



Cabinet

5th June 2019

Report of: Portfolio Holder for Growth and Prosperity

TRANS-MIDLANDS TRADE CORRIDOR (A46)

1.0 Corporate Priority:	Decision Type:	
1.1 PL1: Promoting aspiration and growth in a vibrant economy, attracting quality jobs	Non Key Decision	

2.0 Summary:	
2.1	<p>The Trans- Midlands Corridor is largely defined by the A46, part of the Strategic Road Network (SRN), which runs for over 250 kilometres from the M5 at Tewkesbury to Grimsby and on to Hull via the A15; although there are also some important rail links connecting major towns and cities.</p> <p>This report seeks the Cabinets approval to enter in to a Statement of Commitment and Collaboration with other Local authorities and the Local Enterprise Partnership (LEP) within the Trans-Midlands Trade Corridor. The Statement presents Government with a statement of commitment to collaborate across political boundaries to develop a strategic economic growth plan for the corridor. This new strategy and delivery plan will set out how each partner can contribute to a wider, national agenda and collectively support the functional economic geography of the corridor.</p>

3.0 Recommendations	
3.1	<p>That Cabinet note the Trans Midlands Trade Corridor Proposal attached at Appendix One and confirm that the Council sign the Statement of Commitment and Collaboration contained within it.</p>

4.0 Reason for Recommendation:	
4.1	<p>The opportunity for the Council to commit to working with partners, national agencies and Government to produce a prospectus that will be attractive to Government whilst meeting our own requirements within our Strategic Growth Plan</p>

5.0 **Alternate Options Considered**

5.1 **Option 1 –**

Refuse the request for collaboration. However there is no other opportunity present for a combined offer to central government of such a large scale and disparate geography and partners. This would also not be consistent with other commitments the Council has already through the Strategic Growth Plan.

6.0 **Report Detail**

6.1 The A46 corridor (from the M5 at Tewkesbury to Grimsby and Hull via the A15) has gathered significant momentum within Midlands Connect who have rebranded it and produced the Trans-Midlands Trade Corridor Proposal attached at Appendix One.

6.2 Midlands Connect recognise the A46 as a corridor of regional/national importance and are seeking sign-up to the proposal attached as Appendix 1 from LEP chairs and Local Authority Leaders by July 2019. It is then intended to feed into the Government Spending Review later in the year.

6.3 The Trans Midlands Trade Corridor Proposal sets out the economic credentials of the area and the exciting ambitions for growth, including those promoted in the Strategic Growth Plan for Leicester and Leicestershire, in which Melton Mowbray has a key role. It explains that existing businesses and future economic growth is highly dependent upon the existing strategic road network (SRN) and continued enhancement of transport infrastructure is key to fostering further growth and prosperity.

6.4 It proposes to develop a Developing a Trans-Midlands Trade Corridor Strategic Plan, recognising that plans must move beyond transport and embrace economic development areas such as skills, training, trade links, planning and supply of commercial land.

6.5 Ultimately, the aim is to secure commitment from government to work with the local authorities and industries to maximise the growth potential and continue to grow the UK's trading role globally.

6.6 Central government investment is necessary to complement local growth initiatives such as the Strategic Growth Plan. If we are to accelerate growth, it will be critical to secure the long-term funding to provide the certainty to businesses and local authorities to invest alongside central government.

6.7 The A46 largely defines the concept of a 'corridor', but it also links the economies of all the individual areas along it. This is why, for example, Leicestershire recognises the need for improved highways connectivity in the form of the A46 Expressway south and east of Leicester. The current problems created by the pinch point has a large effect on the supply chains and routes to market for the agriculture and agri-tech sectors in Lincolnshire. The same can be said towards the southern end of the corridor, where Warwickshire would recognise that investment around Ashchurch or Evesham provides a benefit to their local economy. Investment there would improve connections to the South-West and Wales for the Advanced Manufacturing sectors growing in Warwickshire.

6.8 The offer to government is to collaborate across political boundaries to develop a strategic economic growth plan for the corridor. This new strategy and delivery plan will set out how each partner can contribute to a wider, national agenda and

collectively support the functional economic geography of the corridor.

6.9

The Strategic Plan would include the following components:

- **Vision and Objectives** : Bring the collaborating partners together to agree a strong vision as to how the corridor can deliver strong and sustainable economic growth. A focus must be on the social benefits that the strategy can bring to the current and future residents of the corridor.
- **Sector focused analysis of opportunities impacts and outcomes**:. There are existing and emerging clusters of the same or similar industrial sectors. The strategy will need to develop plans to take full advantage of clustering effects. The next steps will be to understand the detailed needs of the industries which can take most advantage of catalyst investments in transport infrastructure.
- **Seek Land Value Capture Opportunities**: the strategy would not supersede statutory planning documents, but would help understand how land (brownfield and greenfield) could be utilised to deliver homes and jobs over a period beyond current Local Plan. Crucial to this area of investigation will be to understand how land value capture methods could help to part-fund the infrastructure needs of the strategy.
- **Establish and appraise a range of interventions**:
 - o Transport to facilitate local and strategic connectivity
 - o Digital and Technology solutions to connectivity needs;
 - o Other civil infrastructure requirements;
 - o Support for land availability;
 - o Support for small less efficient businesses (the long tail of low productivity);
 - o Produce graduates linked to the specific needs and opportunities of the corridor;
 - o Implement skills programmes which relate to the key sectors of the corridor;
 - o Create links with research institutes, academia, incubators and accelerators – implement innovation and future technology
- **Understand the social value and environmental impacts and opportunities**: how great places to live and work can be established. The strategy will need to understand how these can be utilised to the best advantage of existing and future communities.
- **Future-Ready Opportunities**: There is a huge role for technology and innovation to support growth ambitions. The corridor has the potential to test out how the benefits can be maximised from future mobility and maximise the efficiency of the transport investment needed.
- **Establish Public-Private Delivery Pacts**: The role of the private sector in delivering the strategy recommendations must be clearly understood. During the strategy development private sector partners should be approached and pacts around delivery responsibilities and commitments sought.
- Develop the integrated investment and policy strategy:

- Agree role and responsibilities for delivery of interventions across the different agencies
- Align with funding packages and policy objectives - interventions, inputs, outputs, outcomes
- Develop an impact assessment approach and evaluation framework for each intervention
- Understand programme dependencies to feed into sequencing of interventions
- Present an economic, environmental and social appraisal of the plan
- Develop a phased and sequenced delivery strategy

7.0 Consultation and Feedback (including Scrutiny Committee)

7.1 No consultation has been undertaken.

8.0 Next Steps

8.1 Following agreement from Cabinet the Statement of Commitment and Collaboration comprised within Appendix 1 will be signed by the Leader on the Council's behalf.

9.0 Financial Implications

9.1 There are no costs associated with this commitment. However there will be an impact on staff resources required for participation in the Partnership. This can be achieved from existing staffing structures.

10.0 Legal and Governance Implications:

10.1 The Statement of Commitment and Collaboration is not legally binding but represents a commitment on behalf of the Council. The Leader has the authority to sign the Statement.

11.0 Equality and Safeguarding Implications:

11.1 No Equalities or safeguarding implications have been identified.

12.0 Community Safety Implications:

12.1 No Community Safety implications have been identified.

13.0 Other Implications

13.1 Not applicable

14.0 Risk & Mitigation:

L I K E L	A	Very High				
	B	High				
	C	Significant				


I H O O D																				
	D	Low																		
	E	Very Low	1																	
	F	Almost Impossible																		
			Negligible 1	Marginal 2	Critical 3	Catastrophic 4														
IMPACT																				
<table border="1"> <thead> <tr> <th>Risk No</th> <th colspan="6">Risk Description</th> </tr> </thead> <tbody> <tr> <td>1</td> <td colspan="6">Loss of opportunity to participate in wider ranging partnership seeking investment from central Government</td> </tr> </tbody> </table>							Risk No	Risk Description						1	Loss of opportunity to participate in wider ranging partnership seeking investment from central Government					
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Background Papers:
None

Appendices
Appendix 1 – The Trans-Midlands Trade Corridor Proposal for an Economic Development Strategy

Report Timeline:
Director Approval : 23rd May 2019 Chief Finance Officer Sign Off : 21st May 2019 Monitoring Officer Sign Off: 23rd May 2019
Exempt Reports
Not applicable

Date of Review to make public
N/A

Report Author
J Worley, Assistant Director for Strategic Planning and Regulatory Services  : 01664 502359

