

Report to the Cabinet

Meeting to be held on Thursday, 7 February 2019

Report of the Head of Service - Highways

Part I

Electoral Division affected:
Brierfield & Nelson West;

Proposed Sustainable Travel Improvements in Brierfield

(Appendix 'A' refers)

Contact for further information:

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Executive Summary

Approval is sought to revise a funding allocation approved in July 2015 in relation to the Burnley Pendle Growth Corridor programme in order to fund and implement a highway improvement scheme at the junction of Colne Road and Halifax Road in the centre of Brierfield.

Recommendation

Cabinet is asked to:

- (i) Approve a funding allocation, within Hyndburn Burnley Pendle Growth Corridor, of £440,000 to a scheme proposal in Brierfield, Pendle.
- (ii) Note that a further report will be presented to Cabinet in due course outlining proposals to deliver the sustainable transport improvements in Burnley with a contribution of £250,000.
- (iii) Approve, subject to local consultation, the implementation of the Brierfield town centre scheme as outlined at Appendix 'A'.
- (iv) Approve, subject to approval of the above, that the sustainable transport element within the Hyndburn Burnley Pendle Growth Corridor be treated as fully committed.

Background and Advice

The Hyndburn Burnley Pendle Growth Corridor Investment Programme is a key priority for the East Lancashire Highways and Transport Masterplan and a major project in the Lancashire Enterprise Partnership's Strategic Economic Plan with funding secured by the Lancashire Enterprise Partnership through the Lancashire Growth Deal.

The programme comprises of localised interventions, originally estimated at a cost of £12million which was approved by the Cabinet Member for Highways and Transport in July 2014 and which would be funded by a specific bid for an £8m contribution from the Local Growth Fund through the Lancashire Growth Deal and a £4m local contribution. District contributions from Burnley, Pendle and Hyndburn totalling £1.317m plus some European Regional Development Fund monies were subsequently agreed resulting in a total programme allocation of £13.8m.

In July 2015 the Cabinet Member for Highways and Transport approved that any revisions to the approved programme be subject to consultation with the Cabinet Member. Within that report a scheme is identified as the Sustainable Transport links, Burnley Bridge to town centre and Burnley railway stations and town centre at a cost of £500,000.

During 2015 assessment work was undertaken to identify the definitive scheme proposals for the Sustainable Transport links including options to improve sustainable links between Burnley Bridge, the railway station and the town centre. A long list of possible schemes were developed. This also included a potential scheme in the Pendle district which was not originally envisaged to be in the scope of improvement. However, the Programme Board supported the view that the Pendle proposal should be included in the list of options for consideration. At the time Hyndburn Borough Council was not a member of the Growth Corridor Programme Board.

To help identify a priority order of the long list of sustainable transport scheme options, an evaluation scoring methodology was developed based on 4 objectives;

- Improvement to sustainable travel connectivity to strategic development sites.
- Complements and adds value to other schemes in the Burnley Pendle Growth Corridor programme.
- The level of impact based on the number of users it would benefit.
- The level of road safety benefits derived.

The resulting two highest scoring schemes were;

- Brierfield, Pendle centred on the junction of Colne Road and Halifax Road. The outline of this scheme is shown at Appendix 'A'.
- St. James Street, Burnley between Hammerton Street and Active Way.

Both schemes would aim to widen footways, improve pedestrian crossing points, and provide cycle facilities which in the main would be new cycle parking. The schemes would look to improve bus priority and therefore achieve the original funding objective of improving sustainable transport. The use of higher quality footway materials are proposed to complement nearby development sites. In the case of Brierfield the development site is the Brierfield Mill (North Light) development and for Burnley, the Weavers Triangle plus the town centre public realm scheme.

A proposed scheme for St. James Street has not yet been finalised however a contribution of £250,000 from the Growth Corridor programme towards the costs of this work is recommended for approval.

Approval is therefore sought to revise the previously approved "Burnley Bridge to town centre and Burnley Railway stations and town centre scheme" and fund the Brierfield town centre scheme within the Hyndburn Burnley Pendle Growth Corridor programme giving a total allocation of £440,000. The estimated cost of the Brierfield scheme is £432,000. This will not affect the benefit to cost ratio of the overall Hyndburn Burnley Pendle Growth Corridor Business Case. A local consultation on the scheme proposals will be undertaken if the recommendations are approved.

Consultations

Local consultation on the highway proposals will be undertaken if the recommendation is approved.

Implications:

This item has the following implications, as indicated:

Risk management

The risk of not undertaking the changes is that the highway safety and economic benefits associated with the scheme will not be realised.

Legal

The scheme will be subject to a local consultation.

Financial

The cost has been carefully developed and is considered a robust estimate with the required optimism bias and allowance for contingencies within the overall programme. The scheme can be delivered with an allocation of £440,000 within the overall Hyndburn Burnley Pendle Growth Corridor programme.

The sustainable transport element within the Growth Corridor programme should now be treated as fully committed to schemes.

List of Background Papers

None

Reason for inclusion in Part II, if appropriate

N/A