

# TRANSPORTEAST FORUM

Virtual

15:00 – 16:30

Tuesday 7<sup>th</sup> June 2022

<b>1</b>	<b>Welcome and apologies, and Declarations of Interest</b> <i>Cllr Kevin Bentley, Chair of Transport East</i>	<b>15:00</b>
<b>2</b>	<b>Notes of the last meeting held on 4th March 2022</b> <i>Cllr Kevin Bentley, Chair of Transport East (minutes attached)</i>  <i>Including update from Transport East meeting with Nick Harris, CEO National Highways</i>	<b>15:05</b>
<b>3</b>	<b>Business Plan &amp; Communications Update (paper)</b> <i>Andrew / Esme</i>	<b>15:10</b>
<b>4</b>	<b>Investment and Delivery:</b>  <b>(A) National Highways Update</b> <ul style="list-style-type: none"> <li>• <b>Approach to RIS3 (Presentation)</b>  <i>Richard Leonard / Matt Stafford, National Highways</i></li> </ul> <b>(B) Transport East Rail Update</b> <ul style="list-style-type: none"> <li>• <b>Network Rail / Great British Railways Update (Verbal update)</b>  <i>James Bradley, Network Rail</i></li> <li>• <b>TE Strategic Approach to Rail (Paper)</b>  <i>Andrew Summers</i></li> </ul> <b>(c) Regional Transport Funding Update (Paper)</b> <i>Andrew Summers / DfT- TBC</i>	<b>15:20</b>
<b>5</b>	<b>Transport East Work Programme Update</b> <i>Suzanne Buck</i>	<b>16:20</b>
<b>6</b>	<b>Meeting Close</b>	<b>16:30</b>

## Transport East Forum Meeting

**Date:** 7 June 2022  
**Item:** Business Plan and Communications Update  
**Report by:** Andrew Summers, Strategic Director, Transport East  
Esme Yuill, Communications Lead, Transport East  
**Contact:** [Andrew.Summers@suffolk.gov.uk](mailto:Andrew.Summers@suffolk.gov.uk)

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### Purpose

This report provides an update on the Business Plan and Communications Programme

### Recommendations

Transport East Forum Members are asked to **note** the contents.

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## 1. Business Plan 2022/23

- 1.1 This Forum endorsed our draft Business Plan on 4<sup>th</sup> March 2022.
- 1.2 On 21 March 2022, Transport East received notice of an indicative three year funding settlement from the Department for Transport as follows:

2022/23	2023/24	2024/25
£762,000	£944,000	£1,024,000

- 1.3 Funding in years 2023/24 and 2024/25 are subject to an approved workplan and good performance over the previous Financial Year.
- 1.4 As agreed at the 4<sup>th</sup> March meeting, the Chair and Strategic Director of Transport East have finalised the draft Business Plan based on this settlement, and formally submitted to the Secretary of State for endorsement. We are awaiting confirmation of final DfT acceptance of the 2022/23 Business Plan.
- 1.5 The Final Business Plan 2022/23 is presented in appendix 3 and letter from DfT in appendix 2.

## 2. Recruitment

- 2.1 A key part of the Business Plan is building our capability and capacity this year. In April 2022, the core team and TESOG representatives initiated a recruitment campaign for four new roles as set out in the Business Plan:
  - Regional Rail and Mass Transit Lead
  - Rural Mobility Lead
  - Senior Strategic Transport Planner
  - Communications and Engagement Project Officer

2.2 A verbal update on progress will be provided at the meeting. We will also conduct recruitment for our additional 'Economist' role in summer 2022.

### **3. Independent Review of Transport East subscriptions**

3.1 Local contributions are crucial to the core operation of Transport East and delivery of the outcomes and benefits to members, and to leverage additional funding from the DfT.

3.2 At our meeting on 4<sup>th</sup> March, this Forum endorsed the initiation of a full independent review of the Transport East future funding model between April and October 2022, including:

i) An early review of the individual district subscriptions and benefits, in partnership with the Transport East district reps, to ensure greater parity across all individual Transport East districts, to ensure districts are receiving value for money, and to agree contribution and outputs for both 2022/23 and future years.

ii) The potential to increase the scope and number of funding members of Transport East

iii) Exploring further funding opportunities for our partnership

iv) Alignment with other policy and funding initiatives across the region, including County Deals.

3.3 In May 2022, Transport East commissioned the *East of England Local Government Association* to conduct the review. This will complete by October 2022. Some Forum members may be invited to participate in meetings as part of this review.

### **4. Communications**

4.1 Appendix 1 provides a Communications update.

### **5. Recommendations**

5.1 Members are requested to note the contents of the paper.

## **Appendices**

**Appendix 1:** Communications Update

**Appendix 2:** Funding Allocation Letter to Transport East 2022/23

**Appendix 3:** Final Business Plan

# Appendix 1: Communications Update



## Engagement summary

Workstream		Outputs
Strategy Development	Consultation	<ul style="list-style-type: none"> <li>Consultation report drafted</li> <li>Transport Strategy and Investment and Delivery Programme under detailed review following consultation feedback</li> </ul>
Investment & Delivery	Advocacy	<ul style="list-style-type: none"> <li>Working with MPs and other stakeholders to push for inclusion of Ely and Haughley Junction in the RNEP</li> <li>EoE APPG on International Gateways, created case paper with UKIC &amp; EHH, spoke at session and used to pick up side issues</li> <li>Brokered Forum level meeting with Nick Harris, CEO of National Highways to discuss key regional issues</li> <li>Ministerial meeting as part of STB Conference programme</li> <li>Attended visit of Baroness Vere and Whitehall colleagues to Lowestoft &amp; Great Yarmouth Bridge sites.</li> </ul>
Functional Body	Building awareness and understanding	<ul style="list-style-type: none"> <li>STB Conference – 500 attendees, 2 speaking slots, conference stand</li> <li>Recruitment communications campaign resulting in quality candidates for all 4 roles.</li> </ul>

### Highlights: Mar-May 2022



↑ Followers 13 | 8.6k impressions | 2.3k profile visits



↑ Followers 33 | 4,300 impressions | 180 site visits

# Highlights: Mar-May 2022

**East of England**  
**All Party Parliamentary Group**  
 Co-Chairs: Peter Aldous MP and Daniel Zeichner MP  
 Vice-Chairs: Daisy Cooper MP, Jonathan Djanogly MP, Matt Hancock MP, Rachel Hopkins MP, Julie Marson MP, Gagan Mohindra MP, Andrew Rosindell MP, Giles Watling MP, Baroness Janet Cohen, Lord Alan Househurst  
 Secretary: Clive Lewis MP  
 Treasurer: Dr Dan Poulter MP



## Comms and Engagement High-level plan 2022/23

Workstream		Outputs
Strategy Development	Q2	• LTA Endorsement
	Q3	• SoS submission and formal launch
	Q4	• Local, regional and national communications and awareness campaign
Advocacy and Influence	Q1-Q4	• Increasing Parliamentary engagement including sponsor role for East of England APPG
	Q1-Q4	• Specific investment campaigns
	Q2-Q4	• Initiation of the Eastern Strategy Hub
	Q1-Q2	• District engagement programme
Building understanding	Q2	• Transport East Summit
	Q2-Q4	• Communications of workstream outputs
Functional Body	Q1	• Business Plan
	Q4	• Annual Report and 'Transport in the East' report
	Q1-Q4	• Increased external communications impact

## Appendix 2: Funding Allocation Letter to Transport East 2022/23



Cllr Kevin Bentley  
Chair  
Transport East  
Endeavour House  
8 Russell Road  
Ipswich  
IP1 2BX

Copies: Andrew Summers

**Baroness Vere of Norbiton**  
Minister for Roads, Buses and Places

Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Tel: 0300 330 3000  
E-Mail: [baroness.vere@dft.gov.uk](mailto:baroness.vere@dft.gov.uk)

Web site: [www.gov.uk/dft](http://www.gov.uk/dft)

21 March 2022

Dear Kevin,

### **Transport East's Funding Allocation 2022/2023**

I wanted to write to confirm the funding allocation for Transport East for Financial Year 2022/2023, subject to the terms set out in this letter.

I am happy to be able to tell you that the Secretary of State and I have decided to allocate you core funding of £762,000 for the upcoming Financial Year – a significant uplift on your core funding from the current Financial Year.

This is in recognition of all the great work you have done supporting the Government's objectives in the East – and the way in which you have worked collaboratively with the Department for Transport and our delivery bodies as a supportive partner.

As you will have no doubt have seen, many of the Government's flagship policies have now been unveiled, including (but not limited to) the Williams-Shapps Plan for Rail, the Transport Decarbonisation Plan, Bus Back Better and the Levelling Up-White Paper. We see the upcoming year as a critical period, where we start to turn these plans into actions, levelling up the United Kingdom and making positive changes to people's lives and livelihoods.

To help us do this, the two primary roles that your STB plays will be more important than ever: building and maintaining a transport strategy and using this to provide Government with advice on prioritising investment. Increasingly, we are also looking to STBs to support some of the

Department's key policy agendas, for example on decarbonisation, electric vehicle infrastructure, better bus services, freight and local authority capability.

However, we know that as a newer STB, you have not had the same amount of resources, or staff as some of the more established STBs. We want to use this Spending Review period to provide you with more funding to bridge this gap, to help you build your capability. To help to do this, I have attached a projection of your funding across the Spending Review period.

Financial Year 2022/2023	Financial Year 2023/2024	Financial Year 2024/2025
£762,000	£944,000	£1,024,000

It may help you to understand that over the SR period, the Department's aim is to move STB funding on a basis where it is approximately proportionate to the size of the population of each STB region. Actual funding will be subject to an approved workplan and good performance over the previous Financial Year.

To help you to build your capability, we are content for you to use some of your core funding to pay for your staff, as long as you keep sufficient funding in reserve to pay for any redundancies, should Transport East be wound up at a future point. You will wish to discuss this with your accountable body.

I would be grateful if you could send me a business plan for the Financial Year ahead, based on £762,000 of core funding. Once I have agreed this business plan, my officials will send you a funding and governance agreement and a Grant Determination Form for your accountable Section 151 officer to sign and return. Following this, the funding will be granted under Section 31 of the Local Government Act 2003, in the financial year 2022/2023.

*Yours,  
Charlotte*

**BARONESS VERE OF NORBITON**

## Transport East Forum Meeting

**Date:** 7 June 2022  
**Item:** Transport East Approach to Rail  
**Report by:** Andrew Summers, Strategic Director, Transport East  
**Contact:** [Andrew.Summers@suffolk.gov.uk](mailto:Andrew.Summers@suffolk.gov.uk)

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### Purpose

This report provides an update on the Transport East partnership's approach to growing our rail activities.

### Recommendations

Transport East Forum Members are asked to **note and endorse** the proposed approach to Rail.

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## 1. Introduction

1.1 Better rail services for passengers and freight are critical to the delivery of the Transport East Strategy. This paper sets out Transport East's partnership's proposed approach to increasing our activities on strategic rail, working in partnership with Network Rail, DfT and the Great British Railways Transition Team.

## 2. Background

2.1 The region faces significant rail-related challenges:

- A challenging funding environment – The announcement of the Integrated Rail Plan for the Midlands and the North will take most of the available national funding for rail over this spending review period. Projects in the East will face significant pressure for limited funds.
- A changing governance landscape – The Williams-Shapps rail plan announced the formation of Great British Railways by 2023 to integrate track and operations. The GBR TT Transition Team is overseeing the change, and STBs, including Transport East, have voiced their request to be included within the regional governance structures of GBR.
- Uncertain planning future – including changing travel habits post-covid and forthcoming extensive industrial action planned over the rail network in Summer 2022.

2.2 This meeting will hear verbal updates from Network Rail, and Transport East's plan to increase its focus on strategic rail.

## 3. Proposed approach

3.1 In 2021, Transport established a Memorandum of Understanding with Network Rail to develop a closer working relationship between the two bodies. To oversee the MoU, a

Transport East Officer Rail Group was formed comprising officers from the Local Transport Authorities, district reps, Network Rail and the Great British Railways Transition Team.

3.2 The group has made good progress, and has subsequently developed a plan for Transport East to expand its rail activities, with a goal to create a single **rail network plan** and **case for investment for the East**.

3.3 The group is planning to progress the following steps:

Action	Progress
Boost our evidence base, through: <ul style="list-style-type: none"> <li>- completing a <b>'State of Rail in the East'</b> initial report to form a common baseline and understanding in the region of challenges and existing programme</li> <li>- Creating a new people-based model for the East to form the basis of our new analytical approach for strategic passenger transport movements.</li> </ul>	Consultancy Steer was commissioned in April to complete report. Report due in <b>July 2022</b>  Consultancy <b>ARUP</b> commissioned to create the new model.
<b>Recruitment of Rail Lead</b> for the TE Region to lead the rail work programme	Recruitment underway in May 2022.
Scope and develop <b>Rail Plan for the East</b>	Scoping of Rail Plan to be completed by <b>Summer 2022</b> , and initiation of work programme in autumn 2022.
Support our <b>region's rail task forces</b> , and align with our strategic rail plan for the East	A full review was conducted in <b>April 2022</b> . See section 4 and appendix 1.
Embed Transport East within the <b>Great British Railways</b> Structure	Initial conversations have started between the English STBs and Great British Railways in January 2022, and will continue.  GBR Transition Team now a member of the Transport East Rail Group.
<b>Lead six Strategic Corridor Connectivity Studies</b> to identify next generation of investment on our core corridors	Programme of six corridor studies to commence in <b>Autumn 2022</b>
Enhance Transport East's capability to support business cases for strategic rail through:  (A) Leading <b>economic analysis</b> to make the case for our transport investment  (B) Recruitment of a <b>new Transport Economist</b>	The first study will be the East-West Rail Eastern Section Wider Economic Impacts Report, <b>for initiation in summer 2022</b> (in funding partnership with the East-West Rail Partnership Board, Essex County Council, Suffolk Growth Partnership, Suffolk County Council and Norfolk County Council)  Economist role due for advertisement in <b>Summer 2022</b> .
Increase Transport East's presence at key <b>rail industry decision making forums</b> , including: <ul style="list-style-type: none"> <li>- Network Rail Rail Investment Regional Group (RIRG)</li> </ul>	Transport East Strategic Director represents the East region

- East-West Rail Partnership Board	Transport East represented by officers and political leads, through the EW Rail Eastern Section Board now managed by Transport East
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#### 4. Rail Task Forces in the East

- 4.1 Over the last decade, a number of route specific task forces have formed across the region. These have been vital for developing plans and business cases for critical investment.
- 4.2 Transport East has conducted a full review of the region’s rail task forces. This review has coincided with other local bodies in the region reducing their dedicated resource for strategic rail. Our conversations with partners have indicated a broad desire for Transport East to take strategic oversight of the collective outcomes that these groups are aiming to achieve, through the development of a Rail Plan for the East that would enhance the case for the individual routes, and the rail network in the East as a fully integrated network.
- 4.3 It is therefore proposed that Transport take on the lead role in co-ordinating the following rail task forces:
- Great Eastern Main Line Task Force (taking over from New Anglia LEP)
  - East West Rail Eastern Section Board (taking over from Suffolk County Council)
  - Trowse Area Task Force (taking over from New Anglia LEP. Norfolk County Council to provide secretariat)
- 4.4 The East West Rail Eastern Section Board (EWRESB) comprises county and district members and key industry partners from the Eastern region that support the extension of East West Rail to Norwich and Ipswich. The EWRESB will provide Transport East’s collective representation into the (national) East West Rail Partnership Board (EWEPB). The membership of the EWRPB comprises authorities and STBs from the East to the South West of England, and Network Rail. It is proposed that the Chair of the EWRESB is invited to this Forum meeting on a regular basis to ensure the Forum is fully sighted on Transport East’s East West Rail work programme and input into the EWREPB.
- 4.5 It is proposed that Transport East continues to fully support task forces that are managed by other bodies:
- West Anglia Main Line Task Force (UK Innovation Corridor Lead)
  - Ely Area Task Force (Cambridge and Peterborough Combined Authority lead)
- 4.6 There is currently no task force for the Thameside link. Transport East will work closely with local partners in Essex, Southend and and Thurrock to enhance the case for investment as part of the East Rail Plan.
- 4.7 Appendix 1 summarises the new Transport East Task Forces in more detail.

#### 5. Recommendations

- 5.1 Members are asked to endorse the approach to increasing our focus on rail.

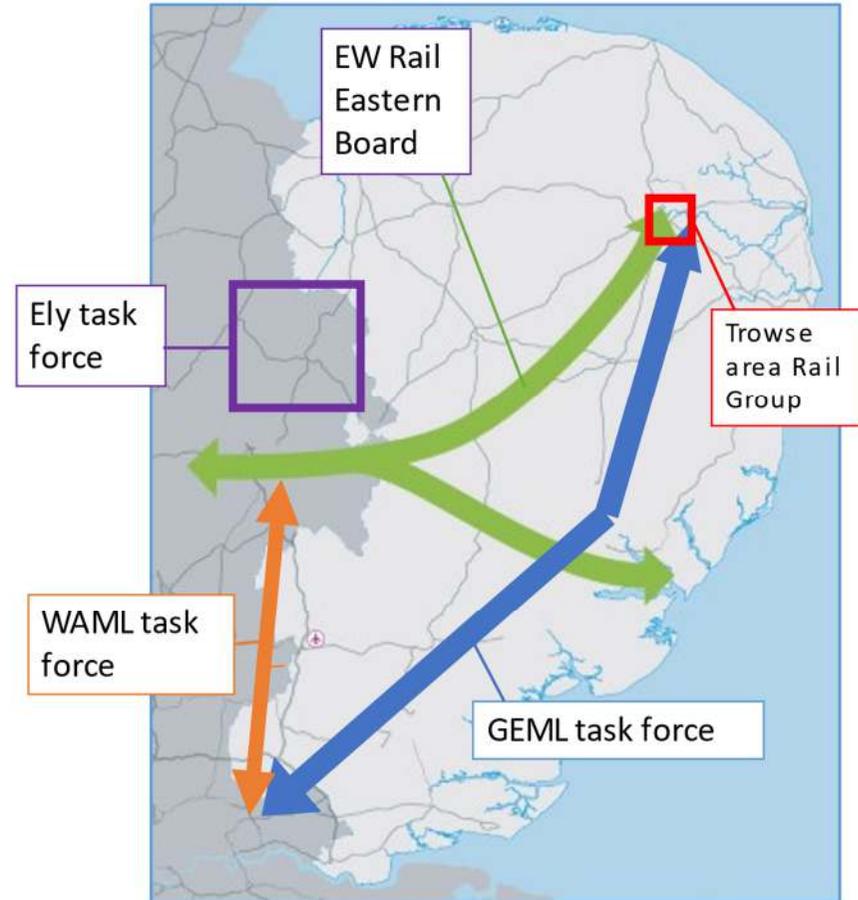
#### Appendices

##### Appendix 1: Transport East Proposed Support for the Region’s Rail Groups

**Appendix 1: Transport East Proposed Support for the Region’s Rail Groups**

## Transport East – Strategic Rail Groups

Group	Co-Ordinator (to 2022)	Proposed Transport East role
<b>GEML Task Force</b> (Chair: Giles Watling MP)	New Anglia LEP	TE to take over co-ordinating lead from NA LEP
<b>WAML Task Force</b> (Chair: Lord Alan Haselhurst)	UK Innovation Corridor	Continue to support group led by UK Innovation Corridor
<b>East West Rail Eastern Section Board</b> (Chair: Cllr Alexander Nicol)	Suffolk CC	TE to take over co-ordinating lead from Suffolk CC
<b>Ely Task Force</b> (Chair: Cambridgeshire and Peterborough CA)	Cambs & Peterborough CA	Continue to support group led by CPCA
<b>Trowse area Rail Group</b> (Chair: Ellen Goodwin)	New Anglia LEP	TE to take independent chair role. Norfolk CC to provide support.
<b>TE Rail Group (officer)</b> (Chair: Andrew Summers / Network Rail)	Transport East	Continue to lead. Create Rail Plan for regions.



## Transport East Forum Meeting

**Date:** 7 June 2022  
**Item:** Transport Investment Update  
**Report by:** Andrew Summers, Strategic Director, Transport East

**Contact:** [Andrew.Summers@suffolk.gov.uk](mailto:Andrew.Summers@suffolk.gov.uk)

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### Purpose

This report provides an update on recent transport investment decisions related to the East, and proposes next steps for Transport East.

### Recommendations

Transport East Forum Members are asked to **note** the contents, and **endorse** the next steps (section 7).

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## 1. Introduction

1.1 The Department for Transport announced funding decisions for the East in spring 2022. This paper provides a summary, and sets out proposals for Transport East to enhance its advice to DfT on our priority projects and support our partners in developing an enhanced case for investment.

## 2. Bus Back Better

- 2.1 In April 2022, the government announced the outcome of the Bus Service Improvement Plan bids. The fund was heavily oversubscribed across England, and the government was not able to fund all bids.
- 2.2 Only one out of five local authorities in the East was awarded funding. Norfolk County Council secured indicative funding of £49m, whilst the remaining four LTAs were not successful.
- 2.3 This was a disappointing outcome for the East, given the extensive efforts from regional partners to develop BSIPs within tight timescales. Transport East and its LTA partners have subsequently made representations to the Department for Transport to request specific feedback on the region's bids and next steps. ***It is proposed that this Forum follows up with a letter to the Department to offer our support in facilitating, urgently, a full feedback programme between our LTAs and the DfT.***
- 2.4 Beyond that, Transport East is joining with Transport for the South East and England's Economic Heartland on a joint assignment to identify how, at a strategic level, the Sub National Transport Bodies can support buses.

## 3. Levelling Up Fund

3.1 The Levelling Up Fund Round 2 is now open for applications. Transport bids are expected to feature more prominently within this round, with Local Transport Authorities permitted to submit one bid per LTA.

- 3.2 Transport East held a workshop with our local authorities and the Department for Transport on 21 April 2022. Appendix 1 sets out a full Transport East briefing on the LU Fund 2.
- 3.3 ***It is proposed that this Forum fully supports the forthcoming Levelling Up transport bids from this region in July 2022.***

#### **4. Active Travel Fund / Active Travel England**

- 4.1 In May 2022, the Department for Transport announced its final Tranche 2 Active Travel Funding. All five local transport authorities in the East were [recipients](#).
- 4.2 Going forwards, a new arms-length body, Active Travel England, will lead the government's approach to Active Travel funding and delivery across England. Transport East has met with Active Travel England representatives and committed to establishing an ongoing strategic relationship.
- 4.3 Transport East published our [Active Travel Strategy](#) in 2021 and has been invited to present the report to showcase the potential for the East at the national *Cycle Cities, Active Cities* Conference in Sheffield on 5<sup>th</sup> July 2022. The Transport East Active Travel Sub-group met on 27<sup>th</sup> April to identify our next steps for support LTAs and Sustrans to increase active travel in the East, including the development of a *Strategic Active Travel Network* for the East to elevate the local work of our LTAs.
- 4.4 ***It is proposed that Transport East invite Active Travel England to speak at a future Forum meeting.***

#### **5. Major Road Network**

- 5.1 Following the recommendation of this Forum on 4<sup>th</sup> March 2022, TE submitted a response to DfT confirming that the Board continued to support and promote all the MRN schemes in the EEH region due to their strategic fit against regional priorities.
- 5.2 The Transport East advice and approach was welcome by DfT. TE officers have subsequently met with DfT officials, as well as holding further meetings with local authority officers who are promoting MRN schemes.
- 5.3 DfT has confirmed that, following recommendations made from all seven STBs, further work is now underway with the Treasury to understand availability of funding and its implication for the MRN programme going forward, and the outcome of that review is expected soon.

#### **6. Enhancing Transport East's capability and advice to government**

- 6.1 The TESOG group has identified a requirement for the Transport East Partnership to enhance its capacity and capability with supporting strategic business development in the region. In particular our region would benefit from greater capacity and capability to enhance the strategic and economic case of our priority projects, enabling their prioritisation and progression at a regional and national level.
- 6.2 Following a workshop on 19<sup>th</sup> April, ***TESOG recommends the recruitment of a Transport Economist to work with our LTAs and other partners.*** This has been budgeted within the 2022/23 business plan, and recruitment will start in summer 2022.
- 6.3 More broadly, Transport East is responsible for advising the DfT on future priorities for the East. This extends beyond just projects and schemes, and should focus on our strategic approach and mechanisms for delivering transport in the East.

- 6.4 In scoping our Business Plan, this Forum identified the need for new thinking through an ‘inquiry style’ approach, involving a diverse group of experts and regional representatives to tackle the challenges of the next decade, including ‘paying for transport’, ‘the future use of roads’, ‘tackling social inclusion through transport’ and ‘the East’s approach to meeting Net Zero’.
- 6.5 Our Business Plan therefore proposes the development of a **Transport East Strategy Hub** (working title for the proposal) in 2022/23. We propose to hold a specific workshop on this proposal in mid-summer 2022 with Forum members, and return to this Forum to agree a final approach.

## **7. Next Steps and Recommendations**

- 7.1 Members are requested to note the contents of the paper and endorse:
- Immediate communication from the Chair of Transport East to DfT to request individual feedback for our BSIP bids
  - Letters of support from the Chair of Transport East for our forthcoming Levelling Up Fund submissions
  - Invite Active Travel England to speak at a Future Forum meeting
  - Initiate recruitment process for a Transport Economist
  - Hold a workshop to scope a ‘Strategy Hub’ and return to the Forum with a worked up proposition for a Transport East Strategy Hub.

## **Appendices**

### **Appendix 1: Transport East Levelling Up Fund Briefing**



## Transport East Briefing

**Date:** 28 April 2022  
**Subject:** Levelling Up Fund round 2 – Transport insights  
**Contact:** Esme Yuill, Communications Lead – [esme.yuill@suffolk.gov.uk](mailto:esme.yuill@suffolk.gov.uk)

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### Overview

*Levelling Up fund round 2 is open for submissions. The Department for Transport is keen to see more transport related bids and for those bids to be of a high-quality.*

*This brief provides some insight from recent conversations with government and other partners to assist authorities preparing LUF2 transport related bids.*

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## 1. Introduction

- 1.1 The Eastern region was less successful than other regions in securing funding through the first Levelling Up funding round. There was also a low-level of transport focussed bids submitted.
- 1.2 The Levelling Up fund is a substantial funding pot, which provides the opportunity for local authorities to secure funds for local transport projects that help improve economic and social outcomes for communities.
- 1.3 Government is not committing to the timing or format of future funding rounds, as it has not had an opportunity to evaluate the success of the first round. **Therefore they encourage applicants who are in a position to do so, to submit a bid in this round.**
- 1.4 As for the first round, the Fund will focus investment in smaller scale, local projects that require less than £20 million of funding. However, there is scope for investing in higher value projects, by exception. Bids for up to £50 million may be accepted by exception for large transport bids and can be submitted by any applicant. Large transport bids must be for at least 90% transport by value. Applicants may wish to submit joint bids.
- 1.5 The fund is focussed on 3 core themes – the same as round 1:
  - **Transport investments** including (but not limited to) public transport, active travel, bridge repairs, bus priority, local road improvements and major structural maintenance, and accessibility improvements. We are requesting proposals for high-impact small, medium and, by exception, large local transport schemes to reduce carbon emissions, improve air quality, cut congestion, support economic growth, and improve the safety, security and overall experience of transport users.
  - **Regeneration and town centre investment**, building on the Towns Fund framework to upgrade eyesore buildings and dated infrastructure; acquire and regenerate brownfield sites; invest in secure community infrastructure and crime reduction; and bring public services and safe, accessible community spaces into town and city centres.
  - **Cultural investment** maintaining, regenerating, or creatively repurposing existing cultural, creative, heritage and sporting assets, or creating new assets that serve those purposes including theatres, museums, galleries, production facilities, libraries, visitor attractions (and associated green spaces), sports and athletics facilities, heritage buildings and sites, and assets that support the visitor economy.

1.6 As in the first round, funding will be targeted towards places in England, Scotland, and Wales that are most in need of the type of investment the Fund provides, as measured by an Index of Priority Places (see Appendix A for the priority place breakdown for the TE region). There has been some changes to authority priority placement for this round.

1.7 **We can offer a letter of support for bids that align with our draft Transport Strategy, do get in touch at the appropriate point if this would be of interest.**

1.8 Government guidance

<https://www.gov.uk/government/publications/levelling-up-fund-round-2-prospectus/levelling-up-fund-round-2-prospectus>

<https://www.gov.uk/government/publications/levelling-up-fund-round-2-technical-note/levelling-up-fund-round-2-technical-note>

## 2. Regional insight

2.1 We have gleaned the following points through conversations with the Department of Transport and other regional partners, that may help authorities as they prepare their LUF round 2 bids.

### 2.2 **Make sure the bid is LUF focussed**

In some communications, especially related to recent BSIP funding announcements, government has directed authorities to the LUF as the next potential source of funding. The LUF has very specific objectives and any successful bid will need to meet these. So if considering re-aligning other schemes, look carefully at the evidence and outcomes the project delivers.

### 2.3 **Clear narrative**

Applications should set out in a clear ‘golden thread’ narrative, how the bid supports the economic, community and cultural priorities of their local area and will further the area’s long-term levelling up plans, complementing national (including delivering net zero carbon emissions and improving air quality), regional and local strategies and investments.

This should include recent levelling up investments (including Freeports, Towns and High Streets Funding), forthcoming UKSPF investment plans, and funding made available through the first round of the Fund. It should also include any relevant local strategies (such as local plans, local industrial strategies or local transport plans).

### 2.4 **Expert input**

The transport bids for the LUF are assessed by the DfT, and the various expert transport policy teams. Any bid with a transport element, whether LTA led or lower-tier authority led would benefit from the input of the relevant expert teams. Given the LUF is also aiming to achieve a wide range of social and economic goals, bring in officers with expertise in relevant areas. **Any district considering a bid containing transport elements should discuss this with their LTA as early as possible.**

### 2.5 **Secure MP support**

As with the first LUF, MPs have a formal role in the bidding process for LUF round 2. In addition to local stakeholder support, all MPs can provide formal priority support to one bid, regardless of whether they provided formal priority support to a successful or unsuccessful bid in the first round.

Formal priority support is not a condition or a requirement for a bid to be successful. If an MP does not make it clear which bid it relates to or provides formal priority support to more than

one bid, it will not be considered as formal priority support. It will instead be considered as evidence of wider stakeholder support.

An MP can provide general support to one, or more, bids as a key local stakeholder. We will be writing to MPs to encourage support at a regional level.

### **3. Useful regional evidence**

3.1 For the development of the Transport East draft regional Transport Strategy we undertook a number of deep-dive evidence reports and modal studies. We are happy to discuss any of this work further as required. These include:

- [Technical summary report](#)
  - [Role of transport in economic growth](#)
  - [Levelling Up rural and coastal communities](#)
  - [Decarbonising transport part1](#)
  - [Decarbonising transport part 2](#)

3.2 We also have several strategy reports that may be useful to reference to demonstrate how your bid is underpinned by a regional strategic approach.

- [Draft Transport Strategy](#)
- [Passenger Transport in the East](#)
- [Active Travel in the East](#)

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**Appendix A – Priority places and bid eligibility**

Transport Authority	Local authority	Category	Bid eligibility following Round 1	
			Constituency balance	Transport balance
Essex	Basildon	3	3	0
Essex	Braintree	2	2	0
Essex	Brentwood	3	1	0
Essex	Castle Point	2	1	0
Essex	Chelmsford	3	3	0
Essex	Colchester	2	3	0
Essex	Epping Forest	3	3	0
Essex	Maldon	1	2	0
Essex	Rochford	2	2	0
Essex	Tendring	1	2	0
Essex	Uttlesford	3	1	0
Essex	Essex CC	N/A	0	1
Norfolk	Breckland	2	2	0
Norfolk	Broadland	3	2	0
Norfolk	Great Yarmouth	1	1	0
Norfolk	King's Lynn and West Norfolk	1	2	0
Norfolk	North Norfolk	1	2	0
Norfolk	Norwich	2	2	0
Norfolk	South Norfolk	2	3	0
Norfolk	Norfolk CC	N/A	0	1
Southend	Southend-on-Sea	1	1	1
Suffolk	Babergh	3	1	0
Suffolk	East Suffolk	2	3	0
Suffolk	Ipswich	2	2	0
Suffolk	Mid Suffolk	2	2	0
Suffolk	West Suffolk	3	3	0
Suffolk	Suffolk CC	N/A	0	1
Thurrock	Thurrock	2	2	1

## Transport East Briefing

**Date:** 7th June 2022  
**Subject:** Programme Update  
**Report by:** Suzanne Buck  
**Contact:** Suzanne.buck@suffolk.gov.uk

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### Overview

The current works programme relates to the main funding DfT funding for 2021/2022 and the in year additional DfT funding for 2021/2022. Schemes related to this years funding will be scoped and developed following ministerial approval of the 2022/2023 Business Plan. This briefing summarises the current schemes in the Transport East programme.

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## 1. Introduction

- 1.1 The current programme of work relates to the 2021/2022 DfT main funding and the additional DfT 2021/2022 in year funding. Works linked to this financial year budget will be scoped and progressed following ministerial approval.
- 1.2 A table summarising the current programme of works can be found at the end of this update.
- 1.3 For all workstreams Transport East is keen to continue its collaborative approach with partners both within and outside the region. Steering groups and workstream leads from our partners, including local authorities and districts have therefore joined each of the projects to be led or delivered by the team. This approach has been beneficial to all parties in the past and we look forward to continuing this method of working.

## 2. 2021/2022 Main Funding

- 2.1 The budget for the 2021/2022 main funding was £520,000 which covered the following workstreams:
  - EELGA Project Management
  - Development of the Transport Strategy and the Integrated Sustainability Appraisal (ISA)
  - The Phase 1 Decarbonisation assessment
  - Rural mobility resource
  - Technical Programme Manager
  - Data Discovery (Ref 3)
  - Strategic Rail report and rail plan scope (Ref 2)
  - Alternative Fuel for Freight study (Ref 1)
- 2.2 The Data Discovery, Strategic Rail and Alternative Fuel for Freight workstreams will be delivered during this financial year. Commissioning this work was delayed, as the team needed to understand the additional funding allocations, to ensure that work was not duplicated and optimised the overall funding available. All of the 2021/2022 funding has now been allocated or spent.

- 2.3 EELGA provided essential support during the early days of Transport East. Now that a core team has been established, the financial project management has been brought into the team, from April 2022.

### **3. 2021/2022 Additional DfT In-year Funding**

- 3.1 As previously reported to the Forum, Five bids were submitted to be delivered/led by Transport East and five joint STB bids to be delivered/led by other STBs. Transport East was successful in receiving direct funding for four of the five bids it would lead on; and, four of the five bids to be led by other STBs.
- 3.2 The Agent Based Model (Ref 4 ) is progressing very well with a lot of interest and engagement from Local Authorities, DfT, National Highways and other STB's. This scheme will produce a model of the region that will enable strategic scenarios to be modelled from the perspective of individuals. This will help to the team to understand the impact of policy and strategy decisions on people's choice of travel mode. This approach can be viewed at Regional, County and District level.
- 3.3 The Strategic Rail work is progressing and the scope of work has included for a hand over of the technical review to the new Regional Rail and Mass Transit resource, currently out for recruitment. The DfT are keen to have their Freeport and Aviation teams engaging with the consultants on this work.
- 3.4 The Rural Mobility – Centre of Excellence funding is focussed on funding a person to lead it. This role is currently out for recruitment. It is also planned rural transport to be considered as the first subject area for the Strategic Hub, (Think Tank). The DfT has identified this workstream for its Monitoring and Evaluation programme. This work is linked to the Rural Case for Investment, additional funded scheme, being led by Peninsula Transport and Western Gateway.
- 3.5 The EV Sprint is a complex scheme. A key stakeholder Steering Group has been set up and met to refine the scope for this important area of work. Oxfordshire County Council, as part of that group, has offered to project manage this work as it progresses. There are two main phases to this work; the first is an audit of current work being undertaken by Local Authorities and industry organisations; the second will engage with local authorities to identify up to three key issues that will then be investigated using a focussed deep dive approach to understand the issues and identify ways to address them. The first phase will be procured using a direct award and the second phase is planned to go out to tender during June.
- 3.6 The Travel and Behaviour data workstream will be informed by the Data Discovery and Agent Base Modelling work, to ensure that the funding provides maximum benefit for the region.
- 3.7 There are four schemes being led by other STBs, as detailed below:
- Alternative Fuel for Freight, phase 2 – this will continue on from the phase 1 work from the main 2021/2022 funding. This work will be led by MC.
  - Decarbonisation Analysis Toolkit – this scheme is currently out for tender and is being led by EEH.
  - BSIP support – this scheme is currently out for tender and is being led by TfSE
  - Rural Case for Investment – this scheme is a direct award to WSP and is being led by PT and WG.

#### 4. Acronyms

4.1 Unfortunately the transport field is heavily invested in acronyms. The table below summarises those used in this update.

Acronyms	
TE	Transport East
EEH	England's Economic Heartland
TfSE	Transport for the South East
MC	Midlands Connect
PT	Peninsula Transport
WG	Western Gateway
OCC	Oxfordshire County Council
SRN	Strategic Road Network - managed by National Highways
MRN	Major Road Network - managed by Local Transport Authorities

## Transport East Programme Summary

27 May 2022

Ref	Budget		Project	Project Description	Project team	Completion date
	Fund	Value				
1	2021/22 DfT Main	£33,300	Alternative Fuel for Freight - Phase 1	To undertake a study to identify potential locations of refuelling/ recharging stations based of the predicted regional uptake of alternative fuels by 2040. This will consider the SRN, MRN and A road network in the region. This work is also being undertaken across EEH and TfSE to ensure cross boundary needs are addressed and is in line with work undertaken by MC in 2019/20	Atkins & CENEX	September 2022
2	2021/22 DfT Main	£45,800	Strategic Rail	To produce a State of Rail report for the TE region, to understand current constraints and opportunities on the network that will impact the TE region, with a focus on the regions ports and airports. Identify gaps in evidence. It will then review best practice from other STB rail plans and develop the scope for the TE rail plan. This will be developed separately this financial year.	Steer Group	August 2022
3	2021/22 DfT Main	£43,000	Data Discovery	To enable TE to develop a technical evidence base to support future investment in the region for all partners and monitor the progress of the strategy, we need to understand the data we have and develop the capability to model policy, strategy and scenarios. This work will identify opportunities to take advantage of economies of scale, align procurement and encourage consistency across authorities. It is the first phase in setting up a long term data strategy for TE	Ove Arup & Partners	July 2022
4	2021/22 DfT Additional	£193,000	ABM - A new people-focussed approach to transport modelling	This approach to modelling looks at how and why people travel rather than the traditional vehicle focussed modelling approach. It enables the complexity of peoples' lives to be considered. This modelling approach can test how people change their travel mode or behaviour in response to policy and network changes, informing the development of strategy at a local and regional level. This is supported by the (3). SCC are contributing £35k to this work.	Ove Arup & Partners	August 2022
5	2021/22 DfT Additional	£185,000	Travel and behaviour data	This work will establish a statistically robust approach to data collection to understand current and future travel behaviour and needs and attitudes to changing travel mode. This will ensure that the data is robust at LTA and regional level. This project is linked to (3) and (4)	To be commissioned following output from (4) and (5)	March 2023
6	2021/22 DfT Additional	£200,000	EV Sprint	To identify and address the significant regional challenges related to the co-ordination and delivery of EV infrastructure across the Transport East and England's Economic Heartland regions and to accelerate delivery supporting the regions' 2040 net zero ambitions and the UK's EV infrastructure Strategy.	To be commissioned in 3 parts OCC to undertake Project Management role	March 2023
7	2021/22 DfT Additional	£90,000	Rural Mobility - Centre of Excellence	Through the recruitment of a dedicated resource, identify new models of working, adapt best practice, provide better data and analysis, and entice the private sector to roll out new innovation – ultimately delivering better outcomes for our rural communities. This work forms part of the DfT monitoring and evaluation programme	Recruitment process currently underway	March 2023
Joint STB projects led by other STBs						
8	2021/22 DfT Additional	£15,000	Alternative Fuel for Freight - Phase 2	A joint STB project to be led by MC. This will use the output from Phase 1 to develop a tool that will enable the longlist of potential refuelling and recharging locations to be shortlisted for further consideration	MC / Atkins & CENEX	March 2023
9	2021/22 DfT Additional	£200,000 TE £100,000)	Decarbonisation Analysis Toolkit	Standardisation of carbon baselines across the three STB geographies: An agreed standardised baseline and approach to understanding transport carbon emissions based on work already commissioned by the three STBs to determine where and how much carbon is being emitted from the transport network across the three STBs and the required trajectories achieve net zero in line with UK national policy. This will include an “accelerated CCC pathway” to reflect TE and EEH 2040 net Zero ambition.	EEH Leading Out for tender	March 2023
10	2021/22 DfT Additional	£300,000 TE £100,000)	BSIP Support	Improve delivery of BSIPs and Enhanced Partnerships, and support to local transport authorities who have not received Government funding in the current round. This will include: enhanced evidence base, knowledge sharing and targeted technical support.	TfSE Leading Out for Tender	March 2023
11	2021/22 DfT Additional	£12,000 (TE £4,000)	Rural Case for Investment	To develop and summarise the case for investment in rural and coastal communities across England. This document will enable discussions with DfT, MP's, LTA members and organisations about the challenges found in these areas and the need for investment.	WG/PT Leading WSP	March 2023