



LEP – Sub Committee

Transport for Lancashire Committee

Private and Confidential: NO

Date: Wednesday 2nd December 2015

Burnley-Pendle Growth Corridor Funding Approval Application
(Appendix 'A' refers)

Report Author: Dave Colbert, Specialist Advisor Transportation
dave.colbert@lancashire.gov.uk

Executive Summary

The Burnley-Pendle Growth Corridor Improvements scheme comprises a number of interventions on the highway network to increase capacity and reduce congestion in support of economic development. The consultants Atkins have undertaken an independent assessment of the Strategic Outline Business Case on behalf of the LEP. Atkins are satisfied that the project has been developed to the expected standard in most areas and recommend that funding approval be granted.

Recommendation

The Committee is asked to consider the attached Strategic Outline Business Case report prepared by Atkins and endorse the recommendation contained therein that funding approval be granted for formal approval by the Lancashire Enterprise Partnership (LEP) Board at its meeting to be held on Tuesday 15th December 2015.

Background and Advice

The Burnley-Pendle Growth Corridor Improvements scheme comprises a number of interventions on the highway network to increase capacity and reduce congestion in support of economic development, including improvements at a number of junctions along the M65 and parallel local roads between Whitebirk and Colne, increased car parking provision at Burnley Manchester Road railway station and the upgrading of passenger facilities at Rose Grove railway station.

The total cost envelope for the scheme is £11.57m comprising an £8m contribution from the Local Growth Fund through the Lancashire Growth Deal and a £3.57m local contribution raised by Lancashire County Council and Hyndburn, Burnley and Pendle Borough Councils. The local contribution amounts to 31% of the total cost.



The consultants Atkins have undertaken an independent assessment of the Strategic Outline Business Case on behalf of the LEP. Atkins are satisfied that the project has been developed to the expected standard in most areas and recommend that funding approval be granted. The project is predicted to deliver very high value for money with a benefit to cost ratio of 6.8 and has the potential to generate a £12.5m of wider economic benefits per annum, unlocking 723 net additional jobs and 200 net additional dwellings. Atkins' report is attached as Appendix 'A'. The submitted Strategic Outline Business Case is available on the LEP website:

<http://www.lancashirelep.co.uk/lep-priorities/transport-and-connectivity/burnley-pendle-growth-corridor.aspx>

In accordance with the LEP's Assurance Framework, the Strategic Outline Business case has been published on the LEP website for comment for a minimum of six weeks prior to this committee. One response has been received, is broadly supportive and not deemed to be of material consideration in endorsing the independent assurer's recommendation. The correspondent proposes that consideration be given to the provision of east-facing slip roads at M65 Junction 9 and that there should be a comprehensive solution to congestion in the North Valley of Colne, both of which the correspondent believes would add significantly to the economic benefits of the Growth Corridor proposals. These suggestions will be passed on to the scheme promoter Lancashire County Council for further deliberation.