

**Report to the Cabinet Member for Highways and Transport**  
**Report submitted by: Executive Director of Environment**  
**Date: 12 January 2011**

**Part I – Item No. 1**

Electoral Divisions affected:  
Farington

**Growth Point Funding – Cuerden Regional Investment Site**  
**Bamber Bridge, Preston, South Ribble Borough**

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**Executive Summary**

Authority is sought for the County Council to use the agreed Central Lancashire and Blackpool Growth Point allocation of £180,000 capital grant to add a scheme to the Capital Programme which will enable infrastructure to be brought forward more quickly at the Cuerden Strategic Regional Investment Site (SRIS) aimed at attracting further investment into the area. The funding allocation is to be used to produce designs that would satisfy the County Council, South Ribble Borough Council and Homes and Communities Agency to deliver the development of the SRIS. The funding will also deliver some enabling infrastructure that supports connectivity to the existing network. Pedestrian and cycle links would be provided on South Ribble Way and Lostock Lane limbs of the A582 Lostock Lane/A6 London Way roundabout.

**Recommendation**

That approval is given for the addition of a scheme of £180,000 for Cuerden SRIS to the Environment Directorate's Local Transport Plan schemes in the County Council's Capital Programme (at £100,000 during 2010/11 and £80,000 in 2011/12), which will be fully funded by the Growth Point grant.

**Background**

Bringing forward new employment opportunities is a key strand in the rationale for the Growth Point. Cuerden SRIS could, through the provision of enabling infrastructure, be brought forward more quickly to attract further investment into the area and continue to assist in generating increased employment levels. This would ensure that new jobs are created for new and existing residents and that opportunities are presented for those currently excluded from employment.

The site is in close proximity to the M6, M65 and M61 motorways providing easy access to Preston, Manchester and Liverpool. The site is large enough at 65

hectares, to attract a major employer and contribute to the development of high quality manufacturing uses and knowledge-based industry. This will help provide high skilled jobs for Central Lancashire's workforce and the sub-region.

A master plan for the site has been prepared by DTZ and AECOM which includes key site principles such as site layout, land use options, deliverability, sustainability and access. The master plan is flexible given the size of the site and the lengthy time for its delivery (20 years).

### **Road Infrastructure Requirements - Overview**

The primary vehicle access to the site is to be taken from the terminus roundabout of the M65 with other access points (including pedestrian and cyclist) provided at other key locations. Progression of the site is dependent upon the delivery of a suitable primary access from the terminus roundabout of M65.

There are wider road capacity issues to be resolved in Central Lancashire. The internal network of the site has the potential to provide links to other key classified roads, relieving the existing local road network and contributing extra capacity to support an effective and flexible road network in Central Lancashire. The provision of the infrastructure (site access points) and deliverable designs would facilitate greater certainty to the delivery of the site, the release of the wider development potential of the Cuerden site and the potential development provide opportunities to the west and the wider South Ribble catchment.

The site will require good accessibility for all and a requirement to reduce dependence on motorised road vehicles associated with the new development. Designs that support the additional needs of the network including the terminus roundabout of the M65 would initiate the process and bring certainty that changes linking the site to the network can be technically delivered.

### **Funding**

The Central Lancashire and Blackpool Growth Point Partnership agreed at the Leaders and Chief Executives meeting on the 11 October 2010 the allocation of £180,000 capital grant to Lancashire County Council for the Cuerden SRIS scheme.

This will aid the delivery of workable schemes and a package of measures to provide access and improved sustainable accessibility to the Cuerden SRIS for all. In addition, the funds will be used to deliver some highway works including preparatory works for a pedestrian and cyclist crossing at the A582 Lostock Lane/A6 London Way roundabout (southern section) which will be progressed as part of a developer and Growth Point funded signalisation scheme. It is expected that all surveys, designs and key works will be implemented in 2010/11 (A582 Lostock Lane/A6 London Way roundabout) and other designs and works to implemented during 2011/12.

It is proposed that the Growth Point Allocation of £180,000 will be used as follows:

### **2010/2011 Deliverables**

Commission a topographical survey of the area to enable highway changes to be developed to outline stage. Estimated cost £5,000

Further work to develop and complement the masterplan for the development area including longer term requirements. Estimated cost £10,000

Produce a design for the M65 terminus roundabout to include primary access into the site to enable a developer to make more rapid progress. Estimated cost £10,000

Enhance the progressing A582 Lostock Lane/A6 London Way roundabout signalisation scheme to include pedestrian/cycle provision (southern section) to provide safe pedestrian and cycle access to the site. Enable the delivery of the preparatory works inline with the signalisation scheme for the A582 Lostock Lane/A6 London Way roundabout (such as ducting, localised highway widening, kerbed island, signing, dropped kerbs and cycle protection provision). These works are over and above those provided by that Growth Point funding. Estimated cost £60,000

Produce scheme designs providing certainty and earlier development at Stanifield Lane and Farington Road roundabout and access onto and across Farington Road. Estimated cost £15,000

### **2011/2012 Deliverables**

The remaining allocation of approximately £80,000 will be used to deliver elements of the M65 terminus scheme such as pedestrian and cyclist improvement at Farington Road and MOVA technology at signalised locations on Lostock Lane A582 junction with Cuerden Way/Craven Drive (South Rings) and with Wigan Road A49/B6258.

Officers of South Ribble Borough Council and the Homes and Communities Agency are closely involved in the progression of the Cuerden site and are all supportive of the approach and the areas of change necessary within the highway network.

### **Implications:**

#### **Financial Implications**

The proposal will require the addition of a scheme to the Environment Directorate's Local Transport Plan schemes in the County Council's 2010/11 Capital Programme of £180,000 for Cuerden SRIS, which will be fully funded by Growth Point grant. This will allow a topographical survey, provide deliverable designs at the M65 Terminus roundabout, and deliver pedestrian provision preparatory works south of the Sainsbury's roundabout (as part of the Sainsbury's contract). Remaining funds will be used to develop and progress schemes at other key locations to support the SRIS. It is expected that all surveys, designs and key works relating to Sainsbury's roundabout will be implemented in 2010/11 and other designs and works to be implemented during 2011/12.

## **Risk management**

Should material and construction costs to deliver the pedestrian provision south of the Sainsbury's roundabout increase after design there is a risk that other schemes will not be undertaken. However, the progression of detailed designs and costs will be tailored to maximise the use of the available allocation.

### **Any representations made to the Cabinet Member prior to the issue being considered in accordance with the Public Notice of Forward Plans**

Name: Organisation: Comments:

N/A.

### **Local Government (Access to Information) Act 1985 List of Background Papers**

Paper Date Contact/Directorate/Ext

Reason for inclusion in Part II, if appropriate

N/A.