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MAKING CITIES WORK – PRIORITIES

**WE
SPECIALISE
IN:**

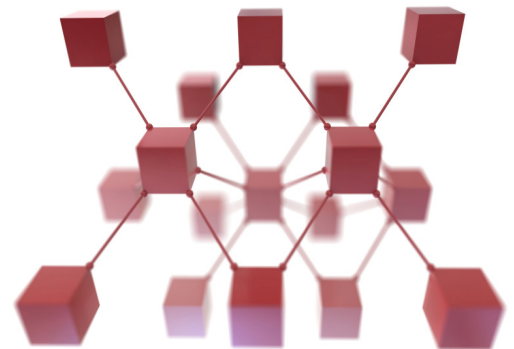
- > Policy audit and assessment.
- > Developing integrated strategies for successful cities.
- > Assessment of environment, economy, land-use, urban form, transport and regeneration.
- > Balancing infrastructure supply with demand management.
- > Innovative use of IT, new financial delivery models and implementation mechanisms.

GETTING YOUR PRIORITIES STRAIGHT

Quality of life and liveability are imperative components of most cities' development strategies. The Mercer 2010 Quality of Living survey measures liveability through 39 indicators within 10 categories ranging from political & social environment to recreation and consumer goods. All 10 categories contribute to the wider environment in which people live, work and interact. Cities are trying to balance these on a local level whilst also meeting a range of regional and national objectives.

In their aim to provide the best possible quality environment for current and future residents - cities, regions and nations must continually battle to balance their investments across sectors against a definite budget. Currently the UK, like many others across the World, is experiencing added pressure upon this balancing act due to the government spending cuts aimed at reducing the budget deficit .

At MRCMH our primary focus is transport and mobility. In all our projects however, we stress the potential for investment in transport to support the wider objectives of the area in question. Transport can assist with the achievement of liveability objectives, economic development ambitions and environmental requirements. As such, it can mitigate the pressure of balancing objectives.



**MEGACITIES
CHALLENGES**

MRCMH undertook a Siemens sponsored study entitled, "Megacity Challenges: A stakeholder perspective". The goal of the project was to carry out research at the individual megacity level to gather objective data as well as perspectives from mayors, city administrators and other experts on local infrastructure challenges. Over 500 public and private sector experts from 25 global cities were interviewed for this purpose. The key findings were that:

- Megacities will prioritize economic competitiveness and employment
- The environment matters, but may be sacrificed for growth
- **Transport overtakes all other infrastructure concerns**
- Better governance is a vital step towards better cities
- Holistic solutions are desired, but are difficult to achieve
- Cities will seek to improve services, but could do more to manage demand
- Technology will help to deliver transparency and efficiency
- The private sector has a role to play in increasing efficiency.



EAST OF ENGLAND PRIORITISATION FOR FUNDING



The process of identifying the most appropriate programme of interventions is a major concern in all aspects of strategic decision making, including transport.

The traditional approach within the transport field is analytical and problem-based; identifying transport problems and then developing infrastructure solutions to solve them.

This bottom-up approach may appear logical but contains a number of fundamental flaws. The most crucial weakness is the lack of attention given to underlying issues which often manifest themselves as transport problems, but cannot be solved without addressing much broader concerns. Another weakness which often presents itself in a bottom-up approach is that a programme of transport projects identified on an individual basis rarely aggregate to form a holistic and strategic plan for investment.

MRC McLean Hazel has developed an innovative approach to address these



flaws through the creation and implementation of a prioritisation framework. This process delivers two outputs: an agreed, detailed set of economic, environmental and social connectivity objectives based on current policies; and a prioritised investment plan for the short, medium and long term. We successfully adopted this approach in our prioritisation for the East of England's Regional Funding Advice response for transport.

This process for developing regional transport priorities passes each proposal through a transparent and systematic analytical process, thereby eliminating historical 'wish lists' and any personal biases. The result is a targeted programme of interventions designed to assist the East of England region with their decisions on their investment priorities for the Regional Funding Advice submission to Government.

REGIONAL DELIVERY PLAN FOR SOUTH EAST ENGLAND

MRC McLean Hazel has been appointed by the South East England Partnership Board to develop an approach for creating the Regional Delivery Plan. The aim for this work is to create a set of frameworks to identify regional and sub-regional investments which are critical to achieving the successful delivery of the future Integrated Regional Strategy for the South East.



The approach for this work has been to examine the Regional Vision and to develop a series of regional outcomes which describe the key aspects of what the Region would like to achieve. The key question in this process has been 'what do we want the South East to look like in 20 years time?'

The answer to this question is a series of outcomes which will improve the quality of life for its future residents. These include issues such as better access to healthcare services, improved local schools and colleges, more pleasant living environments, increased provision of green space, and higher standards of community facilities and spaces.

Given the substantial nature of the housing and economic growth planned for this region in the future, it is clear that the investment needed to accommodate this growth will also be substantial. This applies to all types of investment including infrastructure, management and service-orientated interventions. However, we are also focussing on identifying how these critical investments can best be delivered at a sub-regional level.

The approach also gives consideration to factors such as leverage of additional funding from the private and third sectors, thereby reducing the draw on

the public purse. In the current climate of tighter financial constraint, these aspects are becoming increasingly important in achieving the correct balance of investment to deliver the



key quality of life objectives at different spatial levels.

The output of this innovative and unique piece of consultancy work will be a set of key regional and sub-regional investments which will be critical in delivering the necessary infrastructure for the planned growth to be sustainable and for the creation of successful places where local people want to live, work and play.