

| Options for the TIP | | | | | | | | |
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| Source: SRBC, Local Policy, Board Consultation, Steer ED | | | | | | | | |
| Project Idea | Strategic Alignment | Evidence of Need | Impact | Estimated | Deliverability | Timeline | Risk | Covid-19 Recovery |
| Town centre masterplan - remodel & re-shape Leyland Town Centre to improve public realm and sense of centre | Help define a centre | Residents complain that there is a lack of a clear centre making Leyland a less attractive place to dwell. The retail sector is also struggling at the moment underpinning a need for public sector intervention in the high street. | Specific impact unknown at this stage given lack of specifics and the fact physical town centre regen would need to be linked to wider projects to deliver change. | Detailed costs unknown at this stage. ROM estimate medium costs. | Masterplan has been developed and consultation phase is nearly complete. | Medium term delivery profile | Project specifics yet unknown. | Covid-19 is likely to intensify the need for public sector intervention in the high street to safeguard jobs and repurpose spaces. |
| Worden Masterplan - providing a commercially driven offer that provides new physical spaces for local residents and businesses | Does not address core areas for action. | There is a lack of knowledge based businesses in Leyland and start-up rates are low. There is also a high level of out commuting, in particular for higher-skilled jobs. | This project may be wholly delivered in the absence of TF investment. No additional impact. | Detailed costs unknown at this stage. ROM estimate medium costs. | Further scoping and market testing would be required before specific delivery options were known. | Medium term delivery profile | Does not address objectives and potential for no additional outputs to be delivered under TF. | No clear link to supporting Covid-19 recovery as no additional impact anticipated. |
| Green Links Strategy - Developing a cross Leyland set of green corridors to increase health and sustainable travel and connectivity across the town | Leyland already delivers in terms of access to green space. Project does not address core areas for action. | South Ribbles has higher than average emissions per head and some areas of poor air quality as well as high car use. This indicates need to reduce emissions and promote mode shift to sustainable travel options. | This project may be wholly delivered in the absence of TF investment. No additional impact. | Detailed costs unknown at this stage. ROM estimate medium costs. | Project underway. Deliverability evidenced. | Medium term delivery profile but delivery is already underway. | Does not address objectives and potential for no additional outputs to be delivered under TF. | No clear link to supporting Covid-19 recovery as no additional impact anticipated. |
| Wellbeing & Leisure Hub - Creating a 'sustainable' wellbeing hub for the town. Masterplanning underway with developer partners. | Improving the leisure offer in the town. However, this would not deliver in terms of night time economy. | South Ribbles has on average less "premature deaths" than the national or regional level indicating a healthier than average population. However, better access to improve health facilities will benefit residents. | This project may be wholly delivered in the absence of TF investment. No additional impact. | Detailed costs unknown at this stage. ROM estimate medium costs. | Project underway. Deliverability evidenced. | Medium term delivery profile | Potential for no additional outputs to be delivered under TF. | No clear link to supporting Covid-19 recovery as no additional impact anticipated. |
| Skills shop - Building on SRBC's apprentice factory project development plan. There are local ambitions to deliver a skills hub for residents and businesses in the town centre. | Deliver skills and helping define a centre. | The picture of skills provision across the district is mixed. On the one hand South Ribbles outperforms national and regional qualification averages, however school and further education provision present a mixed picture with some clear areas for improvement. | Targeted/ market aligned skills investments likely to deliver economic benefits. | Detailed costs unknown at this stage. ROM estimate medium costs. | Physical location would need to be selected and delivered. Delivery of services in line with existing Apprentice factory project. | Short term delivery profile. | Project specifics yet unknown. | Up-skilling or Re-skilling is likely to be necessary to support workers who need to transition to alternative sectors. |
| Digital - Investments in digital infrastructure along with commissioning research into digital provision. | Project does not align with core areas for action. | Digital coverage in South Ribbles is good to fibre coverage. South Ribbles rates 'medium' for digital exclusion however issues with accessing the internet do not appear to stem from a lack of digital infrastructure. | Leyland is well served in terms of digital provision. Enhancement therefore not expected to deliver significant improvements. | Detailed costs unknown at this stage. ROM estimate high costs. | Specific investments have not been identified. Scoping work into need would need to be commissioned before delivery. | Medium term delivery profile | Costly and unlikely to deliver objectives. | Digital coverage in South Ribbles is good. Therefore, no clear link to supporting Covid-19 recovery. |
| Civic quarter - developing extra care facilities close to the town centre | Residential development not a core area for action. | South Ribbles has seen a significant increase in the number of over 65s (10,000 persons) since 1991. In line with national trends this is likely to increase and result in increase demand for extra care housing. | Extra care housing not expected to deliver productivity driving/ economic benefits. | Detailed costs unknown at this stage. ROM estimate high costs. | Residential development involves significant resource coordination. | Long term delivery profile | Costly and unlikely to deliver objectives. | No employment or growth driving benefits. No clear link to supporting Covid-19 recovery. |
| New station at Midget Hall - deliver a new station on the Preston to Liverpool line which will improve connectivity and support the delivery of more significant housing development. | Transport infrastructure would improve connectivity to the town and potentially deliver agglomeration benefits | At present Leyland is reasonably well connected with a 45min rail journey time to Liverpool. An addition station would improve this further improving resident access to jobs and potentially decreasing car use. | Station location configured to unlock residential development rather than drive employment sites. Also, it may increase out commuting of Leyland's residents. | Detailed costs unknown at this stage. ROM estimate high costs. | Transport infrastructure of this nature involves significant resource coordination. | Long term delivery profile | Costly, long delivery profile and lack of strong strategic alignment. Potential for public transport demand reduction in the medium term under a less optimistic Covid-19 scenario. | Potential to support employment opportunities although link not explicit. |
| Town centre events/ cultural space - delivery of a multi-use music/ events space in the town centre. This could be used/ leased for rehearsals, performances and meetings. | Deliver an enhanced leisure offer for the town centre. | At present the Town is not well served by leisure and cultural facilities. | Impact would be highly dependent on the delivery model for the space and the way in which it was utilised. | Detailed costs unknown at this stage. ROM estimate medium costs. | Further scoping and market testing would be required before specific delivery options were known. | Medium term delivery profile | Project specifics yet unknown. Potential for medium-long term delivery challenges with an events space in a less optimistic Covid-19 future scenario. | Covid-19 is likely to intensify the need for public sector intervention in the high street This project could support wider town centre efforts. |
| Town centre co-working space with start-up support - delivering a town centre space for start-up businesses and other workers potentially along with some business support services. | Help define a centre and support 'levelling' up through strong start-up culture | There is a lack of knowledge based businesses in Leyland and start-up rates are low. There is also a high level of out commuting, in particular for higher-skilled jobs. | Co-working space with an active business support programme likely to deliver economic benefits. | Detailed costs unknown at this stage. ROM estimate medium costs. | Further scoping and market testing would be required before specific delivery options were known. | Medium term delivery profile | Project specifics yet unknown. Potential for medium-long term delivery challenges with an co-working space in a less optimistic Covid-19 future scenario. | Could potentially support increase start-ups, scale-up and job creation activities. Particularly if paired with business support services. |
| Regenerating the market building - physically improving the Council owned market building so that it is a more attractive place for local people to meet. | Help define a centre and improve the evening leisure offer. | At present the Town is not well served by leisure and cultural facilities. Residents complain that there is a lack of a clear centre making Leyland a less attractive place to dwell. | Specific impact unknown at this stage given lack of specifics and the fact physical town centre regen would need to be linked to wider projects to deliver change. | Detailed costs unknown at this stage. ROM estimate medium costs. | The building is in council ownership and consultation on the masterplan which includes some ideas re regenerating the market building is underway. | Medium term delivery profile | Project specifics yet unknown. Potential for medium-long term delivery challenges with an meeting space in a less optimistic Covid-19 future scenario. | Covid-19 is likely to intensify the need for public sector intervention in the high street This project could support wider town centre efforts. |
| Advanced manufacturing supply chain - exploring links/ partnership opportunities with AMRC/EZ activities in order to exploit advanced manufacturing supply chain opportunities. | Helping Leyland define its economic purpose and improving productivity. | There is a lack of knowledge based businesses in Leyland and start-up rates are low. There is also a high level of out commuting, in particular for higher-skilled jobs. | Successfully connecting supply chain opportunities can deliver significant economic benefits (e.g. jobs, knowledge transfer etc.) | Detailed costs unknown at this stage. ROM estimate medium costs. | Further scoping and market testing would be required before specific delivery options were known. Delivery likely to require substantial engagement with potential partners. | Medium term delivery profile | Project specifics yet unknown. | Could potentially support increase start-ups, scale-up and job creation activities. Particularly if paired with business support services. |
| Virtual manufacturing hub - creating a virtual manufacturing hub to deliver training specifically focused on the advanced manufacturing sector. | Helping Leyland define its economic purpose delivering skills and helping to define a centre | The picture of skills provision across the district is mixed. There is also a lack of knowledge intensive and higher skilled employment opportunities in Leyland. | Targeted/ market aligned skills investments likely to deliver economic benefits. | Detailed costs unknown at this stage. ROM estimate medium costs. | Further scoping and market testing would be required before specific delivery options were known. Delivery likely to require substantial engagement with potential partners. | Medium term delivery profile | Project specifics yet unknown. | Up-skilling or Re-skilling is likely to be necessary to support workers who need to transition to alternative sectors. |
| End | | | | | | | | |