

Open Report on behalf of Paul Rusted - Infrastructure Commissioner

Report to:	Highways and Transport Scrutiny Committee
Date:	27 October 2014
Subject:	Spalding Transport Strategy

Summary:

This item invites the Highways and Transport Scrutiny Committee to consider the Spalding Transport Strategy 2014 - 2036 report, which is due to be considered by the Executive Councillor for Highways, Transport and IT. The views of the Scrutiny Committee will be reported to the Executive Councillor, as part of the consideration of this item.

Actions Required:

1. To consider the attached 'Spalding Transport Strategy 2014 - 2036' and to determine whether the Committee supports the recommendation that the Executive Councillor endorses the strategy.
2. To agree any additional comments to be passed to the Executive Councillor in relation to this item.

1. Background

1.1 Spalding Transport Strategy (STS) Documents

The main document forming the STS is the report titled 'Spalding Transport Strategy 2014 - 2036' located at Appendix A of this report. This is, in effect, the glossy summary document that sets out to describe the work done, the factors pertinent to Spalding and the process by which the options have been reviewed, selected and can be taken forward in future.

In addition to the main report, working papers were produced during the development of the strategy. These working papers were prepared at various stages to report on the findings at that point. They provide in-depth detail regarding the evidence gathering, options identification, options sifting, assessment of options and the consultation findings. These working papers are published online and can be viewed or downloaded at <http://www.lincolnshire.gov.uk/residents/transport-travel-and-roads/highway-improvement/transport-strategies/spalding-transport-strategy/118463.article>.

1.2 The process

In March 2014 a report was presented to this Committee which provided an update on the Spalding Western Relief Road, along with the development of the Spalding Transport Strategy (STS) and Local Plan. Since March the STS has been through public consultation to develop the final transport strategy. Following this scrutiny process, we will be seeking endorsement of the STS from the Executive Member for Highways, Transport and IT.

The development of the STS has followed a six stage approach, which is outlined in detail in the strategy report. Briefly the stages were:

- Stage 1 – Inception;
- Stage 2 – Evidence gathering and analysis;
- Stage 3 – Option identification;
- Stage 4 – Initial option sifting;
- Stage 5 – Assessment of shortlisted options;
- Stage 6 – Final strategy, including consultation.

1.3 STS Consultation

In June 2014 consultation events were held to seek the views of local businesses, organisations and the public about the emerging transport strategy. At this point a draft strategy report was prepared and formed the basis of the consultation.

A stakeholder workshop was held on 12th June, which invited local businesses, transport operators and community organisations to provide their views. This was followed by public exhibitions held on 12th to 14th June in the centre of Spalding. In addition, further meetings and discussions were held with Elected Members, the Chamber of Trade and additional publicity through a Network Rail public consultation.

Full details of the consultation response, and the way this response was handled in the development of the STS, is contained in 'Working Paper 6: Consultation Response Note'.

1.4 STS Contents

The final STS report put forward for scrutiny and endorsement is included as Appendix A. Having regard to the background work and the results of the stakeholder and public consultation, the strategy sets out a series of short, medium and long-term options for improving travel options and infrastructure in the area.

In the short term (up to three years), options tend to be low-cost items that are easily deliverable. Examples include minor bus and cycle signing and infrastructure improvements alongside further detailed investigation of safety problems, mobility issues and travel planning.

For the medium-term (three to ten years) options tend to consist of larger scale improvements or issues requiring more complex buy-in from multiple organisations.

Typically this includes junction improvements, increasing traffic capacity and improving non-motorised access across the railway line.

In the long-term (ten years plus) the strategy identifies major infrastructure, including the Spalding Western Relief Road, and issues linked to economic growth which would require development, planning and transport issues to come together.

The full list of measures is provided in chapter five of the strategy report.

1.5 STS Delivery

Although, in the past, some transport strategies have been linked to an identified delivery fund, this is not the case with the current round of transport strategies. The STS identifies possible routes to delivery and funding. It is notable the majority of options will require the support of, and in many cases funding from, other public and private bodies.

In the short term, it is anticipated that a bid for funding will be made to the Integrated Transport Block for 2015/16, 2016/17 and subsequent years. However, such bids are likely to be sufficient only as support funding.

Having a strategy in place will be an important factor if/when opportunities for central government or local devolved funding through the Local Enterprise Partnership becomes available.

Whilst funding is limited, opportunities arise to make changes combined with other issues in the area:

- Discussions are currently ongoing with East Midlands Trains about the possibility of opening up access to Spalding Station from the Park Road area.
- In 2016/17 some of the town centre traffic signal installations are due for renewal. We are currently planning the best way to identify if these renewals present the opportunity for improving traffic flow, pedestrian and cycle access or, indeed, whether the signals can be removed altogether.
- The Council is currently seeking expert opinion about the business case, put forward by the Spalding and Peterborough Transport Forum, for re-opening Littleworth Station in Deeping St Nicholas.

1.6 Monitoring

It is vital that the outcomes of the strategy are monitored, to prove effectiveness and to enable a change of approach where necessary to deal with changing circumstances and priorities. The STS proposes ongoing monitoring against clear outcomes, with an in-depth review at five yearly intervals.

The outcomes and indicators (success criteria) are outlined in detail in chapter six of the strategy report. In general, they cover the reduction of traffic, increased use of walking, cycling and public transport, improvements in road safety and reduced carbon emissions from transport.

2. Conclusion

Following consideration of the attached report, the Committee is requested to consider whether it supports the endorsement of the Spalding Transport Strategy 2014 - 2036 by the Executive Councillor for Highways, Transport and IT. The Committee's views will be reported to the Executive Councillor.

3. Consultation

a) Policy Proofing Actions Required

N/A

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Spalding Transport Strategy 2014 - 2036

5. Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Working Paper 2 - Evidence Gathering and Analysis	www.lincolnshire.gov.uk . Search for 'Spalding Transport Strategy'
Working Paper 3 - Option Identification	www.lincolnshire.gov.uk . Search for 'Spalding Transport Strategy'
Working Paper 4 - Option Sifting and Short-listing	www.lincolnshire.gov.uk . Search for 'Spalding Transport Strategy'
Working Paper 5 - Assessment of Short-listed Options	www.lincolnshire.gov.uk . Search for 'Spalding Transport Strategy'
Working Paper 6 - Consultation Response Note	www.lincolnshire.gov.uk . Search for 'Spalding Transport Strategy'

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