

**Open Report on behalf of Richard Wills, Executive Director for Environment and Economy**

Report to:	<b>Economic Scrutiny Committee</b>
Date:	<b>12 July 2016</b>
Subject:	<b>Impact of Transportation on Maximising Economic Growth (ITMEG) Update</b>

**Summary:**

Progress has been made against all the key recommendations and at previous meetings the Committee has received updates on individual aspects of work that relate to ITMEG e.g. A15 corridor, Rail issues.

Since the original ITMEG work, a number of changes have occurred in respect of how and where the economic and transport discussions are occurring.

The importance of transport to growth delivery is recognised within the Greater Lincolnshire Devolution Deal and detailed work programmes are being developed to address matters including the development of an overarching strategic transport plan for Greater Lincolnshire that will reflect the impact of the Strategic Economic Plan on transport needs.

**Actions Required:**

Members are invited to note the continued progress towards all of the recommendations in the ITMEG report.

## **1. Background**

Transport is one of the main factors in economic growth along with support for business, skills/employment, and regeneration projects. The Economic Scrutiny Committee conducted a review – Impact of Transportation on Maximising Economic Growth (ITMEG) - to inform priorities for transport/economic growth. The review was chaired by Councillor William Webb.

The review has set the agenda for transport/economic growth activity for some time and regular reports have been given to the economic scrutiny committee. Progress has been made on all of the recommendations, although it should be recognised that major transport schemes are complex to develop and therefore some schemes will take a long time to arise.

Transport is an important element in the Greater Lincolnshire devolution agreement. The operating protocols for a Combined Authority are still being established, but it is likely that there will be a transport workstream. This means that the recommendations of ITMEG will need to be used to inform the devolution programme.

At the same time, it is important to remember that the ITMEG review was conducted some time ago. Therefore some activity has moved from strategic/economic planning into its delivery phase and will therefore be reported differently in accordance with the Council's constitutional requirements.

Whilst the recommendations of ITMEG continue to be relevant, they need to be seen in the context of further detailed work that is taking place on transport/economic growth.

This report provides an update on progress against the recommendations in the ITMEG report.

### **1.1 Original ITMEG Recommendation:**

Recognise, and address across its work, that perceptions about access and transport infrastructure impact upon economic growth through affecting the views of those considering investing, living, working, visiting or studying in the area.

### **Current Position:**

The importance of the transport agenda to economic development and delivery of growth is informing other work streams. Notably the importance of transport is recognised in the devolution deal and work across Greater Lincolnshire to develop a strategic infrastructure delivery plan which is due to be presented to the Greater Lincolnshire Local Enterprise Partnership (GLLEP) in September 2016. Government has combined transport funding into the Single Local Growth Fund, thus interlinking transport/growth policies.

### **Future Reporting:**

No further updates are required as this work is now embedded into other work streams.

### **1.2 Original Recommendation:**

Continue to support the delivery of the current four priority infrastructure schemes (Lincoln Eastern Bypass, Lincoln East West Link, Grantham Southern Relief Road and Spalding Western Relief Road), recognising that whilst these schemes are being branded as unlocking congestion in urban areas and promoting growth, they will also improve accessibility across the county network.

**Current Position:**

Lincoln Eastern Bypass – the tender process is underway. Planning permission has now been implemented.

Lincoln East West Link – work is on site and due to be completed in September 2016.

Grantham Southern Relief Road – the first Phase of King 31 section is complete. Second phase planning permission has been granted and work will start on site in Autumn 2016.

Spalding Western Relief Road – work is progressing with SHDC and a private developer to deliver this project.

**Future Reporting:**

Where schemes are on site, progress is reported to the Highways and Transport Scrutiny Committee. Emerging schemes will be presented to the Highways and Transport Scrutiny Committee in accordance with the Council's financial regulations.

**1.3 Original Recommendation:**

Commission further empirical research, including transport modelling, to allow the identification and priority ordering of our main road corridors in terms of their importance to the Greater Lincolnshire Economy.

**Current Position:**

Work is underway across Greater Lincolnshire to develop a strategic infrastructure delivery plan which is due to be presented to the GLLEP in September 2016. The Strategic Infrastructure Delivery Plan is developing a prioritisation framework of which economic inputs are key to the assessment. Strategic Planning and Economic Development staff are contributing to this work.

**Future Reporting**

The Strategic Infrastructure Delivery Plan will be brought to the Economic Scrutiny Committee as it is developed.

**1.4 Original Recommendation:**

Develop plans, including through transport modelling, for improvements of the prioritised transport corridors, to contain a mixture of short term, longer term and compounding interventions. These should be evolved into clear, costed business plans. Opportunities for developer contributions should be identified. To ensure that developer contributions can be captured, it will be essential to fully inform and influence Local Development Plans.

**Current Position:**

Key towns have adopted transport strategies in place and appropriate levels of transport modelling are in place to support future growth options. Discussion is ongoing as Local Development Plans in some areas continue to be prepared.

**Future Reporting**

No further updates required as detailed as Highways and Transport Scrutiny Committee consider these matters when required.

**1.5 Original Recommendation:**

Implement a Tourism Sector Focused Transportation Action Plan to include the following activities:

- Commission detailed research to examine and better understand the origination point for visitors to Lincolnshire's main tourist destinations.
- Commission detailed research to identify the most heavily used routes between Lincolnshire's main visitor centres.
- Identify potential alternative routes to and between the main tourist destinations in Lincolnshire.
- Create and fully communicate a Lincolnshire tourist routing plan.

Overhaul Lincolnshire's road signage to provide better direction to routes to and between the County's main tourist locations.

**Current Position:**

Lincolnshire County Council (LCC) and GLLEP have commissioned a review into tourism partnership activity. This review includes the action of improving market intelligence – ie understanding better where tourists come from, what they spend their time doing, etc. This review will inform the preparation of a tourism sector focused transportation action plan.

**Future Reporting**

The market intelligence analysis will be reported to Economic Scrutiny Committee.

**1.6 Original Recommendation:**

Develop opportunities to increase traffic flow wherever possible, such as through local improvements to road alignments, and increase speed limits where appropriate and safe to do so.

**Current Position:**

Route Action Plan work has identified improvements on the A16, A17 and A18 corridors which will form the basis of short term improvement plans on these key routes. As reported to the Economic Scrutiny Committee, an analysis of the economic benefits of improving the A15 has been commissioned in partnership with North Lincolnshire Council and West Lindsey District Council.

A major bid for a programme of transport related schemes is being made via GLLEP for Single Local Growth Fund. A bid to the Department for Transport majors fund for Lincoln southern bypass has also been submitted.

**Future Reporting:**

Detailed scheme updates will be provided to the Highways and Transport Scrutiny Committee.

**1.7 Original Recommendation:**

Continue to lobby for rail improvements, both in terms of rail infrastructure and scheduling of service. This should include the development and maintenance of ongoing dialogue with the Train Operating Companies.

**Current Position:**

A detailed update on the rail strategy was provided at the last meeting of the Economic Scrutiny Committee.

**Future Reporting:**

Updates to be provided to the Economic Scrutiny Committee as required on the East Midlands franchise processes and other Greater Lincolnshire rail activity.

**1.8 Original Recommendations:**

Work with Network Rail and the Highways Agency to develop a set of economic impact criteria for the assessment of future network investment, which are relevant to Lincolnshire.

**Current Positions:**

The devolution deal includes a commitment to enter into a Memorandum Of Understanding with Highways England to align our activities on the strategic network. A similar approach is being promoted as part of a second round of devolution discussions.

**Future Reporting:**

Updates will be provided to the Economic Scrutiny Committee on the detail of the MOU's as they are developed and the benefits that arise from these.

**1.9 Original Recommendation:**

Promote further investment in some of Greater Lincolnshire's other transportation infrastructure such as ports and airports, and work with adjoining authorities to explore and exploit joint projects of mutual benefit.

**Current Position:**

The relationship between the ports and infrastructure is being developed through the Strategic Infrastructure Delivery Plan.

**Future Reporting:**

Work will be reported to Economic Scrutiny Committee as it is progressed through the Strategic Infrastructure Delivery Plan and devolution.

**1.10 Original Recommendation:**

In the longer term, develop and deliver an aspirational programme of transportation improvements with a clear evidence base linked to supporting enhanced economic growth. Lobby and campaign for recognition and funding of the programme at the national and international level.

**Current Position:**

A combination of the Strategic Infrastructure Delivery Plan and the devolution process has resulted in 'long lists' of transport infrastructure schemes being developed. These are forming the basis of funding bids for including in the Single Local Growth Fund bid for a transport programme of funding which is mentioned above.

**Future Reporting:**

Future updates to the Economic Scrutiny Committee will be included as part of funding updates to the Committee.

**1.11 Original Recommendation:**

Seek the support of MPs in Lincolnshire and the neighbouring areas to lobby for substantial further investment in the areas' transportation infrastructure to maximise local and national economic impact.

**Current Position:**

Regular briefings occur with MP's and the Council's Executive Councillors to ensure that they are aware of current status of projects. Briefing notes are provided to MP's on key matters. Such lobbying will be enhanced through the Midlands Engine, Midlands Connect and Northern Powerhouse.

**Future Reporting:**

Updates will be given to the Economic Scrutiny Committee as and when they are required.

## **2. Conclusion**

In conclusion, substantial progress continues to be made against the recommendations of the ITMEG report.

## **3. Consultation**

### **a) Policy Proofing Actions Required**

n/a

## **4. Background Papers**

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

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