

# **Local Transport Plan (Implementation Plan 2018 to 2021)**

## **Blackpool Council**

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## **1. Introduction**

1.01 Blackpool Council published its Local Transport Plan Strategy in April 2011, which covered the years 2011 to 2016. The council has commenced work with Blackburn with Darwen Borough Council and Lancashire County Council to produce a new joint Local Transport Plan (LTP) Strategy.

1.02 In the interim this document has been produced to reiterate Blackpool's transport policies; also referencing other key Blackpool Council policy documents that have been produced in recent years. This document will be Blackpool's Local Transport Plan while work on the new pan-Lancashire plan is progressed, which is scheduled to be complete by the end of calendar year 2019.

1.03 Effective transport is essential to the resort's economy and vital to its regeneration. The council in partnership with Transport for the North will seek opportunities for further transport improvements in the town.

1.04 Finally, this document sets out a three year works programme for financial years 2018/19 - 2020/21 structured around the strategic objectives below.

## **2. Strategic objectives**

2.01 This is not a new strategy so Blackpool's strategic objectives from the 2011 LTP remain in place:

- Objective 1 – Improve, maintain and make best use of Blackpool's transport network; in particular its roads, footways and bridges.
- Objective 2 – Improve road safety by interventions that reduce the number of people, particularly children, killed and seriously injured on Blackpool's roads.
- Objective 3 – Manage congestion levels on Blackpool's roads, especially where it impacts on local economic performance.
- Objective 4 – Improve transport to and within the resort, particularly by more sustainable modes, to enhance the visitor experience and support the local economy.
- Objective 5 – Improve the efficiency and management of parking to support the local economy, especially for shoppers and visitors.
- Objective 6 – Improve access to healthcare, education, employment, shops, social/leisure opportunities and resort attractions, particularly by sustainable modes.

## **3. Transport vision**

3.01 Blackpool's Transport Vision is also carried forward from the 2011 LTP:

'[By 2021] Blackpool will have a well maintained and integrated transport network, which will be safer and more secure for all users. Journeys will be more reliable and less affected by congestion, which will contribute to sustained economic growth and a reduction in carbon emissions. There will be improved access to Blackpool by all transport modes to support the local economy, with more sustainable travel within the resort as part of an improved visitor experience. People will have more travel choices and better access to their destinations, particularly by walking, cycling and improved public transport, and will be healthier due to greater use of active travel options. Higher quality parking will be more efficient and effective in providing for the needs of residents and visitors.'

#### **4. Policy update**

4.01 The following key documents have been produced in recent years:

Fylde Coast Highways and Transport Masterplan (July 2015) Lancashire County Council / Blackpool Council

4.02 In order to determine its transport planning and investment priorities, Lancashire County Council produced a set of five highways and transport masterplans to cover all 12 districts of Lancashire and the two unitary authorities of Blackpool and Blackburn with Darwen, to begin to make the case for multi-million pound investments in the transport infrastructure needed to support future housing and business development. The Fylde Coast Highways and Transport Masterplan, produced with Blackpool Council, covers Blackpool, Fylde and Wyre.

Council Plan 2015-2020 (November 2015) Blackpool Council

4.03 The Council Plan sets the strategic direction for the organisation until 2020 and contains two priorities for the second half of the decade:

- Priority One: The economy: Maximising growth and opportunity across Blackpool
- Priority Two: Communities: Creating stronger communities and increasing resilience

4.04 The council's vision for Blackpool is that it will be: The UK's number one family resort with a thriving economy that supports a happy and healthy community who are proud of this unique town.

Blackpool Road Asset Management Strategy (2015-2045) Adopted April 2016

4.05 The Road Asset Management Strategy sets out the aims, objectives and processes involved in managing Blackpool's highway network, assisting the council in:

- Managing limited funding and resources and directing them to the areas of greatest need.
- Understanding the condition of the network in order to make sound decisions on investment.
- Ensuring that the decision making process is open to scrutiny, ensuring that the 'rules' for investment meet the needs and aspirations of the council.
- Enabling decisions on highway maintenance to be consistent with delivering sustainable objectives for the community.

Blackpool Local Plan Part 1: Core Strategy (2012-2027) Adopted January 2016

4.06 The Core Strategy forms part of the statutory planning framework for Blackpool which will facilitate the physical, economic and social change which is seen by the council and its partners as being essential to the town's future. It sets out where new development, including housing and employment, retail and leisure should be located to meet Blackpool's future needs to 2027; identifies areas which will be regenerated, protected or enhanced; and sets out key development principles such as for design and affordable housing. Blackpool's transport policy is aligned with Policy CS5, which is set out below:

4.07 Policy CS5: Connectivity – A sustainable, high quality transport network for Blackpool and a quality arrival experience will be achieved by the following measures:

1. The provision of a modern, frequent, convenient and well-integrated public transport network by:
  - a. Working with Network Rail and operators to:
    - i facilitate increased rail capacity and frequency on the Blackpool – Preston – Manchester line and new services including direct services to major destinations;
    - ii upgrade the South Fylde line, increasing capacity and frequency of services; and
    - iii provide major enhancement of all rail arrival points, particularly Blackpool North Station.
  - b. Providing a new tram link from the promenade to Blackpool North Station and maintain options to link the tram network to the South Fylde Line.
  - c. Working with bus operators and developers to provide enhanced bus services with efficient, comprehensive routing served by high quality infrastructure, providing bus priority measures where appropriate to enable services to operate efficiently.
  - d. Working with coach operators and developers to provide sufficient, high quality, conveniently located coach passenger facilities and coach parking.
2. Encouraging integration of Blackpool Airport with public transport modes, enabling efficient passenger connections and onward journeys to and from the town and wider airport catchment; and supporting improvements to airport parking and the expansion of routes.
3. Improving interchange between transport modes by providing improved high quality infrastructure including buildings, facilities and public realm, making transport interchange easy and convenient for all users.
4. Reducing road congestion by eliminating identified 'pinch-points'; providing long-term solutions to structural issues where these arise at bridges and other infrastructure assets; and providing advanced directional signage on all main routes.
5. Addressing parking capacity issues by providing sufficient, high quality and conveniently located car parks, to support the town centre and resort economy and address wider issues of parking provision across the Borough.
6. Developing a safe, enhanced and extended network of pedestrian and cycle routes to increase the proportion of journeys made on foot or bike by:
  - a. Connecting neighbourhoods with the town centre, district and local centres, employment sites and community facilities, green spaces and adjoining countryside;
  - b. Providing the town centre and resort core with new and improved convenient pedestrian and cycle links between main car parks, transport hubs, major attractions and development sites; and
  - c. Providing suitable levels of secure cycle parking at new developments and public transport hubs as well as links to existing networks, where feasible.
7. Providing improved, clear and co-ordinated signage for all transport modes and visitor information, particularly within the town centre and resort core, to ease movement and provide a clear sense of orientation and direction.
8. Changing travel behaviour by pro-actively working with developers and other organisations to increase the proportion of journeys that use sustainable transport, while working with

residents and businesses to reduce the need for work related journeys where alternative means or technologies make this possible.

## **5. Policies: key issues**

5.01 This section highlights the key issues from the 2011 LTP Strategy, which relate to the six objectives, including updates from the strategies and plans described in the section above or from other policy initiatives and partnerships.

### Highway maintenance

5.02 Road maintenance underpins and enhances efforts to manage traffic congestion and improve road safety which are also areas regarded as important by residents. With a robust approach to prioritisation of maintenance it is also possible to support a number of wider transport policy objectives.

5.03 The Project 30 initiative has successfully re-surfaced and enhanced large portions of Blackpool's highway network (contributing to reductions in tripping claims) and the bridge renewal programme, currently being implemented, will see many of Blackpool's structures repaired and strengthened.

5.04 The council's Road Asset Management Strategy is a series of documents that set out how road infrastructure in Blackpool will be managed over the medium term (5-10 years) and long term (10-30 years).

### Road safety

5.05 Road safety is a particular issue in Blackpool, where analysis shows that the authority has a higher rate of accidents than the national average. Blackpool is a member of the Lancashire Road Safety Partnership, which aims to reduce road casualties through the management of speed, speed enforcement, driver education and training and through developing collaborative approaches to education, awareness, engagement and other measures.

### Congestion

5.06 The council monitors congestion levels on the network as part of its Traffic Management Act duty. Through this, Blackpool is committed to reducing road congestion by eliminating identified 'pinch-points'; providing long-term solutions to structural issues where these arise at bridges and other infrastructure assets; and providing advanced directional signage on all main routes.

5.07 Enhancements to the resort's existing Urban Traffic Management Control system will provide an Intelligent Transport System that will improve overall traffic management, benefit public transport and assist with the management of events. Variable Message Signage will minimise parking search trips, thus increasing visitor dwell time and reducing traffic congestion.

### Economy

5.08 Visitors are the local economy's lifeblood and transport and travel is an integral part of the visitor experience. In recent years there has been an upturn in visitor numbers, with most arriving by

car. Good access to car parks is therefore important as are the clear benefits of not driving around the resort needlessly. There is a clear need to manage visitor traffic more effectively. The use of more sustainable modes can reduce congestion and improve environmental quality.

5.09 The Leisure Quarter lies on Blackpool's former Central Station site and is a prime 7.15ha area of land in Blackpool town centre. The site is largely in public ownership and has for many years represented the ultimate development opportunity for the resort. Typical leisure development could incorporate a mix of a major visitor attraction, hotels and retail.

5.10 Blackpool Airport Enterprise Zone will be a significant destination and focus of economic development. Partners are working together to maximise the potential of the site in a way which creates employment and sustainable economic development opportunities for Blackpool and the Fylde Coast.

### Parking

5.11 The council is aiming to produce a comprehensive, long-term parking strategy, developing actions to ensure that parking provision in Blackpool assists the visitor economy, the town as a shopping destination and as an attractive place for residents and businesses. There is a need to ensure Blackpool's existing parking facilities are used in the most efficient and effective way and set out a strategy for future provision, linked to development and regeneration.

5.12 Where possible, the council will ensure that the quality of Blackpool's main parking provision is improved in relation to its accessibility, ease of use, internal and external appearances and the personal safety and security of its users.

### Accessibility

5.13 The council will help to improve access to key destinations. Good access to Blackpool's town and district centres by all modes of transport is vital to support the local economy. The council will work with developers to influence locations for new development, aiming to reduce the need to travel and also to ensure adequate accessibility through improvements to the transport network. Key will be siting development in locations that are easily accessible by sustainable modes, managing congestion and minimising future carbon emissions.

5.14 Travel plans should be implemented to improve and encourage more sustainable access (by walking, cycling and public transport, and through car sharing) to workplaces and educational establishments. All travel plans should be reviewed at least annually.

## **6. Policies: modes**

6.01 This section reaffirms the council's policy and outlines key initiatives for each main mode of transport. Also, please see Policy CS5: Connectivity above.

### Walking

6.02 The council sees walking as the primary mode of transport for journeys under one mile. Walk to School initiatives are offered to the majority of Blackpool's primary schools. The council has

worked collaboratively with both Blackpool and the Fylde College and Blackpool Victoria Hospital on walking initiatives.

6.03 The Quality Corridors project is improving the public realm on key roads in the town centre, such as Church Street, creating a better environment for walking.

6.04 The council is committed to maintaining and improving public rights of way, where resources allow, and has worked with Lancashire County Council and Blackburn with Darwen Borough Council to develop a new Rights of Way Improvement Plan, which runs to 2025.

6.05 The Steps to Health scheme continues to increase the amount of physical activity that people take, and to assist with the challenge of encouraging the recommended 30 minutes of moderate activity per day on five or more days of the week.

#### Private transport

6.06 The council recognises the importance of private motorised transport to Blackpool residents, allowing them to access the opportunities they need and to improve their quality of life. The car is the primary mode of transport and the numbers are likely to increase, putting added pressure on the highway network and parking provision.

6.07 Town centre shopper parking will be given priority in the emerging parking strategy, considered vital to support the local retail sector. Traffic management will be improved to efficiently guide visitors to the most appropriate car park, making resort attractions more accessible and reducing unnecessary mileage. Resort-wide, sufficient parking to support a regenerating and diversifying tourism economy will be provided but the use of cars whilst in the resort will be discouraged. The council will support the safe use of powered-two-wheelers by ensuring free parking is provided in the town's car parks. The council will prioritise trips that benefit the local economy, including by goods vehicles.

#### Public bus

6.08 Buses are a key element within Blackpool's transport system, reducing congestion, providing more sustainable personal mobility and making an essential contribution to Blackpool's economy. Buses carry over 10 million passengers annually in Blackpool. Services afford people a viable alternative to the car for important journeys to work, education and healthcare. The council will continue to support socially-necessary services, if resources are available. The council will also maintain a Bus Operators' Forum and liaise with individual operators as appropriate. Developer contributions will continue to be sought to enhance bus stops.

#### Taxi

6.09 The council recognises the important role taxis and private hire vehicles play in supporting the visitor and night-time economies. The role landaus play in providing pleasure trips is also acknowledged. Regular dialogue occurs between representatives of the trade and council officers concerning network and ranking issues. New development and regeneration projects will be required to provide sufficient taxi ranks in favourable locations.

### Coach

6.10 The council recognises coach's potential for sustainable tourism access as complementary to rail travel. The coach industry will receive the council's support where possible. Regeneration proposals, especially the Leisure Quarter development, would significantly increase the demand for coach drop-off, pick-up and layover. The wider regeneration process presents an opportunity to replace the resort's basic coach handling facilities. High quality passenger facilities and a permanent layover facility, that has adequate space for coaches and good facilities for drivers, are required. The VisitBlackpool website promotes coach travel and provides information to coach operators and group travel organisers.

### Rail

6.11 The electrification of the railway lines between North Station and Preston and between Preston and Manchester / Liverpool, together with an associated increase in rolling stock capacity and quality, will allow electric trains to operate all services between Manchester (and Manchester Airport), Liverpool, Preston and Blackpool North.

6.12 Rail travel will be promoted through workplace travel plans and VisitBlackpool will continue to work with train operating companies to promote rail services as a sustainable alternative to car-borne tourism.

6.13 The extension of the Blackpool Tramway from North Pier to North Station will improve access to the UK rail network from Blackpool, Fleetwood and Cleveleys.

### Tram

6.14 The Blackpool Tramway Extension to North Station scheme has recently been granted Full Approval by the Lancashire Enterprise Partnership and been granted a Transport and Works Act Order by the Secretary of State for Transport which gives the powers to build and operate the scheme.

6.15 The scheme will:

- Improve public transport in the Blackpool area.
- Provide connectivity and integration between the existing tramway and the national rail services at North Station.
- Provide benefits to commuters and visitors travelling to and from the town.
- Support regeneration and economic growth by improving accessibility to jobs and services and improving the connectivity between the economically important seafront and the redeveloping town centre.
- Complement and support the continued development and regeneration of the Talbot Gateway area.
- Facilitate urban realm enhancements in the town centre and provide improvements to the Talbot Road area.
- Provide on street parking and servicing along Talbot Road.



## Cycling

6.16 All new developments will be required to provide cycle parking/storage for residents, workers and visitors; workplaces should provide secure clothing storage, changing/washing facilities and a drying room.

6.17 The council will ensure provision of Advanced Stop Lines (ASLs) and other cycle friendly infrastructure, where appropriate. More cycling is seen as important to help reduce congestion, improve accessibility and health, and combat Climate Change. Bikeability, the national standard cycle training programme, will continue to be offered.

## **7. Programme 2018 to 2021**

7.01 The Local Transport Plan (LTP) Programme 2018 to 2021 is shown in Table 1 below. The programme is structured around the six LTP strategic objectives.

7.02 Objective 1: Highway maintenance. It is proposed the Highways Capital Allocation (£3,065m over three years) be spent on maintenance for roads and bridges, supplemented by a vired element from the Integrated Transport Block allocation to help address the condition of the Borough's classified roads, mainly principal roads. Other elements include a contribution to ongoing Project 30 repayments and match funding for a scheme that will make further repairs to Yeadon Way.

7.03 Objective 2: Road safety. To support this objective and the Lancashire Partnership for Road Safety, it is proposed to spend £200,000 of the Integrated Transport Block allocation over three years on road safety measures to reduce casualties on Blackpool's roads.

7.04 Objective 3: Congestion. From the Integrated Transport Block allocation, it is proposed to spend £465,000 on traffic control enhancements and £703,000 on highway network enhancements. These are to improve the highway network, in the town centre in particular, by enhancing traffic light control systems and by modifying the highway network to enhance resilience.

7.05 Objective 4: Economy. The proposed Integrated Transport Block allocations are for the following:

- Match funding towards the Town Centre Quality Corridors scheme (£537,000).
- A £200,000 contribution towards the Tramway Extension.
- A bus hub on Corporation Street, to increase the number of bus stops, similar to the improvements recently carried out on Market Street (estimated to cost £600,000).
- A contribution of £525,000 to help address the poor condition of the Borough's classified roads.

7.06 Objective 5: Parking. The proposal is to assist with renewing facilities at the Coach Station and for signage within parking zones so they can be effectively enforced. The funding from the Integrated Transport Block allocation would be £66,000.

7.07 Objective 6: Accessibility. From the same allocation it is proposed to spend:

- £450,000 on the Bispham Village District Centre improvement scheme.

- £145,000 on new bus shelters and on refurbishing existing ones where possible.
- £30,000 on small-scale measures to assist cyclists and pedestrians.

7.08 The following items, all funded from the Integrated Transport Block allocation, support the LTP Programme elements described above:

- Monitoring, for automatic and manual traffic counts (£49,000).
- Match funding for the Yeadon Way scheme (£335,000).
- Provision for developing schemes and a contribution towards the South Fylde Line Community Rail Partnership (£30,000).
- Electric vehicle charging points in town centre car parks (£52,000).
- A further Project 30 contribution (£75,000).
- Staff costs for monitoring and managing the capital programme (£53,000).

<b>Table 1: Local Transport Plan Programme 2018 to 2021</b>				<b>£ ,000s</b>
<b>Highways Capital Allocation</b>	<b>1169</b>			
<b>Corporate top slice 12.5%</b>	<b>146</b>			
<b>Total Highways Capital Allocation spend</b>	<b>1023</b>			
	confirmed	indicative	indicative	
<b>Objective 1: Highway maintenance</b>	<b>2018/2019</b>	<b>2019/2020</b>	<b>2020/2021</b>	<b>Totals</b>
Bridges & structures	0	75	110	185
Yeadon Way scheme match	10	100	57	167
Project 30 repayment	463	403	343	1209
Principal road maintenance	550	443	511	1504
<b>Highways Capital Allocation spend</b>	<b>1023</b>	<b>1021</b>	<b>1021</b>	<b>3065</b>
<b>Integrated Transport Block</b>	<b>1720</b>			
<b>Corporate top slice 12.5%</b>	<b>215</b>			
<b>Total Integrated Transport Block spend</b>	<b>1505</b>			
	confirmed	indicative	indicative	
	<b>2018/2019</b>	<b>2019/2020</b>	<b>2020/2021</b>	<b>Totals</b>
<b>Objective 2: Road safety</b>				
Road safety measures	40	60	100	200
<b>Objective 3: Congestion</b>				
Traffic control enhancements	90	150	225	465
Highway network enhancements	100	248	355	703
<b>Objective 4: Economy</b>				
Town centre quality corridors	279	258	0	537
Tramway extension	200	0	0	200
Bus hub phase 2	53	260	287	600
Maintenance	40	200	285	525
<b>Objective 5: Parking</b>				
Renewal of coach / parking control infrastructure	25	25	16	66
<b>Objective 6: Accessibility</b>				
District centres (Bispham Village)	400	50	0	450
Bus shelters	80	20	45	145
Cycling & walking minor works	10	10	10	30
<b>Supporting items</b>				
Monitoring	15	19	15	49
Yeadon Way scheme match	20	180	135	335
Programme & scheme development	10	10	10	30
Electric vehicle charging points	15	15	22	52
Project 30 contribution	75	0	0	75
Staff costs	53	0	0	53
<b>Integrated Transport Block spend</b>	<b>1505</b>	<b>1505</b>	<b>1505</b>	<b>4515</b>
<b>Total spend</b>	<b>2528</b>	<b>2526</b>	<b>2526</b>	<b>7580</b>

## **8. Contact details**

8.01 For further information, please contact the council's Transport Policy team:

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