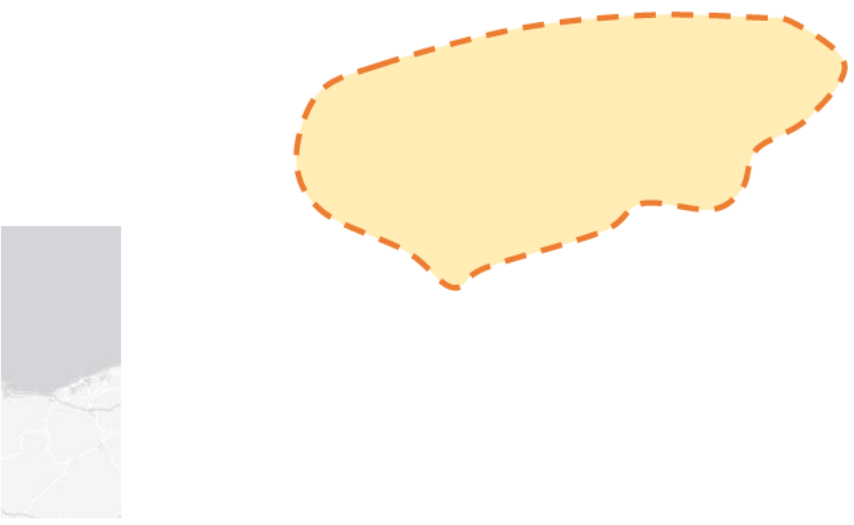


Client Scheme Requirements

The Client Scheme Requirements is produced in SSP and reviewed at each subsequent Stage. The information given here is updated accordingly as the design evolves. Therefore certain sections below can only be completed / updated once a preferred option is selected. Where this applies to a section this will be indicated in the guidance notes below.

PROJECT DEFINITION			
PROJECT TITLE As defined in the Highways England Delivery Plan. The title provided here will be used by the MP Programme Hub for establishing the set-up documentation and populating other products.		M65 Extension Study	
ID NUMBERS PIN number is assigned by the MP Programme Hub when it is entered onto the ORACLE cost system. MS number is assigned by the MP Programme Hub when it is entered onto the PowerSteering system.		PIN NUMBER: 601765	MAJOR SCHEME MS NUMBER: NA
SCHEME CONTACT INFORMATION		DfT Sponsor: (if applicable) N/A <small>Only applicable to Tier 1 and novel or contentious projects</small>	Strategy and Planning Project Manager: [REDACTED]
		OD Senior User: TBC	SRO: [REDACTED]
		Other Key Consultees: TfN/DfT	
SCHEME TYPE Where scheme type is uncertain in the options phase this should be completed once a preferred option is selected. Types may include Junctions, widening and bypasses, complex infrastructure projects, smart motorways.		As this is a Stage Strategic Network Study the outputs are currently unknown. May include strategic road improvements, local road improvements (where it impacts on the strategic road network) and multi-modal improvements.	
ROAD AND/OR GEOGRAPHIC LOCATON		<p>The M65 corridor is located within Central Pennines area, as defined within the TfN Strategic Development Corridors. Currently it stretches between Preston and Colne and totals approximately 26 miles, comprising of 14 Junctions. The key aims of the M65 Extension Study are to explore the strategic options and feasibility for the completion of a trans-Pennine link in the M65 corridor.</p> <p>The general study area is below:</p> <p>Figure 1- Study Area</p> 	
PROJECT DESCRIPTION A high level statement of the scope is required. A full project description is to be added once the preferred option can be defined and solution type identified. This should be consistent with descriptions provided in the Roads Investment Strategy (RIS) Investment Plan and/or Highways England Delivery Plan or any changes to that clearly identified.		The M65 Extension Study is a study at the request of the DfT which aims to explore the strategic options and feasibility for the completion of a trans-Pennine link in the M65 corridor. The high-level study will allow for Highways England to devise a long-term strategy for the central/south Pennines area by considering the benefits of extending the M65 to form an additional strategic trans – Pennine route.	

The Pennines act as a barrier between the East and West of the North of England, restricting trade and commuting by road to a limited number of corridors. The M62, the only full motorway crossing of the Pennines, is at capacity with only limited alternative routes within a suitable geographic distance. (see figure 1)

The key drivers for considering this investment are economic growth in the North of England which is a key government driver in rebalancing the UK economy. This is also a key driver within Transport for the North's Strategic Transport Plan [STP];

As this is a strategic level long term study focusing on potential strategic options, the contribution to the key performance indicators will not be immediate. However, long-term contributions are expected in the Economic Growth (better East/West connectivity for the North), User Satisfaction (congestion relief on the M62) and Network Safety areas.

Work has been undertaken to develop an initial understanding of the impact on the Trans- Pennine Route, A smaller desktop based Strategy Shaping 'phase 1' study is currently being undertaken via the GED Spatial Planning Framework (SPF) which will feed into the specification of this more detailed work. This is providing socio-economic justification for considering the corridor and assessing at a strategic level the spatial / economic / planning options for extending from the M65 to West Yorkshire / Leeds.

A new study is required to build on existing understanding, which will ultimately inform the completion of a Strategic Outline Business Case (SOBC) for the better performing interventions to satisfy the requirements of Stage 0 of Highways England's Project Control Framework (PCF) process.

Below are the areas of study work:

- Understanding the findings from the initial 'phase 1' desktop study undertaken by AECOM.
- Review use of the Highways England Trans Pennine South Regional Transport Models (TPSRTM) for shaping the strategic corridor
- Undertake preliminary high-level alignments for strategic options outlined in phase 1 Strategy Shaping Desktop Study.
- Undertake level 1 & 2 benefits for the preferred options from the options assessment report
- Produce a thorough economic narrative exploring local, regional and sub-national hypothesis:
 - to understand agglomeration
 - review local plans
 - run economic model
 - undertake level 3 analysis
 - inform in discussion with stakeholders
- Produce a comprehensive SOBC to inform the next stage if required
- Produce all required PCF products to reflect the study findings to enable options to progress to PCF Stage 1 if necessary. (A definitive PCF product list is part of the more detailed Project Scope).

The Project Scope task list is structured as follows to reflect the above:

- Task 1 Inception
- Task 2: Strategic Option Sifting and Prioritisation
- Task 3: Modelling of Strategic Options
- Task 4: Cost Estimation
- Task 5: Economic Narrative and Level 3 Modelling
- Task 6: SOBC Production
- Task 7: Stakeholder and Business Community Engagement
- Task 8: PCF Product Production (incl. DfT Briefing)
- Task 9 Investment Submissions, Assurance Reviews and Closeout.

<p>STATUS</p> <p>Indicate the current Stage that the project is in. Note that this document is reviewed at every stage.</p>	<p>PCF Stage 0 (DfT requested but not funded by them).</p>
<p>CHALLENGES AND ISSUES</p>	
<p>Summarise the identified transport related problems with reference to the current conditions</p>	<p><u>Corridor Headline Facts</u> The population of the corridor area is ~1-million; East Lancashire is some 500k; West Yorkshire some 500k;</p> <p>There is no strategic route connecting these two populations other than the indirect M62. e.g.</p> <p>Preston to Burnley – 26 miles - 36 min due to existing M65 Bradford to Burnley – 29 miles - 58 minutes.</p> <p>The M65 is currently not a competitive Trans – Pennine route, alternatively the M62 - the only full motorway crossing of the Pennines is considered as the critical route which is currently at capacity. There are limited alternative routes within geographic distance, however these also hold limitations (still timely, single carriageway, resilience risk, greater distance).</p> <p>The impact of doing nothing is that the current limited crossings of the Pennines will continue to suffer congestion and further journey time degradation. In particular the current M62, which will also continue to constrain the aspirational economic growth of the North of England through impairing productivity for a number of existing manufacturing employers that rely on access to the SRN. (See figure 1)</p> <p>TfN are currently unsighted of this work however the intention is to bring them onto the Project Board as an opportunity. As part of their Central Pennines Strategic Development Corridor work, TfN have identified a range of highway improvements in the corridor, however without much prioritisation or forming a cohesive corridor strategy. This study will however look to build on this work and assess the suitability of the schemes in the SDC as possible strategic components to take forward as part of the recommended package.</p>
<p>STRATEGIC CASE</p> <p>Summarise the strategic case for a solution, explaining how the scheme will contribute to the RIS Strategic Vision and the Highways England Strategic Business Plan. Illustrate the alignment of the scheme with local, regional and national objectives. Refer to previous study work which has addressed the strategic case for the scheme.</p>	<p>The key aims of the M65 Extension Study (which has been requested by DfT) are to explore the strategic options and feasibility for the completion of a trans-Pennine link in the M65 corridor. The study will allow for Highways England to devise a long-term strategy for the central/south Pennines area.</p> <p>An extension to the M65, which is essentially a strategic ‘cul-de-sac’ as it covers only 1/3 of the trans-Pennine distance, would fill the strategic gap in the network. One of the key focuses for this study is around the potential strategic options alleviating the M62 congestion.</p> <div data-bbox="993 1947 1759 2516" data-label="Figure"> </div> <p>Figure 2 – Pockets of Congestion in Corridor</p>

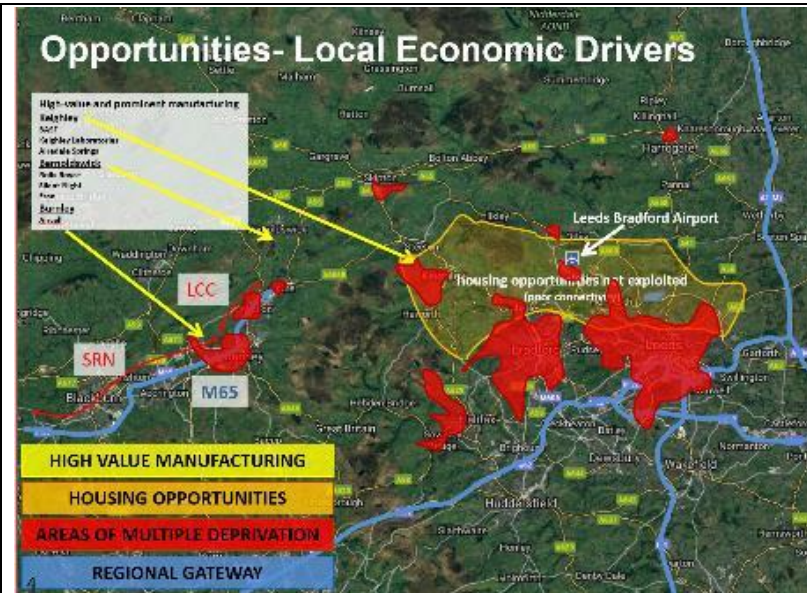


Figure 3 – Areas of Deprivation and existing high value manufacturing.

The study would support:

- **Better and more integrated connectivity:** Enhanced road and rail connectivity could deliver significant benefits to other modes of transport and established transport hubs within the Corridor and the wider North of England. For example, Leeds Bradford International Airport (LBIA) – a rapidly expanding airport with plans to double passenger numbers to 7m per annum by 2030 and to explore freight opportunities.

- **Nationally significant high growth, high value economic sectors and clusters:** Across the corridor there are a number of key complementary economic sectors which are considered to be either existing or likely future significant drivers of economic output and productivity. Enhancing the potential for the increased agglomeration of business activity within and between these key existing and growth sectors through improved physical connectivity will undoubtedly offer the potential for enhanced overall economic output, as well as promote increased innovation, supply chain development, knowledge transfer and overall operational efficiencies.

- **Wider supply chains:** These same sectors are significant not only due to their direct employment and economic output but the wider supply chains that they create and support. It is also home to a number of major supply chains in key sectors which are key to the future economic growth of the Northern economy and increased mobility and connectivity across the North will be a key driver of the success of these supply chains and wider economic growth prospects. The Lancashire economy is a key part of the automotive supply chain for example, in spite of not having a prime assembly plant in the county; the Lancashire Strategic Economic Plan identifies that the failure to deliver the transport infrastructure needed to support sustained business success, accounts for one-quarter of Lancashire's current economic performance gap with the rest of the UK.

- **Increasing skills opportunities:** The wider economy is home to 7 universities including a number which are ranked globally as leading institutions in particular taught and research areas. Enhanced connectivity could increase the attractiveness and accessibility of higher level skills development to learners which may have otherwise not been willing/able to consider skills development opportunities and also assist to enhance rates of graduate retention through improving access to employment opportunities, again a key issue for many areas.

- **New housing:** The corridor has significant potential, being located so close to the Manchester and Leeds city regions, in addition to labour markets in Central Lancashire and West Yorkshire, to be a location that supports wider housing growth. Poor connectivity options, both road and rail, constrain opportunities, despite modest distances (as can be seen in the example below of average journey times from Burnley).

- **Deprived communities:** Parts of the corridor (e.g. Burnley, Pendle, Blackburn, Bradford) have some of the most deprived communities nationally. Enhanced East-West connectivity may enable people to access economic opportunities across a wider geography.

TRANSPORT OBJECTIVES

Define the high level objectives of the scheme, in terms of desired outcomes, such as improvement in journey times, reliability, safety, or catering for economic and housing growth. Where applicable, reference the objectives identified in the high level business case prepared through route strategies.

More detailed objectives (flowing from the high level objectives) should be developed as the design evolves and particularly once the preferred option is selected. These detailed objectives, comprised of specific, targets and measures should reflect the guidance given in WebTAG and be consistent with the Appraisal Summary Table (AST).

There should also be an objective to deliver a scheme which matches or improves on the value for money of the selected option, as it has been assessed at completion of the Option Phase and set out in the AST and Value for Money (VfM) assessment. This should be consistent with objectives provided in the RIS Investment Plan and/or Highways England Delivery Plan or any changes to that clearly identified.

The objectives of this study are as follows:

Connectivity

- Ensure the improvement of the Trans-Pennine east-west connectivity, including for freight.
- Reduce journey times between east and west of the Pennines
- Maintain and improve access for tourism in the AONBs of Bowland and Nidderdale.
- Improve access to international transport hubs such as Leeds Bradford Airport.
- Create new economic opportunities along developed corridors that spread opportunities of trans-Pennine connectivity.

Economic Growth

- Support the economic growth of the Northern Economy in particular priority and enabling sectors (as per North's Independent Economic Review), dominant within and adjacent to corridor e.g. the high value manufacturing. By providing better connections, allowing them greater access to international gateways.
- Support the regional growth aspirations of the East Lancashire-West/North Yorkshire areas, and the wider geography by proving high quality connections linking areas of strategic growth currently suppressed by access issues.
- Improve local accessibility from the economically deprived areas in the corridor (East Lancashire and West Yorkshire) to centres of employment and wider skills opportunities.

Network Performance

- Improve journey time reliability for road users;
- Improve road safety, including NMUs;
- Reduce trans-Pennine congestion on other strategic routes;
- Improve the resilience of the routes to the impacts of events and incidents such as severe weather in particular the M62 corridor.

Environment

- Minimise adverse impacts on the environment
- Optimise environmental improvement opportunities.
- Reduce the impact of traffic on local communities


More detailed objectives will be developed once the design evolves and preferred options are selected.

PERFORMANCE SPECIFICATION

Provide a view on how the proposals relate to the RIS Performance Specification together with an indication of how they support delivery of the Key Performance Indicators (KPIs).

Any intervention will be expected to contribute to the RIS Performance Specification, as shown below.

Objective	Scheme Contribution
Making the	Current safety levels, and the safety implications of any

	network safer	proposed schemes will be understood. Mitigation which would contribute to a safer network will be identified.																																																				
	Improving user satisfaction	The schemes should seek to improve journey time reliability by reducing the number of incidents and delays on the network. By helping to reduce congestion on the network, the schemes will contribute to improved user satisfaction.																																																				
	Supporting the smooth flow of traffic	Schemes will be highly targeted interventions aiming to improve capacity to meet current and future demand and to reduce delays caused by congestion. Alternative route options will be explored.																																																				
	Encouraging economic growth	Support the economic growth of the Northern Economy in particular the high value manufacturing.																																																				
	Keeping the network in good condition	New infrastructure should be delivered to the latest standards, aiming to achieve long-term efficiency.																																																				
OPTIONS AND OUTPUTS																																																						
OPTIONS																																																						
<p>At the start of the Options phase provide a list of the principal options which have been identified as meriting further investigation from the pre-options feasibility work, eg route strategies options assessment report, including details of any complementary measures.</p>	<p>No strategic options defined yet - potential options will be explored as part of the study building on the phases 1 Strategy Shaping desktop work.</p>  <p>Figure 5- Study Area, Scope and potential strategic options.</p>																																																					
TRANSPORT AND ROAD INFRASTRUCTURE DELIVERABLES																																																						
<p>List the principal elements of the scheme when they have been defined in the Development Phase. This should be consistent with the Roads Investment Strategy (RIS) Investment Plan and/or Highways England Delivery Plan or any changes to that clearly identified.</p>	<p>To be identified as part of the Development Phase.</p>																																																					
TIME FRAMES																																																						
<p>Include the planned Phase and Stage dates, as given in the Project Schedule.</p>	<table border="1"> <thead> <tr> <th colspan="3">Option Phase</th> <th colspan="3">Development Phase</th> <th colspan="3">Construction Phase</th> </tr> <tr> <th>Stage</th> <th>From</th> <th>To</th> <th>Stage</th> <th>From</th> <th>To</th> <th>Stage</th> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>Jul 2019</td> <td>Feb 2019</td> <td>3</td> <td>TBC</td> <td></td> <td>6</td> <td>TBC</td> <td>TBC</td> </tr> <tr> <td>2</td> <td>TBC</td> <td>TBC</td> <td>4</td> <td>TBC</td> <td></td> <td>7</td> <td>TBC</td> <td>TBC</td> </tr> <tr> <td></td> <td></td> <td></td> <td>5</td> <td>TBC</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>									Option Phase			Development Phase			Construction Phase			Stage	From	To	Stage	From	To	Stage	From	To	0	Jul 2019	Feb 2019	3	TBC		6	TBC	TBC	2	TBC	TBC	4	TBC		7	TBC	TBC				5	TBC				
Option Phase			Development Phase			Construction Phase																																																
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			5	TBC																																																		
CONSTRAINTS																																																						
<p>Special conditions that impact on the delivery should be noted; for example, particular environmental considerations. Factors influencing the required time table; for example, the timing of planned housing developments should be noted. Details should be provided of any other bodies involved in the delivery of the scheme or of complementary measures.</p>	<p>Key Constraints in the area consist of the Area of Outstanding Natural Beauty (AONB) of Nidderdale and to a lesser extent the Yorkshire Dales National Park and Bowland AONB.</p>																																																					
Public Commitments																																																						
<p>To describe the announcement made by who, where and when.</p>	<p>None made.</p>																																																					
COSTS AND FUNDING																																																						
<p>Give the three-point estimate for the Project.</p>																																																						

<p>This should show separately the estimated outturn project cost, the programme risk and total cost.</p> <p>In the Options phase give these estimates for each option listed above under Options and Outputs.</p> <p>If costs for some options are not available at the start of the options phase include them as they become available.</p> <p>In the Development phase give the estimate for the preferred option.</p> <p>Note: The central /most likely outturn project cost estimate plus the central/most likely programme risk figure = the expected outturn cost.</p> <p>In the Development phase this relates to the preferred option.</p> <p>In the Options phase there will be a separate expected outturn cost for each option.</p> <p>Include the assumed construction date used to calculate the Indicative Funding Assumption.</p>				
<p>SOURCE OF FUNDS</p> <p>Indicate the assumed source of funding for the project.</p>	Strategy and Planning Directorate		Other	
	Stage 0 – Network Planning Division			
<p>AUTHORISED PHASE BUDGET</p>				
	Amount	Phase/Stage		
	£250,000 in this tender (£350,000 total S&P IDC Budget)	PCF Stage 0		
	(subject to tender process however seeking direct award on advice of S&P IDC)			
<p>APPROVAL</p>				
<p>AUTHOR</p> <p>The form should either be completed by the Highways England SRO or for Tier 1, novel or contentious projects by the DfT Sponsor, working with the MP Project Manager.</p> <p>The MP Programme Hub and, Strategy and Planning may also need to be consulted as appropriate.</p>	<p>██████████ – Network Planning Manager</p>			
<p>APPROVER</p> <p>The form should be signed off by the following: 1) Programme Internal Sponsor or 2) For Tier 1 projects only - DfT Sponsor</p>	<p>Name</p> <p>██████████ - Head of Network Strategy and Development</p>	<p>Signature</p> <p>██████████</p>	<p>Date</p> <p>27/06/19</p>	
<p>RECORD OF REQUIREMENTS CHANGES</p>				
<p>Identify the updates and changes to the Scheme Requirements. The Scheme Requirements is reviewed at each Stage Gate. Changes to the Requirements are subject to the PCF change control processes, inclusion in the Change Register and should be considered in light of the change control process for the Delivery Plan and / or RIS.</p>	Milestone or Change Event	Date	Version No.	
	Updated end date	27/06/2019		