



Lancashire Enterprise Partnership Limited

Private & Confidential: NO

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Lancashire Strategic Transport Prospectus
(Appendix 'A' refers)

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Executive Summary

This report updates the Board with regard to progress with the Lancashire Strategic Transport Prospectus and recent developments concerning Transport for the North and the publication on 20th 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 comments and advice received from representatives of the Transport for the North Partnership Board.

Recommendations

The Board is asked to:

- (i) Note progress to date in preparing the Strategic Transport Prospectus;
- (ii) Note the further modifications proposed by the Transport for Lancashire committee and agree any further amendments LEP Board members wish to see incorporated;
- (iii) Authorise the LEP Chair and the Chair of Transport for Lancashire to receive and approve a final version of the Prospectus; and
- (iv) Request Transport for Lancashire prepare a communications strategy for the strategic Transport Prospectus, through which to engage with wider stakeholders, including Members of Parliament and neighbouring Local Enterprise Partnerships and local transport authorities, for consideration by the LEP at its Board meeting to be held in October 2015.

1. Background

- 1.1 The Board will recall receiving an initial draft Lancashire Strategic Transport Prospectus for consideration at the meeting held on 10th February 2015. The Board agreed to approve 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 subsequent meeting on 13th April 2015.
- 1.2 At that meeting, held on 21st April 2015, 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 20th 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 comments made on the initial draft by Transport for Lancashire Members and the Department for Transport at their meeting on 3rd February 2015, the implications of the interim Northern Transport Strategy report and comments and advice 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.

- 1.5 At their meeting on 5th June 2015, the Transport for Lancashire committee welcomed the revised draft as a significant improvement over the previous version. However, the committee requested that further work be undertaken to strengthen the unique selling points of Lancashire's key sectors, in particular, energy and education, and that the links between the transport priorities set out in the second part of the document and the earlier economic narrative need to be more explicit, especially in terms of accelerating Lancashire's housing and economic growth potential. The broad timescales for delivery should reflect the

five year planning horizons for rail and strategic road network investment (i.e. 2019, 2024 and 2029). Members also considered there should also be greater recognition of Lancashire's achievements in terms of the Preston, South Ribble and Lancashire City Deal and the Lancashire Growth Deal relative to elsewhere across the North, and the role of Transport for Lancashire itself in terms of devolved decision making. These comments, and any the Board wishes to make, will be incorporated in preparing the final version of the prospectus.

- 1.6 It is intended that the Strategic Transport Prospectus be updated as and when further priorities emerge through revisions to the Strategic Economic Plan, the five area-based highways and transport masterplans and/or related transport studies. There is, for example, growing interest in the east-west transport corridor linking Central Lancashire with North Yorkshire and the Leeds City Region focused on the M65 and A59 and parallel rail routes. Several long-standing aspirations for improved connectivity currently exist and a number of schemes have been considered in the past. Discussions are in hand with the Department for Transport and neighbouring transport authorities to identify whether there is sufficient justification to undertake a strategic connectivity study in the corridor.