

Open Report on behalf of the Executive Director for Environment & Economy

Report to:	Economic Scrutiny Committee
Date:	23 February 2016
Subject:	Impact of Transportation on Maximising Economic Growth (ITMEG)

Summary:

This report provides members with an update on progress with the recommendations of the ITMEG report. Several important steps have been taken since the last progress report to the Economic Scrutiny Committee.

Actions Required:

It is recommended that

- (i) members support the steps that are being taken to actively address the findings of the ITMEG report, and
- (ii) officers are tasked with bringing a report on the Greater Lincolnshire rail strategy (prepared by Greater Lincolnshire Local Enterprise Partnership (GLLEP)) to a future meeting.

1. Background

The ITMEG report recognised that transport plays a vital role in bringing businesses and people closer together, connecting people to jobs and products to market, underpinning supply chains and logistics networks, and is fundamental to domestic and international trade. Transport is an enabler that can provide the right conditions for development and private sector investment.

The ITMEG report described the important role that the Greater Lincolnshire LEP can have in bringing the report's findings to the attention of policy makers. It also described the importance of economic corridors such as the A17, A46/A15 and the importance of rail infrastructure. Further discussion has recognised that small-scale tactical improvements to the routes, as part of a long term programme, may be achievable if the economic case for them is made effectively.

Members will also be aware that the Midlands Engine focuses on five activities, one of which is transport and infrastructure. The creation of the Midlands Engine

provides extra opportunities to promote the importance of investment in transport infrastructure with government.

Latest activity: LEP

In addition to the ITMEG study, the Greater Lincolnshire Local Enterprise Partnership is adopting a transport strategy that identifies the key transport corridors across the area. This includes the A15 as a route and the A46 around Lincoln which provides for connection of the A15 into the wider network to Newark and the A1 or to the A17 and access to the food production areas of southern Lincolnshire and Norfolk beyond. This transport strategy will provide the catalyst for a revised approach to reviewing the need for A15 improvements. Once this strategy has been adopted, it will be actively promoted as part of the LEP's work.

Latest activity: A15

Recently it has been agreed that Lincolnshire County Council (LCC), North Lincolnshire Council, and West Lindsey District Council will commission a study into the economic benefits of improving the A15. The study will recognise the important context of making improvements from Newark into Lincolnshire as well as the A15 itself. From an ITMEG perspective, the study will have the following objectives:

- To improve connectivity between Northern Lincolnshire, Lincoln, the East Midlands and the A1, A14, A47 and M11
- To increase connectivity to key allocated employment sites
- To open up access to key housing sites
- To open up access to potential sites for future housing/employment growth
- To release additional land for additional housing/ employment growth
- To enable residents of the wider area to take advantage of the employment/economic opportunities offered at the South Humber Gateway and ports
- To enable visitors to the area and residents of the wider area to access the visitor economy opportunities offered by historic Lincoln, the Wolds and the coastal areas

Latest activity: A17

LCC recently held a productive meeting with counterparts from Norfolk County Council. The meeting covered a range of subjects including the routes between the Midlands and Felixstowe ports – A17, A52, and then A47. A successful campaign for improvements to the A47 has been run by a public and private sector partnership. This campaign was based on a description of economic benefits along the route of the A47, and technical elements of the report were produced by the Norfolk equivalent of LCC's strategic transport alliance. The production of a similar study to the A15 report is currently being explored.

Both the A15 and the potential A17 reports are being led from an LCC perspective by economic development officers.

Latest activity: rail

The Greater Lincolnshire LEP board recently discussed its rail strategy. This strategy is focused on achieving economic benefits from rail, both passenger and freight. Officers from LCC have had substantial input to the production of the strategy. Once the strategy has been signed off by the LEP board it would be useful for the Economic Scrutiny Committee to be aware of the strategy.

Lincolnshire County Council represents East Midlands' local authorities on the Rail North Steering group – this is also a useful forum for LCC to influence services.

Latest activity: Midlands Engine

Government has asked the Midlands Engine partners to identify a pipeline of capital projects which can be considered by HM Treasury as part of their budget planning. The Midlands Connect partnership will promote transformational transport improvements (corridors and hubs) to unlock the untapped economic potential of the region and help re-balance the UK economy as a whole. The Lincolnshire ask from this activity is:

- Combining A46 and A15, as a route from the Midlands to the Humber ports
- A17 improvements, with Newark and Grantham as the entry points to the Midland and east coast ports. There are several designed improvements to the A17, which meet priorities in the agri-food strategy.

2. Conclusion

The recommendations in the ITMEG review hinged firmly on the need to raise the profile of the economic benefits of transportation schemes in Lincolnshire. In recent weeks there has been significant progress in responding to those recommendations. Further progress reports will be brought to the Economic Scrutiny Committee.

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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