TRANSPORT EAST

DRAFT STRATEGIC INVESTMENT PROGRAMME

November 2021

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1. Introduction

1.1 Overview

This document sets out our proposed approach to an Strategic Investment Programme to enable delivery of the Transport Strategy.

It is intended as a proposal for public consultation, to accompany the public consultation on the draft Transport Strategy.

1.2 The role of Transport East

Transport East is the Sub-National Transport Body that acts as one voice for the future of transport in Essex, Norfolk, Suffolk, Southend-on-Sea, and Thurrock.

OUR VISION
A thriving Eastern region with safe, efficient and net zero transport networks advancing a future of inclusive and sustainable growth for decades to come.

As a partnership, we bring together local transport and planning authorities and business leaders with Government (including the Department for Transport, Network Rail and National Highways) to speak with one voice and identify the transport investment needed to fully support our members' shared ambitions for economic growth, quality of life, development, and prosperity in the region.

We aim to do this through the broad activities set out in figure 1, with specific actions agreed annually in the Business Plan.

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Figure 1.1- Transport East Role: Core activities

Lead Strategic Thinking	Strategic Coordinator	Elevate work of partners	Influencer	Intelligence
Strategic direction and thought leadership for the East Lead regionally wide studies and strategies People centric approach: • Integrated • Multi Modal • Accessible Lead national and regional STB thinking on specific topics	Coordinate strategic investment pipeline • Assessing and prioritising schemes/projects • Monitoring scheme/projects delivery • Challenging outcomes where necessary to deliver strategic outcomes • Lead business case development for sub-national scale projects Coordinate partners on regional and national priority issues	Enable local partners to deliver at the local level Enable strategic bodies to deliver better strategic projects Accelerate outcomes by unblocking / speeding progress Adding capacity and capability to partners	Champion the East and Transport East Partnership Listening and understanding across local, sub national and national partners Make the case for investment in the East Influence delivery bodies (Govt, NH, NR) Single regional voice at a national level Collaborate to shift behaviour across the region	Strategic transport expertise and capacity / capability Monitoring industry trends and innovation Lead a robust regional data, analysis, and monitoring function Sets standard and outcomes

1.3 Transport East Strategy

Transport East has been tasked by its' partners and Government to set a Transport Strategy for the region and advise the Secretary of State for Transport on the East of England's transport investment priorities.

Our draft Strategy recognises that good transport is a means to an end, and not an end itself. Improving transport will help reduce carbon emissions and lead to a better quality of life for people in the region, levelling up by providing better access to more opportunities for work, learning and leisure. It will support businesses and drive economic growth by reducing costs, increasing productivity, and providing access to more markets and workers. It will also enable new development and housing.

The draft Strategy for the region has been published for consultation and sets out four strategic priorities for transport in the East of England:

- Decarbonisation to net-zero – working to achieve net zero carbon emissions from transport, building on our status as the UK's premier renewable energy region.

- Connecting growing towns and cities – enhanced links between our fastest growing places and business clusters. Improving access for people to jobs, supplies, services, and learning; enabling the area to function as a coherent economy and improving productivity.

- Energising coastal and rural communities – a reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round.

- Unlocking international gateways – better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign direct investment.

The draft strategy proposes a delivery pathway for each of the four strategic priorities, which sets out the types of projects and schemes that are needed to achieve them.

1.4 The Strategic Investment Programme

This document outlines the **purpose** of the Strategic Investment Programme, the **process** of how it was formed and will develop over time, and how its' **performance** will be monitored and the programme updated.

Transport East will not deliver individual projects. The role of Transport East, within the context of the SIP, is to;

- manage the Strategic Investment Programme;

- advise government on priorities; and

- develop and deliver a programme of technical work and business cases, in partnership with local and national partners, to development; to improve and maximise delivery of transport outcomes in the region.

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2. Purpose of the Strategic Investment Programme

2.1 Overview

The Strategic Investment Programme (SIP) will enable the partnership to identify and prioritise the strategic projects we need to deliver, and accelerate their development and delivery.

We propose that the SIP comprises a **regional transport investment pipeline** to assess and prioritise strategic transport projects in the East of England and **supporting mechanisms** to identify and help progress projects through the pipeline, from early ideas to business case development to delivery.

The proposed SIP approach builds on and expands our existing Investment Plan published in 2020[1], that primarily comprised our existing strategic road and rail projects, by identifying and accelerating new ideas to ensure the future investment pipeline continues to expand and evolve to deliver our vision.

With a focus on the four strategic priorities, the SIP identifies strategic pan-regional packages and projects that address regional issues, as well as projects within our six core strategic movement corridors (Figure 2.1). These corridors comprise growing urban areas, economic centres, ports and airports, and the road and rail connections between them and the rest of the UK. These corridors are critical to this strategy and further investment will be needed along them if the region is to reach its potential as a thriving, connected, multi-centred economy, whilst reducing carbon emissions.

The SIP mechanism has been developed to be flexible to align with Government's established national programmes to deliver major road and rail investment in the East of England. It will also align to emerging national mechanisms to fund other types of projects, including active travel, passenger transport, freight and electric vehicles. Projects coming through our pipeline will be designed to align with national and local funding sources by using a Strategic Assessment Framework.

The assessment process is set out in section 3. The Transport East technical work programme will support scheme promoters to progress constituent projects through the pipeline and drive forward our strategy. The technical work programme is reliant on continued close working with partners, and the resourcing of our capacity, capability, data intelligence and expertise to perform this vital role.

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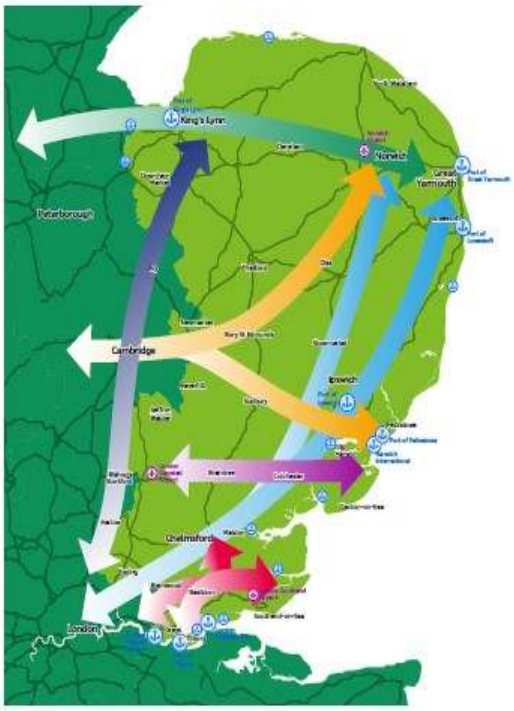
[1] Transport East Interim Investment and Delivery Plan 2020 , https:/ / www.transporteast.org.uk/ wp-content/ uploads/ Investment-and-Delivery-Plan-1 .0-1 .pdf

Figure 2.1 – Transport East core strategic corridors



Midlands - King's Lynn - Norwich - Great Yarmouth

This corridor connects the Midlands to internationally significant offshore wind energy clusters at Great Yarmouth and Lowestoft, as well as connecting multiple growth centres at Norwich and King's Lynn.

London - Chelmsford - Colchester - Ipswich - Norwich and Suffolk Coast

This corridor running north-south through the 'Heart of East Anglia' provides connections to important and fastest-growing towns and cities and serves some of our major gateway ports.

Norfolk and Suffolk to Cambridge - Midlands - South-West

This 'forked' corridor includes Gateways at Felixstowe and Ipswich Ports, Norwich Airport and growing towns and cities at Norwich, Thetford, Bury St Edmunds and Ipswich.

Stansted - Braintree - Colchester - Harwich and Clacton

This corridor provides vital resilience for freight to our East Coast ports, while also supporting growth.

King's Lynn - Cambridge - Harlow - London

The UK Innovation Corridor focuses on next-generation science and technology powered by London and Cambridge. The corridor includes Gateways at London Stansted Airport and King's Lynn Port and multi-centred growth at King's Lynn and Harlow.

South Essex - London - Thurrock - Basildon - Southend

Our South Essex corridor is a major location for economic growth and comprises growing urban areas across Thurrock, Southend and South Essex, including Basildon, connecting to neighbouring London and Kent.

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3. Process

3.1 Overview

This section provides a high-level summary of the process undertaken to develop the Strategic Investment Programme.

This SIP builds upon an interim plan published in September 2020 by incorporating additional place-based and region-wide projects and programmes, in addition to road and rail projects on strategic corridors. All the proposals in the programme have been identified and prioritised with reference to the four strategic priorities that underpin the Strategy. The successful management, monitoring and delivery of the programme will be supported by contributions from the constituent members of Transport East and proposals included within the current Spending Review ask of government.

3.2 Alignment with policy and existing delivery mechanisms

Our proposal for the SIP and the longer-term Strategy have both been developed in line with existing national transport policy. In particular, the Government's target to deliver Net Zero by 2050, the ambition to 'Level Up' left-behind areas of the country, the Walking & Cycling Investment Strategy and 'Bus Back Better'. It has also been developed to align with Government programmes to deliver major road and rail investment in England, notably the Roads Investment Strategy (the five-year programme for improving the Strategic Road Network delivered by National Highways) and Network Rail's Rail Network Enhancement Programme (RNEP).

3.3 Engagement

Our current proposals for the SIP approach have been developed following extensive pre-consultation engagement with hundreds of partners across the region and refinement through the Transport East Forum and Senior Officers Group. Partners have been engaged at every stage of the process from the identification of strategic priorities to the development and prioritisation of individual schemes and projects, and formal views are now sought through this consultation. This consultation is critical in ensuring that the programme approach is widely supported and endorsed within the region, including by all the local authorities.

3.4 Project identification

Following the definition of the vision and strategic priorities for the draft Transport Strategy, a long list of potential projects, programmes and actions was collated, informed by research and engagement with partners. These were strategic scale projects, or packages of smaller interventions that collectively became strategic in scale. This process did not replicate or include more local projects that would be considered and funded as part of the Local Transport Authorities' Local Transport Plans.

Individual projects on the long list are naturally at different stages of development and the assessment was therefore based on varying levels of information. Each individual project was categorised based on its stage of development, using a similar approach to that adopted by National Highways and the DfT to develop the Roads Investment Strategy.

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The categories used in this case are as follows:

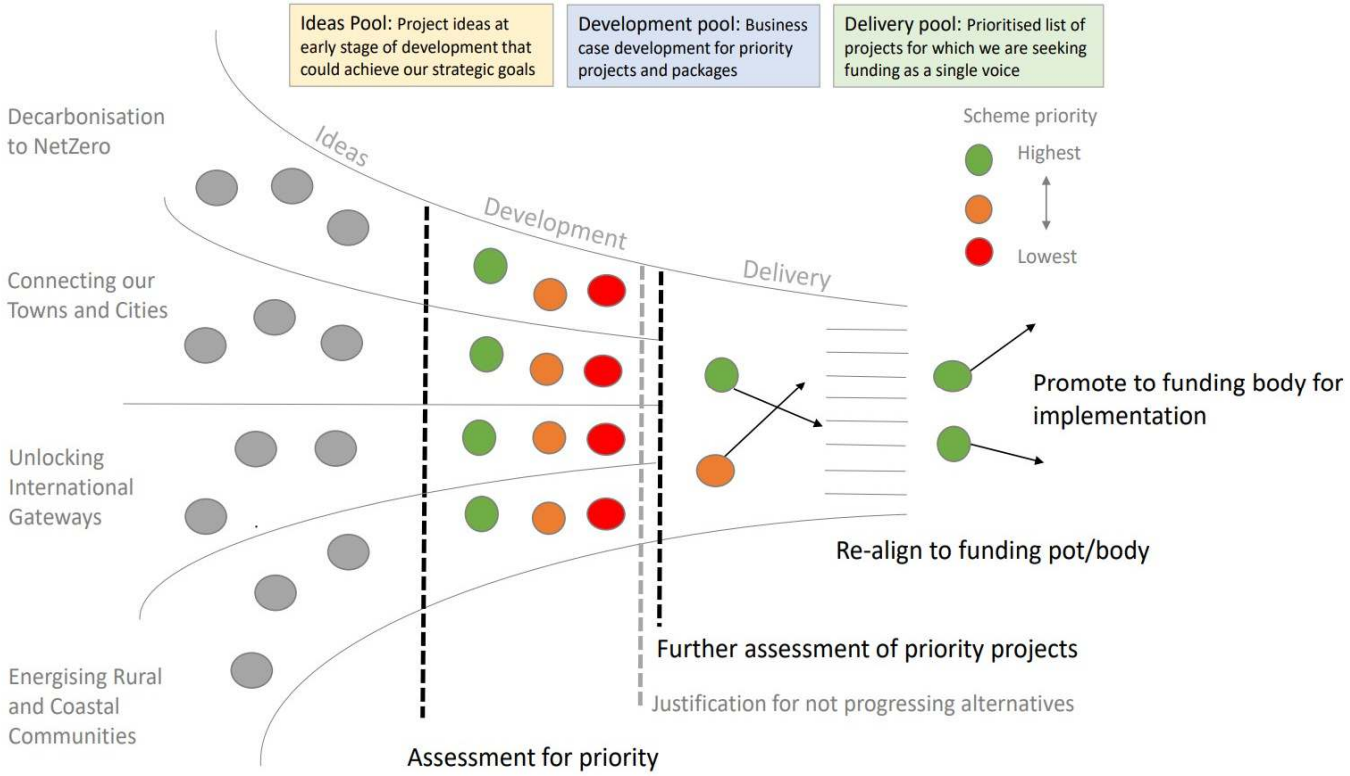
- 'Ideas pool' – projects that could deliver identified strategic priorities but are not yet sufficiently advanced. These will include concepts, early feasibility studies and pre-Strategic Outline Business Cases. Although these will have considered options and alternatives, they will not have been subject to any in-depth assessment.

- 'Development pool' – projects that are in development and have already been subject to a feasibility study or are currently developing or have completed a Strategic Outline Business Case that compares a short-list of alternative options for delivering the project.

- 'Delivery pool' – projects where the development of a business case has achieved programme entry for delivery funding; acknowledging that planning consent may still be required. For these projects a preferred option has already been identified.

These categories collectively comprise the proposed Transport East Pipeline (summarised in figure 3.1), which will be adopted as our programme management approach to help promoters progress projects from ideas to delivery, and ensure they maximise their contribution to the Transport East strategic priorities.

Figure 3.1: pipeline progression

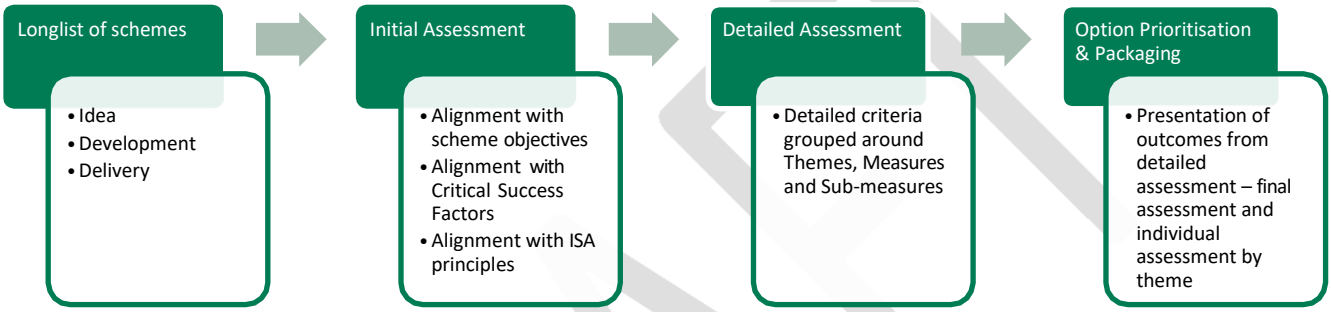


3.5 Option assessment

The long list of projects was assessed using a bespoke multi-criteria assessment framework, which was designed in line with Government guidance and our draft strategic priorities. The assessment framework enables the performance of each project to be assessed against the four strategic priorities and a wide range of additional criteria.

This was undertaken in several stages using a holistic approach to ensure that a range of high-value projects are brought forward for delivery. The process is summarised in Figure 3.2., recognising that new ideas from Transport East and its partners will continue to be added to the long list, which will then be assessed as part of the annual SIP management and review.

Figure 3.2: Summary of the Assessment Framework process



3.5.1 Initial Assessment

The initial assessment considered the extent to which projects;

- Could deliver Transport East Strategic Priorities.
- Performed against Department for Transport, (DfT), Critical Success Factors (cost, fit with Government objectives, supplier capacity/capability, and technical feasibility); and,
- Performed against a sustainability assessment, i.e. ISA principles.

A full list of the assessment criteria can be found in **Appendix A**

The sustainability assessment is an approach based on Integrated Sustainability Appraisal (ISA) principles. It considers the downstream requirements for Strategic Environmental Assessment (SEA), Habitats Regulations Assessment (HAS), and the assessment of impacts on health, equality and community safety. This process led to the identification of modifications to the long list that were needed to improve alignment with the Strategy and Government requirements.

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3.5.2 Detailed assessment

The Detailed Assessment then assessed projects based on their expected impact (both beneficial and adverse) on the Strategic Priorities, Critical Success Factors and sustainability criteria; breaking each area of assessment down into more detailed components. Project assessment was undertaken in line with the DfT's Transport Analysis Guidance (TAG) and Early Assessment and Sifting Tool (EAST) Guidance.

The overall purpose of the Assessment Framework was to assess projects in a consistent and transparent way, using a methodology in line with Government guidance and recognisable to key agencies such as the DfT, National Highways, and Network Rail. The process provides clarity to Government regarding the region's priorities and assurance that those priorities have been identified in a robust manner. This method created a dashboard through which projects could be compared based on the information available. A summary of the assessment results can be found in **Appendix B**.

3.5.3 Integrated Sustainability Appraisal

Transport East is committed to improving environmental, social, and economic wellbeing of the region as indicated in the wider outcomes. As part of this commitment Transport East is undertaking an Integrated Sustainability Appraisal (ISA) to inform the development of the Transport Strategy.

An ISA is a process for assessing the social, economic, and environmental impacts of a plan in a systematic and transparent way with the aim that sustainable development principles underpin the strategy.

The ISA is based around the strategic environmental assessment (SEA) process and has five key stages (Figure 3.3), including an initial scoping stage providing context and focus for the assessment, and iterative assessment of the developing plan, followed by consultation on the assessment and draft strategy documents. Consultation responses will be taken into account in the finalisation of the strategy and SIP.

Figure 3.3: Key stages in the ISA process

The monitoring plan[2] employs a number of targets and indicators to help identify any significant effects that could arise through the implementation of the strategy, the responsibility for monitoring and reporting against these targets would sit with different organisations and scheme developers. This will inform the development of the SIP monitoring and evaluation plan.

3.6 Current pipeline programme

The identification and assessment processes identified priority projects that should be progressed as part of this SIP as a first step towards delivering Transport East's vision and strategic priorities. When identifying pipeline projects, it is recognised that some projects will score well across all criteria and others will score strongly in one area, and that only mature projects can be considered for delivery. It is envisaged that the future management of the pipeline will ensure that the combination of measures in the

[2] Ingrated Sustainability Appraisal https://www.transporteast.org.uk/public-consultation

Programme will collectively deliver all of our strategic outcomes. Projects in the ideas pool with significant potential to support our objectives will be prioritised for accelerated business case development.

The current pipeline list of projects can be found in **Appendix C** and a map showing the location of projects in **Appendix D.** These projects have been grouped in the following categories:

- **Committed projects** – these are projects that have already been identified to be in the delivery stage. They are well developed and already have some delivery funding certainty and commitment from national government within funding programmes.

- **Projects to be delivered in neighbouring authorities** – the transport network extends beyond the Transport East region, this section identifies those projects that are important to and affect transport in the East but will be delivered by others.

- **Regional strategic packages** – This category contains a mix of projects to be progressed by Transport East, the Local Transport Authorities / Local Government or other delivery bodies. These packages highlight priority areas of work, where Transport East can;

    - support the case for investment, for example for the 5G roll out;

    - make the case for long-term funding certainty to enable ambitious programmes for active travel and urban sustainable programmes; and,

    - add to the technical programme to develop an evidence base to support future Local Government decisions, for example the road user demand management measures.

It is important to have a section in the SIP that can identify how ideas need to be supported and developed.

- **Strategic corridors** – This category identifies projects that sit along the six core strategic corridors, that will either individually or in combination deliver the strategic priorities. These are a mix of road, rail and sustainable transport measures that are either at the idea or development stage. Progression of these projects will be dependent upon the development of a satisfactory business case that will recognise the government's changing emphasis for projects to demonstrate significant contributions to decarbonisation and sustainable transport.

The SIP process is focused on strategic-scale projects and has not considered more localised projects and initiatives typically included within the Local Transport Authority's Local Transport Plans (LTPs). It should be noted however that most LTPs will also refer to strategic-scale projects of importance to that Local Transport Authority.

In categorising these projects within the SIP consideration needs to be given to the Transport East technical work programme, the Local Transport Authority's Local Transport Plans and measures being delivered by Local Authorities that have an impact on transport, reflecting the partnership approach to transport in the region. We aim to ensure alignment with the activity of partners and not duplicate it.

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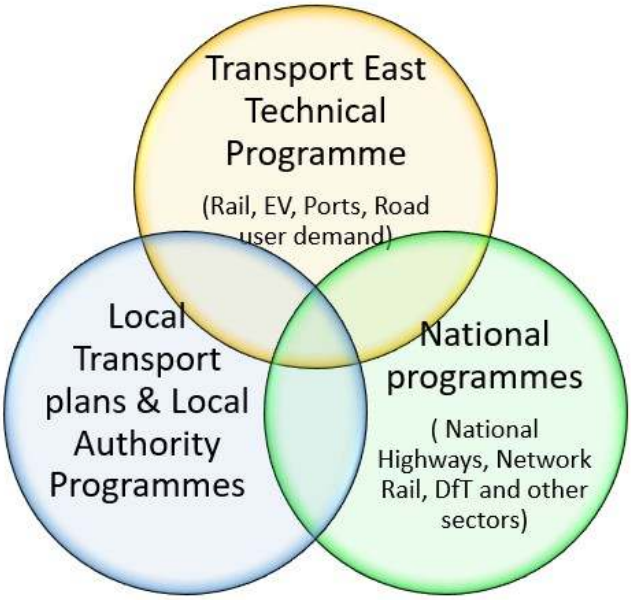

The Transport East technical programme focusses on outputs that will build evidence and expertise in areas of work to support the capacity and capability of its partners to evidence, identify and progress proposals. The scope and detail of this work will be informed by the gaps highlighted by the assessment process, subject to agreement by the Transport East Forum through the annual Transport East Business Planning process, and have not been identified as standalone projects in developing the SIP.

3.7 Funding

Transport funding and the relative priority of projects is complex and often linked to external decisions on delivering infrastructure. One of the crucial elements to delivering the strategy is the availability of greater levels of funding to local authorities and other bodies responsible for infrastructure in the East.

The Local Authorities in the region are fully committed to the SIP and already make a substantial contribution from existing budgets. However, significant support will be required from Government to deliver and continue to develop the SIP.

Many of the major road and rail projects will need funding to be provided by government through National Highways (via the Roads Investment Strategy) and Network Rail / Great British Railways (via Control Period settlements). Many initiatives led by local authorities will also need to be funded through a range of existing and future funding streams, in addition to the current annual capital allocations to local government, for example the Levelling Up Fund, the National Home Building Fund, and the Shared Prosperity Fund. The delivery of many transport projects requires local authorities to bid into a national competition for time-limited funding,

Figure 3.4 summarises current and future Government national funding streams that are likely to play a role in delivering the SIP. Each funding stream has different application criteria. Therefore, multiple funding applications to different sources will be required to support the delivery of the full Programme. Multi-year settlements for the region, like those currently in place for National Highways and Network Rail, could create the potential for significant funding efficiencies, especially if these funds are linked to the delivery of outcomes rather than being specific to modes of transport. In addition, the provision of multi-year revenue funding would enable the development of ambitious programmes in advance of funding

opportunities and provide greater certainty for local authorities to enable them to fully commit to long-term transport planning.

Figure 3.4: current and future national transport funding streams

Current national funding sources	Future funding sources
£4.8bn Levelling Up Fund	£10bn National Home Building Fund
£3.6bn Town Deals	£1.3bn+ p.a. Shared Prosperity Fund
National Road Fund (local roads) – no longer ringfenced	£3bn for buses (arising from the 'Bus Back Better' strategy)
£500m Reopening your Railway (project development)	£2bn for walking, cycling
Housing Deals (any local authority)	£870m Roads Investment Strategy 2 Designated Funds
£200m Community Renewal Fund (precursor to Shared Prosperity Fund)	
£150m Community Renewal Fund	
£120m Zero Emission Bus Regional Area (ZEBRA) Scheme	

In addition to government funding, Transport East will work with partners to identify appropriate funding streams and private sector investment to support the funding for our projects. Figure 3.5 shows the range of current alternative funding streams available to local authorities, these funding sources are supplementary to central government funding.

Further work is needed to develop and refine cost estimates for many of the projects and programmes. Many projects in the 'ideas pool' have not been subject to detailed feasibility studies. An indicative cost range estimate for the region's programme of projects in the 'development' and 'delivery' pools is between £4.6bn and £6.3bn. Due to the evolving nature of project development and delivery costs managed by the project promoter, details of individual project costs are not included in the SIP tables.

Transport East will support our partners to accelerate business case development to get our projects funded and delivered more quickly.

Figure 3.5: Potential third-party funding routes for the SIP

<table>
<tr><th>Developer Contributions</th><th>Borrowing</th><th>Financing</th></tr>
<tr><td rowspan="2">Section 106/278
Community Infrastructure Levy
(Government propose to change these mechanisms soon)</td><td>Public Work Loan Body
Municipal Bonds Agency
UK Infrastructure Bank</td><td>Tax Increment Financing
Direct Private Financing</td></tr>
<tr><td>User Charges</td><td>Other levies</td></tr>
<tr><td>Partnership approaches to land value capture agreement
Public land acquisition (potential with support from Homes England) with later capture land value uplift from development</td><td>Workplace Parking Levy
Road Tolling
Road User Charging</td><td>Business Rates Supplement
Council Tax Levy</td></tr>
</table>

3.8 Governance

The Transport East Forum will provide regional oversight of the Strategic Investment Programme. The Forum will endorse Transport East advice on investment priorities coming through the pipeline to the Secretary of State for Transport. It will oversee the regional work programme to help accelerate projects and initiatives through the pipeline process, including business case development.

The Transport East Senior Officers Group will provide operational oversight of the SIP, and manage resource to ensure its efficient operation. Existing mechanisms will be utilised and enhanced to ensure wider partners are able to input and submit proposals into the annual review of the SIP.

The SIP approach provides support for project promoters to identify and develop new ideas, ensure they are aligned with the regional strategy through the strategic assessment framework, and support with business case development. Individual project business cases will continue to be the responsibility of the project promoter.

4. Performance

To deliver the outcomes identified by the Strategy, it is important to measure and evaluate performance of the SIP to inform the evolution of the programme and future SIP's and support better delivery.

4.1 Monitoring and evaluation

It is important that we can measure the success of interventions against the aims of the Strategy. Transport East will develop and implement an SIP Monitoring and Evaluation plan.

Fifteen transport goals have been identified in the draft strategy linked to the four strategic priorities. These are set out in Figure 4.1, and will form the basis of our outcome monitoring.

Figure 4.1: Strategic Priorities and Transport Goals

Strategic Priority		Transport Goal
Decarbonisation to net-zero		1. Zero Carbon Growth by locating and designing new development that reduces the need for people to make carbon intensive trips in the future
		2. Reduce Demand for carbon intensive transport trips through local living. Making it easier for people to access services locally or by digital means
		3. Shift modes by supporting people to switch from private car to active and passenger transport. To shift freight transport to rail
		4. Switch fuels with all private, passenger transport, fleet and freight vehicles switching to net zero carbon fuels at the earliest opportunity
Connecting our Growing Towns and Cities		5. Improve connectivity and accessibility within our towns and cities for walking, cycling and passenger transport to support sustainable access to services, education, training, employment and leisure
		6. Deliver faster and more reliable transport connections between our growing towns, cities and economic corridors, and to the rest of the UK, to support business growth, skills development and employment
		7. Fully integrate transport networks, services and operations across the East of England, through customer focussed approach enabling seamless and safe end-to-end journeys by sustainable modes
Energising our Coastal and Rural Communities		8. Increase accessibility to education, training, services and employment for rural communities
		9. Improve connectivity along our 500 miles of coastline
Unlocking international Gateways	**Ports**	10. Improve capacity, journey time and reliability for freight and passenger surface access to ports
		11. Support our ports and the freight sector to increase their use of alternative fuels
		12. Modal shift of freight from road to rail or short sea shipping, and increase sustainable mode share of employees and passengers using port facilities
	Airports	13. Improved passenger and employee connectivity to airports through better connected and more sustainable surface access options
		14. Support the government and aviation industry through the Jet Zero approach and other mechanisms to deliver net zero emissions from aviation by 2050
		15. Shift modes by supporting people and employees to switch from private car to passenger and active transport to access international airports.

Progress against these goals will be monitored and reported on at regular intervals throughout the life of the strategy. Where appropriate Key Performance Indicators, (KPIs) and targets, will be established that will enable impartial, measurable reflections on intervention performance. Indicative KPIs are set out in **Appendix E**.

4.2 Technical work programme

To support the SIP, we will develop and deliver our technical work programme to improve capacity, capability, intelligence, and expertise to dive forward our strategy, projects and programmes.

We will work with partners, both regionally and nationally to identify areas of work that will support the delivery of the Strategy through the evolution of projects within the pipeline and funding for delivery.

4.3 Better delivery

The role of Transport East is to bring together local authorities within the region to speak with a single voice on strategic transport issues, co-ordinate investment, and support better delivery.

To support the introduction of the SIP, the Transport East partnership has identified the following strategic delivery challenges that will need to be tackled through its wider work programme:

- The need for greater capacity and capability in the East of England for strategic transport planning, commensurate to that which is employed in other regions of similar size.
- The need for greater local accountability/influence for local and democratically elected strategic decision makers
- Better strategic integration and removal of silo-thinking in planning transport solutions
- To understand, and then achieve, the shift required to get to Net Zero, including influencing public opinion and attitudes on decarbonisation
- Better funding mechanisms, to ensure more funding certainty and reduce complexity for our local authorities and partners, to improve strategic project development
- Better strategic coordination with other sectors to deliver transport benefits
- Ensuring understanding and co-ordinating the range of challenges and ambitions across our diverse partners and geography
- Communicating our priorities clearly to government, in a challenging funding environment
- Closer partnership with national delivery agencies and alignment with the strategic transport plans of neighbouring regions
- Supporting DfT's work with other government departments to co-ordinate our transport strategy with wider government delivery in the East

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4.3.1 Multi-year funding certainty

Transport East has requested a multi-year funding settlement for the East through the 2021 Spending Review. Multi-year funding provides a more stable income stream that can be used to launch a long-term programme of works, allowing for the longer-term planning and development of projects and schemes, which supports the more efficient delivery of investment projects and in turn greater value for money.

4.3.2 Innovation

Transport East is committed to supporting research and development across the transport sector as part of delivering this Strategy. We will work with both public and private sector-led initiatives and collaborate with local authorities and other Sub-national Transport Bodies to pilot new initiatives and make sure that the region is at the cutting edge of technological innovation for transport.

We will also act as an advocate for research and development projects, working in partnership with government, academia and the private sector to increase funding for trials to test new technologies.

4.3.3 Data and intelligence

Transport East will aim to develop data and modelling capabilities to enable an evidence-led approach to business case, programme and strategy development, ensuring the region has the capability and capacity to proactively capitalise on opportunities as they arise.

4.3.4 Delivery for everyone

People do not experience the transport network and services equally, and we are committed through our strategy and SIP to implementing changes across the region to make accessing and using our networks more equitable. Transport is not an end, but a means to access employment, education, services and experiences.

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5. Next Steps

5.1 Public Consultation

The following draft documents will be subject to a public consultation from late 2021:

- Draft Transport Strategy
- Approach to the Strategic Investment Programme (this document)
- Integrated Sustainability Appraisal (ISA)

The Transport Strategy will then be finalised to reflect feedback received, and the SIP approach confirmed and established alongside the strategy.

5.2 Updating the SIP

The SIP has been designed as a 'live' mechanism that will be regularly reviewed and updated, with the status of investment priorities in the programme published and regularly updated on the Transport East website.

We have established a framework for engagement with our partners, including Local Authorities, to support them with submitting new proposals into the pipeline, and accelerating existing projects.

All new proposals generated by our partners will be added to the 'ideas pool' and assessed during the annual review of the SIP. We will then work with our partners to process these ideas through the assessment framework to generate an updated priority project list to better deliver our regional vision and strategic priorities.

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Appendix A – Summary of Assessment Criteria

Theme	Measure	Detail	Sub-Measure
Decarbonisation	De-carbonisation	To what extent does the option help to de-carbonise existing trips? For example through electrification	Embodied Carbon
			Operational Carbon
	Modal shift to active travel	To what extent does the option potentially increase modal shift to active travel?	
	Modal shift to PT	To what extent does the option increase modal shift from private car to passenger transport?	
	Aggregation of services / Reducing the impacts of travel	To what extent does the option reduce the need to travel? E.G. through better 'at home' provisions or co-location of services	
	Air Quality	To what extent does the option benefit air quality in the vicinity?	
	Net Environmental Gain	Are there any opportunities for net environmental gain?	
Connecting Growing Towns and Cities	Connecting our growing towns and cities	To what extent does the option connect growing towns and cities faster and more frequently?	
	Supporting homes & jobs (urban)	To what extent could the option support homes and jobs?	Directly supports
			Indirectly supports
	Pinch points	To what extent does the option impact any existing pinch points on the network where congestion or connectivity is poor	
	Viable alternative to the private car	To what extent does the option offer the potential for mode shift away from the private car by providing a comparable service?	
	Connecting people to essential social services	Could the option better connect people living in urban areas to essential social services?	Education/Skills
			Health
Accessibility and Connectivity for Rural and Coastal Communities	Energised rural and coastal communities	To what extent does the option connect people, businesses and freight in coastal or rural areas?	
	Supporting homes & jobs (rural and coastal)	To what extent could the option support homes and jobs?	Directly supports
			Indirectly supports
	Connects people in coastal / rural areas to jobs (in any area)	To what extent does the option improve people living in rural or coastal areas access to jobs (in any area)	
	Connects tourism hotspots and transport hubs	To what extent does the option connect rural and coastal tourism spots to regional transport hubs (including via active travel); encouraging tourism in the region?	
Unlocking International Gateways	Connecting people to essential social services	Could the option better connect people living in rural and coastal areas to essential social services (in any area)?	Education/Skills
			Health
	Global Gateways	To what extent does the option improve connectivity (for both passengers and freight) to global gateways?	From within the region
			From outside the region
			From towns and cities within region
	Reliability (corridor)	What are the scale of benefits expected from improvements to reliability to and from international gateways (for both passengers and freight)?	
	Increases freight capacity	To what extent does the option improve freight capacity at (and on links to and from) key gateways? EG by removing pinch points	

Theme	Measure	Detail	Sub-Measure
Wider Benefits	Health	Is the scheme likely to impact health and particularly health equality outcomes?	Through increased exercise
			Through improved air quality
			Mentally, through improved wellbeing
	Affordability	Is the scheme likely to be affordable to all (Equality)? Will different ticketing options and discounts be available? Is there a cost to using the option?	
	Safety	How likely is the option to reduce collision/ incident rates on the network?	
	Urban Realm	To what extent does the option improve placemaking or the urban realm?	
	Personal Security	How likely is the option to improve personal security and equality through either the reduction of opportunities for crime or through improvements to perceptions of security (where this perception would otherwise prevent potential users from travelling)? Consider both Staff and Travellers (including groups which may be disproportionately impacted including women, ethnic minority communities and LGBTQ+ people)	
	Trip Purposes	Does the option serve a range of trip purposes for a range of people (equality assessment)? For example local education or care trips, commuting trips and shopping trips?	
	Journey Quality	Cleanliness/ information/ crowding/ rest-rooms	
	Accessibility	Is the scheme accessible to a range of people (equalities assessment) including people with (mental or physical) disabilities and/ or those travelling encumbered with small children/ bags?	
Critical Success Factors	Political Support	What level of stakeholder support is the scheme likely to see?	Political
			Public
	Buildability	Are there any constraints which preclude construction?	
	Planning/ CPO	Does the scheme require statutory planning permissions or processes? How likely are these to be granted?	
	Engineering/ technology	Are there any major engineering or technological constraints?	
	Supplier Capability/ Capacity	What is the risk that suppliers will be unable to meet the needs of the scheme (e.g. production capability/resources/skilled labour)	
	Opportunities to support the Local Supply Chain	To what extent is the scheme likely to be constructed and operated by local suppliers?	
	Strategic Fit with Govt. priorities	How well does the option fit with wider national strategic priorities?	
	Construction Costs	How much does the option cost? State level of confidence in notes section	
	Operational Costs	Is the scheme likely to generate revenue, or will it require funds to operate? State level of confidence in notes section	
	Funding Availibility	Is funding likely to be forthcoming?	

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Theme	Measure	Detail	Sub-Measure
Strategic Fit	Modal shift to active travel	To what extent does the option potentially increase modal shift to active travel?	
	Modal shift to PT	To what extent does the option increase modal shift from private car to passenger transport?	
	Levelling Up Agenda	To what extent does the option benefit areas identified within the levelling up agenda in line with the levelling up index criteria?	Productivity, Unemployment and Skills
			Journey times to employment centres (noting that car journeys are weighted more heavily than PT or cycling journeys)
			Better utilisation of existing empty employment sites and homes
	Aggregation of services / Reducing the impacts of travel	To what extent does the option reduce the need to travel? E.G. through better 'at home' provisions or co-location of services	
	Reliability	What are the scale of benefits expected from improvements to reliability?	
	Journey Times	What are the scale of benefits expected from improvements to journey times?	
	Trip Purposes	Does the option serve a range of trip purposes? For example local education or care trips, commuting trips and shopping trips? Are people transported radially into city centres or circular in more local trip patterns?	

These cells are used to create greyed out N/A boxes based on option type			Example Scoring Criteria						
			Major Beneficial / Very Low Risk	Moderate Beneficial / Low Risk	Minor Beneficial / Low - Medium Risk	Neutral or N/A	Minor adverse / Medium to High Risk	Moderate Adverse / High Risk	Major adverse / Showstopper
Idea	Development	Delivery	Score 3	Score 2	Score 1	Score 0 if neutral or N/A if not applicable	Score -1	Score -2	Score -3

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Appendix B – Summary of Assessment Results

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
Reopen rail lines in rural/coastal areas (see Long list for potential lines)	Idea							
Widespread roll-out of EV charging infrastructure to increase EV take up (including HGVs)	Idea							
Implement SMART ticketing across the region	Idea							
Braintree rail branch line improvements	Idea							
A47 Tilney to East Winch dualling	Development							
East - west rail package	Development							
South Essex bus metro	Development							
A14 Package	Development							
A120 Braintree to Marks Tey dualling	Delivery							
A12 Strategic Package North	Development							
Army & Navy Sustainable Transport Package	Development							
Urban Active Travel Package	Idea							
Inter-urban Active Travel Package	Idea							
Rural Active Travel Package	Idea							

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
Ports Access Package	Idea							
Coastal Access Package	Idea							
Norwich Western Link Road	Development							
Develop an ambitious programme of traffic demand management measures across the region	Idea							
A10 West Winch Housing Access Road	Development							
A12 Strategic Package South (M25 - A14)	Development							
Southend Airport Sustainable Access Package	Idea							
Stansted Airport Sustainable Access Package	Idea							
Acle Straight Dualling	Development							
A47/A17 Pullover Junction, King's Lynn	Development							
Clacton Town Centre Action Plan	Development							
GEML strategic rail package	Development							
Rapid transit links from Cambridge to Uttlesford	Idea							
Improved Access to Canvey	Idea							

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
A12 northern section (A1152 to Lowestoft) upgrade	Development							
North Essex Rapid Transit – phase 2	Idea							
A11 Fiveways	Development							
A133 Frating to Clacton enhancements	Idea							
Southend Rapid Transit	Idea							
Widespread roll out of fibre broadband and 5G	Idea							
Essex Thameside rail improvements	Development							
A127 Outer Relief Road Southend and Essex	Idea							
A127 Northern Relief Road Southend and Rochford	Idea							
A1306 improvements and bus priority	Development							
A127 strategic package	Development							
Southend Congestion Relief Package	Development							
A140 / A1120 MRN	Idea							
Upgrade Wickford to Southminster line	Idea							
GEML Rail link to London Gateway	Idea							

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
M11 J8 Long Term Scheme	Idea							
West Anglia rail main line package	Development							
Urban Sustainable Transport Package	Idea							
Rail improvements across Suffolk	Idea							
Infill rail electrification associated with Felixstowe and Thameside	Idea							
Felixstowe Port to the Midlands and the north rail freight improvements	Development							
Haughley Rail Junction - double track (freight capacity)	Development							
Level crossing improvements not covered by the Ely/Felixstowe scheme	Idea							
Trowse Rail Bridge and Trowse lower junction double tracking	Idea							
Felixstowe branch rail line - doubling	Idea							
Harp House Roundabout Improvements	Development							
M25 junction 30 capacity enhancements	Idea							

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
A13/A126 east facing slips	Development							

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Appendix C – Current Investment Programme

This table summarises the projects in the following categories

- CP – Committed projects. These have been identified to be at the delivery stage. They are well developed and already has some delivery funding certainty and commitment from national government
- O – Projects to be delivered in neighbouring authorities. The transport network extends beyond the Transport East region, this section identifies those projects that are important to and affect transport in the East but will be delivered by others.
- A – Regional packages. This category contains a mix of projects to be progressed by Transport East, the Local Transport Authorities / Local Government, or other delivery bodies.
- B, C, D, E, F & G – Strategic Corridors. This category identifies projects that sit along the core strategic corridors, (see Figure 2.1), that will either individually or in combination deliver the strategic priorities.

Project Ref	Projects	Stage	Timescale (years)	Brief Description
CP	**Committed Projects**			
CP1	**Beaulieu Park Station**	**Delivery**	**0 - 5**	New station on the Great Eastern Mainline to serve the growing communities in Northeast Chelmsford and South Braintree.
CP2	**A120 Millennium Way slips**	**Delivery**	**0 - 5**	Improved access by providing slip roads to the A120 in Braintree. Provides congestion relief by improving access and capacity to facilitate traffic movements and BDC Local Plan growth.
CP3	**A127 Fairglen junction short term improvements**	**Delivery**	**0 - 5**	Revised layout for Fairglen Junction on the Essex/Southend boarder. Required in an area of major growth and increased traffic movements.
CP4	**Lower Thames Crossing**	**Delivery**	**0 - 5**	
CP5	**Great Yarmouth Third Crossing**	**Delivery**	**0 - 5**	
CP6	**Gull Wing Crossing - Lowestoft**	**Delivery**	**0 - 5**	Construction of a third river crossing in Lowestoft, with an opening section to enable navigation
CP7	**Long Stratton Bypass**	**Delivery**	**0 - 5**	
CP8	**Stanford-Le-Hope station**	**Delivery**	**0 - 5**	Final approvals, funding and construction
CP9	**A13 widening (including A13/A1014 junction)**	**Delivery**	**0 - 5**	
CP10	**A13/A126 east facing slips - in doc**	**Delivery**	**0 - 5**	

CP11	**North Essex Rapid Transit**	**Delivery**	**0 - 5**	Dedicated transit system to serve growing communities in Colchester and Tendring.

Project Ref	Projects	Stage	Timescale (years)	Brief Description
CP	**Committed Projects**			
CP12	**M11 junction improvements at J7, J8 including new J7a**	**Delivery**	**0 - 5**	7A is a new Junction and J8 is revised layout. Both required to support growth in the Harlow/Stansted area.
CP13	**Harlow and Gilston Sustainable Transport Corridors**	**Delivery**	**0 - 5**	Revised prioritisation of carriageway to promote active travel and improve capacity on the network.

O	**Projects delivered by neighbouring authorities**			
O1	**A47 Wisbech to Peterborough dualling**			
O2	**A414 corridor upgrades connecting with A10 and accessing Hertfordshire**	**Idea**	**5 - 10**	
O3	**A1307 Haverhill to Cambridge - bus link**	**Idea**	**5 - 10**	Sustainable link between Haverhill and Cambridge
O4	**A14/A11 junction works**	**Idea**	**10+**	Provision of an eastern link from the A14 to/from the A11
O5	**Ely area rail capacity improvements**	**Development**	**5 - 10**	Capacity improvements between Ipswich and Ely, with capacity improvements through Ely station for passenger and freight service
O6	**Stratford Station redevelopment**	**Idea**	**5 - 10**	Improved safety and interchange at Stratford station. Includes short term proposals in development and longer-term proposals being put forward by a third party
O7	**Doubling track through Soham**	**Idea**	**5 - 10**	Providing further benefits for the Ely Junction improvements
O8	**Cambridge South Station**	**Development**	**0 - 5**	Provision of a new station at Cambridge

Project Ref	Priority Projects	Stage	Timescale	Brief Description
A	**Regional Strategic Packages**			
A1	**Re-open rail lines in rural / coastal areas**	**Idea**	**5 - 10**	To look at the potential for reinstating lines and improving rural connectivity for rail
A2	**Widespread roll-out of EV charging infrastructure to increase EV take up (incl HGV's)**	**Idea**	**0 - 5**	Charging infrastructure readily available to cater for and increase the demand for all electric vehicles including HGVs. Where possible, the electricity would be renewable and powered by the Transport East region's own energy coast source
A3	**Implement SMART ticketing across the region**	**Idea**	**0 - 5**	Greater integration of fares, ticketing, customer service and service planning for strategic and local passenger transport
A4	**Urban Active Travel Package**	**Development**	**0 - 5**	Building on existing Local Walking and Cycling Implementation Plans, a step-change in the investment in active travel measures to be implemented in urban areas across the region, in line with the recommendations from the Transport East Sustrans Report (e.g. Strategic traffic-free routes; 20-min neighbourhoods; Removed rat-running traffic from residential areas; Safe routes to schools; Clean air zones in urban centres; First-mile, last-mile integration with public transport).
A5	**Inter-urban Active Travel Package**	**Idea**	**0 - 5**	Building on existing Local Walking and Cycling Implementation Plans and the Sustrans National Cycle Network (NCN) Route Strategy, an upgrade of NCN between urban areas and implementation of new links (Strategic traffic-free routes; Integration with public transport hubs)
A6	**Rural Active Travel Package**	**Idea**	**0 - 5**	Building on existing Local Walking and Cycling Implementation Plans, this would comprise NCN upgrades in rural areas; implementation of river, road and rail crossings at key gaps in network; improved links in and between rural villages (Network of low-traffic walking and cycling routes between settlements and key attractors and transport hubs; Year-round accessibility, achieved by regular/seasonal maintenance; Integration with public transport; Biodiversity enhancement, for example natural corridors)
A7	**Develop an ambitious programme of traffic demand management measures across the region**	**Idea**	**0 - 5**	A review of strategic measures to identify those most appropriate to support the reduction of traffic demand as set out in the Government's Transport Decarbonisation Plan, which could include options such as re-allocation of road space; innovation in transport sharing; fiscal measures; parking management; increased relative attractiveness of alternative modes.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
A8	**Ports Access Package**	**Idea**	**0 - 5**	A strategic package of measures to support Freeports and expansion of other ports in the East. Measures to include addressing pinch points on road network and providing sustainable transport links to ports for workers in particular. N.B. Assumed to include King's Lynn port road access upgrade; Tilbury link road; A13/A1014 junction improvements; electrification of London Gateway; GEML rail link to London Gateway; rail freight capacity enhancements to north London lines; and access and North Tendring Access Package.
A9	**Coastal Access Package**	**Idea**	**0 - 5**	A strategic package of measures to address pinch points on key access routes to coast; implement / improve sustainable transport links to key coastal towns; implement / improve active travel links within key coastal towns. Could also include broader ideas such as a ferry link between Harwich and Felixstowe.
A10	**Urban Sustainable Transport Package**	**Idea**	**0 - 5**	A step-change in strategic investment and delivery of sustainable transport in our 75 towns and cities, to deliver goal 4 in the draft Transport Strategy.
A11	**Infill electrification of rail associated with Felixstowe and Thameside**	**Idea**	**5 – 10**	To benefit intermodal freight traffic, some "infills" are outside the Anglia region, where improvements would allow electric rather than diesel operation of freight to and from East Anglia
A12	**Widespread roll out of fibre broadband and 5G**	**Idea**	**0 – 5**	To enable greater level of home working and remote access to services, reducing the need to travel. Including expanding provision into rural areas

Project Ref	Priority Projects	Stage	Timescale	Brief Description
B	**Connecting our Energised Coastal Communities**			
B1	**A47 Tilney to East Winch dualling**	**Idea**	**5 - 10**	Reduce congestion, reduced delay, more reliable journeys, improved connectivity, improved road safety, removes traffic from settlements. Supporting housing and job growth. Improved pedestrian and cycling facilities
B2	**Norwich Western Link**	**Development**	**0 - 5**	Improving connectivity, accessibility and journey times on key routes in Greater Norwich while reducing existing traffic impacts in western Norwich and improving conditions for walking and cycling.
B3	**Acle Straight Dualling**	**Development**	**5 – 10**	The Acle Straight forms part of a strategic corridor between the two key growth areas of Norwich and Great Yarmouth. It is a single carriageway road approximately 11.5km in length which passes through the Broads National Park. The aim of the proposed scheme is to reduce overall journey times, congestion and delay along this section of the A47. It is also expected to also improve the resilience of the local road network, improve journey time reliability to and from Great Yarmouth, and reduce numbers of road accident casualties on the road.
B4	**A47/A17 Pullover Junction, Kings Lynn**	**Idea**	**0 – 5**	The A17/ A47/ Clenchwarton Road roundabout, known as the “Pullover Roundabout” is a large roundabout located to the south-west of King's Lynn. The idea is to provide a grade separated junction with a bridge/flyover and slip roads to ease congestion and improve reliability.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
C	**Connecting the Heart of East Anglia**			
C1	**GEML strategic rail package (Improvements in London, Essex, Suffolk and Norfolk)**	**Development**	**0 - 5**	Improving frequency and journey time of passenger rail services between Norwich and London (outside of region also includes Bow Junction (Stratford) remodelling and facilitate better use of lines and platforms at Liverpool St to give improved services on Anglia services
C2	**A12 strategic package South**			Broken into the following sections; M25 – Chelmsford, Chelmsford bypass, Marks Tey to Colchester, Colchester to A14, the overall aim of the scheme is to improve capacity on the A12 between London and Ipswich, removing / reducing congestion to improve journey times and journey time reliability.
	M25 to the A14, including a bypass of Chelmsford	**Idea**	**5 - 10**	
	J19 - J25 (Chelmsford to Marks Tey)	**Development**	**0 - 5**	
C3	**Army and Navy Sustainable Transport Package**	**Development**	**0 - 5**	Junction improvement, new P&R and expanded P&R, improved walking, cycling and passenger transport facilities
C4	**A12 strategic package North (A14 to A1152)**	**Development**	**0 - 5**	Opens up opportunities for growth around Ipswich and on the corridor. Provides mitigation for the significant energy projects on the Suffolk Coast, including Sizewell C. Comprises a number of schemes from A12 junction with A14 to A1152
C5	**A12 northern section (A1152 to Lowestoft) improvements**	**Idea**	**5 - 10**	A1152 – Lowestoft. To identify solutions to current constraints along this section of the A12. There are currently plans associated with the Sizewell C proposal to provide a two-village bypass from Stratford St Andrew to the A12/A1094 Friday St Junction
C6	**A140/A1120 MRN**	**Development**	**0 - 5**	New bypass local to Earl Stonham, to address congestion and safety issues at this junction. This will support future local planned growth in the district.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
D	**Cross-country connectivity**			
D1	**East-West rail package (enhanced Norwich and Ipswich connectivity and capacity to Cambridge as Eastern section of national East-West Rail project)**	**Development**	**5 – 10**	To deliver benefits of improving the Eastern Section to deliver a direct rail service from Oxford to Ipswich and Norwich. Additional freight route direct to Southwest England Additional platforms needed at Cambridge station to tenable East-West services
D2	**Felixstowe Port to the Midlands and the north rail freight improvements**	**Development**	**5 – 10**	Network Rail Decarbonisation strategy and Felixstowe to Nuneaton rail study, including the electrification of the Felixstowe branch line and a wider package of schemes to boost freight service capacity to be developed/delivered in a phased approach.
D3	**Haughley Rail Junction – double track (freight capacity)**	**Development**	**0 – 5**	Creation of a full two track junction to facilitate increased numbers of freight and passenger services along with improving efficiency of the junction.
D4	**Other Rail level crossing improvements not covered by the Ely / Felixstowe scheme**	**Idea**	**5 - 10**	Replacement of remaining level crossings not covered by Ely / Felixstowe scheme with bridges to enable increased rail paths to increase freight and passenger services along with faster services.
D5	**Trowse Rail Bridge and Trowse lower junction double tracking**	**Idea**	**5 - 10**	Replacement of the existing single track swing bridge with a double track bridge and remodelling of the Trowse lower junction. This will improve capacity and journey times to / from Norwich and unlock housing growth.
D6	**Felixstowe rail branch line - doubling**	**Idea**	**10+**	Improve capacity to accommodate increased freight services and support decarbonisation
D7	**A11 Fiveways**	**Development**	**5 - 10**	Upgrading the A11 fiveways junction, a roundabout where the A11 meets the A1065 and the A1101 near Barton Mills in Suffolk. To address capacity and safety issues.
D8	**A14 package - junctions 37 A14/A412 (Newmarket), 43 and 44 (Bury St Edmunds), A14 to Expressway standard and improved interchange at Copdock (also see A12 corridor)**	**Development**	**5 - 10**	Improvements to junctions 37 A14/A412 (Newmarket), 43 and 44 (Bury St Edmunds) to provide more capacity, upgrade of the A14 to Expressway standard improving journey times and reliability and improved interchange at Copdock to help facilitate freight movements to Felixstowe.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
D9	**Rail improvements across Suffolk**	**Idea**	**5 - 10**	East Suffolk and Newmarket line speed improvements. Re-signalling to reduce headways in the Bury St Edmunds area to accommodate proposed service increases. Electrification of sections including between Haughley Junction and Peterborough. Network Rail is leading on a Suffolk Connectivity Study, due for completion 2022

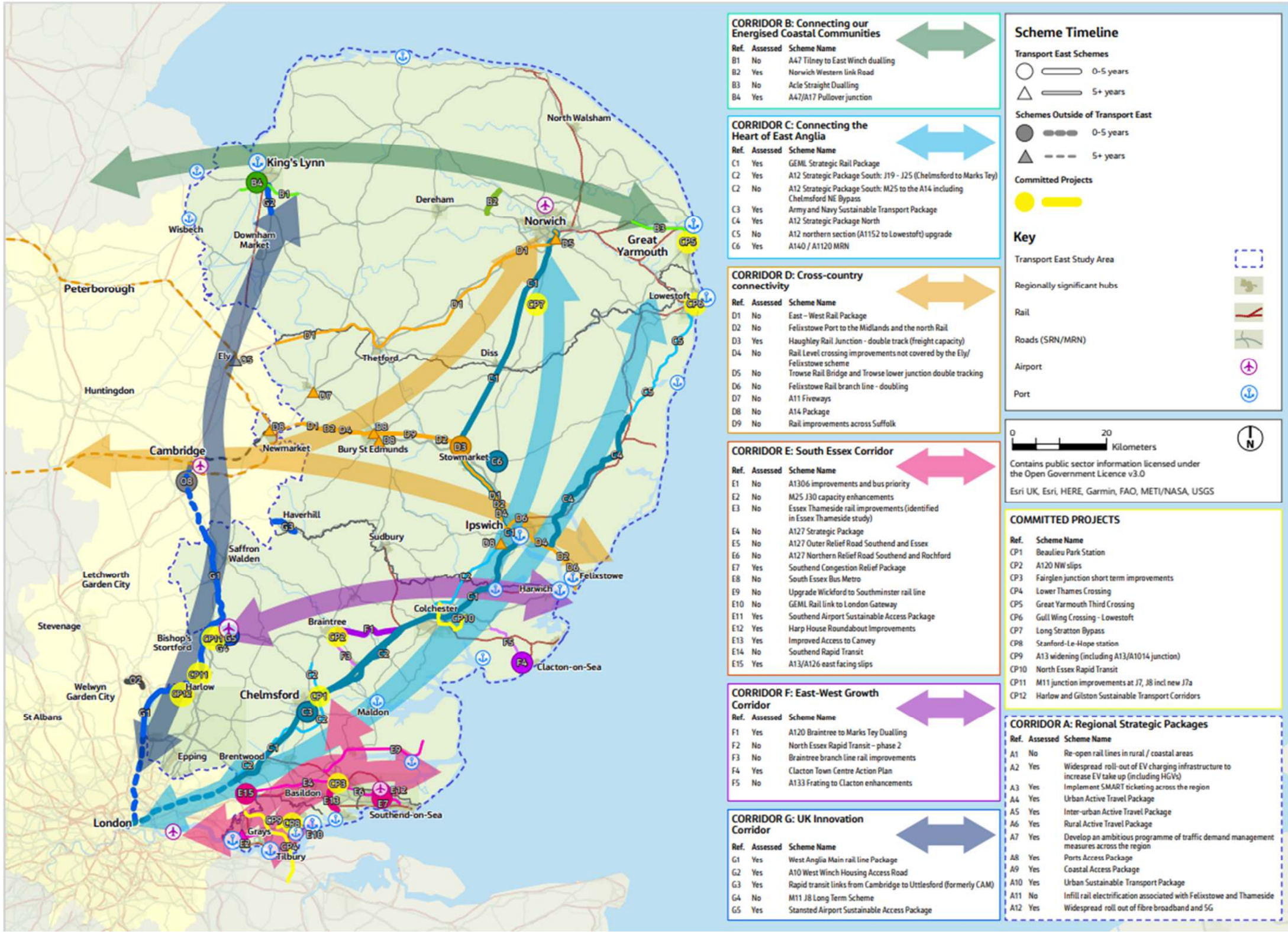
E	South Essex corridor			
E1	**A1306 improvements and bus priority**	**Development**	**0 - 5**	Reducing congestion and rat-running on local roads. Providing bus priority and walking and cycling infrastructure
E2	**M25 junction 30 capacity enhancements**	**Idea**	**5 - 10**	Major capacity enhancements at J30, potentially a grade separated link from the A13 to the M25 north, to address current congestion and enable future growth in Thurrock, South Essex and the Thames Estuary areas.
E3	**Essex Thameside improvements (identified in Essex Thameside study)**	**Idea**	**5 - 10**	A number of passenger and freight improvements were identified in the Essex Thameside Study. These include signalling enhancements, train lengthening, increased standing density on trains through fleet reconfiguration, improvements to stations and electrical power and capacity upgrades for freight services
E4	**A127 strategic package**	**Development**	**5 - 10**	Capacity and safety improvements including sustainable options and potential re-trunking of the A127 and schemes to address local pinch points linked to the delivery of growth along the corridor.
E5	**A127 Outer Relief Road - Southend and Essex**	**Idea**	**5 - 10**	New link from Southend Airport to Rettendon Turnpike.
E6	**A127 Northern Relief Road - Southend and Rochford**	**Idea**	**5 - 10**	New and upgraded A127 between A127 / B1013 Tesco junction towards Shoeburyness.
E7	**Southend Congestion Relief Package**	**Development**	**0 - 5**	Reduce congestion on local roads thereby improving journey times on key routes in Southend and to London Southend Airport
E8	**South Essex bus metro - rapid transit**	**Idea**	**5 - 10**	Rapid transit linking existing settlements and destinations alongside providing flexibility to extend to new areas being planned in the sub-region. Picking up Havering, Thurrock, Brentwood, Basildon, Southend and Chelmsford.
E9	**Upgrade Wickford to Southminster line**	**Idea**	**5 - 10**	Provision of passing loops and/or twin tracking to enable increased frequency of services to two trains per hour between Wickford and Southminster encouraging modal shift.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
E10	**GEML Rail Link to London Gateway**	**Idea**	**10+**	Long term proposal to remove rail freight from London.
E11	**Southend Airport Access Package**	**Idea**	**0 - 5**	Integrated package to support access to Southend Airport – could be linked into local growth proposals. Potential to develop airport as a transport hub.
E12	**Harp House roundabout improvements**	**Development**	**0 - 5**	Pinch point Scheme to improve congestion and access to Southend Airport. Delivery timescale March 2024
E13	**Improved access to Canvey**	**Idea**	**0 - 5**	Improved or new access to Canvey Island including improved sustainable transport links.
E14	**Southend Rapid Transit**	**Idea**	**5 - 10**	Tram network linking to Rochford, Rayleigh, Shoeburyness and Hadleigh.
E15	**A13/A126 east facing slips**	**Development**	**0 – 5**	The scheme aims to achieve a step-change in connectivity, improve the operation of the highway network by reducing congestion, achieve environmental improvement for local communities and to provide capacity for planned growth. The scheme seeks to address the lack of a direct east facing connection from the strategic A13 towards the major Lakeside Basin commercial and retail area in West Thurrock. Access is currently along congested local roads, or by using the west facing access at the A13/A126 interchange and U-turning at M25 Junction 30, increasing congestion at that location.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
F	**East-West Growth Corridor**			
F1	**Dualling the A120 between Braintree and the A12**	**Delivery**	**0 - 5**	The section of the A120 between Braintree and the A12 is stifling economic growth. Unreliable journey times, congestion-related delays and safety issues affect tens of millions of journeys every year. These existing issues will only worsen over time if left unaddressed as the demand for travel on the A120 corridor grows. The scheme is likely to have a positive impact on the RIS Performance Specification key performance indicators set out by Highways England. These include making the network safer, supporting the smooth flow of traffic and encouraging economic growth.
F2	**North Essex Rapid Transit – phase 2**	**Idea**	**5 - 10**	Additional to HIF funded scheme - Expansion of RTS beyond initial urban corridor to QBP & routes (including operations) further across Colchester Urban Area and expanding out to Clacton, Braintree and Stansted.
F3	**Braintree Rail Branch Line improvements**	**Idea**	**5 - 10**	Provision of a passing loop on Braintree branch line to increase service frequency from 1 train per hour to 2 trains per hour encouraging modal shift and reducing rail heading to Witham and potentially Beaulieu Park Station in future.
F4	**Clacton Town Centre Action Plan**	**Development**	**0 - 5**	Scope includes parking, access and travel, streetscape and public realm, digital technology and date
F5	**A133 Frating to Clacton enhancements**	**Idea**	**5 - 10**	Longer term corridor improvement of A133 to dual carriageway standard for multi modal use.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
G	**UK Innovation Corridor**			
G1	**West Anglia main line rail package**	**Development**	**0 - 5**	Stansted Line capacity works, journey time improvements, station and local access improvements, and improvements to customer experience. There is an expectation for the delivery of Crossrail 2.
G2	**A10 West Winch housing access road**	**Development**	**0 - 5**	An effective bypass of West Winch relieving congestion and delay for strategic A10 traffic and providing environmental and community relief to the village
G3	**Rapid Transit - Cambridge to Uttlesford**	**Idea**	**0 - 5**	Linking growth locations in North Uttlesford with employment opportunities in Cambridge
G4	**M11 J8 Long Term Scheme**	**Idea**	**5 - 10**	Junction improvements to provide capacity, resilience and improve journey times and reliability to support airport growth and new homes.
G5	**Stansted Airport Sustainable Access Package**	**Idea**	**0 - 5**	Package of investment to support sustainable access to Stansted. Development of Stanstead as a transport hub.

Appendix D – Map of committed and pipeline projects



Appendix E – Monitoring and Evaluation Key Performance Indicators

Strategic Priority	Transport Goal	Draft Indicators
Decarbonisation to net-zero	General	Reduce carbon emissions from transport Reduce the number of AQMA's where transport is identified as the primary source
	1. Zero Carbon Growth by locating and designing new development that reduces the need for people to make carbon intensive trips in the future	Increase in % development locations close to public transport hubs Increase access for and provision of passenger transport services
	2. Reduce Demand for carbon intensive transport trips through local living. Making it easier for people to access services locally or by digital means	Increase in % population with access to superfast broadband A net reduction in the number of trip kilometres undertaken per person each weekday
	3. Shift modes by supporting people to switch from private car to active and passenger transport. To shift freight transport to rail	Increase in passenger transport patronage Increase in % mode share of sustainable modes of travel Increase in the % of freight containers transported by rail
	4. Switch fuels with all private, passenger transport, fleet and freight vehicles switching to net zero carbon fuels at the earliest opportunity	Increase % electric vehicles registered as a proportion of total vehicles Increase % non-ICE HGV's, buses and taxis as a proportion of the total fleet Increase % of our own transport network and vehicles to be powered by energy from the East of England's own renewable energy sources

Strategic Priority	Transport Goal	Draft Indicators
Connecting our Growing Towns and Cities	5. Improve connectivity and accessibility within our towns and cities for walking, cycling and passenger transport to support sustainable access to services, education, training, employment and leisure	Increase mode share of sustainable modes for trips to and within urban centres particularly for shorter journeys (2 miles for walking and 5 miles for cycling) Increase numbers of people undertaking 20 minutes of active travel a day Increase patronage and mode share for passenger transport modes including rail and bus
	6. Deliver faster and more reliable transport connections between our growing towns, cities and economic corridors, and to the rest of the UK, to support business growth, skills development and employment	Faster journey times for inter-urban journeys within the region and to other parts of the UK Increased reliability of journey times on our strategic transport network Increase rail patronage for trips between our towns and cities Increase bus patronage
	7. Fully integrate transport networks, services and operations across the East of England, through customer focussed approach enabling seamless and safe end-to-end journeys by sustainable modes	Reduce the number of people killed or seriously injured on the transport system Increase the number of cross-modal interchanges and ticketing options, and increase the % of people using integrated ticketing Reduction in people experiencing threats to their personal security on our transport network
Energising our Coastal and Rural Communities	8. Increase accessibility to education, training, services and employment for rural communities	Reduction in percentage of areas classified as a "transport desert"
	9. Improve connectivity along our 500 miles of coastline	Reduction in journey time between our coastal towns and cities, and the region/UK's other major economic centres. [might need better definition]

Strategic Priority		Transport Goal	Draft Indicators
Unlocking international Gateways	**Ports**	10. Improve capacity, journey time and reliability for freight and passenger surface access to ports	Reduced delay due to accidents and incidents by improving response times Faster journey times for passengers and freight accessing our ports on the road and rail network. Increased reliability of journey times for freight and passenger accessing our ports via road and rail.
		11. Support our ports and the freight sector to increase their use of alternative fuels	Increase % of alternative fuels for freight vehicles Increase % of alternative fuelled on-site vehicles
		12. Modal shift of freight from road to rail or short sea shipping, and increase sustainable mode share of employees and passengers using port facilities	Increase % freight transported by rail and short sea shipping Increase % sustainable access to ports by employees and passengers
	Airports	13. Improved passenger and employee connectivity to airports through better connected and more sustainable surface access options	% reduction in average passenger transport journey time from our 75 towns and cities to our 3 international airports
		14. Support the government and aviation industry through the Jet Zero approach and other mechanisms to deliver net zero emissions from aviation by 2050	Increase % air side transport using alternative fuels
		15. Shift modes by supporting people and employees to switch from private car to passenger and active transport to access international airports.	Increase % sustainable access to airports by employees and passengers