

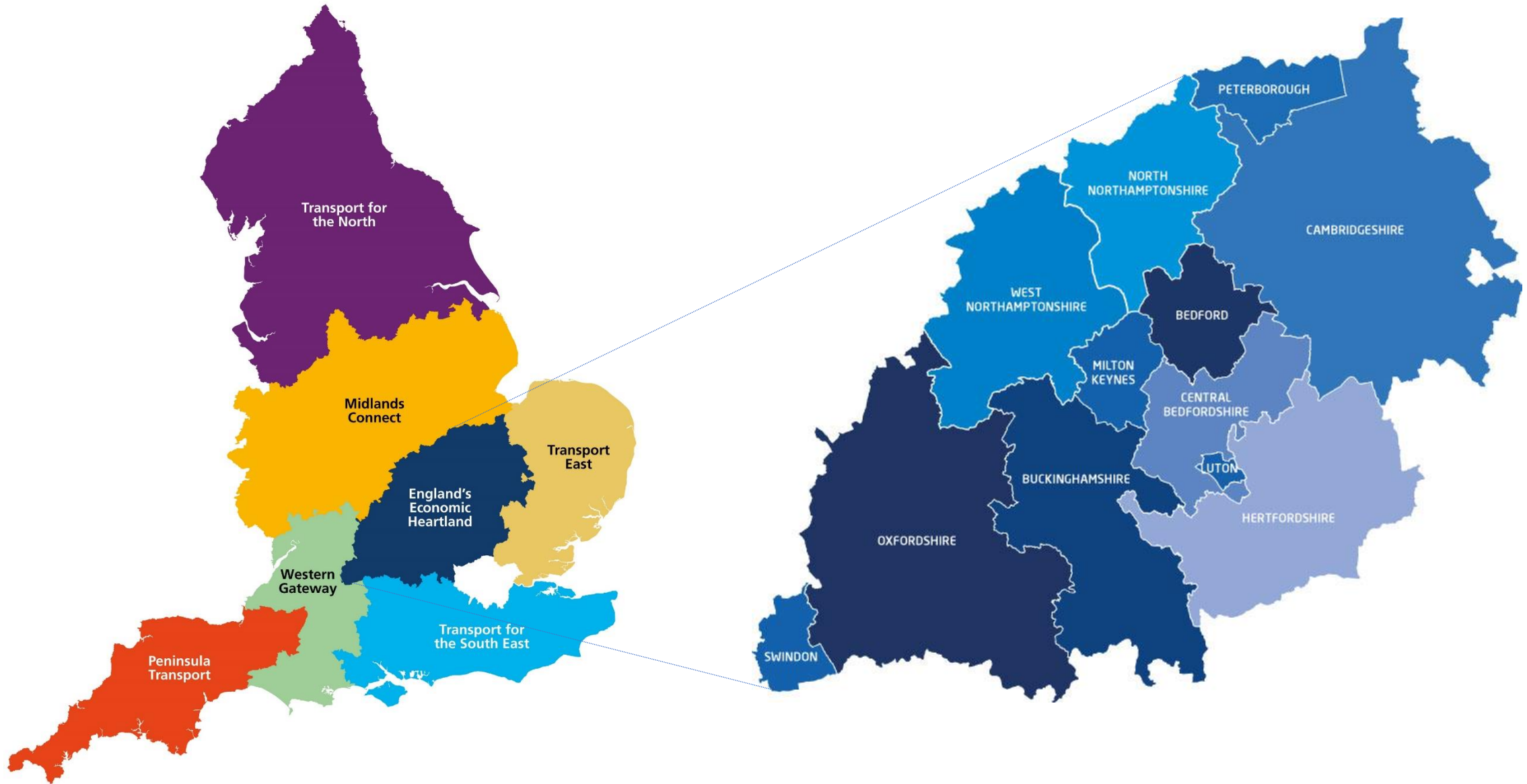
**ENGLAND'S  
ECONOMIC  
HEARTLAND**

## **Designing out carbon: Policy choices**

James Golding-Graham  
Head of Decarbonisation  
England's Economic Heartland



# Who are England's Economic Heartland ?



# Role of the business case

A business case should set out the necessary information to enable the appropriate decision-makers to make an informed decision. For this, the business case should set out the reasons for changing the current situation and the implications of doing so.

Given the decision to implement a mobility hub, or network of them, will impact a range of people and most likely require public funding support, the business case needs to demonstrate that the proposed intervention:

- is consistent with relevant strategies and policies
- will be effective and efficient
- will achieve 'Value for Money'
- is viable, affordable and deliverable
- has been developed through a proper process
- meets local context and stakeholder needs

## Business case stages

Reflecting the lifecycle of a project, and enabling good governance through timely gateway points, there are three stages set out in the [HM Treasury's Project Business Case Guidance](#)<sup>10</sup>, as illustrated in the diagram below.

- Strategic Outline Case (SOC)
- Outline Business Case (OBC)
- Full Business Case (FBC)

The SOC establishes the potential scope of the transport proposal, including the need for intervention, how the investment will further the organisation's priorities and government ambitions, determines the objectives, and sets out the 'preferred way forward'.

The OBC checks and builds on the conclusions made at SOC stage. Detailed economic and financial appraisals will be undertaken, and a preferred option selected, including the proposed approach for delivery.

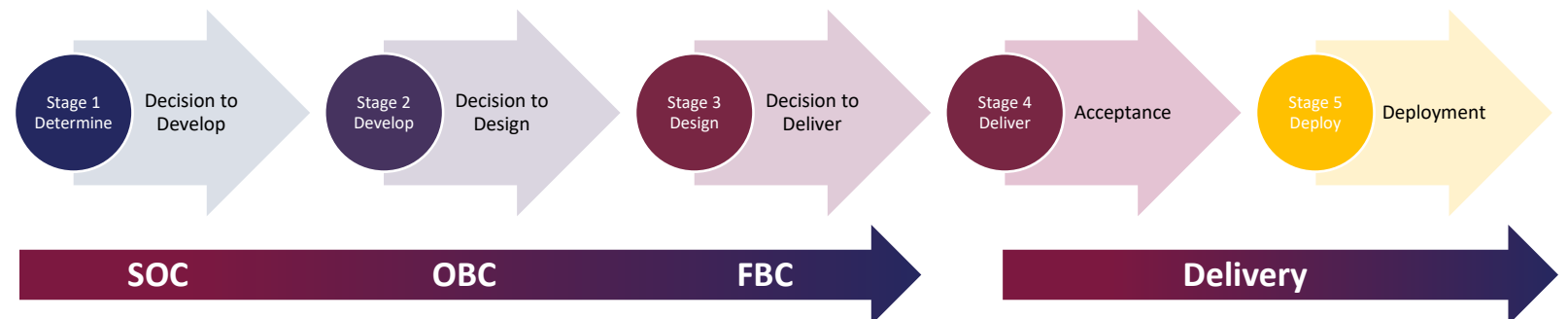
The FBC confirms the conclusions made in the OBC based on the procurement process.

## Business case dimensions

The '5-Case Model' as presented by HM Treasury comprises five dimensions, each addressed in their respective cases. They are:

- Strategic case
- Economic case
- Commercial case
- Financial case
- Management case

This document focuses on the approaches to be taken for the strategic, economic, and financial cases, as CoMoUK guidance should be used to inform the commercial and management cases.



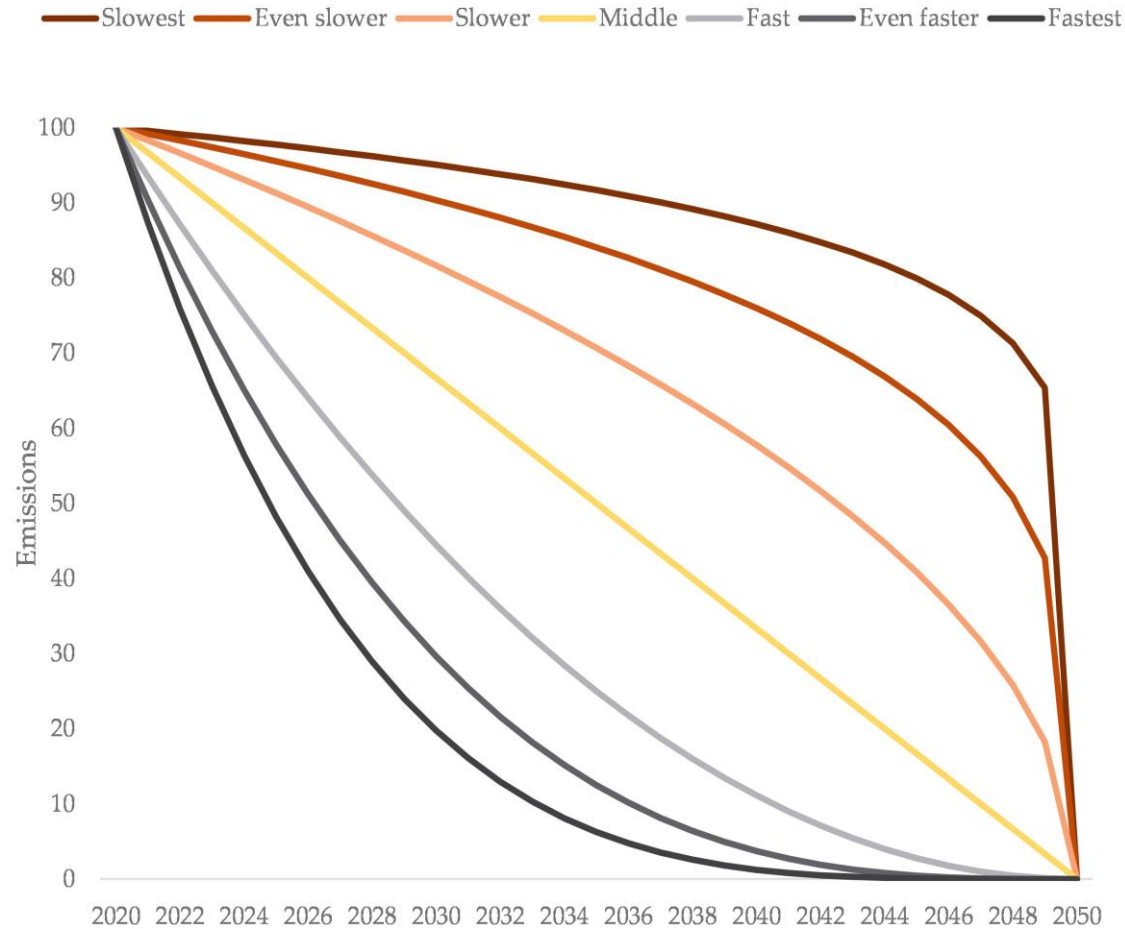
# Carbon – why a rapid transition matters



## WHY DELAY DOES DAMAGE

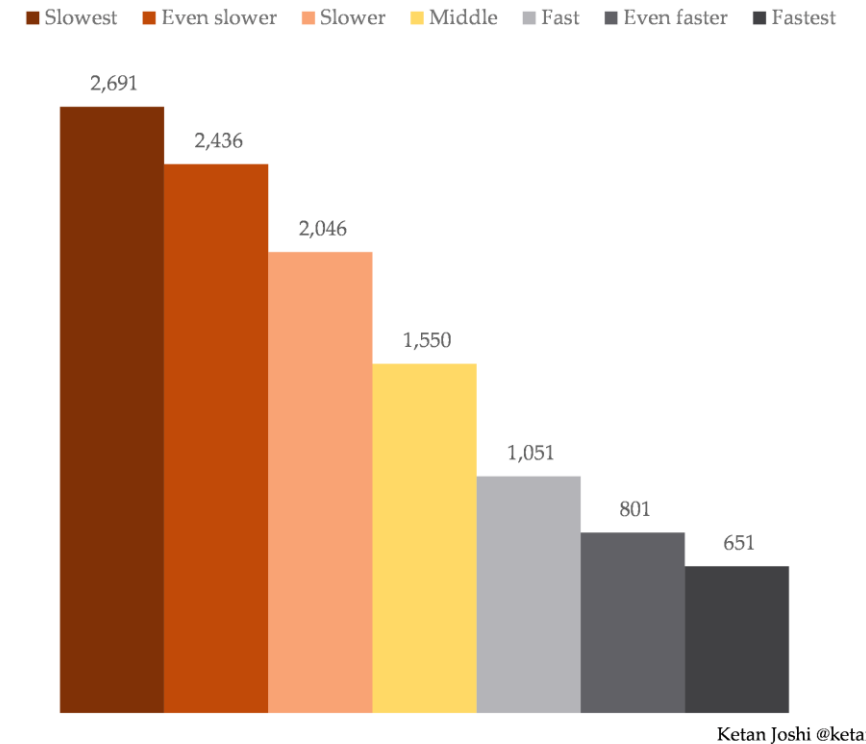
The pathway to zero emissions by 2050 matters, because the slower pathways mean more emissions adding up over time

by @ketanj0



## Going slow does four times more damage than going fast

Climate harm occurs due to cumulative emissions, as shown below. We need to stop adding to the problem ASAP



Ketan Joshi @ketanj0



# A complex system -

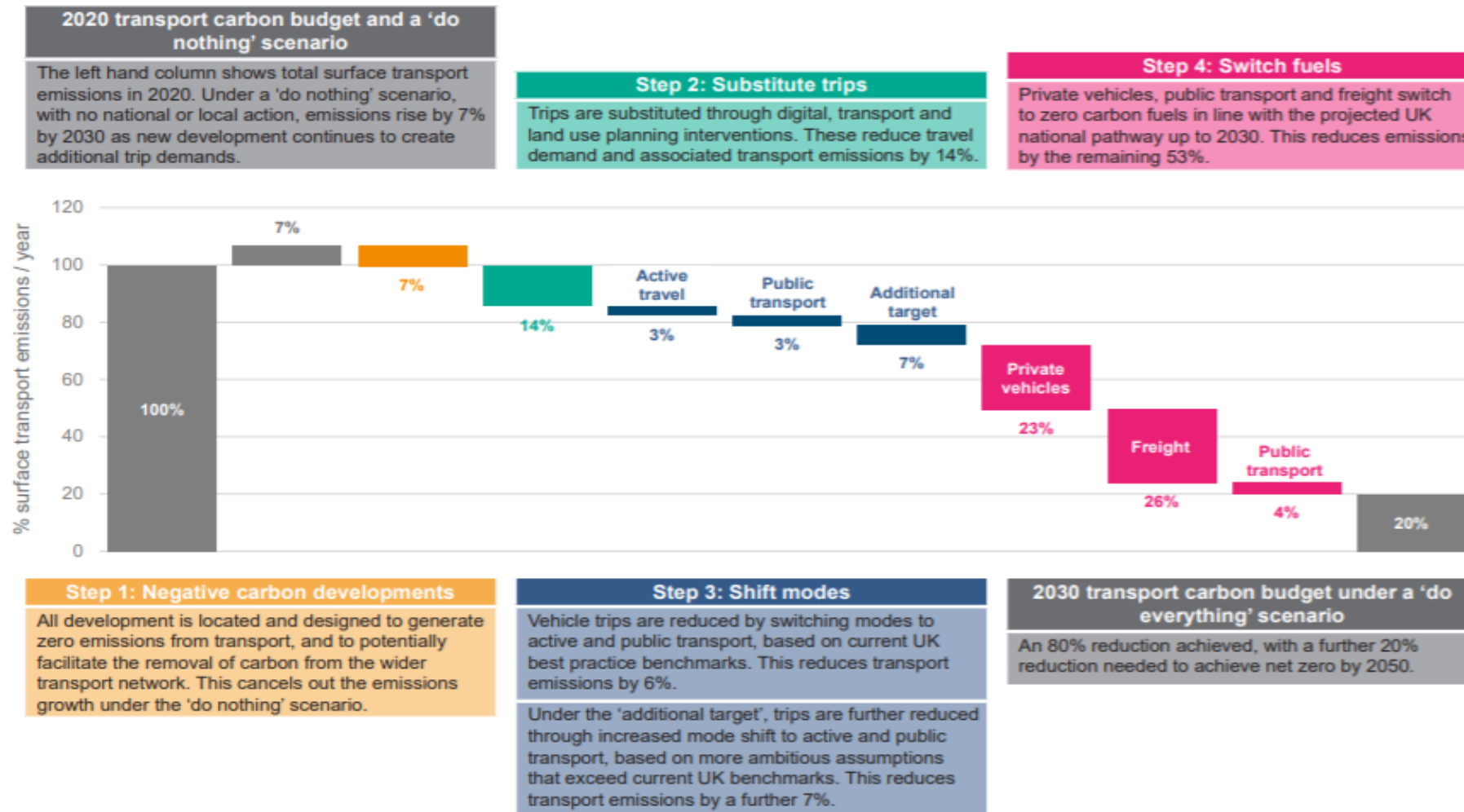
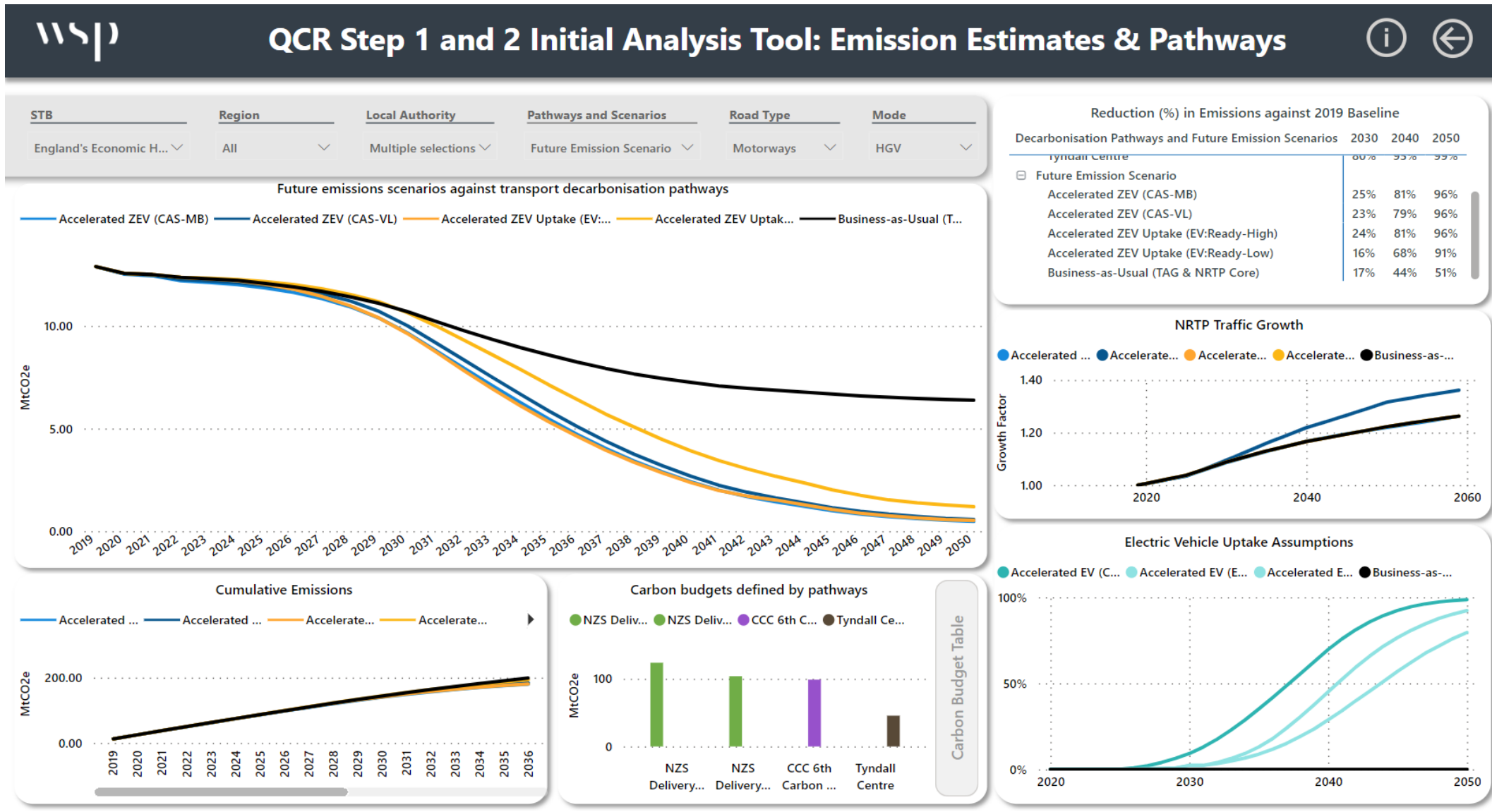


Image: RTP/LDA/City Science

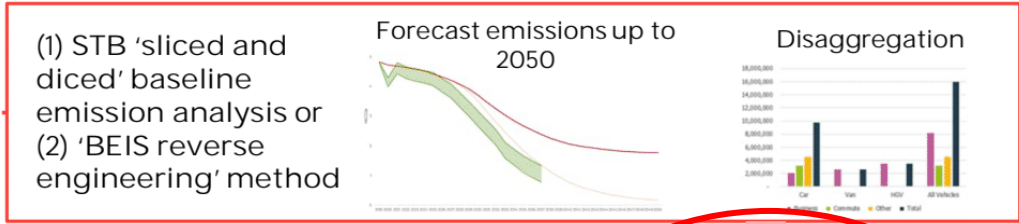
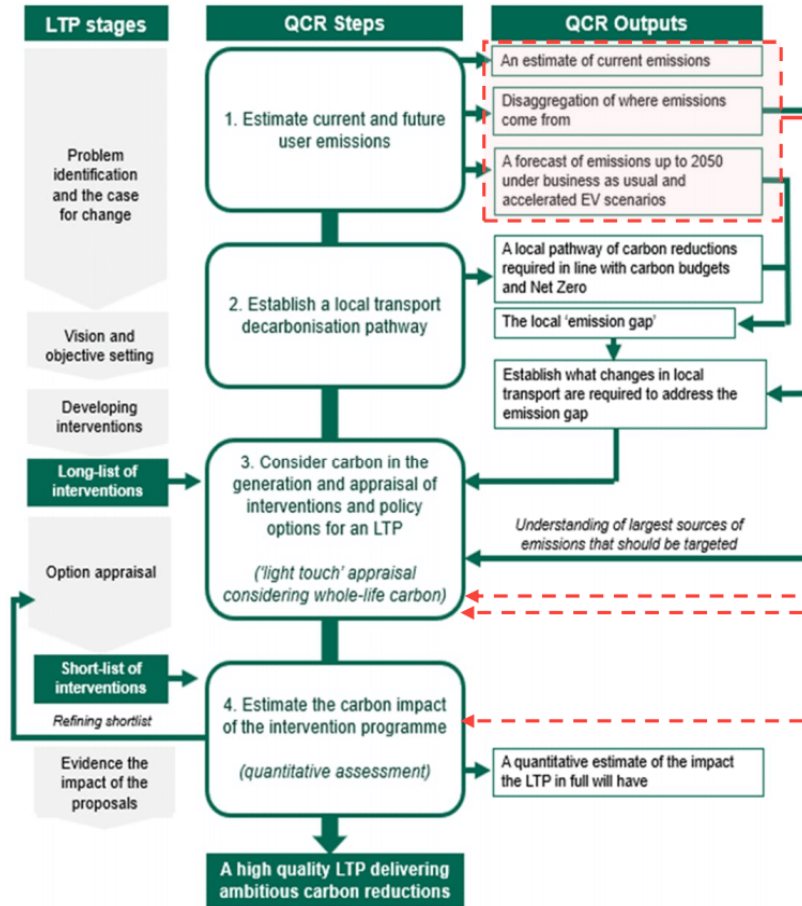




# Top-down carbon baseline



# QCR - STB tools



TfN Clean Mobility Visions

Web-based tool that provides advice on which policy packages will be most effective in reducing vehicle use & carbon emissions in different place typologies

Midlands Connect Decarbonisation Playbook

A spreadsheet of benchmarks / evidence that calculates the carbon impact of different interventions in different place types. Calculations based on a literature review and analysis of NTS data

EEH/TfSE/TfSE Tool

Web-based tool that brings data together in a user friendly interface.

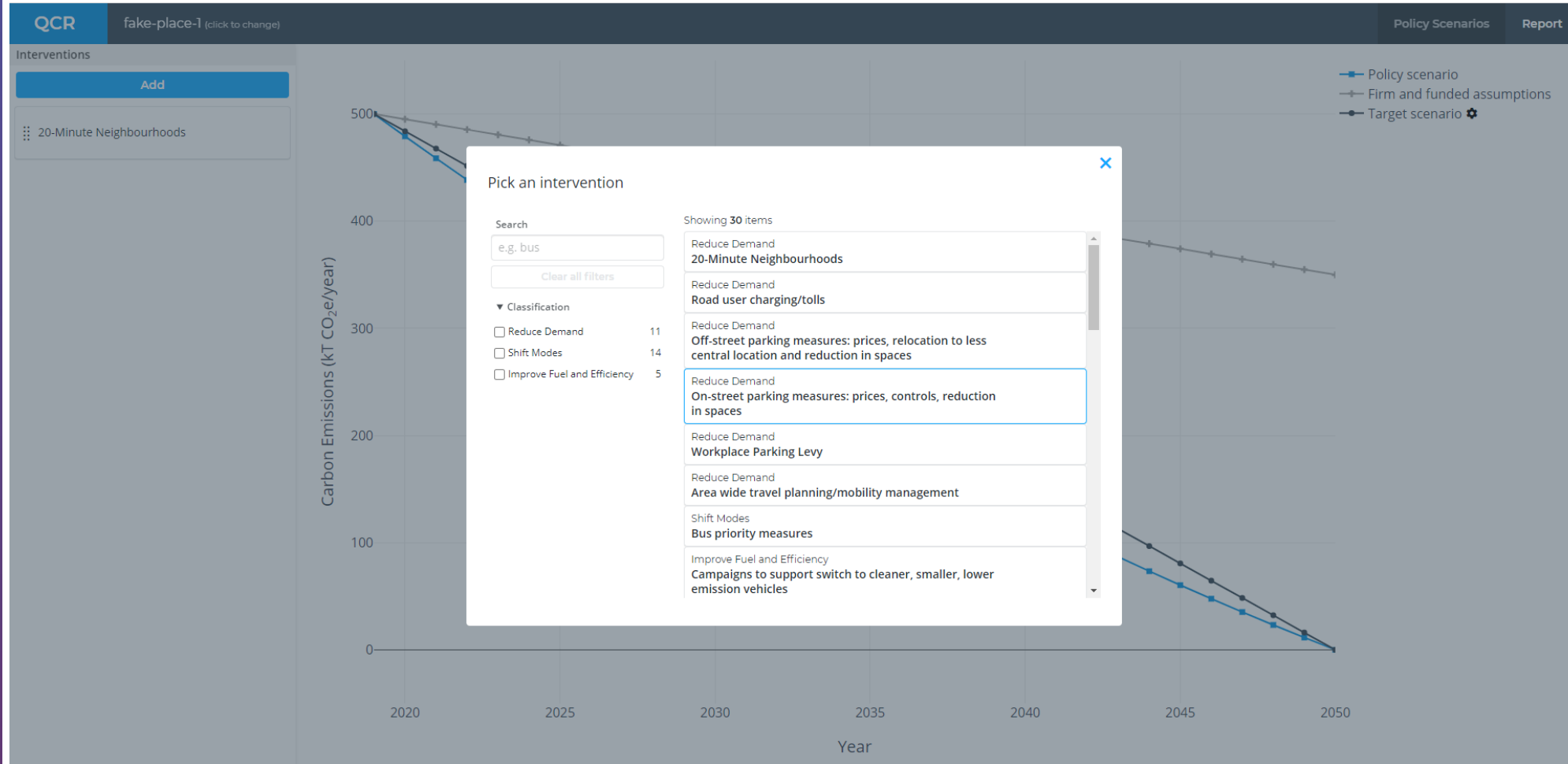
Will allow LAs to:

- View baseline data (forecasts and breakdown by place type etc)
- Understand likely impact of different policies
- Apply MC Playbook data to baseline data to estimate LTP impact



# On-line tool

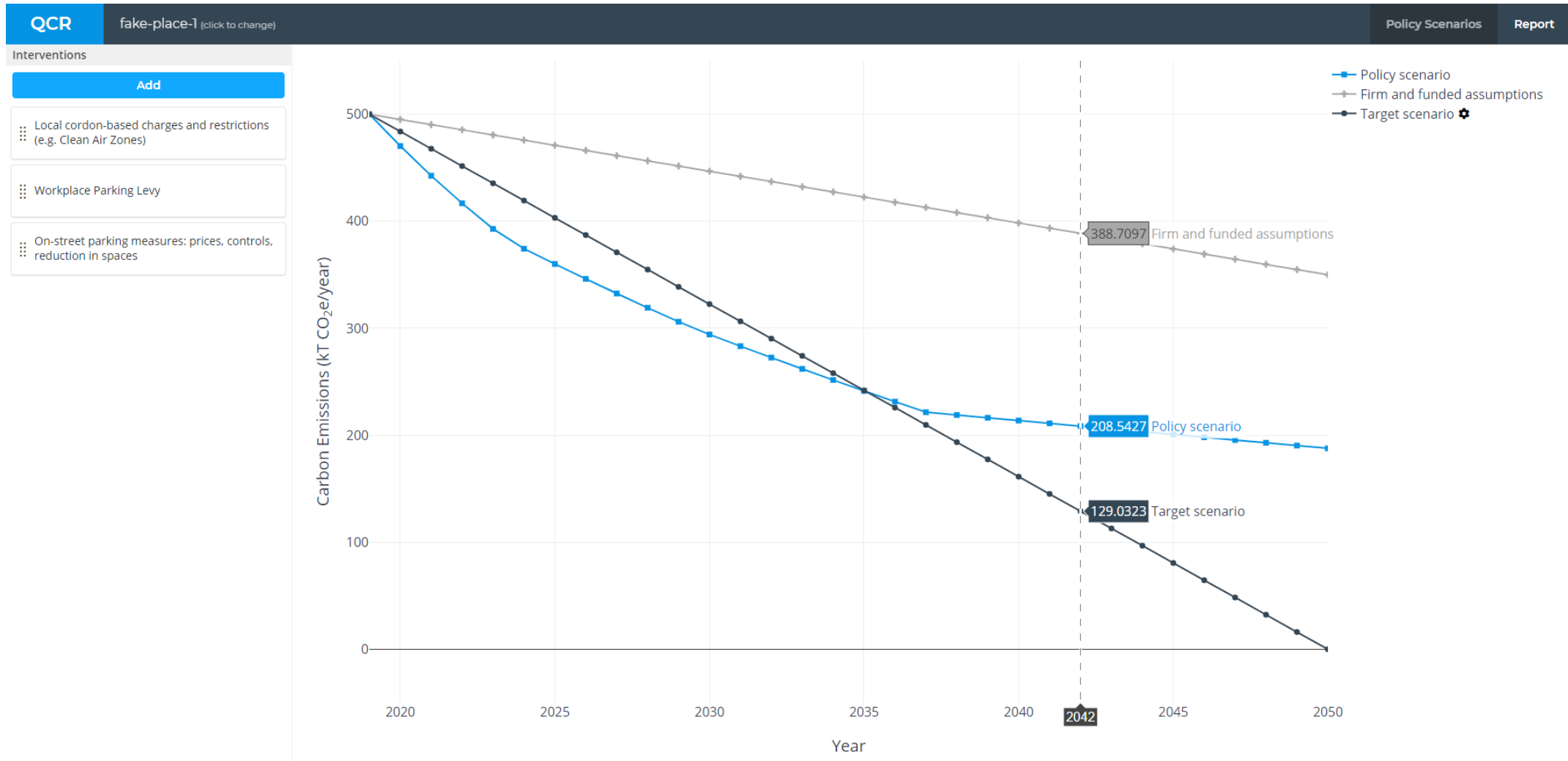
## Pick an intervention – categorised by Avoid, Shift, Improve





# On-line tool

## Combine interventions into package – re-order interventions and quantify impacts



# CHAMPIONING INCREASED INVESTMENT IN CONNECTIVITY

