

Unlocking Growth

How £1 billion of road & rail investment could generate £4 billion+ of GVA



Powering the Midlands Engine

The Midlands has an economy of £222 billion each year and is home to more than 11.5 million people. Over the last year, private sector employment in the Midlands grew more than three times faster than London and the South-East.

But it could be doing even more. Productivity is 10 per cent lower than the national average and, in 2013, there were 25,000 unfilled vacancies due to a lack of suitably skilled local applicants.

If the Midlands region matches the predicted growth rate for the UK over the next 15 years, it could create 300,000 jobs and boost the national economy by £34 billion.

That's why the Government is promoting the Midlands Engine, to make the most of the area's economic potential through devolved decision-making. Midlands Connect, the Engine's transport partnership, wants to enhance connectivity within, to and from the Midlands.

Ministers have committed an estimated £5.2 billion of investment, to create a modern, inter-connected transport network for the Midlands.

Here, we outline four key road and rail schemes, totalling around £1 billion, which could generate around £4 billion of GVA per year:

- **A5/M1/M69/A46 corridor (£2 billion GVA)**
- **M1, proposed new junction 20a (included above)**
- **Toton link, between the Midland Main Line and HS2 (£2+ billion GVA)**
- **Leicester-Coventry rail link, to connect MML, WCML, HS2, Thames Valley and South Coast (included above)**

What key partners have to say



Nick Pulley
Chair of the LLEP

"We are committed to working with the 10 other LEPs in the Midlands Engine to achieve our collective ambition. Investment in road and rail infrastructure is essential to connect our economy to the rest of the country and beyond and these four schemes are critical for our future growth."

Councillor Peter Osborne,
Leicestershire County Council

"Just £1 billion of investment in key transport links in the Midlands will improve the national road and rail network and achieve more than £4 billion of economic benefits. It's time to connect the Midlands."



Sir Peter Soulsby, Leicester City Mayor

"Investment in our priority road and rail projects will accelerate business and housing development in the city and deliver the essential transport connections required to release the economic potential promoted through the Midlands Engine"

Councillor Peter Butlin,
Warwickshire County Council

"Our proposed improvements to the strategic road and rail network are key to supporting the growth plans of this area and its wider role within the overall Midlands Engine."



Hinkley and Bosworth Borough Council leader
Mike Hall, Chair of the A5 Partnership

"We're fast becoming a key growth corridor but the A5's single carriageway and existing pinch-points are a barrier to the delivery of major housing and job growth. An upgrade will address this."



A5/M1/M69/A46 corridor – £2 billion GVA benefits



The problem:

- Future growth will be constrained without improvements to this corridor
- Congestion, road accidents and lengthy journey times

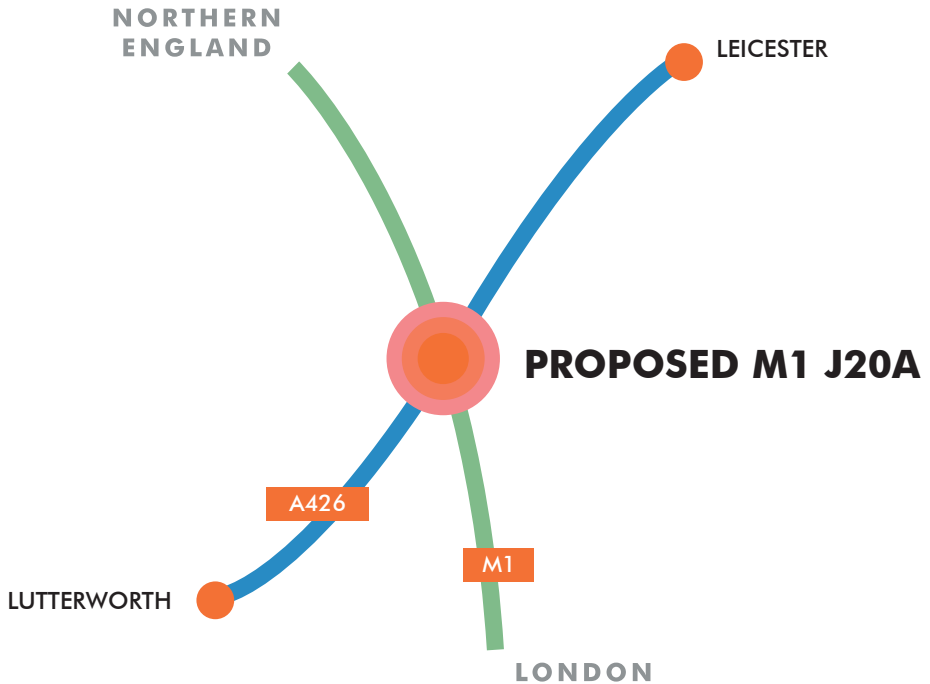
The proposal:

- Dualling of the A5 between the M42 and M69
- Improvements to the A46, including dualling and junction improvements
- New link between the M69 and the A46 North, via proposed new junction 20a

The benefits:

- Relief to congestion on the A46/M69 and M1 and greater network resilience, relief to the Birmingham Box
- Unlocking of development land in South-West Leicestershire and Warwickshire
- New route from the South-West to the North-East, relieving the 'Birmingham Box'

Proposed M1 junction 20A - £0.5 billion GVA benefit*



The problem:

- Peak period congestion around M1 junction 21
- Accidents lead to regional traffic disruption

The proposal:

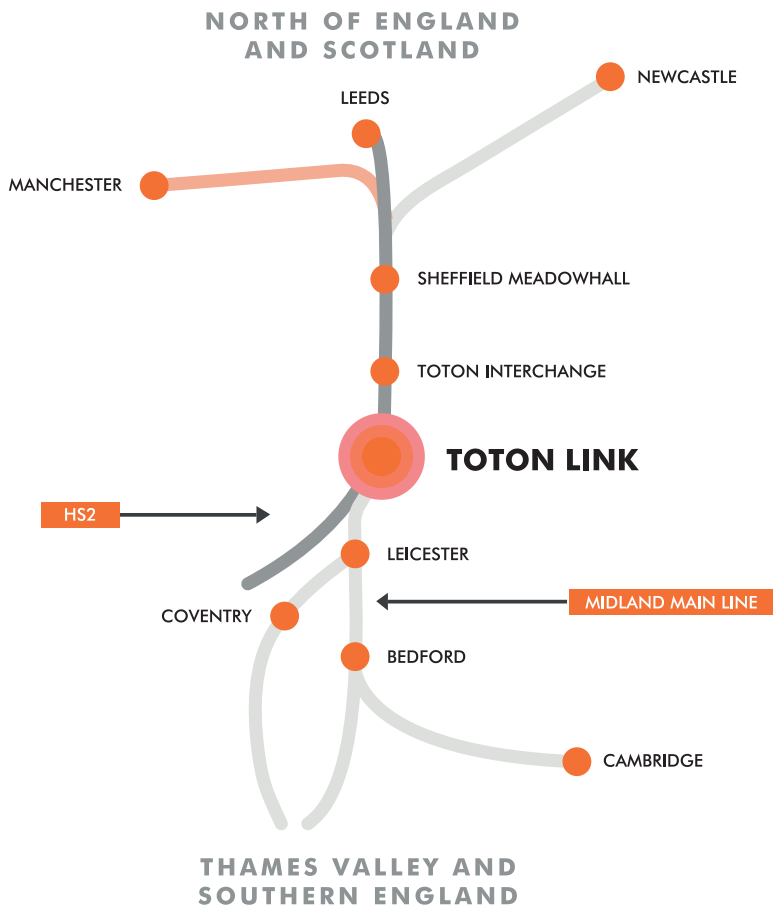
- A new junction 20a, near Lutterworth, under private development plans for the area

The benefits:

- Significant congestion relief and journey time benefits
- Improved strategic transport connectivity for the Midlands Engine to the rest of the UK
- The key to the A5/M1/M69/A46 corridor improvements

*The £0.5 billion figure is included in the £2 billion overall GVA for the A5/M1/M69/A46 corridor

Toton link between Midland Main Line and HS2 - £1.9 billion GVA benefit



The problem:

- Lack of connectivity between the East Midlands and the North-East, Thames Valley and south coast
- Benefits of HS2 restricted to areas with stations on the route

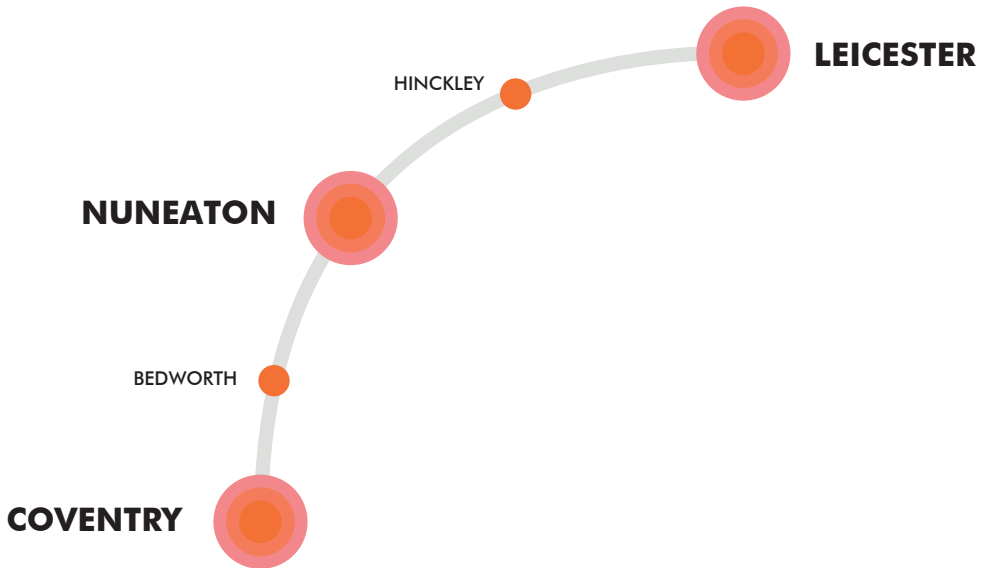
The proposal:

- A short rail link to connect the Midland Main Line and HS2 at Toton
- The introduction of classic compatible trains, to travel onto HS2

The benefits:

- Improved connectivity and reduced journey times
- Major benefits to the Midlands Engine economy

Leicester-Coventry direct rail link – £25m-62m GVA benefit*



The problem:

- No direct service between Leicester and Coventry meaning a journey of 25 miles taken an average of 1 hour 8 mins.
- Affects connectivity with other locations, such as the Thames Valley and North-East England

The proposal:

- A “dive under” beneath the West Coast Main Line at Nuneaton, enabling through services

The benefits:

- Direct, faster Leicester-Coventry services, unlocking potential for North-East – East Midlands – Coventry – Thames Valley cross country links
- A boost to employment and housing growth in the “Golden Triangle” area
- Coventry to Leicester in 48 minutes

*Would form a key part of the wider benefits of the Toton link project, enabling cross-country links

Next Steps...

We are happy to brief you in more detail about these projects and the potential benefits.

Please contact:

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