

Report to the Cabinet

Meeting to be held on Thursday, 5 May 2022

Report of the Head of Service - Public and Integrated Transport

Part I

Electoral Division affected:
Longridge with Bowland;

Corporate Priorities:
Delivering better services;

Addition of S106 Development Funding to the Capital Programme for Bus Stop Infrastructure Improvements in Longridge and along the Bus Route between Longridge and Preston

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Brief Summary

This report seeks approval to add £234,545 to the county council's 2022/23 Capital Programme from two developer contributions received through previously approved agreements under S106 of the Town and Country Planning Act 1990.

In accordance with the S106 agreements, the funding would be used to investigate, design, consult on and deliver improvements to bus stops in Longridge and along the Longridge – Grimsargh – Ribbleton – Preston bus route.

The full costs of the works will be met through the S106 contributions with design works first determining the full extent of the works that are deliverable within the funding limits.

Recommendation

Cabinet is asked to approve the addition of £234,545 from two S106 agreements to the Externally Funded schemes Block of the 2022/23 Capital programme.

Detail

On 29 October 2015 a section 106 Agreement was entered into between Ribble Valley Borough Council, Lancashire County Council, landowners and a developer in connection with a residential development on land East of Chipping Lane (planning application 3/2014/0764). The S106 agreement provides for a package of highway

and transport measures, including £180,000 for the "Longridge – Grimsargh – Ribbleton – Preston City centre public transport priority corridor". The public transport infrastructure contribution was to be released before the occupation of the 50th dwelling of the development and £180,000 was received by the county council in February 2020.

The scheme proposal is to assess, design, consult on and deliver improved bus stops along Berry Lane, King Street, Derby Road, Kestor Lane and Preston Road. The improvements would include upgrading the stops to be Equality Act 2010 compliant with raised kerbs, marked bus stop boxes to prevent vehicles parking at the stops, timetable information and, where advantageous and possible, high-quality shelters with seating and lighting. The possibility of providing real time passenger information infrastructure at key bus stops will also be assessed and included where feasible.

In this area there are at least 12 stops to be considered.

Whilst the S106 contribution could be used anywhere on the bus route between Longridge and Preston, public transport officers are of the view that the contribution would initially be best spent on improving bus stop infrastructure in Longridge. Bus patronage is more concentrated in the central area of Longridge and further along the bus route the stops between Ribbleton and Preston have already been improved to a standard required by the Equality Act 2010.

The development of designs and the cost of delivery of the bus stops in the central Longridge area will inform the scope of work. Should there be budget remaining once the Longridge stops are completed, officers will consider opportunities for upgrading key bus stops on the bus route between Longridge and Ribbleton to Equality Act 2010 standards, in particular in Grimsargh village centre.

A second section 106 agreement was entered into between Preston City Council, landowners and a developer in connection with Land at Whittingham Road (planning application 06/2016/0493). The S106 agreement includes £58,545.45 towards bus stops in the vicinity of the development. Preston City Council has received the payment from the developer and has transferred it over to the county council.

It is proposed that the funding from this S106 would be used to upgrade up to 5 bus stops close to the development on Derby Road and Kestor Lane.

The works proposed for both these S106 contributions would see the majority of stops in Longridge town centre upgraded to provide fully accessible, high-quality bus stop infrastructure. This is fully in line with the county council's Bus Service Improvement Plan 2021, which recognises the importance of bus infrastructure in encouraging bus use and promoting modal shift.

To enable officers to progress the works, £234,545 would be required to be added to the Externally Funded schemes Block of the 2022/23 Capital programme. The proposals will be fully funded by the developer S106 contributions with designs and work programmed only up to the funding limit set by these contributions.

Consultations

Ribble Valley Borough Council and Preston City Council, as the planning authorities, were party to the S106 agreements associated with the developments and are therefore aware of the scope of these works.

The schemes are at concept stage with release of the funding being required to develop designs and proposals. Formal consultation will be carried out as the scheme progresses and, if necessary, a separate Cabinet report submitted on the design proposals.

The local divisional county councillor has been informed of the proposals to start design works and will be fully consulted as the proposals progress through the design stages.

Longridge Town Council has independently contacted county council officers to request that some of the S106 funding from the Chipping Lane housing development be put towards improving a particular bus stop on Berry Lane.

Implications:

This item has the following implications, as indicated:

Risk management

Failure to make the appropriate additions to the Capital Programme would mean that the county council would be unable to utilise the agreed S106 planning contributions to deliver the bus service infrastructure improvements specified in the S106 agreements.

If the proposals detailed in this report were not implemented there would be less opportunity for safe and effective sustainable travel within the local area.

Financial

Contributions totalling £234,545 would be added to the Externally Funded schemes Block of the 2022/23 Capital programme.

The county council is at no financial risk from carrying out the design, construction and supervision of these works as it is fully funded by Section 106 monies.

As with all highway projects, appropriate controls will be in place through the scheme development and construction stages to ensure that costs are carefully monitored. The discrete package of work for each individual bus stop and the progressive nature of the scheme, moving on from one bus stop to the next, enables cost control and a clear cut off for scheme completion to ensure that the programme of works remains within the funding envelope and presents no financial risk to the county council or commitments to use its own resources, accordingly no provision is required in the revenue budget for any financing relating to this project.

List of Background Papers

Paper	Date	Contact/Tel
LCC's Bus Service Improvement Plan	October 2021	Andrew Varley/(01772) 533336
Reason for inclusion in Part II, if appropriate		
N/A		