

**Growth Deal 3 (GD3) Project Summary Form**

Name of proposed scheme: UCLan Masterplan Highways and Street Scene Improvements

**A. RATIONALE****1a Impact on the Delivery of LEP Strategic Economic Plan Priorities**

Can you please tick all that apply:

- Sector Development & Growth [  ]  
Realise the full potential of Lancashire's competitive economic strengths and business base.
- Innovation Excellence [  ]  
Maximise the economic value of Lancashire's centres of research and innovation excellence and globally competitive business clusters.
- Skills for Growth [  ]  
Refocus Lancashire's approach to skills provision, ensuring it is responsive to business needs and demands.
- Releasing Local Growth Potential [  ]  
Create the right conditions for business and investor growth, and unlock new development and employment opportunities across Lancashire.
- The Renewal of Blackpool<sup>1</sup> [  ]  
Focus on addressing Blackpool's unique characteristics which require a specific focus, to create economic opportunities for its local communities.

**1b. Can you please provide a summary of the proposed scheme (maximum of 300 words)?**

The scheme provides highways improvements required to enable the first phase of the University masterplan, including New Square and the Student Support Centre, as well as providing transformational street scene improvements that better connect the campus and city centre. The overall scheme will deliver a number of economic development benefits including; integrating the University and City, supporting additional student recruitment and catalysing private sector investment (particularly on Corporation Street and Friargate).

The total cost of the highways and street scene improvements is £18.8m (based on the same quality finish as Fishergate). The University is seeking £9.4m of Lancashire Growth Deal funding with the remaining £9.4m provided by the University.

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<sup>1</sup> In any project comparison, projects delivering against both "The Renewal of Blackpool" and "Releasing Local Growth Potential" will be considered as delivering against a single LEP priority.

Lancashire County Council has been appointed to undertake the technical engineering design for the proposed highways improvements. PlanitIE have been appointed to progress the urban design of the Street Scene, pedestrianisation and shared space. The overall project management is being led by AA Projects, including cost consultancy.

The project will contribute to the long standing objectives of local partners, including those in the Preston City Centre Plan, to secure economic vitality, create a sense of place and enhance accessibility and movement. The Plan identifies Corporation Street as an opportunity area.

The scheme will support the Strategic Economic Plan Priority of 'Releasing Local Growth Potential' by creating a distinctive destination for students, businesses and residents. This environment will enable the first phase of the University masterplan, increase footfall in the area and generate confidence in the market to drive forward and catalyse a wider programme of private sector investment.

The scheme will also provide indirect benefits that support other SEP priorities; Sector Development and Growth, Innovation Excellence, Skills for Growth and Business Growth and Enterprise through the delivery of the University masterplan and as a result of the inward investment activities stimulated.

- 1c. Is the proposed scheme of national relevance in terms of its ability to deliver national policy priorities and/or respond to an opportunity of national significance? If YES, please state in what way:

Yes. The scheme will enable the University's campus masterplan and support the wider regeneration of Preston City Centre, increasing Lancashire's ability to contribute to Government's Northern Powerhouse agenda.

- 1d. Does the project contribute to LEP cross-boundary working and the delivery of growth outcomes beyond Lancashire? If YES, please state in what way:

**B. OUTPUTS**

The scheme will deliver 37,926 sq. meters of high quality public realm, including highways and pavement area.

EKOSGEN consultants have been engaged to support the development of the Business Case for the project, including the quantification of outputs and gross and net economic benefits. These benefits include; attracting Investment, Increasing land and property values, attracting visitors to the University and Preston, and enhancing image.

2a Economic Impact (GVA) – can you please provide evidence of the overall economic impact of the proposed scheme, based on estimates of GVA impact for 2017/2021 with any additional GVA impacts beyond 2021 also identified.

2b. Business Growth – can you please provide summary details of the businesses directly created by this proposed scheme.

Scheme	Businesses	Sectors	Total

Where businesses are indirectly created/supported by this proposed scheme, please provide summary evidence below:

2c. Employment Growth – can you please provide summary details of employment creation directly created/safeguarded by this proposed scheme.

Scheme	FT Equivalentents	Sectors	Total

Where employment benefits are indirectly created/safeguarded by this proposed scheme, please provide summary evidence below:

2d. Housing Growth – can you please provide summary details of the direct housing growth impacts generated by this proposed scheme. Please indicate whether these housing growth impacts are additional to those already identified in agreed local plans.

Scheme	Housing Units	Total

Where housing growth benefits are indirectly generated by this proposed scheme, please provide evidence below:

**C. VALUE FOR MONEY & LEVERAGE**

- 3a. Can you indicate how much GD3 funding is being sought in support of the proposed scheme?

Total GD3 sought £9.4m  
Total Gross Project Cost £18.8m

- 3b. When would the GD3 funds be required?

The Project's overall expenditure profile is shown below. It is recognised that some 'bridge-funding' from the University may be required to align with GD3.

Financial Year	2015/16	2016/17	2017/18	Total
Project Spend	0.7	6.2	11.9	18.8

- 3c. What is the total project leverage (GD 3 funds as % of total project cost) for this proposed scheme?

1:1 (50%)

- 3d. What is the private direct private leverage (private funds as % of total project cost) for this proposed scheme?

1:1 (50%)

- 3e. What is the direct other public leverage (other public funds as % of total project cost) for this proposed scheme?

- 3f. If known, what is the indirect private leverage, based upon direct outputs?

The scheme directly enables the development of a number of large scale investment projects (£60m +) associated with the University masterplan, including the Student Support Centre and New Square.

In addition to the University's own investment in the scheme and wider masterplan, private sector investment is expected to be generated as a result of the public realm improvements. This investment will, for example, help to reduce the level of vacancies at units based along the affected routes.

- 3g. If known, what is the indirect public leverage, based upon direct outputs?

- 3h. Can you please provide a summary of the evidence which demonstrates value for money. For example, this would include information such as cost per job, benefit cost ratio analysis for transport schemes, other impact analyses?

GIFA – 37,926 (sq meters)

Area of public works including highways and pavement area.

Cost/sq meter £496

Value for money, in terms of the level of benefits created relative to the total and public sector cost, will also be tested through EKOSGEN's work.

**D. DELIVERABILITY**

4a. Planning Certainty

Does the proposed scheme require planning permission or any other formal statutory consents to progress?

Yes

If NO, go to question 4b. If YES, provide details below:

We will be seeking outline planning permission at the end of this calendar year for the new Student Support centre and Square and this will enable the highways changes.

Consent required	Date obtained	Date to be obtained	Other relevant information

4b. Funding Certainty

Are other private/public funding sources confirmed? If YES, provide details below:

The Highways/Street Scene project is contained within the priority projects designated as Phase 1A by the University Board.

Currently, £550k of Feasibility monies have been approved by the Board to investigate and develop the project proposal. £8.85m is included for this subject to Board approval in future years, this figure is indicative at this stage and needs to be considered within the parameters of the maturity of the proposal.

Funding source	Confirmed	Date obtained	Evidence, including decision making body

If NO, when will these other funding sources be secured? Please provide details below:

Other Key Factors

- 4c. Does the proposed scheme have all necessary land ownership(s) in place to deliver the project? If YES, briefly set out the details below. If NOT, when will these be secured?

Yes. All land is already owned by all partners in the scheme (LCC, PCC and UCLan).

- 4d. Can you please confirm your Local Plan status?

Local Plan status – the Masterplan has been widely circulated and has the support of Preston City Council and Lancashire County Council. The Masterplan includes this major Highways and Street Scene project. As part of the project, and also the Student Support Centre and New Square, planning will be required to change the highway network. LCC and the rest of the design team are working in the knowledge of this requirement.

**E. SCALEABILITY**

- 5a. Can this proposed scheme be delivered for less total funding (from all sources) than currently proposed?

Yes.

If YES, provide financial implications and impact upon key outputs below, and complete 5b. If NO, the form is complete

The scale and quality of the highways and street scene improvements (and the benefits associated with the scheme) are dependent on the overall project budget. It will not be possible to do all the proposed works based upon the University contribution alone.

- 5b. Can this proposed scheme be delivered with less GD3 funding? If YES, by how much? If NO, the form is complete

Yes, although the scale and quality of the highways and street scene improvements (and the benefits associated with the scheme) are dependent on the overall project budget. It will not be possible to do all the proposed works based upon the University contribution alone.

Please return the completed form to: Martin Kelly, Director of Economic Development, Lancashire County Council via [martin.kelly@lancashire.gov.uk](mailto:martin.kelly@lancashire.gov.uk)