

TRANSPORT EAST FORUM

Virtual

14:00 – 15:30

Monday 13th December 2021

AGENDA

1	Welcome and apologies, and Declarations of Interest <i>Cllr Kevin Bentley, Chair of Transport East</i>	14:00
2	Notes of the last meeting held on 8th October 2021 <i>Cllr Kevin Bentley, Chair of Transport East (minutes attached)</i>	14:05
3	Transport East Strategy and Public Consultation Update <i>Esme Yuill, Communications Lead, Transport East (Verbal update)</i>	14:10
4	Scoping our Future Work Programme: Business Plan 2022/23 and Three-Year Plan <i>Andrew Summers, Strategic Director (paper and questions for the Forum)</i>	14:25
5	DfT Update (Decarbonisation / Union Connectivity / General Updates) <i>Dr Elizabeth Smith, Department for Transport (verbal update)</i>	14:55
6	Investment and Delivery Planning <ul style="list-style-type: none"> • CSR follow-up letter from Baroness Vere to Transport East, 7th December 2021 (<i>Andrew Summers, attached</i>) • Route Strategies Update (<i>Ashley Rabot & Matt Taylor, National Highways, verbal update</i>) • Additional DfT funding Update (<i>Suzanne Buck, Transport East, verbal</i>) • MRN endorsement for A12 Project (<i>Luke Barber, Suffolk County Council, verbal</i>) 	15:05
7	Meeting Close & AOB <ul style="list-style-type: none"> • Next Forum Meeting 10th March 2022, London Cruise Terminal, Tilbury • Future forum dates 	15:20

Forum Meeting Schedule 2022

Date / Time	Location
Wednesday 9th March (9:30 – 15:00)	London Cruise Terminal, Tilbury
Tuesday 7th June (10:00 – 11:30)	Virtual Teams Meeting
Thursday 15 th September (9:30 – 15:00)	Great Yarmouth, Norfolk
Wednesday 14th December (10:00 – 11:30)	Virtual Teams Meeting

Transport East Summit 2022

Late June 2022	Bury St Edmunds, Suffolk
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TRANSPORT EAST Forum
Friday 8th October via Teams

In attendance:

Core Members		TESOG Officers		Guests and Observers	
Cllr Kevin Bentley (Chair)	Essex County Council	Andrew Summers	Transport East	Ben Smith	DfT
Cllr Martin Wilby	Norfolk County Council	Esme Yuill	Transport East	Dr Liz Smith	DfT
Cllr Lesley Wagland	Essex County Council	Rebecca Rangi	Transport East	Cllr Peter Hiller	Peterborough City Council
Cllr Mark Coxshall	Thurrock Borough Council	Suzanne Buck	Transport East	Richard Bates	Network Rail
Cllr Graham Plant	Great Yarmouth Council	David Cumming	Norfolk County Council	Gareth Burton	Jacobs
Cllr Richard Smith	Suffolk County Council	Mat Kiely	Thurrock Borough Council	Charles Freeman	Jacobs
Cllr Ron Woodley	Southend County Council	Graeme Mateer	Suffolk County Council		
Cllr Phil Smart	Ipswich Borough Council	James Bradley	Network Rail		
Mark Lucas	UK Innovation Corridor	Alistair Southgate	Essex County Council		
Trevor Scott	Simarco	Matthew Taylor	Highways England		
		Howard Davies	Southeast LEP		
		Karen Gearing	Southend Borough Council		
		David Glason	Great Yarmouth District Council		
		Louise Flavell	Braintree District Council		
		Karen Chapman	Suffolk Growth Partnership		
		Luke Barber	Suffolk County Council		

Apologies:

Trevor Wigget	Norfolk County Council	Nicola Beach	Suffolk County Council
Perry Glading	South East LEP	David Birch	Essex Chambers of Commerce
Mayor Dave Hodgson	Bedford Borough Council	Cllr Graham Butland	Braintree District council
Nova Fairbank	Norfolk Chamber of Commerce	Rob Fairy	Network Rail
Andy Walker	Suffolk Chamber of Commerce	Neil Hoskins	Southend Borough Council
Adam Thorp	EELGA	Laura Waters	Norfolk County Council

<p>Welcome and apologies, and Declaration of interest Cllr Kevin Bentley, Chairman of Transport East Andrew Summers, Strategic Director Transport East</p>	Action
<p>Forum approved previous minutes</p>	

<p>Minutes were approved with change of spelling to Lucy D’Orsi name</p> <p>Transport East Strategy and Public Consultation</p> <p>Draft Strategy Document</p> <p>Andrew Summers summarised the work undertaken to date on the draft transport strategy (draft was shared) Following our ministerial meeting in Autumn 2020 with Baroness Vere it was indicated that all STBs should have a transport strategy in place and a framework for future government investment. These two key pieces of work have been undertaken in the last year alongside an extensive engagement programme with partners, business and the public, from this we have developed a strong evidence base for future investment in the East.</p> <p>The public consultation will begin in late November and run through to January 2022, with full DfT approval sought in spring 2022.</p> <p>The strategy aims to</p> <ul style="list-style-type: none"> • Outline our strategic case for investment in the East • Provide evidence of why we have identified our priorities • Set out how as an STB we aim to delivery those priorities and accelerated investment through a pipeline approach <p>Comments from Members on the draft document:</p> <ul style="list-style-type: none"> • Cllr Phil Smart: Page 33 of agenda, TE decarbonisation pathway sets out the aim of achieving net zero transport based on the Royal Town Planning Institute’s framework and interpreted for the East of England’s unique situation, it builds on the principles of the diagram from the Royal Town Planning Institute. An addition of more sustainable modes and freight would be welcome here to strength the message. • Cllr Kevin Bentley: Page 23 references ports and airports but not Freeport, please can this be added in. • Cllr Mark Coxshall & Cllr Lesley Wagland: Growth and Economic statics to be checked again with the consults for accuracy as the figures appear low. District planning & Economic colleagues to be spoken with • Trevor Scott: Would welcome more references to Freeports and global gateway connectivity. The Lower Thames Crossing is briefly mentioned throughout the document could references be increased. <p>Detailed final comments are required by COP 15th October to allow for the design team to finish the document. Final sign off will be between the Chair and Strategic director, with the document circulated to this group beforehand. A shorter high-level version of the strategy that will also be available, given feedback on the length of the core document.</p>	<p>Transport East / Jacobs to amend draft document.</p> <p>Transport East / Jacobs to produce a note to provide ‘single source of truth’ on housing and jobs growth numbers to use in strategy.</p>
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Public Consultation Plan

Esme Yuill and Gareth Burton provided an overview of the current consultation programme for the Transport Strategy, Investment and Delivery Programme, Integrated Sustainability Assessment (including social, economic and environmental sustainability and equality) and the Habitats Regulations Assessment. The initial scoping consultation has been completed with statutory stakeholders and comments addressed.

Consultation key points are:

- Consultation will cover Draft Strategy, Draft Investment & Delivery Programme and Integrated Sustainability Appraisal
- Late Nov launch for 8 weeks to mid-Jan 2022
- Digital led - virtual exhibition space available 24/7
- Virtual stakeholder pre-briefing and 2x public online webinars
- Video animation for promotion & use in consultation
- Stakeholder toolkit
- Promoted through media / social media / TE channels
- Accessible – plain text board option, printed info on request, easy-read version
- Online response form as the preferred approach but with access to freepost and email if necessary.
- A mix of quantitative and qualitative questions
- Reporting portal will be used to gain early insight from the responses as well as being able to target any areas where engagement has been lower than needed.
- Initial draft report end of January 2022

Comments from Members:

- Mark Lucas: Will consultation include disability groups including visionally impaired? Yes, TE have a wide inclusive stakeholder list and we will be looking at linking into an audio newspaper
- Esme Yuill: Confirmed higher education, university, colleagues, schools and District Authorities and parishes are included within the communications list
- Cllr Kevin Bentley: Large launch of the consultation would be welcome with promotion via local TV news channels
- Alastair Southgate: Will the consultation be similar in approach to the recent Army and Navy consultation that Jacobs undertook for Essex? Yes, the consultation material will be tailored to the region and different audiences. The virtual exhibition will seek to summarise the strategy alongside more detailed and complexity material

Transport East Functional Body

Comprehensive Spending Review

Esme Yuill confirmed TE recent submission for CSR has been completed and we are working with MP's and other stakeholders to promote our main asks and aims.

Additional 202102 DfT Funding proposal

Ben Smith, Director of Regions, DfT, gave a short introduction to the additional funding that is available from DfT this year and encouraged TE to work with its nearest neighbour, England Economic Heartland. Submission to DfT must be by 20th October with expected final decision by mid-November. Funding requirements include either spend or fully committed funding by the end of this financial year. The focus of the submission should be on where the partnership can add value by developing a regional view, speaking with one voice on issues and supporting the local authorities to deliver transport services in our area. The additional funding is for four areas that the DfT have identified.

These include:

- Decarbonisation
- Buses
- EV Infrastructure Strategy
- Local Authority Capability

Suzanne Buck led the discussion on the presented ideas (below) that TE has developed and asked for comments

Action: Final submission to be signed off by the Chair and Strategic Director, taking into account the views of this Forum.

Idea		TE	TE, EEH TFSE	All 7 STBs
Decarbonisation				
1	Decarbonisation analysis toolkit for TE and LTAs			
2	Enhanced Decarbonisation Business Case capability for LTA's			
Buses				
3	Supporting local authority BSIP's through strategic actions			
4	Enhanced understanding of what factors affect people's decisions to change mode of travel			
EV Infrastructure				
5	Accelerating Electric Vehicle infrastructure delivery in the East			
Local Authority Capability				
6	A new people-focused approach to transport modelling			
7	Better understanding of our residents' travel needs and behaviour			
8	Rural Mobility Centre of Excellence			
9	An East of England case for investment in Active Travel - focusing on economic and health benefits			
10	Establishing the East of England's regulatory requirements needed to tackle transport challenges			
11	Strategic rail capability for Local Authorities and Transport East			
12	Development of a national STB Common Analytical Framework			
13	Build support for LTA's to develop business cases			

Comments from Members:

- Cllr Phil Smart: Boosting capability within local authorities and establishing capability around the rail is best done at a regional level and long-term funding is needed. TE aims to deliver long term funding through strong evidence base that this work will deliver. TE has also requested a 3-year funding settlement through CSR.
- Cllr Martin Wilby: Welcomes the opportunity for further funding from DfT and supports the ideas above.
- Cllr Lesley Wagland: Supports the approach for EV, rail and connectivity give us a single coherent voice on messaging to government.
- Cllr Kevin Bentley: Rail is critically important to the region and Essex has the first EV charging forecourt charging facilitate in the UK. Aligning planning and transport to allow for multiple forecourts in the region and ensuring they are connected is vital to connectivity and supporting the growth of EV.

<p>Next Steps</p> <p>TE will review comments and shortlist the ideas in preparation for a further discussion with senior offices next week before final submission is approved by Chair Cllr Bentley and Strategic Director Andrew Summers on Tuesday 19th October.</p>	
<p>Transport East Business Plan Update</p> <p>Business Plan Progress</p> <p>The main aims of TE business plan in the last 6 months were to deliver a draft strategy and IDP to DfT, and to strengthen our relationship with National Highways and Network Rail. TE has an adopted JEAP with National Highways and a draft MoU with Network Rail and a rail subgroup in the process of being set up. The next steps will be the implementation of the technical work programme that was set out and complete the public consultation on the strategy</p> <p>National Highways update</p> <p>Matthew Taylor presented to the forum the key points in addition to the paper that was pre circulated. These points were</p> <ul style="list-style-type: none"> • Highways England has changed their name to National Highways and a new chief exec has been appointed, Nick Harris. This was an internal appointment, and he moves across from operations. The core priorities for NH are environmental sustainability, digital road from design through to operation, improving asset management ensuring maximum benefit is reached from each road closure and maintenance of existing infrastructure • JEAP action Plan between TE and NH highlighting the touch points of where the two organisations can work together. The first one to one meeting took place in September. • Route Strategies evidence gathering is ongoing with two workshops planned for 18th and 22nd of October • Maintenance concrete Program ongoing • Further talks are ongoing regarding Sizewell C, LTC and Thetford <p>Network Rail Update</p> <p>Richard Bates presented to the forum the key points in addition to the paper that was pre circulated. These points were:</p> <ul style="list-style-type: none"> • Dedicated teams focusing on network planning and Industry Strategy • Strategic MoU between NR and TE will take a flexible approach enabling change, closer working, shared focus of strategic priorities and the potential for data sharing. • Rail Strategic subgroup to focus the conversation and bring together all the eastern taskforces to highlight the single voice and the need for investment across the region not just individual lines. • Suffolk Connectivity Study current in scope 	

- Successful funding from DfT on unlocking outline strategic business case for improvements on the Great East Mainline and work around Trowse Bridge.
- Awaiting Next steps of Haughley Junction

James Bradley updated the forum on the current creation of Great British Railways and the key change that will be happening over the next year and how TE can be involved in that development. The transition team is set up and James will be a part of the team support TE in getting the best possible inputs and outputs for the region. GBR will create a whole industry strategic plan in the next 12 months and two main aims of that plan are to be clear on our investment priorities and to look at enhancements for the network, there will be a call for evidence in late November early December for this work, with publication late 2022/2023.

Comments from Members:

- Cllr Phil Smart: The long lead time for rail improvements is a concern if we are to decarbonise the roads in the timeframe needed. The rail industry needs to be slicker in bringing projects to fruition.
- Cllr Lesley Wagland: Welcomed more engagement and longer-term planning with NR and the recent positive feedback from the public on trains in Essex has only highlighted the need for further work and further strengthening of our single voice to government. Engagement from NH on a political level is needed instead of a focus on individual projects, TE could lead the way on this engagement and be part of the solution.
- Mark Lucas: In the MoU core proposals bullet point ‘future traction and decarbonisation’ could the rail industry also take into consideration air quality. Last year the Rail safety and Standards Board conducted a study funded by the DfT that looked at pollution levels inside trains they found that levels of pollution can be higher in trains as supposed to standing by a major road in a major city. They found quite alarming levels of black carbon, nitrogen dioxide, and particulates.

Members endorsed the National Highways JEAP and Network Rail MoU, and the establishment of a Transport East Rail Group to report into this Forum.

Action: for TE and NH to pick up the political engagement

Transport East Meeting

Date: 13 December 2021
Item: Scoping our Future Work Programme (Business Plan 2022/23 and Three Year Plan)
Report by: Andrew Summers, Strategic Director, Transport East
Contact: Andrew.Summers@suffolk.gov.uk

Purpose

This report seeks Members input into the scoping of the **Transport East Business Plan 2022/23** and a **longer term Three-Year plan**.

Recommendations

Transport East Forum Members are asked to note Appendix 1 and respond to the questions raised.

1. Introduction

- 1.1 Transport East is required to produce a **Business Plan for 2022/23** to set our agreed work programme from April 2022. A final Plan will be reviewed by this Forum in March 2022.
- 1.2 We propose the Business Plan be produced in the context of a longer **Three-Year Plan**, given we have requested a three year funding settlement from the DfT via the Comprehensive Spending Review. We will therefore present a high level Three-Year Plan to the Forum in March 2022, in addition to the annual Business Plan.
- 1.3 This paper seeks the Forum's early views to scope the outcomes and outputs we should aim to achieve over the next three years, and what actions should be priorities in 2022/23 for inclusion in the annual Business Plan.

2. Transport East strategic vision and three year plan

- 2.1 The role of the Transport East Business Plan is to:
 - (1) Set a clear plan for the annual operation and development of Transport East as a STB
 - (2) Provide public transparency of Transport East's functions, activities and work programme
 - (3) Provide assurance and accountability to Transport East's local funding partners and DfT, ensuring we are prioritising and delivering the required outputs and outcomes.
- 2.2 The Business Plan this year (2021/22) primarily focused on developing our Transport Strategy. Once that is submitted to Government in the Spring 2022, we will focus on accelerating and delivering our strategic priorities and plans.
- 2.3 Through the recent Spending Review, we have seen the benefit in other regions of developing strategic infrastructure and transport plans for delivery – for example the Integrated Rail Plan for the North and Midlands was the foundation for £96bn investment to transform rail services in those regions. As set out in our draft Transport Strategy, our work programme over the next three years should focus on the Eastern region developing its evidence base and business cases for the next generation of transport priorities and strategic plans to a point at

which they can also be prioritised, funded and delivered (in addition to delivering our existing priorities).

2.4 In July 2021, this Forum identified its ambitions for Transport East over the next three years to inform our CSR submission. TESOG has subsequently scoped out a suggested three-year work programme for consideration by this Forum to deliver that ambition. Appendix 1 sets out our proposals and questions for this Forum to respond to.

3. Funding

3.1 Transport East is funded through both local contributions and DfT grant:

- The **local contributions** are primarily for the core staffing and work of the **Business Unit and all communications and advocacy activities**. In 2021/22, this totalled £242k and covered the employment costs of three core members of staff, in addition to events and communications. The fees are split as:
 - County Transport Authority: £33k each
 - Unitary Transport Authority: £22k each
 - County Group of Districts: £33k each per county group
- The **DfT grant funding** is specifically for our **technical work programme** with outputs agreed with DfT. In 2021/22, this totalled **£520k, and was conditional on the continued local contribution forthcoming**. This has funded our work programme, including the transport strategy, public consultation, integrated sustainability appraisal, decarbonisation study and technical programme management.
- We have also bid to DfT for additional in year funding from the DfT, and are currently awaiting an announcement.

3.2 TESOG is currently reviewing the costs of the work programme for the next three years, and awaiting confirmation from DfT on future levels of grant. In advance of decisions on how to fund our increased level of outputs going forwards, Appendix 1 requests Forum members' early views on how we can maximise value for money for all our members going forwards with regards the local contribution.

4. Recommendations

4.1 Officers will present a 2022/23 Business Plan and Three-Year Plan at the March Forum For endorsement. Comments are requested today on the outline work programme in Appendix 1 to inform the development of these draft Plans.

4.2 Members views are sought today on the questions set out in Appendix 1:

- What outcomes we want to achieve in 3 years time? (*Q1, slide 7*)
- What specific outputs do we need to deliver in the next 3 years? (*Qs 2-5, slides 8-11*)
- What are your priorities for 2022/23? (*Q6, slide 12*)
- How we maximise value for money for our partners? (*Q7, slide 13*)

Appendices

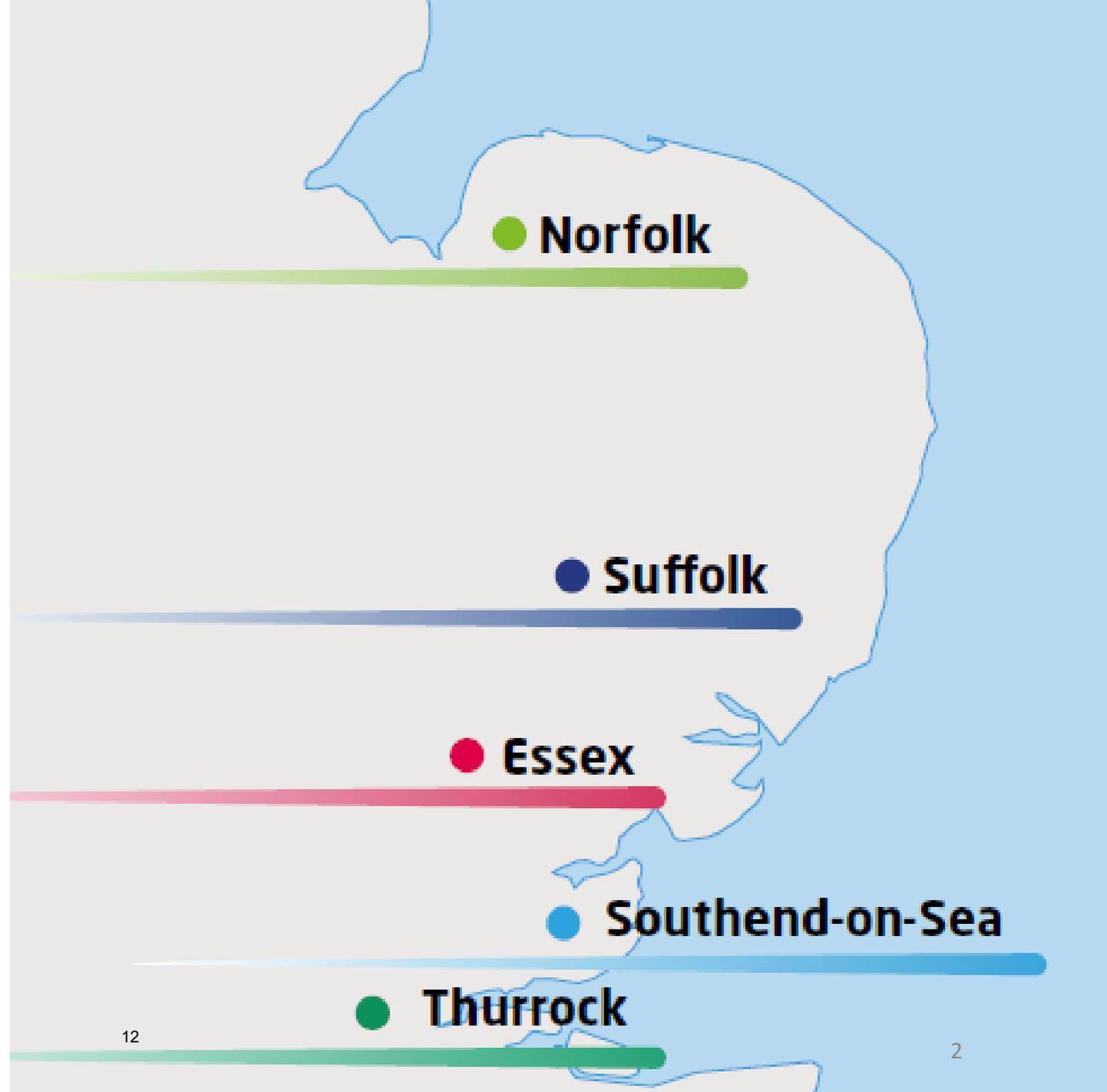
Appendix 1: Scoping our future work programme



Appendix 1:
Scoping our future work programme

Purpose

- This is a scoping paper for our **2022/23 Business Plan**, in the context of a **Three Year Plan**
- It has been developed through a workshop with TESOG members
- The paper requests Forum members' views on:
 - What outcomes we want to achieve in 3 years time?** (Q1, slide 7)
 - What specific outputs do we need to deliver in the next 3 years?** (Qs 2-5, slides 8-11)
 - What are your priorities for 2022/23?** (Q6, slide 12)
 - How we maximise value for money for our partners?** (Q7, slide 13)



Vision and priorities

- On 2nd December, we launched our public consultation on our draft Transport Strategy
- This sets a **vision** and **strategic priorities** for transport in the East

“A thriving economy for the East, with fast, reliable, safe and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come”



Strategic priorities

Decarbonisation to net zero

Connecting our growing towns and cities

Energising coastal and rural communities

Unlocking our international gateways

Context

- In spring 2022, Transport East will submit the **Final Transport Strategy** to the Secretary of State for endorsement
- To help deliver the actions in the strategy, we have bid into the government for:
 - Additional **in-year funding** for 2021/22 (expected to be announced in December 2021)
 - Through the CSR, a **three-year DfT funding settlement** from April 2022 to March 2025
- We need to plan ahead to ensure we have an agreed future work programme to deliver the strategy. **Early input is sought today from the Forum**, to steer officers in developing the following:
 - A high-level **Three-Year Plan** (2022/23 to 2024/25)
 - A more detailed **annual Business Plan** (2022/23)



Role of Transport East

- In July 2021, our CSR workshops with TESOG and this Forum set clear future roles for Transport East:

Lead Strategic Thinking	Strategic Co-Ordinator	Elevate work of partners	Influencer	Intelligence
<p>Strategic direction and thought leadership for the East</p> <p>Lead regionally wide studies and strategies</p> <p>People centric approach:</p> <ul style="list-style-type: none"> Integrated Multi Modal Accessible <p>Lead national and regional STB thinking on specific topics</p>	<p>Coordinate strategic investment pipeline</p> <ul style="list-style-type: none"> 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 <p>Coordinate partners on regional and national priority issues</p>	<p>Enable local partners to deliver at the local level</p> <p>Enable strategic bodies to deliver better strategic projects</p> <p>Accelerate outcomes by unblocking / speeding progress</p> <p>Adding capacity and capability to partners</p>	<p>Champion the East and Transport East Partnership</p> <p>Listening and understanding across local, sub-national and national partners</p> <p>Make the case for investment in the East</p> <p>Influence delivery bodies (Government, NH, NR)</p> <p>Single regional voice at a national level</p> <p>Collaborate to shift behavior across the region</p>	<p>Strategic transport expertise and capacity / capability</p> <p>Monitoring industry trends and innovation</p> <p>Lead a robust regional data, analysis, and monitoring function</p> <p>Sets standard and outcomes</p>

- TESOG has started to scope an ambitious work programme for the next three years...**

Scoping our work programme

- Our focus in 2021/22 has been on developing our Transport Strategy. Once submitted to the Secretary of State in Spring 2022, we will move our focus onto **delivering the goals and actions in the Transport Strategy**
- **Engagement with our partners is vital in scoping our next phase of work.**
- The outputs and outcomes in our future work plans must:
 - ✓ Provide clear **benefit and added value** to our **funding members**, including LTAs, Districts, and support our other partners across the region.
 - ✓ Provide **credible, evidence-base, single voice** and **influential** advice to DfT and national transport agencies
- The following slide (7) proposes **four core outcomes**, which will be the basis of our 3-year plan and business plan. The **further slides (8-11)** provide more **detail on 3-year outputs**, and a **proposed programme for 2022/23 (12)**.
- **Each slide sets a question for the Forum to discuss at the meeting on 13th December**

Three-year plan outcomes: *What will success look like?*

Proposal: In three years time, our Transport East partnership will have:

1. **Become a leading English Sub-national Transport Body (STB)** – A highly effective STB partnership for the East, respected nationally, with increased capability, capacity, co-ordination and influence to drive forward the transport strategy, both within the region and on a national platform, creating the environment for members and partners to deliver better transport.
2. **Planned the next generation of strategic transport priorities to 2050** – through a new regional transport evidence base, new strategic transport plans across the East and with our neighbours, and a compelling case for investment to Treasury for our next generation of priorities set out in our Transport Strategy.
3. **Accelerated delivery of our transport projects in the East** – through an established and effective transport investment pipeline mechanism for the East, providing clear advice to Government and delivery bodies, completing accelerated business cases for our partners' strategic priority projects to directly influence more national transport investment in the East
4. **Put the East's transport priorities firmly 'back on the UK map'** - through a loud, sustained and credible **Single Voice** to government, bringing together our local authorities, LEPs, Chambers of Commerce, Businesses and MPs, with our strategic transport priorities embedded within the investment planning of government and transport delivery bodies.

Question 1: Do you agree with these outcomes? Is there anything missing?

Three-year plan outputs (1): *A leading STB*

1. Become a leading English Sub-national Transport Body (STB) – A highly effective STB partnership for the East, respected nationally, with increased capability, capacity, co-ordination and influence to drive forward the transport strategy, both within the region and on a national platform, creating the environment for members and partners to deliver better transport.

Work Programme areas

Suggested 3-year outputs (for discussion)

A core Transport East team with capacity and capability to deliver and manage a scaled-up work programme, commensurate with other STBs across England.

- Targeted programme to secure the specific skills and capacity required to deliver this plan in the region.
- Build transport expertise and skills in the region across our partners through transport professional career development scheme for the East, with employers and universities

Significantly enhanced partnership mechanisms, ensuring more partners are able to input into Transport East priorities and benefit from the work programme, including more districts, transport operators, businesses, neighbouring bodies and the public

- Improved mechanism to more directly and consistently support strategic transport needs of all Local Transport Authorities, districts and other partners through, ensuring they are involved in work that benefits them.

Question 2: Do you agree with the outputs to become a leading English STB? What is missing?

Three-year plan outputs (2): *Next generation of transport to 2050*

2. Plan the next generation of strategic transport priorities to 2050 – through a new regional transport evidence base, co-ordinated strategic transport planning across the East and with our neighbours, and a Treasury-compliant strategic case for investment for our next generation of priorities set out in our Transport Strategy.

Work Programme areas	Suggested 3-year outputs (for discussion)
Better strategic analytical and technical capability	<ul style="list-style-type: none"> • Full data audit review and development of Transport East analytical capability in partnership with LTAs and Districts • An enhanced Transport Economic Evidence Base for the East to quantify our economic case for investment • Quantified Decarbonisation Pathways for the East to support local authority and strategic priorities
Planning the next generation of transport priorities	<ul style="list-style-type: none"> • Create a 5-10 year plan for Transport East • Future of Freight Plan (including strategic access to Ports/Freeports, strategic HGV parking & short-sea shipping) • Integrated Rail Plan for the East • Rapid Transit Network Plan for the East • Electric Vehicle Charging – Strategic Plan for the East in partnership with OZEV and EEH • Further work, including Active Travel, the future use of roads in the East to 2050, and others...
Rural Mobility Centre of Excellence	<ul style="list-style-type: none"> • Take forward our National lead for STBs on Rural Mobility programme and establishment of a Rural Transport centre of excellence in the East leading innovation, practical action with partners to deliver better transport outcomes

Question 3: Do you agree with the outputs? What is missing?¹⁹

Three-year plan outputs (3): *Accelerate transport projects*

3. Accelerate delivery of our transport projects in the East – through an established and effective transport investment pipeline mechanism for the East, providing clear advice to Government and delivery bodies, completing accelerated business cases for our strategic priority projects to directly influence more national transport investment in the East

Work Programme areas	Suggested 3-year outputs (for discussion)
Investment Pipeline	<ul style="list-style-type: none"> Establish and develop a progressive investment pipeline for the East as proposed in our IDP, working closely with DfT, National Highways and Network Rail to co-ordinate investment maximising opportunities and outcomes, and identify new ways of funding projects
Connectivity Studies	<ul style="list-style-type: none"> Deliver strategic connectivity studies for each of our six core corridors
Business Case Development	<ul style="list-style-type: none"> Capability and capacity to support partners through development of technical evidence base to identify, initiate and accelerate transport Business Cases, bringing future priorities into reality at an earlier stage through higher quality submissions, consistent with DfT appraisal
Shared resource to tackle strategic challenges	<ul style="list-style-type: none"> Shared capability for LTAs, districts and partners to tackle or troubleshoot strategic transport issues and challenges where there is benefit of joining together.

Question 4: Do you agree with the outputs? What is missing?²⁰

Three-year plan outputs (4): Getting the East Back on the UK Map

4. Put the East’s transport priorities firmly ‘back on the UK map’ - through a loud, sustained and credible **Single Voice** to government, bringing together our local authorities, LEPs, Chambers of Commerce, Businesses and MPs, with our strategic transport priorities embedded within the investment planning of government and transport delivery bodies.

Work Programme areas	Suggested 3-year outputs (for discussion)
Formalise partnerships with delivery bodies and strategic partners in the East and beyond to embed our strategic priorities	<ul style="list-style-type: none"> Build on existing good relations with DfT, National Highways and Network Rail (and future bodies including Great British Railways) to ensure the East has directly influenced future investment including RIS3 (2025 to 2030), RNEP CP7 (2024 to 2029) and other major transport investment programmes.
Expand our engagement capability to comprehensively listen to and distil range of views into an ongoing single voice.	<ul style="list-style-type: none"> Establish strategic Task Forces across the region to mobilise partners on our priorities. To include Active Travel, Passenger Transport, Electric Vehicles, Decarbonisation and Rail.
Ensure all partners and leaders informed and aligned to single voice.	<ul style="list-style-type: none"> Communications strategy and resource so the Transport East partnership speaks as a Single Voice in its engagement with government Annual programme of influential events, including the Transport Summit, Transport East at National Events
Supporting the public to travel more sustainably	<ul style="list-style-type: none"> Work with partners to support their public Behaviour Change programmes (with DfT, LTAs, Districts, Operators and others) where there is benefit of a regional strategic approach (e.g. travel apps, integrating ticketing) to increase public acceptance for our transport priorities

Possible Business Plan priorities for 2022/23?

Outcome	Q1 April-June	Q2 July-Sept	Q3 Oct-Dec	Q4 Jan-Mar
<p>1. Become a leading English Sub-national Transport Body (STB)</p>	<ul style="list-style-type: none"> Produce and publish annual report of 2021/22 Secure DfT funding and agree Business Plan to 2023/24 Initiate and agree a DfT / Transport East Charter to formalise relationship between government and our partnership 6-month review of Joint Engagement Action Plan with National Highways and deliver 2022/23 actions via joint NH/TE group Delivery of MoU Action Plan with Network Rail and establish East governance proposals with Great British Railways 			
<p>2. Plan the next generation of strategic transport priorities to 2050</p>	<ul style="list-style-type: none"> Complete projects funded by DfT in 2021/22 through ‘additional funding’ – Decarbonisation, Buses, EV and Local Authority Capacity (including initiate the Rural Centre of Excellence and Rail Plan for the East) Complete 2021/22 Strategic Connectivity Study and initiate first priority corridor or area infrastructure studies as identified in the draft strategy. Scope all and initiate one of: strategic plan for Mass Rapid Transport, Strategic Passenger Transport and Future Use of Roads (including integrated ticketing and behaviour change) Agree plan and initiate Transport East Strategic analytical / modelling / monitoring / intelligence capability with partners Scope and initiate Future of Freight in the East Plan and 11 recommendations from Sustrans Active Travel report, both with partners 			
<p>3. Accelerated delivery of our transport pipeline in the East</p>	<ul style="list-style-type: none"> Proactively manage the ‘East of England Investment Pipeline’ mechanism set out in IDP, in partnership with LTAs, NH and NR Partner with Highways England to provide East advice on next generation of Highways Route Strategies and RIS3 Partner with Network Rail on a Rail Plan to identify and accelerate strategic rail investment priorities in the region. Initiate work programme to speed up delivery of priority packages and projects in pipeline through strategic business case development of projects to be agreed with the Forum and DfT. Initiate East of England review of Paying for Transport to influence national policy for future of road taxation. 			
<p>4. Put the East’s transport priorities firmly ‘back on the UK map’</p>	<ul style="list-style-type: none"> Set Communications Plan for 2022/23 Co-host the national STB Conference 	<ul style="list-style-type: none"> Transport East Summit 2022 Lead/Sponsor EoE APPG session on Transport 	<ul style="list-style-type: none"> Enhanced MP and wider partner engagement 	
<ul style="list-style-type: none"> Continue to lead Transport East Task Groups for Electric Vehicles, Strategic Rail (with NR), Active Travel and Buses Lead national STB group on Rural Mobility, delivery of 2022/23 work programme Continue to work on 1-to-1 and group basis with local authorities and partners to progress strategic priorities Lead national engagement through participation with STB7, DfT and national partners, + presentations to national audiences 				

Question 6: Do you agree with the 2022/23 outputs? What is missing?

Funding

The plan relies on continued resourcing of Transport East.

Our funding comes from 2 sources:

- **Local Contributions** – This covers our core running costs, including Business Unit, Forum, TESOG, communications and events. Subscriptions have remained frozen since 2019, however it is expected the core running costs would increase over the next three years to effectively support the outputs we agree to deliver, and in line with inflation.
- **Department for Transport** – This covers our technical work programme. we have bid for 3-year funding settlement from the DfT, and expect to find out in 2022 to what extent this is forthcoming.

TESOG is reviewing the funding structure of Transport East, to ensure the model can deliver our required outputs fit for the next 3 years, and provides the best value for all our members.

Question 7: At this early stage, members views are sought on:

- How can we ensure that local contributing partners are getting value for money from Transport East? What else would you like Transport East to focus on?
- Could we invite other bodies to be members of Transport East, in return for delivery of specific outputs?

Next Steps

Members views are sought today on the questions:

- What outcomes we want to achieve in 3 years time? (Q1, slide 7)
- What specific outputs do we need to deliver in the next 3 years? (Qs 2-5, slides 8-11)
- What are your priorities for 2022/23? (Q6, slide 12)
- How we maximise value for money for our partners? (Q7, slide 13)

TESOG will then develop a draft Business Plan and Three Year Plan for the Forum to review at the next full Forum meeting in March 2022.



Department
for Transport

Councillor Kevin Bentley
Chair of Transport East

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7 December 2021

Dear Councillor Bentley,

Thank you for your letter of 25 November to the Secretary of State outlining Transport East's response to the recent Spending Review announcement. I am replying as the Minister responsible for devolution.

I am pleased to see the progress that Transport East has made over the last year, which has culminated in bringing your draft transport strategy to public consultation. I understand also that Transport East has submitted proposals for additional funding across all four key strategic priorities for the department, namely decarbonisation, local capability, buses and EV infrastructure. Turning these national priorities into actionable plans will be crucial in delivering levelling up and decarbonisation for the East of England.

This strategy is an important milestone for Transport East speaking with one voice for the region. The Department expects that the strategy will form an evidence base to inform decisions about transport priorities in the future. In terms of funding, the Department expects to be able to make further announcements both on the results of the additional workstream proposals and on future funding settlements in due course.

I note your comments about desired improvements to the A47 and A120. The Government recognises the importance of these routes as part of the strategic road network (SRN) in providing safe and efficient journeys for road users, and in respecting the places the routes pass through and those who live and work nearby. As you will be aware, investment in dualling several sections of the A47 is taking place to upgrade the route as part of the current Road Investment Strategy (RIS2), and the A120 is part of the pipeline of schemes in development for potential delivery in the next Road Period (RIS3). The detailed work that has already been undertaken by Essex County Council and National Highways for dualling A120 between Braintree and the A12 (including the junction with the A12) will ensure that the scheme is in a good place for quick delivery, should the decision be made to go ahead.

I am sure that in your discussions with National Highways you will have made them aware of your priorities for future investment across the East, and along the A47 in particular, as they gather evidence for potential further interventions along the route as part of the Route Strategies process. In this way the evidence they present to us in due course, initially through the SRN Initial Report, will be as comprehensive as possible when we come to make investment decisions in 2024.

As part of the levelling-up agenda, the Government also recognises the economic and employment significance of the Thames Freeport and has been working with Thames Freeport partners to maximise its benefits for local communities. The Lower Thames Crossing is continuing its interaction with Thames Freeport and is keen that future growth is taken into account as part of developing future proposals for the area and broader region. The objective of which is to create the right balance between facilitating economic growth; improving connectivity; optimising the performance of the wider road network whilst meeting the needs of local communities.

I also note your comments on Transport East's rail priorities for the region. As you are aware Haughley Junction is a key enabler to other rail enhancements in the region including the Ely Area Capacity Enhancement and Soham re-doubling schemes, whilst improvements at Ripple Lane Yard will help to provide further freight trains into the important Thameside ports. Following the Spending Review announcement, work is continuing to update the enhancement portfolio, with more detail to follow on specific schemes. The Department is confident that the Spending Review settlement will enable us to continue to deliver an ambitious set of rail improvements, as we look to level up our country and build back better.

As for further announcements, specific funding allocations for BSIP, Highway Maintenance/ITB and Active Travel Funds announced at SR21 are a decision for DfT ministers; the Department expects to announce these in due course ahead of the start of the 2022/23 financial year.

I urge you to continue to work closely with my officials and I look forward to seeing your final strategy in the spring.

*Yours,
Charlotte*

BARONESS VERE OF NORBITON