



Greater Lincolnshire LEP Board

Minutes of 26th October 2021 at 3.00pm
Via MS Teams

Present: Board Directors:

Pat Doody - Chair (Non-Executive Director), Cllr Philip Jackson - Vice Chair (NELC), Sarah Louise Fairburn - Vice Chair (IMP & Maker), Cllr Craig Leyland (ELDC) Cllr Colin Davie (LCC), Cllr Oliver Hemsley (RCC), Alison Ballard (BAE Systems), Andrew Hunter (UoL), Darren Cunningham (Phillips 66), Debbie Barnes (CX LCC), Dean Fathers (Health), Nick Worboys (Longhurst), Simon Bird (ABP), Zoe King (Epix Media),

Apologies from Directors: Gary Headland (Lincoln College, IoD and Lincs Chamber), Mandy Watson (Ambitions Personnel), Julian Free (UoL), Cllr Rob Waltham (NLC)

Observers: Simon Green (NELC)

Apologies from Observers: Andrew Crookham (Accountable Body & Section 151 Officer), Pete Holmes (BEIS), Stephen Fidler (DfT)

LEP Officers: Clare Hughes, Sue Groves (Note Taker), Caroline Illingworth (Observer)

For Agenda items: Simon Telfer (Branston & Chair of ESAP),

Apologies and Declarations of Interest - Apologies were noted as above.

Full declarations of interest for each individual Board Director can be found at:

<https://www.greaterlincolnshirelep.co.uk/about/boards/> The LEP Board were reminded that declarations of interest are required as part of LEP governance and must be updated at least annually, and if anything changes to the LEP office at the earliest convenience.

Chair introduced Caroline Illingworth to the meeting (as an observer) who is a new member of the LEP Team as Operations and Delivery Manager. Caroline explained what she had done in the past.

Minutes & Matters Arising (Paper 1) - Pat Doody

- Labour shortages - on the agenda
- Manufacturing Board - 2 new members have been recruited and approved by the Appointments Committee.
- Two funds (totaling approximately £4m) agreed at the last Board meeting, to be launched within the next few weeks
- Mid-Year Review outcome has been received positively; Chair congratulated the LEP team.

Decision Log & Review of Actions (Papers 1.1 and 1.2)

Not discussed

Chair/CX Report (Paper 2) - Pat Doody

LEP Conference

- Exciting line up of speakers including some LEP Directors.
- Almost 300 registrations have been received.
- Queries raised about safety precautions, and masks will be available on the day and a reminder email will be sent regarding taking a lateral flow test on the day.
- The day will be split into 3 sections: LEP impact over the last 10 year; Launch of the UK Food Valley and an Investors conference.
- Private investors have requested to have private tours.

Waterline & Climate Summit

- Chair attended both summits as a speaker where it was shown that there are opportunities for Greater Lincolnshire in the Energy sector and Freeports.
- Disappointing that the Greater Lincolnshire project for industrial decarbonisation was unsuccessful this time, but still working with Harbour Energy who are still going ahead with V Net Zero and still believe it could be delivered in the mid-2020s and discussions are ongoing with Government regarding funding.
- Businesses are being asked about their sustainability and climate policies and believe that this message should be driven home.

- Green Tourism toolkit has been launched and consultants will be talking to businesses about what the tourism industry needs to do to change their approach.
- Agreed that all sectors, including Food, Manufacturing need to carry out more research on how to reduce their carbon footprint.

Actions:

- LEP to ask MPs to support/lobby Greater Lincolnshire on the early development of carbon capture.

Midlands Connect Priorities - (Presentation) - Maria Machancoses

- Waiting to hear from Government is the Integrated Rail Plan for HS2 which will also deal with big strategic and enhancement programmes for the Midlands and the North. Will also include other interventions such as East-West connectivity which is important to Midlands Connect.
- Also waiting for the Union Connectivity Review that is being led by Sir Peter Hendy, which is not just about roads and rail, it will also look at the wider connectivity across the formations through the ports but will need to wait for the Levelling Up White Paper. This is important to Greater Lincolnshire because of the importance of Freeports etc.
- Government is working on establishing a Great British Railway, where the Government will take charge of all the railways in the future and how it will engage with various bodies in the future, ie, local authorities and LEPs.
- Midlands Connect (MC) has published their Supercharging the Midlands Report which attracted a lot of interest regionally and nationally and gave a clear picture of where Midlands Connect is with EV charging infrastructure in particular. MC is letting Government know that EV charging infrastructure needs to be delivered as soon as possible, due to the demand.
- MC still keen to progress, with the Midlands Engine, on the corridors work when it comes to the A1 and the rail connection between Lincoln and Nottingham.
- MC keen to work with GLLEP to progress plans for the Humber, particularly the Freeports, so that opportunities are not missed to develop a strong pipeline for Network Rail and National Highways.
- MC Plan has clear targets for delivery for the next 3-5 years.
- MC does not just deal with Road and Rail; it looks at how infrastructure can assist with economic recovery and the decarbonisation of the transport network agenda.
- East-West connectivity from Lincolnshire to Nottingham is still very important for MC and will be working closely with Network Rail.

Comments

- ❖ SB - The priority for the Humber area is the East-West connectivity which is key to the South side of the Humber where the UK's largest port by tonnage is located. The game changer would be East-West rail connectivity as it would remove a large amount of freight off the roads and would connect with Leeds, Liverpool, Manchester and Ireland.
- ❖ SG - Is MC working with TfN as there is an overlap regarding the East-West link which may accelerate this going forward. Response was that MC are working with TfN on this. MC would like to see a technical programme within the next two years to help development of the business case for the Humber and the Freeport.
- ❖ PD - several people have raised the issue regarding the direct route from Grimsby, through Cleethorpes, to the south to connect the Humber to London and considered to be very important strategic route for the area and that Greater Lincolnshire MPs are supportive.
- ❖ SLF - Chairs of all Strategic Advisory Boards need to work together to map out how big is the problem and what the scale of the carbon footprint.
- ❖ Currently working at scale is rural mobility, smart ticketing for trains, buses and trams, EV charging, alternative fuels (particularly hydrogen) and identifying key sites for major EV hydrogen and charging.
- ❖ December - there will be roundtable discussions with the private sector regarding EV charging where GLLEP may help with who should be included.
- ❖ 2nd December - Partnership Summit to be held where leaders of Councils, Chief Executives, Transport Directors and LEPs Chief Executive and Chair will be invited to be a part of the debate.

Actions:

- Over the next 4 months, assistance for MC from GLLEP will be needed to scope out detail, apart

from decarbonization and the continuing work on rail and road, the details and impacts of Freeports. Rail freight interchanges will be the most relevant for Lincolnshire and need assistance from DC and SB about what needs mapping out.

Transport Plans for Greater Lincolnshire

Presentations from Jason Copper & Vanessa Strange (LCC), Chris Ramsbottom (NELC), Luke Greaves and Jason Papprell (NLC)

LCC - Jason Copper

- Transport is a key input into matching sustainable economic growth with wider environmental and social objectives and it is known that finance is not infinite, so there is a need to develop a framework for structuring and prioritising transport interventions, which must be evidence based and stakeholder engagement carried out. A public consultation has recently been launched which runs until 1st December.
- Significant policy review undertaken, looking at national and sub national evidence transport policies, GLLEP policy and strategic evidence base, District Local Development Plans and LCC Corporate and Green Master Plans.
- 6 broad themes have been identified which would help achieve a significant role, ie, economic growth, climate change, thriving environments, safety, security & healthy lifestyle, quality of life and high aspirations.
- The LTP V structure has 4 parts: Part 1 which is statutory includes high level policy links, evidence base and trends, opportunities and sectors, thematic approach to objectives and policy. Part 2 which are the details modal strategies: walking, cycling, bus strategy, rail passenger and freight (GLLEP geography), EV and alternative fuels, freight (linked to regional freight strategy). Part 3 which is statutory: Links to area transport boards and RAP work. Part 4: monitoring and data.
- Proposed strategic priorities: Trans Midland Trade Corridor, North South Strategic Links A1 & ECML, Food Valley links, Newark Flat Station, Lincoln station, Freight automation and driver training (train and bus).
- Proposed investment priorities: EV network, Support for Bus Improvement Plan, Active Travel, 20-minute local neighbourhoods.

NELC - Luke Greaves/ Jason Papprell

- Ambitious Local Plan in North East Lincolnshire was established in 2018 which shows the scale of how the infrastructure will support 8,000 new jobs, 10,000 new homes, there is also a carbon road map which will be key in helping support delivery.
- National Assets Plan will be consulted on later in the year.
- Priorities from a highways perspective is the strategic link between the A46 and the A180, which is part of the Levelling Up bid, currently being considered.
- Number of roundabouts need attention to allow growth of the South Humber Bank. As part of the bid, also is a bus bridge out of Europark, which currently the Council is subsidising.
- This year, the Humber Link road was completed, which connects the Hobson Way and Moody Lane areas, which connects Grimsby and Immingham Port. Almost completed is the Super Highway project which is a shared footway/cycleway
- Decarbonisation is a thread that will be part of transport projects, especially with the Freeports and the increase in traffic flow with the expected revenue that imports and exports coming through that particular hub.
- Decarbonisation strategy to be launched in the near future.

NLC - Chris Ramsbottom

- Integrated Transport Strategy is being develop with ambitions on a local, regional and international stage. The strategy includes the statutory functions, the Local Transport Plan and is aligned with the new Local Plan and the economic growth plan of North Lincolnshire.
- The four main priorities for the Transport Plan are:
 - Connect North Lincolnshire locally, regionally, nationally and internationally to support sustainable economic growth by implementing transport improvements in key development areas.
 - Develop a connected transport network.
 - A net zero transport system across North Lincolnshire.
 - Provide safe transport networks.

➤ Objectives for North Lincolnshire are:

- Facilitate infrastructure schemes that enable economic growth.
- Support the regeneration of North Lincolnshire's Town Centres and Market Towns.
- Support and enhance connectivity to employment opportunities.
- Support freight movements, whilst minimizing impact on local communities.
- Transport network that supports the growth and sustainability of the visitor economy.

Comments:

- ❖ CD - Task and Finish Group should take into account the common themes of all 3 authorities Local Transport Plans and produce one document for Government.

Actions:

- Data regarding East-West link to be forwarded to JC from SB.
- LCC presentation to be circulated.
- Task and Finish Group to be arranged to ensure a joined up "Greater Lincolnshire" is developed for use in relevant meetings, and to ensure the message about the East West rail link for Humber to Liverpool is amplified. Volunteers required and representatives from LCC, NELC and NLC.
- Transport planning and consultation should include NHS and Ambulance services etc.

Local Labour Market Shortages (Paper 3) - Simon Telfer & Clare Hughes

- ❖ The Labour Shortage Challenge Fund is made possible with the agreement by the Board. The LEP team has stepped up its intelligence gathering by meeting with sector boards and large businesses to sense-check what is already known about the challenges and to discuss possible solutions. In the last month, there have been two sessions with the Visitor Economy Board, two sessions with Food Board, various 1-1 employer meetings and scheduled labour force conversation with the Health and Care Enterprise Board. In addition, the team has led a task and finish group on HGV Drivers and had several meetings with one of the largest employers in Greater Lincolnshire.
- ❖ The paper highlights the number of people who are actively job seeking and also those who are not but would like a job ("Economically Inactive"). Supporting that group into work would likely require employers to adopt a more flexible approach.
- ❖ The current apprenticeship scheme isn't working for all employers, government targets are being missed. Increased flexibility to the apprenticeship levy could make a bigger difference.
- ❖ The LEP team works with secondary schools to develop links to employers and the world of work. Schools do have a duty to deliver career programmes to all children from Year 7.
- ❖ The Skills for Jobs White Paper and a new "Skills Bill" is currently being discussed in the House of Lords and will become law. Several amendments have been made including strengthening of the "Baker Clause" that requires schools to invite Colleges and providers to talk to students about technical education and apprenticeships.

Comments:

- ❖ Another sector suggested for assistance is the construction industry.
- ❖ Need to consider care responsibilities and diversity.
- ❖ Covid has changed the mindset and behaviour of the working population.
- ❖ Long term challenge will be the Care sector and the Visitor Economy sector as they use the same workforce.
- ❖ Inflation will have a big impact on labour shortages over the next 12 months, but this is a global challenge, not restricted to the UK.
- ❖ At a recent conference, engineering firms engage with younger children about careers (Year 7).
- ❖ Information about what salary can be achieved for those who work in the food sector is being produced that we can use with schools. It was suggested that this could be done for other sectors, ie, manufacturing, engineering construction.

Actions:

- ❖ Board Directors invited to contact Clare to share their experience of detailed labour shortages (occupation).
- ❖ Agreed that more needs to be done with engaging children at an earlier age.

Any Other Business

None

The meeting closed at 4.45pm

DRAFT