



**Lancashire Enterprise Partnership Limited**

**Private and Confidential: No**

**Date: 6<sup>th</sup> October 2015**

**Transport for the North and Lancashire Strategic Transport Prospectus Update**  
(Appendix 'A' refers)

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**Executive Summary**

The Transport for the North agenda has developed significantly with the Government announcing in July its intention to establish Transport for the North (TfN) as a statutory body with statutory duties to set out its transport policies and investment priorities in a long term transport strategy for the North, underpinned by £30m of additional funding. TfN has agreed to extend its membership to include representatives from northern sub-regional partnerships not currently represented, and has established a number of workstreams to support the development of the Northern Transport Strategy, several of which are relevant to Lancashire. The Lancashire Strategic Transport Prospectus has been further revised to take account of the GVA / productivity implications of the interventions contained therein and to ensure that Lancashire is best placed to influence the ongoing development of the Northern Transport Strategy.

**Recommendations**

The Board is invited to:

- (i) Note progress to date in preparing the Strategic Transport Prospectus (current version attached at Appendix 'A');
- (ii) Authorise the Board Chair and the Chair of Transport for Lancashire to receive and approve the final version of the prospectus; and
- (iii) Request Transport for Lancashire prepare a communications strategy for the Strategic Transport Prospectus through which to engage with wider stakeholders including Members of Parliament, Transport for the North and neighbouring Local Enterprise Partnerships and local transport authorities.

## Background and Advice

The Transport for the North agenda has developed significantly. In the Summer Budget 2015 presented to the House of Commons by the Chancellor of the Exchequer on 8<sup>th</sup> July, the Government announced its intention to establish Transport for the North (TfN) as a statutory body with statutory duties to set out its transport policies and investment priorities in a long term transport strategy for the North, underpinned by £30m of additional funding over three years to support TfN's running costs and enable TfN to take forward its work programme. An update on the interim Northern Transport Strategy<sup>1</sup>, published on 20<sup>th</sup> March 2015, will be available by Budget 2016.

A key issue to date with Transport for the North has been its focus on the North's five city regions (Leeds, Liverpool, Manchester, Newcastle and Sheffield) and Hull and connectivity between them, set within the context of the Northern Powerhouse. TfN has now acknowledged that it does not yet reflect the full and inclusive governance arrangements in support of its purpose to act as a genuine representative body for the whole of the North of England. The TfN Partnership Board has therefore agreed to extend its membership to include representatives from northern sub-regional partnerships not currently represented. County Councillor Jennifer Mein, Leader of Lancashire County Council and the Chair of Transport for Lancashire, has been nominated to represent Lancashire and Cumbria on the TfN Partnership Board, alongside George Beveridge, Chair of the Cumbria Local Enterprise Partnership.

Transport for the North has established a number of workstreams to support the development of the Northern Transport Strategy, several of which are relevant to Lancashire, in particular, that focusing on local strategic connectivity where there is a clear pan-northern benefit to the overall TfN strategy and programme and which TfN has now extended to include local strategic connectivity outwith the core city regions. A scoping event was held in Leeds on 23<sup>rd</sup> June at which the Lancashire Strategic Transport Prospectus and Lancashire's joint approach to integrated transport planning through the suite of five highways and transport masterplans were presented. The local strategic connectivity workstream will have synergy with others including those covering strategic roads and rail.

The Lancashire Strategic Transport Prospectus has now been further revised to take account of the GVA / productivity implications of the interventions contained therein. At its meeting on 1<sup>st</sup> October 2015, the Transport for Lancashire committee received a revised draft and welcomed it as a significant improvement over previous versions. The final draft, attached as Appendix 'A', will ensure that Lancashire is better placed to influence the ongoing development of the Northern Transport Strategy. Transport for the North and the ongoing development of the Northern Transport Strategy will continue to be a major focus and driver in the development of the Northern Powerhouse. The Lancashire Strategic Transport Prospectus will therefore need to remain flexible and will continue to evolve to ensure the closest possible alignment and integration with the strategic Northern Powerhouse agenda.

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<sup>1</sup> 'The Northern Powerhouse: One Agenda, One Economy, One North – A Report on the Northern Transport Strategy' HM Government and Transport for the North, March 2015