

# **Agenda Item 4: Transport Strategy**

## **Appendix A**

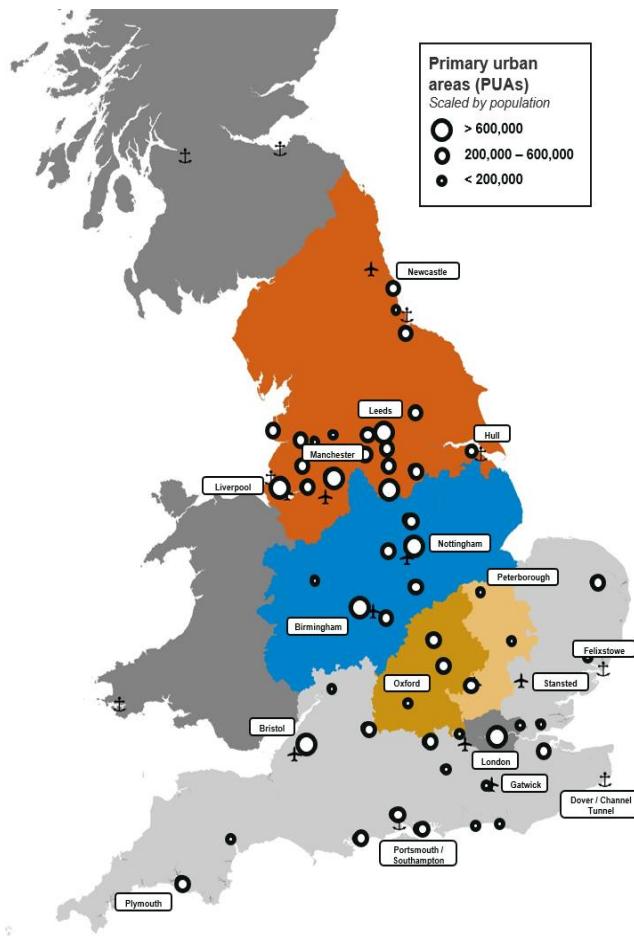
# The changing map of the UK

## Sub-national Transport Bodies

- Influence strategic national transport investment
- Rail franchising
- Smart ticketing
- Freight strategy

## Combined Authorities

- Local transport matters, but over wider areas as Combined Authorities
- Freight strategy
- Local transport planning
- Buses and light rail
- Local roads Some local rail and stations



## Transport substantially devolved

- Scotland
- Wales
- N Ireland
- London

## Transport for the North

- North East
- North West
- Yorkshire and the Humber

## Midlands Connect

- East Midlands
- West Midlands

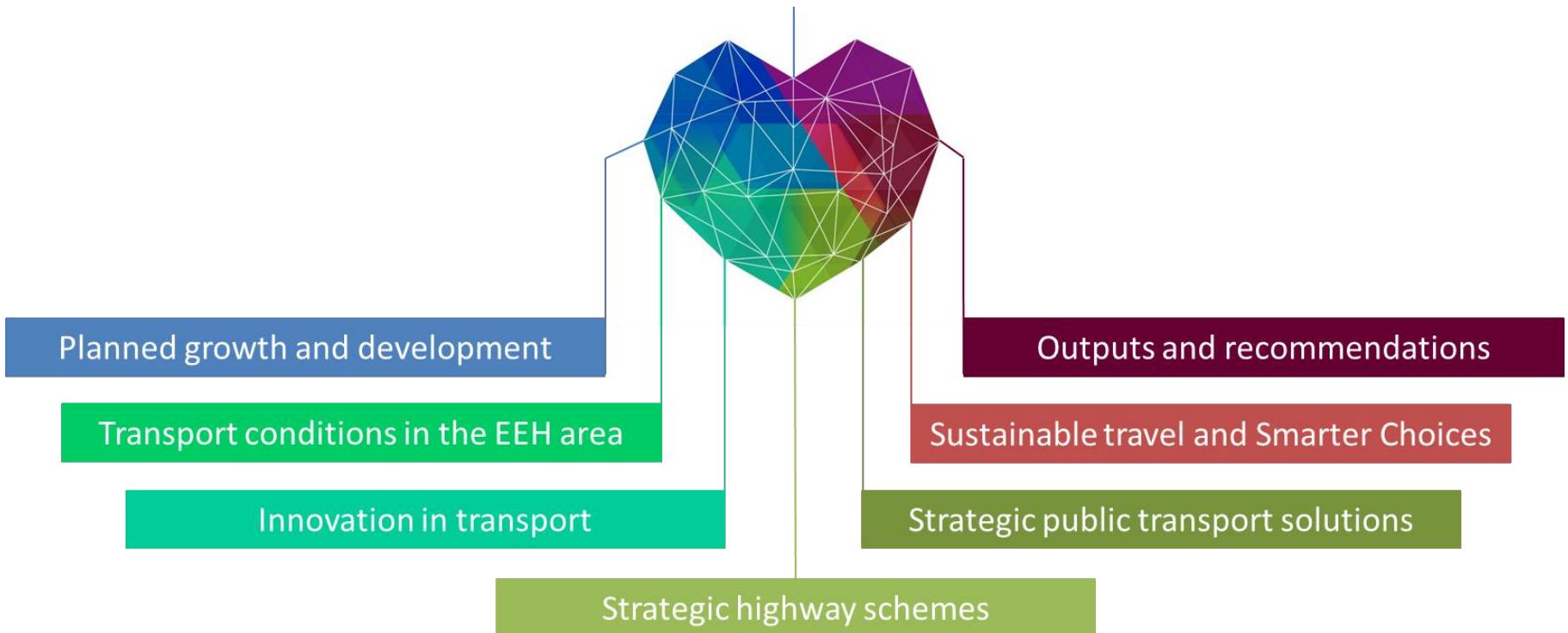
## England's Economic Heartland

- 9 highway authorities and 4 local enterprise partnerships in the South East, East Midlands and East of England

## Greater Thames Valley – possible STB still under discussion

- Not on map
- 4 LEP areas joining together in the South

# England's Economic Heartland Transport Strategy



# Context for the Strategic Alliance - 1

England's Economic Heartland – is an area of economic success:

- It has a population of 3.45 million
- Its 175,000 businesses employ over 1.64 million
- Creating an economy valued at over £92.5bn and one that is a net contributor to the UK Exchequer

England's Economic Heartland forms a global cluster driven by technology enabled science and innovation characterised by:

- High levels of productivity
- High skill levels
- High levels of economic growth

England's Economic Heartland is a 21<sup>st</sup> Century economy: one where connectivity – both physical and virtual – is central to enabling existing businesses to compete in global markets, as well as encouraging new investment

## Context for the Strategic Alliance - 2

England's Economic Heartland faces a number of fundamental challenges::

- Across the Heartland there are areas of economic under-performance – raising the performance of these areas to match the rest of the Heartland will increase the value of our economy by 15-20%: up to £20bn per annum
- There remains a productivity gap when compared with our global competitors – investing in infrastructure and services to close that gap will ensure the UK's global cluster becomes more competitive and further increase the value of our economy
- Our infrastructure and services support economic activity and growth across much of the UK – investment in our infrastructure and services actively supports initiatives in the Midlands and the North

Our economy is like any business – continuous investment is needed to remain competitive: investment in new capacity is needed if we wish to increase our competitive advantage

# Context for the Strategic Alliance - 3

We see the consequence of failure to invest in our infrastructure and services sufficiently:

- Congestion levels are rising (on both our rail and road networks)
- Journey times are becoming less reliable and less predictable
- The resilience of our transport networks is declining (both during planned and unplanned incidents)

The over reliance on strategic transport corridors that are primarily radial in nature, centred on London, greatly accentuates the pressures on our transport infrastructure and services

Failing to invest in the area will:

- Increase the cost of doing business across the Heartland
- Increase the pressure on infrastructure and services that are already stretched
- Increase, ultimately, the cost of delivering the additional infrastructure and services that are needed to be competitive

**For England's Economic Heartland to realise its economic potential requires a new approach – one in which the user is at the heart of a systems approach to planning and delivering transport infrastructure and services.**

# The Transport Strategy for the Heartland - 1

In order to realise our economic potential we must address the challenges facing our transport infrastructure and services by using the Strategic Alliance to:

- Strip away duplication and remove inefficiencies, enabling faster, more agile decisions
- Simplify public sector funding streams wherever possible so that the time (and cost) taken to develop proposals and get them delivered on the ground is reduced
- Provide greater certainty to private sector investors thereby encouraging them to commit sooner to investments with greater confidence

In developing our Transport Strategy we have drawn upon the evidence base that underpins our Strategic Economic Plans, our Local Transport Plans and our input into studies that have been commissioned by national bodies.

Our approach is underpinned by three guiding principles:

- **Transport infrastructure and services are viewed as a single system – one whose future is shaped by the needs of the user**
- **Investment in our transport system is made by a range of agencies (both public and private) all of whom are working to deliver a common vision**
- **Our transport system forms part of a broader infrastructure framework that forms our commitment to ‘place-shaping’**

# The Transport Strategy for the Heartland - 2

The foundations on which the Transport Strategy for England's Economic Heartland have been laid are that:

- Responsibility and accountability for the Transport Strategy rests with a Politically-led decision making body
- Decision making on public sector investment takes place within a funding envelope agreed with Government
- Delivery is achieved through collaborative working between public and private sectors
- It provides the framework for identifying priorities that are of sub-national/national significance
- Responsibility and accountability for delivery and management of local transport infrastructure and services remains with individual partners

# The Transport Strategy for the Heartland - Vision

England's Economic Heartland's Transport Strategy seeks to deliver :

- **A transport system that integrates infrastructure and services in support of both economic activity and place-shaping**
- **A user-centred approach to accessing transport, using applied technology and innovation to support mobility services**
- **Improved physical connectivity between larger urban centres, with a particular emphasis on east-west connectivity**
- **Improved access into and within larger urban centres that is consistent with the place shaping agenda**
- **A transport system that supports economic initiatives and potential in adjoining sub-national areas, including improved access to Enterprise Zones**

Integral to our approach is a commitment to promote the Heartland area as a 'living laboratory': one where technology and innovation is applied to enable new business models of service delivery that are sustainable in the longer term

We will judge the success of our Transport Strategy by our ability to

- **Increase the value of our economy**
- **Improving the level of service for users of our transport system**
- **Reducing the impact of our transport system on our environment**

# Economic objectives and Connectivity

## Objectives of LEPs in Heartland area

Encourage investment to promote growth in markets and productivity

Strengthen partnerships with academic and R & D sectors to increase business efficiency

Improve transport connectivity to support Enterprise Zones and growing businesses sectors

Training to provide a skilled workforce and improve business productivity

Improve the quality of the built and natural environment

## Connectivity

Access to Markets – inward investors require easy access.

Innovation Networks – connections enabling R&D.

Access to Supply Chains – networks of collaborators.

Access to Labour Markets – access to skilled talent.

Why do these matter? Time and cost of access impact on productivity and competitiveness of the Heartland as place for economic growth

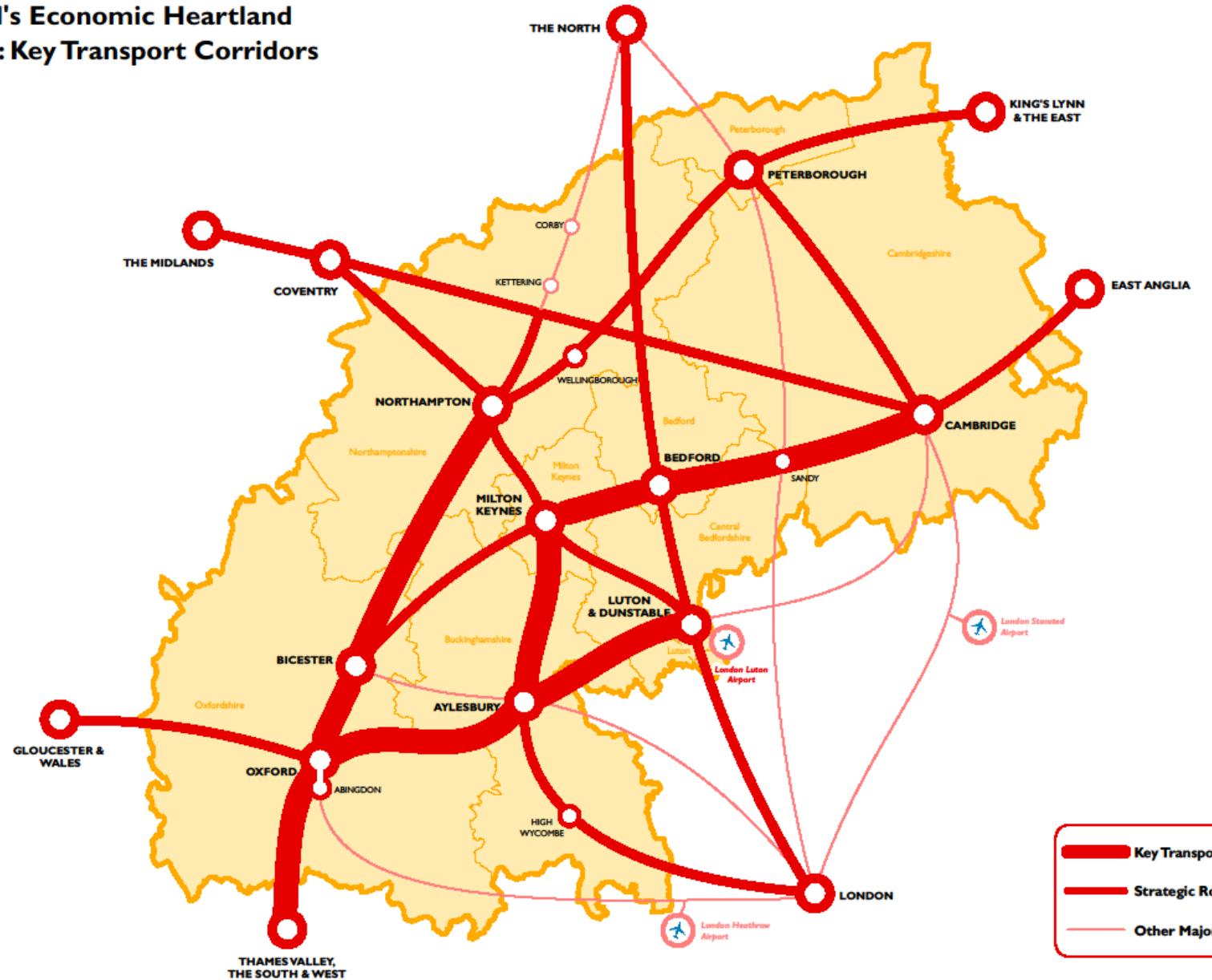
Why does this matter? Access to markets is cited as the most important factor by globally mobile businesses in locating operations. It is also crucial for the competitiveness of existing businesses.

Why does this matter? Effective innovation networks are crucial in maximising the ability to transfer R&D into the wider business ecosystem.

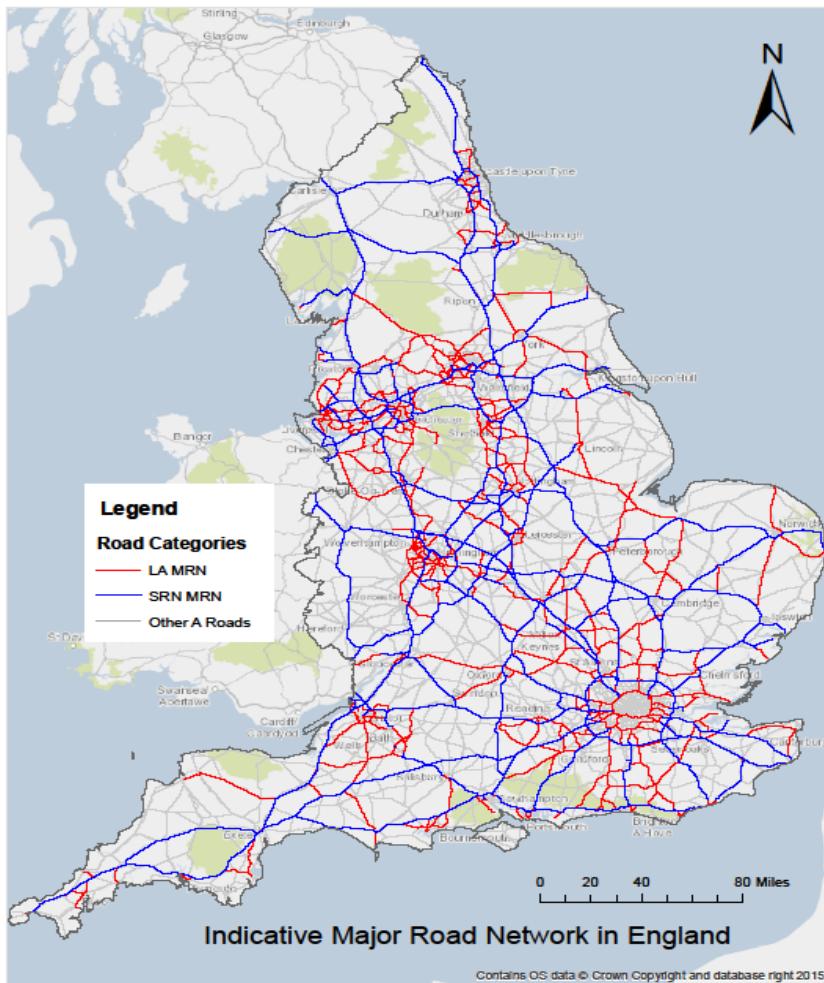
Why does this matter? Access to supply chains is important in maintaining cost effective, quality inputs to products and services.

Why does this matter? Businesses increasingly depend on high levels of skills and knowledge, (particularly growing Knowledge Intensive businesses). Access to highly skilled labour markets is critical in driving economic growth. Economic growth in England's Heartland will need to be supported by growth in numbers of skilled workers.

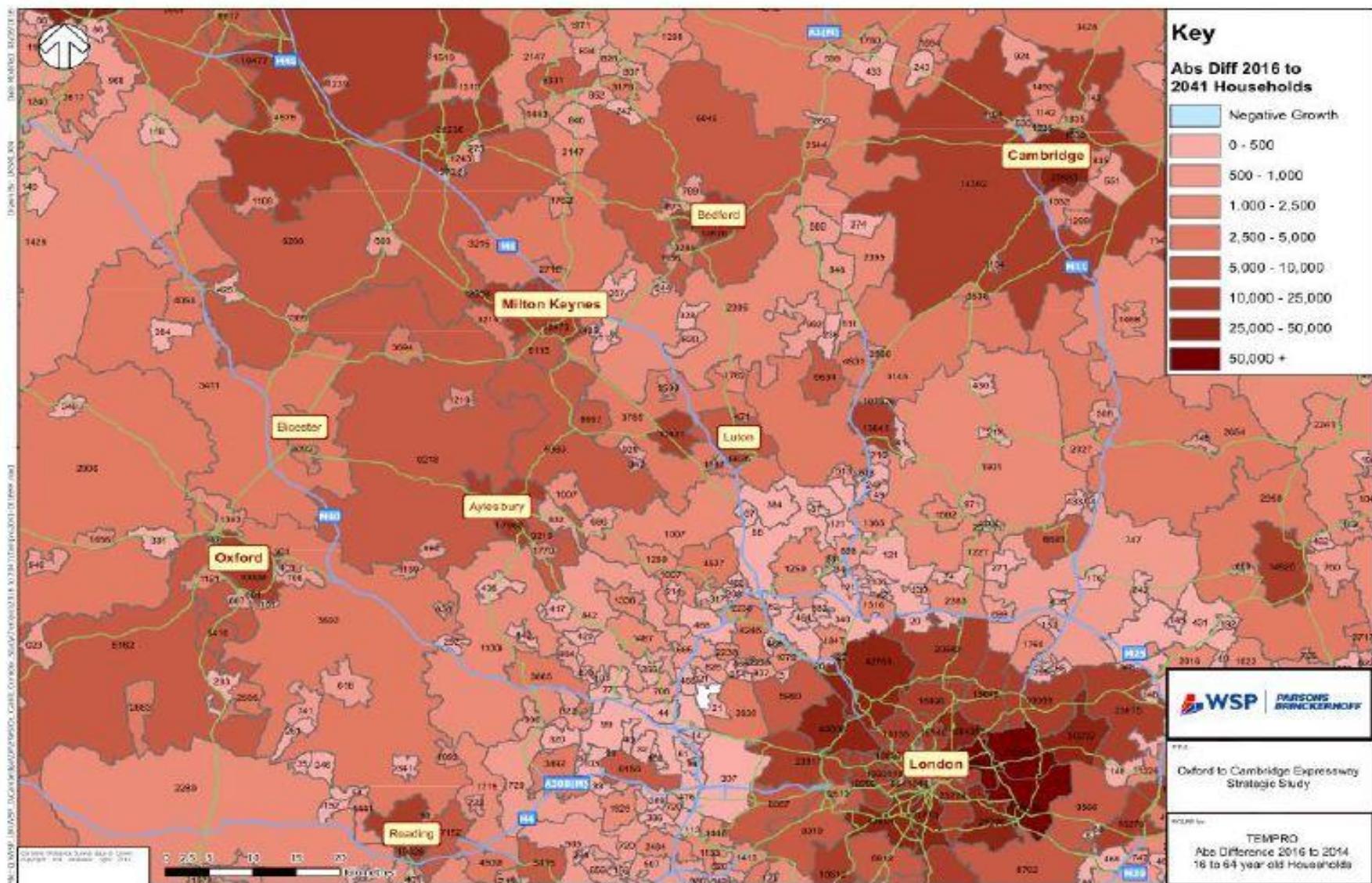
## England's Economic Heartland DRAFT: Key Transport Corridors



# Transport Strategy – Major Road Network (draft)



# Growth in jobs and population



# Delivering Innovation in Transport

## Innovation in transport



Promoting innovation

Living Laboratory

## Intelligent mobility



Optimised movement of people irrespective of mode

## Key infrastructure improvements



Improving junctions, priority and interchanges along the knowledge spine

## Key route and service enhancement



New and improved public transport routes

Multiple lead deliverers and project partners – consortium approach to project delivery and funding

# EEH The place where the future of mobility happens

## INTELLIGENT MOBILITY



Smarter logistics:  
directly connecting  
consumers & goods

Crowd-sourced transport on-demand



Driverless vehicles  
(on dedicated routes and/  
or operating on-street)



Real-time capacity indicators across all transport networks

Personalised multi-modal travel advice,  
with real-time updates & guidance



Truly demand-responsive  
mobility services



Ticket-free travel  
across all forms  
of transport



# Our Transport Strategy - Road

Our priorities for the sub-nationally significant road network will be developed over the course of the summer.

We will publish our position statement in the autumn.

We will use this to shape our input into the next Road Investment Strategy for Highways England

Our position statement will be based on the following:

- **Delivery of improved east-west road connectivity, in particular between Oxford and Milton Keynes and in terms of providing access to Luton Airport**
- **Delivery of improved rail access to Heathrow Airport from the West**
- **The identification and adoption of a 'Major Road Network' that is critical to economic activity and growth – a combination of Highways England road network and the more significant roads owned by Local Transport Authorities**
- **Levels of service for the Major Road Network to be jointly agreed with Highways England and used to inform future investment priorities**
- **A collaborative approach to managing and maintaining the Major Road Network so as to enable it to operate as a single network and as a means of improving resilience of the road network**

# **Our Transport Strategy - Rail**

Our priorities for the rail network will be developed over the course of the summer.

We will publish our position statement in the autumn.

We will use this to shape our input into the next Control Period for Network Rail and in responding to future rail passenger franchises.

Our position statement will be based on the following:

- **Delivery of East-West Rail Western Section by 2020; delivery of Central Section by 2025**
- **Joint specification of the 'East-West Rail' passenger franchise**
- **Input into the specification of future services on the West Coast Main Line – in particular post HS2**
- **Increased capacity on the Didcot to Oxford corridor within Network Rail Control Period 6**
- **Increased capacity between the Chiltern Main Line and the HS2 interchange at Old Oak Common**
- **Development of suburban rail services serving the larger urban areas across the Heartland area**
- **Introduction of longer-distance services into adjoining areas made possible by improved east-west connectivity**
- **Improvements in longer-distance north-south services through the Heartland area made possible by improved east-west connectivity**

# **Our Transport Strategy – Buses, other modes**

## **Resilience, Delivery**

### **Buses**

- We will work with public transport operators to use ‘enhanced partnerships’ as the means of:
  - Improving the bus offer in and around larger urban areas
  - Improving the integration of local bus services with rail services
- We will look to vest the statutory Sub-national Transport Body with the potential to franchise local bus services as a means of ‘last resort’

### **Other Modes**

- Through the Transport Strategy we will encourage greater provision for pedestrians and cyclists within the larger urban areas

### **Resilience**

- We will develop in partnership with Highways England and public transport operators an innovative approach to managing the transport system as a whole as a means of improving overall resilience

### **Delivery**

- Through collaborative working with our ‘delivery partners’ we will develop and implement innovative approaches to the financing and delivery of priority infrastructure proposals

# Summary

- These slides set out the proposed vision and the key principles for the Transport Strategy
- A lot has happened since this task was started, such as the review of the Cambridge – Milton Keynes – Oxford growth corridor. It is important that we build on the available evidence from other studies
- Next steps:
  - Comments from the Forum members on the vision and key principles
  - Build upon those comments to develop the overarching Transport Strategy
  - Preparation of a 4-page summary document
  - Use of the Transport Strategy to produce position statements on Road and Rail (as per work programme) to feed into the start of statutory process this autumn
  - Develop programme of more detailed work as part of the transition towards a statutory Sub-national Transport Body (including resourcing plan)
- To be considered at Forum meeting on 14<sup>th</sup> October