

## **Transport for Lancashire Committee**

**5<sup>th</sup> June 2015**

<b>Lancashire Strategic Transport Prospectus</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'. The revised prospectus takes account of comments made on the initial draft by Transport for Lancashire Members and the Department for Transport, the implications of the interim Northern Transport Strategy report published in March 2015 and feedback received from representatives of the Transport for the North Partnership Board.

### **Recommendations**

The Committee is invited to:

- 1) Note the contents of this report; and
- 2) Agree the attached Strategic Transport Prospectus and recommend that it be submitted to the Lancashire Enterprise Partnership Board for final approval.

### **1. Background**

- 1.1 At their meeting held on 1<sup>st</sup> December 2014, Members requested a Strategic Transport Prospectus for Lancashire be prepared, in similar vein to that published in July 2014 by the five city regions in the North<sup>1</sup>. Members considered an initial draft at their meeting on 3<sup>rd</sup> February 2015, which they agreed subject to a number of minor modifications and recommended it be submitted to the Lancashire Enterprise Partnership Board for approval. The LEP 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.

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<sup>1</sup> One North – A Proposition for an interconnected North, (Greater Manchester, Merseyside, South Yorkshire, West Yorkshire and Tyne & Wear) July 2014

- 1.2 At that meeting Transport for Lancashire received an update on progress with development of the Lancashire Strategic Transport Prospectus, in particular, the implications of the interim report 'The Northern Powerhouse: One Agenda, One Economy, One North – A Report on the Northern Transport Strategy' published by HM Government on 20<sup>th</sup> March 2015. In view of the later than anticipated publication of this report, it was not possible to present an updated prospectus as planned.
- 1.3 The prospectus has now been substantially revised to take account of the comments made on the initial draft by Transport for Lancashire Members and the Department for Transport at the meeting on 3<sup>rd</sup> February 2015, the implications of the interim Northern Transport Strategy report and feedback on the initial draft received from representatives of the Transport for the North Partnership Board.
- 1.4 The revised prospectus is attached as Appendix A. In particular:
- The economic narrative is much sharper and 'North' focused;
  - National strategic priorities of genuine northern significance are clearly identified and separate from local strategic priorities; these comprise the West Coast Main Line / High Speed 2 / Preston station, the M6 and the Preston to Manchester rail corridor / M61; and
  - Local strategic priorities are now set out in terms of connecting Lancashire to city region networks and supporting economic growth, development and regeneration.

There is also a commitment to undertake further work to understand and quantify the GVA / productivity implications of enhanced transport connectivity, which we are advised is critical to the Northern Transport Strategy. This will be completed in time to contribute to the update of the strategy due to 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.