

REPORT TO CABINET

REPORT OF: Cllr Frances Cartwright, Portfolio Holder, Economic Development and Planning

REPORT NO: CHSC 0015

DATE: 6TH April 2009

TITLE:	Endorsement of Grantham Transport Strategy	
KEY DECISION OR POLICY FRAMEWORK PROPOSAL:	Key Decision	
PORTFOLIO HOLDER: NAME AND DESIGNATION:	Councillor Frances Cartwright Economic Development and Planning Portfolio	
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INITIAL IMPACT ASSESSMENT:	Carried out and referred to in paragraph (7) below:	Full impact assessment required: No
Equality and Diversity		
FREEDOM OF INFORMATION ACT:	This report is publicly available via the Local Democracy link on the Council's website: www.southkesteven.gov.uk	
BACKGROUND PAPERS	None Further information regarding the background to the Grantham Transport Strategy can be found at the website: www.lincolnshire.gov.uk/gts	

1. RECOMMENDATIONS

It is recommended that the attached Grantham Transport Strategy is endorsed by the Cabinet.

2. PURPOSE OF THE REPORT/DECISION REQUIRED

The report seeks the endorsement by the Cabinet of the Lincolnshire County Council Grantham Transport Strategy which is attached at Appendix 1.

3. DETAILS OF REPORT (SUMMARY – USE APPENDICES FOR DETAILED INFORMATION)

In 2005, Lincolnshire County Council (LCC) commissioned a transport study for Grantham. The aim of this study was to look at all of the issues that

relate to transport in the town and to make recommendations with regard to how money should best be spent to make improvements to Grantham's transport system. In creating the team for the study LCC included representatives from South Kesteven District Council (SKDC), together with LCC's technical consultants, Jacobs.

The four aims of the study are shown below. The study has included extensive consultations with both the public and key interest groups; traffic surveys and modelling work; and extensive technical investigations and analysis.

The study's findings and recommendations form the Transport Strategy for Grantham, which is contained within this document. This will form a framework to guide future transport improvements in Grantham, both in the short-term (up to 2010), i.e. during the period of the second Local Transport Plan (LTP) and in the longer term (2011 to 2021 and beyond), i.e. during future LTP periods.

The Strategy is made up of a range of proposed transport improvements, together with a 'vision' for the town which sets out what the various improvements are intended to achieve.

Study Aims

- To provide a framework for the better management of movements into and through Grantham in both the short term (up to 2010) and in the longer term (2011-2021 and beyond)
- To address the problems associated with existing and future levels of congestion in Grantham
- To address the environmental impacts of existing and future traffic movements in Grantham, in particular with regard to air quality
- To support the sustainable economic growth of the town and its surrounding area

Following publication of the draft strategy in 2007 South Kesteven District Council made representations for some minor amendments to the strategy around the proposals for bus facilities in the town. The document attached at Appendix 1 has been revised to amend the wording as requested.

It contains proposals which are complementary to this Council's own priorities of Good For Business in that it will help Grantham develop as a vital and vibrant sub-regional centre. It also supports the Grantham Growth Point partnership, in which this Council and the County Council are principal partners.

4. OTHER OPTIONS CONSIDERED

Through a process of negotiation, the Councils have been able to agree a Strategy the terms of which are acceptable to both parties and as a result

there are no alternative options to consider in this instance.

5. RESOURCE IMPLICATIONS

The District Council is identified as a potential partner for funding of schemes where elements of these coincide with the Council's own priorities. Key projects will include those within the Grantham New Growth Point Programme of Development such as Station Approach, Greyfriars, and Wharf Place, where it is anticipated that the District Council will play a complementary role to the County Council for example in providing funding for delivery of economic objectives within our existing and approved capital budgets. The County Council is the main funder of transport infrastructure through this strategy.

Resources for project management will similarly be required where these accord with our own identified priorities, and will be covered within existing budgets.

6. RISK AND MITIGATION (INCLUDING HEALTH AND SAFETY AND DATA QUALITY)

The main risks are associated with potential pitfalls to the delivery of the strategy, including risks associated with financing, with private sector involvement, and with the planning process. Each of these will be managed through the project management process of each of the individual schemes within the Transport Strategy as these proceed to delivery stage.

Schemes which are part of the Grantham New Growth Point Programme of Development will be monitored using the Council's own Project Management system, and also by Lincolnshire County Council in its role as Accountable Body for the Growth Point funding received from the Communities and Local Government department.

7. ISSUES ARISING FROM EQUALITY IMPACT ASSESSMENT

This policy has been widely consulted upon and seeks to meet the needs of the whole community as users of transport services, as car drivers, as pedestrians or users of pathways, and as cyclists.

8. CRIME AND DISORDER IMPLICATIONS

There are no significant crime and disorder implications to the report.

9. COMMENTS OF SECTION 151 OFFICER

The report confirms that any financial implications arising from this strategy will be met from existing budget headings where appropriate. Specific expenditure items not currently within the budget framework will need to be evaluated and approved by Council at the appropriate time.

10. COMMENTS OF MONITORING OFFICER

The Strategy is to be approved by Lincolnshire County Council and will influence the priority for schemes within Grantham. The council has been involved in the production of the strategy and there has been wide consultation. The Cabinet's endorsement is required to show it understands those priorities relating to transport. The forward Plan indicates the Communities PDG has been consulted on the strategy. Cabinet should be informed of the result of that consideration of the strategy by the PDG.

11. COMMENTS OF OTHER RELEVANT SERVICE MANAGER

Grantham Growth Programme Manager:

This Strategy supports and complements the Programme of Development proposed for Grantham under the New Growth Points initiative, and the implementation of the Strategy is to be managed as an integral part of the programme management for Growth Point.

Service Manager, Economic Development and Town Centres:

The proposals within the Strategy will lead to an enhanced town centre which may give rise to economic benefits for town centre traders in the future and increase the vibrancy and vitality of the town. It is also important that in implementing the Strategy improvements to the highways network reflect and address the requirements of major employers and business locations such as commercial developments and business parks

12. APPENDICES:

Document entitled Grantham Transport Strategy