

Lancashire County Council

External Scrutiny Committee

Tuesday, 16th April, 2019 at 10.30 am in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston

Agenda

Part I (Open to Press and Public)

No. Item

1. Apologies

2. Disclosure of Pecuniary and Non-Pecuniary Interests

Members are asked to consider any Pecuniary and Non-Pecuniary Interests they may have to disclose to the meeting in relation to matters under consideration on the Agenda.

3. Minutes of the Meeting held on 5 March 2019 (Pages 1 - 6)

4. Transport for the North: Revised Strategic Transport Plan (Pages 7 - 56)

5. Chair's update

Verbal update

6. External Scrutiny Committee Work Programme 2018/19 (Pages 57 - 66)

7. Urgent Business

An item of urgent business may only be considered under this heading where, by reason of special circumstances to be recorded in the Minutes, the Chair of the meeting is of the opinion that the item should be considered at the meeting as a matter of urgency. Wherever possible, the Chief Executive should be given advance warning of any Member's intention to raise a matter under this heading.

8. Date of Next Meeting

The next meeting of the External Scrutiny Committee will be held on Tuesday 16 July 2019 at 10.30am at County Hall, Preston.

County Hall
Preston

L Sales
Director of Corporate Services

Lancashire County Council

External Scrutiny Committee

Minutes of the Meeting held on Tuesday, 5th March, 2019 at 10.30 am in Committee Room 'B' - The Diamond Jubilee Room, County Hall, Preston

Present:

County Councillor Edward Nash psc (Chair)

County Councillors

| | |
|--------------|-------------|
| D Stansfield | Mrs L Oades |
| A Ali | G Oliver |
| A Cheetham | J Rear |
| C Crompton | J Shedwick |
| D Foxcroft | C Towneley |
| J Gibson | |

County Councillor Julie Gibson replaced County Councillor Tony Martin for this meeting only.

1. Apologies

There were no apologies.

2. Disclosure of Pecuniary and Non-Pecuniary Interests

None were disclosed.

3. Minutes of the Meeting held on 16 October 2018

Resolved: That the minutes from the meeting held on 16 October 2018 be confirmed as an accurate record and signed by the Chair.

4. Electricity North West: Investment, customer service and low carbon technology

The Chair welcomed Helen Norris, Stakeholder Engagement and CSR Manager; Mike Taylor, Customer Engagement Manager and Strategic Projects; Jonathan Booth, Asset Management; and Ebrahim Hajat, Investment Manager, to the meeting.

The officers delivered a presentation which provided the committee with:

- An introduction to Electricity North West.
- Information on investments in Lancashire, customer service and support partnerships for vulnerable customers.
- Information on supporting strategic projects and low carbon technologies.

On investments in Lancashire, it was noted that Electricity North West's assets were installed during the 1950s/60s and there was now a requirement to change these assets to enable new ways of delivering electricity and managing reliability. The Committee was informed that behaviour changes of people affected the network and whilst Electricity North West ensured power cuts were minimised it was now looking at smarter ways of working such as installing new technology to become efficient, resilient and responsive to people's needs as well as to help identify any faults.

It was noted that the average time a person could expect to go between experiencing a power cut was 3.3 years. As such, power cuts for most parts of the county were considered rare occurrences, whereupon it was intimated that some people were perhaps not as prepared for such events as others. Power cuts were more likely to occur in West Lancashire and Ribble Valley districts. Electricity North West was currently replacing overhead lines in Ribble Valley with underground cable. It was noted that approximately 80% of the network was underground.

In referencing Greater Manchester's ambition to become carbon neutral by 2038, it was noted that Electricity North West would welcome working with the county council on its carbon plan and aspirations. Officers also made reference to a Lancashire Energy Strategy which was produced during 2018. However, no further action or confirmation of its endorsement had been communicated.

With regard to vulnerable customers it was highlighted that when faults occurred on the network, for some people it was a considerable inconvenience and in some cases life-threatening i.e. people who are medically dependent on electricity. There was a need to look at alternative ways of providing electricity. It was reported that Electricity North West maintained a Priority Services Register (PSR) and worked with a number of organisations to support vulnerable customers including Citizens Advice. The Committee was informed that as well as providing debt advice, Citizens Advice also provided energy advice.

In addition to this Electricity North West was trialling its industry leading data sharing with United Utilities in its "Tell us Once" initiative. With consent from a person, it could share data with United Utilities and was hoping to roll this out with other utility companies. Electricity North West was also in the process of identifying areas of fuel poverty.

On emerging issues the Committee was informed that in November 2018, Electricity North West had published a report on 'Distribution Future Electricity Scenarios (DFES) and Regional Insights across the North West' including Lancashire. A copy of which is set out on their website. A webinar (online seminar) event was to be held on 28 March 2019, which aimed to provide participants with the opportunity to find out more about how levels of demand and generation were anticipated. The Committee was also informed of the Manchester Green Summit that was to be held on 25 March 2019. Electricity North West was also supporting the Climate and Environmental Emergency Conference in Lancaster on 29 March 2019.

Given the duration passed in considering this item, it was;

Resolved: That the formulation of recommendations be considered under item 7
- External Scrutiny Committee Work Programme 2018/19.

5. Community Safety Strategic Assessment and Community Safety Agreement 2019

The Chair welcomed County Councillor Peter Buckley, Cabinet Member for Community and Cultural Services; Debbie Thompson, Public Health Specialist, Lancashire County Council; Angela Harrison, Director of the Office of the Police and Crime Commissioner; Robert Ruston, Partnerships Officer, Police and Crime Commissioner's Office; and Lee Sculpher, Senior Partnership Analyst, Public Health, Lancashire County Council, to the meeting.

The report presented provided an overview of the Strategic Assessment, which in Lancashire was produced on a three yearly cycle, with an annual review of key findings. Members raised concerns that knife crime had not been included in the Community Safety Agreement for 2019-2022, given recent events both locally and nationally. Members also suggested if work could be done in schools to help reduce knife crime. Officers felt they would welcome the opportunity to work with schools and youth forums. It was reported that the Community Safety Agreement was a high-level document of key issues and that detailed work would happen in local areas.

The Committee noted that Lancashire County Council could not instruct what each of the Community Safety Partnership's priorities should be. It was also noted that the information used to inform the Agreement was gathered 12 months ago.

A question was asked regarding when, how and from whom the Living in Lancashire Survey was sent out to. In response it was reported that the officers in attendance didn't have the information with them at the meeting but agreed to contact Lancashire County Council's Communications team to obtain and circulate it to the Committee. A copy of the response is set out in the minutes.

Members fed back on the concerns of their residents. The committee felt there was a loss of connectivity between police and the communities. Concerns were raised about the lack of PACT (Police and Communities Together) meetings. Engagement with communities was different across the County and in some instances was through a virtual online PACT. The Committee was informed that three Engagement Officers had recently been appointed to work with each of the Base Command Unit areas. However, there was a consensus from members that they wanted to see more policing in their areas.

The Committee was informed that over the next four months a review of Community Safety Partnership working and Governance arrangements would be undertaken. It was suggested that the outcome of the review be presented to the Committee in five months' time.

Resolved:

1. The Cabinet Member for Community and Cultural Services consider the inclusion of knife crime in the Community Safety Agreement for 2019-2022, before it takes effect from 1 April 2019.
2. An update on the review of Community Safety Partnerships be presented to the External Scrutiny Committee in five months' time.

6. Chair's update

The Chair provided a verbal update to the Committee on progress that had been made since the Committee last met.

- The Committee awaited a response from the Secretary of State for Housing, Communities and Local Government with regard to water companies not being statutory consultees on all planning applications. The deadline for the response was 22 October 2018.
- The Chair and the Deputy Chair had met with the Police and Crime Commissioner for Lancashire to request evidence in relation to police officer time being taken up by responding to issues defined as non-crime. This was currently awaited.
- The Chair and Deputy Chair had met with Helen Norris from Electricity North West to discuss ways of working together and in preparation for today's meeting.
- A request was made by County Councillor Foxcroft to review the quality of reinstatement work on highways by utility companies. Evidence had been requested from the Council's Highways Team and was awaited.
- The Strengthening Flood Risk Management and Preparedness in Lancashire Task and Finish Group met on 31 January 2019. Two further meetings had been scheduled later in March. It was hoped that the report of the Task and Finish Group would be presented to the Committee at its meeting in October 2019.
- An informal meeting for members of the Committee to conduct work programming for 2019/20 would be arranged for some time around May/early June. Details would be circulated in advance of the meeting.

Resolved: That the Chair's update be noted.

7. External Scrutiny Committee Work Programme 2018/19

The report presented set out the External Scrutiny Committee's Work Programme for the municipal year 2018/19.

County Councillor Gillian Oliver presented her findings from the Bite Size Briefing on Universal Credit held for members on 30 October 2018. A copy of the findings is set out in the minutes.

In considering the recommendations set out in the report at item 4 – Electricity North West: Investment, customer service and low carbon technology, the following suggestions were raised by members of the Committee:

- Representatives from the Lancashire Enterprise Partnership, be invited to attend a future meeting of the Committee to present on the Lancashire Energy Strategy.
- Ask the Director of Public Health to identify ways to partner with Electricity North West.
- A report be presented to the Committee on the Lancashire County Council's Green Energy Fund and how this was being utilised.
- A task and finish group be established.
- Appoint a rapporteur to see how the Lancashire Energy Strategy can be progressed.

Resolved: That;

1. The report be noted.
2. The Chair of the External Scrutiny Committee, County Councillor Ed Nash psc be appointed to act as rapporteur to determine how the Lancashire Energy Strategy can be progressed.

8. Urgent Business

There was no Urgent Business.

9. Date of Next Meeting

The next meeting of the External Scrutiny Committee would take place on Tuesday 16 April 2019 at 10.30am in Cabinet Room B (The Diamond Jubilee Room) at the County Hall, Preston.

L Sales
Director of Corporate Services

County Hall
Preston

External Scrutiny Committee

Meeting to be held on Tuesday, 16 April 2019

Electoral Division affected:
(All Divisions);

Transport for the North: Revised Strategic Transport Plan

(Appendix 'A' refers)

Contact for further information:

Gary Halsall, Tel: (01772) 536989, Senior Democratic Services Officer (Overview and Scrutiny), gary.halsall@lancashire.gov.uk

Executive Summary

Presentation on the revised Strategic Transport Plan, Investment Programme, Central Pennines Corridor and next steps.

Recommendation

The External Scrutiny Committee is asked to note and comment on the presentation.

Background and Advice

Transport for the North (TfN) is England's first Sub-national Transport Body which was formed to transform the transport system across the North of England, providing the infrastructure needed to drive economic growth.

As a partnership, Transport for the North brings the North's 20 local transport authorities and business leaders together with Network Rail, Highways England, and HS2 Ltd, and works with Central Government. They enable the North to speak with one voice on the transport infrastructure investment needed to drive transformational growth and rebalance the UK economy.

Transport for the North does not replace or replicate the work of existing local transport bodies. Their role is to add strategic value by ensuring that funding and strategy decisions about transport in the North are informed by local knowledge and requirements. This fits with the devolution agenda, drawing powers down from central government rather than up from local government.

Robin Miller-Stott, Senior Strategy Officer and Owen Wilson, Project Manager from Transport for the North will attend the meeting to deliver a presentation covering the following aspects:

- [Strategic Transport Plan and Investment Programme](#)
- [Central Pennines Corridor](#)

- Next steps

Over the coming year, Transport for the North will be working with Highways England to undertake a further trans-pennine study looking at the M65/A59 corridor. [Further information on this can be found on the gov.uk website.](#)

A copy of the presentation to be delivered at the meeting is set out at **appendix A** to this report.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

The presentation set out at appendix 'A', represents the views of Transport for the North and are not those of Lancashire County Council.

Local Government (Access to Information) Act 1985

List of Background Papers

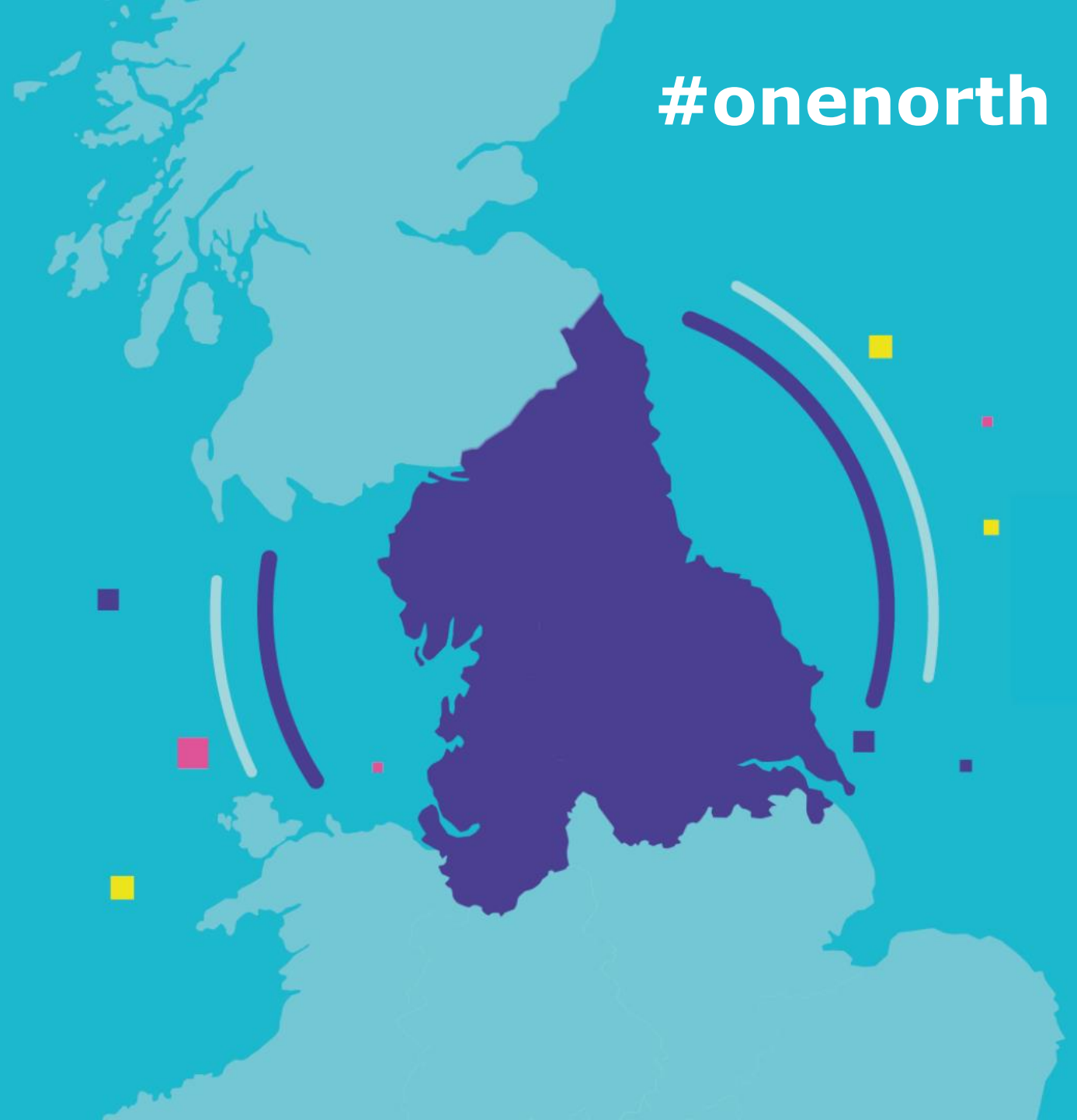
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| | | |
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| None | | |
|------|--|--|

| | | |
|---|--|--|
| Reason for inclusion in Part II, if appropriate | | |
|---|--|--|

| | | |
|-----|--|--|
| N/A | | |
|-----|--|--|

#onenorth





The North today



3 county councils



28

universities

In the North, with 525,000 students

↓ 4.4%
unemployment rate
(September 2017)



23 major ports



£330bn
GVA (2016)



256
towns



Five of
the UK's ten
largest cities



77%
economic activity rate
(September 2017)



6 UNESCO World
Heritage Sites



7.63 million jobs



£125,085
average
house price



73.4%
employment
(September 2017)



7 international
airports



43.9m
annual air
passengers from
Northern airports



5
National
Parks



37
district
councils

15.4
million
people



11
local enterprise
partnerships



5 combined
authorities



Our role and remit



**Elected
politicians**



**Business
leaders**

Local Transport Authorities

Managing and investing in local transport networks within economic clusters, such as investment in local roads, cycling, walking, and buses, and in some cases light rail.



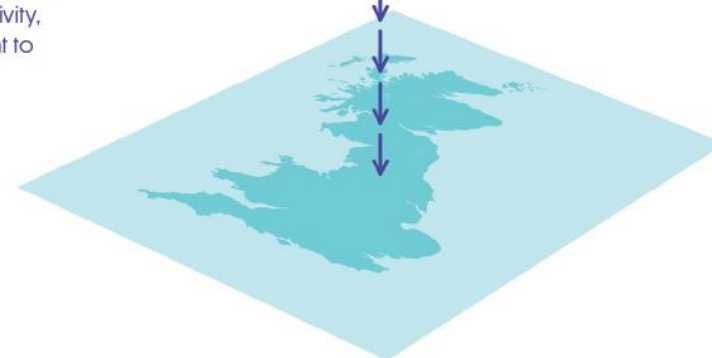
Transport for the North

Setting out the case and priorities for connecting different economic clusters, ports, and airports across the whole of the North. TfN's 'blue print' for road and rail investment will enhance strategic pan-Northern connectivity, complementing local transport investment to improve the 'whole journey'.



National connectivity

Working with the Department for Transport and the North's cross-border authorities, the pan-Northern investments will support enhanced connectivity across the UK.





TfN's role and remit

In April 2018, Transport for the North became England's first ever Sub-national Transport Body.

The Sub-national Transport Body (Transport for the North) Regulations 2018 states the following general functions:

- Prepare a transport strategy, in the form of the Strategic Transport Plan
- Provide advice to the Secretary of State about the exercise of transport functions (whether exercisable by the Secretary of State or others)
- Co-ordinate the carrying out of transport functions that are exercisable by different constituent authorities, with a view to improving the effectiveness and efficiency in the carrying out of those functions
- If TfN considers that a transport function would more effectively and efficiently be carried out by TfN, to make proposals to the Secretary of State for the transfer of that function to TfN
- To make other proposals to the Secretary of State about the role and functions of TfN





Strategic Transport Plan



 Northern
Powerhouse
& UK Economy



Aims of the Plan



Inclusive & Sustainable Growth

WHAT

Strategic Development Corridors



Major Road Network



Integrated and Smart Travel



**Northern
Powerhouse
Rail**

Strategic Rail

HOW



Funding



Skills



Spatial Planning

Analysis & Appraisal

By 2050



£100bn
increase
in GVA



850,000
additional
jobs



Investment Programme



Pan-Northern transport objectives



Transforming economic performance



Improving inclusivity, health, and access to opportunities for all



Promoting and enhancing the built, historic, and natural environment





Increasing efficiency, reliability, integration, and resilience in the transport system



A transformed North

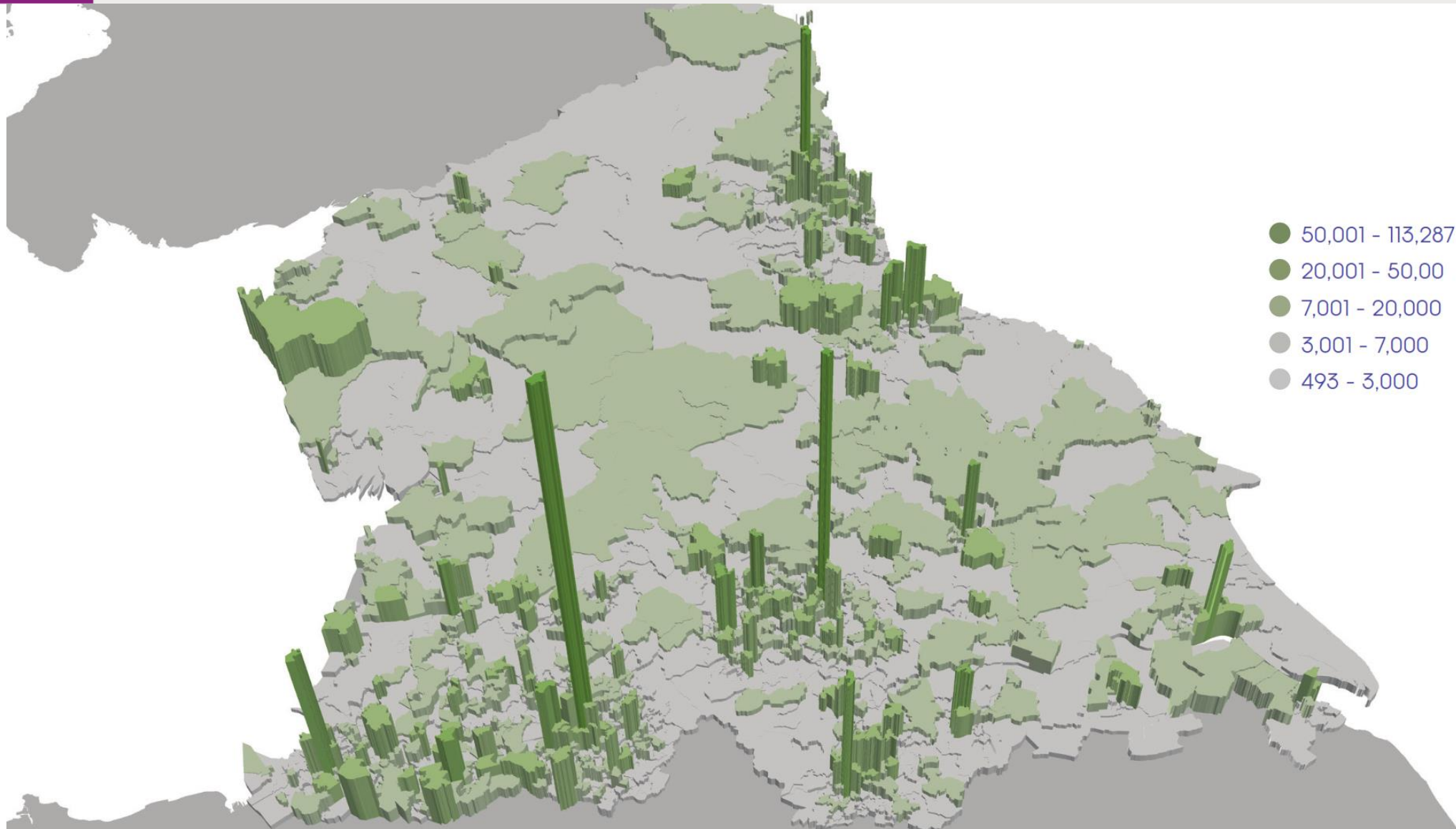


| | 2015 | 2050 Business as usual scenario | 2050 Transformational scenario (baseline for TfN) |
|---|----------------|---------------------------------------|---|
|  Employment | 7.5 million | 8.3 million | 9.2 million |
|  GVA (2011 prices) | 302 billion | 603 billion | 695 billion |





Employment distribution across the North



Distribution of key capabilities

PRIME CAPABILITIES

Advanced
Manufacturing



Digital



Energy



Health
Innovation



ENABLING CAPABILITIES



Education
(particularly Higher
Education)

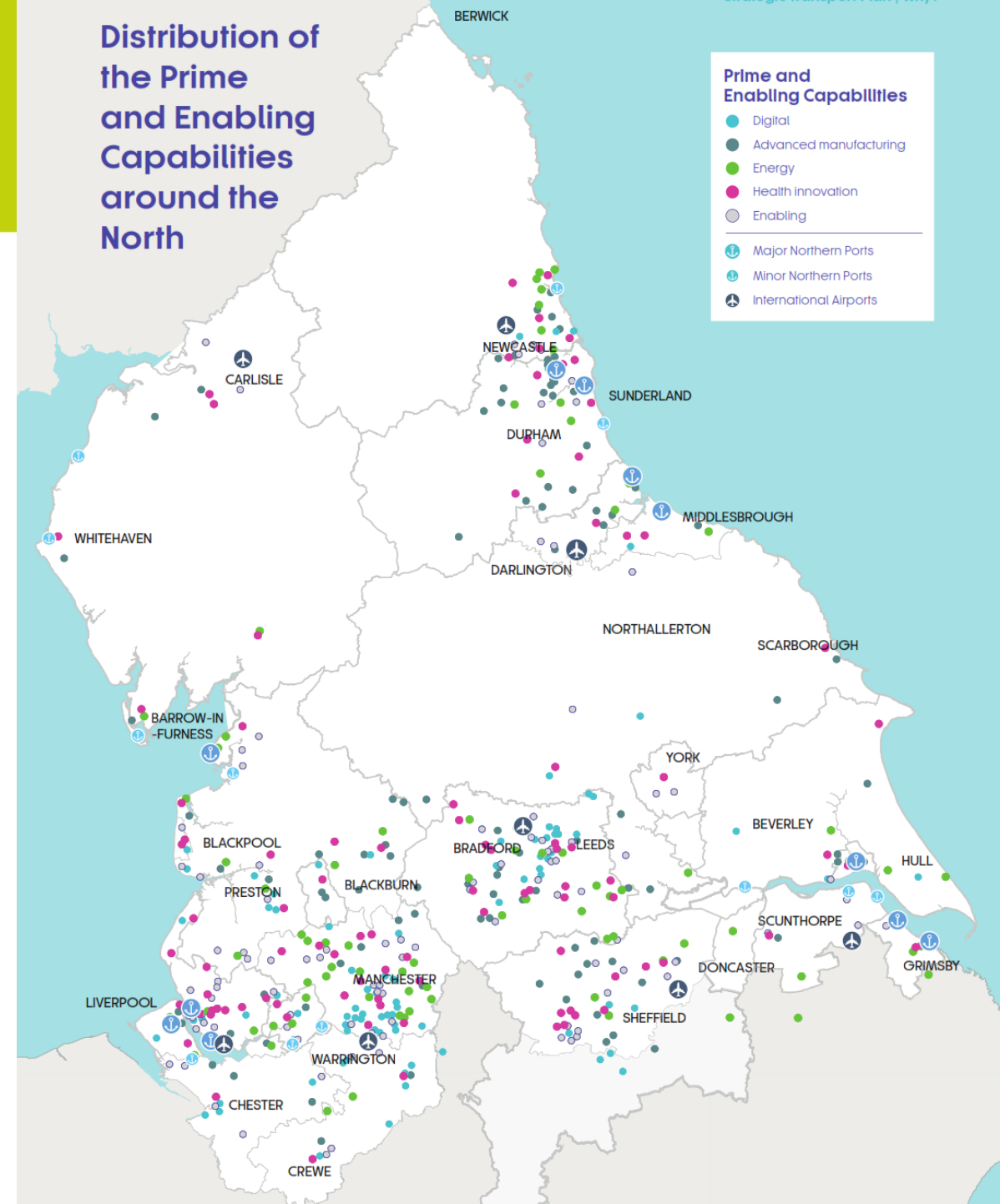


Financial &
Professional
Services



Logistics

Distribution of the Prime and Enabling Capabilities around the North

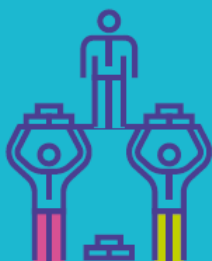




Economic assets and clusters



Connecting people



Connecting businesses



Moving goods

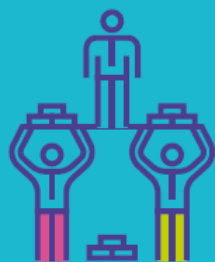




The North's current employment density



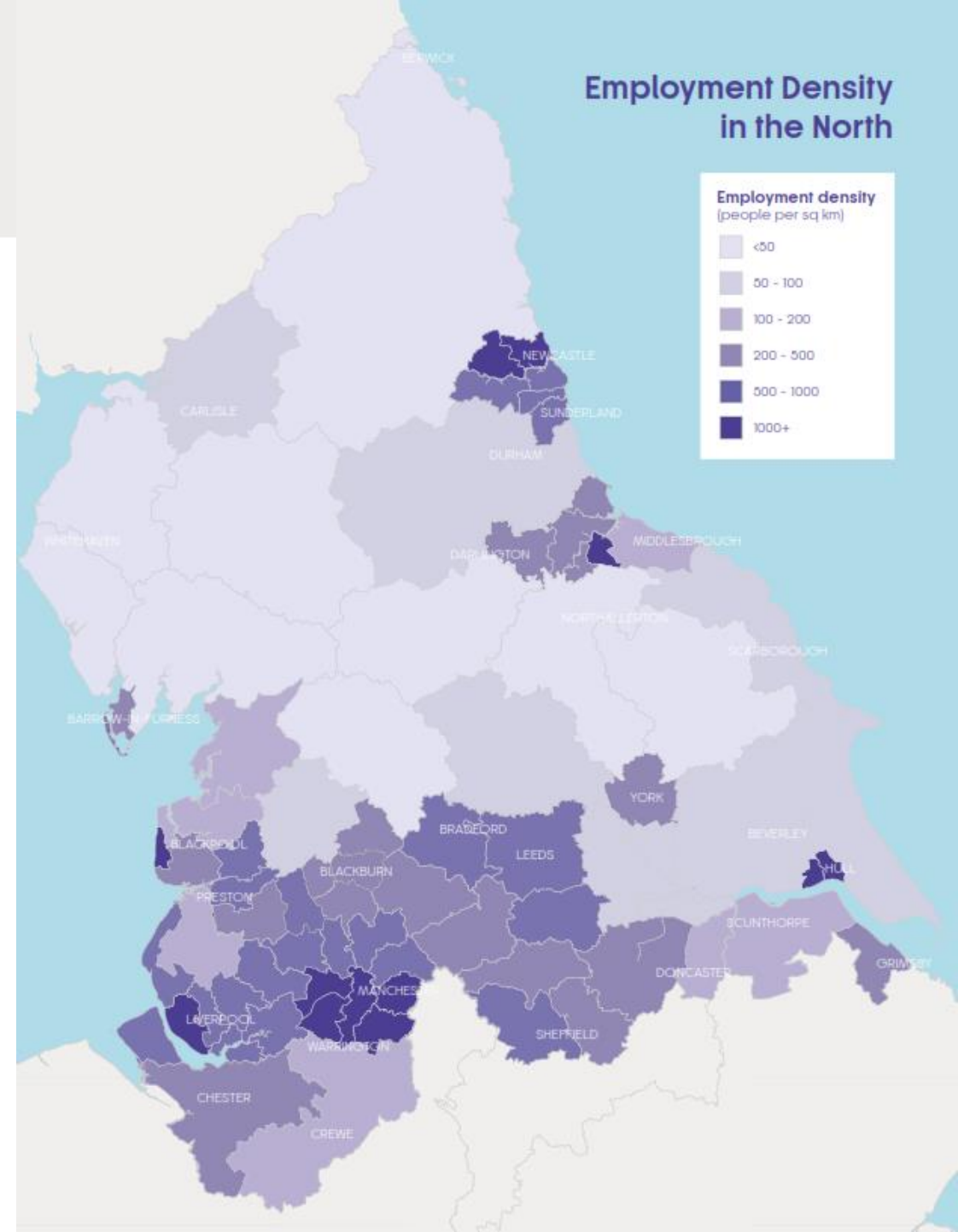
Connecting people



Connecting businesses



Moving goods

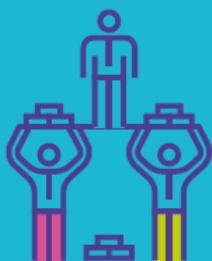




A transformed Northern economy



Connecting people

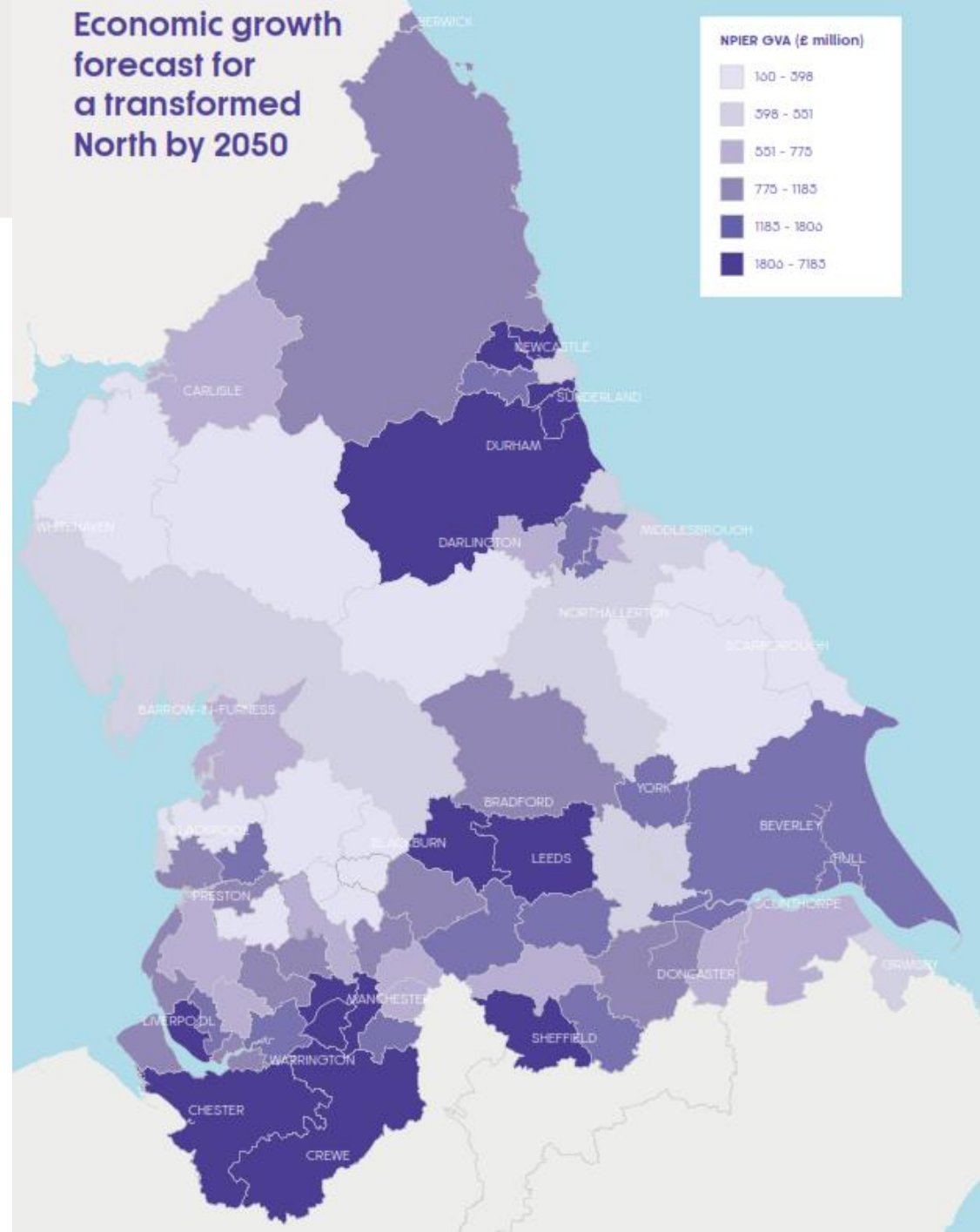


Connecting businesses



Moving goods

Economic growth
forecast for
a transformed
North by 2050

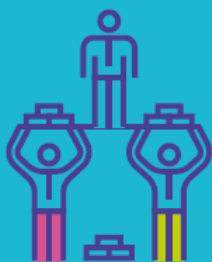




A transformed Northern economy



Connecting people



Connecting businesses

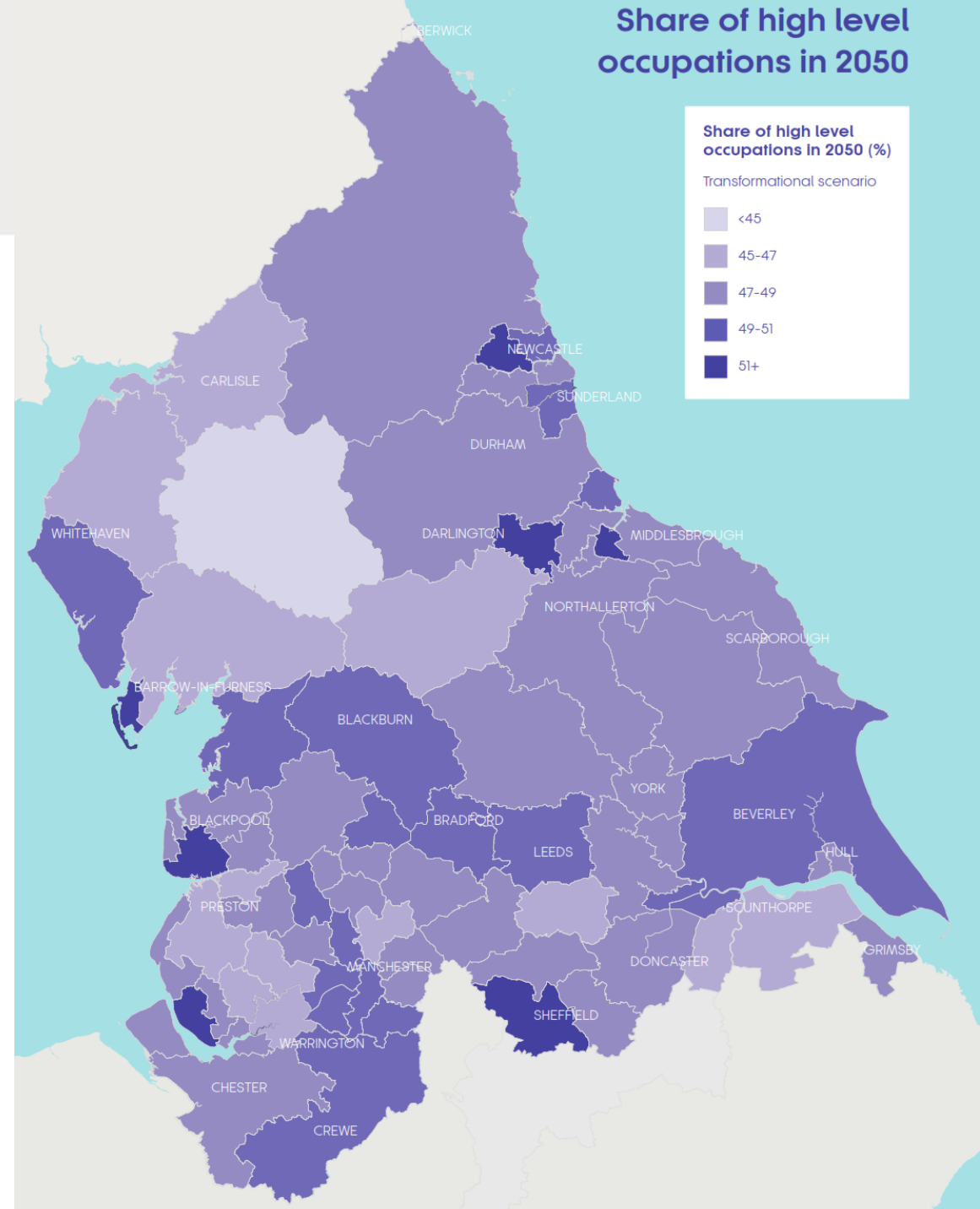
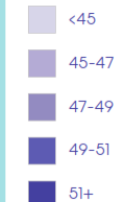


Moving goods

Share of high level occupations in 2050

Share of high level occupations in 2050 (%)

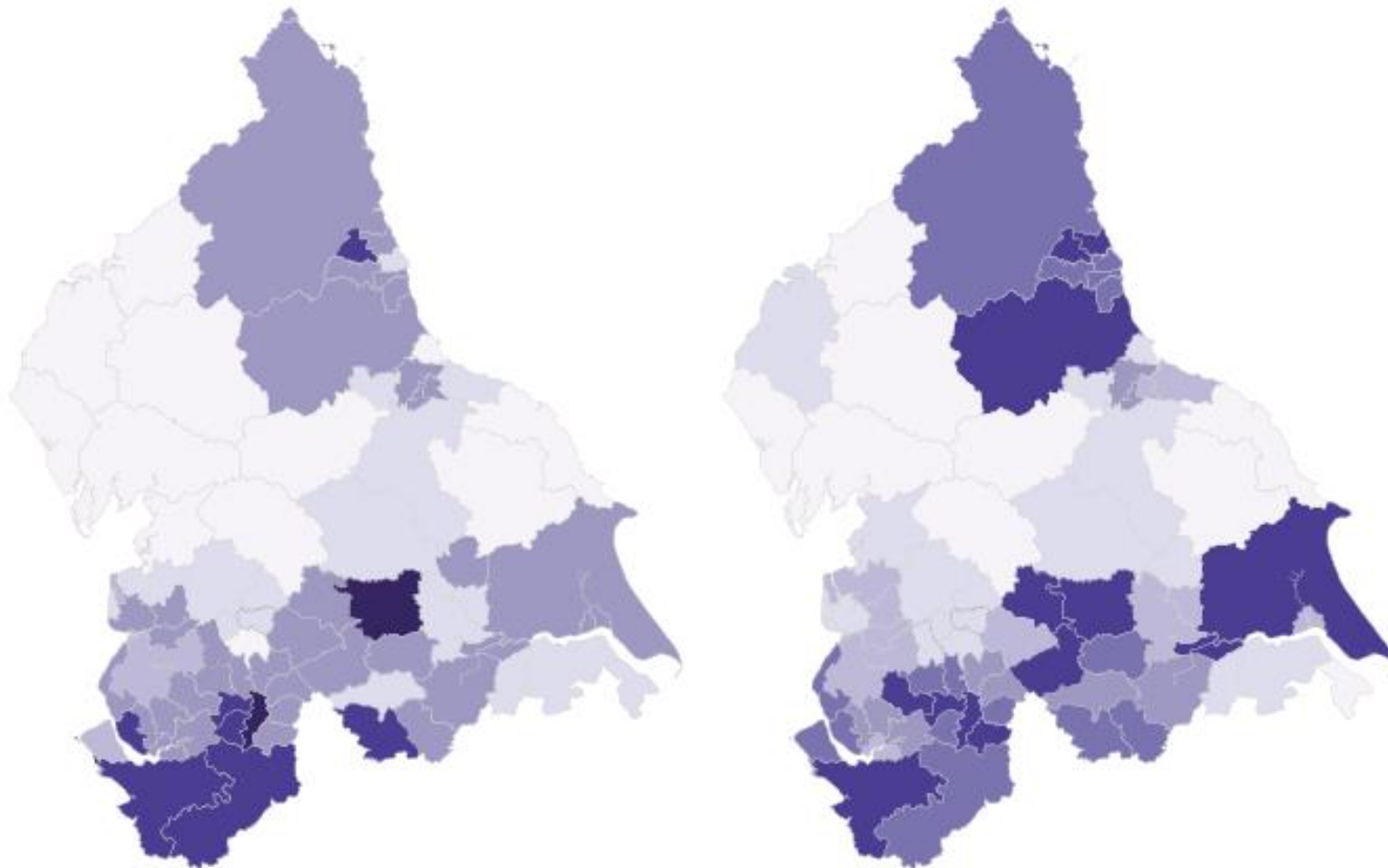
Transformational scenario





Commuting patterns across the North

In and Out commuting





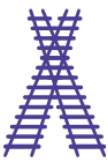
The North's transport network



26 minutes
average travel time to work



1.54
Vehicle occupancy



3,800km
total kms of rail



13km
Average commute

+8%
increase in road trips
between 2012-2016



222.9 million
passenger rail journeys

Mode shares for travel to work

75%
Car
7%
Bus

14%
Other
4%
Rail



85,580km
total kms of road



207%
Rail demand increase
since 1995/96



Demand on the transport network

Roads



Car travel is the dominant mode of travel (66% of all trips and 80% of distance)

People within the top 20% income band within the North travel 250% greater distance annually (210% more by car and 330% more by rail) than those within the bottom 20% income band.

Rail



Only 1.1% share of total trips

Rail passengers three times than 20 years ago, a rate of 6.3% per annum (national growth rate - 4.2%)

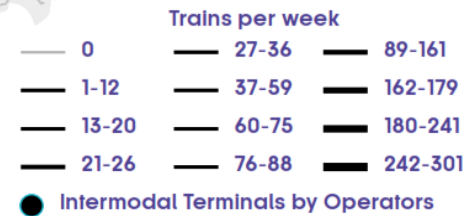
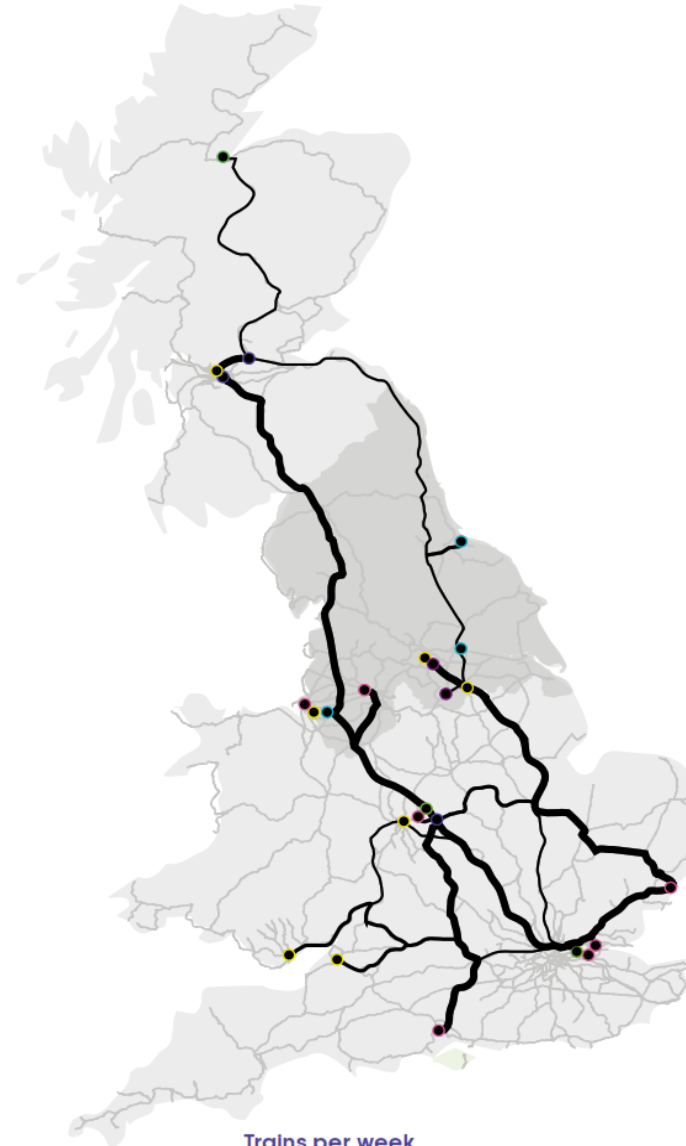
Capacity on rail services increased by an average of 6.45%

Average speeds across the Pennines are below 50mph

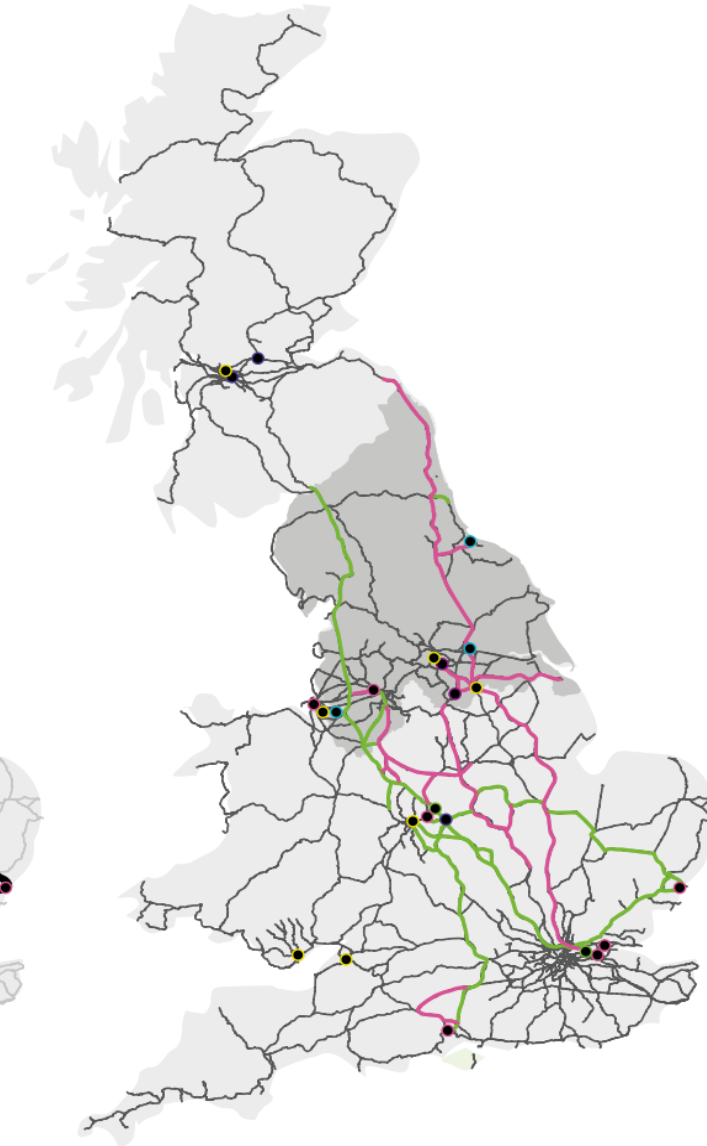


Freight on rail

Rail freight services



Rail freight gauge





TfN supports the series of Government policies and proposals to meet the UK's legislated emission reduction targets as set out in the Road to Zero Strategy and Clean Growth Strategy.

TfN supports the Government's recent pledge to remove diesel trains from Britain's railways by 2040.

TfN supports the delivery of a low carbon Northern transport network, including a zero carbon public transport network, by 2050.

TfN fully supports the Birmingham Declaration on zero emission vehicles in meeting the goals of the Paris Agreement.

Working with the Government and TfN's Partners, the North must ensure there is a joined-up plan for strategic electric vehicle charging infrastructure to enable the mass adoption of electric vehicles.

The 'Pathway to 2050' will set out how TfN's implementation of policies and interventions will contribute towards meeting carbon budget targets. Work will also explore Sustainable Return on Investment in business cases.



Transport and Spatial Planning



Homes for the North analysis that at least 50,000 new homes are required every year for the next decade for transformational demand (in 2016-17, only 32,650 new homes were completed).

A need for a more diverse, affordable market to house the present population and that of the future

The principle of joined-up planning for new homes and infrastructure has long been acknowledged at a national level and is mentioned as a key element of the Government's Industrial Strategy.

TfN wants to build a collaborative and constructive relationship with the North's 72 local planning authorities.

TfN also wants to continue to work collaboratively through existing partnerships and networks, such as work to develop a Great North Plan, to ensure that there is long term and co-ordinated strategic infrastructure investment.

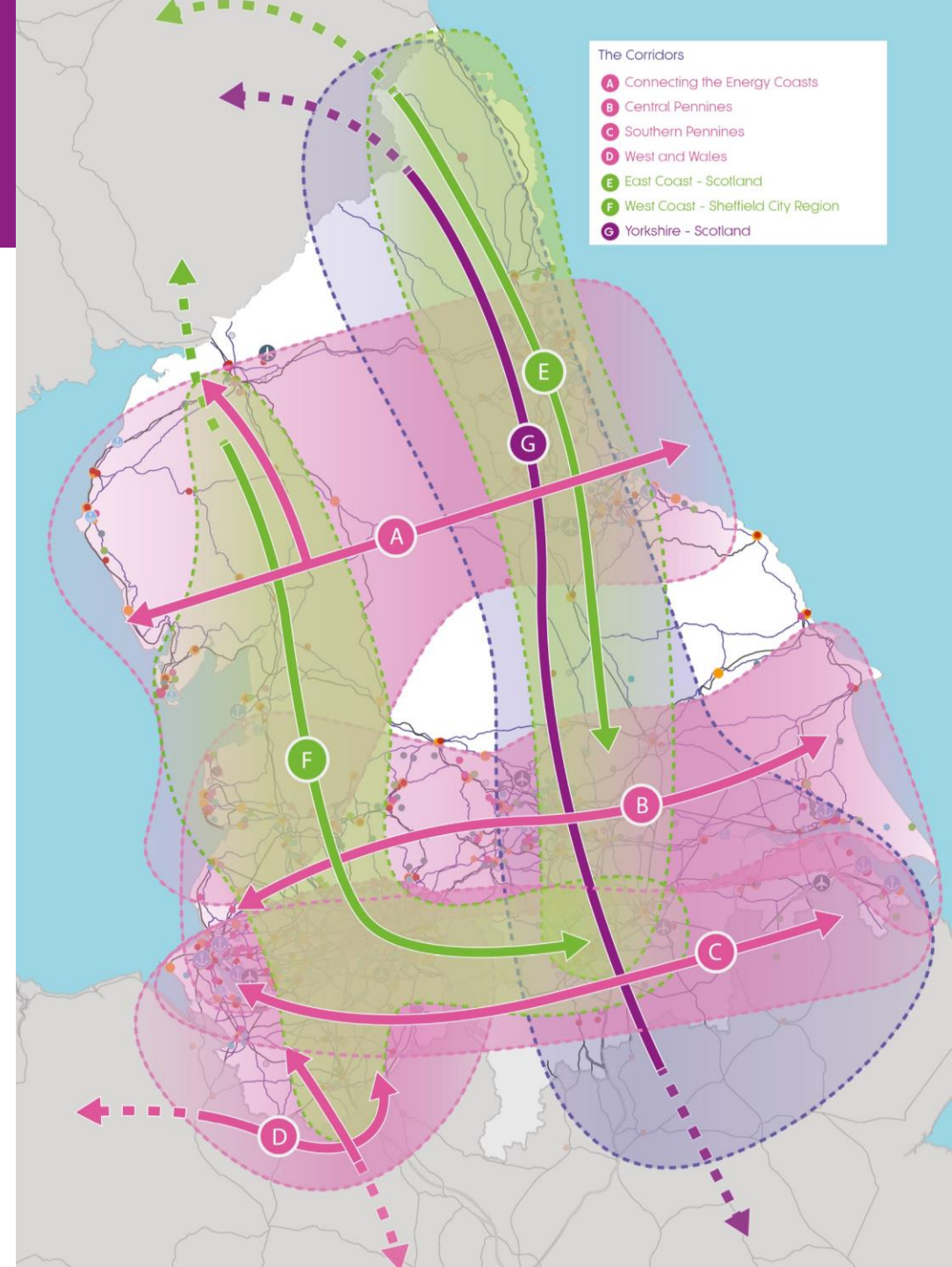
Strategic Development Corridors

Developing the major strategic transport interventions along economic growth corridors

- A** Connecting the Energy Coasts
- B** Central Pennines
- C** Southern Pennines
- D** West and Wales
- E** East Coast to Scotland
- F** North West to Sheffield City Region
- G** Yorkshire to Scotland

The Corridors

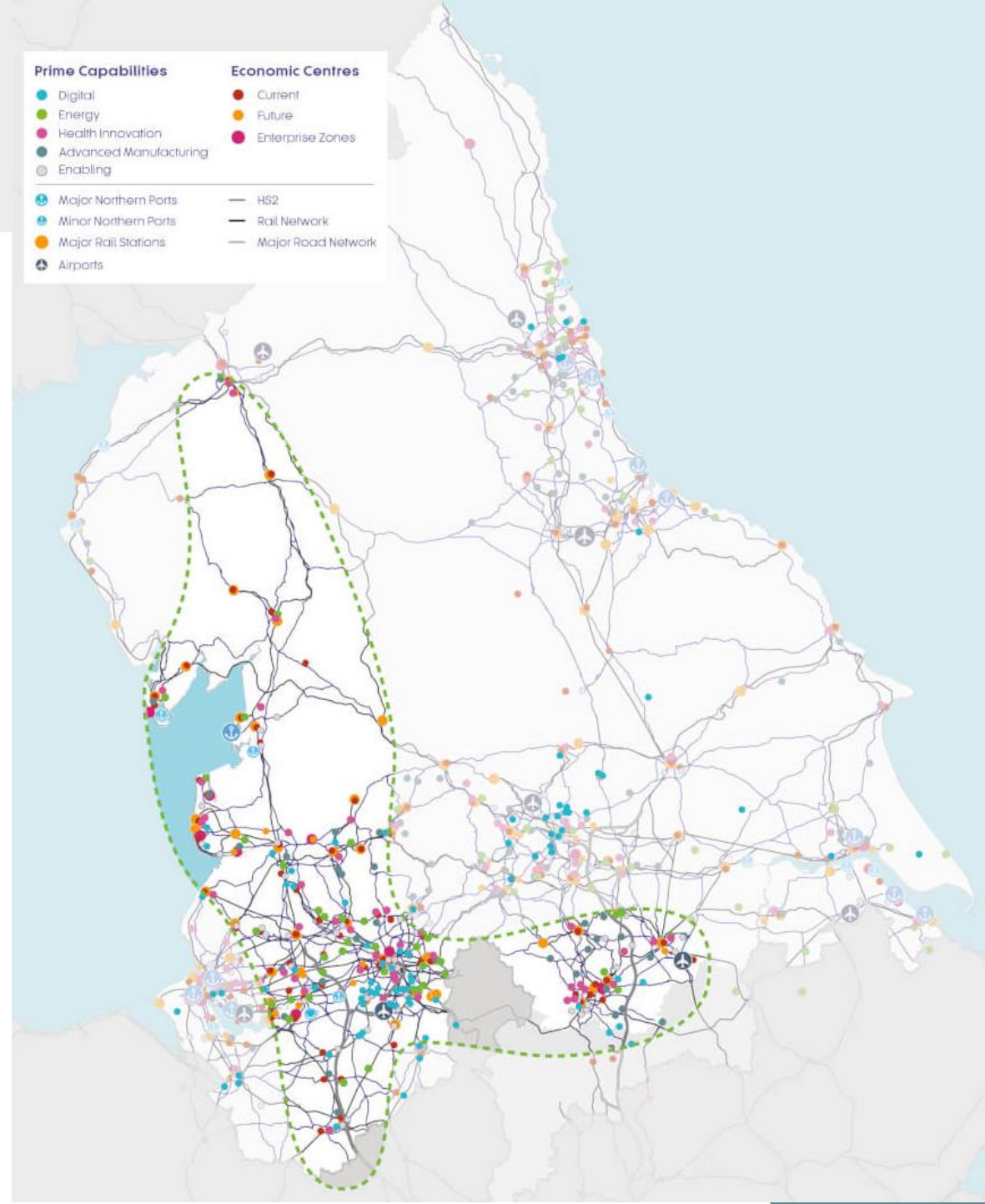
- A** Connecting the Energy Coasts
- B** Central Pennines
- C** Southern Pennines
- D** West and Wales
- E** East Coast - Scotland
- F** West Coast - Sheffield City Region
- G** Yorkshire - Scotland





West Coast – Sheffield City Region Strategic Development Corridor

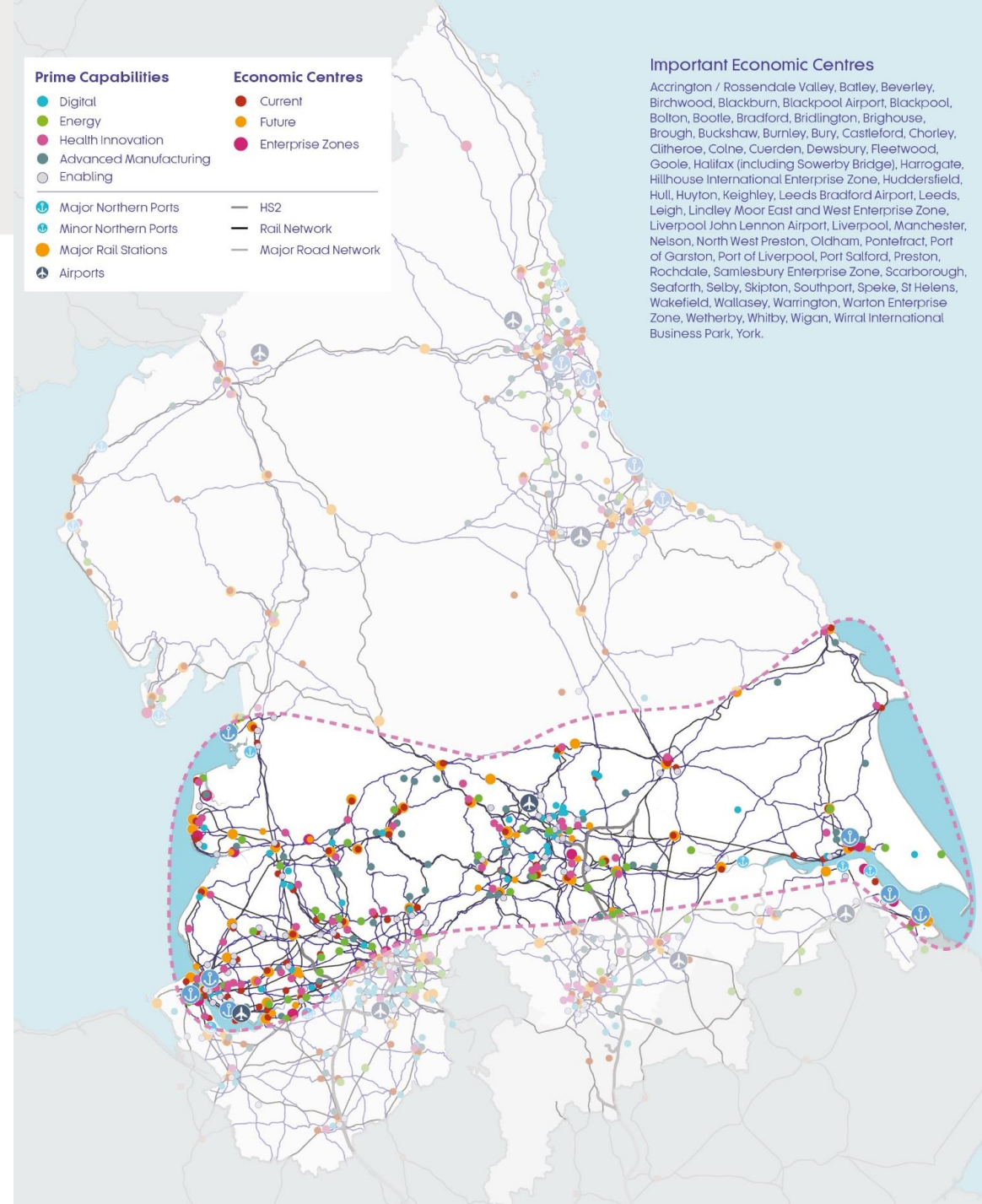
Strengthening rail connectivity along the West Corridor, through the West Coast Partnership and infrastructure upgrades, connecting the advanced manufacturing clusters and assets in Cumbria, Lancashire, Greater Manchester, Cheshire, and Sheffield City Region, with improved connectivity from the North in to Scotland and the Midlands.





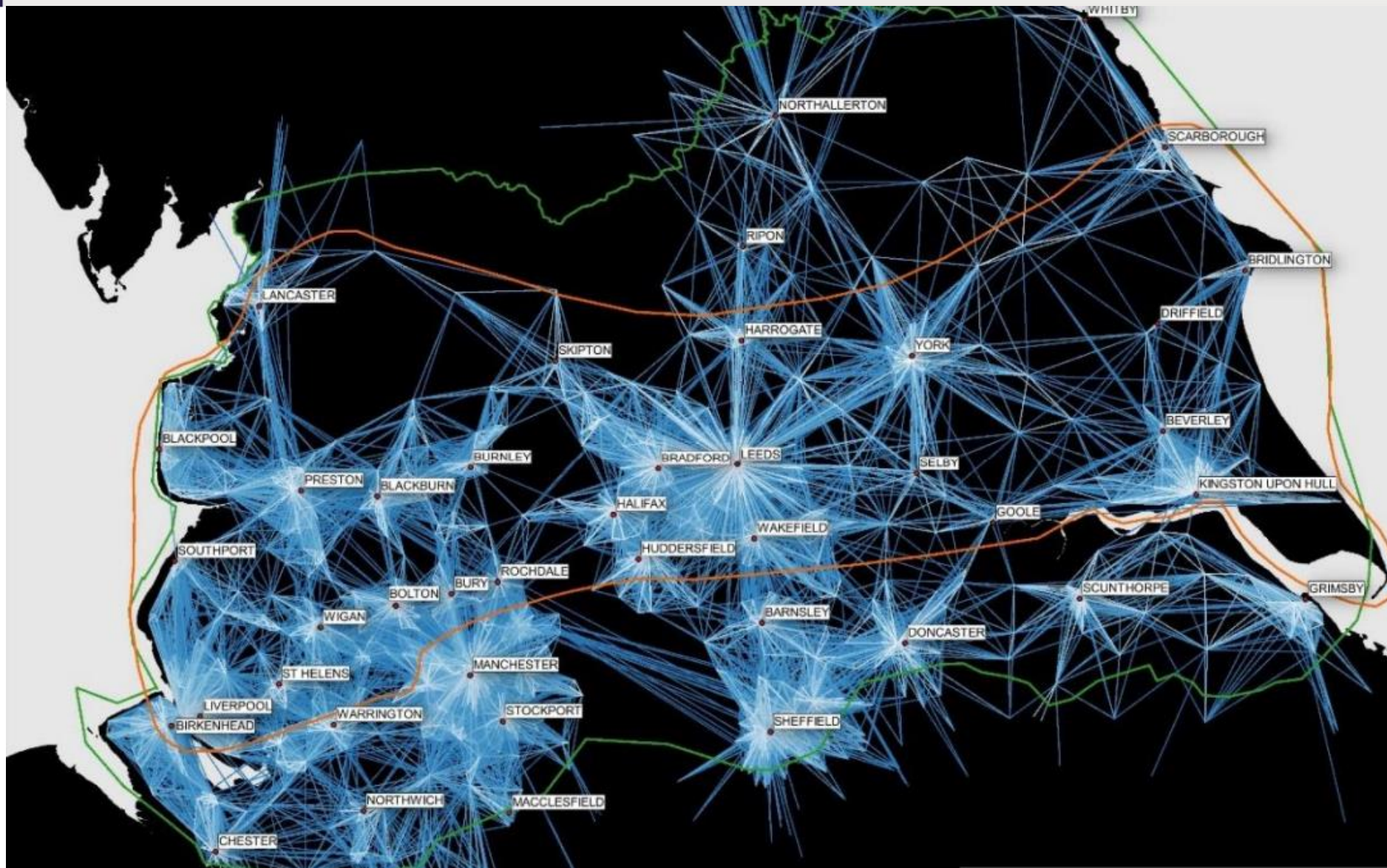
Central Pennines Strategic Development Corridor

Improving strategic East-West connectivity for some of the North's important economic centres and assets in North Yorkshire, West Yorkshire, East Riding and Hull and Humber through to Greater Manchester, Lancashire and Liverpool City Region.



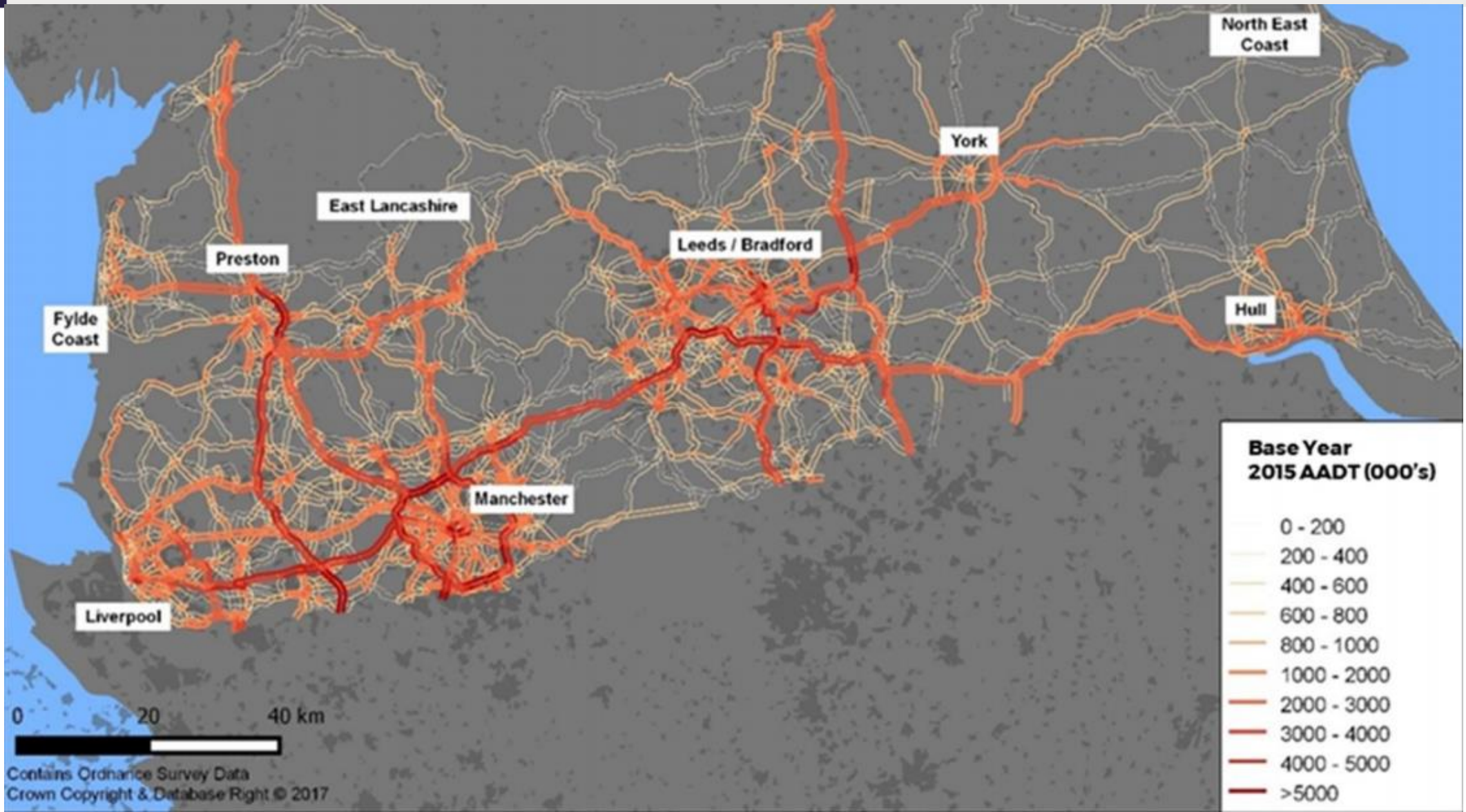


Travel to work movements





Daily Traffic Volumes





Average Road Speeds

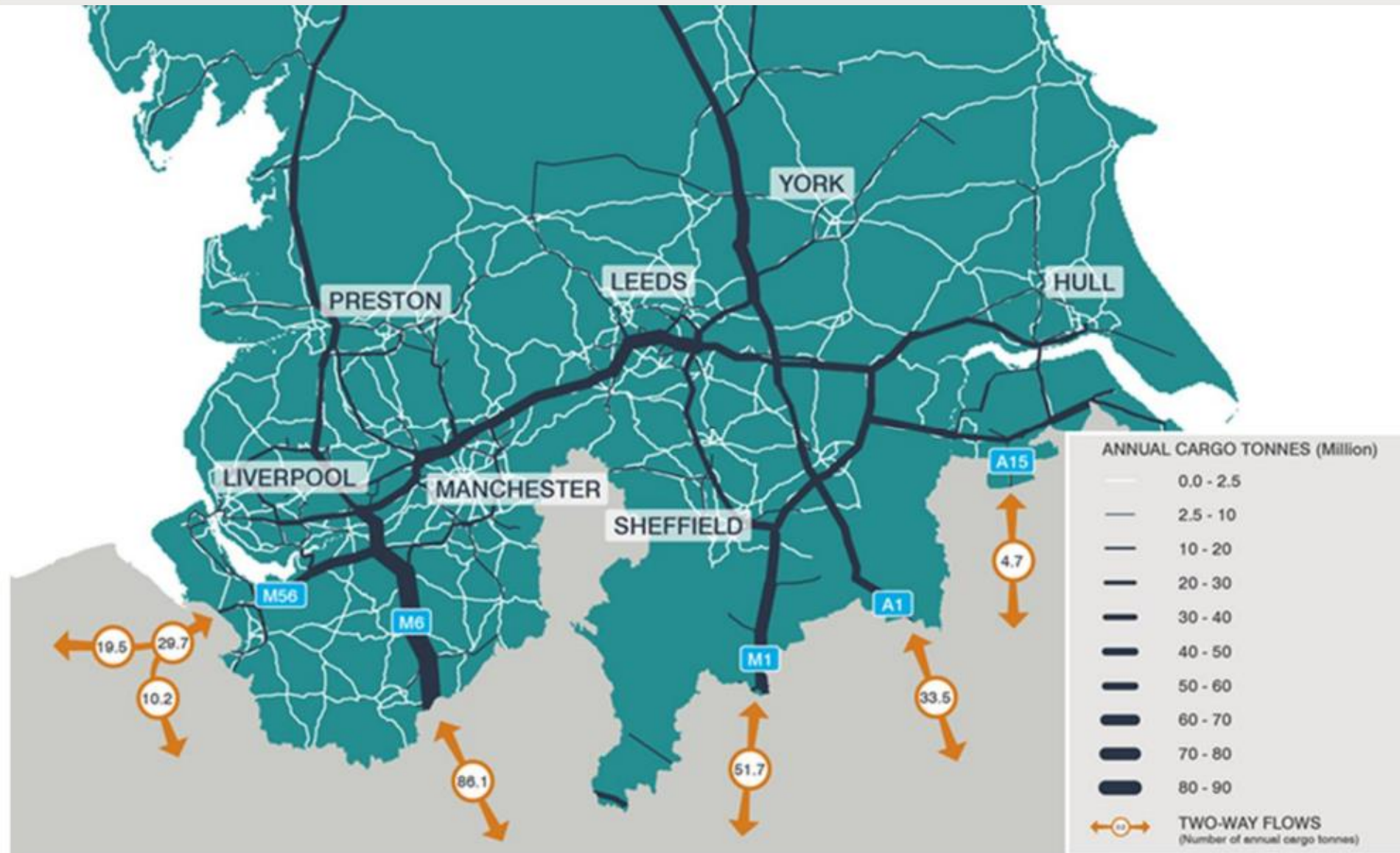


Intercity and Interurban Services Average Speed





Road Freight Annual Cargo Tonnes



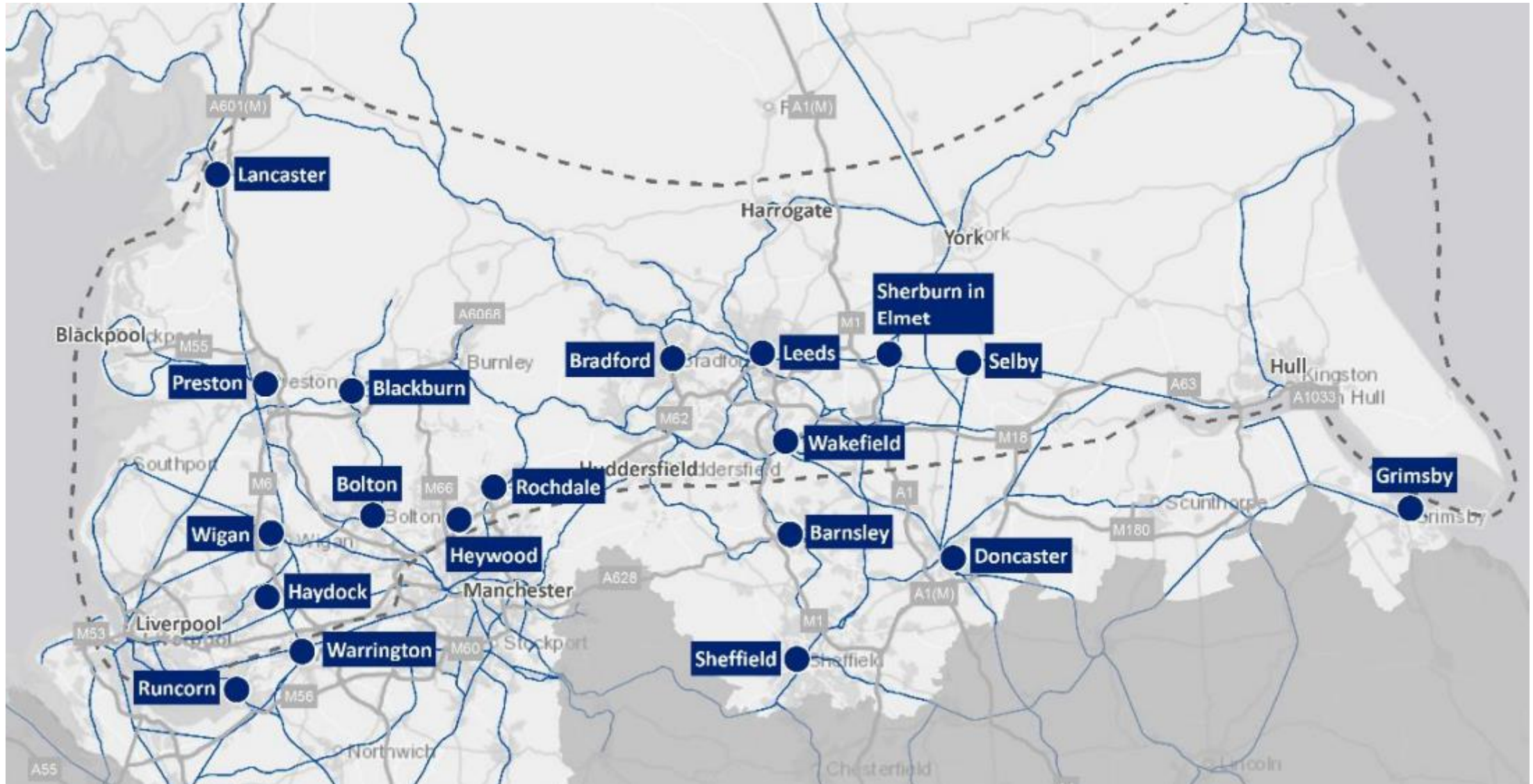


Rail Freight Annual Cargo Tonnes





Logistics Hubs





BAE Systems' procurement spending by local authority district





SDCs – Development of Strategic Outline Programme

Officers from TfN's Partners, DfT, Highways England, Network Rail and cross-border authorities have been involved throughout the development work.

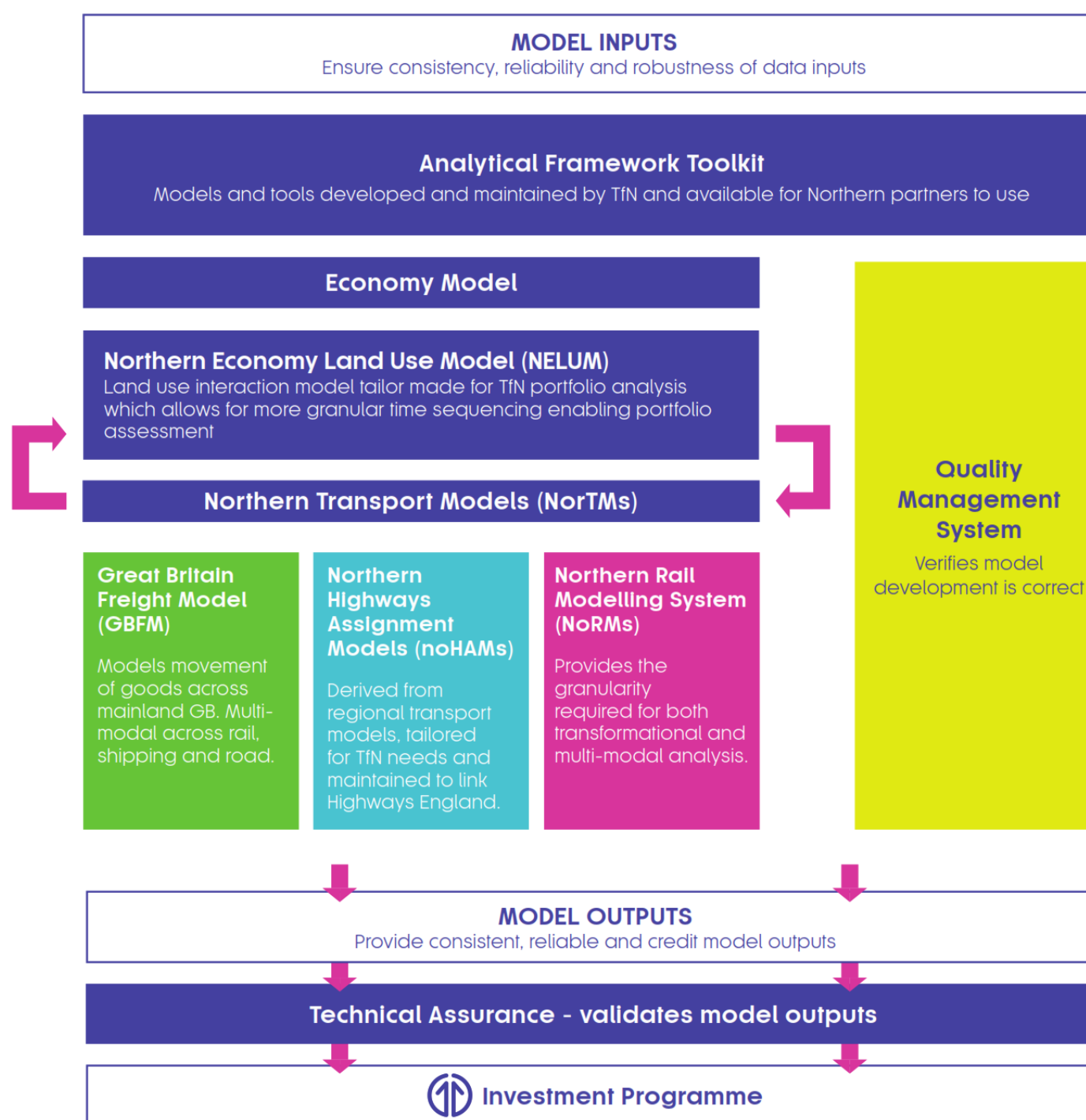
Long List

Qualitative
Sifting Process

Future Transport
demand
(Road & Rail;
passenger and
freight)

Transport
modelling,
optioneering, cost
assumptions and
appraisal

Strategic Outline
Programme &
Business Case



HS2 and Northern Powerhouse Rail

Significantly improving capacity, frequency, speed and services between the North's main economic centres

Long-term investment

Signal their full commitment to Northern Powerhouse Rail and ensure that the Treasury and Infrastructure Projects Authority assign the necessary long-term capital investment through the Spending Review.

Development funding

Commit the long-term development funding to ensure NPR develops towards the consultation and consents stage by the early 2020s, enabling the first phase of construction from 2024.

Design and implementation

Consider a significantly strengthened role for Transport for the North in the design and implementation of HS2 Phase 2b, TransPennine Route Upgrade and the Network Rail renewals programme for the North, to ensure all rail investment can be designed and delivered in a cohesive fashion.

Economic growth



Recognise the critical role of NPR in regeneration and growth, working with the NP11 (eleven Local Enterprise Partnerships from across the North) to refresh the Northern Powerhouse Strategy and provide funding to develop NPR Growth Strategies.

Emerging vision for the Northern Powerhouse Rail Network



HS2 and Northern Powerhouse Rail

Emerging vision for the Northern Powerhouse Rail Network

|  | Corridor concepts under consideration  | Best JT today | | Best direct potential JT with NPR | |
|---|---|---------------|--------|-----------------------------------|--------|
| | | (tph) | (mins) | (tph) | (mins) |
| Newcastle - Leeds | Infrastructure upgrades | 3 | 82 | 4 | 58 |
| Leeds - Hull | Infrastructure upgrades | 1 | 57 | 2 | 38 |
| Sheffield - Leeds | Infrastructure upgrades and use of HS2 | 1 | 43 | 4 | 28 |
| Sheffield - Hull | Infrastructure upgrades | 1 | 87 | 2 | 50 |
| Manchester - Sheffield | Infrastructure upgrades | 2 | 49 | 4 | 40 |
| Leeds - Manchester | A new line serving Bradford via Parkway or Centrally Diggle Upgrades Akin to New Line | 4 | 46-58 | 6 | 25 |
| Liverpool - Manchester* | A new line via Warrington Southern Parkway of Centrally A Fiddlers Ferry upgrade | 4 | 37-57 | 6 | 26* |





The North's rail network long term ambition

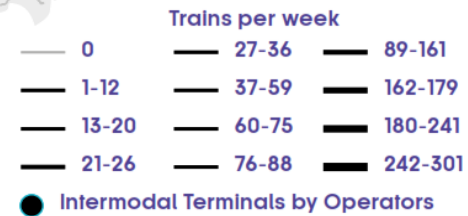
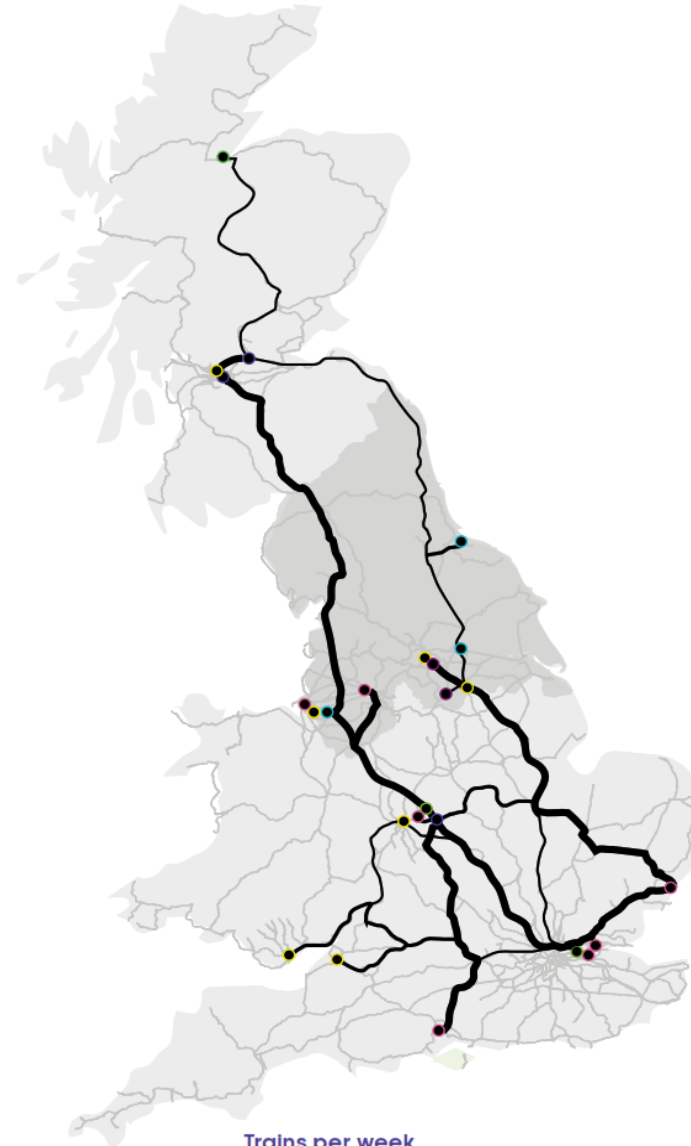
- **All passenger routes to be served by a minimum two trains per hour.**
- Long distance services to achieve average journey speeds of at least 80mph.
- Inter-urban services to achieve average journey speeds of at least 60mph.
- Local and suburban services to achieve average journey speeds of at least 40mph.
- **The North's rail network to accommodate the evolving needs of the freight market (50% improvement in the average speed of freight services by 2028).**
- Rail to directly serve each of the North's international airports, with direct services to economic centres within the airport's catchments.
- **Direct connectivity between tourist destinations and economic centres in their catchments.**
- Infrastructure to be available to enable a weekday inter-peak level service on Sundays and public holidays.
- Major ports in the North to be served by a network that will support movement of rail freight.



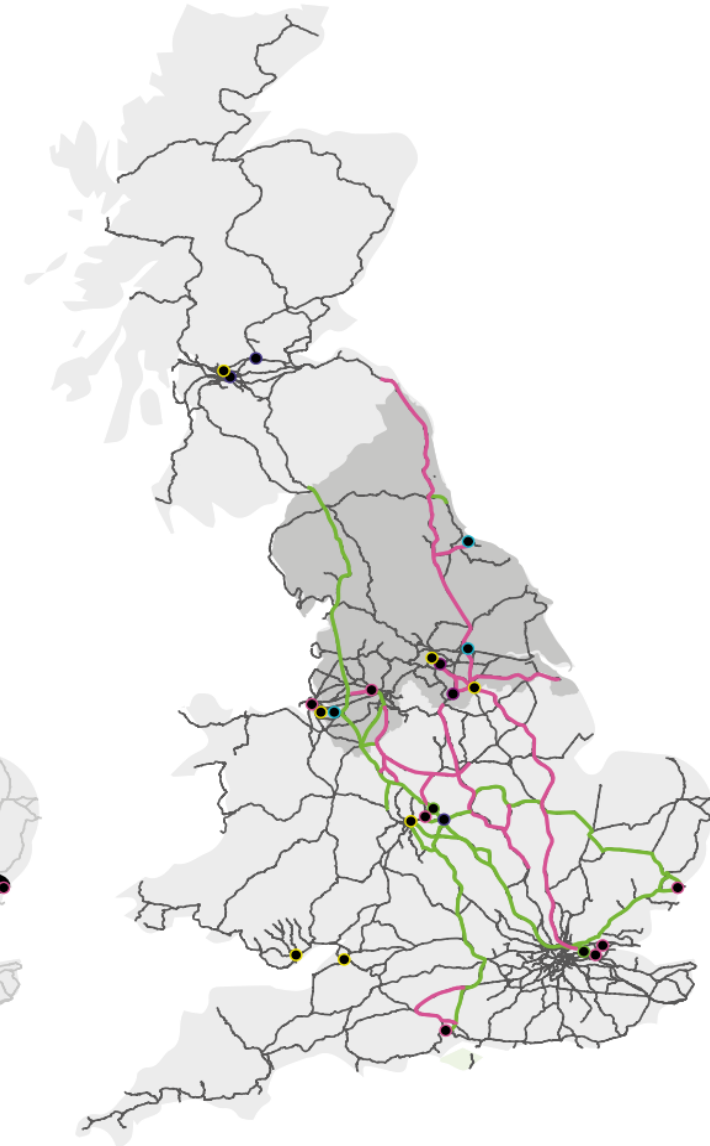


Freight on rail

Rail freight services



Rail freight gauge



Major Road Network for the North



Journey reliability

where 90% of journeys of 15 miles or more on the Major Road Network should be delayed by no more than 15 minutes for a journey of 60 minutes expected travel time.



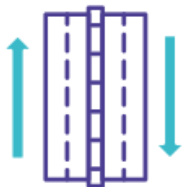
Network efficiency

aiming to optimise the efficient flow of passengers and goods on the Major Road Network and through the improved flow of traffic, and support for new technologies to reduce emissions of pollutants and greenhouse gases.



Network resilience

aiming to reduce the number of incidences of closure of Major Road Network routes leading to severe journey delay.



Journey quality

improving the customer experience of using the Major Road Network, including the quality and availability of travel information.

The Major Road Network for the North

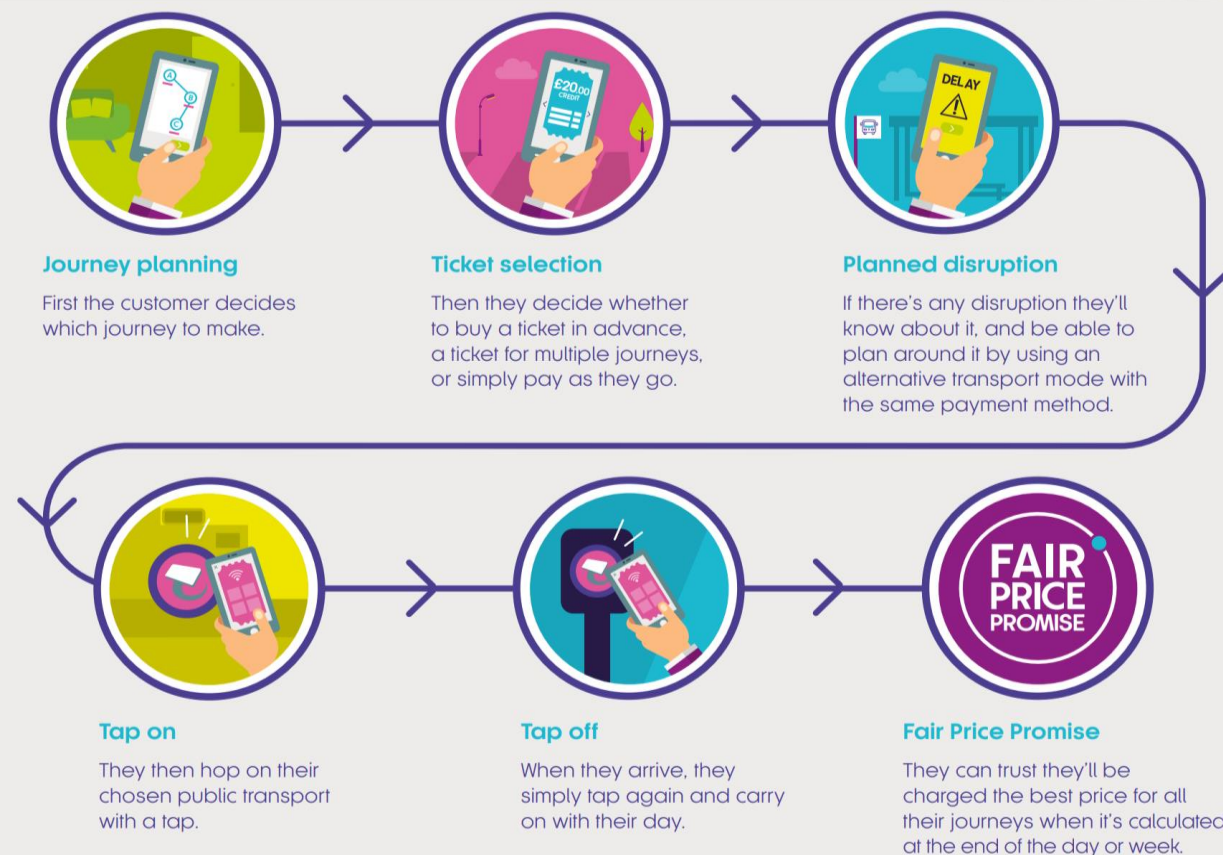


MRN as part of SRN
MRN
Current Economic Centres
Future Economic Centres



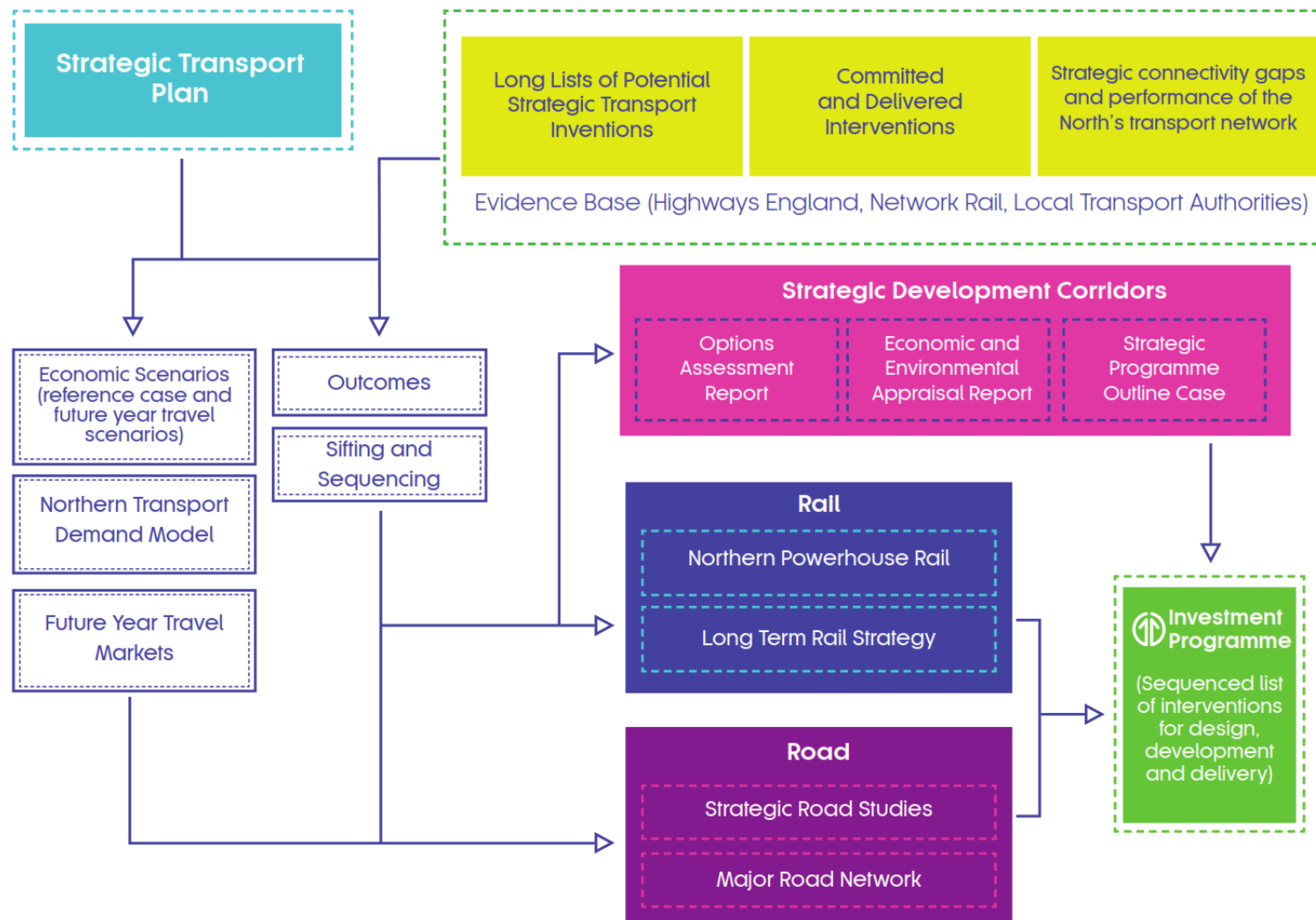
Integrated And Smart Travel

- **Phase 1:** Smart tickets for rail season tickets
- **Phase 2:** Enhanced real time customer information
- **Phase 3:** Roll out of multi-modal contactless travel with simpler fare structures





TfN Investment Programme

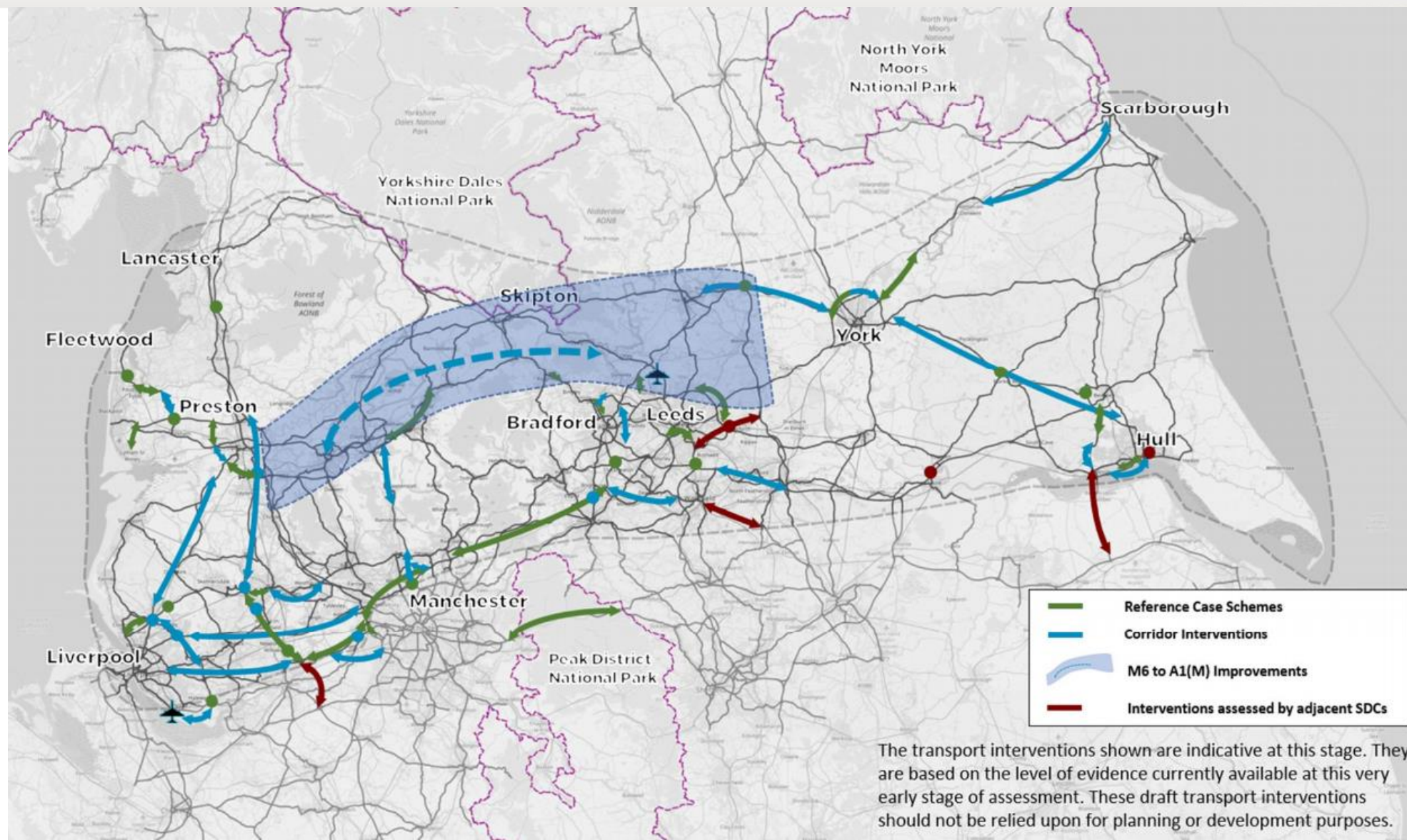


Four components of the Investment Programme:

- Committed Interventions
- Specific Interventions before 2027 – Already in Industry Processes
- Specific Interventions before 2027 – Additional TfN Priorities
- Further Potential Interventions

Page 48

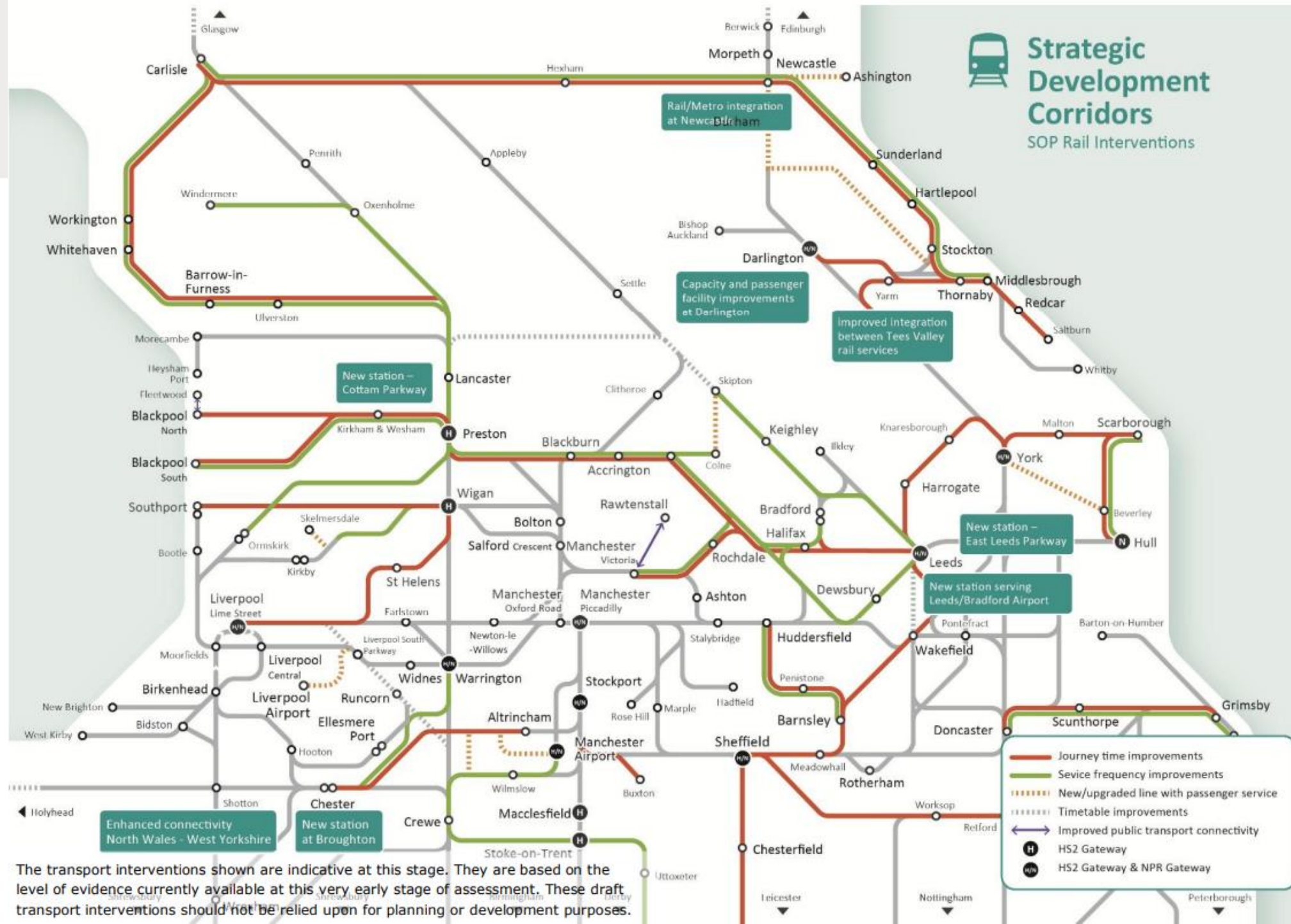
Road interventions





Strategic Development Corridors

SOP Rail Interventions



The transport interventions shown are indicative at this stage. They are based on the level of evidence currently available at this very early stage of assessment. These draft transport interventions should not be relied upon for planning or development purposes.



Table 1 – Previously Announced Interventions

| Outcome | Intervention |
|---|---|
| Multi-modal, integrated, contactless ticketing across the North | <ul style="list-style-type: none">• Smart tickets for rail season tickets• Enhanced real time customer information• Roll-out of multi-modal contactless travel with simpler fare structures |
| Provision of high speed rail services across the North to the rest of the UK, radically reducing journey times and providing enhanced connectivity beyond the HS2 network | <ul style="list-style-type: none">• High speed rail line extending Phase 1 to Crewe• High speed rail line to Manchester and Leeds, connecting to the West and East Coast Main Lines |
| A package of improvements to stimulate economic growth in the North through better connections between towns and cities, enabling 2,000 extra services each week and allowing 40,000 more passengers to travel each day | <ul style="list-style-type: none">• Northern and Transpennine Express rail franchises (New and refurbished rolling stock, new service patterns, frequency and journey time improvements)• Liverpool City Region upgrades (Infrastructure improvements to increase capacity on the Chat Moss route and remodelling of Lime Street station)• Transpennine Route Upgrade Intermediate Interventions (Calder Valley Line upgrade)• Cross Manchester Capacity and Reliability• Transpennine Route Upgrade (Improved journey times, increased capacity and high level reliability for services across the North, with an increased number of freight paths across the Pennines) |
| Facilitating the delivery of housing growth and Enterprise Zone sites | <ul style="list-style-type: none">• A582 Preston Western Distributor |



Table 2 – Specific Interventions before 2027 – Already in Industry Processes

| Outcome | Intervention |
|--|---|
| Provision of high speed rail services across the North to the rest of the UK, radically reducing journey times and providing enhanced connectivity | <ul style="list-style-type: none">• Crewe Hub (High speed rail hub at Crewe, including Crewe North Junction, to link to the existing classic network, enabling 5 to 7 high speed services to call at Crewe (the option known as 'Scenario 3') |
| Enhancing East-West strategic connections across the North to support UK competitiveness | <ul style="list-style-type: none">• Northern Transpennine - Upgrade to complete dual carriageway standard connection along the A66 between the M6 and the A1(M) |
| Enabling the delivery of rail franchise commitments and accommodating forecast passenger growth | <ul style="list-style-type: none">• Electrification between Lostock Junction and Wigan North Western |



Table 3 – Specific Interventions before 2027 – TfN Additional Priorities

| Outcome | Intervention |
|---|--|
| Ensuring the North is ready for HS2 to maximise the benefits of this nationally significant project | <ul style="list-style-type: none">• Preston Station - Improvements to accommodate HS2 services, support onward connectivity and enhance interchange facilities for passengers and rail services |
| Enhancing East-West strategic connections across the North to support UK competitiveness | <ul style="list-style-type: none">• Skipton – Colne - Route re-instatement to improve connectivity between East Lancashire and North/West Yorkshire |
| Facilitating the delivery of housing growth | <ul style="list-style-type: none">• Skelmersdale Rail Link - New rail link and town centre station connecting Skelmersdale to Liverpool and Manchester, as well as the national rail network• A582 South Ribble Western Distributor• M6 Junction 33 Link Roads |



Table 4 – Further potential interventions

| Outcome | Intervention |
|--|--|
| Accommodate HS2 and Northern Powerhouse Rail services running north to Scotland | <ul style="list-style-type: none">West Coast Main Line – Wigan and Preston to Scotland (journey time and capacity improvements) |
| Ensure that the West Coast Main Line stations are ready for HS2 and Northern Powerhouse Rail | <ul style="list-style-type: none">Wigan North Western station (or integrated station at Wigan)Lancaster station |
| Enhance North-South strategic connections across the North to support UK competitiveness | <ul style="list-style-type: none">M6/M65 interchangeM6 improvements (Junctions 16 and 17, Junctions 19 to 21A and Junctions 26 to 32) |
| Enhance East-West strategic connections across the North to support UK competitiveness | <ul style="list-style-type: none">Roses Line (journey time and capacity improvements)Preston to York and Sheffield (journey time improvements)M65 Junctions 2 to 6Central Pennines M6 to A1(M) capacity and journey time improvements (potential options include M65 improvements, a new/ upgraded route between the M65 and Skipton/A629/A650, A59 improvements, A671 improvements (M65 to A59), a new/upgraded route between Skipton/Harrogate and the A1, Shipley Eastern pinch point improvements and Leeds North West Quadrant improvements) |



Table 4 – Further potential interventions

| Outcome | Intervention |
|--|---|
| Ensure that the needs of freight operators can be met | Port of Liverpool to West Coast Main Line enhancements West Coast Main Line freight capacity enhancements Port Salford rail freight access Freight prioritised gauge cleared route across the Pennines |
| Improve connectivity and resilience to the Fylde Coast economic cluster | <ul style="list-style-type: none">• South Fylde Line (journey time and capacity improvements)• Enhanced public transport links to Fleetwood• A585 corridor improvements (M55 to Fleetwood)• New Ribble road crossing |
| Improve connectivity and resilience to the Liverpool City Region economic clusters | <ul style="list-style-type: none">• Southport to Wigan (journey time improvements) |
| Improve connectivity and resilience around the Lancashire economic clusters | <ul style="list-style-type: none">• Liverpool to Preston (journey time and service improvements)• Burnley to Manchester (journey time and service improvements)• Rossendale to Manchester public transport connectivity• East Lancashire Line (journey time and capacity improvements)• Colne to Accrington (journey time and service improvements)• Blackburn to Manchester Victoria (journey time improvements)• A59 corridor improvements (Liverpool to Preston)• M58/M6 interchange• A56 corridor improvements (M65 to M66)• M6 Junction 25 slip roads |



Funding the Investment Programme

Additional funding

Further funding may be required once work programmes have completed

£21 – 27 billion

Additional required for transformational strategic transport

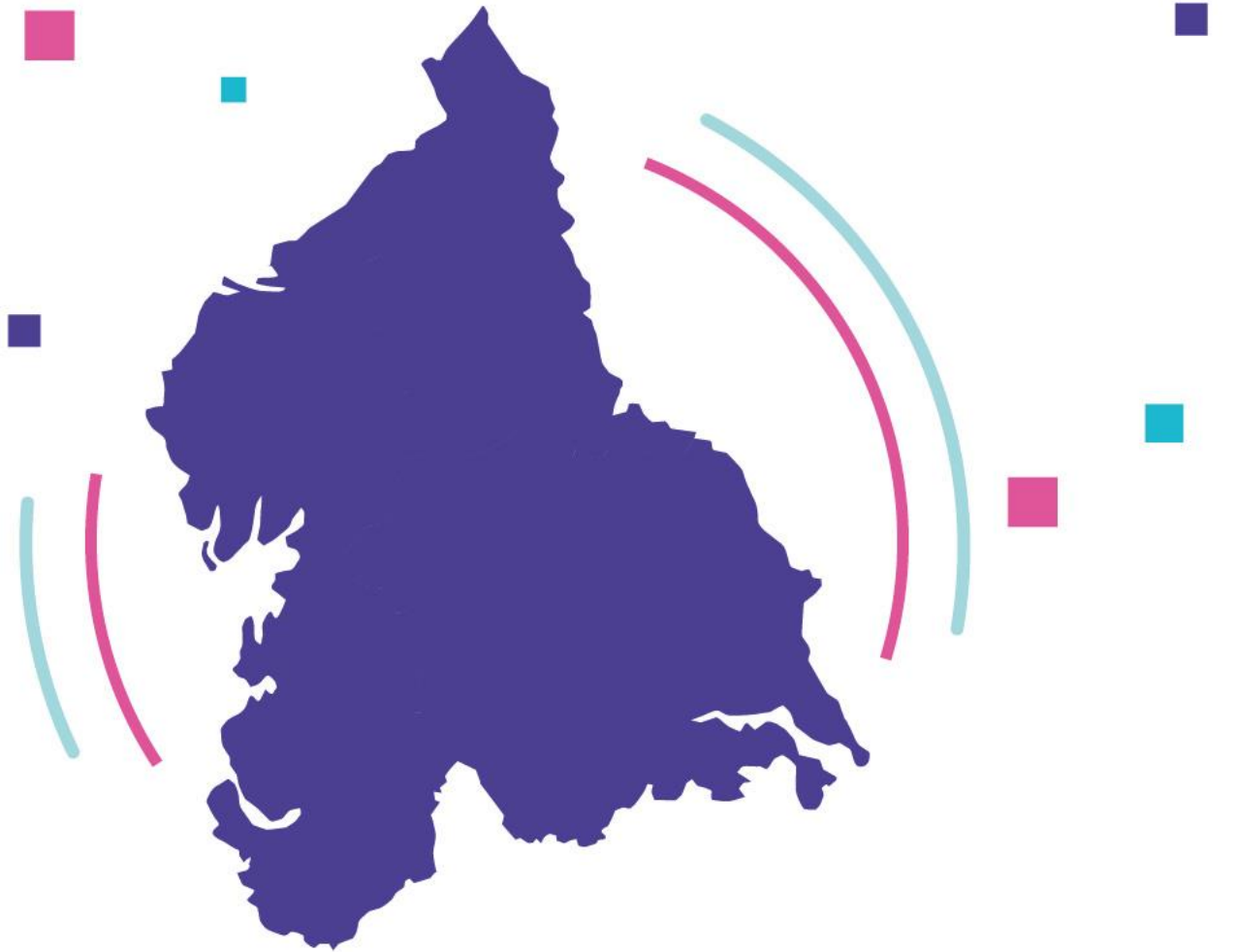
£39 – 43 billion

Continued levels of strategic transport funding



TfN is seeking to move to the position where it becomes responsible for a combined transport settlement for the North

By the **North**
For the **North**



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transportfornorth.com

External Scrutiny Committee

Meeting to be held on Tuesday, 16 April 2019

| |
|---------------------------------------|
| Electoral Division affected: None; |
|---------------------------------------|

External Scrutiny Committee Work Programme 2018/19

(Appendix 'A' refers)

Contact for further information:

Gary Halsall, Tel: (01772) 536989, Senior Democratic Services Officer (Overview and Scrutiny), gary.halsall@lancashire.gov.uk

Executive Summary

The work programme for the External Scrutiny Committee is presented at appendix 'A'.

Recommendation

The External Scrutiny Committee is asked to note and comment on the report.

Background and Advice

A statement of the work and potential topics to be undertaken and considered by the External Scrutiny Committee for the remainder of the 2018/19 municipal year is set out at appendix 'A'. The work programme is presented to each meeting for information.

The work programme is a work in progress document. The topics included were identified at the work planning workshop held on 8 May 2018.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

This report has no significant risk implications.

Local Government (Access to Information) Act 1985
List of Background Papers

| Paper | Date | Contact/Tel |
|-------|------|-------------|
|-------|------|-------------|

| | | |
|-----|--|--|
| N/A | | |
|-----|--|--|

| | | |
|---|--|--|
| Reason for inclusion in Part II, if appropriate | | |
|---|--|--|

| | | |
|-----|--|--|
| N/A | | |
|-----|--|--|

External Scrutiny Committee Work Programme 2018/19

The External Scrutiny Committee Work Programme details the planned activity to be undertaken over the forthcoming municipal year through scheduled or extraordinary Committee meetings, task group, events and through use of the 'rapporteur' model.

The items on the work programme are determined by the Committee following the work programming session at the start of the municipal year in line with the Overview and Scrutiny Committees terms of reference detailed in the County Council's Constitution. This includes provision for the rights of County Councillors to ask for any matter to be considered by the Committee or to call-in decisions.

Coordination of the work programme activity is undertaken by the Chair and Deputy Chair of all of the Scrutiny Committees to avoid potential duplication.

In addition to the terms of reference outlined in the [Constitution](#) (Part 2 Article 5) for all Overview and Scrutiny Committees, the External Scrutiny Committee will:

1. Review and scrutinise issues, services or activities carried out by external organisations including public bodies, the voluntary and private sectors, partnerships and traded services which affect Lancashire or its inhabitants, and to make recommendations to the Full Council, Cabinet, Cabinet Members, Cabinet Committees or external organisations as appropriate.
2. Review and scrutinise the operation of the Crime and Disorder Reduction Partnership in Lancashire in accordance with the Police and Justice Act 2006 and make reports and recommendations to the responsible bodies as appropriate
3. In connection with 2. above, to require an officer or employee of any of the responsible bodies to attend before the Committee to answer questions
4. Co-opt additional members in accordance with the Police and Justice Act 2006 if required, and to determine whether those co-opted members should be voting or non-voting
5. Review and scrutinise the exercise by risk management authorities of flood risk management functions or coastal erosion risk management functions which may affect the local authority's area

The Work Programme will be submitted to and agreed by the Scrutiny Committees at each meeting and will be published with each agenda.

The dates are indicative of when the External Scrutiny Committee will review the item, however they may need to be rescheduled and new items added as required.

| Topic | Scrutiny Purpose (objectives, evidence, initial outcomes) | Initial Scrutiny Method | Lead Officers/organisations | Proposed Date(s) | Recommendations | Progress |
|-------------------------------|---|-------------------------|-----------------------------|------------------|---|--|
| Flood Risk Management | Partnership working | Committee | United Utilities | 4 June 2018 | <p>The report be noted;</p> <p>The External Scrutiny Committee writes to the Secretary of State for the Ministry of Housing, Communities and Local Government to reconsider making water companies a statutory consultee on all planning applications; and</p> <p>Natural flood risk management be added to the External Scrutiny Committee's work programme for 2018/19.</p> | <p>N/A</p> <p>In progress</p> <p>In progress</p> |
| Community Safety Partnerships | Lancashire Community Safety Agreement - Either; 1. Prevent ; | Committee | LCC | 16 October 2018 | All County Councillors be urged to undertake | To be considered by the Member Development |

Appendix 'A'

| Topic | Scrutiny Purpose (objectives, evidence, initial outcomes) | Initial Scrutiny Method | Lead Officers/organisations | Proposed Date(s) | Recommendations | Progress |
|-------------------------------|---|-------------------------|--------------------------------------|------------------|--|--|
| | <p>2. Serious Harm Reduction Strategy;</p> <p>3. Pan-Lancashire Domestic Abuse Strategy; or</p> <p>4. Towards Zero Lancashire: Road Safety Strategy for Lancashire.</p> | | | | <p>Prevent Duty training; and</p> <p>The Cabinet Member for Community and Cultural Services consider the allocation of a small budget to fund Prevent Duty project work.</p> | <p>Working Group 30 January 2019</p> <p>Response due by 18 December 2018</p> |
| Community Safety Partnerships | Strategic Assessment – overview report | Committee | Debbie Thompson and Clare Platt, LCC | 5 March 2019 | <p>The Cabinet Member for Community and Cultural Services consider the inclusion of knife crime in the Community Safety Agreement for 2019-2022, before it takes effect from 1 April 2019.</p> <p>An update on the review of Community Safety Partnerships be presented to the External Scrutiny</p> | <p>Accepted</p> <p>Scheduled for 16 July 2019</p> |

Appendix 'A'

| Topic | Scrutiny Purpose (objectives, evidence, initial outcomes) | Initial Scrutiny Method | Lead Officers/organisations | Proposed Date(s) | Recommendations | Progress |
|---|--|--|---|------------------|--|-------------|
| | | | | | Committee in five months' time. | |
| Electricity North West | Powering the North West's Future and Community and Local Energy Strategy (Sustainability and vulnerable customers) | Committee | Helen Norris, Mike Taylor, Jo Crinson and Jonathan Booth. | 5 March 2019 | The Chair of the External Scrutiny Committee, County Councillor Ed Nash psc be appointed to act as rapporteur to determine how the Lancashire Energy Strategy can be progressed. | In progress |
| Non-crime* | Overview of the issues identified as non-crime | Committee and Health Scrutiny Steering Group | Clive Grunshaw, Police and Crime Commissioner, Angela Harrison | tbc | | |
| Transport for the North (TfN) | <ol style="list-style-type: none"> 1. Revised Strategic Transport Plan (STP) 2. Investment Programme 3. Central Pennines Corridor | Committee | Robin Miller-Stott, Jonathan Spruce and Owen Wilson, TfN (and delivery partners – Highways England, HS2, Network Rail?) | 16 April 2019 | | |
| Lancashire Enterprise Partnership (LEP) | Transition to Independence | Committee | Richard Kenny | 16 July 2019? | | |

Appendix 'A'

| Topic | Scrutiny Purpose (objectives, evidence, initial outcomes) | Initial Scrutiny Method | Lead Officers/organisations | Proposed Date(s) | Recommendations | Progress |
|---|--|-------------------------|--|---|-----------------|----------|
| Review of Community Safety Partnerships and Governance Arrangements | Outcome or review | Committee | Debbie Thompson, Clare Platt, LCC | 16 July 2019? | | |
| LCC Internal Energy and Water Management Policy | Policy development | Committee | Denise Jepson, LCC, Electricity North West, Lancashire Renewables (CEO), Npower, Total Gas and Power, Heat network | 16 July 2019? | | |
| Task and finish groups | | | | | | |
| Strengthening flood risk management and preparedness in Lancashire | to bring together the expertise of all flood risk management authorities, local flood and emergency response groups, and residents to better understand how the County Council as Lead Local Flood Authority and all other flood risk management authorities can better support residents to: - be prepared for flooding; | Task and finish group | LCC, Environment Agency, United Utilities, Flood action groups | Task and finish group report presented at 15 October 2019 meeting | | |

Appendix 'A'

| Topic | Scrutiny Purpose (objectives, evidence, initial outcomes) | Initial Scrutiny Method | Lead Officers/organisations | Proposed Date(s) | Recommendations | Progress |
|---|---|----------------------------|---|---------------------------------------|--|--|
| | - respond to flooding; - recover from flooding; and - understand what we can do together to reduce flood risk. | | | | | |
| Rapporteurs | | | | | | |
| Advanced Manufacturing | Impact of Brexit | Rapporteur (CC C Crompton) | North West Aerospace Alliance, BAE, UCLAN Engineering Innovation Centre (EIC) | - | | |
| Homes England | Unlocking brownfield sites across Lancashire | Rapporteur (CC A Ali) | Homes England | - | | |
| Universal Credit | Bite size briefing: Universal Credit full service roll out in Lancashire | Rapporteur (CC G Oliver) | Joanne Barker, Welfare Rights Manager, Health, Equity, Welfare and Partnerships, LCC | 5 March 2019 | Report circulated to Committee March 2019. | |
| Completed | | | | | | |
| Governance of Police and Fire and Rescue Services in Lancashire | Formulate recommendations on the local business plan and respond to public consultation | Committee | Police and Crime Commissioner, Chief Constable, Chief Fire Officer, Fire Brigades Union, Chair of Lancashire Fire Authority | July/Sept (extraordinary meeting tbc) | N/A | Complete – no longer proceeding with changes to fire governance at this time |

Future meeting dates

2019/20 – 16 July; 15 October; 21 January 2020; and 21 April.

Additional suggestions/organisations:

- Flood Risk Management - partnership working and the Environment Agency (2019)
- Scrutiny Inquiry Day on Natural Flood Risk Management
- Co-ordination of roadworks across Lancashire – LCC, utility companies and housing developers
- Lancashire Energy HQ, Natural Energy Wyre, Halite Energy, Ecotricity, [Future Biogas](#)

