

England's Economic Heartland Strategic Alliance Strategic Transport Forum

22nd July 2016

Agenda Item 4: Transport Strategy – Overarching Strategy

It is recommended that the Forum:

- a) **Adopts the vision and the key principles for the Transport Strategy as set out in this paper, supported by the overview set out in the accompanying presentation.**
- b) **Agrees that this forms the basis for completing the work on the overarching Transport Strategy document with appropriate resources.**

1. Purpose

- 1.1. The work programme adopted by the Forum in February identified the need for:
 - A review of existing transport strategy work across the Heartland area to take place during the first half of 2016
 - Publish an initial Transport Strategy (including the identification of strategic priorities for investment) – in the second half of 2016
- 1.2. The work programme also highlighted the opportunity to:
 - Build on the Rees Jeffreys Road Fund study on Major Roads for the Future to develop a proposal for a Major Road Network for the Heartland area
- 1.3. A Task Group consisting of representatives from Local Transport Authorities and Local Enterprise Partnerships within the Heartland area, coordinated by SEMLEP, was established with the aim of developing an initial overview of strategic transport priorities for the Heartland area.
- 1.4. In the medium to longer term the intention is to have an overarching Infrastructure Strategy which will bring together the priorities for investing in all aspects of infrastructure (all modes of transport, utilities and broadband) to enable the full potential for sustainable economic growth in the Heartland area to be realised. Oxfordshire County Council is leading on this task on behalf of the Strategic Alliance, liaising with the work of the Task Group.

2. Progress

- 2.1. The Task Group first met in April and has since worked to collect information, produce maps and begun to develop an initial draft of the overarching Transport Strategy.
- 2.2. The slide pack attached at **Annex A** sets out the emerging narrative for the overarching Transport Strategy. This meeting is invited to consider and comment on the narrative so that the Forum is able to shape the content of the final document.
- 2.3. The work to date has involved collating the existing evidence available across the Heartland area. Work continues to consolidate the information available to provide a

single evidence base. The Task Group is mindful that there are a number of studies have been commissioned, including that being undertaken by the National Infrastructure Commission's Review of the Cambridge – Milton Keynes – Oxford growth corridor, that are similarly collating information. A key benefit of the Strategic Alliance approach is the opportunity to establish a single evidence base that can be used not only the Alliance partners, but others as appropriate.

2.4. The intention of the overarching Transport Strategy is to provide the framework within which it is possible to identify those areas where investment in transport projects could overcome constraints and unlock the future potential for growth. In order to achieve this aim in a cost effective way the first phase of work has built on the existing strategies that cover this area, in particular combining the Strategic Economic Plans of the 5 LEPs. Moving forward it is envisaged that this initial work will build on the following sources of information:

- Earlier work carried out across growth areas, such as the London Stansted Cambridge Peterborough and the Milton Keynes South Midlands growth areas.
- Local plans, which set out planned residential and commercial development sites with projections of new homes, growth in population and new jobs.
- Data on travel to work from the 2011 census.
- Population projections from ONS.
- The Local Transport Plans of the Local Transport Authorities.
- Relevant studies carried out by the counties such as the Northamptonshire Arc or studies carried out under the auspices of the DfT's Delivering a Sustainable Transport Strategy.
- Route Management Strategies carried out by the Highways Agency, now Highways England.

2.5. The outputs from this first phase of work are summarised in the attached slides. In particular the It is proposed that the **vision for the Transport Strategy should be 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 the 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

It is proposed that success will be judged by our ability to:

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

3. Next Steps

- 3.1. Subject to the views of the Forum on the work so far, it is proposed to produce a summary document based on the attached slides and maps. The Task Group will then work to complete the longer document by building on the evidence base that is being gathered for other east west corridor studies.
- 3.2. As previously agreed by the Forum, the next phase of work would include developing an integrated modelling capacity, which would enable the impact of strategic transport project across a wider area to be tested and evaluated. This would initially involve ensuring that existing local authority transport models could be joined up with the possibility of commissioning new cross boundary models, depending on the available resources.
- 3.3. It would also be essential to work closely with Highways England as they develop their regional transport models. The Transport Systems Catapult team have also shown interest in working with us on developing an innovative modelling and presentational capacity. All of these represent opportunities to realise the ambition of a single evidence base upon which future work can be built
- 3.4. Ideally this next phase of work would be integrated within the development of the wider Infrastructure Strategy. With regard to timing, this next phase of work would take between one and two years to complete although there would be interim reports along the way. These would be timed to fit in with developing the case for a Sub-national Transport Body.

Transport Strategy Task Group

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