

Report to the Cabinet Member for Highways and Transport
Report submitted by: Director of Corporate Commissioning
Date: 14 April 2016

Part I

Electoral Divisions affected:
All

Local Priority Response Fund
(Appendices 'A' to 'L' refer)

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Executive Summary

On 10th November 2015, the Cabinet Member for Highways and Transport approved the creation of a £2.5 million Local Priority Response Fund for 2016/17 from the projected underspend of the 2014/15 and Prior Year Starts Highway programmes. It was approved that this allocation be used to invest in improvements to urban unclassified carriageways and footways.

This report requests the Cabinet Member for Highways and Transport to confirm the Cabinet Member's selection of schemes to be funded from the 2016/17 Local Priority Response Fund at Appendices 'A' to 'L' (Table 3).

This is deemed to be a Key Decision and the provisions of Standing Order No. 25 have been complied with.

Recommendation

The Cabinet Member for Highways and Transport is asked to confirm the Cabinet Member's selection of schemes to be funded from the 2016/17 Local Priority Response Fund at Appendices 'A' to 'L' (Table 3).

Background and Advice

The Transport Asset Management Plan (TAMP), approved by the Cabinet Member for Highways and Transport in June 2014 sets out the County Council's proposed 15 year strategy to maintain and improve the transport asset network in Lancashire between 2015/16 and 2029/30.

The TAMP prioritises the improvement of the strategic road network in Phase 1 (2015/16 – 19/20) to help boost the economy of Lancashire as well as improvements to the footway network to try and reduce the occurrence of trips and falls. The unclassified network is prioritised in Phase 2 (20/21 – 24/25).

However, as a result of efficiencies in delivering the 2014/15 and Prior Year Starts Highway programmes, the Cabinet Member for Highways and Transport approved the release of £2.5 million to invest in improvements to urban unclassified carriageways and footways through the introduction of a Local Priority Response Fund in 2016/17.

It was approved that the allocation be apportioned across the twelve districts on the basis of 50% population and 50% on a highway needs assessment in each district and that county councillors be invited to recommend improvements to urban unclassified carriageways and footways for consideration by the Cabinet Member for Highways and Transport.

In November 2015, all county councillors were contacted and given the opportunity to put forward two schemes for funding from this allocation. These suggested schemes were then ranked by the County Council's Asset Management team based on associated condition data including the number of recorded claims, potholes and other defects. A number of road safety schemes were suggested and these have been ranked separately by Asset Management based on the number of accidents at the respective locations in the last 3 years.

The list of suggested schemes and Asset Management ranking was circulated on a district basis to the relevant county councillors to ascertain each county councillor's individual ranking of the suggested schemes.

In four districts including Burnley, Pendle, Hyndburn and Rossendale the estimated cost of the suggested schemes was less than the district allocation. In these districts, county councillors were therefore given the opportunity to provide further suggestions which were subsequently ranked by Asset Management.

A summary of the above information has been presented to the Cabinet Member for Highways and Transport for his consideration.

A summary of the above information for each District is provided at Appendices 'A' to 'L' and includes;

- Table 1 – suggestions and Asset Management ranking
- Table 1b - road safety suggestions (where appropriate)
- Table 1c – additional schemes submitted where the cost of the original suggestions was less than the district allocation (Burnley, Pendle, Hyndburn and Rossendale)
- Table 2 - individual county councillor rankings (where appropriate)
- Table 3 – Cabinet Member for Highways and Transport selection for funding

Consultations

All county councillors were invited to put forward suggestions for funding. Suggestions were received from 58 county councillors.

Implications:

This item has the following implications, as indicated:

Risk management

This funding will help to slow down the rate of deterioration of the selected highway assets.

Financial

The estimated cost of all schemes at Appendices 'A' to 'L' (Table 3) can be contained within the approved allocation of £2.5 million. If costs increase, the programme will be adjusted in consultation with the Cabinet Member for Highways and Transport.

List of Background Papers

Paper	Date	Contact/Tel
Local Priority Response Fund	10 November 2015	Jane Johnson/01772 534374

Reason for inclusion in Part II, if appropriate

N/A.