

## **Transport for Lancashire Committee**

**13<sup>th</sup> April 2015**

<b>Lancashire Strategic Transport Prospectus and Transport for the North Update</b>
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### **Executive Summary**

This report updates the Committee with regard to progress with the Lancashire Strategic Transport Prospectus and recent developments concerning Transport for the North and the publication on 20<sup>th</sup> March 2015 of a report on the Northern Transport Strategy entitled 'The Northern Powerhouse: One Agenda, One Economy, One North'.

### **Recommendation**

The Committee is invited to note the contents of this report.

## **1. Background**

- 1.1 At their last meeting, the Committee considered a draft Lancashire Strategic Transport Prospectus and sample publicity leaflet setting out the highway and transport interventions necessary to enable Lancashire to fully play its part in the 'Northern Powerhouse'. The Committee agreed the prospectus subject to a number of minor modifications and recommended it be submitted to the Lancashire Enterprise Partnership Board for approval. At its meeting on 10<sup>th</sup> February 2015, the Board subsequently approved in principle the approach adopted in preparing the Strategic Transport Prospectus and the priorities set out therein and authorised Transport for Lancashire to receive and sign-off a final draft at its next meeting on 13<sup>th</sup> April 2015.
- 1.2 The prospectus built on work already undertaken in developing the five area-based highways and transport masterplans and the Lancashire Strategic Economic Plan to set out a clear proposition to facilitate engagement with the various organisations Lancashire will need to influence if it is to benefit fully from the current momentum to significantly enhance connectivity across the North. Its preparation would assist with influencing development of the government-led transport strategy for the North announced by the Chancellor of the Exchequer in October 2014, an interim report of which was due to be published in March 2015 with the full report scheduled for March 2016.
- 1.3 On 20<sup>th</sup> March 2015, the Government published its interim report The Northern Powerhouse: One Agenda, One Economy, One North – A Report on

the Northern Transport Strategy. From a Lancashire perspective, unfortunately the report contains little additional material to the One North Proposition for an Interconnected North published in July last year. The focus again is principally on the economies of the North's five city regions (Leeds, Liverpool, Manchester, Newcastle and Sheffield) and Hull and connectivity between them, set within the context of the Northern Powerhouse.

- 1.4 Work is now underway to understand the implications of the interim report for Lancashire and to update the Strategic Transport Prospectus accordingly. In view of its later than anticipated publication, it has not been possible to present an updated prospectus at this meeting; the intention is to do so for the next meeting on 5<sup>th</sup> June 2015. The update is about presentation rather than substance, in particular, a sharpening of the economic narrative at the front of the prospectus around why Lancashire as a powerful economic sub-region in its own right is essential to the Northern Powerhouse and where our relevant strengths, assets and opportunities lie. However, it is clear that for Lancashire to make headway in the Northern Powerhouse debate, strategic transport priorities will need to be genuinely transformative and focused on supporting the North's economy.
- 1.5 In addition to setting out plans for rail and the strategic road network, the interim report contains proposals around freight and logistics, including a commitment to produce a Northern multi-modal freight and logistics strategy over the next 12 months to inform future development of transport investment plans, integrated and smart travel, airports and local connectivity, with city regions identifying and developing city-level transport schemes in longer-term strategies that extend significantly beyond the 2021 horizons of Strategic economic Plans. The Government will look to support essential local connections through future Growth Deals so that the mix of towns and cities within each city region are better connected.
- 1.6 The interim report also commits to enhance the governance of Transport for the North by autumn 2015 so that it can act as a genuine representative body for the whole of the North of England. This will include appointment of an independent Chair of Transport for the North by autumn 2015 and the establishment of a Programme Office with the ability to develop strategic and investment planning, stakeholder and communications capabilities and to lead on cross-regional issues such as smart integrated multi-modal ticketing.
- 1.7 An update of the Northern Transport Strategy with clear and prioritised transport investment opportunities to support economic growth will be available in spring 2016 to inform national decision making for the next five year rail and road control periods covering the financial years 2019/20 to 2023/24. The proposed Programme Office will oversee the necessary work with a development budget of up to £12.5m to be secured for financial year 2015/16.