

## **Presentation slides**



## **Oxfordshire Growth Board**

**Tuesday 24 September 2019 at 2.00 pm**  
**Didcot Civic Hall, Britwell Road, Didcot, OX11 7JN**

**6 England's Economic Heartland (EEH) Outline Transport Strategy**  
(Pages 2 - 15)

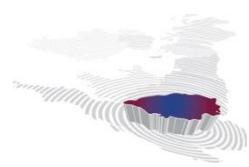
To receive an update from England's' Economic Heartland on progress towards establishing a Transport Strategy for the region and requests support for a joint consultation response.



# **Outline Transport Strategy**

**24<sup>th</sup> September 2019**

[www.EnglandSEconomicHeartland.com](http://www.EnglandSEconomicHeartland.com)



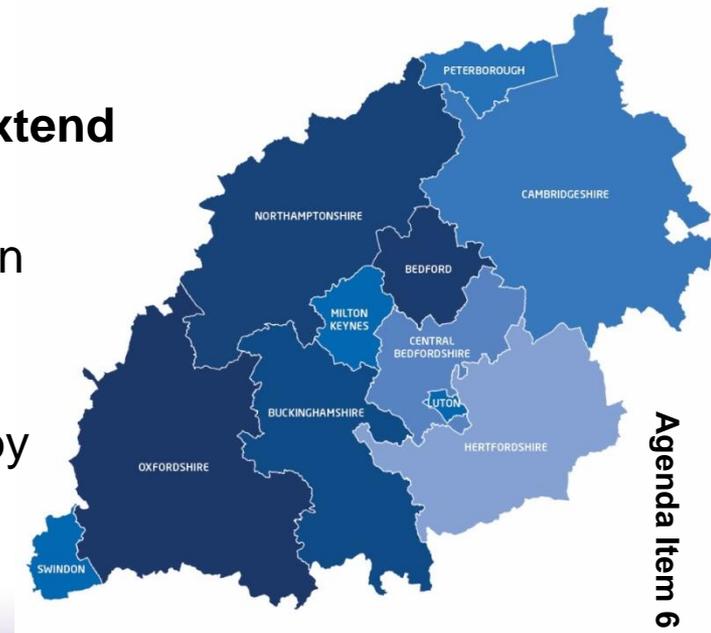
# Delivering through strategic collaborative partnership

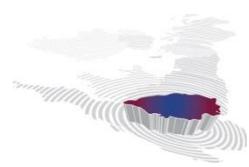
Founded autumn 2014 – to realise the Heartland's economic potential

A growing movement of liked minded individuals/organisations committed to realising that ambition

Initiative came in response to recognition that:

- Strategic infrastructure issues (and solutions) **extend beyond any one single area**
- Issues that are common to one or more area can benefit from a **co-ordinated response**
- Need for **stronger integration of investment** by Government, its agencies, local authorities, as well as infrastructure and service providers





# Outline Transport Strategy: a Framework for Engagement

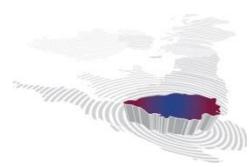
## VISION:

**‘To connect people and places with opportunities and services’**

**Supported by the ambition that the region’s transport system should be zero-carbon by 2050**

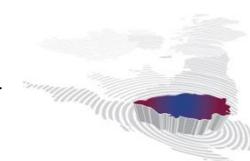
- Put the needs of people and businesses at its core – offering high quality, tailored and sustainable journeys which integrate seamlessly with longer distance modes
- Use the ‘Grand Challenges’ set out in the Industrial Strategy as catalysts for change – the future of mobility, clean tech, ageing population, AI and digital connectivity





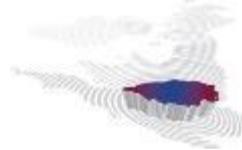
# Three Key Principles

- **Enabling economic growth** – ensuring that the delivery of planned economic and housing growth is realised through co-ordinated investment in infrastructure and services, doing so in a way that encourages innovation and smarter use of existing assets
- **Accessibility and Inclusion** – ensuring that we actively encourage the development of a transport system that provides residents and businesses with attractive, affordable and reliable travel choices
- **Quality of life and environment** – ensuring that our approach to investment improves the general well-being of our people and communities, unlocking in the process opportunities for them to lead healthier, more fulfilling and prosperous lives. Future growth must be used as an opportunity to deliver environmental net gain, as embodied by the Government's 25-Year Environment Plan.



# The need for a new approach

- Success to date has been without the levels of investment in infrastructure and services needed to ensure growth is sustainable in the long term
- As a consequence, pressures on the region's transport, digital and wider infrastructure networks have continued to grow to the point where they operate close to capacity most of the time
- Transport system will play a crucial role in helping the region achieve its economic potential in a way that delivers net environmental benefit,
- Rail services (both passenger and freight) already play a key role in our transport system: if we are to achieve our ambition then rail services must play an even greater role
- We require a new approach: one that is inclusive and enables existing residents and communities to realise their potential, in ways that respect the quality of the region's environment – natural and built, urban and rural.

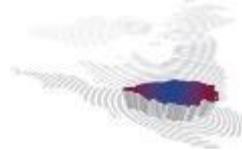


# Planning for the Future



Agenda Item 6



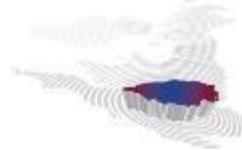


# Planning for the Future



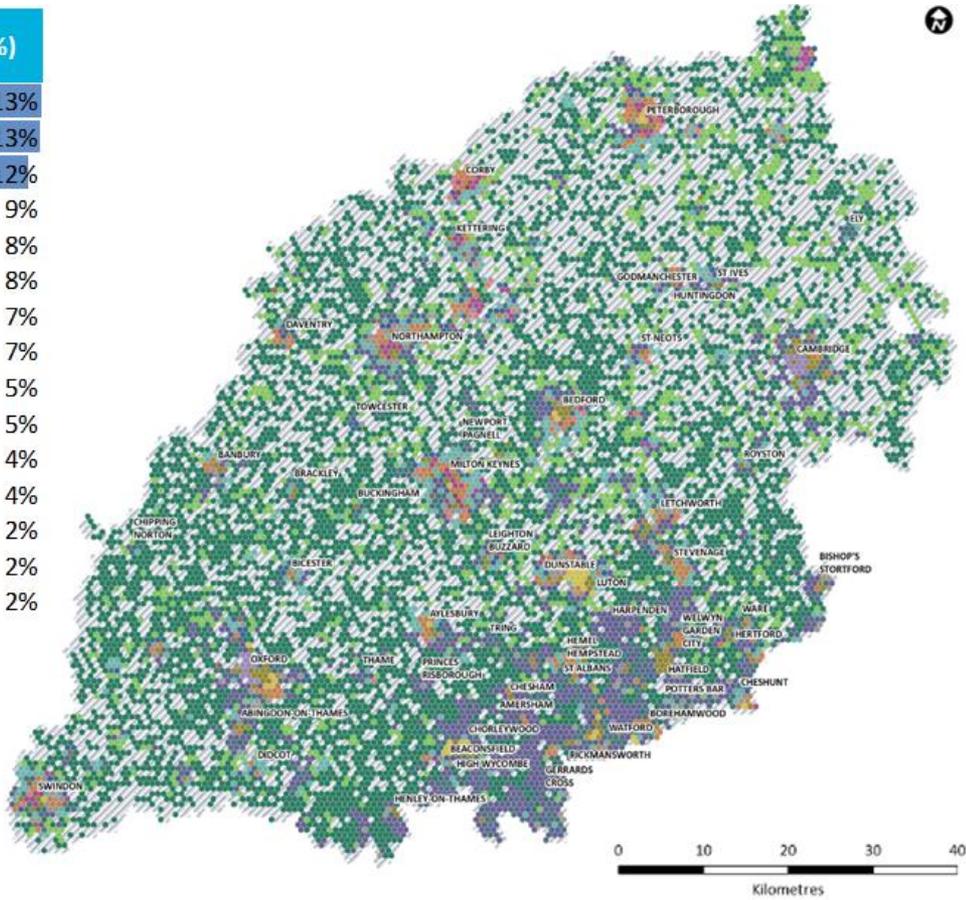
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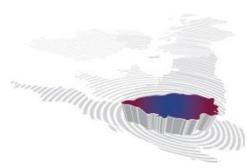
# Connecting People

Demographic Group	Population (no)	Population (%)
Aspiring Homemakers	680,000	13%
Domestic Success	675,000	13%
Prestige Positions	635,000	12%
Family Basics	475,000	9%
Rental Hubs	415,000	8%
Rural Reality	395,000	8%
Senior Security	365,000	7%
Country Living	350,000	7%
Transient Renters	260,000	5%
Suburban Stability	240,000	5%
Urban Cohesion	200,000	4%
Vintage Value	185,000	4%
Modest Traditions	110,000	2%
City Prosperity	85,000	2%
Municipal Challenge	80,000	2%

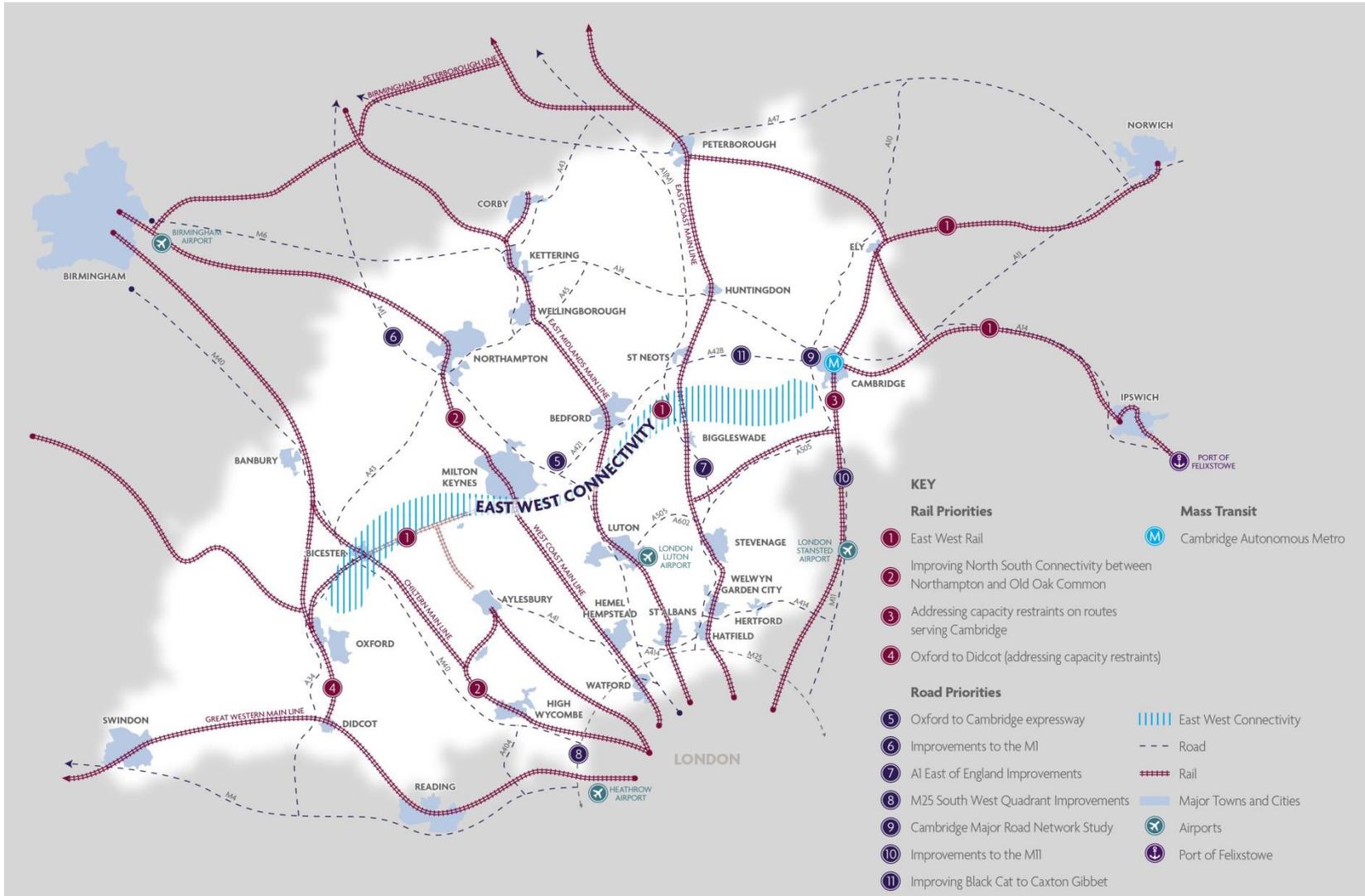


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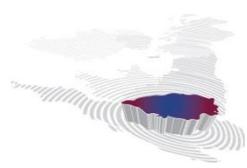




# Connecting Places





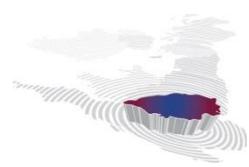


# Connecting Services: Freight and Logistics



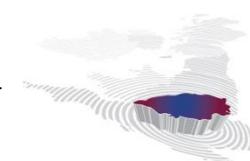
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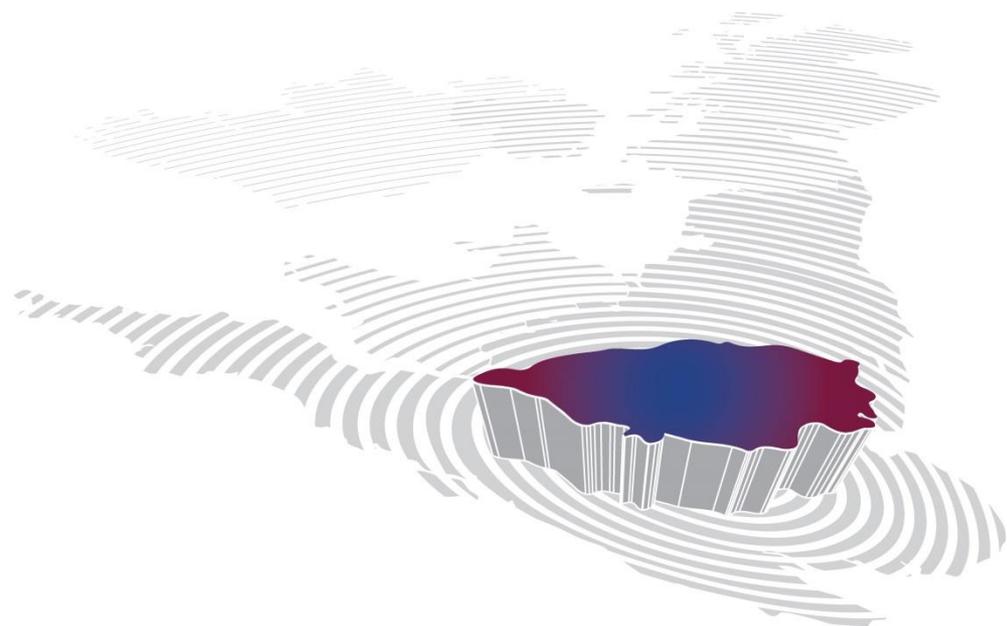
# Ongoing work - 1

- ***First Mile/Last Mile*** – a major piece of work currently underway and scheduled to report towards the turn of the calendar year.
- ***Future Rail Service Requirements*** – a key piece of work that will be commissioned shortly, this will establish levels of service required on core corridors in order to support delivery of planned growth.
- ***Performance Measures*** – work has been commissioned through which a series of performance measures are being developed that are capable of being used to assess the performance of the transport system and which can be used to underpin the identification of investment priorities.
- ***Development of Scenarios*** – to be commissioned shortly, potentially in partnership with the Arc Universities Group, this will see EEH work with its partners to develop a series of plausible future scenarios that will be used to identify the future requirements of the region's transport system



## Ongoing work - 2

- ***Policy Scenario Model*** – drawing on the baseline of future growth proposals captured in the regional database, the policy scenario model is currently undergoing validation, after which it will be available to support the assessment of the alternative future scenarios
- ***Long Term Investment Strategy*** – complementing the work to develop the business case for establishing a central pool of expertise, the long term investment strategy will speak to potential investors – both public and private sector
- ***Connectivity Studies*** – a programme of targeted studies is being developed working in conjunction with local planning authorities and local enterprise partnerships with a view to determining future investment requirements. Initial areas identified include the wider area surrounding the ‘missing link’ section of the expressway: connectivity between Swindon and Oxford; the A505 corridor



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