

Report to the Cabinet

Meeting to be held on Thursday, 13 June 2019

Report of the Head of Service - Policy Information and Commissioning

Part I

Electoral Divisions affected:
Padiham and Burnley West
Burnley Central West
Burnley Central East
Burnley South West
Brierfield and Nelson West
Pendle Central
Preston City
Preston South West
Preston Central West
Preston East
South Ribble East

Proposed Changes to the Transport Capital Programme

(Appendices 'A' and 'B' refer)

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Executive Summary

This report requests approval to re-purpose previously approved funding from the National Productivity Investment Fund programme to support a number of priorities aimed at reducing congestion.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to approve:

- (i) The re-purposing of funding as detailed at Appendix 'A' totalling £2.455m.
- (ii) The allocation of £1.950m of the re-purposed funding to support emerging priorities detailed at Appendix 'B'.
- (iii) The creation of a contingency fund of £0.505m.

Background and Advice

In January 2017, the Department for Transport confirmed that Lancashire County Council would receive £4.655m in 2017/18 from the National Productivity Investment Fund allocation of £185m to fund local highway and transport improvements which aim to reduce congestion at key locations, upgrade or improve the maintenance of local highway assets, improve access to employment or housing or develop economic and job creation opportunities.

On 13 July 2017 Cabinet approved an additional £0.500m as match funding should this be required to support competitive funding bids. Although the county council secured £5m for the M55 Heyhouses Link Road from the competitive National Productivity Investment Fund process, the county council's match funding allocation has not been required and is being held as a contingency should other funding opportunities be identified. The total National Productivity Investment Fund budget is therefore £5.155m.

Since the programme was approved on 18 January 2018 progress has been made with the design of the proposed projects. However, through this process a number of proposed changes to the programme have been identified. Appendix 'A' details funding totalling £2.455m that could be re-purposed to fund a number of emerging priorities totalling £1.950m. The emerging priorities are detailed at Appendix 'B' and can be delivered in 2019/20 – 2020/21. They are aimed at reducing congestion in line with the aims of the National Productivity Investment Fund funding.

The most immediate priority relates to the Rose Grove junction (A679/A646) in Burnley. The Rose Grove junction is key for the economic growth in the local area but in its current configuration it is experiencing congestion issues. This junction was identified as part of the original Hyndburn Burnley Pendle Growth Corridor programme but due to the constraints at this location an extensive design review has been undertaken to identify the optimum design.

The design process has identified that this junction and surrounding land is the main route for all the utility companies serving the whole of the East Lancashire corridor. This, together with delays to the start whilst resolving land and ecological issues, has resulted in a shortfall in the budget of £1.5m. The improvements to this junction are a lynch pin to unlock the full effectiveness of the other work undertaken as part of the Hyndburn Burnley Pendle Growth Corridor programme in this area. The proposals for the junction will yield a slight improvement in the congestion in the short term and the junction will continue to have some congestion issues but to a much lesser extent. However, it is considered that to do nothing is not an option. It is anticipated that compared to the do nothing option the average delay will see an improvement of 50% by 2030 and a queue length improvement of 55% by 2030.

In addition there have been a number of road safety issues that will be addressed through this design making it a safe junction for all road users. There are currently no pedestrian facilities at this junction other than an offset crossing to the east. The scheme resolves this by providing puffin crossing facilities for all routes through the junction. Furthermore, there have been 7 slight and 1 serious accidents at the site in the last 6 years relating to vehicles turning in gaps within the stream of oncoming

traffic. Improvements to the phasing of the traffic signals in the new design will facilitate these manoeuvres and reduce this accident risk.

Furthermore, the proposals for the junction would deliver facilities to aid heavy and therefore more pollutant vehicles to progress through the site, minimising the need to stop, thus improving air quality in the area over and above that which would be delivered by the general improved performance of the junction.

The project currently has a budget £1.5m as part of the Hyndburn Burnley Pendle Growth Corridor programme, comprising a contribution from the Lancashire Enterprise Partnership through the Growth Deal programme as well as the project partners including Lancashire County Council and Burnley, Pendle and Hyndburn Borough Councils. In line with Growth Deal rules this funding must be spent by March 2021. The projected budget requirement is £3m creating a £1.5m shortfall. The anticipated lead time for this project is 20-22 months.

The above proposals would leave a contingency of £0.505m which is considered to be prudent to ensure delivery of the National Productivity Investment Fund programme. Should the funding not be required Cabinet will be presented with further proposals.

With regard to the proposal at Appendix 'A' to re-purpose funding of £1.637m from the M65 Junction 13 eastern roundabout, this is considered prudent as a review of traffic modelling shows that although planned improvements at the roundabout will show a positive journey time improvement by 2022 the proposals were likely to make traffic delays worse in the short term due to the extra stops caused by the traffic signals. This modelling work has also shown that the existing junction arrangement will only be at capacity in 2025. The project will therefore be re-assessed for funding from future transport allocations. In the short term it is proposed to develop proposals to address local traffic congestion issue at the college entrance funded by £0.100m from the original project allocation.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

The proposals will ensure that projects aimed at reducing congestion can be delivered in 2019/20 – 20/21 in line with the aims of National Productivity Investment Fund grant award.

Allocating funding to the Rose Grove junction improvement in Burnley will ensure that the Hyndburn Burnley Pendle Growth Corridor programme can be completed and the growth deal outputs of the programme delivered thereby reducing the risk of clawback of some of the growth deal funding. The Rose Grove improvements are

considered a lynch pin to unlock the full effectiveness of the other work undertaken as part of the Hyndburn Burnley Pendle Growth Corridor programme in this area.

Financial

The proposals would be funded from approved National Productivity Investment Fund allocation totalling £5.568m within the transport block of the Capital programme and funding is available by virtue of grant and agreed borrowing to fund this amount.

A summary of the proposed financial changes is detailed below:

	£m
Funding available to re-purpose	2.455
Value of proposed additional projects	1.950
Proposed contingency	0.505

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A