



CABINET: 9 MARCH 2021

Report of: Corporate Director of Place and Community

Relevant Portfolio Holder: Councillor David Evans

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**SUBJECT: USE OF SECTION 106 FUNDS ON BUS STOP IMPROVEMENTS,
DIGMOOR**

Wards affected: Digmoor

1.0 PURPOSE OF THE REPORT

- 1.1 To seek authorisation to spend Section 106 funds on bus stop improvement works in Digmoor.

2.0 RECOMMENDATION TO CABINET

- 2.1 To agree the use of £10,000 of S106 monies from planning permission 2012/0456/FUL (Digmoor Business Site, Digmoor) to provide bus stop improvement works as outlined in this report.
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3.0 BACKGROUND & PROPOSALS

- 3.1 Planning permission was granted at Digmoor Business Site, Digmoor Road (2020/0458/FUL) in conjunction with a Section 106 agreement requiring the developer to pay £10,000 for the purposes of providing improvements to transport infrastructure. Since receipt of the payment (December 2012), officers have been liaising with Lancashire County Council (LCC) to identify a suitable scheme to utilise the monies.
- 3.2 LCC have now identified a scheme to fund bus stop improvement works in the vicinity of the original development site. The works are to implement two bus stop

clearways, on both the north and south sides of Digmaor Road, involving the completion of legal requirements, initial road markings and sign plates. Whilst the south side already has kerbs upgraded for a quality bus stop, the north side will also see improvements made to the footway to form a quality bus stop. The total cost of the improvements has been costed at £5,800, and it is expected that works would be completed within six months of any approval to use the funds on this scheme. A plan showing the proposed works and costs is provided at Appendix A.

3.3 In addition, it is proposed to use the remaining £4,200 to replace a bus shelter on Digmaor Road. Current Council policy is that it will no longer maintain or replace bus shelters but will instead remove them when they became damaged or unsightly. The use of S106 monies to replace a bus shelter is therefore acknowledged to be a departure from Council policy, but funds are available for such improvements and failing to spend the S106 funds could lead to their return to the developer so it would be better to see them used on delivering some meaningful improvements. The remaining £4,200 is considered by LCC to be too small a sum to be able to deliver larger projects and so the use of monies on Council-owned bus shelters helps deliver improvements to transport infrastructure, without risking the loss of the available monies.

3.4 The scheme is thus costed at a total of £10,000.

4.0 SUSTAINABILITY IMPLICATIONS

4.1 Improvements to public transport provision, including through this bus stop scheme, will have positive sustainability implications for Skelmersdale and West Lancashire, by supporting sustainable travel.

5.0 FINANCIAL AND RESOURCE IMPLICATIONS

5.1 The proposals will be funded through Section 106 funding as per the recommendation at 2.1 above.

6.0 RISK ASSESSMENT

6.1 There is a limited risk for the scheme's delivery, associated for the Council with a decision in line with the recommendation at paragraph 2.1 above, given it is utilising Section 106 monies that the Council is already in receipt of and is facilitating a scheme that will be delivered by WLBC and LCC, who are a reliable public sector delivery partner with a great deal of experience of managing such projects.

6.2 Should the S106 monies remain unallocated, or unspent, by December 2022 then there is a risk that the Council would need to return the monies to the developer. However, as a scheme has been identified, with delivery expected in 2021/22, it is considered that there is a very minimal risk of return.

7.0 HEALTH AND WELLBEING IMPLICATIONS

- 7.1 The promotion of sustainable transport through this project will have positive health and wellbeing implications for those that use bus transport services and, indirectly, by reducing the number of private vehicles using the borough's roads, thus improving air quality.

Background Documents

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Report.

Equality Impact Assessment

There is a direct impact on members of the public, employees, elected members and / or stakeholders, therefore an Equality Impact Assessment is required. A formal equality impact assessment is attached as an Appendix to this report, the results of which have been taken into account in the Recommendations contained within this report.

Appendices

1. LCC Proposed bus stop improvement works
2. Equality Impact Assessment