
EMRA Transport Group

Transport Prioritisation for Sustainable Communities

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EM Plan: EIP Report recommendations

- Reappraisal of regional transport strategy
- Re-examine investment priorities
 - How do these relate to land use and housing growth?
 - How do these relate to policies for public transport development?
 - How do these relate to freight movement objectives?
- Can the zero growth traffic target be achieved?
 - If not, what alternative strategy should be adopted?

EM Plan: Transport strategy reappraisal

- Investment priorities
 - Policy framework is starting point
 - Are there policies not being addressed by the priority investment projects?
 - What are the best projects to address the widest possible range of objectives – growth, economy, social, environmental
 - Have the aspirations of all stakeholders been considered?
- Develop agreed land-use/transport scenarios to be tested in detail

Why is this so important ?

- Eddington
- Funding
- Sub National thinking- the right decisions at the right level
- Delivering best practise
- Delivering the right transport investment at the right time

The Fundamentals

- Transport is not an end in itself
- Transport must be shaped and directed by economic, environmental and social objectives
- Transport is a key input into matching sustainable economic growth with wider social and environmental objectives
- Finance is finite
- Government is seeking an evidence base for investment decisions

Eddington report structure

Understanding the relationship:
how transport can contribute to economic success

Defining the challenge:
identifying strategic economic priorities for the UK transport system

Meeting the challenge:
prioritising the most effective policies

Taking action:
enabling the system to deliver

What is the problem?

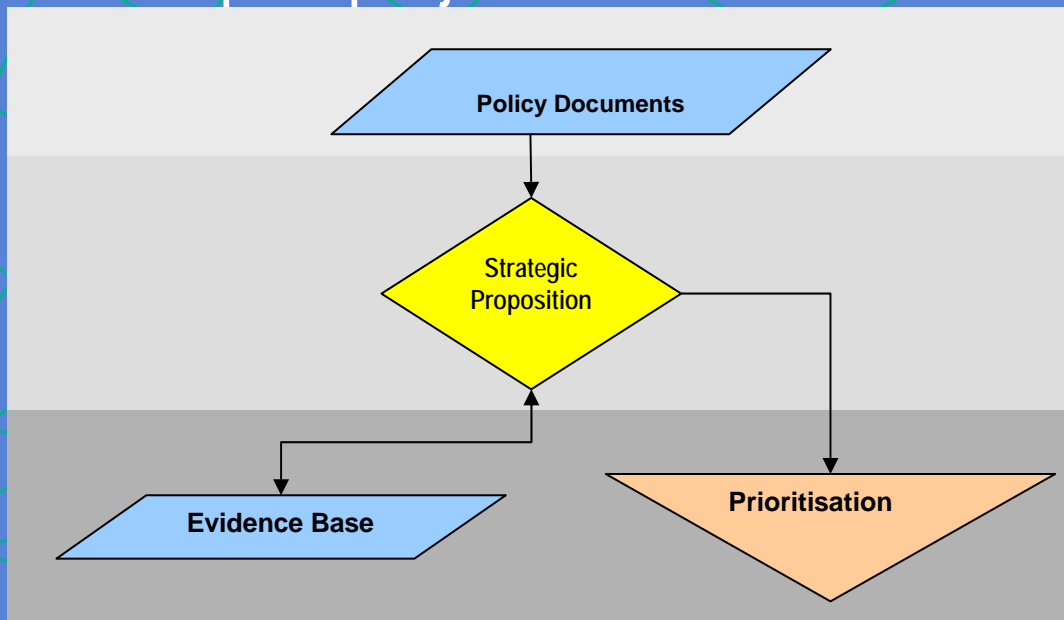
- Growth and its effects on infrastructure
- Insufficient finance
- Too many projects
- A long history of schemes including wish lists
- Lack of ownership / governance
- Absence of mechanism to identify clear regional, city regional and local
- Plethora of strategies at all levels
- Bottom up / scheme led approach to problem solving

What we think is needed

- A way through the maze
- A clear set of agreed objectives
- A link from high level strategy to specific transport interventions (an audit trail)
- An open and agreed methodology for prioritising
- Ownership by stakeholders
- A clear message to government and others about what is needed and when with the evidence to support it

A 'strategic proposition'

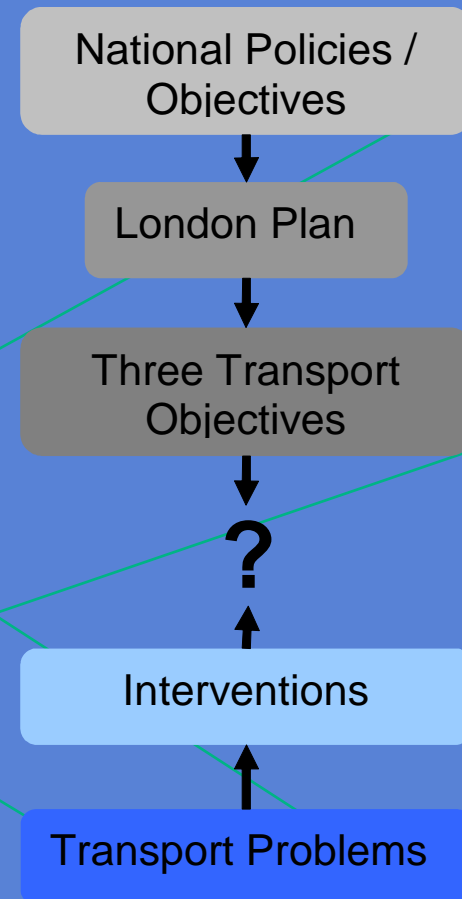
- Top-down approach based on existing policies
- Links high level policies to transport objectives and interventions
- Provides a framework for identification and prioritisation of transport projects



The Strategic Proposition - Filling the Gap

Example from London

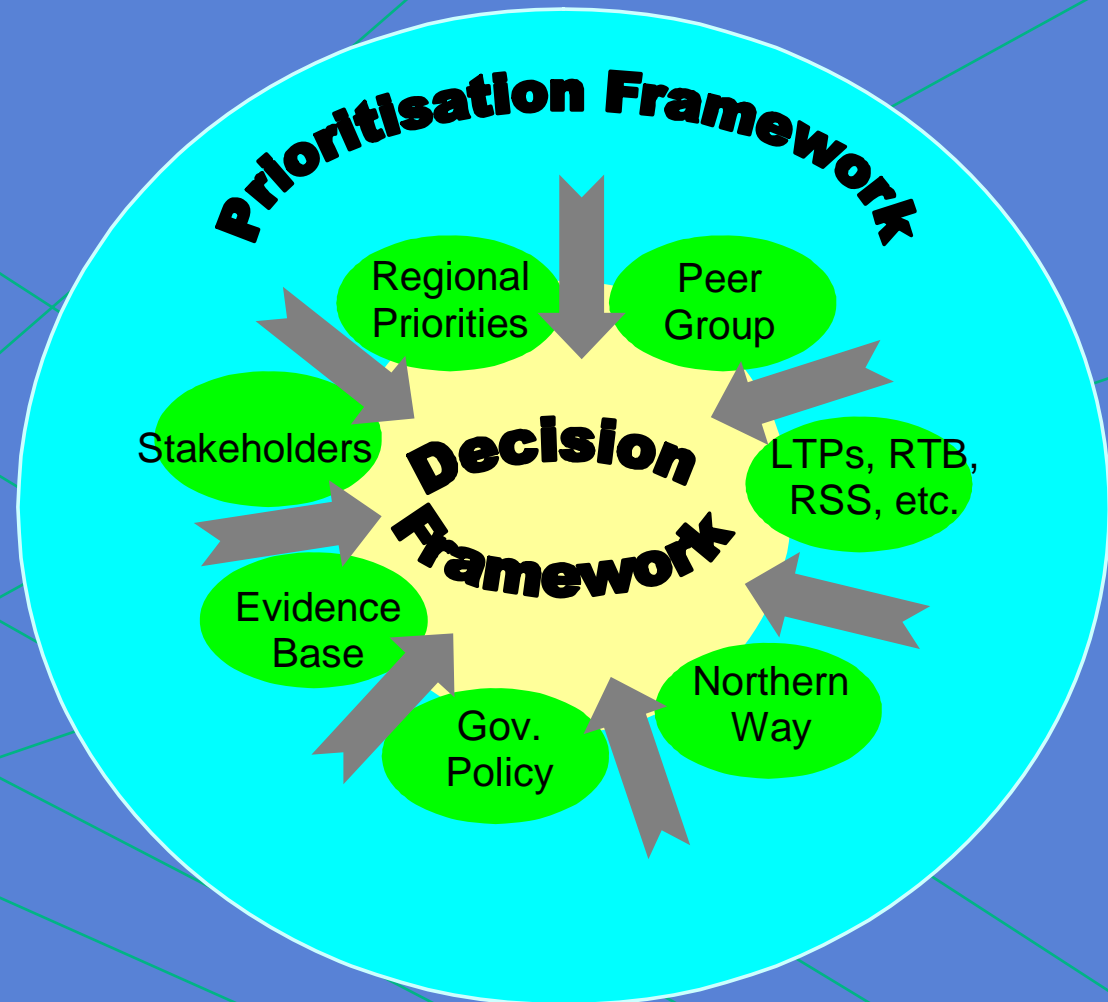
- Objective-led approach
 - Bridges gap between policy documents and problem-based identification of transport solutions
 - Sets policy objectives against connectivity needs
 - Ties interventions back to policy agenda (policy fit and identification of gaps)
 - Develops broader rationale for interventions (community solution vs. transport solutions)
 - Basis for prioritisation of interventions



Prioritisation Method and Decision-Making

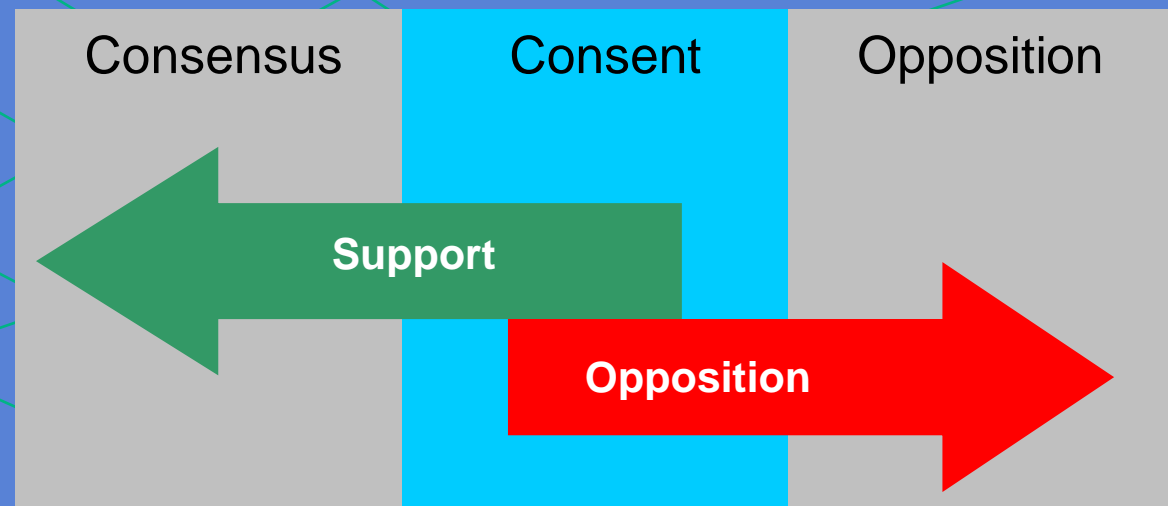
Example from the Northern Way

- Provides structure for decisions
- Method is not substitute for good decision-making
- Is an input to decision-process
- Not an appraisal tool



Decision-making: Consensus vs. Consent

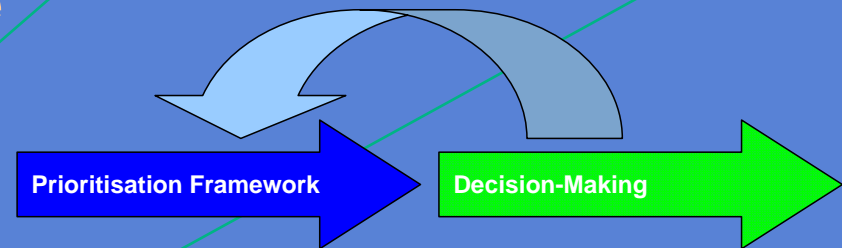
- Agreeing the problem
- Process was fair and did not contain fatal flaws; and that
- The solution will work to meet the stated objectives.



Our Approach to Prioritisation

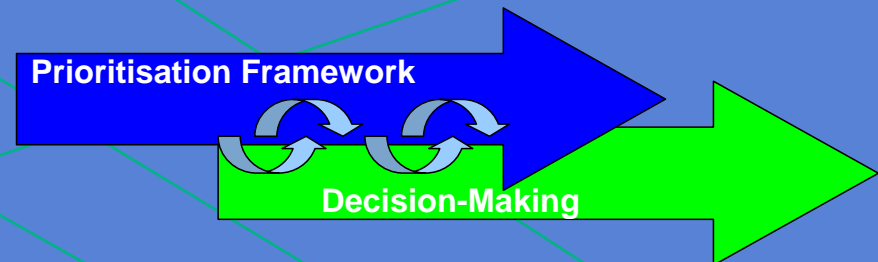
- **Typical Framework**
 - Flexible Approach to the Framework
 - Objectives and Criteria
 - Evidence Base

Typical Process



- **Decision Framework**
 - One-to-Ones
 - Structured Decision Events - Consent
 - Events supported by consultation

Dynamic Iterative Process



How does it work – an overview

- Distillation of policies into policy audit table
 - Cascading policy link to actions – more general policies leading to increasingly specific transport contributions
- Links wider objectives to transport interventions via connectivity requirements
- Simple system of ticks and crosses
 - Guidance-based scoring for consistency
- Creates profiles of interventions as basis for informed judgement

Economic Objectives

Example from Northampton

FIRST TIER ECONOMIC OBJECTIVES	ECONOMIC SUB-OBJECTIVES
Support for the existing economic base	Support tourism
	Support leisure
	Support logistics
	Support manufacturing
Diversification into new economic sectors	Create jobs in the education both FE/HE, retail and public sector
	Support for entrepreneurship
	Create Retail jobs
	Create jobs in the public sector
	Improve skills base
Encourage and support a HVA business base	Improve the knowledge based economy
	Support and create jobs in the finance sector
	Support and create jobs in the Environmental technologies sector
	Support and create jobs in the Advanced manufacturing sector

Outputs: Northern Way Example

SPECIFIC TRANSPORT CONTRIBUTION/ IMPACT ECONOMIC	APPRAISAL COMPARISON											M62	Trans-pennine Rail Gauge
	Mersey Gateway	SWYMBUS Route 4	A63 Castle Street Hull	A160/A180 Immingham	Access to Port of Liverpool (A5036)	A66 - A1 to M6	A66 Darlington Bypass	SEMMMS	A19	A556/M6 Access to Manchester from M6	FARRRS		
Access to international hub airports - Heathrow, Schipol	○	✓✓	○	○	○	○	✓	○	✓✓	✓✓✓	○	○	○
Access to international gateway airports - Manchester	○	○	○	○	○	○	○	✓	○	✓✓✓	○	✓✓✓	✓✓✓
Access to regional airports	✓	✓✓	✓	✓	○	✓	✓✓	○	✓✓	○	✓✓✓	✓✓	✓
Access to Airfreight Hubs	✓	○	○	○	○	○	○	✓	○	✓✓✓	○	✓✓✓	○
Reliable/high quality connections to int. gateway ports - Humber, Mersey, Tees	✓	✓	✓✓✓	✓✓✓	✓✓✓	✓	✓	○	✓	✓	○	✓✓✓	✓✓✓
Access to National Transport Networks	✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓
Rail Connectivity and Accessibility between major economic centres	○	○	x	○	xx	○	○	○	○	x	○	xx	✓✓✓
Level of Service provided by national and inter-Regional roads	✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓	✓✓✓	✓✓	x	✓✓✓	✓
Rail Connectivity and Accessibility between City Regions	○	○	○	○	○	○	○	○	○	○	○	xx	✓✓✓
Reliable/high quality journey times for business travel on strategic road connections	○	✓✓	✓	✓	✓✓	✓	✓	✓	✓✓	✓✓✓	x	✓✓✓	✓
Access to skilled labour: rail access to city centres	○	○	○	○	○	○	○	○	○	○	○	○	✓✓✓
Quality of Urban and Suburban Public Transport	✓	○	○	○	○	○	○	✓	○	○	x	○	✓
High Quality bus/rail access to major existing or future employment sites	✓	○	✓	✓	✓	○	○	✓	○	○	○	○	✓✓
Good quality road access to existing or future employment sites	✓✓	✓	✓✓	✓✓	✓✓	○	✓	✓✓	✓	✓	✓	✓✓✓	○
Connectivity between Cluster developments and airports	✓✓	○	✓	✓	○	○	○	✓✓	✓	○	✓	✓✓✓	✓✓✓
Connectivity between Cluster developments and city centres	✓	○	✓	✓	○	○	○	✓	✓	○	○	✓✓✓	✓✓✓
Reliable/high quality connections to int. gateway ports - Humber, Mersey, Tees	✓	✓	✓✓✓	✓✓✓	✓✓✓	✓	✓	○	✓	✓	○	✓✓✓	✓✓✓
Access to City of London	○	✓✓	○	○	○	○	○	○	○	✓✓	○	○	○
Access to international gateway airports (Heathrow/Manchester)	○	✓✓	○	○	○	○	✓	✓	○	✓✓✓	○	✓✓✓	✓✓✓
Reliable/high quality connections to int. gateway ports - Humber, Mersey, Tees	✓	✓	✓✓✓	✓✓✓	✓✓✓	✓	✓	○	✓	✓	○	✓✓✓	✓✓✓
Access to tourist/cultural areas	✓	✓✓	✓✓	✓	○	✓	✓	✓	✓	✓	✓	✓✓✓	✓✓✓
Access to choice of housing options	✓	✓	✓	◇	✓	○	✓	✓	✓	○	✓	✓✓✓	✓✓✓
Access to natural environment/recreation	✓	✓✓	○	○	○	✓✓	✓✓	✓	✓	✓	○	✓✓✓	✓✓
Arrival Points/Gateways	✓✓	○	✓✓	○	○	○	○	○	○	○	○	○	○
SPECIFIC TRANSPORT CONTRIBUTION/ IMPACT SOCIAL													
Improve public transport access to employment	✓✓	○	◇	○	○	○	○	○	○	○	○	○	✓
Public transport access to urban centres	✓	○	○	○	○	○	○	○	○	○	○	○	✓✓✓
SPECIFIC TRANSPORT CONTRIBUTION/ IMPACT ENVIRONMENTAL													
Access via sustainable modes	✓	x	○	○	○	○	○	○	x	○	○	○	✓✓✓
Reduce levels of traffic and congestion	✓✓	✓	x	○	○	✓	✓	✓	✓	✓	✓	✓	✓
Access to Brownfield development via sustainable modes	◇	○	○	○	○	○	○	✓	○	○	○	✓	◇
Minimise traffic intrusion into 'sensitive' urban areas	○	○	✓✓	○	✓✓	○	○	✓	x	◇	◇	◇	◇
Minimise traffic intrusion into countryside with high landscape value	◇	x	○	○	○	◇	◇	◇	x	◇	◇	◇	◇
Minimise traffic intrusion into 'tranquil areas'	◇	○	○	○	○	◇	◇	◇	x	◇	◇	◇	◇
Minimise occurrences of close traffic proximity to designated sites	◇	xx	○	○	○	◇	◇	◇	x	◇	◇	◇	◇
Reduce levels of traffic in sensitive areas	○	xxx	○	○	○	◇	◇	◇	xx	◇	xx	◇	◇
Reduce fossil fuel consumption	✓	xx	x	x	x	✓	✓	✓	x	✓	x	xxx	✓✓✓

Next steps

- Develop secondary framework, looking at funding, deliverability, timescale
- Create business cases
- Identify appropriate funding streams
- Produce short focussed evidence based prioritised list
- Packaging of schemes into deliverable bundles

SINEI2 Framework Overview

