

## **LEP - Transport for Lancashire Committee**

**Wednesday, 21st June, 2017 in Cabinet Room 'D' - The Henry Bolingbroke Room, County Hall, Preston, at 2.00 pm**

### **Agenda**

#### **Part I (Items Publicly Available)**

- 1. Welcome and Apologies for Absence**
- 2. Chair of the Committee**

The County Council at its meeting on the 25 May 2017 appointed County Councillor Geoff Driver CBE as leader of the County Council. In accordance with the Committee's Terms of Reference, Councillor Driver will act as Chair of the LEP Transport for Lancashire Committee.
- 3. Terms of Reference (Pages 1 - 4)**
- 4. Declarations of Interest**
- 5. Minutes of the meeting held on 11 January 2017 (Pages 5 - 8)**
- 6. Matters Arising**
- 7. National Productivity Investment Fund (Pages 9 - 14)**
- 8. Transport for the North Update**

A short presentation by Dave Colbert – Specialist Advisor Transport Planning, LCC
- 9. Any Other Business**
- 10. Date of Next Meeting**

The next meeting is scheduled to be held on Wednesday 30 August 2017 at 2pm in Cabinet Room 'B' - The Diamond Jubilee Room, County Hall, Preston.





## **LEP – Sub Committee**

### **LEP - Transport for Lancashire Committee**

**Private and Confidential: No**

Wednesday, 21 June 2017

### **Transport for Lancashire Committee - Terms of Reference** (Appendix A refers)

**Report author: Cath Rawcliffe, Tel: 01772 533380,  
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#### **Executive Summary**

Amendments to the Transport for Lancashire Committee Terms of Reference.

#### **Recommendation**

The Committee is asked to agree the revised Terms of Reference of the Transport for Lancashire Committee as set out at Appendix A to the report and recommend that they be submitted to the Lancashire Enterprise Partnership Board for approval.

## **Background and Advice**

A small number of updates to the Terms of Reference are required in order to reflect changes in the County Council's structure from April 2015 and the emergence of Transport for the North. In the main, changes are administrative in nature, and no significant substantive changes are proposed at this time.

The Committee's Terms of Reference are set out at Appendix 'A'. The Committee are asked to agree the revised Terms of Reference and recommend that they be submitted to the Lancashire Enterprise Partnership Board for approval.



**THE LANCASHIRE ENTERPRISE PARTNERSHIP**  
**TRANSPORT FOR LANCASHIRE - TERMS OF REFERENCE**

Name

Transport for Lancashire

Geography

The geographical area covered by Transport for Lancashire will be coterminous with the boundaries of the three local transport authorities (Lancashire County Council, Blackpool Borough Council and Blackburn with Darwen Borough Council) and the Lancashire Enterprise Partnership.

Membership

Transport for Lancashire will be a dedicated committee of the Lancashire Enterprise Partnership. Full (voting) members of Transport for Lancashire comprise:

- Lancashire County Council (Leader or nominee)
- Blackburn with Darwen Borough Council (Leader or nominee)
- Blackpool Borough Council (Leader or nominee)
- Chair and Vice Chair of the Lancashire Enterprise Partnership (or nominees)

Participating observers (non-voting):

- Department for Transport
- Highways England
- Network Rail

Given Lancashire County Council's status as the largest local transport authority, the Leader of Lancashire County Council (or their nominee) shall act as Chair of the Committee. The Chair will not have a casting vote.

Transport for Lancashire will review its membership periodically to reflect any changes in national or local policy circumstances and/or requirements, including allowing for expansion if necessary. Transport for Lancashire may invite the Leader (or nominee) of a District Council to attend relevant meetings as a participating observer where that authority is contributing funding to a transport scheme programmed for delivery through the Growth Deal.

Strategic Objectives and Purpose

Transport for Lancashire will:

- advise the Lancashire Enterprise Partnership on individual scheme approvals and investment decision making in line with the approvals process set out in the Lancashire Enterprise Partnership's accountability framework;

- scrutinise individual scheme business cases;
- ensure value for money is achieved;
- advise the Lancashire Enterprise Partnership with regard to consultation on long-term rail planning and franchise specification and provide a co-ordinating role between constituent local authorities;
- advise the Lancashire Enterprise Partnership with regard to consultation on long-term Strategic Road Network planning and provide a co-ordinating role between constituent local authorities; and
- advise the Lancashire Enterprise Partnership with regard to the ongoing activities of Transport for the North and provide a co-ordinating role between constituent local authorities where appropriate.

As and when necessary, Transport for Lancashire will seek evidence from other organisations, including district councils within Lancashire, representatives of neighbouring local authorities, combined authorities and local enterprise partnerships, transport operators including airports and ports, the business and community sectors and NGOs.

#### Technical / Professional Support

On behalf of the Accountable Body for the Lancashire Enterprise Partnership, the Director of Development and Corporate Services at Lancashire County Council will ensure that Transport for Lancashire receives the technical support and professional advice necessary for it to carry out its functions.

#### Working Arrangements and Meeting Frequency

Transport for Lancashire will meet in advance of each Lancashire Enterprise Partnership Board meeting. Meetings will be cancelled if there are no substantive items for discussion.

All meetings will take place at County Hall in Preston. The quorum for meetings shall be at least 2 Local Authority Members (or their nominees) and at least one Private Sector member (or their nominee(s)).

## LEP - Transport for Lancashire Committee

**Minutes of the Meeting held on Wednesday, 11th January, 2017 at 10.00 am at the Cabinet Room 'B' - The Diamond Jubilee Room, County Hall, Preston**

### Present

County Councillor Jennifer Mein (Chair)

Graham Cowley  
Councillor Fred Jackson

Councillor Phil Riley

### Observers:

Richard Perry, Department for Transport  
Mike Sinnott, Highways England

### In Attendance

Dave Colbert, Specialist Advisor, Transportation, Lancashire County Council  
Mike Kirby, Director, Corporate Commissioning, Lancashire County Council  
Jeremy Walker, Transport Policy Manager, Blackpool Council  
Cath Rawcliffe, Democratic Services Officer, Lancashire County Council

#### 1. Welcome and Apologies for Absence

The Chair, County Councillor Jennifer Mein, Lancashire County Council, welcomed all to the meeting.

Officer apologies were noted from Bruce Parker and Alan Cavill.

#### 2. Declarations of Interest

None declared.

#### 3. Minutes of the meeting held on 2 November 2016

**Resolved:** The minutes of the Committee meeting held on 2 November 2016 be approved as an accurate record and signed by the Chair.

#### 4. Matters Arising

None.

**5. Central Trans-Pennine Corridor  
East - West Connectivity: An Economic Study**

Stephen Miles and Martin Revill of Cushman & Wakefield/Systra, gave a presentation on the potential benefits of improving east-west connectivity along the Trans-Pennine corridor between Lancashire and North and West Yorkshire.

The economic study focused on east-west Trans-Pennine transport links and the nature of the wider economic benefits that could arise if transport connectivity and capacity in this 'central' Trans-Pennine corridor were to be significantly enhanced. The study showed that both road and rail would have a critical role to play in supporting economic growth trajectories and ambitions.

The Committee noted that besides reduced centre to centre travel times by both rail and road, wider benefits would include increased agglomeration potential, enhanced productivity and the ability to attract new growth sectors, improved access to labour markets and job creation, and hence GVA uplift.

The Committee also noted the potential impacts on the relevant Strategic Economic Plans and Growth Deals within the corridor together with the impact on other major growth initiatives of relevance such as the Preston, South Ribble and Lancashire City Deal and Local Plans.

The Committee was informed that there was a clear quantitative and qualitative economic case for enhanced East-West connectivity. This would create a corridor of opportunity, a major economic driver of the wider Northern and UK economies, and has the strategic potential to shape Transport for North's investment priorities.

The presenters responded to a number of questions raised by the Committee in relation to the area covered by the study, the wider economic impacts model and the modelled scenarios as illustrated in the presentation.

Members thanked Stephen and Martin for their presentation and noted that the results of the economic study would also be presented to the LEP Board at its meeting on the 31 January 2017.

**Resolved:** That the presentation be noted.

**6. Any Other Business**

None.

**7. Date of Next Meeting**

It was noted that the next meeting would be held on Monday 13 March 2017 at 10am in Cabinet Room 'B' - The Diamond Jubilee Room, County Hall, Preston



## 8. Key Route Network for Lancashire

Not for publication – Exempt information as defined in Paragraph 41 of the Freedom of Information Act 2000.

*It was agreed to consider the Key Route Network Report for Lancashire as the first substantive item on the agenda.*

The Specialist Advisor, Transportation presented a report on a draft Key Route Network.

**Resolved:** That the draft Key Route Network for Lancashire as set out in Appendix 'A' to the report and shown on the six accompanying plans (Annex 1 to 6) be approved as the basis for engagement with a range of interested parties including Transport for the North, the shadow Lancashire Combined Authority, Highways England, neighbouring Combined Authority and Local Authority areas and the twelve district councils within Lancashire.





## LEP – Sub Committee

### LEP - Transport for Lancashire Committee

**Private and Confidential: No**

Wednesday, 21 June 2017

### **National Productivity Investment Fund**

Appendix 'A' refers

**Report Author: Dave Colbert, 01772 534501, Specialist Advisor Transport Planning**  
**dave.colbert@lancashire.gov.uk**

#### **Executive Summary**

In his 2016 Autumn Statement, the Chancellor of the Exchequer announced a new National Productivity Investment Fund (NPIF) comprising £23bn of additional spending in areas key to boosting productivity: transport, digital communications, research and development and housing. Subsequently, the Chancellor launched a £690m competition for local authority projects aimed at tackling congestion and getting transport networks moving again, of which £490m is to be made available over the financial years 2018/19 and 2019/20.

It is beneficial for the relevant Local Enterprise Partnership to endorse any bids to the Fund. This report therefore sets out the process and requirements together with a brief summary of the bids being prepared for submission by Lancashire County Council, Blackburn with Darwen Council and Blackpool Council. Officers from the three authorities will give a short presentation of each bid to the Committee at the meeting.

#### **Recommendation**

The Transport for Lancashire Committee is asked to recommend to the Lancashire Enterprise Partnership Board that it endorse the bids being prepared for submission by Lancashire County Council, Blackburn with Darwen Council and Blackpool Council.

## **Background and Advice**

In his 2016 Autumn Statement, the Chancellor of the Exchequer announced a new National Productivity Investment Fund (NPIF) comprising £23bn of additional spending in areas key to boosting productivity: transport, digital communications, research and development and housing. In January 2017, the Department for Transport (DfT) confirmed individual awards to local highway authorities for 2017/18



from a national allocation of £185m to fund local highway and transport improvements which aim to reduce congestion at key locations, upgrade or improve the maintenance of local highway assets, improve access to employment or housing or develop economic and job creation opportunities. Lancashire County Council received £4.655m, Blackburn with Darwen Council £0.56m and Blackpool Council £0.494m.

The DfT also confirmed that a further £740m of funding would be made available to local authorities through a competitive process, with details to be announced in due course. In his 2017 Spring Budget, the Chancellor launched a £690m competition for local authority projects aimed at tackling congestion and getting transport networks moving again. Subsequently, on 6<sup>th</sup> April 2017, the DfT issued guidance on the application process for £490m of funding to be made available over the financial years 2018/19 and 2019/20. Funding is 100% capital and can be used for construction costs and land acquisition; it cannot be used to fund preparatory or sunk costs. There is a cap of two on the number of bids that an individual local highway authority can submit.

Projects are required to promote or facilitate one or more of the following aims:

- Ease local congestion and provide upgrades on important national, regional or local routes;
- Unlock economic and job creation opportunities; and
- Enable the delivery of new housing developments.

The DfT is also interested in bids that avoid unlocking latent demand, improve the efficiency of existing road space and use smart technology to ease congestion, and will give preference to projects that primarily increase the efficiency of existing road space rather than add to it.

Candidate projects fall into two categories:

- Small projects requiring DfT funding between £2m and £5m; or
- By exception, larger projects requiring DfT funding in excess of £5m but no more than £10m. Any such bids must demonstrate exceptional value and be prepared to submit a 'WebTAG' compliant transport business case.

The DfT expects a local contribution in the order of 30% of costs, effectively raising the minimum cost of a project to circa £3m. The greater the local contribution, and the more that contribution comes from the private sector and other external organisations, the more positively the bid will be considered in the assessment process.

Bidders are required to complete and submit a pro-forma for sub-£5m bids setting out evidence in support of the strategic and economic cases for intervention, along information summarising the impacts against a number of metrics relevant to the Fund's objectives. This must be of sufficient detail to enable the DfT to form an estimate of the Benefit-Cost Ratio. The quality of the analysis submitted will be a material consideration in determining whether a bid is successful. Supporting evidence that a scheme can be delivered expeditiously must be provided, in particular, certainty that works can commence on site in the financial year 2018/19. Bidders will



also need to commit to monitor and evaluate the impact of projects once implemented and provide details on how the claimed benefits will be measured and reported.

In areas where Combined Authorities (CA) have been established, the DfT expects the CA to coordinate bids by its constituent local highway authorities, including ranking those bids in order of preference recognising the objectives of the Fund.

The Government's guidance also indicates that NPIF submissions will benefit from endorsement by the relevant Local Enterprise Partnership.

A brief summary of each bid is set out in 'Appendix 'A'. Officers from the three authorities will give a short presentation of each bid to the Committee at the meeting.



## Appendix 'A': Summary of Each Scheme Bid

### **Lancashire County Council: Preston City Centre Congestion Reduction**

Preston city centre is accessed from a number of key radial routes, all of which also provide for cross-city movements including between the Enterprise Zone sites at Samlesbury and Warton, and in some cases, for longer distance travel between regional destinations including the Fylde Coast, Southport/West Lancashire and the Strategic Road Network. Congestion in the city centre is a growing issue, particularly during both morning and evening peak periods due to high traffic flows and conflicting traffic movements at signalised junctions.

Ringway is the critical link in the city centre's highway infrastructure. In addition to its function as a city centre relief road, it provides access to a number of key facilities including the railway station, the University of Central Lancashire, the main city centre retail and leisure areas and the Bus Station. The County Council has already delivered a number of enhancements at various locations in the corridor aimed at reducing congestion and improving the environment, particularly for pedestrians and cyclists. However, the implementation of schemes to reduce traffic from within the city centre, for example, the Fishergate Central Gateway, has placed additional pressure on Ringway. Further investment is therefore necessary to provide a comprehensive solution to congestion and to maximise the efficiency of existing capacity, including physical works and upgrades to technology.

The County Council estimates the scheme will cost £8.3m in total to implement and will be seeking the maximum £5m contribution from the National Productivity Investment Fund.

### **Lancashire County Council: M55 to St Annes Link Road**

There is currently no direct, modern standard road link between the M55 motorway and St. Annes. Access by way of the Squires Gate Link road is circuitous, as is the main alternative route via Queensway, School Road and Whitehill Road. The more direct route via Wild Lane/North Houses Lane is a narrow moss road with limited passing places but has been closed on safety grounds since 2013. Significant employment and housing growth is planned in the immediate vicinity, including the Blackpool Airport Enterprise Zone, Whitehills Business Park and a strategic housing location with in excess of 1,600 new dwellings proposed.

The scheme will deliver a direct, modern standard link between Junction 4 of the M55 at Peel Hill and the Heyhouses area of St Annes, replacing the Wild Lane/North Houses Lane moss road and complementing the short, extant sections completed a number of years ago. It will provide much better access to the various local development sites, boost tourism potential and support the future hosting of R&A Open Golf Championships.

The County Council anticipates that the scheme is likely to cost in the region of £21m and that it will be seeking a contribution of between £4.3m and £5m from the National Productivity Investment Fund. Updated information will be provided at the



meeting. The scheme is part of the LEP's Growth Deal programme with an agreed Growth Deal contribution of £2m subject to LEP acceptance of a Strategic Outline Business Case demonstrating the scheme will deliver high value for money and other funding sources being secured. An application has also been made by the LEP to Highways England's Growth and Housing Fund for £4m, with an additional £1m subsequently requested.

### **Blackburn with Darwen Borough Council: 'Fabric Borders'**

The 'Fabric Borders' project will improve pedestrian and vehicular access between Blackburn town centre and development areas both to the north and south of Barbara Castle Way. Reconfiguration of vehicular and pedestrian access and egress routes will remove orbital route congestion, remove barriers and improve pedestrian flows between the town centre and residential and retail areas with a predominantly Asian Heritage population. Improved access to new development sites, under-utilised employment sites and emerging retail and cultural offers will also be delivered by the project, which marks the next phase of Blackburn town centre's regeneration.

Blackburn with Darwen Council anticipates the project will cost in the region of £2.6m to implement and will be seeking a £2m contribution from the National Productivity Investment Fund.

### **Blackpool Borough Council: Yeadon Way Maintenance**

Blackpool's economy is heavily dependent on Yeadon Way, which connects the town centre car and coach parks directly with the M55 motorway. Constructed on a former railway alignment, Yeadon Way has unique and pressing maintenance issues. The National Productivity Investment Fund presents Blackpool Council with an opportunity to secure funding to undertake vital repairs to a section adjacent to that addressed in 2014 following a successful bid to the Department for Transport's Local Pinch-Point Fund. Yeadon Way is essential to future investment in the resort, especially development of the Central Station site.

Blackpool Council anticipates the scheme will cost between £2m and £5m to implement and that it will be seeking a contribution of between £1.4m and £3.5m from the National Productivity Investment Fund. Updated information will be provided at the meeting.

