

**GREATER LINCOLNSHIRE
JOINT STRATEGIC OVERSIGHT COMMITTEE**

Strategic Infrastructure

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To inform and confirm joint principles and definitions of strategic infrastructure across Greater Lincolnshire.
- 1.2 Based upon these principles identify, confirm and agree and prioritise the joint strategic infrastructure needs that need to be addressed on a Joint Lincolnshire basis.

2. BACKGROUND INFORMATION

- 2.1 The core functions of the Greater Lincolnshire Strategic Oversight Committee are to facilitate cooperation and collaboration between Lincolnshire County Council, North Lincolnshire Council and North East Lincolnshire Council, in so far as it relates to their executive functions on the following themes:
 - a) The development and application of strategy across the Greater Lincolnshire economic region
 - b) The development of opportunities to gain greater alignment across Greater Lincolnshire, where scale and scope are required and can enhance upper tier functions
 - c) The strategic alignment of investment across Greater Lincolnshire.
- 2.2 For historic reasons the Greater Lincolnshire area has experienced several differing infrastructure needs assessments and associated strategic plans which whilst well-meaning and relevant often overlap and / or fail to fully encompass a true greater Lincolnshire approach to strategic infrastructure planning and delivery.
- 2.3 It is also recognised that certain aspects of infrastructure need do not carry the same strategic relevance for all upper tier members of the committee.
- 2.4 This myriad of plans have however, evolved over recent years with the Strategic Infrastructure Development Plan (SIDP), Local Partnership's -

Housing Growth Plan and more recently the Gt LLEP Local Industry Strategy being good examples of an increasingly unifying approach.

Recently local authorities across greater Lincolnshire and the Greater Lincolnshire LEP have collaborated to create a single pipeline of schemes which arise from the Strategic Infrastructure Delivery Plan and the LEP Plan for Growth. The pipeline was debated at the LEP board on 23rd April 2021 and there are plans to have a similar debate with local authorities following the recent elections. This pipeline provides the best overview of project ambitions, but it is not comprehensive and its delivery will require significant leadership.

The single pipeline includes a number of transport and of flood management/water management schemes. These are large scale schemes which will require a strategic dialogue with the Department for Transport, Midlands Connect, Transport for the North, the Environment Agency, and other bodies in order for them to progress.

An analysis of the single pipeline, however, shows that there are gaps in the number of schemes which address important issues for the growth of greater Lincolnshire such as power, digital services, and carbon capture. The pipeline also had gaps relating to skills provision and to the visitor economy, both of which will be covered by other papers to the GLJSOC.

To build upon this direction and momentum it is proposed that the GLJSOC identify core principles of how to define a true cross cutting infrastructure project or programme that benefits the whole of the Greater Lincolnshire sub-region, which demonstrate issues of joint interest for the Committee's members and from that identify key infrastructure programmes where a unified greater Lincolnshire approach can add real value. On this basis the role of the GLJSOC is one of "lifting" such programmes and projects from these plans, spotting key strategic gaps and commissioning where a unified Greater Lincolnshire approach would be more beneficial and adding clear strategic oversight and support.

3. DETAIL OF OPTIONS/PROPOSAL

3.1 Proposed guiding principles of strategic Greater Lincolnshire infrastructure programmes or projects:

- Clear intra-boundary evidence led need and resulting economic, environmental or social benefit for Greater Lincolnshire.
- Strategic fit within existing Greater Lincolnshire supporting documentation and where active awareness of each others key infrastructure projects will enable better strategic planning and deployment.
- Where a Greater Lincolnshire collaborative approach would enhance a programme / projects success of successful bidding for funds.

3.2 Proposed Strategic Infrastructure themes

3.2.1 Based upon these principles it is proposed that the Greater Lincolnshire Joint Strategic Oversight Committee agrees to take on board the strategic oversight of the following infrastructure programmes and projects.

Programme: strategic road transport corridors

- **Trans Midlands Trade Corridor** – to ensure appropriate prioritisation of improvements required to improve accessibility and connectivity into the County; to support the growth of the Humber Ports; Freeport corridor development (Humber - EMA) such as the A46/A15 and ensure priority economic sector growth;
- **A1 capacity improvements between Peterborough and Blyth** -to ensure that Highways England implement improvements which improve traffic flow and encourage investment

Programme: strategic rail links

Ensure full integration with both Transport for the North and Midlands Connect's respective integrated rail plans for:

- **East – West South Humber Rail Link** –to ensure that freight and passenger services on the line can operate at the scale necessary for the economic ambition of the area notably Freeport status and food sector freight
- **Cleethorpes to London direct rail link** –to make the case for a direct link which provides confidence to investors and connections for businesses and individuals between greater Lincolnshire and the capital city

Programme: water and flood management

- **Development and implementation of the Humber and East Coast Flood Strategies** –in order to protect the area and to deliver wider outcomes beyond flood management;
- **Fluvial and surface water strategies** –to include water management and capture in order to support growth as well as flood prevention

Programme: digital infrastructure

- **Acceleration of roll-out of gigabit technology to all parts of greater Lincolnshire** –in order to embed digital services across the area, to encourage private fibre businesses to invest in the area and to work with

BDUK to support those areas where a market led approach will not be viable

- **Pilot schemes** –deliver of pilot schemes which trial new technology and help to make the case for further private investment

Programme: active travel

- **Cycling and walking strategies** –both for tourism and for health/commuting purposes
- **Passenger transport** –implementation of new bus strategies as part of bus improvement plans which are a requirement of the government's recent national bus policy

Programme: energy and utilities

- **Local Area Energy Framework** –acceleration of an energy framework which explores and then proposes solutions to the energy constraints on the area's growth, including addressing the increased demand for electricity as a result of the increase in electric vehicle usage and also including new technologies eg hydrogen; negotiation with Northern Grid and Western Power Distribution which leads to reinforcement of power supplies

Programme: carbon management

- **Infrastructure for carbon management** –to ensure that greater Lincolnshire has the infrastructure in place for all parts of the area to benefit from the transformational investment in carbon management in Northern Lincolnshire on the south bank of the Humber. Most actions will be contained in the objectives that are described above, but additional sites and sector specific infrastructure may be necessary

3.3 Also proposed due their potential size of investment and bidding nature at present is an oversight of the strategic highway infrastructure programmes being submitted by the three Authorities as part of the Government's Levelling Up ambition.

- NLC = Brigg Link road, Barton By-Pass, South Humber Freight Strategy.
- NELC = West Grimsby Relief Road
- LCC = Spalding western relief road, Lincoln to Skegness coastal highway, improved traffic flows in Boston and Skegness

3.4 It is proposed that as part of the programme management approach previously agreed that a coordinated update report be presented to the GLJSOC on a quarterly basis through the GL Joint Intelligence Strategy

Unit to ensure Members have clear sight of progress and synergy through such an approach. This will allow the Committee to have strategic capacity and oversight whilst also be aware of the performance of each of the strands of activity. The Joint Committee's role is to take action on exception reporting and to agree strategic direction.

4. RESOURCE AND LEGAL IMPLICATIONS

4.1 There are no resource implications with this paper. Any subsequent need for additional resource will be subject to a further paper to this Committee.

5. RISKS AND OPPORTUNITIES (INCLUDE EQUALITY IMPACT ASSESSMENT IF RELEVANT)

5.1 There are no known risks or equality issues with this paper.

6. CONSULTATION/ENGAGEMENT

6.1 This paper has been consulted on and agreed by all upper tier and GLEP senior officers and Leaders / Chair.

7. GOVERNANCE – DECISION(S) FOR MEMBER COUNCIL'S REQUIRED (in accordance with the Joint Committee's Terms of Reference).

7.1 None

8. RECOMMENDATIONS

8.1 That the Joint Committee agree to the proposed principles of strategic infrastructure.

8.2 That the Joint Committee agree to the proposed infrastructure themes identified and associated key funding bids.

8.3 That the Joint Committee agree to reinforce the need for collaborative working and an outcome based approach on strategic infrastructure and where it can add value the need to speak to Government with one voice.

8.4 That the Joint Committee note the anticipated need for enhanced resources but that any subsequent decision regarding resource allocation be subject to a future further paper containing details and implications.

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Background Papers used in the preparation of this report - None