



# Infrastructure Summary

## Greater Lincolnshire SIDP 2021



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### Produced by:



# Introduction

This is a moment of opportunity for Greater Lincolnshire. The region is focused on economic growth and levelling up, working together to identify and address opportunities and challenges through 'Protecting, Progressing, Prospering' – Greater Lincolnshire's economic plan for growth. Strategic infrastructure has a pivotal role to play in making this happen, and the Strategic Infrastructure Delivery Plan (SIDP) sets out some of the infrastructure projects which require public investment in 2021 to deliver the 3 SIDP priorities: *drive economic recovery*; *address levelling up challenges*; and *deliver decarbonisation and climate adaptation*. This document provides a summary of this work, set within the wider place context.

This summary document represents a moment in time, highlighting projects and programmes submitted in the 2021 SIDP process and some of the broader strategic infrastructure thinking ongoing in the region. This is a snapshot of the far broader range of projects that partners in Greater Lincolnshire are delivering and propose to initiate which will deliver against national priorities for infrastructure and the economy, including activities related to pan-regional agendas such as Midlands Engine and climate change. Some of this is set out on pages 32-34 where we look at some of the broad range of initiatives in Greater Lincolnshire.

The SIDP and Greater Lincolnshire's wider project pipeline must be seen in this context and we set out three broad priorities on page 4 in this document, which link to national policy and also to local delivery. We look forward to the publication of the Levelling Up White Paper and are at the heart of the drive to level up places. Across Greater Lincolnshire, 3 towns have been awarded over £30m for Future High Street Fund, the Towns Fund represents £155.6m in confirmed across the six towns, while the region submitted £234m of bids into the Levelling Up Fund, alongside community renewal fund proposals.

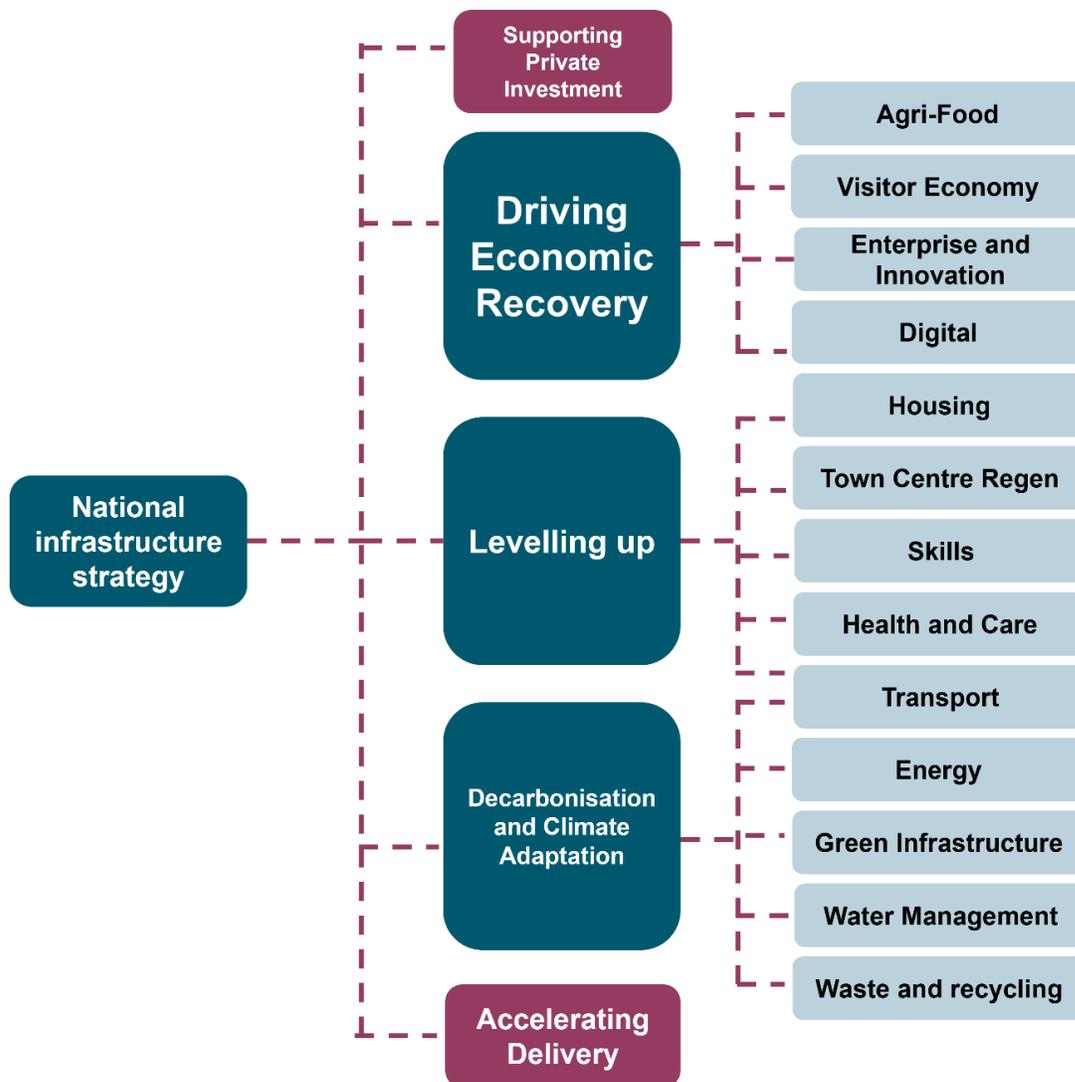
We are already delivering. We are home to the landmark £67m Greater Grimsby town deal in 2018, which sparked government thinking to expand the programme into the £3.6bn Towns Fund. We secured £180m of growth-related funding in Single Local Growth Fund, unlocking new jobs and business growth. We will soon be home to one of the country's first Freeports and we have a nationally significant agrifood and energy assets. The 2020 Skills Capital programme is investing in capital projects that will result in improved training and learning facilities for young people and adults; a highlight investment of the programme, set out in the 2021 LEP Local Skills Report, is the Engineering Manufacturing and Technology Centre at Boston College, which opened in March 2020.

New projects have emerged since this list was compiled and other projects will have been completed. Partners continue to collaborate on new ideas to transform the economy and level up Greater Lincolnshire. The SIDP and Greater Lincolnshire infrastructure officer group provide much of the foundations and mechanism focused on infrastructure to make this

happen. Greater Lincolnshire is working more together where it matters and there are strong links between partners including the local authorities, NHS, skills providers, business, and national organisations.

Greater Lincolnshire has identified three delivery priorities in this plan, each of which includes multiple SIDP infrastructure themes. These priorities align with the National Infrastructure Strategy, which frames the government’s £27bn infrastructure investment. We have built from these national priorities to develop overarching infrastructure priorities which work for Greater Lincolnshire. The themes reflect the breadth of projects received for the 2021 SIDP. For the 2022 SIDP these themes will likely expand to include projects in Defence and other strategic opportunities.

**Figure 1. Greater Lincolnshire SIDP Priorities in the National Context**



## Links to wider policy and strategy

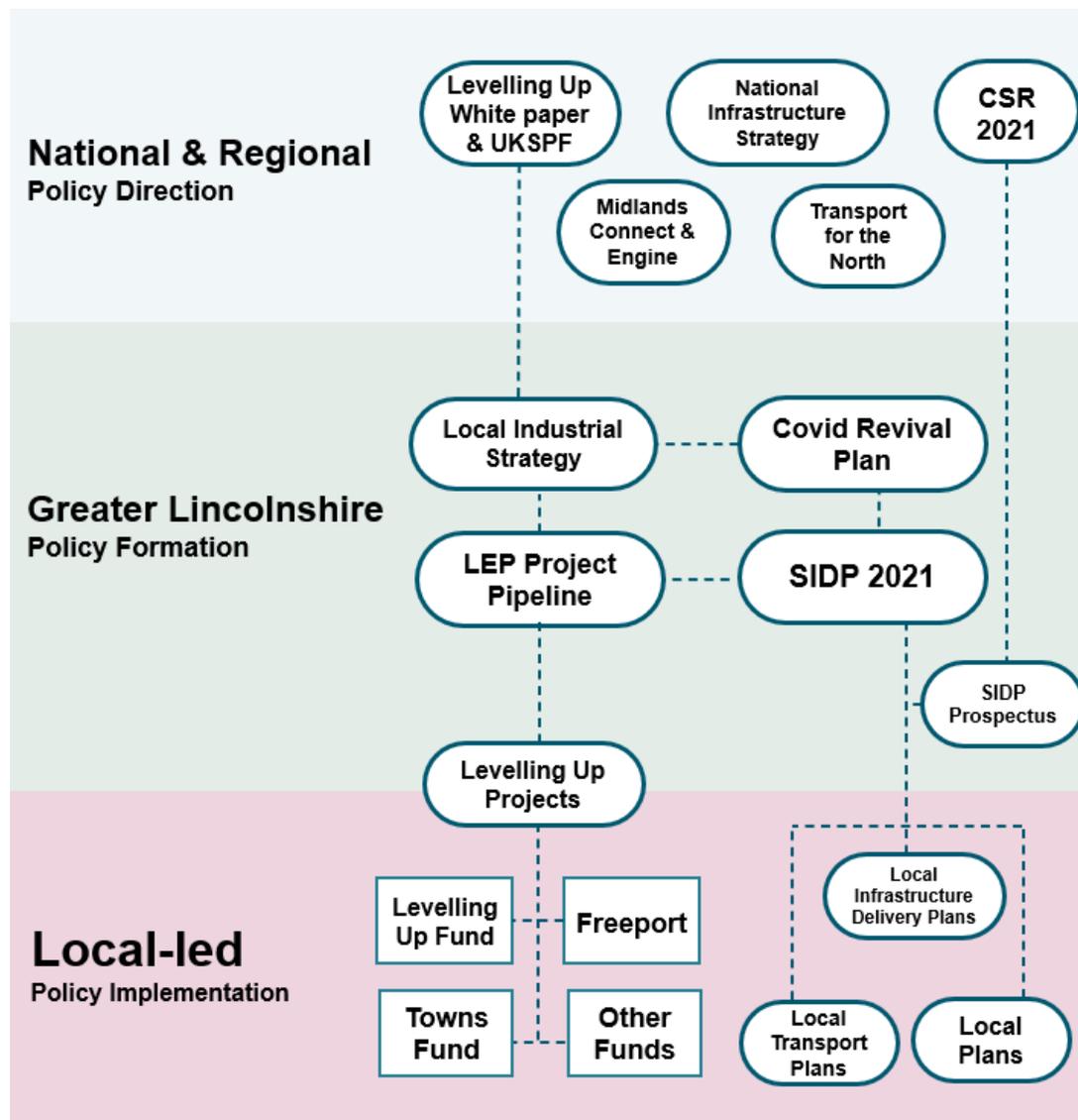
Strategic infrastructure is grounded in national policy and funding, which includes areas ranging from levelling up, the ten point plan for green industrial revolution, the national infrastructure commission, and the NHS new hospitals programme. Locally Greater Lincolnshire has developed an economic plan for growth, alongside the local industrial strategy and strategic economic plan.

Housing is an increasingly important aspect of UK economic policy, with the national government setting a target of 300,000 new houses built per year by the mid-twenties. The Planning White Paper intends to liberalise the planning process and increase the supply of housing by designating areas of growth and renewal, while reformed design codes intend to standardise a national standard of design and housing aesthetics.

This diverse and distinctive economy has well defined priorities that are important to level up Greater Lincolnshire and grow the UK economy. We are investing in a broad range of projects to deliver growth. This includes the Freeport, Humber Estuary, UK Food Valley and Energy Test-Bed projects, 6 Towns Fund deals, the Institute of Technology, and submissions to the Levelling Up and Community Renewal Funds. Many of these projects and programmes relate to the distinctive elements of the Greater Lincolnshire economy. The UK Food Valley, as one example, will develop the already nationally significant Greater Lincolnshire Agrifood offer.

There is an opportunity to secure long term benefits to level up Greater Lincolnshire with the right investment in infrastructure at the right time. Transport and digital infrastructure ensure that the region is connected for work, housing and learning. Investment in innovation and technical advancements are leading the country in new food production methods. Water management is vital to water-intensive sectors like agriculture, while flood defence provides confidence for growth, including new homes. Energy infrastructure is the catalyst to reach net zero and create green jobs. Employment land attracts and grows the business base. The SIDP represents one of Greater Lincolnshire's plans to deliver this.

Figure 2. SIDP and policy context



## SIDP 2021

This summary accompanies the longer, technical 2021 Strategic Infrastructure Development Plan. This is the third SIDP, which is frequently refreshed as projects are completed and new understanding of needs emerges. It is the result of a thorough evaluation process by partners across Greater Lincolnshire, starting with a call for projects from public and private stakeholders. It will be important to continue to engage different kinds of stakeholders in infrastructure evidence.

Its development has been led by the Infrastructure Group, overseeing the SIDP working group, facilitated by Lincolnshire County Council in partnership with districts and unitary authorities. The Local Authorities and LEP engaged with businesses in the preparation of the 2021 SIDP

and project pipeline. Districts, unitary authorities and relevant partners created outline business cases in response to the call for submissions. Projects were scored according to a qualitative assessment of strategic fit, economic case, deliverability and impact, by a panel of internal and external experts. The SIDP scoring process identified 11 “High Priority” projects, which scored highly on the metrics of Strategic Fit, Economic Case, Deliverability and Impact. These are:

- **Keadby Terminal TAO Pumping Station Project:** Renewing the Keadby station, which protects tens of thousands of homes and energy assets across the Isle of Axholme
- **Elsoms Seeds R&D Centre:** A research centre with laboratories focusing on biotechnology, and supporting commercial engagement with academia
- **North Hykeham Relief Road:** Additional support to ensure the viability of this project, completed in 2027, which will unlock substantial housing growth across Lincoln
- **Full Fibre North Lincolnshire Schools:** A programme aimed at local schools, addressing barriers in digital access and supporting local economic growth
- **Sleaford Moor Enterprise Park:** Addressing infrastructure barriers to development of a Strategic Employment Site in Central Lincolnshire
- **National Flood Resilience Centre:** The Ark Centre will develop innovative flood prevention techniques and train emergency responders in a full-scale floodable street
- **Centre of Skills for Employment and Enterprise:** Based at Grantham College, this project will deliver a space for employment support and business development
- **Cleethorpes Regeneration Phase 2:** A package of infrastructure and public realm projects supporting the local visitor economy
- **Health and Social Care for the Future:** Based at North Lindsey college, this project will deliver facilities for health and social care provision, training and education
- **Grimsby West Urban Extension:** A new strategic link road unlocking the development of new housing sites, and expanding access to the South Humber Bank for local industry
- **Somerby Park:** Infrastructure support to unlock allocated employment land in Somerby park in Gainsborough, expanding local opportunities for advanced manufacturing

The combined pipeline totals almost a billion pounds of planned investment in Greater Lincolnshire, spanning a wide number of themes relevant to the Greater Lincolnshire economy and ready for investment in 2021. It complements the broad range of public and private sector investment ongoing in the area – the commercial sector in agrifood, transport and energy for

example are making huge investments in the area and there is ongoing investment by Homes England and others to unlock development. The SIDP 2021 is linked with the wider LEP project pipeline, highlighting the infrastructure required for wider projects.

## Strengthening process and content in SIDP 2022

Following SIDP 2021, the SIDP will be renewed on an annual basis. This will allow for a dynamic pipeline of prioritised projects and the needs of the economy in the face of technological, environmental and social change. In developing the 2022 document, the project leads will be reviewing this process, including further engagement with businesses on the 2022 method and in seeking projects and evidence for the document itself.

We have identified a number of areas where there is potential to strengthen the SIDP 2022. These lessons will inform the next SIDP to ensure a greater breadth of projects to cover all parts of Greater Lincolnshire.

**Defining what is strategic infrastructure.** The 2021 SIDP grouped projects with transport emerging as the largest group. Given Greater Lincolnshire's connectivity challenges transport is likely to remain a major infrastructure priority, but we want to challenge ourselves to think creatively about what strategic infrastructure means and what is needed to level up. This means we will think about areas such as green, innovation, health, skills, housing, parks, digital, and heritage infrastructure alongside road and rail improvements.

**Addressing thematic gaps.** The SIDP 2021 is good, but there are noticeable gaps. Gap analysis is currently under consideration to identify areas for further development. Work is continuing on studies for Education and Health Infrastructure elements, and projects are being developed in Defence and Ports & Logistics.

**Assessing social value.** The 2021 project appraisal process could be strengthened by including more at outline business case stage on social value. This would both be in the proforma – ensuring that project owners consider how the project could be delivered to realise social value – and also in the scoring so that social value is actively considered in prioritising projects.

**More interactive.** The SIDP represents a moment in time, but the project cycle is continuous and funding pots and policy are announced throughout the year. The Infrastructure Group will consider how to address these two points. One option may be to develop interactive strategic infrastructure maps that can be updated through the year.

**An inclusive process.** The process and partnerships that have developed the SIDP have strengthened, but we want to continue to work together to ensure that the projects in the 2022 SIDP reflect all people and places in Greater Lincolnshire. In particular this means working together as local authorities and with businesses to codevelop a process and governance that is inclusive and collaborative.

# 1 The Case for Levelling Up

Covering an area more than 4.5 times larger than Greater London, Greater Lincolnshire is a large and polycentric place. It has a dispersed economy made up of distinctive market towns interspersed between rural, coastal and urban areas, as well as concentrations of industrial activity. Greater Lincolnshire possesses an attractive quality of place offering, with low population density, plenty of rural space and a spread of built-up areas. There are fewer built-up areas compared to most other regions of the UK.

Greater Lincolnshire extends from the south bank of the Humber in the north to Stamford in the south (a distance of 140 km by road with a 2 hour drive time). This scale makes it challenging to reach businesses and individuals. Networks are more difficult to establish and often recruitment and access to training is a challenge. There is also a large inclusion challenge given the spatial inequalities within the area. This is prevalent not only in rural and coastal locations but also in some of the towns. Providing solutions to promote inclusive growth is vital in terms of human capital, health inequalities and increasing the prosperity of places and people.

Greater Lincolnshire has a strong case for investment, supported by the local industrial strategy evidence base and local plans. This solid foundation is already reaping rewards through the amount of funding secured and the number of projects underway across the region. However, there is an opportunity to do more faster in order to address levelling up challenges within Greater Lincolnshire and between the regional economy and rest of the UK.

Greater Lincolnshire benefits from effective partnership working across the eleven upper and lower tier local authorities and the Greater Lincolnshire LEP and working closely with others such as the University of Lincoln around innovation. Building on the growth of the key sectors, circumstances and appropriate national support provide the opportunity for Greater Lincolnshire to be a successful example of levelling up.

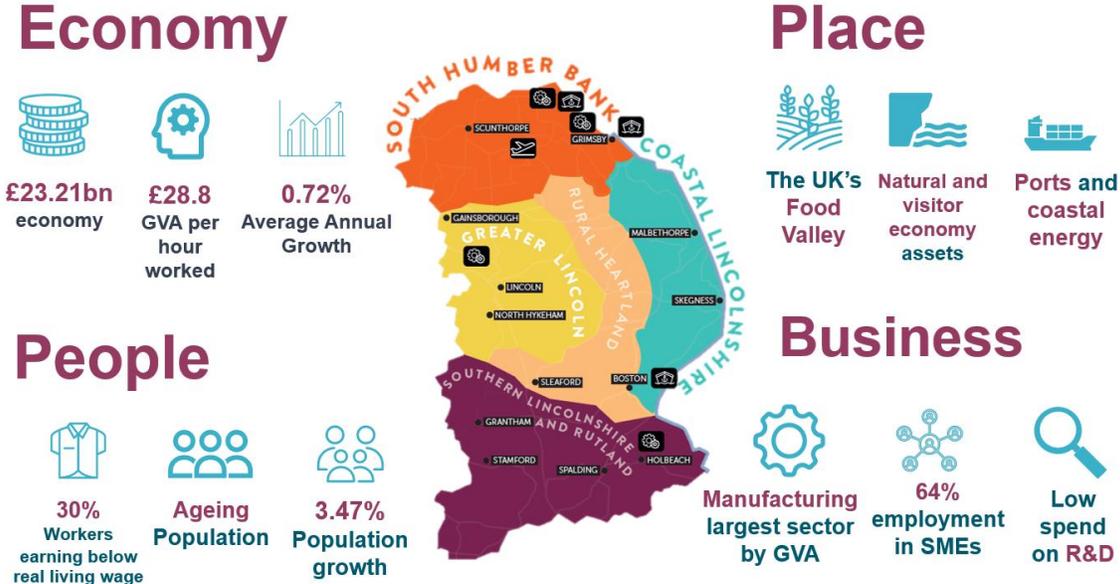
## Strengths and Opportunities

The Local Industrial Strategy sets out local economic strengths and opportunities. Producing 12% of UK food, Greater Lincolnshire is the heart of the UK's food production; as the UK's Food Valley, with ongoing investment in Holbeach Food Enterprise Zone (FEZ) and the opportunities of the Hemswell Cliff FEZ, the area is well placed to capitalise on the trends towards shortened supply chains following Brexit and Covid. The size and importance of the Energy and Manufacturing sectors offers the opportunity to make national significant progress on the Green & low carbon economy in the Humber Estuary.

The central location of Greater Lincolnshire provides access to the Midlands’ only ports, and the area is an important UK location for trade; this is increasingly important given the Midland’s growing role as a hub of logistics and distribution. The Freeport and the Towns Fund investments around Boston Port will be transformational for the area.

Greater Lincolnshire’s key sectors combined with changing circumstances offer the potential to drive growth. The region’s ageing and dispersed population makes it an ideal testbed for innovation in Health and Care provision. Increased demand for domestic tourism points to the potential for growth in Visitor Economy. And there is the potential to attract more high-output firms, especially in the small but fast-growing Defense sector.

Figure 3. Greater Lincolnshire economic overview



Land and housing are relatively affordable; meanwhile, changing patterns of housing demand have seen rising demand for market towns, rural and coastal areas, and the quality of life that Greater Lincolnshire can provide. Capitalising on the ‘Zoomshock’ offers the region the chance to attract more professionals to live, or work, suggesting that the East Coast Mainline (and onward connections within Greater Lincolnshire) will be increasingly important for commuting. And the landscape is a strong natural asset, both to the visitor economy and in the quality of life offer that will become increasingly important under remote working.

**Challenges**

Greater Lincolnshire experiences low productivity, which contributes to the region punching below its weight in output and to lower wages. There is spatial inequality, with pockets of deprivation and health inequality within the region. Many employees are paid below the real living wage. With notable exceptions, Greater Lincolnshire lacks high-output knowledge

economy work, while the region's low R&D spend is concentrated in a small number of innovative companies.

The region is held back by poor connectivity with a reliance on roads to reach amenities. This impacts accessibility and opportunity around travel to work and learn patterns, contributing to greater inequality. This is a large geography with limited public transport networks to support local labour markets. The Local Industrial Strategy identified the link between transport connectivity and skills gaps, with 42% of young people citing high travel costs as a barrier to career advancement.<sup>1</sup> There is an opportunity for digital connectivity here, however broadband coverage is currently a barrier to economic development, especially for rural areas. And as online retail grows, there is a need to improve the resilience of local high streets.

Energy grid capacity is holding back development in some areas, and poses a potential risk as demands on the grid rise as fossil fuels are phased out. Climate change poses an unusually large threat given the low-lying nature of the region. Large parts of Greater Lincolnshire, including locations like the Humber (covered by strategies like Humber 2100+) that are important to the national economy, are at flood risk, and the crucial importance of the supply of water to water-dependent businesses means that water management takes an atypical high priority in planning Greater Lincolnshire's development.

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<sup>1</sup> GLLEP. *Local Industrial Strategy Evidence Base*, (2019)

## 2 Driving Economic Recovery

**We have the opportunity to use infrastructure investment to enable a rapid and effective Covid recovery for businesses and residents, focused on productive growth and jobs.**

Recovery is important for Greater Lincolnshire. The pandemic has had a hard impact on local businesses. Across Greater Lincolnshire, over half a billion pounds of government aid has been distributed, £312 million of which has been in the form of business support grants.<sup>2</sup> The majority of our businesses are small and micro businesses, who may lack the resilience and cashflow to bounce back quickly. Investment in more high quality employment land and commercial premises represents an opportunity to attract and grow the business base.

Prioritising investment in the infrastructure linked to the strategic opportunities identified in the Local Industrial Strategy and Economic Plan for Growth will support local growth sectors. Our projects invest in areas where there is an opportunity to accelerate growth – in particular considering the LEP’s ‘Game changers’ that have been developed around UK Food Valley; Humber Freeport; Clean Growth plan; and Growth of the RAF.

The projects detailed overleaf represent our contribution in the SIDP to the national goal of a swift recovery from Covid-19.

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<sup>2</sup> UK Government. *Covid Support Statistics by local authority*, 2021.

## SIDP Economic Recovery Projects

 <b>Agrifood</b>	 <b>Digital</b>	 <b>Enterprise and Innovation</b>	 <b>Visitor Economy</b>	 <b>Ports</b>
Elsoms Seeds R&D Centre	5G4GIE	Cleethorpes Business Centre	Connected Coast and Danelaw Path	Port of Boston
		Fairfield Industrial Estate Extension		
		Horncastle Industrial Estate Extension		
		Pioneer Business Park Speculative Builds		
Europarc III FEZ New Build factory Space		Port of Boston	Riverside Gateway Marina	
		Sleaford Moor Enterprise Park		
		Somerby Park		

# 3 Levelling Up

**Government has recognised the importance of levelling up in Greater Lincolnshire, with six of the towns chosen for the Towns Fund within the area, while 56% of Greater Lincolnshire’s population live in priority category 1 districts for the Levelling Up Fund.**

Greater Lincolnshire is well placed to enact the Government’s Levelling Up Agenda, through projects with support from national government like freeports, the Towns Fund and the Levelling Up Fund.

The Levelling Up agenda offers Greater Lincolnshire the opportunity to revitalise all our places, towns and communities, with the recent launch of the Levelling Up Fund and the forthcoming Levelling Up White Paper. Towns like Skegness, Grimsby, and Mablethorpe are among the 10% most deprived in the country and are also experiencing population decline. Local leaders are responding with locally developed and ambitious plans.

In the past six months many of our places have focused on Towns Fund and Levelling Up fund. We have applied for significant and transformative projects. Maps for the six Town Investment Plans are set out on pages 18-30 of this document. They are an essential complement to the SIDP projects set out here and all must be considered together in order to derive maximum benefit for Greater Lincolnshire’s people and places. And this is only the start of Greater Lincolnshire’s levelling up plans. There will be future rounds of the Levelling Up Fund, soon to be accompanied by the UK Shared Prosperity Fund. The 2022 SIDP will be able to draw from these projects and ensure that we continue to deliver high quality projects to level up.

We are already investing in the strategic road network but need to do more to increase connectivity within Greater Lincolnshire and externally to the major road network, ports and rail. For example, the gateways into Lincolnshire can expand the amount of freight, tourism and commuting across boundaries, something that is being promoted through Midlands Connect.

Meanwhile the rise of remote working offers Greater Lincolnshire the opportunity to accelerate the trend of attracting high productivity workers from around the UK with a high quality of life offer. Greater Lincolnshire has the objective to build around 100,000 new homes as laid out in the timescales for the respective local plans – investment will unlock more sites faster.

The projects overleaf detail our SIDP proposals for Levelling Up.

## SIDP Levelling Up Projects

 <b>Health and care</b>	 <b>Housing</b>	 <b>Skills</b>	 <b>Transport</b>	 <b>Town Centre</b>
Health and Social Care for the Future	A52/A1 Roundabout	Centre Of Skills for Employment & Enterprise	Barton Link Road Brigg Link Road Rail Journey Time Improvements Europarc Bus Bridge	Cleethorpes Regeneration Programme Phase 2
South East of City of Lincoln Health Hub	Grimsby West Urban Extension	Full Fibre North Lincolnshire Schools	Gainsborough Bridge Road Area Improvement Nettleham Roundabout Improvements Scheme North Hykeham Relief Road	Cleethorpes Regeneration Programme Phase 3
South of Lincoln Health Hub	Skegness Gateway Queen Elizabeth Road, Lincoln	Meeting Future Digital Expectations	Sleaford Growth Project (2) Tallington By Pass and Bridge over East Coast Main Line Washingborough Parkway Interchange Upgrade to A15	Heart of Sleaford

# 4 Decarbonisation and climate adaptation

**Infrastructure is fundamental to Greater Lincolnshire's contribution to better carbon management, delivering the UK's target of reaching net zero emissions by 2050 and increasing the resilience of local communities.**

Government has set out a number of priorities in this area. Government's Ten Point Plan for a Green Industrial Revolution calls for an acceleration of the shift to zero emission vehicles and a modal shift in transport. The Transport Decarbonisation Plan, launched in July 2021, lays out the UK's decarbonisation strategy, committing to increased active travel, zero emission mass transit and decarbonising rail and maritime travel.

Greater Lincolnshire already has an existing strong energy sector with significant investment in various forms of energy generation. The Humber Estuary is connected to over 25% of the UK's energy production; as the UK's Energy Estuary, it will play a huge role in transitioning towards net zero, pioneering the emerging green technologies and enabling innovation through the Freeport project. The region hosts large industrial sites and a particular concentration of high intensity energy users in the north, which means there's an opportunity to create new green jobs, maximising the number of new jobs nationally which are based in the region and accessible to local residents.

Transport has emerged as the single largest polluting sector nationally, accounting for 34% of emissions, and requires focus from decarbonisation. In Greater Lincolnshire, transport related emissions have risen as a share of total emissions from 29% to 32% since 2005, and the region has a legal obligation to reduce emissions, in line with compliance to the 2015 Paris Agreement.

With coastal and low-lying regions, water management is a crucial aspect of climate resilience, and Greater Lincolnshire has plans to become a rural innovation testbed for energy and water management. Given the low-lying and coastal nature of much of the region, and the vital importance of water to the food sector, Greater Lincolnshire will be at the forefront of the UK's climate adaptation building on strategies including Humber 2100+.

Overleaf, the projects from the SIDP are detailed.

SIDP Decarbonisation and climate adaptation projects

 <b>Energy</b>	 <b>Green Infrastructure and Sustainable Transport</b>	 <b>Waste and recycling</b>	 <b>Water management</b>
Future Energy Centre	Gainsborough Green Grid	Resource Park including Household Recycling Centre	Barton to New Holland Flood Alleviation Scheme
Greater Lincolnshire Energy Testbed			Halton Marshes Phase 2
Heat & electricity from Hykeham Energy from Waste facility	Wilder Witham		Humberston Fitties Sea Defence
Recycling food waste to generate renewable fuel/energy	Sustainable Travel Initiatives Cycling and Walking	Humberside TPP	Keadby TAO Pumping Station Project
Grantham Southern Gateway Sustainable Electricity Supply			National Flood Resilience Centre
H2Refuel	Lincoln Overbridge		Saltfleet to Gibraltar Point Coastal Defences
			Stallingborough
			Wainfleet Flood Resilience

# 5 Distinctive Places

Greater Lincolnshire's dispersed and diverse economy brings opportunities and challenges. In the Local Industrial Strategy Greater Lincolnshire described 'spatial corridors' conceptually to think about places in Greater Lincolnshire.<sup>3</sup> These are not exact, but rather one of the ways of describing the diverse and distinctive parts of Greater Lincolnshire. We have used these here simply to visualise and showcase the wealth of activity underway across districts, county and unitary local authorities, including some of the infrastructure projects underway and planned across Greater Lincolnshire which help address challenges and capitalise on local strengths.

Each spatial corridor has opportunities and challenges which must be supported and nurtured and we have looked to give examples below. This includes projects submitted to the SIDP 2021 and Towns Fund alongside examples of ongoing and future infrastructure projects, such as Levelling Up fund.

Greater Lincolnshire's natural capital will play a vital role in helping the area achieve net zero carbon emissions and increase resilience to the impacts of climate change. The identity of the Rural and Coastal areas in Greater Lincolnshire is strong, although the peripherality and sense of isolation from other parts of the UK in some of these areas must be managed carefully. The region's natural capital supports substantial employment in industries including agrifood, energy, and tourism. Larger urban areas provide diverse heritage, industry and living which can and should be supported. The urban areas are driving innovative and creative industries in the local area and are showing potential for further growth.

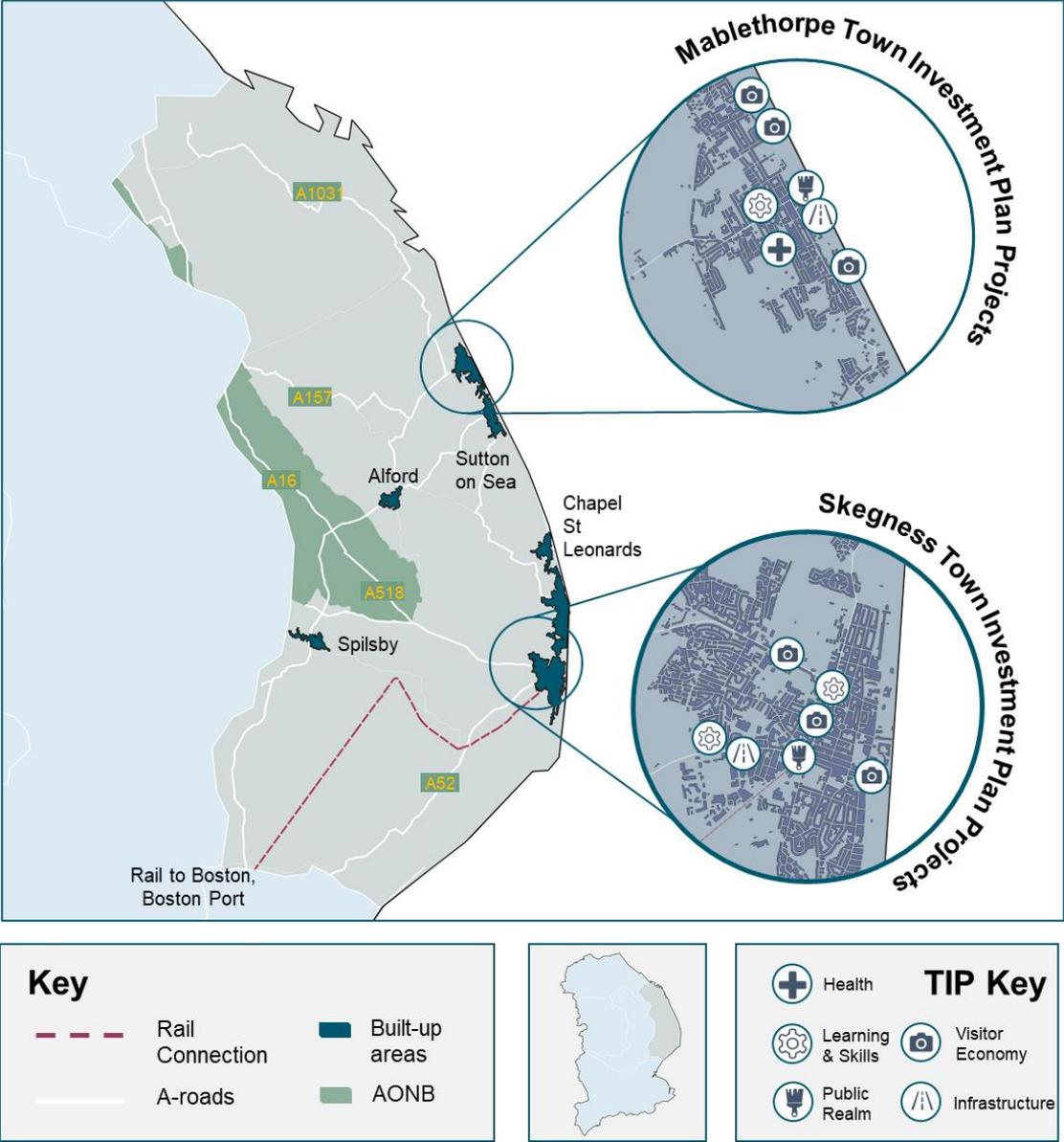
Connecting and sustaining much of Greater Lincolnshire are the market towns. The strength of the market towns provides a network of local centres that support the sparser rural populations. Towns play a vital role for their local communities and are poised for considerable housing and employment growth.

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<sup>3</sup> The information in this section is all drawn from the Greater Lincolnshire LEP Local Industrial Strategy and associated evidence base

# Coastal Lincolnshire

Figure 4. Coastal Lincolnshire



Greater Lincolnshire is unique within the Midlands in that it is the only part of the Midlands Engine which has a coastline. There are 50 miles of coastline in Greater Lincolnshire and Skegness is the UK’s 4<sup>th</sup> most popular holiday resort. They provide a strong sense of place, identity, and cultural offer. The traditional coastal resort towns such as Mablethorpe and Skegness have different economies, challenges and opportunities to other towns in Greater Lincolnshire. They are seeing considerable investment through Towns Fund.

The strong visitor economy (a priority sector for the region) contributes more than £2bn to the Greater Lincolnshire economy and supports at least 30,000 full time equivalent jobs, many in these coastal resort towns. The national nature reserves at Gibraltar Point and Donna Nook

combine with the Wolds AONB to draw a national and international audience. This benefits from growing local access and the inclusivity promoted by the development of accessible networks such as the English Coastal Path, the Coastal Observatory and the coastal country park. Investing in connectivity and natural assets can capitalise on greater demand for domestic tourism.

However, the labour market is markedly seasonal compared to other areas and connectivity is a major constraint. It is difficult for workers, students and visitors to travel to and from Coastal Lincolnshire, particularly if relying on public transport. Improvements to the road network, plus enhancements to the quality and frequency of rail and bus services, will help address connectivity issues.

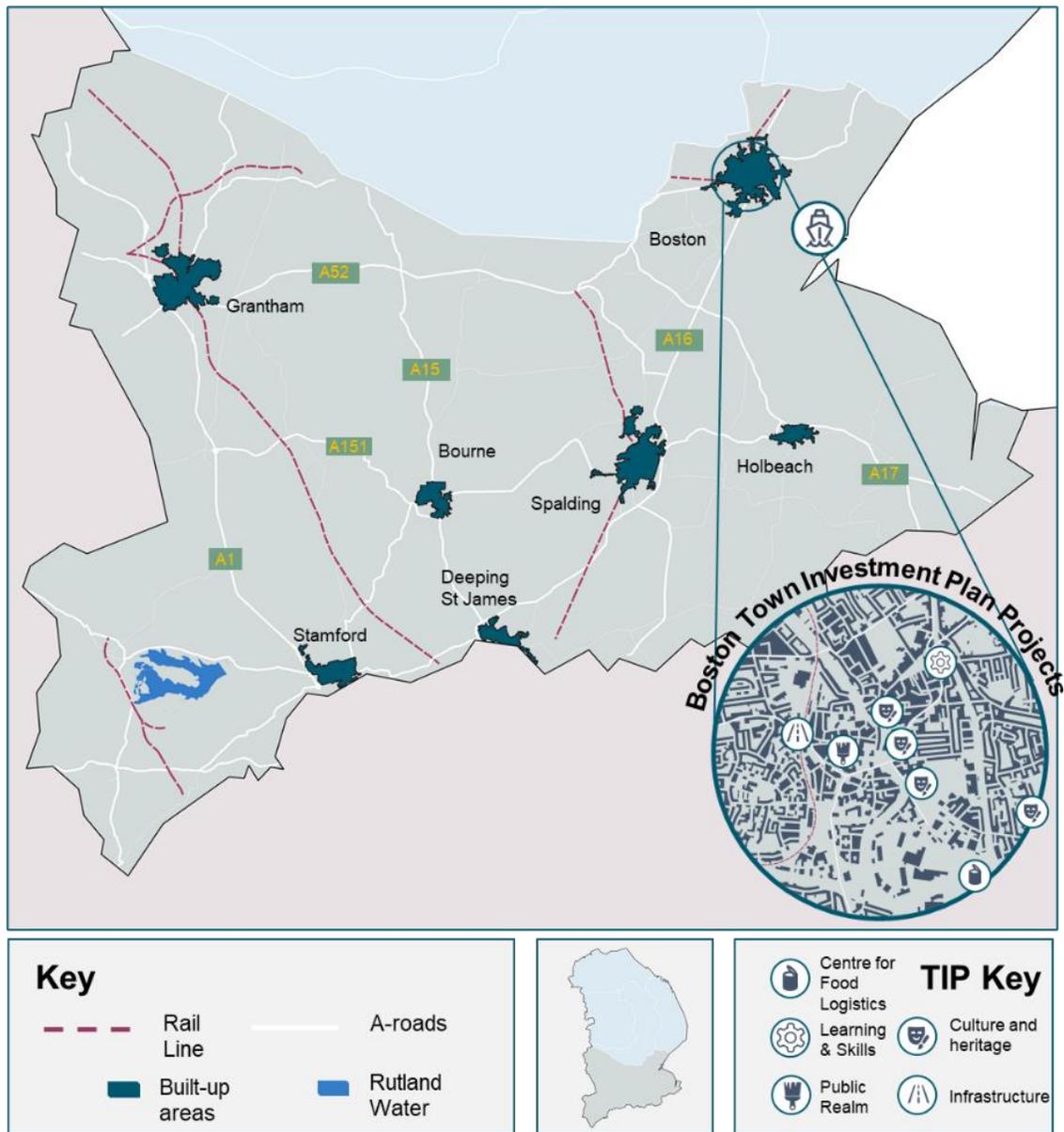
There are other challenges which are important to consider when thinking about infrastructure requirements. The distribution of good broadband connectivity is often poor in coastal regions. The risk of coastal flooding restricts housing and business growth. When looking at health deprivation, coastal settings see an ageing demographic profile and certain vital sectors such as health and care have seen a dependency on migrant labour to address local skills shortages and hard to fill vacancies.

#### Infrastructure projects within Coastal Lincolnshire

 <b>Current projects</b>	 <b>SIDP Projects</b>	 <b>Future Projects</b>
Mablethorpe Town Investment Plan	5G4GIE	5G solutions in Skegness
Skegness Town Investment Plan	Fairfield Industrial Estate	Skegness Mobility Hub
Go Skegness Local Growth Funds Investment	Wainfleet Flood Resilience Scheme	Skegness Foreshore
East Lindsey Levelling Up Fund Bid	Skegness Gateway Urban Extension	Coastal Highway
	Connected Coast and Danelaw Path	Sutton-on-Sea Colonnade
	Saltfleet to Gibraltar Point Coastal Defences	East Lindsey Levelling Up Fund bid

## Southern Lincolnshire and Rutland

Figure 5. South Lincolnshire and Rutland



The South of Lincolnshire is an area dominated by agriculture, food production and logistics. The Southern Lincolnshire spatial corridor borders significant regional economic hubs like Nottingham, Leicester and Peterborough, which link to a growing concentration of Logistics jobs around Spalding as well as a substantial freight and logistics sector in Boston. In Boston, the port serves as a focal point for the town and is an integral part of Boston’s Town Investment Plan.

The A17 and A16 create a major corridor and are central to Greater Lincolnshire's nationally important food sector. Southern Lincolnshire is relatively well connected compared to other

places within Lincolnshire, including access to the East Coast Mainline, although cars remain the pre-dominant form of transport. Towns like Grantham, Bourne and Stamford offer a high quality of life with commuter access to local employment hubs. Improving road and rail connectivity will help remove car dependency and support the efficiency and environmentally sustainability of the logistics industry.

It will be important to continue to build on the successful development the Food Enterprise Zone, developing a 'Food Valley UK' concept. Within the key towns of Boston, Spalding and Holbeach, up to 40% of employment is within the food sector and its associated supply chain. And it is not just the towns who benefit from the strong Agrifood sector. Rutland has been classed as the most rural county or unitary authority in England and Wales with a high proportion of land in agricultural use. The area's assets, such as the National Centre for Food Manufacture, Boston College's Engineering, Manufacturing and Technology Centre, and the Holbeach Food Enterprise Zone, capitalise on the existing strength of the local economic base. Infrastructure considerations must include water management, which is vital in this area, as it is across the border in Norfolk and Cambridgeshire.

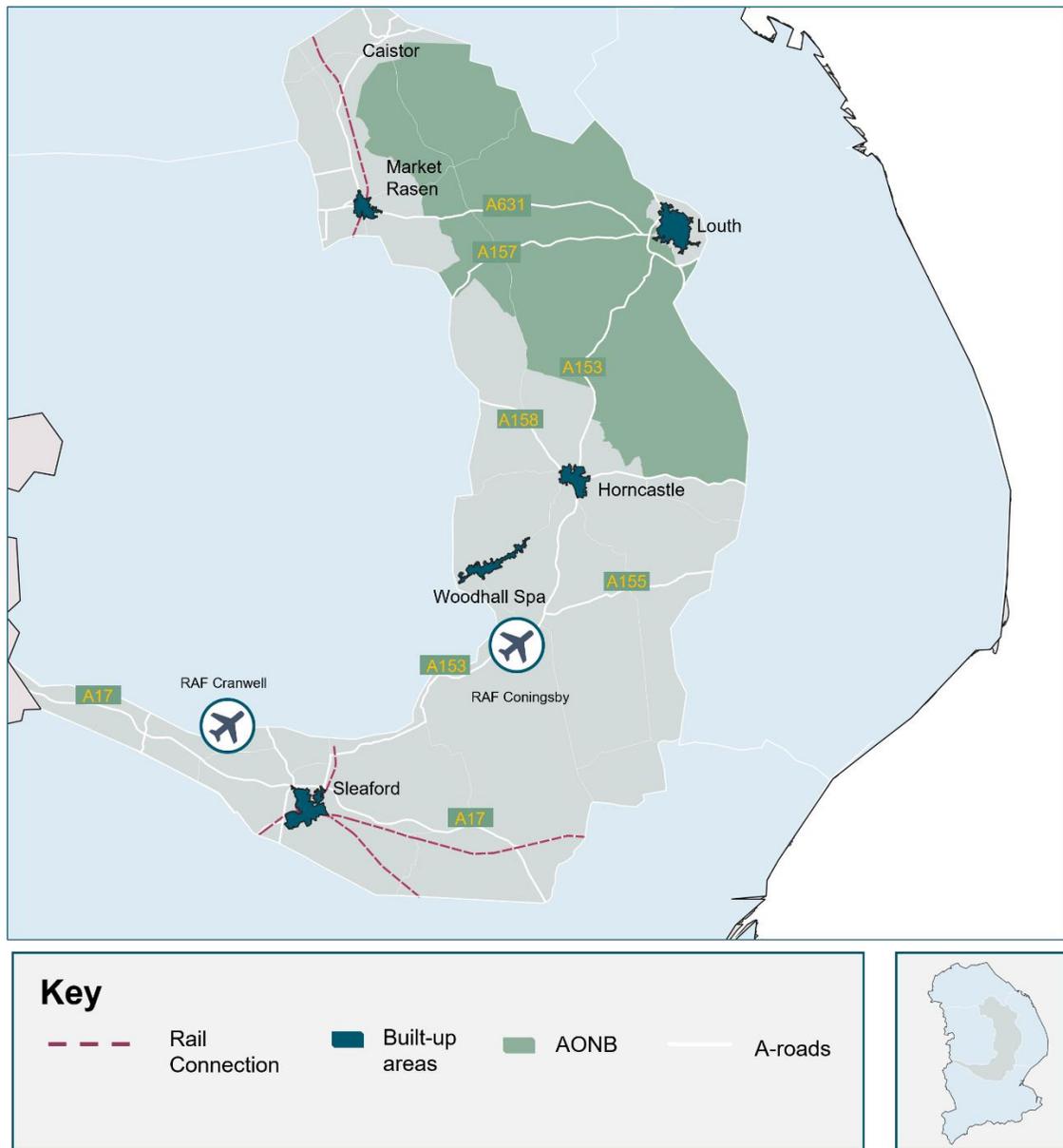
The corridor has stronger access to amenities and health services than some parts of Greater Lincolnshire. Rutland also benefits from a Visitor Economy asset in Rutland Water (is the largest man made lake in England) and surrounding rural environment attracting tourists from across the Midlands. However, housing affordability is a challenge, especially around Grantham. Generally, Southern Lincolnshire scores better on deprivation than the rest of Greater Lincolnshire, although with pockets of deprivation in Grantham and on the Eastern Coast, while Boston sees higher levels of deprivation and a more youthful and growing population which has grown rapidly in the past 20 years.

Infrastructure projects within Southern Lincolnshire and Rutland

 <b>Current projects</b>	 <b>SIDP Projects</b>	 <b>Future Projects</b>
Holbeach Food Enterprise Zone (FEZ)	Elsoms Seeds R&D project	A1/A16/A17 Improvements
Grantham Future High Streets Fund	Centre of Skills for Employment and Enterprise	Cross Keys Bridge Improvements
Spalding Western Relief Road	The Port of Boston	East Coast Mainline Improvements
Boston Town Investment Fund	Grantham Southern Gateway Electricity Supply	Holbeach FEZ Phase 2
		Holbeach Power Project
		Spalding Western Relief Road (Next Phase)
		South Lincolnshire Reservoir
		Rutland Cycling Project
		Boston Buses
		Boston Alternative Energy Facility
		Boston Levelling Up Fund

## Rural Heartland

Figure 6. Rural Heartland



At the heart of Lincolnshire, the rural spatial corridor is central to Greater Lincolnshire's status as the UK's Food Valley. Combined with the coast and large amount of Grade 1 agricultural land, the Rural Heartland is endowed with a variety of natural assets, which make a strong contribution to the economy and quality of place. The area has food production, defence assets in RAF Cranwell and Coningsby, manufacturing, and with access out to the growing port of Boston and coastal visitor assets. Horncastle presents opportunities as a gateway to the AONB and the coast. Access to the coast via a proposed Coastal Highway will become a major connectivity route.

The area includes market towns like Sleaford, Horncastle, Louth, Woodhall Spa and Market Rasen. Transport – particularly public transport – connectivity is challenging in Market Rasen and Caistor.

Sleaford is an important rural hub that is located centrally to the region, with some good connections to the other Greater Lincolnshire corridors and Strategic Road Network and rail network, however rail service frequency can be poor. Sleaford has low unemployment and thriving industrial estates; recent years saw rapid population growth; and there are further housing and regeneration opportunities.

The Rural Heartland includes natural assets, like Lincolnshire’s Area of Outstanding Natural Beauty, the Lincolnshire’s Wolds, which is a substantial Visitor Economy strength with 14 sites of special scientific interest, as well as small settlements. Given the expanse of green space, there is potential to expand the AONB as environmental tourism is increasing in significance.

Rurality brings challenges too. A specific example is access to the AONB by public transport. Parts of the Heartland are undergoing rapid population ageing, and deprivation is relatively high. There is employment growth in the corridor but wages remain lower than the regional average. Many rural residents have limited access to local amenities and public services. In some places less than 10% of the population are aged between 20 and 34; some locations have limited energy supply (no access to the grid); and low levels of connectivity (broadband, public transport and roads); the result is pockets of significant deprivation and isolation.

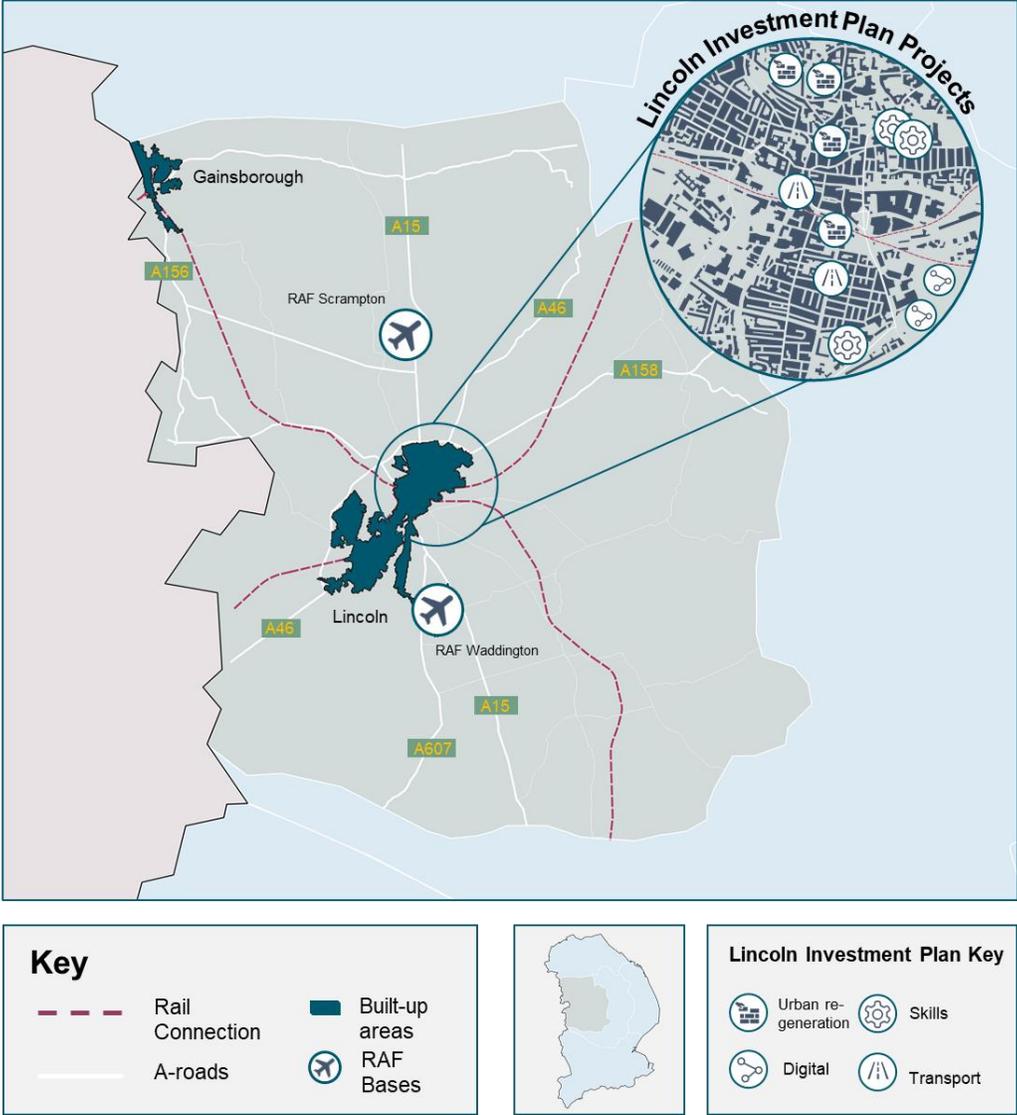
Digital connectivity is vital to support the rural economy and supports many aspects of business growth, including support for increasing home/agile working. Full Fibre to the Premises is key to increasing digital connectivity and Greater Lincolnshire is a prime location for increasing rural digital connectivity.

#### Infrastructure projects within the Rural Heartland

 <b>Current projects</b>	 <b>SIDP Projects</b>	 <b>Future Projects</b>
Fibre Broadband & 4G coverage	Horncastle Industrial Estate Extension	East Lindsey Levelling Up Fund Bid
	Sleaford Moor Enterprise Park	A17 Improvements
		Coastal Highway
		Delivering Cycling and Walking Routes Upgrades

# Greater Lincoln

Figure 7. Greater Lincoln



This area covers Lincoln, Gainsborough, and their surroundings. Greater Lincoln has Lincolnshire’s highest concentration of innovation-linked jobs, linking to the University, the growing asset of the Lincoln Science and Innovation park and Lincolnshire-wide Health and Care facilities. Gainsborough and Lincoln see concentrations of Manufacturing jobs, while the highly specialised and growing Defence Sector draws on a concentration of RAF bases across Greater Lincoln and the Rural Heartland, which provides an opportunity for growth.

Lincoln is a historic cathedral city with a population of almost 100,000 and the highest jobs density and the second highest business density in Greater Lincolnshire. Gainsborough is a gateway between Lincolnshire, Nottinghamshire and Sheffield City Region. Gainsborough is a growth point with Housing Zone status due to its availability and affordability of land and

proximity to towns and assets such as Scunthorpe, Lincoln, Doncaster and Doncaster Sheffield International Airport.

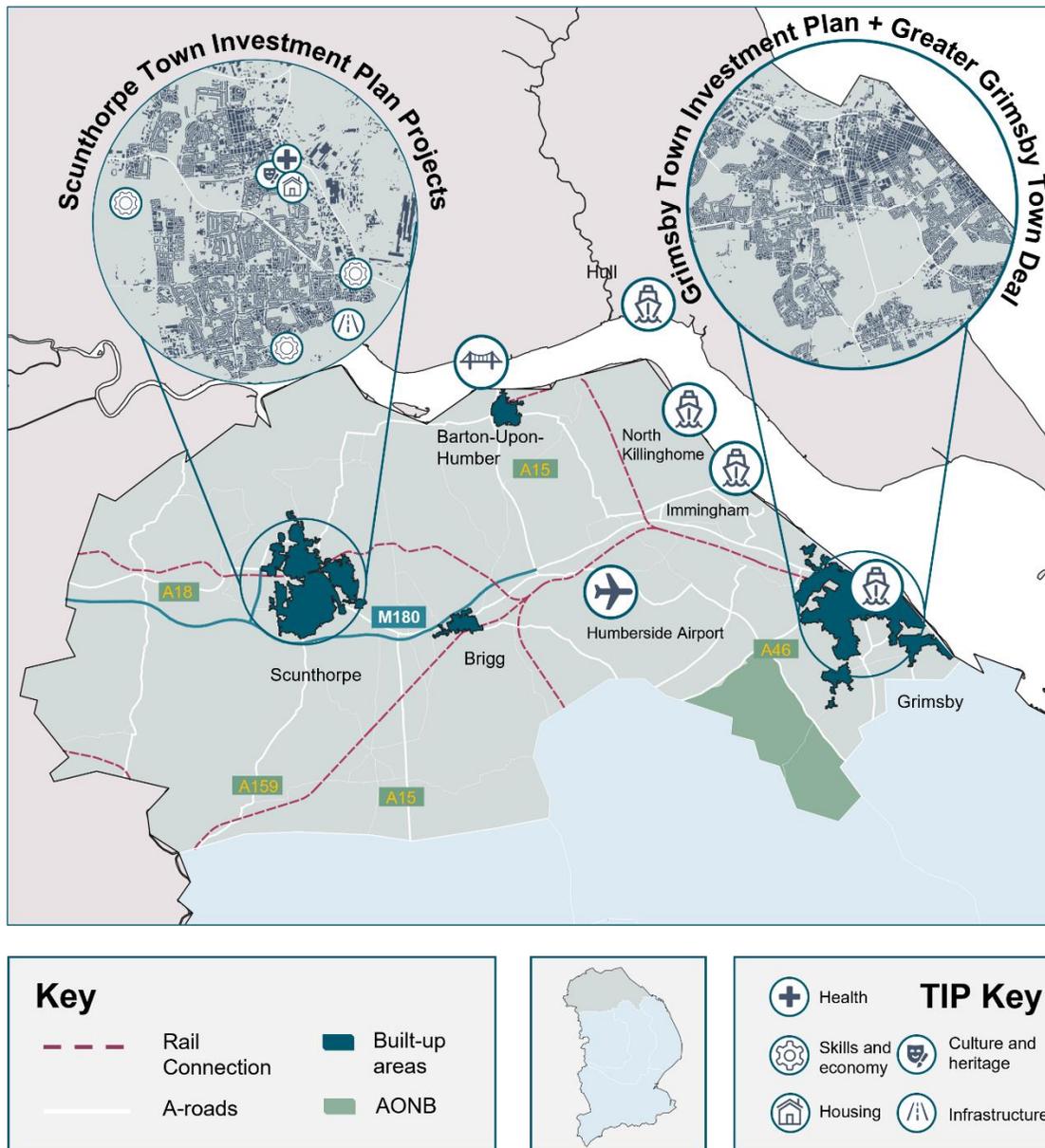
Both Lincoln and Gainsborough have youthful age profiles, and are seeing population growth, especially in Central Lincoln; supporting this population growth to stay and work in the area is a local priority. This means encouraging investment in work and leisure facilities and supporting road and rail connectivity for commuters and business engagement. However, there are distinct challenges in Lincoln and in Gainsborough, with clusters of deprivation similar to Coastal Lincolnshire. For example, there are still pockets of significant deprivation in Gainsborough with low levels of employment.

### Infrastructure projects within Greater Lincoln

 <b>Current projects</b>	 <b>SIDP Projects</b>	 <b>Future Projects</b>
Lincoln Investment Plan	North Hykeham Relief Road	A15 improvements
	Somerset Park	
	Lincoln Sustainable Growth Programme	Lincoln Rail station
Gainsborough Regeneration	Riverside Gateway Marina	
	Queen Elizabeth Road	Lincoln Mobility Hub
West Lindsey Levelling Up Fund Projects	Wilder Witham	
	Nettleham Roundabout Improvements	Newark Flat Crossing Improvement
Lincoln Levelling Up Fund Projects	Greater Lincolnshire Energy Testbed	Nottingham-Lincoln Rail Speed Improvement
	Lincoln Overbridge	
	Gainsborough Green Grid	Trans-Midlands Trade Corridor

# South Humber Bank

Figure 8. South Humber Bank



The South Humber Bank spatial corridor is linked to Hull by the Humber Bridge, with assets on both sides of the estuary serving as a nationally significant Energy cluster with growth in Offshore Wind. A well-established cluster of offshore wind Operations & Maintenance businesses signposts future growth opportunities in the sector. Manufacturing is also a key sector locally with some of the highest concentrations in Greater Lincolnshire.

Port and Logistics is growing as a sector and the area is set to be home to one of the first Freeports in the country. Launching Humber Freeport, which includes the South Bank Ports of

Grimsby, Immingham and Able will attract FDI and local business growth through incentives and investment opportunities.

Connectivity in the corridor is strengthened by the M180 motorway allowing access to the North and West and rail links, alongside the Humberside Airport, which offers potential to attract more international visitors to the area on top of the strong domestic market which already exists.

There has been significant investment in the area with the 2018 Greater Grimsby Town Deal followed by two allocations from the Towns Fund for Grimsby and Scunthorpe. Grimsby is a major industrial centre on the Humber Bank. It is Greater Lincolnshire's largest town by population, and 47% of these residents are below the age of 35. It has a strong heritage in food production, most notably in its fishing and seafood processing industry and is home to the largest port by tonnage in the UK. Scunthorpe has a substantial manufacturing industry, including a steel industry, which provides employment for over 3,000 people and is integral to local and national supply chains.

South Humber bank has some high concentrations of relative deprivation, for example in parts of Grimsby and Scunthorpe, and parts of the spatial corridor are seeing population decline and poor health outcomes. The pace and scale of industrial change in the area has created low wages and productivity, high unemployment and challenges retaining businesses and skills.

Infrastructure projects within South Humber Bank

 <b>Current projects</b>	 <b>SIDP Projects</b>	 <b>Future Projects</b>
Greater Grimsby Towns Deal	Keadby Terminal Assisted Outfall (TAO) Pumping Station Project	A15 improvements
Grimsby Future High Streets Fund	Full Fibre North Lincolnshire Schools	
	National Flood Resilience Centre	
	Cleethorpes Regeneration Programme Phase 2	
	Health and Social Care for the Future	
Grimsby Town Deal	Grimsby West Urban Extension	
	Halton Marshes Phase 2	
	Meeting Future Digital Expectations	
	Stallingborough Phase 3 Sea Defences	
Scunthorpe Future High Streets Fund	Humberston Fitties Sea Defence	
	Barton to New Holland Flood Alleviation Scheme	
	Europarc III North East Lincolnshire FEZ New Build factory Space	
	H2Refuel	
Scunthorpe Town Deal	Cleethorpes Regeneration Programme Phase 3: Category B	
	Pioneer Business Park Speculative Builds	
	Future Energy Centre	
Humber Energy Estuary	Rail Journey Time Improvements	Trans-Midlands Trade Corridor
	Brigg Link Road	
	Cleethorpes Business Centre	
	Europarc Bus Bridge	

## The Importance of Housing

Greater Lincolnshire is preparing for an acceleration in housing delivery, with 7 Local Plans either adopted or in development stages. While the pressure in the housing market has been primarily concentrated in the Greater South East, too many people in Greater Lincolnshire cannot buy a local house for the average local wage. Local Authorities are responding to this with work ongoing through the Towns and Levelling Up fund submissions; some places, such as Gainsborough, have ambitions for substantial growth encompassing up to 47% increase in home numbers, which will require substantial facilitating infrastructure. Together, the 7 Local Plans will set out our transformational plans for growth based around the needs of the local communities and economies.

**Central Lincolnshire's** Local Plan plans for the delivery of 29,150 new dwellings and the creation of around 15,000 new jobs, supporting growth in the urban centres of Lincoln, Gainsborough and Sleaford.

**East Lindsey's** Local Plan responds to challenges from climate change, relocating new housing development further inland to the market towns such as Louth, Wragby and Woodhall Spa.

**North Lincolnshire Council** is preparing a new single Local Plan for North Lincolnshire. Under the emerging local plan, this equates to 7,128 dwellings over the plan period, 2020-2038, in areas such as Brigg, Lincolnshire Lakes, and Scunthorpe.

**North East Lincolnshire** adopted a Plan for Growth in 2018, highlighting ambitious plans that respond to the evidence which shows that around 10,000 homes will be needed to meet the demands of the growing population. This will mean change for all parts of the Borough.

**Rutland's** adopted development plan comprises a Core Strategy, Mineral Core Strategy and the Site Allocations and Policies DPD. The Council is about to begin preparing a new Local Plan which will cover an extended plan period beyond 2036 to address development needs and climate change.

**South East Lincolnshire's** Local Plan is managing housing growth sustainably. Currently Boston is delivering a new affordable home almost every 2.5 days. Holbeach is also identified for significant growth with a Sustainable Urban Extension and Food Enterprise Zone and there is ongoing investment through Homes England in the Spalding Western Relief Road which will ultimately unlock 6,000 new homes.

In **South Kesteven's Local Plan**, four market towns of Grantham, Stamford, Bourne and The Deepings are the main focus for development (65% of the district's population lives here), and the Grantham Southern Relief Road will assist in the economic development in the town.

## 6 Next Steps

The projects set out in this plan are backed up with detailed plans for investment and delivery. Greater Lincolnshire will accelerate delivery of projects where possible and ensure that the SIDP is aligned with wider projects and initiatives that emerge. The SIDP identified 11 high priority projects, representing a pipeline of almost £95 million, as part of the wider delivery plan of just under £1 billion.

The SIDP has provisionally identified thematic gaps, where further development will be required in order to achieve a balance pipeline of projects. These themes are: Digital, Health and Care, Defence, Housing, Waste and Recycling, and Energy. Responding to these gaps will be crucial in informing the next iteration of the SIDP, and the call for projects that will go out, in determining what areas need to be addressed.

Greater Lincolnshire intends to take action to address these gaps in time for the next SIDP with the following commitments:

- The Infrastructure Group will work with project owners to identify how best to quickly move to delivery on more projects. This will include supporting officers with business case training to build stronger strategic and economic cases.
- We will work with the local NHS providers to develop the local Health Infrastructure priorities in preparation for a bid over the next year, supported by local partners, that will address some of the gaps in the existing SIDP.
- We will set out an overall education requirement for Greater Lincolnshire for future SIDP work
- We will review the potential for rail and passenger freight
- We will engage widely with business in seeking projects and evidence
- We will review current Outline Business Cases for further analysis on capital cost requirements, and the potential for match funding
- We will discuss gaps with local authorities and partners and aim to address in time for the next call for projects for the 2022 SIDP
- We will discuss SIDP scoring outcomes with local authorities and partners in order to ensure all projects are given a fair chance of scoring highly, and addressing spatial gaps in the current priority pipeline

Future iterations of the SIDP will draw on projects that were still in development during 2021, but will play a crucial role in the future pipeline. The tables on pages 18-30 set out some of planned projects in Greater Lincolnshire which were not at a stage to be submitted for the 2021 SIDP, but likely will form part of future iterations of the SIDP. They should not be viewed as an exhaustive or definitive list but rather showcase some of the upcoming projects across the whole area. This includes, for example:

- Towns Fund and Levelling UP fund investments (at FBC / approval stage)
- Freeport proposal (at FBC stage)
- Projects highlighted for inclusion by the Infrastructure working group

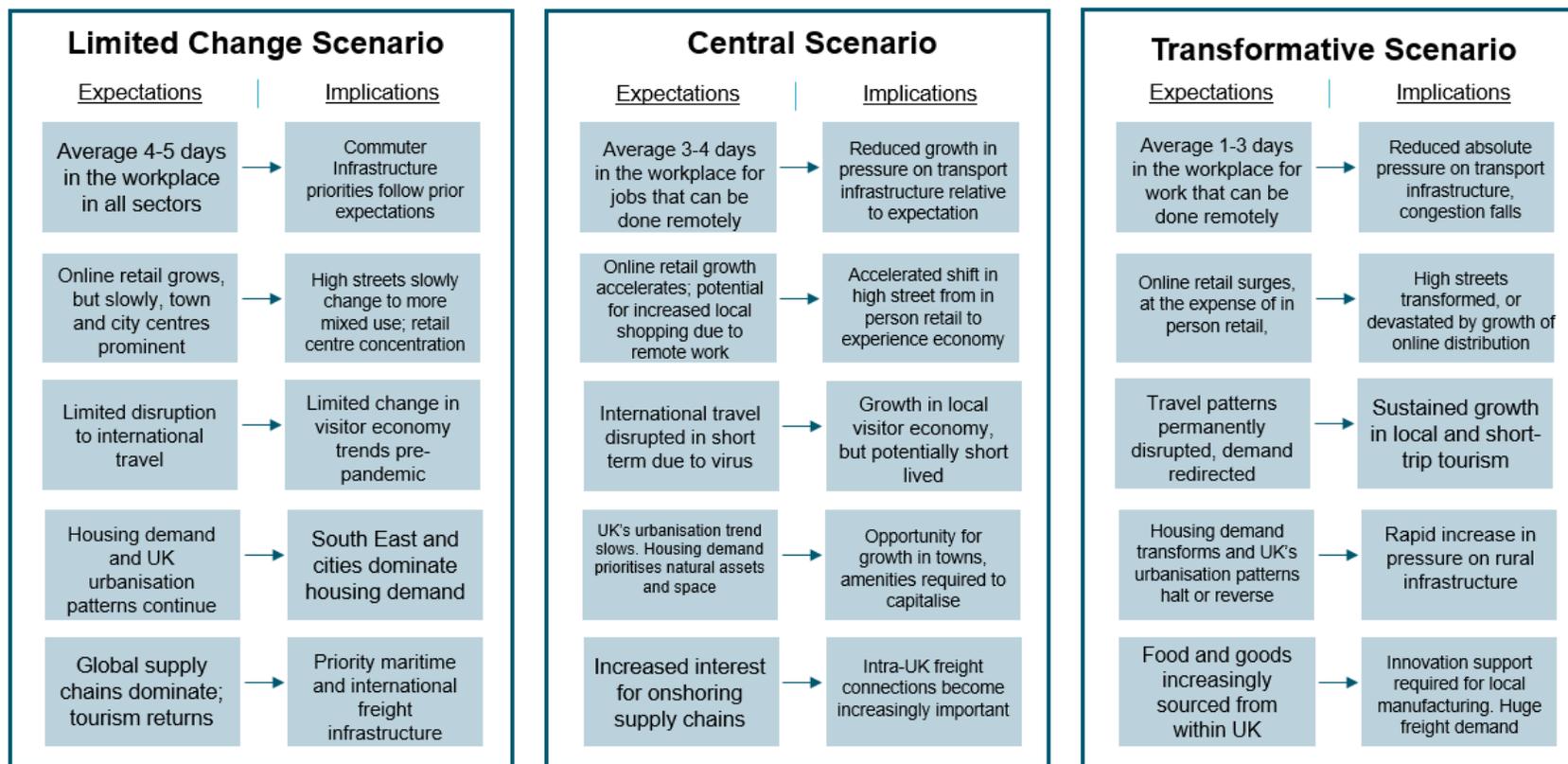
## Future strategy and scenarios

The Infrastructure Group will oversee development of an overall infrastructure strategy which, informed by future scenarios, long term trends and emerging recovery data, will set out the direction of travel and priorities for each area and Greater Lincolnshire overall. This might include highlighting projects of the scale that will require in-depth feasibility study, and setting a framework for further case development. The infrastructure strategy will expand on this summary's consideration of the pan-regional, Greater Lincolnshire and local strategic context.

Long term infrastructure planning will establish how we collaboratively plan for significant infrastructure improvements needed to unlock growth. It will help Greater Lincolnshire understand the gaps in infrastructure that need to be addressed to maximise the growth, regeneration and levelling up opportunities across places. Out of this will emerge the priority projects – covering infrastructure in the widest sense – which require funding to support the achievement of those outcomes.

Rigid predictions are unlikely to pay off, but thinking through the consequences of changes will be key to preparation for the future. Drawing on post-Covid scenario planning from Transport for the North, Transport for Greater Manchester and work with London Councils, we have developed some indicative scenarios, which follow on the next page. The pandemic has led to substantial shifts in how we live and work, and at least some of these are likely to be permanent. Covid-19 is an opportunity to reassess expectations for the shape of future growth. New opportunities will emerge, some priorities may fall in importance while others will be more important than ever could have been expected before March 2020. Future versions of the SIDP will aim to reflect the nature of planning for growth in the post-crisis world, once the outline of future trends become clear.

## Post Covid Scenarios



Transport for the North: *Future Travel Scenarios: Just About Managing, Prioritised Places, Digitally Distributed* (2021), pp51-72

Transport for Greater Manchester. *Covid-19 impact on bus franchising; Back Towards Normality, New Travel Demand, Poorer and More Local* (2021), pp13-20

Metro Dynamics: *Building Sustainable Renewal; Bounce back to a new normal, Sustainable Renewal, Covid-19 Induced Downturn* (2021), pp64-77

## The SIDP in summary

Across the 58 projects, the SIDP represents a strong package of investment opportunities for Greater Lincolnshire. The projects address some of the gaps in infrastructure plans and develop a package of projects which together can deliver a step change for Greater Lincolnshire's people and places.

### Scale of opportunity identified in SIDP 2021 projects



Framed by Towns and Levelling Up fund and aligned with regional economic growth plans, the SIDP process offers an opportunity to direct the process of infrastructure development in line with Greater Lincolnshire's strategic goals.

None of these projects can be seen in isolation, and we need a co-ordinated approach to investment including levelling up bids and the Town Deals alongside the SIDP. And we need to address the gaps identified in the 2021 process. With the SIDP process moving onto an annual basis, a rolling process of review will maintain an effective and deliverable pipeline of projects. The Covid-19 crisis has highlighted the value of a dynamic, iterative approach to infrastructure development, and future iterations of the SIDP should aim to equip Greater Lincolnshire for the challenges and opportunities of the day.



# Metro — Dynamics

3 Waterhouse Square  
138 Holborn  
London  
EC1N 2SW

020 3868 3085

Elliot House  
151 Deansgate  
Manchester  
M3 3WD

0161 393 4364