissions from the scheme will be complicated as carbon emissions are global and would require monitoring of traffic flows and speeds over a wide area. If the objective is changed, the M&E report should be updated to reflect this - There is an additional consistency issue, in the benefits realisation plan improved air quality is identified as the anticipated outcome - Accidents - as discussed in previous section, the feasibility report identified that the number of accidents is low, and there was no common cause. As such, it is not clear what success will look like for this scheme in terms of accidents impacts - is a reduction required, and of any particular type of accident, or is no change considered a success?	Please see above.		As noted in the scheme objectives section above, local air quality and global CO2 emissions are still being mixed up. The M&E report will need updating alongside this objective. Additionally, the M&E plan does not include monitoring of housing units started and completed, as well as commercial floorspace completed and occupied, or jobs created, at the sites identified in the GVA assessment as expecting acceleration. This needs to be included to ensure objective 3 and the actual GVA impacts can be measured. This should be readily available from BwD Housing & Planning teams' own Local Plan monitoring. We would recommend that for housing sites, the monitoring period be extended to the completion of the North East Blackburn Future Housing area (if the assumed acceleration is met, this would only be a 6month extension to allow the 2025/2026 monitoring data to be included). Need to ensure the M&E plan covers all of the metrics which BwDBC said it would previously report to the LEP for the North Blackburn scheme (currently section 5.6 of the Business case refers to the Furthergate scheme and needs updating accordingly). In addition, the appended M&E plan says no homes and jobs are connected to the scheme which is contradictory to the business case. The pre- and during-construction monitoring timescales need to be updated to match the information in section 5.3	M&E Report is updated		M&E Report Section 5.2 and Benefits realisation plan need updating to include the monitoring of house completions at the specific identified sites.	M&E report updated accordingly		

GD3 North Blackburn - Strategic Outline Business Case

Scheme Name:	**North Blackburn**
Local Authority:	**Blackburn with Darwen Borough Council**

Scheme Cost Summary (£m)	
LA contribution capital (BwDBC)	**£0.299m**
Local Growth Fund	**£2.3m**
Total	**£2.599m**

Contact Details For Further Enquiries	
Lead contact: **Position:** **Tel:** **Email:**	**Mike Cliffe** **Strategic Transport Manager** **01254 585310** **mike.cliffe@blackburn.gov.uk**
Finance contact: **Position:** **Tel:** **Email:**	**Gaynor Simons** **Deputy Finance Manager** **01254 585635** **gaynor.simons@blackburn.gov.uk**

SECTION 151 OFFICER DECLARATION

As Section 151 Officer for Blackburn with Darwen Borough Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Blackburn with Darwen Borough Council have the intention and the means to deliver this scheme on the basis of its proposed funding contribution highlighted in Section 3.2 of the Strategic Outline Business Case (and above) for the period 2018/19 – 2019/20 on the understanding that no further increase in LEP funding will be considered beyond the maximum contribution requested.

Name: Louise Mattinson Signed:

Date: 12th October 2018

Blackburn with Darwen Borough Council

Economic Outputs Assessment

As part of our assurance of the SOBC documentation, a review was undertaken of the economic outputs that were provided to support the Economic Case.

A short summary of our review is provided below, indicating:

- What each output represents;
- Which specific sites are in scope;
- The basis of the calculations for each output;
- How the economic outputs will be delivered;
- Monitoring and evaluation arrangements; and
- Certainty of delivery.
-

Economic Outputs

The following outputs have been assessed as part of the North Blackburn Scheme, reflecting the requirements of the LEP:

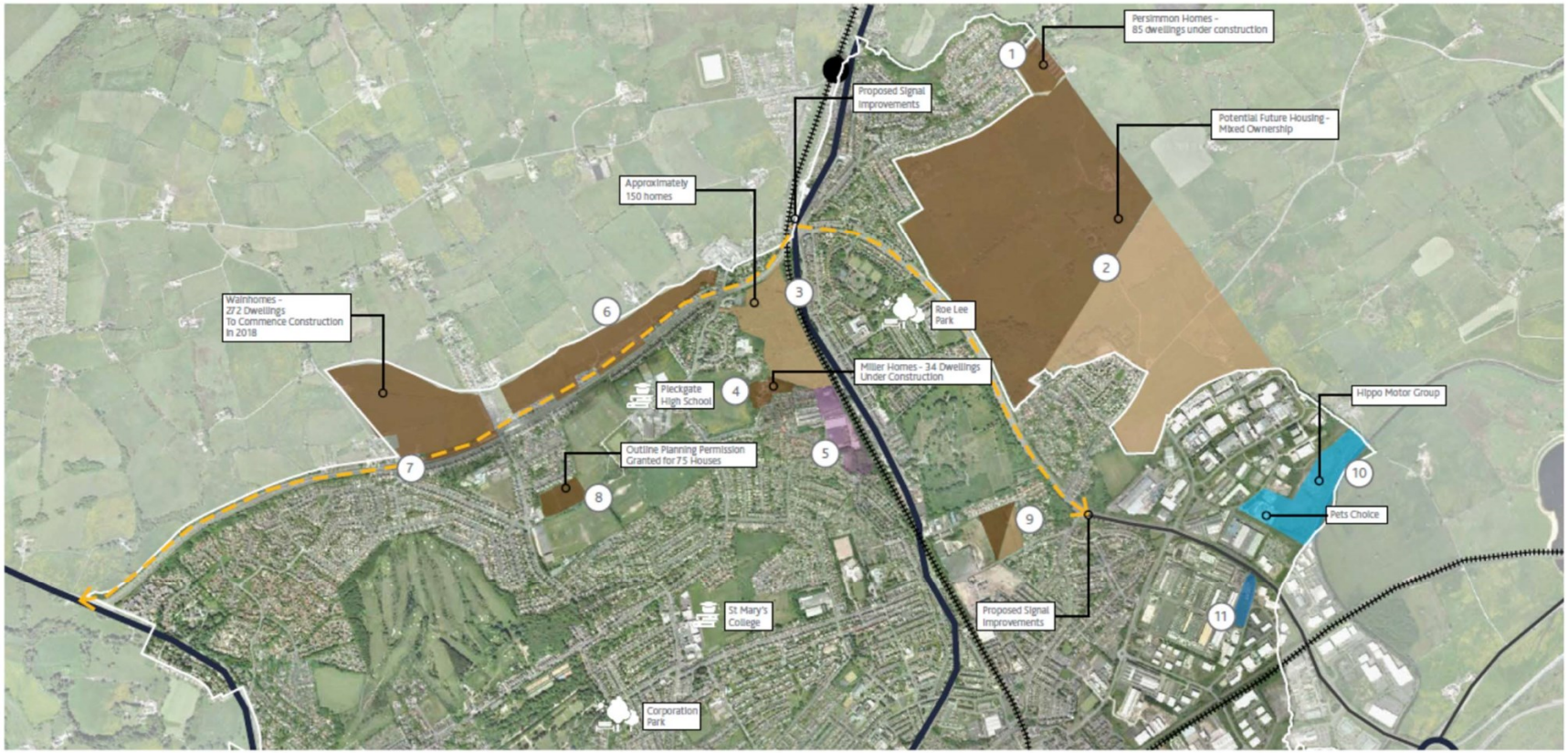
- Housing Units;
- Private Sector Investment;
- Jobs;
- Commercial Floor Space; and
- GVA.

The North Blackburn scheme is forecast to directly unlock two nearby housing sites, both of which access the A6119 in the vicinity of the scheme, as shown on the plan overleaf:

- North Blackburn - Phase 1 Whinney Lane (label 7 on the schematic); and
- Roe Lee - Phase 1 North Site (label 3).

GROWTH & DEVELOPMENT PROPOSALS
NORTH BLACKBURN

BLACKBURN with DARWEN BOROUGH COUNCIL in partnership with CAPITA



KEY:

- Housing Land Allocation Policy 16 - Council Ownership
- Housing Land Allocation Policy 16 - Private Ownership
- Housing Land Allocation Policy 16 - Mixed Ownership
- Employment Land Allocations Policy 13 - Council Ownership
- Employment Land Allocations Policy 13 - Private Ownership
- Mixed Use Proposals – Policy 16 – Private / Council Ownership
- Proposed Highway Improvements

PROPOSED DEVELOPMENT SITES:

1. **Parsonage Road - Persimmon Homes** Allocation: 16/1 3.6 (ha)
2. **North East Blackburn Future Housing** Allocation: 4/1 91 (ha)
3. **Roe Lee North** Allocation: 16/3 8.8 (ha)
4. **Roe Lee Farm - Miller Homes** Allocation: 16/3 1.2 (ha)
5. **Roe Lee South** Allocation: 16/3 3.5(ha)
6. **Rugby Club and surrounding land** Allocation: 16/2 10.9(ha)
7. **Yew Tree Drive - Wainhomes** Allocation: 16/2 14.7 (ha)
8. **Lammack Road** Allocation: N/A 2.4 (ha)
9. **Clarendon Road** Allocation: N/A 2.3 (ha)
10. **Whitebirk Development Site** Allocation: 13/1 7.5 (ha)
11. **Challenge Way** Allocation: N/A 1 (ha)

Jacobs U.K. Limited

1 City Walk
Leeds, West Yorkshire LS11 9DX
United Kingdom
T +44 (0)113 242 6771 F +44 (0)113 389 1389
www.jacobs.com

Calculations

The assumptions for each site are shown in the table below:

Table C1 – Development sites dependent on the North Blackburn Scheme

Development	Area (Ha)	No. Housing Units	Opening Year
North Blackburn - Phase 1 Whinney Lane	4.86	272	2024
Roe Lee - Phase 1 North Site	9.66	155	2022

BwDBC have provided the assumptions around how many houses each development site will accommodate and the opening year.

Gross Value Added (GVA) has been calculated for both a 'with scheme' and 'without scheme' scenario, with the difference between these scenarios then being reported as the GVA impact of the scheme. The following assumptions and parameters have been used in calculation of the GVA benefits:

- GVA benefit per housing unit: £10,170 per annum
- GVA benefit per job created: £20,340 per annum
- Discount rate: 3.5% per annum
- Appraisal period: 60 years

The GVA appraisal tables, showing GVA per year and split by site, are provided as Appendix G to the BCR Technical Note (which forms Appendix C to the SOBC).

Applying the discount rate to the difference between the 'with scheme' and 'without scheme' GVA scenarios gives a total GVA benefit associated with the North Blackburn scheme of £17m.

Delivery and Certainty

The calculation of economic benefits relies on assumptions about investments made by private companies in the future. These assumptions are therefore necessarily subject to uncertainty. In order to best assure the validity of the economic outputs, it is therefore important to base assumptions on the best available data, informed by local knowledge of the appetite of private developers for investment.

The forecasts made by Capita for the economic outputs of the scheme have been developed on the basis of close collaboration with Blackburn with Darwen Borough Council, who in turn have been informed of the intentions of the private developers delivering the two sites through the planning application process. This is the best information available with which to forecast GVA, and Jacobs are satisfied that the forecast represents a sound estimate of the most likely outcome. Although it is not possible to provide a definitive statement about the certainty of the outputs being accurate, due to the committed status of one of the developments and the recommendation for approval for the other by committee on the 20th December 2018, as well as the achievable assumed completion dates of the two sites, it is likely that they will be realised.

Monitoring and Evaluation

A Monitoring and Evaluation Plan has been developed by Capita for the North Blackburn scheme, and forms Appendix E to the SOBC.

The Monitoring and Evaluation section of the SOBC (section 5.8) summarises the range of metrics which BwDBC aim to assess. The following metrics are relevant to the economic outputs section;

- Housing unit starts (annual): rate of delivery to be monitored and reported.
- Housing unit completed (annual): rate of delivery to be monitored and reported.

In addition, the Monitoring and Evaluation Plan makes clear that these metrics will be specifically monitored for the development sites identified as being dependent on the scheme.

Appendix D

REPORT OF THE DIRECTOR **Plan No: 10/18/0895**

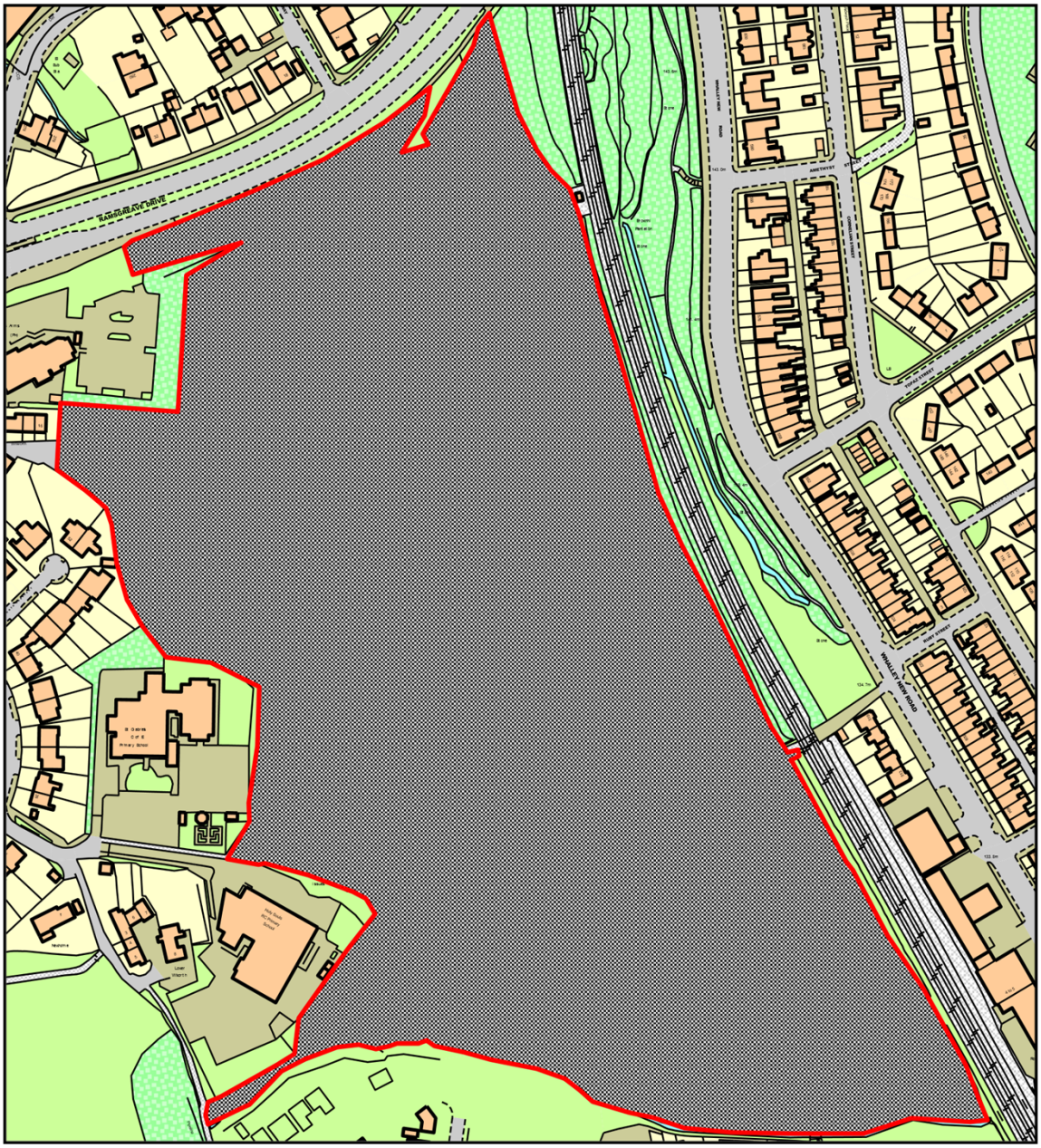
Proposed development: Full Planning Application (Regulation 3) for Development of 155 dwellings and associated landscaping and highways works

Site address: Land at Roe Lee, Off Ramsgreave Drive, Blackburn

Applicant: Persimmon Homes Lancashire

Ward: Roe Lee

Councillor Phil Riley Councillor
Sylvia Liddle
Councillor Ron Whittle



1.0 SUMMARY OF RECOMMENDATION

1.1 APPROVE – subject to the recommended conditions set out in section 4.0 of this report; and the applicant entering in to a Section 106 Agreement relating to contributions towards off-site highway works to facilitate the development, off-site provision of affordable housing and primary school education provision in the North Blackburn locality.

2.0 KEY ISSUES/SUMMARY OF PLANNING BALANCE

2.1 The proposal will deliver a high quality bespoke housing development which will widen the choice of family housing in the Borough. It supports the Borough's planning strategy for housing growth as set out in the Core Strategy, it delivers housing at a site which is allocated for housing development in the Local Plan Part 2 and it meets the objectives identified within the Roe Lee Masterplan. The proposal is also satisfactory from a technical point of view, with all issues having been addressed through the application, or capable of being controlled or mitigated through planning conditions.

3.0 RATIONALE

3.1 Site and Surroundings

3.1.1 The application site forms the northern section of housing land allocation 16/3: which is referred to as the Roe Lee Development Site. The site measures 9.13 hectares and comprises land situated to the south of Ramsgreave Drive, west of Whalley New Road and north of Campbell Street / Campbell Court. The area has an undulating form, rising to the north, and is predominantly covered by rough grassland with some tree coverage towards the northern edge. The land is traversed by PROW's 25, 26, 27, 28 and 31 that provide connectivity from Whalley New Road to the primary schools on the western edge of the site. The periphery of the site has a mix of 19th century terrace properties, inter and post-war semi-detached houses and a variety of modern properties on the southern edge. The eastern boundary is formed by a railway line and an A3 restaurant also lies in close proximity to the site's north west corner.

3.2 Proposed Development

3.2.1 The proposal is a full planning application for 155 dwellings and associated landscaping and highways works.

3.2.2 The proposed development provides a net density of approximately 17 units per hectare. The 155 units comprise of; 5 x 2 bedroom properties (3%), 88 x 3 bedroom (57%), 50 x four bedroom (32%) and 12 x five bedroom (8%). The new dwellings provide a mix of terrace, semi-detached and detached house types, with the majority falling in to the latter two categories. The properties have a modern appearance, incorporating a mix of red brick and render

finishes, with stone header and cill detailing. All units will have grey concrete tile roofing.

3.2.3 The development will be served by a new vehicular and pedestrian access on to Ramsgreave Drive, which is to be positioned circa 100m to the east of the existing 'Ego' restaurant. In addition, pedestrian links are retained and added to allow for movement to the facilities and residential areas on the periphery of the site. The development includes landscaping throughout and provides for a minimum 30m buffer zone between the railway line on the eastern boundary and the nearest dwellings. The standard garden treatment will be 1.8 close boarded fencing, though gardens fronting the internal roads or in prominent locations will be constructed with brick dwarf walls and piers with timber panel infill. Gabion walling and 1.2m high wire mesh and timber post fencing will be used will be used on the periphery of the eastern section of public open space, due to differing land levels.

3.3 Development Plan

3.3.1 The Development Plan comprises the Core Strategy and adopted Local Plan Part 2 – Site Allocations and Development Management Policies. In determining the current proposal, the following are considered to be the most relevant policies:

3.3.2 Core Strategy

- CS1 – A Targeted Growth Strategy
- CS5 - Locations for New Housing
- CS6 – Housing Targets
- CS7 – Types of Housing
- CS16 – Form and Design of New Development

3.3.3 Local Plan Part 2

- Policy 1 – The Urban Boundary
- Policy 7 – Sustainable and Viable Development
- Policy 8 – Development and People
- Policy 9 – Development and the Environment
- Policy 10 – Accessibility and Transport
- Policy 11 – Design
- Policy 12 – Developer Contributions
- Policy 18 – Housing Mix
- Policy 40 – Integrating Green Infrastructure and Ecological Networks with New Development

3.4 Other Material Planning Considerations

3.4.1 Roe Lee Masterplan

The site is within the Roe Lee Masterplan area, occupying the 'Wilworth' character area of the document. The Masterplan was the subject of public

consultation and was prepared in consultation with the land owners and/or promoters. It was adopted by the Council on the 28th November 2016, and as such is a material consideration when considering this and future proposals for the area.

3.4.2 The development vision set out in the masterplan is identified as;

"Development will create an attractive place to live with a strong local identity. It will be characterised by attractive, well-designed buildings and spaces and will comprise of a number of distinctive areas with their own unique character. Development will include a permeable layout and provide safe and attractive connections to the surrounding area and local services and facilities. This will encourage walking and cycling as an alternative to travelling by car and provide improved access to public transport services. All key points of access will be retained and enhanced with connecting routes configured within a high quality public realm. The development will incorporate a network of linked multi-functional green spaces that provide opportunities for creating/enhancing ecological networks, pedestrian/ cycle routes, informal recreation and sustainable drainage measures (SuDs)".

3.4.3 In order to achieve this vision the development objectives are to:

- Provide a balanced mix of high quality housing mostly family housing;
- Create a varied and distinctive environment in new housing, landscape and public realm;
- Create distinctive character areas across the site;
- Create well-connected movement corridors based on a legible network of streets and pedestrian and cycle routes: both within the site and to surrounding facilities;
- Protect and enhance the watercourses and any sensitive habitats on the site to enhance biodiversity;

3.4.4 The masterplan identifies 3 distinct character areas across the housing allocation. The current proposal is contained entirely within the 'Wilworth' character area, which is characterised as follows;

"Wilworth forms the northern part of the site covering all of the Council owned land. It will include larger family homes and have a significant landscape structure. It is expected buildings will in the main be two storey detached or semi-detached with front and rear gardens with a low/medium density (15-25 dph). Garages are to be setback behind frontages or included within the dwelling and parking should be integrated so as not to dominate the street. The southern boundary of this area is defined by Seven Acre Brook. The brook will form an integral component of the proposed green corridor across the site alongside footpaths and integrated cycleways connecting the site to the surrounding area".

3.4.4 Residential Design Guide Supplementary Planning Document

This document provides targeted advice to ensure high quality new homes. It aims to ensure that new development reflects the individual and collective character of areas of the Borough and promotes high standards of design. The document also seeks to ensure a good relationship between existing and proposed development in terms of protecting and enhancing amenity.

3.4.5 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (Framework) is a material consideration in planning decisions. The Framework sets out a presumption in favour of sustainable development, which is the "golden thread" running through both plan-making and decision-taking. Paragraph 11 of the Framework explains that for decision taking, this means approving development proposals that accord with the development plan without delay. Section 5 of the Framework relates to delivering a wide choice of high quality homes, and Section 8 relates to promoting healthy communities.

3.5 Assessment

3.5.1 When assessing this application there are a number of important material considerations that need to be taken into account. They are as follows:

- Principle and compliance with Masterplan objectives;
- Highways and access;
- Drainage;
- Design and Layout;
- Amenity impact; Ecology; and
- Affordable housing.

3.5.2 Principle and Compliance with Masterplan Objectives

The principle of the development is considered under the Blackburn with Darwen Local Plan Part 2: Site Allocations and Development Management Policies (particularly Policy 16 – Housing Land Allocations); and the Core Strategy (particularly Policies CS1 and CS5).

Policy 1 of the Local Plan states that the defined Urban Area is to be the preferred location for new development. Development in the Urban Area will be granted planning permission where it complies with the other policies of this Local Plan and the Core Strategy. The site is located within the urban area boundary defined on the proposals map.

Policy 7 on Sustainable and Viable Development echoes the presumption in favour of sustainable development set out in the NPPF. Thus, applications that accord with policies in the Local Plan will be approved without delay unless material considerations indicate otherwise.

3.5.3 Local Plan Policy 16 allocates land for development within the 15 year life of the Plan, subject to key development principles. This proposal represents residential development on the northern section of site 16/3 – the Roe Lee Development Site, Blackburn. Key development considerations identified in the Local Plan Part 2 include the following;

- This site is to be brought forward in line with a masterplan to be produced covering the whole of the allocation. The masterplan must be agreed by the Council prior to the granting of planning permission for any part of the site.
- The Level 2 SFRA indicates that parts of the site are susceptible to surface water flooding, requiring implementation of appropriate measures to control surface water run-off. There is a 1500mm culvert that runs through the eastern section of the site.
- The southern section of the site has existing access on to Campbell Street. The northern section of the site would require an additional signalised junction off Ramsgreave Drive.
- A programme of archaeological recording will be required before the remaining mills are demolished.
- Contribution towards necessary local highways improvements.
- Completion of appropriate ground investigation works to establish the extent of any ground contamination and whether any mitigation measures are required.
- The site largely contains a number of mature trees and the impact of any development on the biodiversity value of this area would need to be assessed.
- The proximity to the railway line to the east of the site could raise some amenity issues to sections of the site – need for appropriate attenuation measures.
- A contribution will be required towards the establishment of a new primary school in north Blackburn.
- A buffer zone will be required to minimise the impact of the railway line on residents' amenity.
- Any development proposal should conserve the setting and significance of the nearby listed cottages at Further Wilworth.
- Retention and enhancement of public rights of way, to provide connectivity across the whole site.

3.5.4 Core Strategy Policy CS1 sets out the principle that development will be concentrated within the urban area, in which the site is located according to Policy 1 of the Local Plan Part 2.

3.5.5 As an allocated housing site, the principle of the form of development set out in the application is considered to be acceptable and in accordance with the provisions of the development plan in terms of delivering a high quality residential site within the urban area. This position is subject to the more detailed considerations also being in accordance with adopted development plan policy and national guidance.

3.5.6 Highways and Access

Core Strategy Policy 22: *Accessibility Strategy* and Local Plan Policy 10: *Accessibility and Transport*, aim to ensure that new developments provide appropriate provision for access, car parking and servicing so as to ensure the safe, efficient and convenient movement of all highway users is not prejudiced.

3.5.7 Vehicular access into the site will be provided from the A6119 Ramsgreave Drive, approximately 150m east of the A6119 Ramsgreave Drive / Pleckgate Road signalised junction. The design of this access has been prepared by BwDBC as part of wider highway works in the vicinity of the site, in particular the proposed North Blackburn Growth Deal 3 scheme and associated dependent highways improvements at Brownhill Roundabout. Pedestrian access will be provided in the same location as the vehicular access off the A6119 Ramsgreave Drive. Also, pedestrian / cyclist access is currently available via PROWs which run in a north-south and east-west direction through the site.

3.5.8 Parking provision for the development in accordance with the Council's adopted parking standards; 2 spaces for 2/3 bed units and 3 spaces for 4+ bedroom properties. Furthermore the driveway parking spaces are all compliant with the adopted space requirements of 5.5m x 2.4m. A number of the detached garages fail to meet the adopted internal parking standard of 3m x 6m; though that issue can be satisfactorily addressed via planning condition.

3.5.9 A Transport Statement (TS) was submitted in support of the application which evaluated the existing transport and highways context of the site, access, parking and servicing conditions, trip generation and junction capacity. This allows an assessment as to whether the highways network has the capacity to accommodate the potential increases in traffic as a result of significant new residential development; and whether there would be any detriment to highway safety. The TS concluded that;

- The most recently available five-year road safety record of the local area around the site has been examined and does not represent a material concern in the context of the development.

- The accessibility of the site has been assessed by foot, cycle, bus and train modes. Overall, the site is considered to be well located in terms of its accessibility by all these major non-car modes of transport.

- BwDBC have confirmed that no further junction mitigation, beyond that contained within the North Blackburn Growth Deal 3 scheme, is required to accommodate a residential development of up to 200 dwellings on the proposed development site, and therefore no detailed off-site capacity assessments are required as part of this TA.

- The impact of the additional trips generated by the proposed development on the operation of the local highway network has been assessed. The

proposed development traffic equates to only a 1.4% impact when compared to the 2019 base flows at the A6119 / A666 / Pleckgate Road junction. At the A6119 / Pleckgate Road junction the proposed development traffic will equate to only a 1.6% - 2.1% impact when compared to the 2019 base flows.

- Having regard to the analysis presented in this TA, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to BwDBC for approval.

3.5.10 Highways Colleagues appraised the submission and whilst no objection is offered in principle the following matters have warranted further attention and/or comment from the applicant;

- The submitted layout should, ideally, have influences from Manual for Streets. The applicant has sought to address this via reference to the number of site constraints (utility easements, PROW routes and topography) that restrict the layout options.
- The scheme includes a number of private drives that exceed the Council's preferred threshold of 3 units; in turn this affects the maximum bin carry threshold, with a number of properties being more than 20 from the nearest collection point. The applicant has indicated that the private drives would be wider than regular at their mid-point to enable bins to be left within 20m of the adopted highway.
- Initial concerns with swept paths provided within the Transport Assessment, though the amended details provided 1st November 2018 satisfactorily address those concerns.
- The scheme proposes pedestrian connectivity through the site to adjacent fields, schools etc. This is welcomed; all paths should be a minimum of 3m wide to allow for both pedestrian and cycle passage simultaneously.

3.5.11 The Council's Highway Team have also set out a series of conditions required in order to support the proposal;

(1) A construction management plan will be required through application of a condition, setting out how the construction process will be managed to ensure that consideration is given to highway safety and residential amenity during the construction phase. The plan will include the following:

- The parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Erection and maintenance of security hoardings, including decorative displays for public viewing;
- Wheel washing type and location;
- Control of dust and dirt;
- Recycling and disposing of waste.
- Phasing of the development

(2) Prior to the occupation of any of the dwellings hereby approved, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.

(3) Prior to the construction of any of the streets referred to in the previous condition full engineering, drainage, street lighting and constructional details of the streets shall be submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details.

(4) Sightlines at vehicular access points to be safeguarded in perpetuity

3.5.12 The Council have received a number of objections (note section 9.0 of this report for full details) that relate to the development affecting access to the PROW's within the site, as well as the proposal harming the ability of adjacent homeowners to maintain their existing garden boundaries. The following statement has been compiled in conjunction with the Council's Growth team, PROW officer and Legal section to address these matters;

"The Council has secured the sale of its Roe Lee Housing site off Ramsgreave Drive to Persimmon Homes. As a result of a site inspection/boundary check it was noted that a couple of homeowners on Wilworth Crescent had installed gates in their rear fence which forms a boundary between their property and the Council's land. These gates provide unauthorised entry onto the Council's land for the purposes of maintaining their boundary and for accessing the public right of way to the rear.

The Council as the owner of the land has never been approached by any of the residents seeking permission to cross their land to gain access to the public right of way. There are a number of authorised entrances near to Wilworth Crescent which allow access to the public right of way on the Roe Lee site.

On 30th August 2018 the Council sent letters to each occupier advising them that the gates were providing an illegal/unauthorised means of access and in similar situations residents are requested to remove their gates and to reinstate their boundaries.

The letter also advised that the Council will be erecting their own boundary fence so in this instance they are not required to take any further action. They were also advised that once the new fence had been erected they would no longer be in a position to use the rear gate.

One resident suggested that they had used their gate for around 9 years but have been unable to provide any evidence. However, the minimum time period for claiming a prescriptive right is 20 years. Residents are also advised that

maintenance of their rear fence is allowed under the 'Access to Neighbouring Land Act 1992' and not by means of an access gate giving unauthorised entry to an adjoining owners land.

The Council's Highways team has been consulted on the illegal / unauthorised access and advice as follows:

"The right to pass and repass over a Public Right of Way is granted along the route. It could be joined at any point as long as it is done so legally.
Trespassing to gain access to a PROW is still trespassing.
Section 153 of the highways act 1980 prevents gates and doors from opening onto a Highway."

Residents are advised to seek independent legal advice on their personal situation regarding their rear gates and are invited to make representation to the Council if they feel they have any legal right".

3.5.13 In addition to the site specific commentary offered above, the following comments from the Council's Strategic Transport Manager are also pertinent to the assessment of the proposal;

"The consultation process regarding Planning Applications for housing developments in the North Blackburn area has raised a number of concerns regarding Highways and Transport – which are being jointly addressed on a strategic level by the Growth Deal 3 North Blackburn Project, focussed on the upgrade of the Brownhill Roundabout junction alongside localised improvements negotiated through the planning process and to be delivered by the Section 106/278 process.

A significant Section 106 and 278 contribution is expected from the development which will contribute to the following:

- *New access from the Roe Lee Development onto Ramsgreave Drive*
- *Additional toucan crossing points and amendments to the dual carriageway central reservation*
- *Changes to the speed limit, reducing from 40mph to 30mph*
- *Additional road safety and highways improvements*
- *Contribution to associated corridor works being delivered through the Growth Deal 3 Major Transport Project*

The Growth Deal 3 North Blackburn package of transport improvements will improve a key gateway to the borough at Brownhill Roundabout and nearby junctions. Major transport improvements will support new housing and commercial development, contributing to the delivery of the Council's adopted Local Plan targets for new housing, businesses and jobs. The Roe Lee project is dependent on receiving both Section 106 /278 infrastructure investment and the parallel improvement of highways being delivered through the Growth Deal project.

The Growth Deal 3 package of improvements is focussed on the following:

• Brownhill roundabout – this forms a key intersection between the Ribble Valley, Blackburn Town Centre and Blackburn's major employment zones at Whitebirk, bringing wider connectivity to the M6/M65/M66 motorways. A number of designated housing sites are close to the junction, hence the need to upgrade this and adjacent junctions on the highway network. Work will include intelligent traffic signal equipment, resurfacing and Whalley New Road parking amendments and bus stop formalisation.

• Pleckgate Road / Ramsgreave Drive (Knowles Arms) junction improvement, including new traffic signal equipment.

• Whalley Old Road / Whitebirk Drive junction capacity upgrade, increases to the northbound "stacking" lane on Whitebirk Drive and new traffic signal equipment.

Work at these sites will also include sustainable transport improvements for walking and cycling, highways signage, street lighting, drainage, surfacing, lining and soft and hard landscaping. There will be smart, intelligent signals to reduce congestion and queuing time for users of the highway".

3.5.14 Drainage

Policy 9 sets out that development will be required to demonstrate that it will not be at an unacceptable risk of flooding and impact on environmental assets or interests, including habitats, species and trees.

3.5.15 The application has been supplemented with a Flood Risk Assessment and outline drainage assessment that advises/concludes;

- The site has been previously undeveloped and can be classified as 'green field'. Site topography generally falls towards the south eastern area of the site.

- The majority of the site and all the proposed development areas lie within flood zone 1 with a less than 0.1% probability of annual flooding. The risk of flooding from fluvial, surface water, groundwater and other sources is considered low.

- Ground conditions are expected to be unsuitable for infiltration techniques to be employed.

- A number of public combined sewers are present within the site boundary although only one which passes across the site from west to east is deemed to be a site constraint.

- There are a number of open and culverted watercourses within the site boundary although none are deemed to be a site constraint.

- The preferred means of discharge is by infiltration. Initial site investigation suggests that ground conditions are likely to preclude this. The most likely means of discharge of surface water will be to watercourse.

- Based on the development master plan surface water discharge is to be restricted to the existing mean annual flood flow (Q bar) for events up to and including the 1 in 100 year plus 40% climate change and the 1 in 1 year flow is not to exceed the existing 1 in 1 year green field run of rate. Based on the indicative site master plan the total allowable discharge from the developed areas of the site will be restricted to approximately 24.1 l/sec.

- To accommodate the run-off from the 1 in 100 year plus 40% climate change allowance event approximately 2400 m3 of storage is required assuming an impermeable area of the development parcels of approximately 60%.

- Sustainable Urban Drainage Techniques (SUDS) are the preferred means of storage, and wherever feasible, the conveyance of surface water. It is envisaged that attenuation ponds, detention basins, or constructed wetlands are the most cost effective solution to accommodate the necessary storage volume with conveyance to these features by swales, infiltration strips or trenches, and channels or rills. Source control techniques utilising water butts, permeable paving and rainwater harvesting should also be considered.

- It is anticipated that Blackburn with Darwen Borough Council are likely to be responsible for adopting and maintaining new the open surface water storage structures.

- It is proposed that foul water flows will be connected to the existing adopted sewers within the site boundary. The total foul flow from the development is calculated as 7 l/sec.

- Foul drainage will be designed and constructed in accordance with Sewers for Adoption and United Utilities standards under a Section 104 Agreement.

3.5.16 The Lead Local Flood Authority have scrutinised the proposed drainage details, and have confirmed that the drainage design, in principle, is acceptable, subject to the application of suitably worded conditions to ensure their effective construction and future management. Specifically those conditions will need to address;

a) Full details of the detention basin/ pond, showing how the required storage volume will be achieved.
b) Details showing that the side slopes to the basin/ pond will be a minimum of 1 in 3 with together with sufficient room for maintenance around the edge. c) Details showing the path of exceedance flows from the basin/pond.
d) Land Drainage Consent for the discharge to the watercourse will be required and the applicant is to contact the Lead Local Flood Authority to

apply for the consent Reasons To ensure that the basin/ pond is designed in accordance with current best practice and does not increase the risk of flooding.

e) Maintenance/management of the sustainable drainage system to be secured. No dwelling shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the agreed details.

3.5.17 Subject to adherence to the principles within the drainage strategy and compliance with the aforementioned conditions, the development is considered acceptable, in accordance with the requirements of the Masterplan and Policy 9 of the Local Plan Part 2.

3.5.18 Design and Layout

Policy 11 of the Local Plan requires development to present a good standard of design, demonstrating an understanding of the wider context and make a positive contribution to the local area. The policy sets out a list of detailed design requirements relating to character, townscape, public realm, movement, sustainability, diversity, materials, colour and viability. This underpins the main principles of sustainable development contained in the NPPF.

3.5.19 The proposed development provides a net density of approximately 17 units per hectare. The 155 units comprise of; 5no 2 bedroom terraced houses, 88no. 3 bedroom semi-detached house; 50 no. 4 bedroom units in a mix of semi-detached and detached styles; and 12 no. 5 bedroom detached dwellings. The properties have a modern appearance, with the majority units being constructed with red brick and grey concrete roof tile materials, with art stone detail to headers and cills.

3.5.20 Policy 18 of the Local Plan Part 2 illustrates that the Council requires a detached and semi-detached housing offer to be the principal element of the dwelling mix on any site that is capable of accommodating such housing. That position is replicated within the adopted Roe Lee Masterplan. Given the intended mix the proposal is compliant with both requirements.

3.5.21 The properties have carefully considered internal layouts to offer a variety of configurations to appeal to families of varying sizes and needs. The house types represent an appropriate variety of styles and, together with their orientation, will create varied and attractive street scenes. Basic details of the external materials have been submitted but it is still considered to be necessary to impose the Council's condition to require prior approval of submitted materials.

3.5.22 Details of the proposed boundary treatments have been provided, alongside a detailed layout to illustrate the boundary treatments for each part of the site. Front gardens are commonly open plan. The standard rear garden treatment will be a 1.8m close boarded fence, but for those sections that flank the estate road the boundaries will be formed by 1.8m brick walls and piers, with timber infills. The large area of open space on the eastern portion of the site is to be bounded by stone gabions and post and rail fence secured with wire mesh.

3.5.23 The general approach is consistent with most modern estates and is broadly welcomed. However, the Council had requested that a more robust treatment be provided to all exposed rear boundaries – the applicant has indicated that the use of brick throughout would be cost inhibitive, though has indicated that a management scheme will be operated that ensures that the proposed timber fencing would be regularly marinated and replaced, as necessary. No details of the management have been supplied with the application and it is therefore considered to be appropriate to control this element via planning condition – the wording of the condition also being broadened to require details for the future maintenance and management of the communal open areas be agreed. Representations have also been made to the developer to avoid the use of knee rail fencing on the southern edge – instead utilising the wire mesh/post and rail fencing used on the eastern edge. The applicant has verbally communicated agreement with this, though no amended details have been provided. Accordingly it is necessary to secure details of the siting and appearance of boundary treatment via condition.

3.5.24 Core Strategy Policy 20 and Policy 8 of LLP2 seek to reduce crime through effective design solutions. The scheme has been assessed by the Lancashire Police Architectural Liaison Officer. They have made a number of recommendations as part of their response including inter alia the use of 1.8 metre perimeter fencing; Adequate lighting; Natural surveillance of public spaces; Appropriate species and siting of landscaping; rear gardens to be secured with 1.8m high close boarded fencing; consideration towards alternative boundary treatments; External ground floor windows and doors to be PAS24/2012 certified. Many matters are already addressed satisfactorily by the submission, other items could be attached as a series of informatives to the decision notice, as necessary.

3.5.25 Overall the comprehensive details submitted illustrate a design and layout which show dwellings, infrastructure and landscaping which accords with the provisions of the relevant policies of the development plan and the adopted Roe Lee masterplan, subject to the conditions outlined.

3.5.26 <u>Ecology</u>

Policy 9 of the LPP2 supports development where there is no unacceptable impact upon environmental assets, including habitats and protected species.

3.5.27 An extended phase 1 habitat survey and ecological scoping assessment informed the production of the masterplan. In addition that document has been supplemented by an updated ecology report and supplementary assessments relating to protected species including bats and great crested newts. The key findings include;

- There are no statutory nature designated sites within the site, or within 2km of the site.
- Habitats of Principal Importance are included within the sites application area, these are: Deciduous woodland, Naturally fluctuating water bodies,

Eutrophic standing waters including ditches, ponds and brooks, Upland flushes, fens and swamps, and Wet woodland.

- No evidence of protected species was found on site during the initial survey, or follow-up survey in 2018; however the site does have the potential to nesting birds, bats and amphibians.
- A range of opportunities exist to mitigate or compensate for any biodiversity losses which will enhance the future nature conservation and amenity value of the site through the management of the existing habitats and the creation of new habitats within any future scheme proposals.

3.5.28 Capita Ecology have fully appraised the submissions and conclude that the reports sufficiently provide a baseline for any potential ecological issues and that there are no concerns in relation to ecology within the site and the impact of the development, subject to the use of planning conditions relating to working practices; restriction on timing of vegetation removal, invasive species control, woodland/landscape management, and suitable lighting. Thus the overall impact of the proposed development is considered to accord with the provisions of the adopted Masterplan and Policy 9 of the Local Plan

3.5.29 Amenity Impact

Policy 8 of the LPP2 relates to the impact of development upon people. Importantly, at section (ii) of the policy there is a requirement for all new development to secure satisfactory levels of amenity for surrounding uses and future occupiers of the development itself. Reference is made to matters including; noise, vibration, odour, light, dust, privacy/overlooking and the relationship between buildings.

3.5.30 The Residential Design Guide SPD indicates an appropriate separation of 21 metres between facing windows of habitable rooms of two storey dwellings, unless an alternative approach is justified to the Council's satisfaction. Where windows of habitable rooms face a blank wall or a wall with only non-habitable rooms a separation of no less than 13.5 metres shall be maintained, again unless an alternative approach is justified to the Council's satisfaction.

3.5.31 The separation distances to the existing properties on the site's periphery are wholly compliant with the requirements of the SPD. Furthermore, between the proposed properties within the site the separation is also broadly in accordance with the Council's adopted standards, though the occasional marginal sub-standard interface exists.

3.5.32 Further assessment of the relationship between properties on the north and western edge are required in relation to the potential nuisance from odour, noise and light emanating from 'Ego' restaurant and the adjacent primary schools. Similarly further work in relation to land contamination and the potential risks to future occupants and users of the site is required. Reports are currently under assessment and the findings on these issues will be presented in the committee update report

3.5.33 Notwithstanding the above, the overall impact of the proposed development is considered to accord with the provisions of the adopted Masterplan and Local Plan Part 2.

3.5.34 Affordable Housing

Core Strategy Policy CS8 advises that all new residential development will be required to contribute towards the Borough's identified need for affordable housing; this being achieved through on-site provision, or through a financial contribution towards off-site delivery. The overall target for affordable housing is set at 20%

3.5.35 Local Plan Policy 12: Developer Contributions, which accords with the NPPF, indicates that where request for financial contributions are made, the Council should be mindful of the total contribution liability incurred by developers. The applicant has indicated their desire For off-site provision, and submitted a viability report that has been independently appraised. The outcome of which is that it is accepted that due to the other liabilities on the site there is not adequate room to provide in accordance with the 20% threshold. Instead a contribution of £181,000 has been agreed towards off-site provision.

3.5.36 Summary

This report assesses the full planning application for 155 dwellings on a parcel of undeveloped land, situated to the south of Ramsgreave Drive, Blackburn. In considering the proposal a wide range of material considerations have been taken in to account during the assessment of the planning application.

3.5.37 The assessment of the proposal clearly shows that the planning decision must be made in terms of assessing the merits of the case against any potential harm that may result from its implementation. This report concludes that the proposal provides a high quality housing development with associated infrastructure, which meets the policy requirements of the Blackburn with Darwen Core Strategy, Local Plan Part 2, and the National Planning Policy Framework.

4.0 RECOMMENDATION

4.1 APPROVE subject to;

(i) Delegated authority is given to the Head of Service for Growth and Development to approve planning permission subject to an agreement under Section 106 of the Town & Country Planning Act 1990, relating to the payment of financial contributions in line with the following;

(a) £500,000 as a contribution towards off-site highway works, including junction improvements at Brownhill Roundabout, gateway features in North Blackburn, road markings, signage, removal of crash barriers and reinstatement of central reservation

(b) £181,000 as a contribution towards the provision of off-site affordable housing

(c) £500,000 as a contribution towards the cost of provision, expansion or other improvement of primary educational facilities in the North Blackburn locality.

Should the Section 106 agreement not be completed within 6 months of the date of the planning application being received, the Head of Service for Planning will have delegated powers to refuse the application.

(ii) Planning conditions relating to the following matters;

- Commence within 3 years
- Phasing plan to be submitted and agreed
- Materials to be submitted and implemented
- Prior to the occupation of any of the dwellings hereby approved, details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established.
- Prior to the construction of any of the streets referred to in the previous condition full engineering, drainage, street lighting and constructional details of the streets shall be submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details.
- Siting and appearance of boundary treatment to be submitted and agreed
- Scheme for maintenance and management of areas of open space and boundary treatment to be submitted and agreed
- Development in accordance with the submitted landscaping plans LDS433-01A, LDS433-02A and LDS0433-03A. Planting to be within first planting season post development.
- Landscaping and boundary treatment management and maintenance plan to be agreed and implemented
- Visibility splays to be protected
- Construction management plan to be submitted and implemented
- Foul and surface water to be drained on separate systems
- Details of attenuation pond(s) to be agreed prior to commencement iof development
- Future maintenance and management of the surface water drainage to be agreed
- Development in accordance with working practices and recommendations set out in submitted arboricultural impact statement (Amenity Tree Care: ref version 1 - 07 06 2018)
- Development to be undertaken in accordance with the working practice recommendations set out in section 4.0 of the Updated Ecology Survey and Assessment (Erap Ltd – ref 2018:097)
- Woodland Management Plan and Landscape management Plan to be submitted for agreement prior to first occupation of the development.

- Lighting Scheme to minimise impact upon protect bats and their habitats to be submitted and agreed
- Finished floor levels to be agreed and implemented
- Permitted development rights to be removed (Part 1, Classes A to E)
- Unexpected contamination
- Land contamination
- Air quality mitigation; external car charging and boiler emission limitations
- Limitation of construction site works to:
  08:00 to 18:00 Mondays to Fridays
  09:00 to 13:00 Saturdays
  Not at all on Sundays and Bank Holidays

5.0 PLANNING HISTORY

5.1 No relevant planning history exists for the site

6.0 CONSULTATIONS

6.1 Arboricultural Manager

No objections

6.2 Lead Local Flood Authority:

No objection subject to conditions relating to the following areas;

(1) Further drainage design information and detail is required to be submitted and approved by the Local Authority prior to commencement, namely;

a) Full details of the detention basin/ pond, showing how the required storage volume will be achieved.
b) Details showing that the side slopes to the basin/ pond will be a minimum of 1 in 3 with together with sufficient room for maintenance around the edge.
c) Details showing the path of exceedance flows from the basin/pond.
d) Land Drainage Consent for the discharge to the watercourse will be required and the applicant is to contact the Lead Local Flood Authority to apply for the consent

(2) No development shall commence until details of an appropriate management and maintenance plan for the sustainable drainage system for the lifetime of the development have been submitted which, as a minimum, shall include:
a) The arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a Residents' Management Company
b) Arrangements concerning appropriate funding mechanisms for its on-going maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as:

i. On-going inspections relating to performance and asset condition assessments ii. Operation costs for regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime;
c) Means of access for maintenance and easements where applicable.

The plan shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the sustainable drainage system shall be managed and maintained in accordance with the approved details.

6.3 Head of Public Protection:

See update report

6.4 Education Section:

No objections subject to a £500,000 contribution towards the cost of provision, expansion or other improvement of primary educational facilities in the North Blackburn locality, secured via a Section 106 Agreement

6.5 Environmental Services:

No objections

6.6 Highways:

The submitted Transport Assessment is noted and accepted. The impact of the additional trips generated by the proposed development on the operation of the local highway network has been assessed. The proposed development traffic equates to only a 1.4% impact when compared to the 2019 base flows at the A6119 / A666 / Pleckgate Road junction. At the A6119 / Pleckgate Road junction the proposed development traffic will equate to only a 1.6% - 2.1% impact when compared to the 2019 base flows. It can be concluded that there would be no material impacts arising from trip generation associated with the development.

The submitted layout should, ideally, have influences from Manual for Streets. The applicant has sought to address this via reference to the number of site constraints (utility easements, PROW routes and topography) that restrict the layout options.

- The scheme includes a number of private drives that exceed the Council's preferred threshold of 3 units; in turn this affects the maximum bin carry threshold, with a number of properties being more than 20 from the nearest collection point. The applicant has indicated that the private drives would be wider than regular at their mid-point to enable bins to be left within 20m of the adopted highway.

- Initial concerns with swept paths provided within the Transport Assessment, though the amended details provided 1st November 2018 satisfactorily address those concerns.
- The scheme proposes pedestrian connectivity through the site to adjacent fields, schools etc. This is welcomed; all paths should be a minimum of 3m wide to allow for both pedestrian and cycle passage simultaneously.

Suggested conditions relating to; construction methods statement; sightlines at junctions and driveways being secured in perpetuity; details of arrangement for future maintenance and management of the proposed streets, until such time that an agreement has been entered into under section 38 of the Highways Act 1980, or a private maintenance company is established; full details of the engineering, drainage, street lighting and construction details of the streets to be submitted and agreed.

6.7 Capita Ecology:

The submitted ecological reports/surveys have been produced/undertaken in excess of 2 years prior to this assessment, however, the submission is supplemented with an updated report produced by consultant ecologists, Erap, that confirms the recommendations within the 2016 report/survey remain valid.

Proposals are unlikely to have any potentially significant adverse effects on the integrity of any statutory or non -statutory sites or the conservation population status of any protected species, and it is therefore considered that the Preliminary Ecological Appraisal (PEA) sufficiently addresses any potential ecological issues and constraints.

Suggested conditions are in line with the recommendations set out in the submitted ecology report(s);

- A Woodland Management Plan (WMP) should be undertaken as recommended and detailed within the report. This should be accompanied by a 5-10-year Landscape Management Plan (LMP) for the remainder of the site and submitted to the LPA for approval. The LMP should also include monitoring.
- Please apply a condition on lighting strategy that it must be designed and used to minimise impacts on bats and their insect food. All exterior lighting should follow the guidance of the Bat Conservation Trust. Current (June 2014) advice is at http://www.bats.org.uk/. The lighting strategy should be submitted to the LPA for approval
- Please apply the usual conditions to protect nesting birds, that existing trees and shrubs must be cleared outside the bird nesting season (March – end of August) unless inspected immediately beforehand by a competent ecologist and found to be free of active nests and fledglings in respect of any Schedule 1 species.
- Works to be in conjunction with recommendations set out in section 4.0 of the 'Updated Ecological Survey and Assessment (May 2018): Erap Ltd (ref:2018:097)'

6.8 Strategic Housing:

In summary, the proposed development will contribute positively to the Council's aspiration to see new homes being developed in the Borough as part of the Growth priority. The Borough is significantly under-represented in larger, good quality family homes and is actively supporting developments which increase the choice of homes in the borough. This scheme proposes to provide new mid to higher value family housing to cater for identified needs and aspirations in the Borough. The Housing Growth Team is supportive of the proposal subject to it meeting the Council's planning policies.

6.9 Police Architectural Liaison Officer

The submitted crime impact statement is formed based on local crime figures and trends. The security measures are site specific, appropriate and realistic to the potential threat posed from crime and anti-social behaviour in the immediate area of the development. No objections, but recommended that the scheme should be developed to achieve 'Secured by Design' accreditation. Recommendations include:

- Adequate lighting;
- Natural surveillance of public spaces;
- Appropriate species and siting of landscaping ;
- Rear gardens to be secured with 1.8m high close boarded fencing
- Consideration towards alternative boundary treatments
- External ground floor windows and doors to be PAS24/2012 certified
- Dwellings should be fitted with an intruder attack alarm, or provision made to enable easy installation of an alarm by the homeowner

6.10 Environment Agency:

We have reviewed the Phase 1 Geo-Environmental Desk Study for Roe Lee Housing Development dated June 2016 report ref:CS087587-P1DS-02-RL and Phase 2 Ground Investigation & Assessment Roe Lee Housing Development dated October 2016 report:CS087990GIA.

The red-edge boundary of the proposed development site excludes two areas of derelict land associated with the old farm site and the old buildings located to the south east that are included in the Phase 1 and 2 reports. However there remains a medium risk of contamination associated with the remaining proposed development site that could be mobilised during construction and pollute controlled waters. Controlled waters are sensitive in this location because the proposed development site is located upon a Secondary A aquifer.

Environment Agency position: The proposed development will be acceptable if the following planning conditions are included, carried out by a competent person in line with paragraph 178 of the National Planning Policy Framework. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

Suggested conditions:

(1) Prior to each phase of development approved by this planning permission no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include;

a) A preliminary risk assessment which has identified:
all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

c) The results of the site investigation and detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

The Phase 1 and Phase 2 reports already submitted satisfy part 1 and partially part 2 of this condition. The Phase 2 report indicates that further work is required to finalise the classification of the environmental ground conditions. Please submit the finding of the further work to fully satisfy part b of the first condition.

(2) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

6.11 <u>United Utilities:</u>

No objection subject to the conditions relating to; foul and surface water being drained on separate systems, further details of surface water drainage being agreed, and details of the future maintenance and management of the SUDs being agreed

6.12 Network Rail:

No objections subject to measures identified to secure safe operation and integrity of the railway. Requirement that drainage plans are submitted to Network Rail for approval. Additional items relating to working practices, timing of works and asset protection to be laid out as informatives within the planning decision notice

6.13 Public Consultation:

Public consultation has included 300 neighbouring premises being individually consulted by letter; site notices and a press notice have also been displayed. In response 14 letters of objection and 4 letters offering comment have been received.

7.0 CONTACT OFFICER: Martin Kenny, Principal Planner, Development Management

8.0 DATE PREPARED: 7th December 2018

Anne-Marie Parkinson
Investment Programme Manager
Lancashire County Council
Po Box 78
County Hall
Preston
PR1 8XJ

Please ask for: Gavin Prescott

Tel: 01254 585694 direct dial
01254 585585 switchboard
email: gavin.prescott@blackburn.gov.uk

11th December 2018

Dear Anne-Marie,

Growth Deal 3: North Blackburn – Wainhomes (North Blackburn Development Site)

I am writing to clarify the Council's position from a planning perspective in relation to the development of a key strategic housing development site to the North of the Borough. The Wainhomes (North Blackburn Development Site) application was recommended to be approved by the Planning & Highways Committee at their meeting on the 16th November 2017, subject to the applicants entering into a Section 106 Agreement to covenant off-site financial contributions. The Section 106 Agreement was completed and signed on the 8th May 2018, allowing the formal decision notice to be released.

The Wainhomes site is designated as "Site 16/2 – North Blackburn Development Site, Blackburn" for Strategic Housing within the Blackburn with Darwen Local Plan 2 which was adopted by the Council in December 2015. It contributes significantly to the Council's housing requirement as set out in the Core Strategy (adopted January 2011) document over the plan period 2011-2026, for 9,365 net additional dwellings. The site, within the Core Strategy, is designated as a broad location for concentration of new housing development as follows "Attractive urban areas suitable for high quality / executive housing".

However, development has not been forthcoming on the site until recently, with planning applications only being received in May 2017. Demand within the local housing market has combined with significantly greater certainty surrounding infrastructure provision, crystallised by the Northern Powerhouse Growth Deal 3 funding agreements to LEPs publicised in January 2017.

For Wainhomes, the strategic significance of the Growth Deal 3 Pennine Gateways project cannot be underestimated. Significantly improved linkages between residential developments with employment destinations and public transport hubs are critical to the marketability of the sites enabling the early and full roll-out of the housing

development.

It can therefore be concluded that the site and the total accompanying 272 new homes are dependent on the Growth Deal 3 North Blackburn scheme being approved by the LEP.

I trust this information is of assistance to you.

Yours sincerely

Gavin Prescott,
Planning Manager (Development Management)

LEP – Sub Committee

LEP - Transport for Lancashire Committee

Private and Confidential: No

Date: Wednesday, 16 January 2019

Lancashire Local Transport Plan Update

Report Author: Dave Colbert, Tel: 01772 534501, dave.colbert@lancashire.gov.uk

Executive Summary

This report is to update the Transport for Lancashire Committee on the preparation of a joint local transport plan for Lancashire. There is still a requirement on local transport authorities in England outside of London to produce a local transport plan under the Transport Act 2000, as amended by the Local Transport Act 2008. The extant local transport plans of Lancashire County Council and Blackburn with Darwen Council run to 2021; that of Blackpool Council is updated on an annual basis. The three councils are working collaboratively to prepare a joint local transport plan covering the three local transport authority areas and with a 25 year time horizon to 2045. The objective is to have this plan in place by 2020.

Recommendation

The Transport for Lancashire Committee is asked to note the contents of this report.

Background and Advice

There is still a requirement on local transport authorities in England outside of London to produce a local transport plan under the Transport Act 2000, as amended by the Local Transport Act 2008. Prior to the 2008 Act, the Government required local transport authorities to review their plans at least every five years. Subsequently, whilst the statutory requirement to produce and review a local transport plan remains, local transport authorities have the flexibility to replace their plans as they see fit. The extant local transport plans of Lancashire County Council and Blackburn with Darwen Council run to 2021; that of Blackpool Council is updated on an annual basis.

The establishment of Transport for the North as a statutory sub-national transport body in April 2018 has recently placed an additional requirement on local transport authorities. Section 102I of the Cities and Local Government Devolution Act 2016 states that "the constituent authorities of a Sub-National Transport Body must exercise

transport functions with a view to securing the implementation of the proposals contained in the statutory Sub-National Transport Body's transport strategy."

Transport for the North envisages that its strategic transport plan, the analysis underpinning it and Transport for the North's own policy positions will help to provide a strategic context within which local transport plans evolve in the future. The collaborative approach established between Transport for the North and its twenty constituent local transport authorities will ensure a continuing two-way alignment between the strategic transport plan and local transport plans, providing a comprehensive framework for identifying and delivering transport investment priorities as part of a whole journey approach.

Lancashire County Council, Blackburn with Darwen Council and Blackpool Council are working collaboratively to prepare a joint local transport plan for Lancashire covering the three local transport authority areas and with a 25 year time horizon to 2045. The objective is to have this plan in place in 2020.

Financial Implications

There are no financial implications.

Legal Implications

There is still a requirement on local transport authorities in England outside of London to produce a local transport plan under the Transport Act 2000, as amended by the Local Transport Act 2008.

List of Background Papers

Paper	Date	Contact/Tel
None		

Reason for inclusion in Part II, if appropriate

N/A