

REPORT TO	DATE OF MEETING
Cabinet	18 th March 2015

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SUBJECT	PORTFOLIO	AUTHOR	ITEM
City Deal - Infrastructure Delivery Plan - Priorities	Leader	Howerd Booth/Denise Johnson	

1. SUMMARY AND LINK TO CORPORATE PRIORITIES

1.1 The Council is a key partner to the Preston, South Ribble and Lancashire City Deal and has been asked to provide updated information to support the review of the City Deal Infrastructure Delivery Plan, in particular the Council's local investment priorities.

1.2 The local priorities as determined by the Council will subsequently be considered by the City Deal Executive Board next month for inclusion in the Infrastructure Delivery Plan covering the period 2015/16-2017/18.

Link to Corporate priorities – Strong South Ribble in the heart of a prosperous Central Lancashire.

2 RECOMMENDATIONS

For Cabinet to :-

2.1 Consider and approve the list of initial local infrastructure projects contained within Tables 2 and 3.

2.2 Subject to the decision made to 2.1, seek financial support from the City Deal Executive Board towards the local infrastructure projects in South Ribble.

3 DETAILS AND REASONING

3.1 Background

3.1.1. The first City Deal Infrastructure Delivery Plan (IDP) covered the period 2014/15 and was previously endorsed by Cabinet, Council and the City Deal Executive Board. In addition to the major highway infrastructure works, which are showing significant and visible progress, the IDP contained a broad indication of the local investment priorities for South Ribble. As the City Deal will accelerate the development of housing and employment sites, previously identified through the Council's planning processes (Local Development Framework), the Council acknowledged through the IDP that facilities providing a broader community benefit, such as town/district centres; parks/open spaces and leisure/cultural facilities, would need review and investment to ensure they are fit for purpose in the future.

3.1.2. The IDP is currently being updated to set out in more detail the actions anticipated over the next three years, 2015/16-2017/18. In order to remind Cabinet of the scale of resources due to be invested in South Ribble, the 2014/15 IDP financial modelling for the 10 year period of the City Deal shows £18.5 million as being available for Public Transport Corridors, Local Centres and Community/Green infrastructure. Approximately £10.1 million of this sum is forecast to be invested over the coming three years, as summarised in the table below:

Table 1

	£000 10 yrs	£000 15/16-17/18
Community /Green Infrastructure	6,400	6,400
Public Transport Corridors & Local Centres	12,125	3,750
Total	18,525	10,150

3.1.3. The updated Infrastructure Delivery Plan is due to be considered and adopted by the City Deal Executive Board in April 2015. The updated Plan will subsequently be sent to Government and actions closely monitored.

3.1.4. In overseeing the City Deal programme of works, the agreed governance arrangements also provide for the City Deal Executive Board to consider and approve the allocation of resources to specific projects/works.

3.1.5 As a reminder, the City Deal Executive Board is comprised of the Leaders of South Ribble, Preston and Lancashire County Councils and representatives of the Lancashire Enterprise Partnership, with the latter appointed as chair of the meetings.

3.2.Rationale

Shared Objectives

3.2.1 An initial range of projects have been identified, at an appropriate scale, that link with the local investment priorities identified in scoping the initial IDP and that will assist in delivering the outcomes of the City Deal. It is equally important that they address the needs of the communities that will be impacted by the increase in population that will flow from the new house building and job opportunities created by City Deal.

3.2.2. By way of an example of how the proposed local investment priorities align with both City Deal objectives and South Ribble Borough Council Corporate aims, the South Ribble Borough Council Corporate Plan identifies the improvement of town and village centres as a priority, with Bamber Bridge being one of our next priorities. In 2014 City Deal allocated £12.125 million towards the improvement of public realm and public transport corridors in South Ribble, with one of these City Deal projects supporting and reinforcing improvement works in Bamber Bridge and to help fulfil City Deal objectives related to employment and GVA growth. The overlap and need to carefully co-ordinate project works is therefore clear.

Development of Plans and Implementation

3.2.3. There is a balance to be met within the City Deal infrastructure Delivery Plan. The need to implement projects and gain support from communities within the accelerated development timescales is a real one. It is however evident, from works already commissioned separately by the Council (e.g. Central Parks), that a critical phase in bringing forward specific capital project proposals is the scoping or development/masterplanning stage. Appropriate resources must be allocated to this phase to help inform both the specific scope of projects and the resources required for their subsequent implementation.

3.2.4 Some of the Council's local priorities are at a more advanced stage than others and City Deal funding could help significantly with the first stage of implementation e.g. Central Parks.

Table Two shows community schemes which are ready for implementation and it is proposed the Council put forward for consideration and support by the City Deal Executive Board.

3.2.5 However, as outlined above, other local priorities require more work in order to scope them in detail. Given it is a crucial element of each of the projects, it is therefore proposed that the Council seeks the support of the City Deal Executive Board to fund the commissioning of these works. This approach will help ensure the planned works are robust and will allow the involvement of all stakeholders, including Town and Parish Councils.

3.2.6 The suggested local priorities for inclusion in the IDP and therefore to form the basis of the Council's bid for financial support from the City Deal Executive Board fall into two broad categories:

Community/Green Infrastructure

- Central Parks,
- Worden Park
- Leisure and Cultural Facilities
- other green spaces in the Borough impacted by City Deal development.

Public Transport Corridor improvements :

- Hutton – Higher Penwortham – Preston City Centre
- Moss Side – Leyland – Cuerden – Lostock Hall – Lower Penwortham – City Centre
- Cuerden – Bamber Bridge – City Centre

3.2.7 To complement these public transport corridor improvements, the Council would seek to improve the District Centres impacted by these Public Transport Corridors, namely Bamber Bridge, Leyland, Penwortham and Lostock Hall. Works on some of these projects have already started but need further master planning. Within the scope of these projects support would also be sought to develop action plans to increase job opportunities in these areas, given the overall City Deal target to create 20,000 new jobs across Preston and South Ribble.

3.2.8 The two tables below outline the proposed “ask” to the City Deal Executive, expanding on the broad proposals made when the initial City Deal was negotiated. The first table sets out the proposals which at the implementation stage and the second table those at the earlier development/masterplanning stage.

Table 2

Implementation Projects	Description	Links to City Deal objectives
St. Catherine's Park	The first implementation of Central Parks is St. Catherine's Park. A joint venture with St. Catherine's Hospice to create a new park next to Cuerden Strategic Site. The new park will serve both existing communities and new housing developments, as well as adding value to the Cuerden offer.	Estimated cost - £320k. Supports City Deal ambitions to create 17,000 new homes. Indirectly supports economic viability and outputs associated with Cuerden Strategic Site.
Worden Park Improvements	Worden Park will be affected by the significant growth in housing as a result of City Deal. Directly affected by housing developments around Altcar Lane sites. A range of improvements to the Park, including a new entrance, parking and community facilities will help to address these additional demands.	Estimated Costs - £155k Supports City Deal ambitions to create 17,000 new homes.
Landmark features	The spine of the City Deal works in South Ribble is the A582 improvements. SRBC has a strategy (Leyland Retail Masterplan) for local landmarks or gateway features which ties inward investment to our local communities and heritage.	Estimated costs £170k Supports highway improvements.

	The 'Tank' roundabout and Leyland Fire Engine are two such landmarks. These funds would help secure three more of these features adjacent to the strategic highway developments which are part of City Deal. Positive discussions have taken place with businesses ready to contribute. This could include land resources and capital. These landmarks give a sense of place and identify.	Directly supports economic viability and outputs associated with employment sites and local South Ribble town and village centres.
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Table 3

Development Projects	Description	Links to City Deal objectives
Leisure Development Plan	This development work will help ensure that South Ribble's Leisure and Cultural offer is fit for purpose for the future in light of the expected increase in population. The development plan will look at different options for delivery, identify locations and facility mix, and ensure that the future strategic needs, impacts and outcomes within the local area are met.	<p>Estimated cost £80k Supports City Deal ambitions to create 17,000 new homes.</p> <p>Support appropriate and viable delivery of Open Space to serve the new City Deal Population.</p> <p>Support the development and integration of sustainable and healthy communities.</p>
Central Park Development Plan	Although the first phase of Central Parks i.e. St Catherine's Park is included in the Implementation table above, more development work will be needed to help bring forward subsequent phases.	Estimated cost £70k Supports City Deal ambitions to create 17,000 new homes.
District Centre Improvements linked to Public Transport Corridors work <ul style="list-style-type: none"> • Penwortham • Lostock Hall • Leyland • Bamber Bridge 	The proposed capital works will complement the public transport corridor route improvements. This will require Master planning to provide sustainable developments. Town centre improvements will link to local economic improvements similar to the model supported by the Coastal Community Funds. The Lancashire Enterprise Partnership is responsible for strategic economic development. The proposal will develop schemes to ensure local towns are vibrant economic centres complimenting the LEP strategy for a strong Central Lancashire offer. This work to include projects with local schools, colleges and businesses to support business start-up, entrepreneurship, business growth and skills development.	<p>Estimated cost £165k Supports City Deal ambitions to create 17,000 new homes.</p> <p>More than 20,000 net new private sector jobs,</p> <p>Nearly £1 billion growth in Gross Value Added (GVA)</p> <p>£2.3 billion in leveraged commercial investment.</p>

4.1 Next steps

Subject to consideration and support for the proposals contained within this report, the next stage would be for the Council to seek the inclusion of its local priorities within the updated City Deal IDP. At the same time the City Deal Executive Board would be requested to provide initial financial support of £960,000 to allow the commissioning of the specific actions listed in the two tables above.

5.1 WIDER IMPLICATIONS

In the preparation of this report, consideration has been given to the impact of its proposals in all the areas listed below, and the table shows any implications in respect of each of these. The risk assessment, which has been carried out, forms part of the background papers to the report.

LEGAL	<p>There are a number of potential legal implications to be considered here albeit a number of them will not be of immediate concern – they will apply at a later stage in the planning of the specific projects.</p> <p>Planning permission and other permissions may in due course be required for aspects of the projected works.</p> <p>For some highway schemes the County Council may need to consult on and then introduce traffic regulation orders.</p> <p>The need for extensive public consultation in respect of a number of the proposals is obvious.</p> <p>When procuring any works themselves the Council will comply with its Contract Procedural Rules. Contract documentation will be drawn up to protect the Council's position.</p>
FINANCIAL	<p>Every effort has been made to make sure the expenditure forecasts are as accurate as they can be at this stage in advance of the project. It should be noted, however, that they are based on cost estimates which may differ from the final total cost due to reasons that come to light as projects progress. Therefore a contingency of 10% is included in the forecasts and costs will be continuously reviewed. The final schemes will be managed to match budgets to ensure there is no overspend on estimated costs.</p> <p>City Deal contributions are yet to be approved by the City Deal Executive Board.</p>
RISK	<p>Main risks and mitigation measures are described:</p> <p>Governance – some projects will require a public consultation for any highway works and traffic regulation orders. In addition, local support has been sought from appropriate My Neighbourhood Forums who will be kept informed of progress. Lancashire County Council has a key role in many of the schemes as Highway Authority, and along with Preston City Council and the Homes and Communities Agency as funding partners to the City Deal.</p> <p>There is potential for services to be affected and relevant statutory undertakers have the ability to prevent/delay/add cost to the scheme.</p> <p>Timings may be subject to change following revised future forecasts and estimates. Work has been progressing extremely well between SRBC and LCC teams. SRBC has delivered several similar projects already and LCC has extensive resources to help deliver a much bigger scheme.</p>
EQUALITY & DIVERSITY	<p>There are no foreseeable issues. Designs will take into account needs of mobility & physically impaired better than current arrangements.</p>

<i>Asset Management</i>	<i>Corporate Plans and Policies</i>	<i>Crime and Disorder</i>	<i>Efficiency Savings/Value for Money</i>
<i>Equality, Diversity and Community Cohesion</i>	<i>Freedom of Information/ Data Protection</i>	<i>Health and Safety</i>	<i>Health Inequalities</i>
<i>Human Rights Act 1998</i>	<i>Implementing Electronic Government</i>	<i>Staffing, Training and Development</i>	<i>Sustainability</i>