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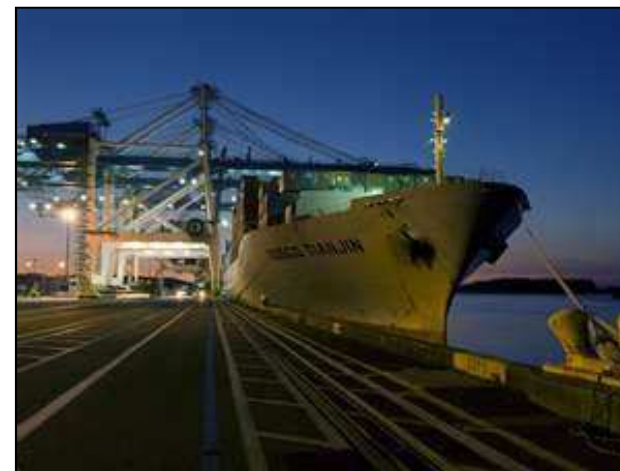
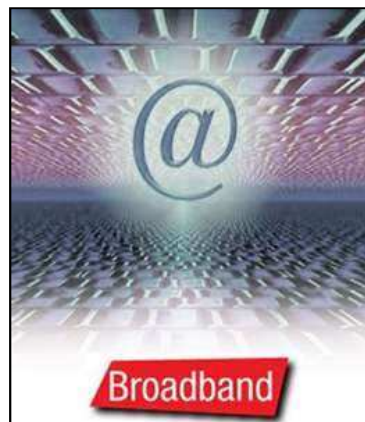
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Infrastructure Implications for Economic Development



Infrastructure



West Suffolk Six Point Plan for Jobs and Growth

4 Ensuring the right conditions for growth

*Work to **remove the barriers** to
growth
for West Suffolk businesses*

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Six point plan for
jobs and growth

1 2 3 4 5 6

West Suffolk economic region
A vibrant economy with huge growth potential

Context

There are two main schools of thought:

1. Better infrastructure brings economic growth

Aschauer (1989) found that public capital had a strongly positive relationship with productivity in the United States, and argued that the productivity decline (of the 1970s) had been caused by a decline in public expenditure on infrastructure.

“a substantial proportion of a nation’s resources must be systematically directed towards long term assets such as transportation, energy and social infrastructure (schools, universities, hospitals...) in the name of long term economic efficiency (stimulating growth in economically lagging regions and fostering technological innovation) and social equity (providing free education and affordable healthcare)”

2. Benefits of growth are not achieved by public investment - it’s the other way around

“Richer countries have been able to invest more in public capital, and are willing to accept a lower pace of growth. Public investment strongly resembles demand driven consumption. As such it undoubtedly has had short-run Keynesian effects, but it can hardly be considered as an engine for long-term structural growth”. (Vanhoudt et al: 2000)

Cost of congestion

Study by Ernst & Young LLP March 2014 The A14 and Suffolk's economy: Economic impact of congestion

"As a trade and distribution hub and with a growing population Suffolk depends on the quality and free flow of physical transport infrastructure"

*"Congestion on the A14 in Suffolk has a direct estimated cost of **£139m per annum** in lost Gross Value Added (GVA)"*

"The end of congestion on the A14 could generate approximately £362m in annual GVA and create up to 7,100 jobs in Suffolk"

Investing in Britain's Future

Chapters

- 1: Planning for the long term
- 2: Roads
- 3: Rail
- 4: Energy
- 5: Science and Innovation
- 6: Housing
- 7: Digital Communications
- 8: Long term approaches in other sectors
- 9: Local Growth and devolved administrations
- 10: Infrastructure Delivery and finance.

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HM Treasury

Investing in Britain's future

Cm 8669

June 2013

Highways Agency

Route Based Strategies "Evidence led way of investing"

*18 routes make up the Strategic
Route Network*

East of England:

A14

A12

A11

M11

A47

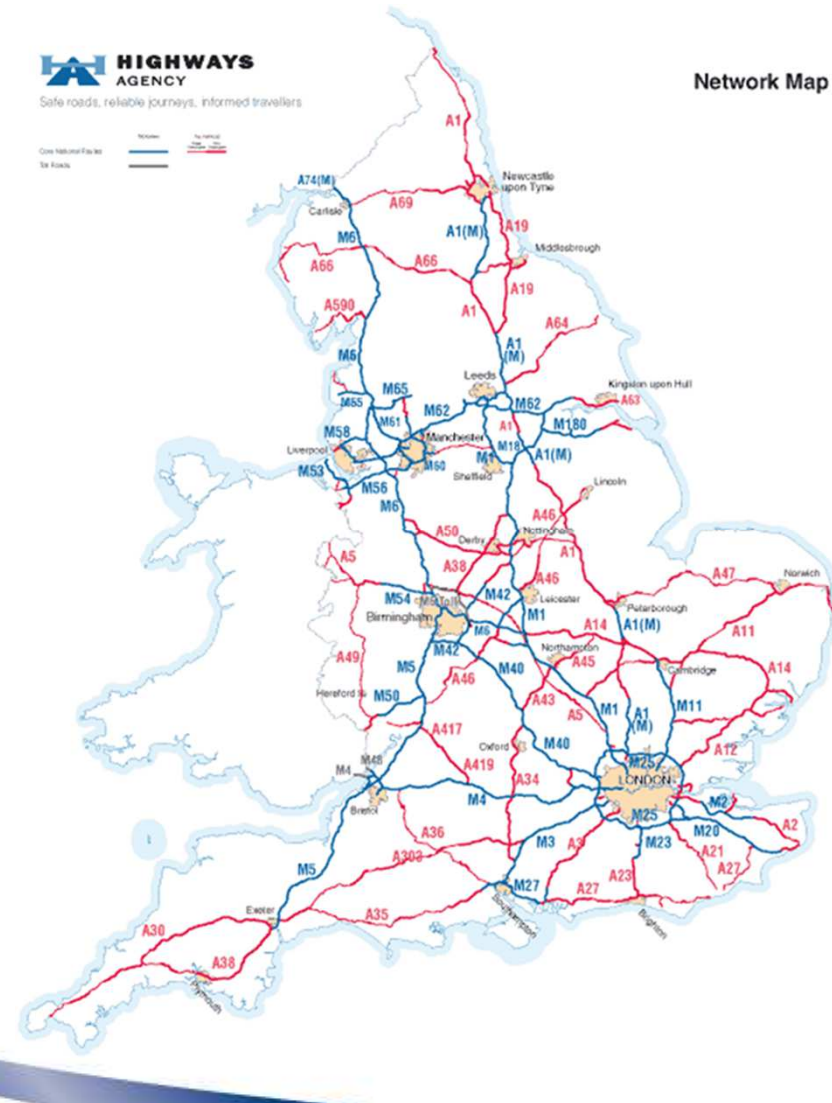
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**HIGHWAYS
AGENCY**
Safe roads, reliable journeys, informed travellers

Network Map



Local Enterprise Partnerships

Strategic Economic Plans "Local Growth Deal with Govt"

39 LEPs nationwide:

1. New Anglia LEP

2. Greater Cambridge Greater Peterborough EP

£2bn Local Growth Fund (competitive)

Transport infrastructure led

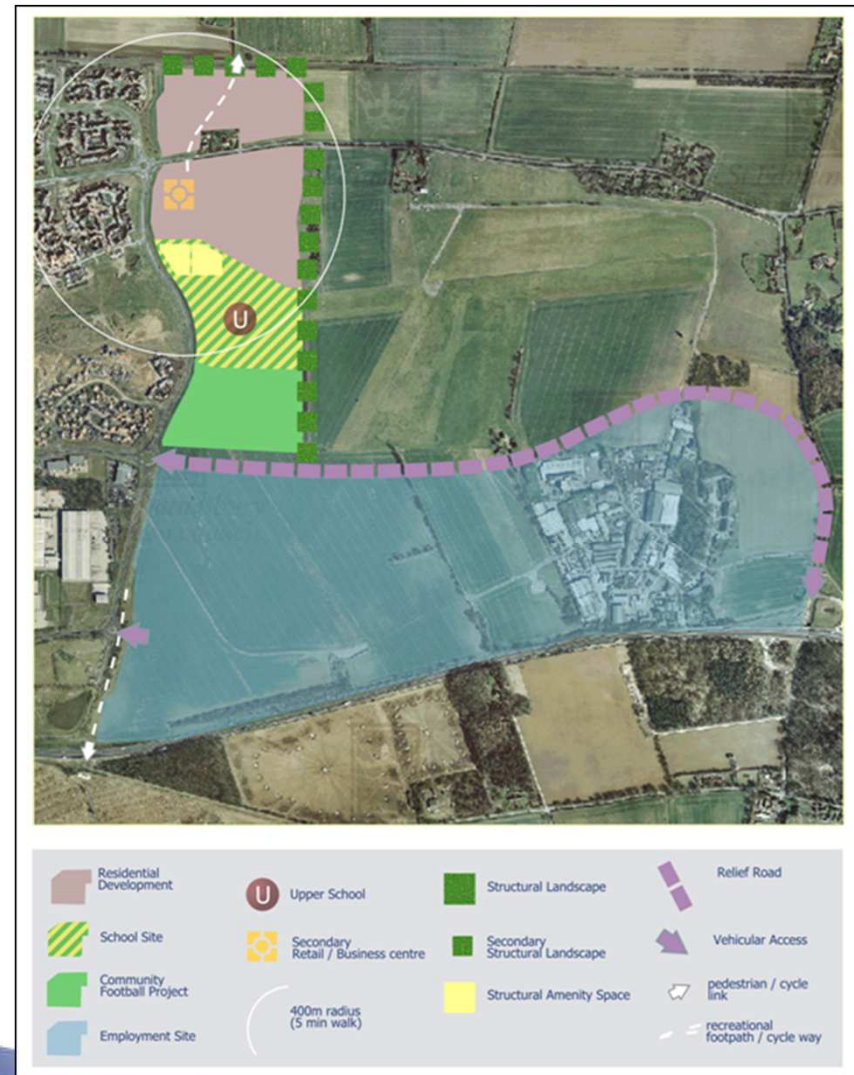
Jobs and Homes

"Deliverable consequences" of investments



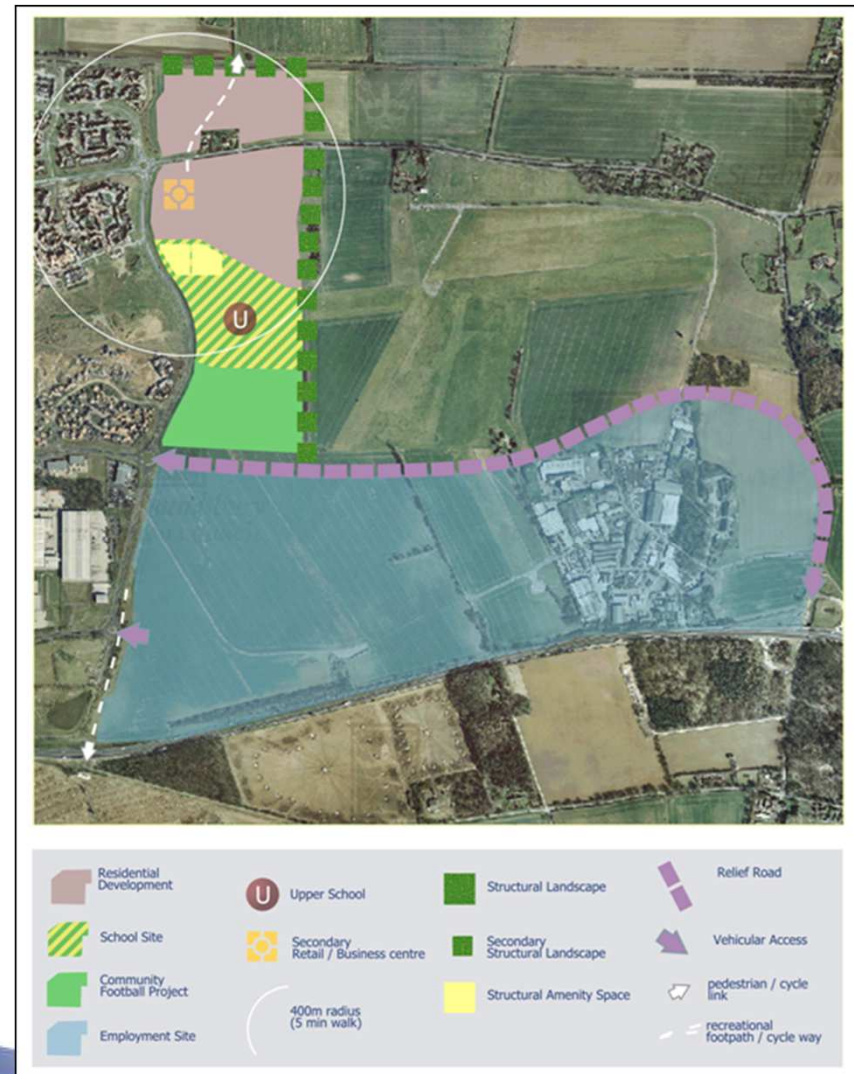
Eastern Relief (link) Road

- 68 hectares of employment land;
- 14 to 15,000 jobs;
- A secondary school site
- 500 additional homes
- Community Football Project
- Motorist facilities on the A14
- Leisure and Community facilities associated with the Rougham Airfield



Eastern Relief (link) Road

- £15m scheme;
- £5m local contribution;
- SEP bid for £10m;
- Business case for DfT;
- Announcement June 2014;
- OJEU procurement;
- Start earliest June 2014;
- First new homes available 2015;
- School open for Sept 2016



A14 Cambridge to Huntingdon Improvement Scheme

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- Decision not to Toll
- 10 week public consultation April/June
- Preferred route announcement expected July 2014
- Development Consent Order in Autumn 2014
- Start date 2016

 **HIGHWAYS**
AGENCY

Safe roads, reliable journeys, informed travellers



An executive agency of the Department for Transport

A11 Fiveways to Thetford Improvements

- London to Norwich M11/A11 corridor
- £102m major scheme
- Started January 2013
- Completion between Oct and Dec 2014
- Reduce congestion
- Complete the dualling of the A11

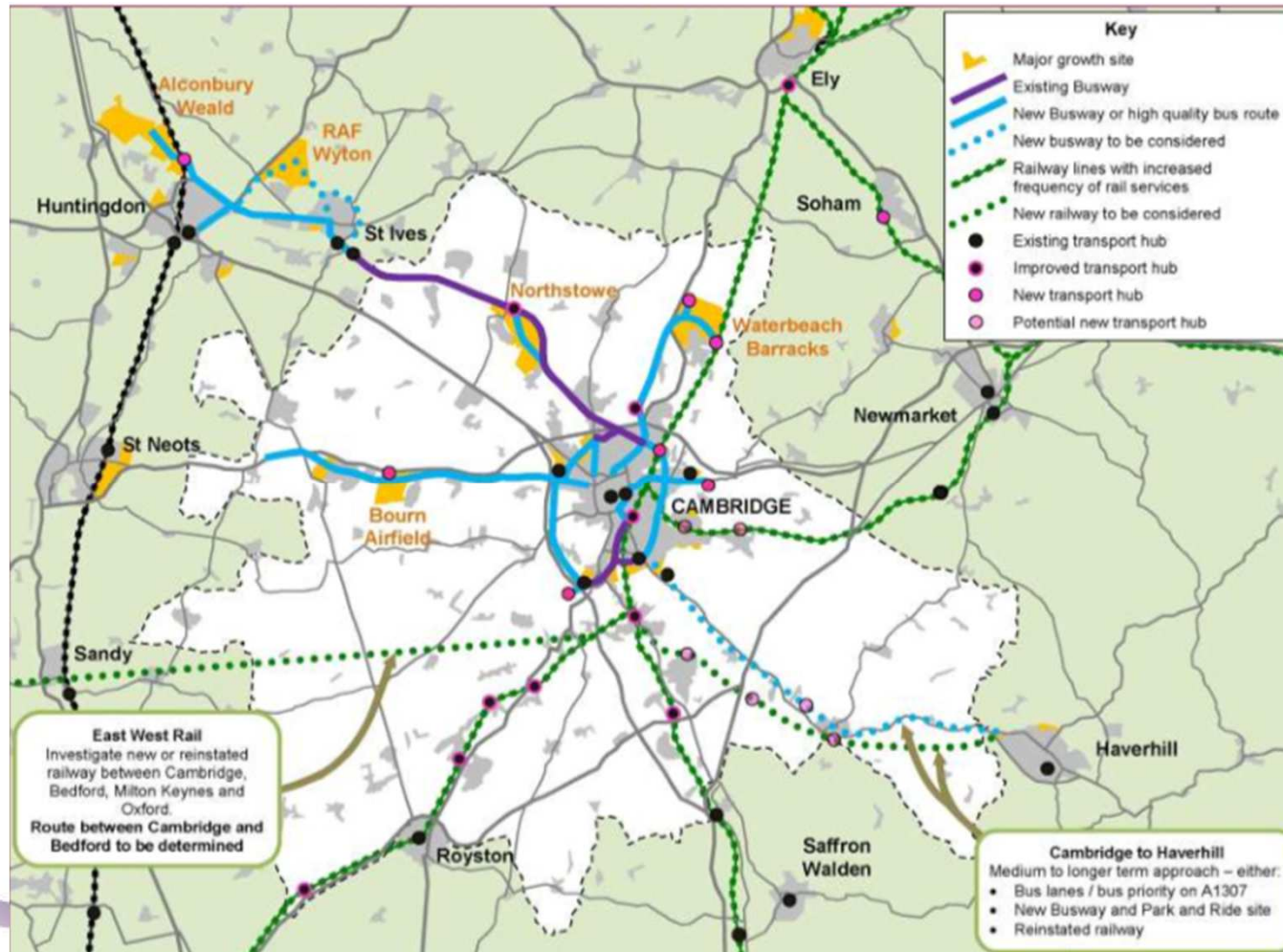


CCC and South Cambs Transport Strategy

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CCC and South Cambs Transport Strategy

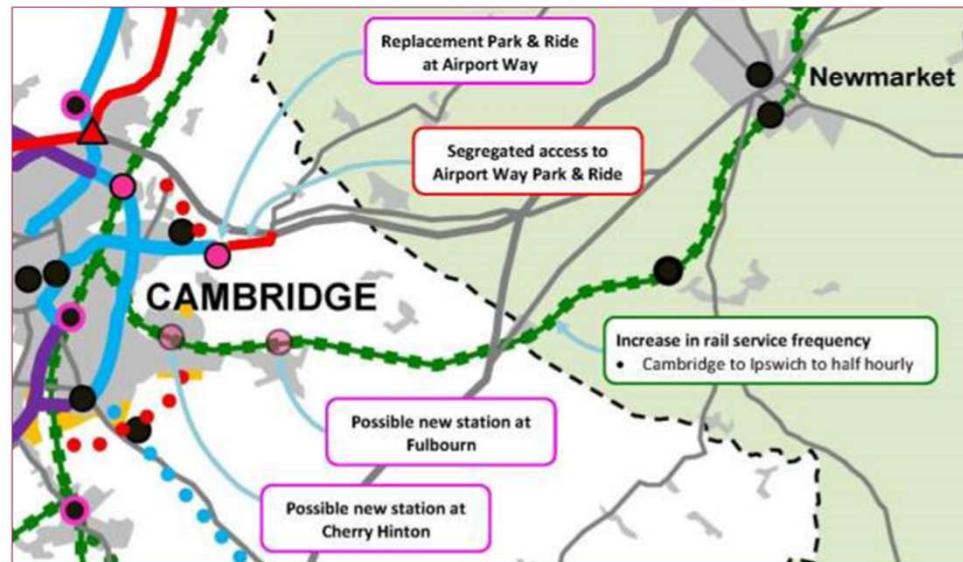
Cambridge to Newmarket

- Electrification of rail line;
- Dualling track or passing loops;
- Increase frequency – half hourly;
- Relocate Park & Ride;

Figure 5.6. List of interventions on the Newmarket to Cambridge corridor.

Intervention	Timescale	
Creating a HQPT corridor	Electrification of rail lines feeding Cambridge and Newmarket	Medium
	Doubling of track or passing loops between Newmarket and Cambridge	Medium / Long
	Ipswich to Cambridge rail service increase in frequency to half hourly	Short / Medium
	Relocation of Newmarket Road Park & Ride site to Airport Way	Long
	Provision of segregated access from Quay interchange to new Park & Ride site	Long
Walking and cycling	Create network connecting employment sites	Short / Medium
	Create network connecting to transport interchanges along corridor	Short / Medium
	Create network focussed on catchment of Bottisham Village College	Short / Medium

Figure 5.7. Major interventions in the corridor



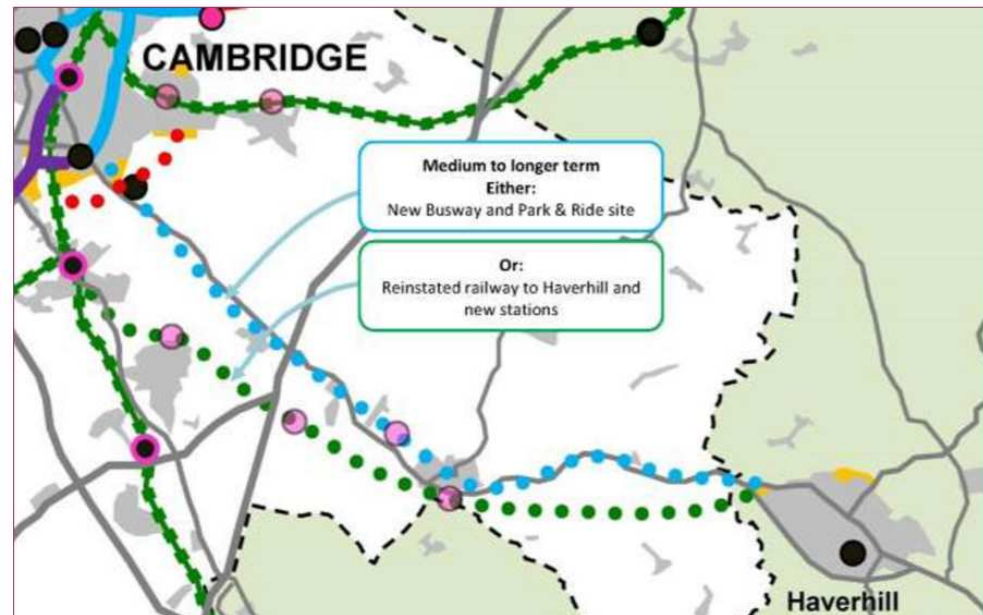
A1307 Haverhill to Cambridge

Corridor study

- Cross boundary collaboration;
- All road options and transport modes;
- Raw data being collected
- Work about to be commissioned
- Report ultimately used to determine a solution
- Funding from Cambridge City Deal

Transport Strategy for Cambridge and South Cambridgeshire

Figure 5.9. Major interventions in the corridor



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Any Questions?



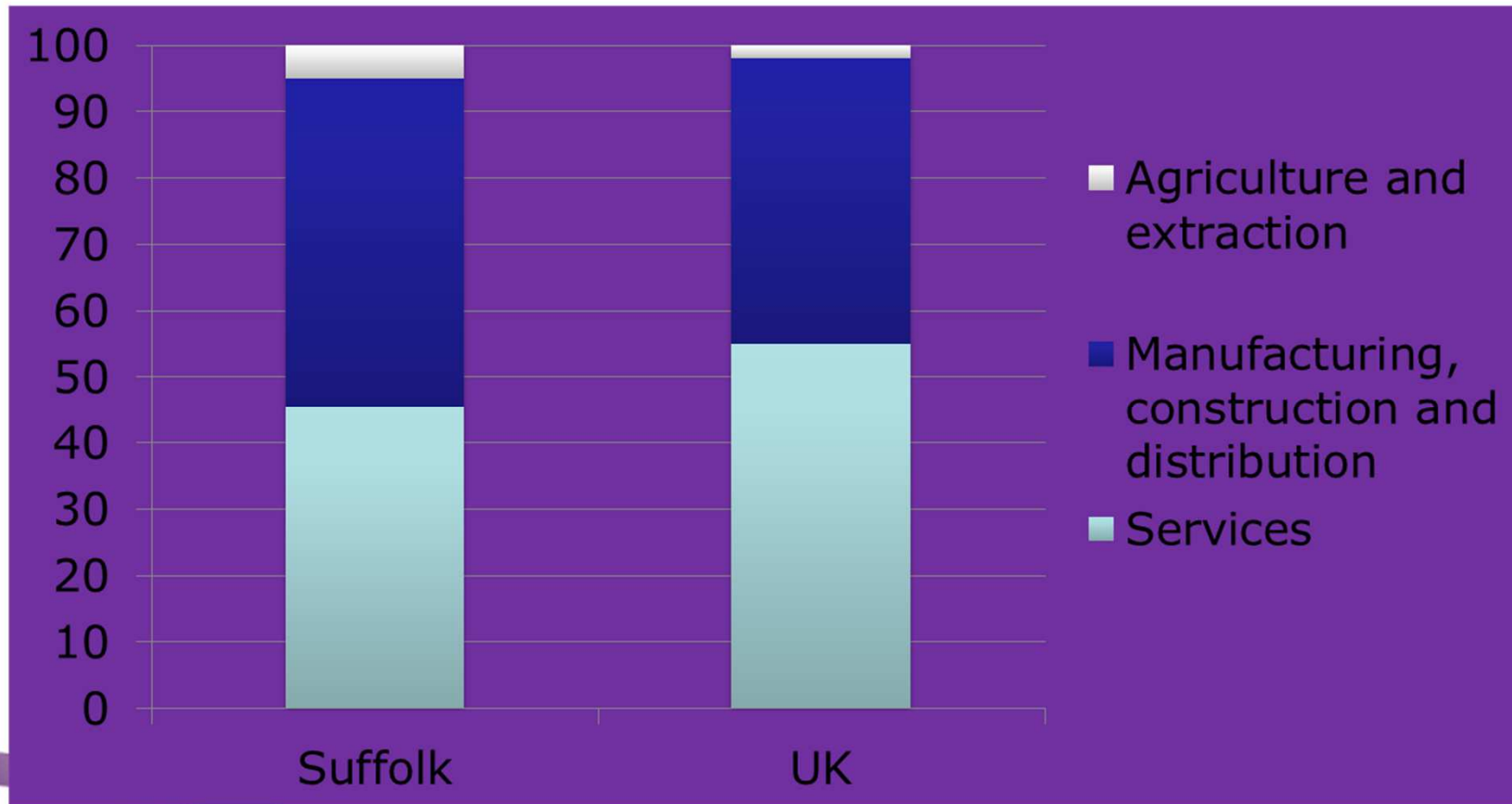
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Suffolk's economic profile



Role/Importance

- Single Local Growth Fund
 - National “pot” of £2 billion p.a. 2015/16 until 2020/21
 - Bid process via Strategic Economic Plans (SEPs)
 - First Drafts submitted before Christmas
 - New Anglia bid for a total of £405.5 million
 - GCGP bid for a total of £389 million
 - Process completed by June/July
 - Broad scope of Delivery