

## TRANSPORT EAST FORUM:

Trinity Park, Ipswich

15:30 – 16:30

Tuesday 20<sup>th</sup> September 2022

<b>1</b>	<b>Welcome and apologies, and Declarations of Interest</b> <i>Cllr Kevin Bentley, Chair of Transport East</i>	<b>15:30</b>
<b>2</b>	<b>Notes of the last meeting held on 7th June 2022</b> <i>Cllr Kevin Bentley, Chair of Transport East (minutes attached)</i>	<b>15:35</b>
<b>3</b>	<b>DfT Update</b> <i>Andy Rhind</i>	<b>15:40</b>
<b>4</b>	<b>Strategic Investment Priorities: Progress Update</b> <i>Andrew Summers</i> <ul style="list-style-type: none"> <li>• Strategic Rail Work Programme</li> <li>• TE Strategic Advice for the next Roads Investment Period</li> </ul>	<b>15:50</b>
<b>5</b>	<b>Technical Work Programme Update</b> <i>Suzanne Buck</i> <ul style="list-style-type: none"> <li>• Rural Centre of Excellence</li> <li>• Electric Vehicle Infrastructure</li> <li>• Decarbonisation Toolkit</li> </ul>	<b>16:00</b>
<b>7</b>	<b>Transport East 'Strategy Hub' Proposal</b> <i>Esme Yuill</i>	<b>16:15</b>
<b>8</b>	<b>AOB</b>	<b>16:25</b>

TRANSPORT EAST Forum – Strategy Endorsement  
Monday 11<sup>th</sup> July 2022, 14:00-15:00 (Virtual)

**In attendance:**

Core Members		TESOG Officers		Guests and Observers	
Clr Kevin Bentley (Chair)	Essex County Council	Andrew Summers	Transport East	Maggie Kelleher	Dr Dan Poulter MP Office
Clr Martin Wilby	Norfolk County Council	Esme Yuill	Transport East	Trevor Mason	Hertfordshire County Council
Clr Lesley Wagland	Essex County Council	Rebecca Rangi	Transport East	Phil Bibby	Hertfordshire County Council
Clr Mark Coxshall	Thurrock Council	Suzanne Buck	Transport East	Andrew Cook	Suffolk County Council
Clr Richard Smith	Suffolk County Council	Mat Kiely	Thurrock Borough Council		
Clr Norman Brooks	Suffolk District Rep	Alastair Southgate	Essex County Council		
Clr Steven Wakefield	Southend City Council	Matthew Taylor	Highways England		
Clr Graham Butland	Essex District Rep	Karen Gearing	Southend City Council		
Paul Simon	Suffolk Chamber of Commerce	Karen Chapman	Suffolk Growth Partnership		
Nova Fairbank	Norfolk Chamber of Commerce	Luke Barber	Suffolk County Council		
Howard Davies	SELEP	Graeme Mateer	Suffolk County Council		
		Richard Doleman	Norfolk County Council		
		David Cumming	Norfolk County Council		
		Adam Thorp	EEGLA		

**Apologies:**

Clr Graham Plant	Norfolk District Rep	Liz Smith	DfT
Clr Mark Coxshall	Thurrock Borough Council		

1	<p><b>Welcome and apologies, and Declaration of interest</b>            Clr Kevin Bentley, Chairman of Transport East            Andrew Summers, Strategic Director Transport East</p> <p>Clr Bentley welcomed Clr Steven Wakefield to Transport East, Clr Wakefield replaces Clr Ron Woodley as member for Southend City Council.</p>	Action
2	<p><b>Forum approved previous minutes approved from the 7<sup>th</sup> of June</b></p>	
3	<p><b>Transport Strategy Endorsement</b></p>	

Chair Cllr Bentley provide a brief history of Transport East for Cllr Wakefield highlighting the collaborative work that has been undertaken by this Forum, TE Senior Officer Group and partners over the last two years to complete the draft transport strategy.

Completing a regional transport strategy is one of the primary roles of TE and a required set out by government, bringing together a single voice for the East and provide government with a framework for investment.

Esme Yuill highlighted the key changes to the strategy following consultation:

- Adjusting the vision to strengthen decarbonising transport in line with national government policy and consultation feedback
- Merging pathways on unlocking international gateways
- The ordering of the goals in the 'Decarbonisation to Net Zero' Pathway
- Thematic Changes including:
  - More emphasis on Levelling Up in line with national government policy objectives
  - Strengthening the link between rural and urban areas
  - More on boundary relationships to west and south
  - More on how transport can support environmental and social inclusion agendas
  - Updates to tables and maps

Suzanne Buck summary how the IDP will deliver the objectives and goals set out in the strategy. Suzanne confirmed the IDP will be a 'live' document that is routinely updated as work progresses. Key areas of change following engagement were:

- Applying weighting to the project assessment criteria to align more closely with our strategic priorities
- Additional pan-regional projects to reflect rural/coastal – urban connectivity, levelling up and social inclusion
- IDP Scheme details updated
- Developing an approach to establish a regional transport carbon budget
- Greater detail on the Transport East agreed technical programme for next 3 years
- More emphasis on maintaining the existing network
- Commitment to develop regional Key Performance Indicators to measure and evaluate the Strategy
- Updates to tables and maps

	<p>Cllr Bentley asked all voting members to raise their hands to endorse the strategy and IDP and both were passed unanimously. The formal launch will be at Transport East Annual Summit on 20<sup>th</sup> September Trinity Park, Ipswich.</p> <p>The strategy and IDP will now be taken to the five individual Local Transport Authorities for endorsement before submission to DfT Secretary of State in autumn 2022.</p>	
4. AOB	<p>No further business recorded.</p>	

## Transport East Forum Meeting

**Date:** 20 September 2022  
**Item:** Strategic Networks Update  
**Report by:** Andrew Summers, Strategic Director, Transport East  
**Contact:** [Andrew.Summers@suffolk.gov.uk](mailto:Andrew.Summers@suffolk.gov.uk)

---

### Purpose

This report summarises our plans to deliver better strategic road and rail networks in the East.

### Recommendations

Transport East Forum Members are asked to **endorse** the recommendations in 5.1

---

## 1. Introduction

1.1 Better strategic networks for passengers and freight are critical to the delivery of the Transport East Strategy. This paper provides an update on actions to the end of 2022.

## 2. Background

2.1 Our Transport Strategy sets out our priorities for strategic road and rail. The region faces significant challenges in delivering these:

- 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, and the next Roads fund 2025-2030 is likely to be heavily oversubscribed. Our projects in the East will face significant pressure for limited funds.
- A changing governance landscape – We now have a new Prime Minister and Secretary of State for Transport, and we are seeking to understand the implications of this for transport policy and investment in the East. In addition, 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.

2.2 Transport East is leading work with partners to help tackle these challenges and accelerate delivery of our rail and road priorities.

## 3. Strategic Rail

### *Immediate Rail Priorities*

3.1 The next batch of announcements on strategic rail funding are expected through the forthcoming Rail Network Enhancement Pipeline update from government. This announcement has been delayed from 2021, and is expected to include a decision on the

status of Transport East rail priorities including Ely Junction and Haughley, the Great Eastern Main Line and the West Anglia Main Line.

- 3.2 Transport East and its partners have led on providing strategic advice to DfT on these priorities evidenced in our transport strategy, alongside the work of the East of England All Party Parliamentary Group.
- 3.3 Transport East are also leading the revitalisation of the East-West Rail Eastern Section Board with Board Chair Cllr Alexander Nicoll. The Eastern Board is working closely with England's England Heartland to present the case for investment in the East-West rail main line, including the missing link between Cambridge and Oxford, and improvements required on the Eastern Section between Cambridge and Norwich/Ipswich to maximise UK connectivity to the East.

#### ***Transport East Strategic Rail actions***

- 3.4 Transport East works closely on rail with Local Transport Authorities, Districts, Network Rail and the Great British Railways Transition Team, through our Memorandum of Understanding and Transport East Officer Rail Group.
- 3.5 The group has made good progress, and has recently overseen:
- Production of a 'State of Rail' report for the East, commissioned through Steer, to be shared at the next Forum meeting on 3<sup>rd</sup> October.
  - Production of a comprehensive briefing from MPs and Businesses on the case for investment in Ely and Haughley Junction schemes
  - Production of a scoping document for the Transport East Rail Plan, commissioned through Steer.
  - Transport East assuming secretariat responsibilities for the East-West Rail Eastern Board, and supporting the GEML and WAML Task forces.

#### ***Transport East Rail Roundtable in Parliament***

- 3.6 Our short term goal is to bring together all regional and national rail leaders together as a Single Voice, at a senior level, to agree the direction, scope and terms of reference for a Rail Plan for the East, using the 'State of Rail' report and draft Rail Plan Scope as a basis.
- 3.7 To achieve this, a Rail Roundtable is scheduled for 15<sup>th</sup> November 2022 in the Houses of Parliament. Invitee include the political leads of the region's three main rail task forces, Transport East chair, five LTA political leaders, Dr Dan Poulter our Parliamentary Ambassador, alongside senior officials from Network Rail, Department for Transport, Great British Railways, Rail Freight Group, National Infrastructure Commission, Englands Economic Heartland STB, Cambridge and Peterborough Combined Authority, Greater Anglia and C2C.
- 3.8 Leading up to the roundtable, a programme of 1-to-1 meetings has been arranged with invitees. These will take place in October.

#### ***Great British Railways***

- 3.9 The Government recently consulted on the primary legislation for the formation of Great British Railways (GBR). Transport East submitted an officer response attached in appendix 1.
- 3.10 Two key points were included in our response, which were consistent with those of the other six Sub-national Transport Bodies across England:

- That STB partnerships should be named within the primary legislation as integral to the regional governance and strategic decision-making structure of GBR.
- That the regions over which GBR will operate should be consistent with other regional transport structures (E.g. STBs) and also with functional transport / economic geographies for customers.

3.11 Great British Railways Transition Team is currently holding a call for evidence on a new Rail Freight Target for England. Transport East will submit a response by the deadline of 27<sup>th</sup> September, drawing in the evidence base in our transport strategy and co-ordinating with our partners (including the ports).

3.12 More generally, Transport East is building its relationship with Great British Railways, through standing item at our officer Rail Group, presentation at our Summit today, and through the national STB liaison group and STB Chief Officers Group.

#### **4. Roads Investment**

4.1 Members of this group received a presentation from National Highways in June, outlining the importance of engaging with the RIS3 development process over the next 18 months, leading up to the next delivery period 2025-2030. The slides have been circulated to members with the meeting minutes.

4.2 In our formal role as regional advisor to the Secretary of State on our transport priorities, Transport East has subsequently commissioned consultancy support to produce the region's *Strategic Advice to the Secretary of State* on our roads investment priorities. This work is currently live. Local Transport Authority officers and other partners are being interviewed throughout September to capture the full details of our priority projects.

4.3 The scope of the work includes both National Highways projects on the Strategic Road Network and LTA priorities on the Major Road Network. It will also include our advice on the systems that need to be introduced and funded through the Roads budget in the East during that time period, for example strategic alternative fuel charging, lorry parking, passenger transport interchange and other requirements to deliver our integrated strategy.

4.4 We plan to share the draft report with this Forum in October for approval, beyond which we aim to submit to National Highways and the Secretary of State. The report and data will also be briefed to our partners, business groups and MPs to use in their onward communication to government on RIS3.

4.5 Beyond this, our Business Plan has prioritised the development of corridor connectivity studies along our six key corridors to identify the next generation of investment required to 2050. These are being scoped by TESOG and we plan to bring a proposal on this to the Forum later in the autumn.

#### **5. Recommendations**

5.1 Members are asked to:

- Endorse the approach outlined in this paper related to strategic rail and road investment.
- Endorse the Transport East response in Appendix A to the consultation on legislation for Great British Railways [to ensure it reflect the Forum's views, in addition to officers]

## Appendices

**Appendix 1:** Transport East Response to the government consultation on primary legislation to establish Great British Railways.



## TRANSPORT EAST

Rail Transformation Programme Consultation  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Suzanne Buck  
Transport East  
Suffolk County Council  
Endeavour House  
8 Russell Road  
Ipswich  
IP1 2BX

By email to: [railconsultation@dft.gov.uk](mailto:railconsultation@dft.gov.uk)

4 August 2022

Dear Rail Transformation Programme consultation team,

Thank you for the opportunity to comment on the consultation on the legislation to implement rail transformation.

Transport East (TE) is the Sub-national Transport Body for Norfolk, Suffolk, Essex, Southend-on-Sea and Thurrock. The partnership provides a single voice for our councils, business leaders and partners on our region's transport strategy and strategic transport investment priorities, working in close collaboration with the government and the rest of the UK.

We have developed a regional Transport Strategy and Investment and Delivery Programme. These documents set out a vision for the future of transport in the East and a set of strategic priorities to deliver that vision.

### **Our vision and priorities**

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

To deliver the transport network to support this, the draft Strategy identifies four core priorities for the region. Setting out a pathway of activities to address challenges and improve transport provision.

- Decarbonisation to net zero – Transport creates 42% of carbon emissions across the region, more than any other source. We aim to achieve net zero carbon emissions from transport by 2040. Our decarbonisation pathway underpins the other three pathways in the Strategy.
- Connecting growing towns and cities - With 75 towns and cities, the East has a strong economy, but our growing places are spread out and our towns are congested. We want enhanced links between our fastest growing places and business clusters.



- Energising rural and coastal communities – Much of our population lives in rural areas or on the coast. Transport links in these areas are historically poor and this is exacerbated by poor digital connections. We want everyone in rural and coastal areas to be able to do more, more easily and more sustainably.
- Unlocking international gateways – With 13 ports and 3 international airports, we are the UK's gateway to the world for trade. The new Freeport at Felixstowe/Harwich will increase the role of logistics and distribution within the region. We want better connected ports and airports to help UK businesses thrive.

Rail currently plays an important role both within the East region and connecting across the country, particularly from our nationally significant ports. Rail will also play an increasingly important role in future regional and national transport, supporting the delivery of our core priorities.

TE has developed a good working relationship with Network Rail, meeting regularly as part of a regional rail group, that also now includes GBRTT representation. We support the formation of GBR and have valued the engagement with that team.

The TE response focusses on the overarching consultation proposals, with particular focus on the role of STB's, rather than responding to the individual questions.

An integrated simplified approach to managing the rail system and services through a "single guiding mind" is welcomed. Although greater clarity and transparency is needed around the decision-making process, between GBR and DfT with respect to setting priorities, decision making and funding decisions.

The proposed integrated approach is focussed internally to the rail industry and does not satisfy the requirements of having regard for STB transport strategies, which reflect regional priorities. Neither does it take this opportunity for a holistic approach to transport, recognising the potential and need for cross modal travel integration and the important statutory role of the LTA's in delivering local transport needs.

The consultation states that elements of the Rail Transformation are not being consulted on as they do not require primary legislation, including local partnerships, indicating that these will be addressed through non-legislative reforms later. However, it is TE's view that for STB's, GBR and the Secretary of State to discharge their duties and requirements fully, that STBs should be embedded into primary (or secondary) legislation. It is only through this formal relationship that an effective integrated transport system can be developed and delivered.

The rationale for this proposal sits with the Cities and Local Government Devolution Act 2016. This states that the Secretary of State for Transport "must have regard to proposals contained in the transport strategy of a STB... in determining national policies relating to transport."

The consultation sets out the need for a balance of national and regional functions and responsibilities, TE consider this approach to be sound.

The consultation also references the need for cultural change to come from the people, teams and organisations across the sector stating that, "as we reform the railways, government is committed to not... perpetuating the problems of fragmentation. Nor must GBR be simply a larger version of Network Rail." TE support this ambition for change, however, enabling a change in culture and a

fresh look at delivering rail services across the county is not reflected in the proposal to retain the historic rail regions from the current NR structure.

The STB regions have been established to reflect the regional economic areas. Aligning the GBR regions with the STB regions would enable greater alignment with these economies and ensure that the regional strategic priorities for a holistic transport network are effectively considered. It is the role of STB's to speak with "one voice" for their region on transport.

The consultation proposes a requirement in the primary legislation scope to include duties on GBR relating to accessibility, freight and the environment. Earlier ambitions in the text put equal weight on passenger and freight customers, yet reference to passengers is missing from this statement. Going forward balancing demand of passengers and freight will be an important and complex challenge. TE requests consistency of consideration of passenger customers alongside freight.

A focus on improving accessibility as a part of primary legislation and the inclusion of the DPTAC as a statutory advisor, is welcomed. It is recognised that such improvements will also benefit other people with protected characteristics under the Equality Act. Improved accessibility should consider the widest view encompassing affordability and service levels in addition to the infrastructure and information access described.

Finally, the Plan for Rail commitment to have an "open by default" approach to data sharing was welcomed. This principle has been developed within the consultation information to refer to "supporting the development of a new Rail Data Marketplace, where open rail data will be accessed by innovators to build new tools, and app developers to deliver better real time information to passengers." The need for this approach to ensure the intrinsic commercial value of data and the need to manage that with respect to use by innovators and developers is recognised. However, it is our view that access to data for government authorities, LTA's and STB's, should be enabled, without charge. The need for access to this type of data has been highlighted within recent work by TE. Providing wider government access to data will significantly improve the assessment, development and implementation of local and regional integrated transport measures.

Please note this is an officer response to the consultation, a final updated response will be provided following consideration by our Forum at our next meeting on the 20th of September.

Yours Sincerely

Suzanne Buck

Technical Programme Manager, Transport East

## Transport East Briefing

**Date:** 20 September 2022  
**Subject:** Technical Work Programme Update  
**Report by:** Suzanne Buck  
**Contact:** Suzanne.buck@suffolk.gov.uk

---

### Overview

The current works programme relates to the main funding DfT funding for 2021/2022 and 2022/23 and the in-year additional DfT funding for 2021/2022. This briefing summarises the current schemes in the Transport East programme.

---

## 1. Introduction

- 1.1 The current programme of work relates to the main DfT funding for 2021/2022 and 2022/23 and the additional DfT 2021/2022 in year funding.
- 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. Project focus

- 2.1 As the programme is growing, each forum update will focus on a selection of projects. This update will look in more detail at, to include the areas where feedback from the forum would be helpful:
  - Rural Centre of Excellence
  - Electric Vehicle Infrastructure
  - Decarbonisation Toolkit

## 3. Rural Centre of Excellence

- 3.1 The purpose of this workstream is, through the development of a Rural Centre of Excellence (RCoE) and Task Force to lead understanding of rural mobility challenges and identify new models of working to deliver better outcomes for our rural and coastal communities.
- 3.2 Since joining Transport East, Sharon Payne, Regional Rural Transport Lead, has undertaken engagement with a broad range of people and organisations to inform the thinking for developing the RCoE. This has included meeting with the SCC CoE for Nationally Significant Infrastructure Projects (NSIPs) discussion opportunities for collaboration on issues around transport generation and impacts, and the potential for the skills agenda to be included within the CoE work. Sharon has also met with Cllr Lana Hampsall, NCC, following which TE has been asked to contribute to a national Conservative Party Forum on rural mobility. In addition, the

joint STB Rural Mobility group, chaired by TE, has restarted, providing an opportunity to learn from other rural transport work across the county.

- 3.3 To establish a baseline of rural mobility, later this autumn a survey will be sent out to all parish council and Market Town councils in the region. This will provide an understanding of the current travel needs and where people travel to access services. This will increase the understanding of rural challenges and inform the development of a future programme of work by the Task Force. TE will provide a summary of the purpose and details of the survey to members ahead of the survey being sent out.
- 3.4 The Task Force will comprise officer representatives from authorities across the region, political, academic and leading rural organisations. The Chair of the Task Force will also represent rural matters on the TE Strategic Hub, (reference Strategic Hub paper). The first matter to be considered by the Strategic Hub will be rural mobility.
- 3.5 There are significant challenges for transport and mobility in rural and coastal areas. TE will use the RCoE, its role as lead STB on rural transport along with evidence and insights from other workstreams, to inform and influence the forthcoming DfT Rural Mobility Strategy. It will advise government on the changes needed at a national level to deliver better outcomes in these areas.

#### **4. Electric Vehicles.**

- 4.1 The proposal submitted to the DfT for the additional in year funding was for a joint TE/EEH project to undertake a number of sprints looking at key challenges for LTAs in delivering EV infrastructure. However, it became clear that due to the number of projects, some overlapping, ongoing across the regions, and the launch of the DfT LEVI initiative, that this approach could result in this work either duplicating work or not adding significant value.
- 4.2 Following discussions with OZEV and the DfT, it was agreed to amend the scope. This would now undertake two pieces of work, an EV model and Commercial and Public sector engagement. The inclusion within this update is to raise awareness of the change in approach for the EV funded work.
- 4.3 The EV modelling work will develop an interactive EV mapping tool that will show predicted EV uptake need across the two regions, this will complement other EV work in the region and provide consistent EV forecasts for cars at a strategic level for across the region. This work is being undertaken by WSP and includes a workshop with Local Authorities to present the work and findings.
- 4.4 Through engagement with the commercial sector and DNOs, develop a comprehensive understanding of the private sector investment profiles, development models and projections. This will provide a greater understanding of where and when non-subsidised charge points will be installed and define characteristics that indicate how attractive a location would be for investment. This work will help the public sector understand where market failure may occur, and investment would be needed by the public sector.
- 4.5 Through engagement with the public sector, develop a comprehensive understanding of the approaches taken to charge point provision and different levels of engagement and progress within local authorities in the region and where additional support is needed to enable planning and deployment of local charge points.
- 4.6 The engagement work is currently out to tender to medium-sized consultants that specialise in this area of work. The anticipated start for this part of the project is mid-October.
- 4.7 The outputs of this work will be assessed alongside the ABM EV modelling, to provide greater insights for the provision of EV infrastructure in the region.

## **5. Decarbonisation Toolkit**

- 5.1 This workstream is being led by EEH in partnership with TE and TfSE and is being undertaken by WSP. This work will complement the DfT's QCR Guidance and the MC's Decarbonisation Policy Playbook, currently under development, and provide an evidence base to support the update of LTPs.
- 5.2 This work will standardise the carbon baselines across the three regions and provide standard forecasts for each LTA. A target trajectory to net-zero will be developed for each LTA and provide an understanding of the influence LTAs have over the emissions gap in their area.
- 5.3 The outputs from this work will include a bespoke report for each LTA and a tool that will help inform the development of LTPs and enable LTAs to develop action plans using pre-defined interventions with estimates of impacts. Guidance for use of the model will also be provided.
- 5.4 The outputs and insights from this work will be presented to three audiences; to the TE Forum; to LTA officers within each region; and, to members within each region.

## **6. APPG Roundtable: Charging up the East of England – Towards a Road Map for EVCP**

- 6.1 On the 8 November, the East of England APPG is holding a high-level, in-person roundtable which will discuss how to charge up the East of England – specifically, how the region will step up delivery of the Electric Vehicle Charge Points required by 2030. This infrastructure is of critical importance to de-carbonising the region and meeting the Government's statutory net zero targets.
- 6.2 TE is speaking alongside EEH at the event. We will also be launching the EV mapping tool and showcasing the People Focused Approach to understanding Future Travel – EV and Net-Zero, demonstrated at the Summit today.

## **7. Questions to the Forum**

- 7.1 The Forum is asked to consider the following questions
- 7.2 Does the Forum have any questions on the summary of works in the Technical Work Programme?
- 7.3 Expressions of interest for involvement in the RCoE Task Force, from the Forum members or recommendations for other participants?
- 7.4 For the RCoE, can the Forum provide suggestions for candidates from the political field, academia or other organisations that could be considered for the role of Chair of the RCoE Task Force?
- 7.5 For the Decarbonisation Toolkit workstream, can the Forum indicate their preference for effectively sharing the outputs and insights to members across local authorities within the region?
  - Presentation to each LTA Cabinet
  - Presentation to each LTA with an open invite to all members
  - Presentation, with open invites to members from the LTAs and Districts within each LTA

## 8. For the Forum to note

8.1 To note the change to the scope for the EV Infrastructure work.

8.2 To note a request from the RCoE workstream, to promote the survey amongst their parishes and encourage them to complete it. Details of the date of the survey will be provided once confirmed.

## 9. Acronyms

9.1 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
TfN	Transport for the North
PT	Peninsula Transport
WG	Western Gateway
SRN	Strategic Road Network - managed by National Highways
MRN	Major Road Network - managed by Local Transport Authorities
ABM	Agent Based Model – People focused transport model
APPG	All Party Parliamentary Group
RCoE	Rural Centre of Excellence
NSIP	Nationally Significant Infrastructure Project
LEVI	Local Electric Vehicle Infrastructure
OZEV	Office for Zero Emission Vehicles
QCR	Quantified Carbon Reductions
EVCP	Electric Vehicle Charging Points

## Transport East Technical Programme Summary

Ref	Budget		Project	Project Description	Project team	Completion date	Update September 2022
	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	MC/ Atkins & CENEX	October 2022	Inception meeting held in August. The first task is to undertake industry stakeholder engagement. The questionnaire is almost complete and will go out at the end of September. The completion date has slipped, currently awaiting an updated programme
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	September 2022	Final draft of the state of rail report is being reviewed. The first draft scope has been provided and is being reviewed to inform the rail roundtable discussion.
3	2021/22 DfT Main	£42,500	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	September 2022	Final amendments to the report are being undertaken and the report will be completed in September.
4	2021/22 DfT Additional	193000 (TE £180,000)	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	September 2022	Final draft report has been provided for review and comment. Four 2040 scenarios were undertaken. 1. Road pricing - the future cost of driving; 2. High EV uptake; 3. Increased Active Travel; 4. Combination of scenarios. The outputs from this work show interesting insights.
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 (3) and (4)	March 2023	This work will be scoped over September/October.
6	2021/22 DfT Additional	£200,000	EV Model and Market Place Assessment	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.	WSP - EV modelling TBC - private sector and LTA engagement	March 2023	Work by WSP continues on developing the EV model. The procurement process has started with programmed start mid-October.
7	2021/22 DfT Additional	£95,000	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 completed	March 2023	The Regional Rural Transport lead has started with Transport East. A number of meetings have been held with STBs and those undertaking work in this field. The joint STB Rural group has re-started. The questionnaire for the rural survey is being developed.

Ref	Budget		Project	Project Description	Project team	Completion date	Update September 2022
	Fund	Value					
<b>2022/2023</b>							
8	2022/23 DfT Main	£50,000	Active Travel	To undertake a piece of work to support the LTA's in developing and delivering AT within their areas. Develop work to outline delivery of the 11 recommendations from the Sustrans report	TBC	March 2022	The scope of work to be progressed following the Active Travel Workshop in August. This will be shared with the group in September and work started to commission work packages.
9	2022/23 DfT Main	£75,000	Strategy Hub	The Strategy Hub would provide the region with the opportunity to explore some of the issues raised in the DfT inquiry in greater detail and to develop potential policy recommendations, addressing topics such as higher-than-average car dependency with the hub structure.	TBC	March 2022	The scope of work has been defined and detailed in the separate Forum paper. The initial subject area will be rural transport to support the work of the Rural Centre of Excellence.
10	2022/23 DfT Main	£20,000	Data collection/Mapping	To provide additional data to support in year workstream or to deliver a new IT platform and mapping base.	Transport East	March 2022	Discussions are progressing.
11	2022/23 DfT Main	£125,000	Corridor Connectivity Studies	A multi-modal review of the six core strategic corridors identified within the Strategy. To identify opportunities and challenges and develop the IDP	TBC	Start in 2022	The programme has identified starting work on two corridors this year. The first corridor will be London to Norwich and Lowestoft.
12	2022/23 DfT Main	£100,000	Rail/PT/Freight Plans	To develop regional plans to set out the challenges, opportunities, ambitions and investment needs for the TE region. Following completion of the Strategic State of Rail report to develop the Regional Rail Plan. A regional freight plan to be developed looking at both cross regional routes and freight within the region.	TBC	Start in 2022	A rail roundtable at Westminster has been confirmed for 15 November. The scope for the regional rail plan will be one of the areas for discussion. Following agreement of the scope, the works will be commissioned.
13	2022/23 DfT Main	£24,000	Strategic Advice RIS	To provide formal strategic advice from the region, using TE's evidence base, to communicate our strategic priorities for RIS3, RIS4 and a potential MRN2 programme	Peter Molyneux Consulting	01 November 2022	Discussions with LTAs has commenced. There will be a series of meetings with the regions LTAs and National Highways to inform the advice.
<b>Joint STB projects</b>							
J1	2021/22 DfT Additional	TE £15000	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	Linked to the output of phase 1, ref 1.
J2	2021/22 DfT Additional	200000 (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 WSP	May 2023	The inception meeting has been held and with WSP to confirm the scope and approach. Gap analysis has started to identify what is needed to establish a common baseline for the STB regions and target trajectories to net-zero. Final stage includes engagement with LTA officers and members
J3	2021/22 DfT Additional	300000 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 Mott MacDonald & Arup	March 2023	All LTAs and bus operators have been sent a questionnaire to understand areas of concern and need. The first of two workshops have been set up within each STB over September to understand needs and inform the development of priorities.
J4	2021/22 DfT Additional	12000 (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	October 2023	The initial draft report has been provided and reviewed. The report was also discussed at the joint STB Rural group. This is now being updated to reflect the



## Transport East Forum Meeting

**Date:** 20 September 2022  
**Item:** Regional Transport Strategy Hub  
**Report by:** Esme Yuill, Communications Lead, Transport East  
**Contact:** [Esme.yuill@suffolk.gov.uk](mailto:Esme.yuill@suffolk.gov.uk)

---

### Purpose

This report provides an update on the development of a Regional Strategy Hub, as set out in our 2022/23 Business Plan.

### Recommendations

Transport East Forum Members are asked to:

- **Note progress** on the development of a Strategy Hub
  - **Approve next steps**
    - Identification and appointment of a Chair and Vice-Chair for the Rural Mobility Commission
    - Procurement of external support for the Strategy Hub
- 

## 1. Background

- 1.1. Within our Business Plan for 2022/23 we committed to developing a Regional Transport Strategy Hub to lead regional thinking and action on new policy and innovation. This hub is proposed to initiate inquiries on priority topics including rural solutions, future roads in the East, paying for transport and social inclusion.
- 1.2. Outputs from the Strategy Hub including reports and recommendations would be formally presented to the Transport East Forum for consideration in the future work programme.
- 1.3. An indicative budget of £75,000 has been allocated for this financial year to support the establishment of the Regional Strategy Hub as part of our funding settlement from the DfT.

## 2. Concept

- 2.1. The Regional Transport Strategy Hub has been conceived, following guidance from the Forum, as a 'commission' style body designed to support Transport East's engagement and our role convening stakeholders to discuss key transport issues for the region, build knowledge, and develop solutions. It is proposed the Strategy Hub is independent and politically impartial. Transport East would have a clear role in oversight of topics addressed and final product.
- 2.2. The Strategy Hub would be formed of a stakeholder Committee, supported by an independent Secretariat overseen by Transport East.
- 2.3. The Strategy Hub would undertake topic specific 'commissions', by setting a question or specific area for investigation and taking evidence from experts, regional stakeholders and the public. The Committee would then submit a report to the Transport East Forum potentially with recommendations for future activities, policy development or areas of work. The focus will be on complicated and potentially contested issues which require honest discussion from multiple expert points of view to best chart a course for tackling the problems at a regional level.

- 2.4. As the lead Sub-national Transport Body on rural mobility and to tie into our work to establish a Rural Mobility Centre of Excellence, we propose to use the first ‘commission’ to explore rural mobility issues further. The Strategy Hub would provide the region with the opportunity to explore some of the issues raised in the recent DfT inquiry on rural mobility in greater detail and to develop potential policy recommendations.
- 2.5. This would allow us to develop the commission model for the Strategy Hub, testing our approach and refining before tackling other topical issues such as how transport networks are funded in the future or social inclusion.
- 2.6. The Strategy Hub has been designed as a scalable model, with the opportunity to expand depending on the topic under discussion or the resourcing available. See Appendix 1 for the proposed core structure of the Strategy Hub and the external engagement options for seeking evidence for the Committee to assess.
- 2.7. The Strategy Hub would sit to the side of the existing Transport East governance so it can operate with a significant level of independence. See Appendix 2 for the relationships.

### 3. Objectives and Audience

- 3.1. Through the lens of the East’s unique characteristics:
  - To act as a body that can help formulate strategic recommendations for the TE Forum to consider on complex transport issues with the aim of informing local government policy
  - To inform national transport policy including officials and Ministers at the Department for Transport and key parliamentarians to achieve better outcomes in the East
  - To engage with a wide range of experts from diverse stakeholder groups and deepen understanding of the latest policy thinking to tackle our strategic transport challenges
  - To use the Hub as tool to increase engagement with and build profile of Transport East’s transport strategy by including its key themes in the processes of the Strategy Hub
- 3.2. The target audience for the development of the Regional Strategy Hub and the Committee’s outputs would be:
  - Department for Transport – Secretary of State and other Ministers, Director General, senior officials and policy teams
  - Local Authorities - Transport leads, policy leads, planning leads, politicians
  - MPs & Peers – local and members of relevant APPG’s and Select Committees
  - Transport infrastructure bodies and operators
  - Business groups
  - Sector specific groups i.e. rural, inclusion
  - Neighbouring Transport Bodies & other STBs
  - Academics – both with region and the wider transport/ public policy communities
  - Regional press and trade press

### 4. Next steps

- 4.1. Should the Forum agree to progress the Regional Transport Strategy Hub in the format identified, the next steps would be to:

Sept/ Oct 22	Procure external support to provide Secretariat support and develop the Strategy Hub.
Oct/ Nov 22	Recruit Committee members including Chair and Vice-Chair
Nov/ Dec 22	Launch the Strategy Hub, to coordinate with the formal launch of the Rural Mobility Centre of Excellence
Jan 23	Initiate first ‘Commission’ on Rural Mobility
Mar/April 23	Conclude first ‘Commission’ and submit report to TE Forum

## 5. Recommendations

5.1. Members are requested to:

- **Note progress** on the development of a Regional Transport Strategy Hub
- **Approve next steps**

**Appendix 1: Proposed structure of Regional Transport Strategy Hub and evidence gathering options**

<b>CORE</b>	<b>CORE</b>	<b>EXTERNAL OPTION 1</b>	<b>EXTERNAL OPTION 2</b>	<b>EXTERNAL OPTION 3</b>
<b>Secretariat</b>	<b>Committee of high-profile stakeholders and experts</b>	<b>Call for evidence (written and oral evidence)</b>	<b>Expert seminars (presentation and discussion)</b>	<b>Citizen engagement</b>
<p>The Secretariat will:</p> <p>Manage overall programme</p> <p>Work with Committee or other key individuals to develop focus of inquiry and a full programme of activities.</p> <p>Support stakeholder engagement and answer queries.</p> <p>Organise, manage and deliver meetings and events.</p> <p>Develop and deliver communications to support the Hub.</p> <p>Support drafting of Committee's report</p> <p>Monitor and evaluate.</p>	<p>The Committee will:</p> <p>Consist of 8-12 representatives from regional organisations, appointed by Transport East.</p> <p>Set the specific parameters of the 'commission' with guidance from Secretariat and TE, the Committee.</p> <p>Receive evidence in an agreed format.</p> <p>Reply to the call for evidence, which would be sent to the Secretariat to create a first draft report.</p> <p>With the Secretariat, agree on a final draft report which would be reviewed by Transport East officers before submission to the Transport East Forum.</p>	<p>The call for the evidence would be:</p> <p>Promoted to a wide range of stakeholders both regional and national.</p> <p>Facilitated online.</p> <p>Potential for oral evidence sessions to increase depth of insight.</p>	<p>Expert seminars would be:</p> <p>By invitation to stakeholders/ topic experts</p> <p>Presentations format to the Secretariat and Committee members.</p> <p>Could be managed under Chatham House rules or available to the wider stakeholders.</p> <p>Potential for a facilitated discussion, allowing Committee members to question and discussion with expert</p>	<p>To draw views and insight from a wider public we could include:</p> <p><i>Surveys</i> Quick, wide and affordable way to understand public's view on an issue.</p> <p><i>Focus group</i> A focus groups allow you to collect qualitative information about topics but does require additional planning, time, resource and cost.</p> <p><i>Citizen assemblies</i> A more structured and independent way of securing in-depth views from the public. This would require significant planning, time, resource and cost.</p>

**Appendix 2: Diagram showing how the Regional Transport Strategy Hub relates to Transport East Structures**



