



# Strategic Transport Leadership Board

8 December 2022

## Agenda Item Number 5: Investment Pipeline

### *Recommendation:*

**It is recommended that the Strategic Transport Leadership Board:**

- a) Agrees to the development of an updated investment pipeline for the region**
- b) Endorses the proposed methodology and approach to developing the investment pipeline**

### **1. Purpose of report**

- 1.1. The purpose of this report is to outline the proposed approach to the iteration of EEH's investment pipeline.

### **2. Key points to note**

- 2.1. The transport strategy contained a first iteration of a regional pipeline. It was based on 'known' priorities captured through stakeholder engagement.
- 2.2. Since publication of the transport strategy, further technical work has strengthened the regional evidence base. As a result, there is a need to update the pipeline.
- 2.3. The overall aim of the project is to bring together EEH's investment priorities, identified through our suite of evidence into a single investment pipeline.
- 2.4. The pipeline will be a concise way of communicating regional priorities for investment in transport infrastructure and services.

### **3. Context**

- 3.1. As the sub-national transport body (STB) for the region, EEH's role is to work with local partners to identify priorities for future investment discussions with government and scheme promoters.
- 3.2. Our transport strategy, published in 2021, set the policy context for transport in the region. Building on the transport strategy's principles and policies, the development of technical studies and our regional evidence base, we are seeking to update the investment pipeline.
- 3.3. A first iteration of the investment pipeline, building on priorities of partners and 'known' investment priorities, was outlined in the transport strategy. The intention was for this initial pipeline to be iterated as future technical studies concluded and priorities emerged.
- 3.4. Since the publication of the transport strategy, further studies and technical work have progressed. They include, but are not limited to, the Passenger Rail Study Phase 1 and 2, Freight Study, Bus Study, forthcoming Active Travel Strategy Phase 2, connectivity studies and OxCam Roads Connectivity Study.

- 3.5. The overall outcome will be a simple to understand pipeline, proportionate to regional scale working and underpinned by a strong evidence-based rationale for the interventions included. The pipeline will not rank schemes, but will give an indication of their significance in contributing to a series of outcomes for the region, defined by the ambitions of the transport strategy.
- 3.6. The development of a pipeline is supported by the Department for Transport, which has described the need for a targeted investment pipeline that is affordable, deliverable and has strong stakeholder acceptability.

#### **4. Benefits of iterating our investment pipeline**

- 4.1. Identifying regional transport priorities is a core function of an STB. It is important that EEH has a clear investment pipeline to clearly articulate our regional priorities and the outcomes they will bring to government and stakeholders.
- 4.2. Additionally, the exercise will help inform EEH's future work programmes, identifying which investment priorities are needed, and by when. Following the completion of the investment pipeline commission, EEH will then be able to identify where further complementary work is needed to ensure the schemes are 'investment ready'. This could be in the form of a strengthened economic narrative, further stakeholder engagement to gauge support, or other complementary measures that will ensure the success of an intervention.

#### **5. Approach**

- 5.1. The project will identify where investment is required, primarily considering strategic and multimodal opportunities and interventions which provide large benefits to the region.
- 5.2. It is proposed that the principles, actions and policies in the transport strategy should form the policy base for the investment pipeline. This would be supported by additional existing and emerging technical studies or 'think pieces', such work undertaken as part of the Regional Bus Strategy work programme.
- 5.3. It is proposed that the investment pipeline will identify, for example, the objectives (levels of service) that the interventions need to meet, the 'type' of intervention and the categorisation or tiering of each intervention. It is anticipated the investment pipeline will include details such as level of scheme development, delivery timescales, scheme benefits and outcomes.
- 5.4. In line with the transport strategy, the investment pipeline will look ahead to 2050. It will be a tailored document, acknowledging the unique opportunities in the region such as the high levels of R&D and innovation as well and high quality natural environment.
- 5.5. The pipeline is intended to be proportionate, so that it is seen as an investable proposition by the government. It should consider both national priorities and regional policies and highlight the outcomes the investment pipeline will deliver. It is anticipated this will include carbon, economic and transport outcomes, amongst others identified.
- 5.6. The pipeline will be presented in final form as part of an investment pipeline summary report/ brochure. Supporting the investment pipeline will be a narrative about why investment in the pipeline is critical, how the interventions work together to meet the aims of the transport strategy and next steps.

#### **6. Stakeholder engagement**

- 6.1. To develop the pipeline, there will need to be strong stakeholder buy in and acceptability of interventions.
- 6.2. The Department for Transport has indicated that stakeholder acceptability is an important element of developing investment pipelines which are deliverable. We are keen to work with the Board to ensure we present a pipeline which contains interventions of regional significance which are seen as high priority by Board members.



- 6.3. The investment pipeline process will be brought to the Board at appropriate intervals during its development, ensuring board members are in agreement on the outcomes that it is seeking to deliver.
- 6.4. To further ensure we fully understand the views of authorities we propose to have further individual engagement sessions with local authority partners and infrastructure owners. This will help capture details about interventions as well as the outcomes they would bring for our authorities.

## **7. Next steps**

- 7.1. Following Board agreement to proceed, the project brief for the iteration of EEH's investment pipeline will be updated to reflect Board feedback.
- 7.2. Procurement of consultancy support for the development of the pipeline will be undertaken January-March 2023.
- 7.3. Work on investment pipeline iteration is anticipated to start in April 2023.

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