

# IT'S TIME TO DELIVER FOR UK PLC

England's Economic Heartland has a major role to play in the future of the UK economy – but, as the National Infrastructure Commission said last autumn, its future success is not guaranteed.

The Commission set out how, with the exception of London, no other part of the country hosts such a powerful combination of:

- World leading universities and research institutes
- Globally competitive business clusters
- Highly skilled workers

This combination of factors led the Commission to identify the Heartland as having the potential to be the UK's Silicon Valley – a world renowned centre for science, technology and innovation.

## England's Economic Heartland Strategic Alliance

Formed in 2014, the Strategic Alliance gives the region a single powerful voice to speak to Government, local communities and the private sector.

It is the local political and business leaders' response to the need to step up and provide strategic leadership on the challenges that need to be overcome if the region's economic potential is to be realised.

It harnesses the power of strategic collaborative working to drive forward a targeted programme of work focused on addressing strategic issues that enable individual partners to deliver planned growth.

The Strategic Alliance is supported by the EEH Business Unit – a dedicated team of professionals that provide it with the capability and capacity to commission technical work, engage with Government and private sector partners, and provide leadership on strategic infrastructure.

It is jointly funded by the Government and local partners.

The ethos of the Strategic Alliance is to eschew the creation of overly bureaucratic structures and processes – enabling partners to address strategic issues at pace in an efficient and effective manner.

## Realising the Ambition

The Heartland's success to date has come at a price. Economic growth combined with underinvestment in infrastructure and services means that the pressure on our transport, digital and wider infrastructure networks has grown to the point where they operate close to their capacity for most of the time.

The resilience of our networks has dropped, affecting business productivity and making travel for individuals increasingly challenging.

The commitment of the Government to the delivering the core elements of the 'multi-modal spine' – the East West Railway and the 'expressway' – are a welcome first step, but in themselves will not be sufficient to realise the economic potential of the Heartland.

Government ambition to accelerate the delivery of planned growth and to promote additional growth over and above that will bring additional pressures on the Heartland's strategic infrastructure.

England's Economic Heartland is focused on ensuring that investment choices reflect how technological and societal changes are changing our infrastructure and service needs. We need to enable the future, rather than simply solving problems of the past.

And we need to ensure that in seeking to realise our ambition we create new opportunities for all of our residents to realise their potential.

## Budget 2018

This budget position statement is guided by three key principles:

- In order to give confidence to existing communities we must collectively ensure that investment already planned is delivered to time and to programme
- In order to accelerate the delivery of planned growth infrastructure owners must be resourced to enable a pipeline of investment to be mapped out
- In this way we will create the conditions that give confidence to future investors that this is indeed a place where they can choose to say yes to invest.

All parties need to act at pace and to use the investment made in developing effective strategic collaborative working as the foundation on which to accelerate delivery: to turn high level rhetoric into action on the ground in support of our communities and businesses.

England's Economic Heartland shares the Government's ambition for the corridor. However, delivering such a transformational agenda will require a sustained, co-ordinated programme of investment in strategic infrastructure and services. Additional investment will be required if higher levels of growth are to be realised in ways that also see net overall betterment for the corridor's residents and businesses.

The full extent of the investments and associated actions will emerge as our programme of work is taken forward.

# SPENDING REVIEW 2019

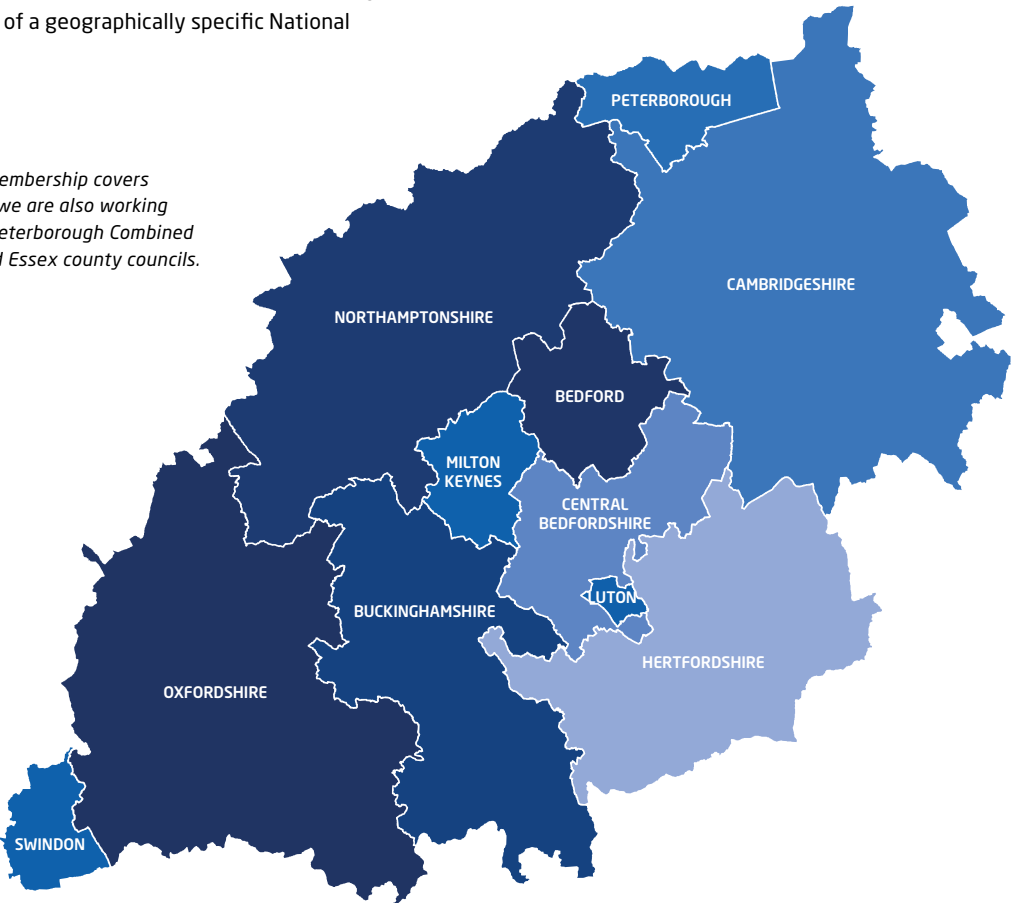
England's Economic Heartland's work programme for 2018/19 will see a number of key pieces of technical work being taken forward by the EEH Business Unit.

A key building block is our work to put in place the Regional Evidence – a pioneering combination of a regional database of current conditions and proposals across the Heartland, a regional 'datahub' that enables innovation solutions to strategic challenges and a regional 'Policy Scenario Model' that enables decision makers to assess the relative implications of alternative growth and policy scenarios.

The output of our technical work will be used to develop the overarching Transport Strategy. It will provide the underpinning for our proposal to establish a statutory Sub-national Transport Body.

We are ensuring that our technical work is commissioned in such a way as to support the development of a geographically specific National Policy Statement.

*England's Economic Heartland's membership covers 11 local transport authorities but we are also working closely with Cambridgeshire and Peterborough Combined Authority, and Suffolk, Norfolk and Essex county councils.*



## Get in touch

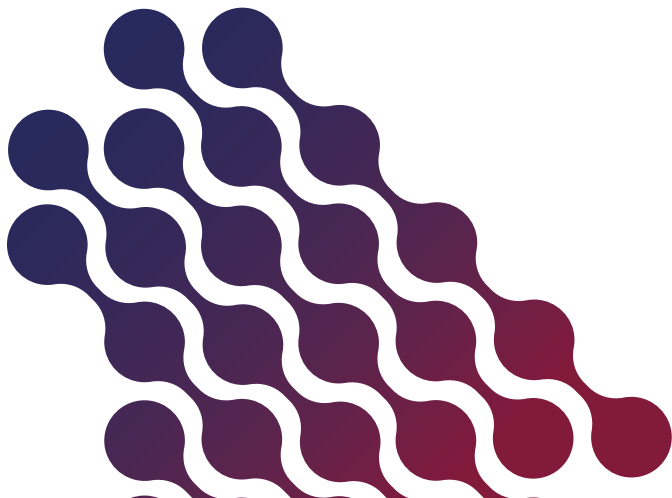
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# Budget 2018: Our Call for Action





# FIVE AREAS FOR GOVERNMENT TO TAKE ACTION

## 1 Government to commit to developing a geographically specific National Policy Statement for the Heartland

The Government has accepted the National Infrastructure Commission's view that realising the economic potential of the corridor is a national priority.

England's Economic Heartland shares this view.

The work of the Commission forms a substantial evidence base on which to develop the case for investment. Work to be commissioned by England's Economic Heartland will build on this and provide the detail that enables investment priorities to be developed and then delivered.

Using this to produce a geographically specific National Policy Statement will:

- Form a statement of policy that extends beyond a single electoral cycle thereby reassuring local communities and investors growth will be supported by investment in strategic infrastructure and services
- Form the basis on which Government, economic regulators and local partners can ensure the alignment of investment in strategic infrastructure – specifically transport, digital, power and water – in support of planned growth
- Establish the 'need' for investment in strategic infrastructure and services thereby accelerating the delivery of proposals.

Whilst it would be for Government to promote the NPS, it would be developed on a joint basis with England's Economic Heartland.

## 2 Government to establish a 'major scheme development fund' to support local partners bring forward proposals for inclusion in the infrastructure pipeline

Government has identified the importance of developing a strategic infrastructure pipeline. England's Economic Heartland's 'delivery partners' are committed to working collaboratively at a strategic level in the development and delivery of strategic infrastructure. This provides England's Economic Heartland with access to knowledge and experience that enables a cost effective approach to scheme development as part of a co-ordinated programme of investment.

The development of proposals for strategic transport infrastructure currently requires local transport authorities to commit significant revenue resource 'at risk'. Pressures on local authority revenue budgets generally make it difficult for local transport authorities to divert revenue from front line services.

The 'major scheme development fund' would be a revenue fund, jointly managed by the Department for Transport and England's Economic Heartland. Local transport authorities developing strategic investment proposals that are agreed regional priorities would eligible to receive 50% of the development costs from the fund.

The development, and subsequent delivery, of the infrastructure pipeline would generate additional tax revenues from the additional economic activity enabled.

## 3 Government to provide England's Economic Heartland with an 'indicative funding envelope' to be used in the prioritisation of strategic investment proposals

Accelerating the delivery of planned growth, and considering higher levels of growth in the longer-term will require additional investment in strategic infrastructure and services.

In asking the National Infrastructure Commission to develop its advice on the long term infrastructure requirements for the UK, the Government identified an 'indicative funding envelope'. Providing clarity as to the likely level of funding in this way enabled a mature assessment of infrastructure requirements at the national level.

The arguments that support Government's decision to identify an 'indicative funding envelope' nationally are as applicable to determining strategic priorities for the Heartland.

## 4 Government and England's Economic Heartland to establish a Joint Business Delivery Unit with a remit to accelerate the development and delivery of strategic infrastructure and services identified as being of national significance

In response to the National Infrastructure Commission's report the Government has strengthened collaborative working across Whitehall in support of realising the economic potential of the corridor.

England's Economic Heartland has established the EEH Business Unit as a strategic resource, with the capacity and capability to commission work in support of realising the economic potential of the corridor. England's Economic Heartland's 'delivery partners' complement and support the work of the EEH Business Unit providing access to knowledge and experience that enables a programme approach to the planning and delivery of strategic infrastructure and services.

The approach used to develop East West Rail provides a template on which to strengthen strategic collaborative working between England's Economic Heartland and Government. Joint working on East West Rail has ensured the scheme has embedded a shared commitment to its delivery. It has led to local partners undertaking 'work in kind' as part of the scheme development, work that has de-risked its delivery.

Establishing a Joint Business Delivery Unit – one that brings together Government and England's Economic Heartland on an equal basis – would strengthen collaborative working. Sharing of resources and co-commissioning of technical work would result in efficiencies and remove inertia from the development and delivery of strategic infrastructure and services.

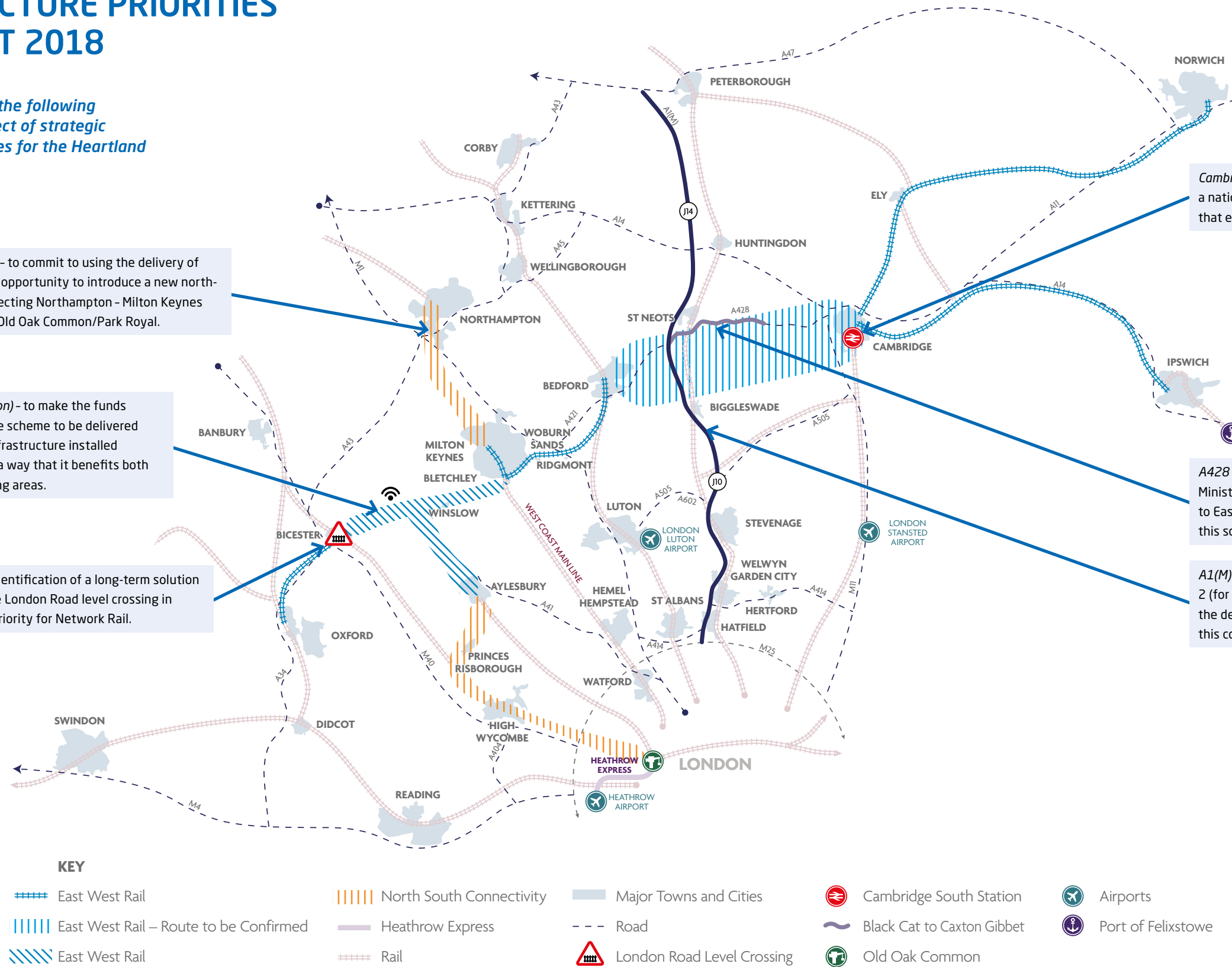
# INFRASTRUCTURE PRIORITIES FOR BUDGET 2018

## 5 Government to make the following commitments in respect of strategic infrastructure priorities for the Heartland

**North-South Rail Connectivity** – to commit to using the delivery of East West Rail and HS2 as the opportunity to introduce a new north-south passenger service connecting Northampton – Milton Keynes – Aylesbury – High Wycombe – Old Oak Common/Park Royal.

**East West Rail (Western Section)** – to make the funds available in order to enable the scheme to be delivered with high capacity fibre/5G infrastructure installed throughout its length in such a way that it benefits both rail passengers and surrounding areas.

**East-West Rail** – to make the identification of a long-term solution to removing the conflict at the London Road level crossing in Bicester a national strategic priority for Network Rail.



**Cambridge South Station** – to make the delivery of this station a national priority and provide Network Rail with the funding that enables it to be delivered within the next 3 years.

**A428 Black Cat to Caxton Gibbet** – to apply the same level of Ministerial commitment in support of this scheme as applied to East West Rail, to ensure that Highways England deliver this scheme at the earliest possible opportunity.

**A1(M) Corridor** – to ensure that the Road Investment Strategy 2 (for the period 2020-2025) includes a commitment to fund the development and begin the delivery of improvements to this corridor.

