

TRANSPORT EAST FORUM

Council Chamber, Great Yarmouth Borough Council,
Hall Plain, Great Yarmouth NR30 2QF

21st June 2023

1	Welcome and apologies <i>Cllr Kevin Bentley, Chair</i>	14:15
2	Minutes from last meeting <i>Cllr Kevin Bentley, Chair</i>	14:20
3	Transport East Business and Governance Update <i>Andrew Summers, TE Chief Executive (Paper)</i> <ul style="list-style-type: none"> • Welcome new Forum Members • Conformation of Vice Chair position • Transport Strategy: Letter from Minister Richard Holden • Update on Business Plan Confirmation 2023/24 • Annual Report 2022/23 	14:25
4	National Highways Roads Investment Strategy <i>Richard Leonard, Head of Network Development - Customer, Strategy and Communications, National Highways (presentation)</i> <ul style="list-style-type: none"> • Presentation and Q&As 	14:35
5	Rail Update <i>Andrew Summers, Chief Executive (Paper)</i> <ul style="list-style-type: none"> • Proposal on the Great British Railways Wider South East Rail Partnership • East West Rail Route Announcement • Launch of Ely Junction Brochure 	15:20
6	AOB <ul style="list-style-type: none"> • Communications Update • Technical Work Programme Update <p>Update papers provided for information only in meeting pack</p>	15:40
7	Meeting Close	15:45

**Transport East Forum
Monday 6th March 2023
Via Teams**

Core Members		TESOG Officers		Additional Forum Members and Guests	
Cllr Kevin Bentley (Chair)	Essex County Council	Andrew Summers	Transport East	Cllr Alexander Nicoll	Suffolk County Council
Cllr Lesley Wagland	Essex County Council	Esme Yuill	Transport East	Joanne Baldwin	CPCA
Cllr Richard Smith	Suffolk County Council	Rebecca Rangì	Transport East	Liz Smith	DfT
Cllr Norman Brooks	Suffolk Districts	Suzanne Buck	Transport East	Robert Baker	DfT
Cllr Graham Butland	Essex Districts	Dan Johnson	Transport East	Kier Wilkins	DfT
Nova Fairbank	Norfolk Chambers of Commerce	Alastair Southgate	Essex County Council	Andy Rhind	DfT
Paul Simon	Suffolk Chamber of Commerce	Karen Gearing	Southend City Council	Andrew Cook	Suffolk County Council
		Karen Chapman	Suffolk Growth Partnership	Nick Harris	National Highways
		Luke Barber	Suffolk County Council	Richard Leonard	National Highways
		Graeme Mateer	Suffolk County Council	Phil Bibby	Hertfordshire County Council
		Mat Kiely	Thurrock Council	Heather Watkinson	City Science
		Richard Doleman	Norfolk County Council	Daniel Quan	WSP
		Howard Davies	SELEP	Richard Bates	Network Rail
		Matt Taylor	National Highways		
		David Glason	Great Yarmouth District Council		
		Adam Thorp	EEGLA		
		Louise Flavell	Essex District Rep		

Apologies

Nicola Beach	Chief Exec Suffolk County Council	Mark Lucas	UK Innovation Corridor
Cllr Graham Plant	Norfolk District Council	Cllr Steven Wakefield	Southend City Council
James Bensly	Norfolk County Council	Cllr Mark Coxshall	Thurrock Council

<p>1 Welcome and apologies, and Declarations of Interest Cllr Kevin Bentley, Chair of Transport East</p> <p>Minutes approved from December 2022.</p> <p>Cllr Bentley announced change of position title for Andrew Summers from Strategic Director to Chief Executive of Transport East to align with Chief Officers from other English Sub-National Transport Bodies.</p>	Action
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2. Business Plan 2023/24 Endorsement

Andrew Summers presented the draft Business Plan for endorsement by the Forum and submission to DfT. The plan will focus on four key areas (below):

- Be a transport Centre of Excellence for the region.
- Plan the next generation of transport projects.
- Accelerate delivery of our transport projects in the East.
- A single voice – put the East transport priorities on the UK map.

Within this, key priorities include developing TE’s own analytical capability for use by partners in a series of connectivity studies to identify the next generation of strategic investment to 2050, the completion of the Rail Plan and supporting our Rural Mobility Centre of Excellence to help partners tackle accessibility challenges.

DfT have asked TE to plan for a range of DfT funding scenarios; Including a base case using the indicative guidance, a 20% reduction from the indicative allocation, and an enhanced work programme that TE could deliver if further funding were to become available.

The Business Plan was endorsed for submission to DfT.

3. Communications Update

Esme Yuill confirmed the Transport Strategy has been submitted to DfT and summarised quarterly engagement activities. See slide embedded below.



20230306 Comms
slides.pdf

Comments and discussion

- Andy Rhind, DfT commended the progress Transport East has made over the last year.
- Essex County Council reported on their work on delivering National Strategic Infrastructure Projects, with focus on policy to secure contributions from developers to those schemes. This has now been considered as best practice.

4. Roads Investment Strategy

National Highways Presentation on RIS3

Nick Harris, Chief Executive of National Highways, provided a summary of the RIS3 approach (2025-2030) and outcomes it will aim to achieve through investment in the strategic road network.

Two years remain on the current programme (RIS2) with work rapidly increasing on the next generation of schemes to be delivered through RIS3.

The next phase will be a public consultation on key RIS3 documents. National Highways are currently awaiting ministerial approval for (1) the Initial Report, (2) Connecting the Country long-term strategic plan, and (3) Route Strategy initial overview reports (x 20). A decision is expected by the end of the month. Following publication, an 8-week consultation period will be conducted, and NH will be issuing a timetable of events setting out key dates.

Further details on RIS3 are expected through the March budget. Key outcomes will include complying with carbon budget 6 and Net Zero 2050, in addition to other environmental outcomes set, including for Biodiversity and air quality. Delivering the next stage of connectivity will need to have a positive impact on the environment, and RIS3 will therefore need to consider smaller road safety schemes, alongside facilities to help customers and partners transition, e.g. HGV Facilities, electric charging points and hydrogen vehicle refuelling.

Comments and discussion

- Members set out the importance of working more closely in collaboration with NH on projects in the East, to ensure the current schemes in the pipeline are successfully delivered. This include ensuring the business cases and scheme designs fully capture and maximise the wider economic and strategic benefits of each scheme, ensuring alignment with local plans and strategies. LTAs and TE are best placed to provide this local information, and it was acknowledged a recent officer meeting between TE, LTAs and NH set a range of actions to focus on meaningful collaboration going forwards.
- Members requested that NH approach LTAs and STBs as partners, not statutory consultees. LTA have incredibly detailed and real time knowledge about issues affecting their communities and a closer working relationship with national transport agencies can realise the benefits that they can bring.
- NH want a strong collaboration with STBs; and acknowledged that the STBs are at different places within their evolution.

- The Chair of Transport East suggested we develop a joint MoU between National Highways and Transport East signed by either Chairs/Chief Executives.

ACTION: Officers to meet to take forward proposal for MoU between NH and Transport East

Transport East Strategic Advice to Government on RIS3 (private paper)

Suzanne Buck summarised the key points from the paper below.



20230306 TE Forum
RIS3 Report (1).pdf

Members endorsed the paper without further comment.

5. A Plan for Electric Vehicles in the East of England

Dan Johnson, Senior Transport Planner, gave a brief introduction to two presentations on increasing Electric Vehicles take-up in the East, a key ambition set out in our transport strategy. Whilst reduction of vehicle kilometres and mode shift are key steps on our pathway, many journeys by private within our region will remain and will need to be decarbonised. Currently transport related emissions comprise 42% of all carbon emissions in our region, which affects people's health and contributes to climate change.

The government has set clear commitments to cut transport related carbon emissions to net zero, and the East is committed to leading the way in decarbonizing transport. Transport East in partnership with England's Economic Heartland have led on to complementary projects to support the accelerated uptake of electric vehicles across the two STB regions.

A. Demand Mapping - The future demand for Electric Vehicle Charging Infrastructure in the East

Dan Quan, WSP, presented the new interactive tool that shows the forecast EV uptake and charge point requirements across the region under several scenarios, and the scale of charge points needed to support the transition to EV. It identifies appropriate locations by type of charger, and whether or not they may be likely to be attractive to private sector investment. This tool can allow local authorities and government to prioritise investment where it will deliver most benefit.

Dan Quan, WSP, Presentation



20230603 WSP EV
Ready Tool.pdf

B. Unlocking Electric Vehicles in the East

City Science were commissioned to provide an understanding of the current maturity of EV infrastructure deployment and delivery across the two STB regions, the infrastructure pipelines for both private and public sector bodies, and the blockers barriers and opportunities that need to be addressed. Heather Watkinson presented the outputs that will assist our public sector partners in enabling and encouraging private sector investments.

Heather Wilkinson, City Science



20230306 City
Science ELVIS present

Discussion and Questions

- Members raised significant issues with on-street parking chargers, given its not a viable solution for many people. City Science explained there is a long way to go to ensure the public are comfortable with on-street, with two main options:
 - Chargers on-street in a designated Bay.
 - Lamp column charging so every lamp column on the street will have a charger and you plug in a cable to that charger.
- Other types of charging are needed. The next generation of grid serve type electric forecourts will be proliferating across the network in the not-too-distant future and they will have rapid charging capabilities that mean the public be able to charge their batteries within 10-15 minutes, an increasingly comparable alternative to fuelling up a traditional combustion engine.
- Forecourt charging is available in Essex and Norfolk. This type of initiative will give the wider public additional options to charging at home as a sole enabler to having an electric car. It's clear that far more ultra-rapid chargers will need to be available.

- Members raised the discussion needs to be framed in the broader context of the wider alternative fuels and the understanding that electric vehicles are not the ‘silver bullet’ to decarbonizing transport. Other options to private vehicle ownership need to be pursued in the EV space, for example community EV car hubs.
- Members suggested that developing a partnership with energy companies should be pursued to support the installation of chargers.
- More broadly, we need to tackle other forms of sustainable transport. For passenger transport, a key barrier outlined is the legal framework governing transport outside of London, which holds back the development of an inclusive multi modal transport system.
- Collectively, the presentations and outputs were welcomed. These projects enable us as a region and local authority partners to understand the current rate of electric vehicle charge point deployments and the forecast demand and supply requirements, in addition to blockers and opportunities to address that will both optimise and accelerate the transition to electric vehicles.

6. AOB

Network Rail Update

The Network Rail Suffolk Connectivity Strategic Advice to be published on the website (<https://www.networkrail.co.uk/running-the-railway/long-term-planning/>) by end of March

Technical Programme update, paper provided for information only.

No further business recorded

Transport East Forum

Date: 21 June 2023
Item: Business and Governance Update
Report by: Andrew Summers, Chief Executive, Transport East
Contact: Andrew.Summers@suffolk.gov.uk

Purpose

This report provides a business and governance update.

Recommendations

Forum members are asked to note the contents of this report, and endorse the draft annual report for onward publication.

1. Introduction

1.1 This paper provides an update on key business and governance items for Transport East.

2. Transport East Forum Representatives

2.1 Following the local elections in May 2023, the Transport East Forum representation from local authorities has been updated. The Forum welcome four new members as follows:

Local Authority	Representative
Southend on Sea	Cllr Kevin Buck
Thurrock	Cllr Ben Maney
Norfolk Districts	Cllr Tim Adams (North Norfolk)
Suffolk Districts	To be confirmed

2.2 The Forum also notes the retirement of Vice Chair, Cllr Martin Wilby and thanks him for his service to Transport East. As custodians of the Transport East Vice Chair position, Norfolk County Council have nominated Cllr Graham Plant, Portfolio Holder for Transport at Norfolk County Council and Norfolk County representative on Transport East as the successor Vice Chair. The Terms of Reference sets out that Chair arrangements of the Forum are reviewed annually, and it is proposed that these are next reviewed as part of the process set out in 2.3.

2.3 Over the coming months, the Transport East Business Unit will initiate a review of the Forum Terms of Reference, membership and governance arrangements, as part of the development of the next Business Plan 2024/25. This will ensure our governance remain fit for purpose and align with best practice elsewhere, the emerging requirements of the DfT guidance for Sub-National Transport Bodies and the requirements of our members, including alignment with emerging devolution proposals. Proposals will be brought to this Forum for discussion and approval.

3. Transport Strategy

- 3.1 Transport East submitted its inaugural Transport Strategy to the Department for Transport in February 2023.
- 3.2 This was an important milestone for Transport East. The 2016 Local Government and Cities Devolution Act states that:

The Secretary of State must have regard to proposals contained in the transport strategy of an STB that appear to the Secretary of State to further the objective of economic growth in the area of the STB in determining—

(a) national policies relating to transport (so far as relevant in relation to such proposals), and

(b) how such policies are to be implemented in relation to the area of the STB

- 3.3 In May, Transport East received the letter (attached in Appendix 1) from Transport Minister Richard Holden congratulating Transport East on completing this milestone and confirming that DfT will now pay due regard to the Strategy when developing transport policy.

4. Business Plan Update

- 4.1 The Transport East Forum on 6th March 2023 approved Transport East's Final Business Plan 2022/23, which was subsequently submitted to the Department for Transport.
- 4.2 At time of writing, Transport East is awaiting confirmation from the Department for Transport of final ministerial approval and release of the DfT funding grant for 2023/24. We expect to receive this in due course.

5. Annual Report 2022/23

- 5.1 Transport East has drafted its Annual Report for 2022/23, as set out in Appendix 2. Members are asked to review its content, and endorse it for final design and publication.

6. Recommendations

- 6.1. Forum members are asked to note the contents of this report, and endorse the draft annual report for onward publication.

Appendices

Appendix 1: Letter to Transport East from Minister Richard Holden

Appendix 2: Draft Annual Report 2022/23



Councillor Kevin Bentley
Chair, Transport East
Suffolk County Council
Endeavour House
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From the Parliamentary
Under Secretary of State
Richard Holden MP

Great Minster House
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London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: richard.holden@dft.gov.uk

Web site: www.gov.uk/dft

13th May 2023

Dear

Kevin

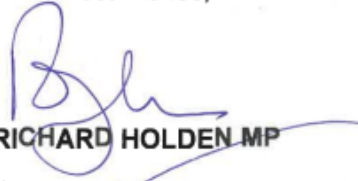
Thank you for the submission of Transport's East (TE) Transport Strategy.

What particularly interested me was your goals 5 to 7 on connecting growing towns and cities and how you want to help open up economic development and opportunity, and also goals 8 and 9 to benefit rural and coastal communities. I am sure that others across Government, notably the Secretary of State for the Department of the Environment, Food and Rural Affairs, would be interested in this too. I am particularly impressed by the scale of the work carried out and how it supports your vision of a 'thriving Eastern region' and goals 10-12 really highlight your vision of the East of England as one of the United Kingdom's key international gateways. I believe this complements the Government's objectives for faster adoption of digital technology and investment in sustainable transport whilst striving for a highly productive economy.

What is vitally important is that as we seek to decarbonise, we do it in a way that ensures the UK is at the heart of next generation manufacturing relating to low carbon industries. It is also important that we provide positive alternatives in terms of public transport and active travel to support realistic alternatives to encourage modal shift which recognise the needs and desire of individuals, their families and unique circumstances.

The strategy sets out a useful framework for how TE can work together with Government. I have asked my officials to ensure they have regard to this strategy when developing new policies. I look forward to seeing TE continue to work closely with the department and in seeing how you build upon the strategy through the Region Connectivity Studies. I would encourage you to continue to engage and work closely with my officials.

Best wishes,

A handwritten signature in blue ink, appearing to read 'Richard Holden', with a long horizontal flourish extending to the right.

RICHARD HOLDEN MP

MINISTER FOR ROADS AND LOCAL TRANSPORT

DRAFT ANNUAL REPORT 2022 /23

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Foreword

1.0 Foreword



Cllr Kevin Bentley
Chair of Transport East

Transport East has had another fantastic year. The whole region has got behind our new Transport Strategy which has now been recognised by government and will be given 'due regard' in policy and funding decisions. This puts the East on a par with other regions in making the case for transport investment and is a huge milestone for the region.

Our Strategy sets a vision of a thriving Eastern region with safe, efficient and net zero transport networks advancing a future of inclusive and sustainable growth for decades to come. Achieving this through a focus on decarbonising transport, connecting growing places, energising our

coastal and rural communities, and unlocking our global gateways.

Transport East is already making a difference across the region - moving us towards a greener, safer, more sustainably connected future.

We've been already using the growing evidence from our work on decarbonisation of transport, rural mobility, electric vehicles and international connections to strengthen the case for investment in transport in the East in Westminster. We've leveraged an extra £2.3m in government funding, to build our capacity, capability and evidence for the region.

This year the focus has been on setting the foundations and building the evidence for the next generation of strategic transport investment.

A deep understanding the challenges and opportunities across our transport networks is important to develop the right solutions for the next 30 years. It is also important to know how people's travel

could change depending on new solutions, investment or policy changes to ensure we deliver a fair transition to net-zero transport.

As we look to the future we haven't forgotten that funding needs to come forward to solve issues now. Transport East has been working with partners to advocate clearly for rail, road, bus and active travel investment across the region.

My thanks go to the Transport East team, partners and supporters for all the hard work over the last year.

Author Signature

Foreword



Andrew Summers

Chief Executive, Transport East

Transport East has taken another step up this year, building our capacity and capability on behalf of the region.

We secured an increasing multi-year funding settlement from Government taking us to 2025. This has allowed us to further expand the team, growing our technical expertise and strengthening our single voice for transport for the East. Even with this expansion, we remain a lean and agile partnership organisation, providing good value for both our member local authorities and the Department for Transport.

The Transport Strategy, our blueprint for transport investment across the region for the next 30 years, was endorsed by all our Local Transport Authorities and has been recognised by government. The contents of the Strategy will now be given ‘due regard’ by government when making transport funding and policy decisions that affect the East. Thank you to everyone who helped shape this vision for the region’s transport networks – it puts us in a much stronger position to secure investment.

I am really proud of the Transport East team has accomplished this year. Despite being one of the smaller STB’s we’re now having a real impact with government, local, regional and national partners and our STB peers.

I’d like to draw attention to a few key highlights from this year.

State of Rail in the East report: This is the first time a fully regional review of our rail network has been done and sets out clearly the challenges and opportunities around rail, as part of a multi-modal sustainable transport future.

People focused transport model: BERTIE is our new model that looks at how people move around the region including factors like age, income and gender. We can now use it to test future scenarios, policies and projects. For example testing a high electric vehicle uptake showed poorer outcomes for low-income people, reduced walking and cycling and lower rail travel.

Rural Mobility Centre of Excellence: With a third of the region’s people living in rural areas and small towns, and with half our transport carbon emissions coming from these places – improving sustainable rural transport is crucial to Transport East. This year we established our Rural Mobility Centre of Excellence to focus local, regional and national attention on the issues and potential solutions.

We’ll be building on all of our work from this year over the next 12 months to help our partners speed delivery of better transport in the East.

Author Signature

2.0 Vision and purpose

2.1 What is Transport East?

Transport East is one of the seven Sub-national Transport Bodies (STB) that together cover all of England outside London. STBs were established through the Cities and Local Government Devolution Act (2016) to provide a single voice for transport for their sub-national areas.

Across England, STBs bring leadership on strategic transport, recognising that local partners working together are best placed to identify regional priorities.

Transport East is an independent partnership, comprising local authorities, Local Enterprise Partnerships, Chambers of Commerce and other partners across Essex, Norfolk, Southend, Suffolk and Thurrock. Our partnership is the single voice for transport investment in the Eastern region.

2.2 Our Vision

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

2.3 Priorities

Our four strategic priorities have been set out in our Transport Strategy:

Decarbonisation to net-zero

Connecting our growing towns and cities

Energising our coastal and rural communities

Unlocking our global gateways

2.4 Our Role

We want transport in the East to be better. Better for people, better for businesses, better for communities and better for our environment.

We work with our members and partners to achieve this. We have set a clear direction for the future of transport in the East in our Transport Strategy and have identified investment priorities in our Strategic Investment Programme.

We provide a regional centre of excellence for strategic transport planning. Expanding the capacity and capability of the region through evidence, insight and tools to help partners develop and make the case for new investment that meets the Strategy goals and the region's wider objectives.

Each year we set out how we will work to meet the Transport Strategy goals and the region's wider objectives through our Business Plan and review how we've achieved those in our Annual Report.

How we work

3.0 How we work

3.1 Our Structure

We are governed by the Transport East Forum, our principal decision-making board. It agrees our core plans and strategies. It comprises transport portfolio holders from the five transport authorities and three elected members representing the three county groups of district authorities.

Business interests are represented by the Local Enterprise Partnerships and Chambers of Commerce. The Forum also includes observer partners who provide advice and support for our work, including the Department for Transport (DfT), Network Rail, National Highways, the UK Innovation Corridor, neighbouring local authorities and STBs.

All meeting dates, papers, agendas and minutes are available at www.transporteast.org.uk

3.2 The Senior Officer Group

The work programme is overseen by the Transport East Senior Officers Group (TESOG). The TESOG comprises officers from all transport authorities, district representatives, Local Enterprise Partnerships, National Highways, Network Rail, East of England Local Government Association, UK Innovation Corridor and DfT.

The strategic direction, work programme, and day-to-day management of Transport East is led by the Business Unit. Suffolk County Council hosts the Business Unit and is the accountable body for all grant funding from the DfT.

3.3 Our wider partnership

Our wider partnership panel includes a wide range of operators, businesses, interest groups and neighbouring regions.

The wider partnership come together at our Transport Summit, and through regular engagement opportunities to shape the direction of our work.

Our thematic taskforces are one such mechanism for wider partner involvement.

Annual Summit

Our [Annual Summit](#) brought together national, regional and local partners to share insights on sustainable transport. The diverse audience heard from the DfT, National Highways, Great British Railways transition team and freight bodies. As well as discussing barriers around rural and urban transport improvements.

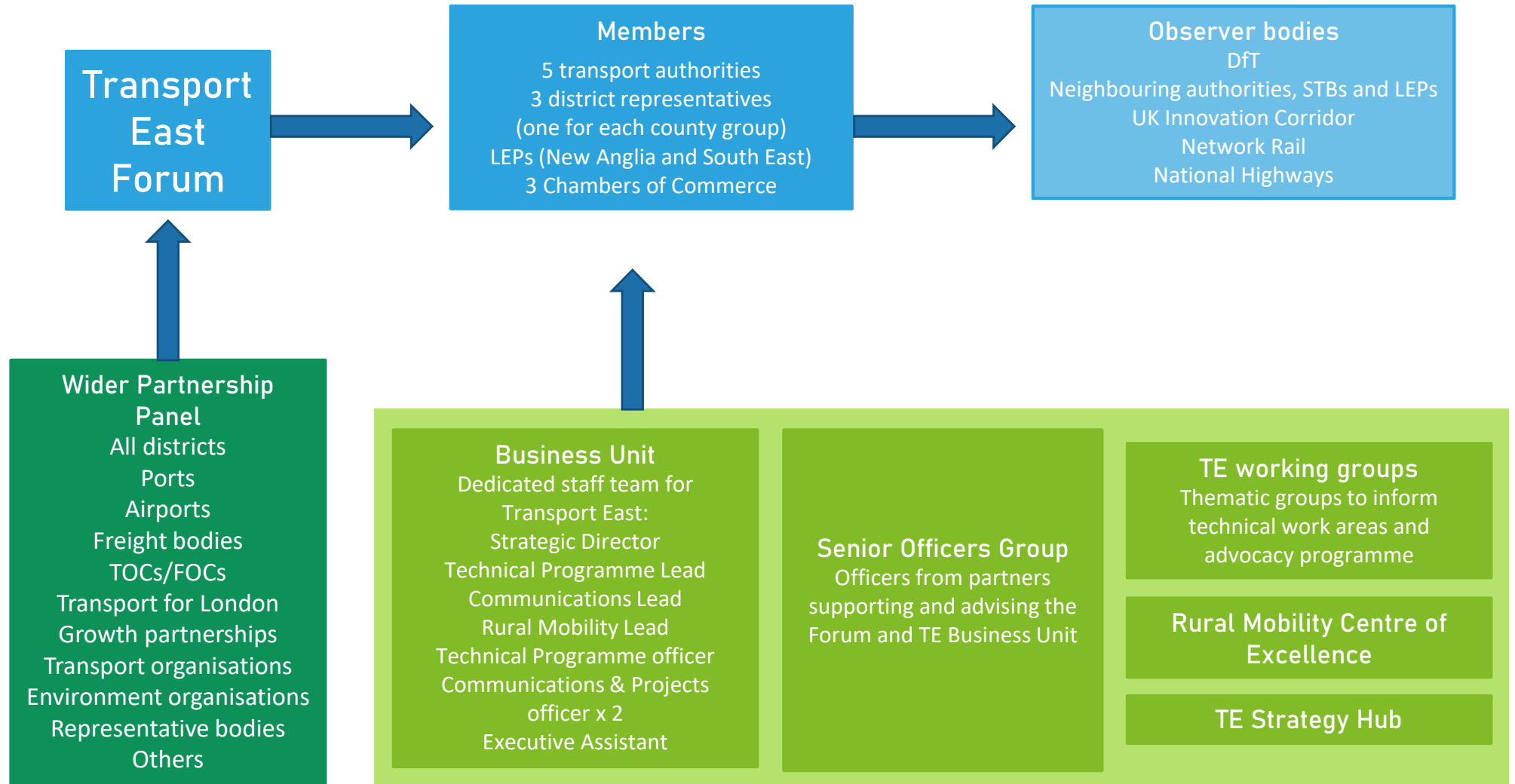
3.4 Our funding and value for money

The core running costs of Transport East, including staffing, communications, programme management and advocacy are funded by subscription fees from our five transport authorities and 24 district authorities.

In 2022/23, we secured grant funding from the DfT of £762,000, this was enhanced with £794,000 of additional funding allocated in 2022/21 but carried over to 2022/23. *See section 8 for a breakdown of spending for 2022-23.*

How we work

3.5 TE Partnership Structure



4.0 Growing in a changing environment

3-year settlement

This year we secured a three year indicative funding settlement from the Department for Transport (DfT) amounting to £2.73 m over three years with year on year increases.

This demonstrates the value the government places on Transport East. And recognises our ability to deliver valuable work programmes to time and budget.

This has also allowed Transport East to grow our own team extending our capability, capacity and expertise on behalf of the region and plan larger, more impactful multi-year programmes.

We also secured additional funding from the DfT in late FY2021-22 which delivered additional projects over 2022-23, many undertaken jointly with other Sub-national Transport Bodies. This allowed us to undertake additional activity including EV infrastructure forecasts, accelerate planned workstreams such as a decarbonisation toolkit and adapt evidence from other regions to the East's unique geography.

Increasing single voice for the East

We have an important role in advocating for transport investment for the East and ensuring national transport policy development reflects the needs of the East. To achieve this we work directly with government officers, parliamentarians, regional and business groups, taskforces and other influential stakeholders.

Despite the changes in political leadership at a national level, over the last year we have strengthened our relationships with Ministers. We have also expanded our relationships with regional parliamentarians, becoming transport advisers to the [East of England All Party Parliamentary Group](#). We have supported their work on international gateways, electric vehicle infrastructure and the seminal report into [Levelling Up the East](#) with the East of England Local Government Association, on which we led on the transport chapter.

Department for Transport and STBs

It is clear the DfT is also seeing increased value from us, and other STBs. The department is keen to see us increase the capacity and capability of our regional partners both individually and collaboratively – becoming regional centres of excellence for transport strategy, planning and insight.

This year we led the joint STB relationship with the DfT, improving the structure and governance, increasing transparency, trust and collaboration. This in turn, enhanced our own relationship with key DfT officials.

Relationships with national bodies

This year we formalised our relationships with National Highways and Network Rail through joint engagement protocols. This has resulted in earlier and increased involvement in particularly the strategic planning functions of both bodies and regular direct engagement with senior figures.

We have established a strong relationship with the Great British Railways Transition Team and are working to influence thinking on rail reform for the benefit of the East.

5.0 Regional successes

Funding

The region has seen a steady stream of funding for transport projects across the year including:

- £65m for Levelling Up Fund transport led projects
- Over £60m for bus improvements and zero emission buses in Norfolk
- Over £12m for active travel
- £22m for EV charging infrastructure

However, these are for specific funding pots, requiring a resource heavy bidding process with no guarantee of success. This approach also gives local transport authorities no certainty of future funding and each funding stream has specific objectives making it difficult to achieve multiple outcomes. With partners we have been advocating for longer term and more integrated funding streams for local authorities to deliver transport investment against priority outcomes.

The emerging county deals in the region are designed to provide more stable funding for local transport improvements.

There has been little news on funding for larger infrastructure projects benefitting the region, including those in the rail network enhancements pipeline especially Haughley Junction and Ely area capacity enhancement.

Strategic roads improvements have also stalled with priority schemes likely to be moved back into the next Road Improvement Strategy period (RIS4 2030-2035), including A12/A14 Copdock interchange, A120 dualling and A11 Fiveways. We are also waiting on funding confirmation for some major road schemes including the Army and Navy roundabout in Chelmsford, the A12 improvements near Ipswich and the Norwich Western Link Road.

We have been working behind the scenes with National Highways, Network Rail and local politicians to make the case for these essential infrastructure improvements.

Major schemes

Several larger schemes have made progress this year across the East.

Work has started on the first new railway station on the Great Eastern main line for over 100 years at Beaulieu in north Chelmsford. Serving a new sustainable urban extension, it will have a bus interchange and 500 cycle spaces to facilitate sustainable end-to-end journeys.

Construction on the region's two new bridges – the Herring bridge in Great Yarmouth and the Gull Wing in Lowestoft have made rapid progress. Both bridges are planned for completion in 2023 and will improve coastal connections and support economic growth.

Work has started on upgrading the M25/A12 junction. This is an important gateway to the region with up to 7,500 vehicles per hour moving through it at peak. Due for completion in 2025 the new layout will make the junction safer and more resilient.

Projects along the A47 have also been approved by the Secretary of State, however are now facing a judicial review delaying the planned construction.

6.0 Transport Strategy

6.1 Overview

The [Transport Strategy](#), is our blueprint for transport investment across the region for the next 30 years. During autumn 2022 it was endorsed by all our Local Transport Authorities and has been recognised by the Department for Transport (DfT) who will now give it ‘due regard’ in funding and policy decisions that affect the region.

The Transport Strategy is a core document for a Sub-national Transport Body. It sets a long-term vision and priorities for transport in the region and informs not only our work, but local transport plans, and priorities of national bodies including National Highways and Network Rail.

Now it has been signed off by the DfT, it puts the East in a much stronger position to secure investment. Thank you to everyone who helped shape this vision for the region’s transport networks.

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

Alongside the Transport Strategy sits the Strategic Investment Programme (SIP). This sets out our investment priorities to Government and will be an evolving programme of schemes and initiatives to deliver the strategy.

We have already started delivering against the priorities in the Strategy. For example:

- Decarbonising transport: EV infrastructure forecasting and unblocking barriers report
- Connecting growing towns and cities: First phase of our Rail Plan – the State of Rail in the East report

- Energising coastal and rural communities: Establishing our rural mobility centre of excellence
- Unlocking our global gateways: Advocating for investment in key freight road and rail routes

Our priorities:

Decarbonising transport for a greener, healthier future

Connecting our growing towns and cities

Energising our coastal and rural communities

Unlocking our global gateways

6.2 Changes following consultation

During the development of the Transport Strategy and Strategic Investment Plan we consulted the public, businesses, local authorities and local organisations.

We received around 600 responses and made several changes to both documents.

Changes to the Transport Strategy

- Adjusting the vision to strengthen decarbonising transport.
- Merging the pathway on 'Unlocking International Gateways' from two pathways, separate for ports and airports, to one for both gateways.
- Reordered the goals in our Decarbonisation to Net Zero pathway priority. These reflect comments received about the main challenge being to tackle carbon emissions from

existing journeys, rather than those relating to new homes and jobs.

- Adding more emphasis on how we will work with the government's Levelling Up policies and how transport can support environmental and social inclusion agendas.

Changes to the Strategic Investment Programme

The Strategic Investment Programme sets out our investment priorities to Government and will be an evolving programme of schemes and initiatives to deliver the strategy.

It was known as the Investment and Delivery Programme during the consultation. We have changed the name to align with other STBs and the DfT naming conventions. Following consultation feedback we also made several other changes:

- Applying a weighting system to project assessment criteria.
- Additional pan-regional projects to reflect rural/coastal - urban connectivity, levelling up and social inclusion.
- Developed an approach to establish a regional transport carbon budget.
- Provided more detail on our agreed technical programme for next three years.
- Added more emphasis on maintaining the existing networks.
- Made commitments to develop regional KPIs to measure and evaluate the Strategy.

7.0 Strategic Plan: up to 2025

7.1 Overview

Last year we developed our three-year corporate plan through engagement with our partners, the Transport East Forum, and the Department for Transport (DfT), informed by our multi-year indicative settlement from the DfT.

It sets a direction to guide our annual Business Plan and our annual reporting will track our progress against this three-year corporate plan.

Over the last two years we have made a step-change in the East’s capacity and capability. However, to continue this accelerated progress we must keep up the pace.

The following section the progress Transport East has made over the last 12 months against our three-year corporate plan.

By 2025, we will:



7.2 Progress in 3-year plan

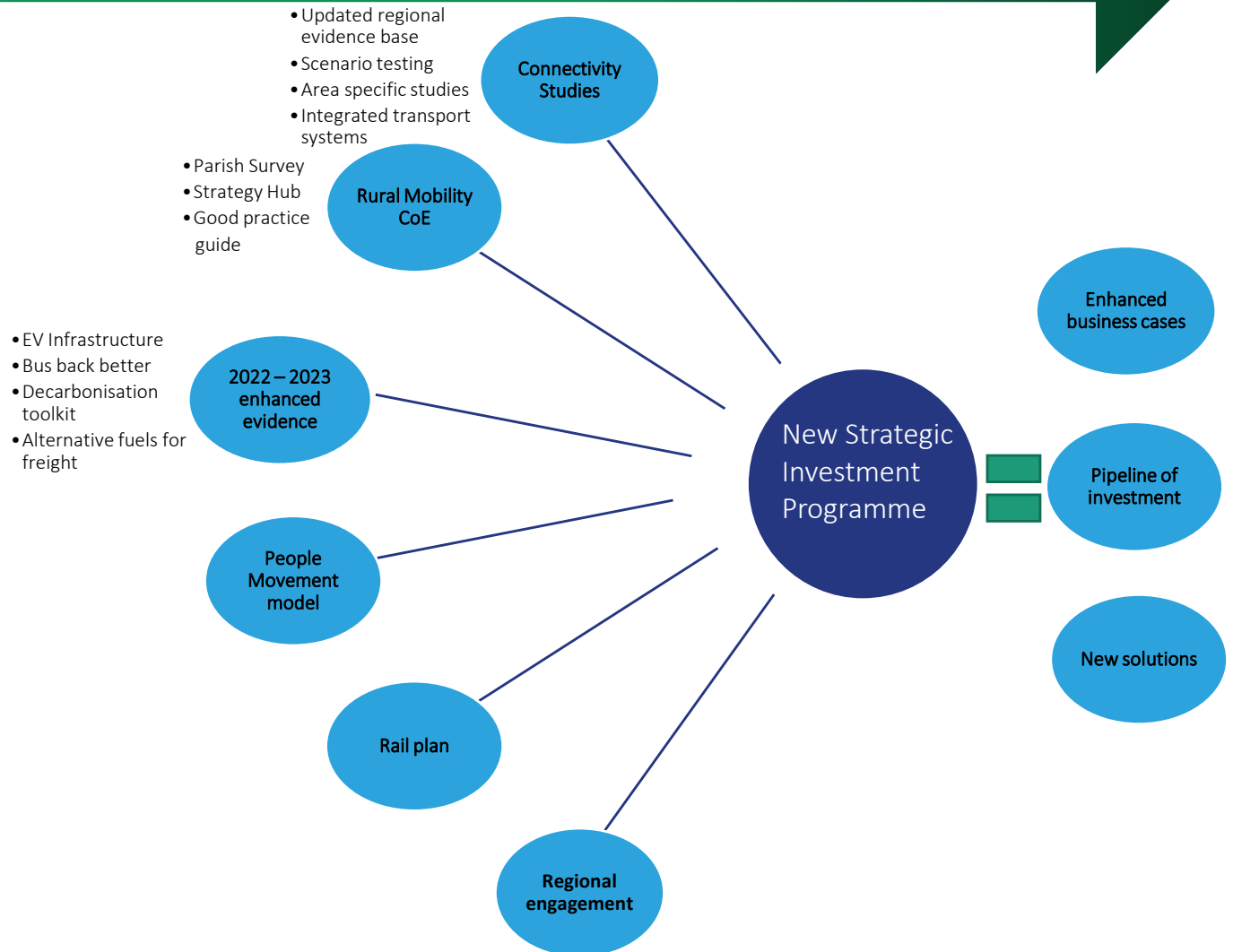
2022/23
Strategic direction and building our impact

- New evidence
- More capacity
- Enhanced capability
- Increased influence

Our Transport Strategy evidence base has been enhanced with work on Electric Vehicle infrastructure, a new transport model for people movement, rural mobility, buses, rail and decarbonisation.

We've built stronger relationships with partners including our local authorities, DfT, National Highways, Network Rail, Great British Railways Transition Team and Parliamentarians.

2023 - 2025
Transforming our transport network



7.3 Be a transport Centre of Excellence for the region

What does this mean?

Transport East to be a highly effective STB partnership for the East, respected nationally, with the required capability, capacity, co-ordination and influence to deliver the Transport Strategy.

What we delivered in 2022-23

- **Expanded the team with new capacity and capability** increasing our technical, communications and engagement expertise.
- **Undertaken an Independent Review** to inform the future direction of Transport East in light of a changing devolution environment
- **Established a procurement ‘call off contract’** that can be used by local authority partners to access faster and a wider range of transport planning expertise.
- **Established our Rural Mobility Centre of Excellence** to draw together regional and

national insight, enhance evidence and understanding of rural transport challenges and opportunities to maximise the case for rural transport improvements.

- **Established Transport East as a devolution partner** as our local transport authorities negotiate with government new powers and funding structures for transport provision.
- **Brought together partners, supporters and experts** through our Summit, Forum, Senior Officer Group, thematic officer groups, single issue workshops – to share knowledge and good practice, horizon scan and underpin our Single Voice for transport in the East.
- **Shared our expertise and promoted the excellent work within the region** at 30 speaking events over the year.

Why is it important?

- Increased regional capacity and capability
- Increased impact and effectiveness through strong professional governance, systems and processes
- Maintaining Transport East’s relevance in changing external environment

Independent Review

In 2022, the East of England Local Government Association completed an independent review of Transport East’s funding and strategic operations, informed by feedback from our partners.

Transport East has incorporated the key recommendations from that review into this business plan and its operations for 2023/24, including:

- Create a multi-year Collaboration Agreement with all district and local transport authority partners
- Ensure deliverables in the Business Plan are explicitly defined and provide benefit to both district and Local Transport Authority partners
- Enhance stakeholder communications through investment in management systems and processes
- Create a plan to enhance engagement with the business community.

7.4 Plan the next generation of transport projects

What does this mean?

Work to develop plans for the next generation of strategic programmes and projects to deliver the priorities set out in our Transport Strategy and the wider objectives of our partners. Taking into account major developments in the region and underpinned by an enhanced regional evidence base and a compelling case for investment.

What have we delivered in 2022-23

- **Transport Strategy finalisation, Local Transport Authority endorsement and government recognition** providing a robust, evidenced strategic direction for future transport in the East.
- **Developed a new people-focused transport model for the region (BERTIE)** that allows us to test new policies and interventions in a more integrated way
- **Completed phase 1 of our Rail plan – the ‘State of Rail in the East’** report setting out current opportunities and challenges

- **Identified the investment in EV charging infrastructure needed** across the region to meet forecast demand and set recommendations for how the public and private sectors can work more effectively together to accelerate delivery
- **Developed a carbon-analysis toolkit** to help Local Transport Authorities plan more effectively
- Developed support package for local authorities to **help deliver Bus Back Better commitments**

Why is it important?

- Strategic direction to meet national policy direction. Core priorities for the DfT are:
 - Boosting economic growth and opportunity
 - Building a One Nation Britain
 - Improving journeys
 - Safe, secure and sustainable transport
- Robust evidence for new solutions that meet agreed regional outcomes
- Increased insight for all partners to drive better decisions
- Creating clear pathways to manage sustainable growth

Introducing BERTIE

BERTIE is our [BEhaviour and Transport: Insights and Equity model](#). This is a new regional transport model that focuses on the realistic journey options people have and the rational decisions they make. This takes into account characteristics such as age, income, and gender.

We can now use it to test different policies, new connections or improved services. Through Arup we built two versions of the model, one for 2019, pre-pandemic and one for 2040. The road and public transport networks are joined to allow fully multimodal trips which can have multiple legs of different modes. For example, your trip from home to work could involve walking to a station, getting a train, then a bus trip to your final destination.



Strategic Plan

State of Rail in the East report

Rail investment in the East is not keeping pace with the economic, social and environmental needs of the region according to our [State of Rail in the East report](#), launched in Parliament this year.

This is the first time that a full review of the rail network in the Transport East region has been completed. It forms the first phase in developing a comprehensive plan to transform the region’s rail network.

The report sets out the key challenges for the East’s rail network, namely;

- **Poor connections East – West** particularly between Norwich/Ipswich and Cambridge/Peterborough
- **Slow journey times**, particularly in comparison to other national main lines
- **Poor frequencies**, especially on branch lines serving smaller communities and to Stansted airport
- **Restricted capacity for freight trains** – increasing the numbers of HGVs on the region’s roads
- **Lack of connections between major towns and cities** with some growing places not served at all, e.g Haverhill

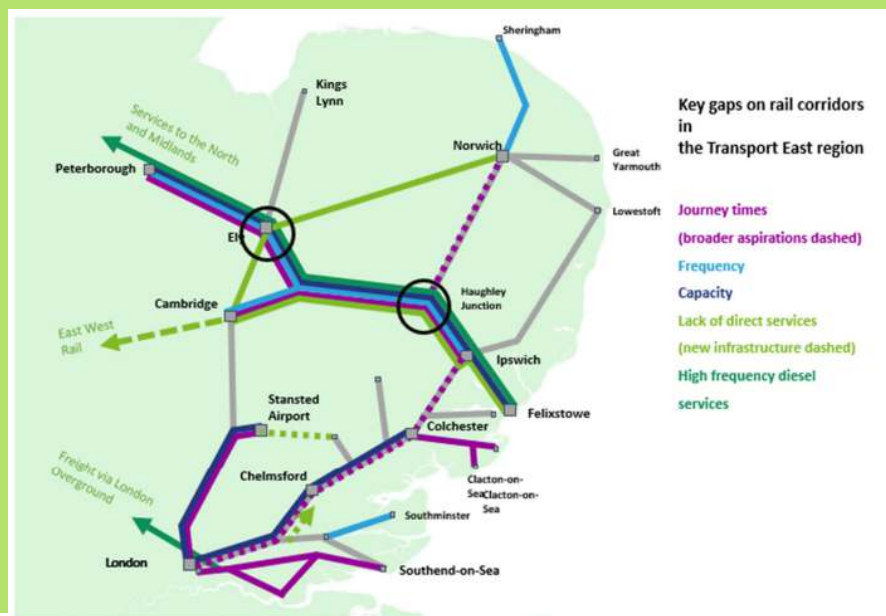
Currently there are only two funded schemes in the rail investment pipeline benefitting the region, both new stations. The region has also seen new trains on the routes served by Greater Anglia.

However, planned infrastructure improvements to speed journeys, increase frequency and enhance rail freight capacity are all waiting confirmation of government funding to progress.

The ‘State of Rail in the East’ report is the first phase of our integrated rail plan.

To lead this work we have established a Rail Leadership Group of senior parliamentarians and regional politicians to oversee and champion rail in the East. This group draws together those representing the main rail Taskforces in the region to strengthen the advocacy for investment in rail improvements.

Over 2023/24 we will be undertaking further work, with government and the industry, to determine the short, medium and long-term investment needed to create a rail network fit for the region’s future.



7.5 Accelerated delivery of our transport projects in the East

What does this mean?

A transport investment pipeline for the East, prioritising investment for government and delivery bodies, accelerating business cases for our priority projects.

What have we delivered in 2022-23?

- Created the **Strategic Investment Programme** for the region assessed against our Transport Strategy priorities
- Developed **formal senior-level relationships** with DfT policy teams, National Highways, Network Rail and Great British Railways Transition Team
- Advised National Highways and DfT on the development of **Route Strategies and Road Investment Strategy 3** priorities
- Updated advice to government and National Highways on **Major Road Network** priorities
- Worked with Network Rail to **strengthen evidence for interventions on the rail network**
- Developed well-evidenced recommendations for both public and

private sectors to **accelerate the delivery of EV charging infrastructure**

- Developed a set of **technical guidance for those working in the bus industry** to maximise improvements in line with Bus Back Better aspirations

Why is it important?

- Setting clear, evidenced investment priorities for government, delivery bodies and regional authorities
- Building effective relationships with all organisations involving in the development, funding and delivery of major transport improvements to maintain focus and maximise chance of success
- Embedding regional priorities in national delivery body frameworks – to give East the best chance of success in a difficult funding environment.

EV Charging Insight

We looked at the scale and type of charging infrastructure needed across the region to understand how to accelerate delivery.

Transport East has a priority to reduce emissions to net zero by 2040 but are a car-dependent region.

Supporting authorities and developers to plan, locate and design charging infrastructure can speed the transition to low carbon private transport.

EV:Ready is a dashboard tool developed for Transport East by WSP, that provides an evidence base to plan future EV charging infrastructure (EVCI) requirements.

Depending on speed of EV uptake, the region could need up to 10,000 more public charge points by 2025 and 54,000 more by 2050.

The mapped results also show where the focus for rapid chargers and standard chargers should be geographically, helping local authorities develop EV plans.

The ELeCtric Vehicle Insight Study (ELVIS) commissioned from City Science looked at how local authorities, energy providers and private sector charge-point operators can work more effectively to deliver EV chargers in the right place.

The report makes recommendations to speed delivery of EV charging infrastructure, focusing on the work of STBs, Local Authorities, national government, Charge Point Operators (CPOs) and the private sector.

Strategic Plan

7.6 A Single Voice – put the East’s transport priorities on the UK map

What does this mean?

A loud, sustained and credible Single Voice to government, bringing together our local Authorities, LEPs, Chambers of Commerce, Businesses and MPs, with our strategic transport priorities embedded within the investment planning of government and transport delivery bodies.

What have we done already?

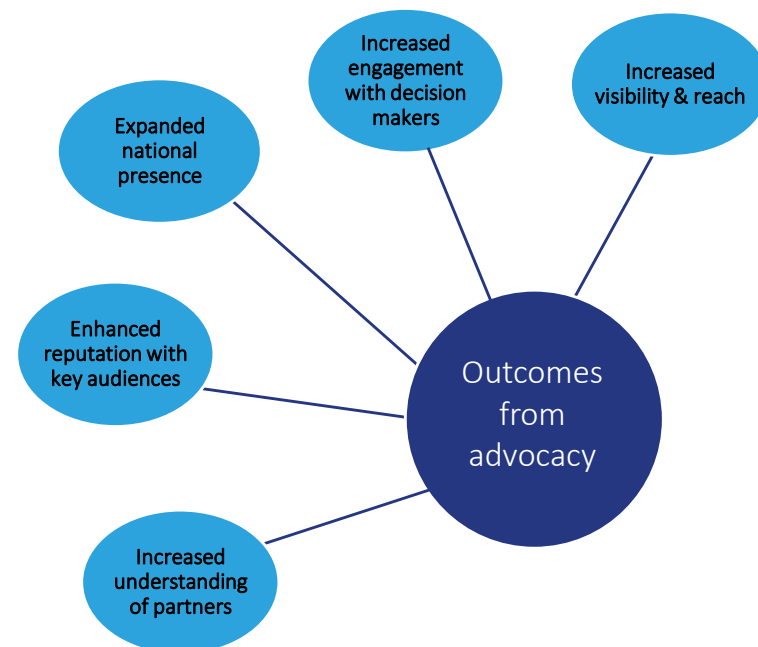
- **Met Secretary of State for Transport and other Government Ministers** to advocate for investment in the East.
- **Gave evidence at the Transport Select Committee** on rural mobility as part of ongoing work to increase the national focus on rural transport issues, solutions and funding.
- Continued role as **transport adviser to the East of England All-Party Parliamentary Group**.
- **Met senior politicians and officers at all District councils**, increasing our understanding of local challenges and ability

- to champion common issues
- Galvanised cross-party, cross-sector and cross-country support for funding for **Ely and Haughley rail upgrades** and supported campaign for 4 trains per hour to be reinstated to Stansted airport
- **Worked with partners to advocate** for increased bus funding, more active travel and to maintain government commitment to essential road improvement schemes.
- Contributed the **transport chapter to the EELGA/ EoE APPG Levelling Up the East** report
- Co-drafted the **EoE APPG’s report on International Gateways** and the importance of strong onward connections to the region’s economy
- Led and coordinated **regional activity on thematic issues** including:
 - Rail Leadership group, GEML Taskforce and East West Rail Eastern Board
 - Active Travel Champions
 - Technical officer sub-groups on rail, roads, passenger transport, electric vehicles and active travel
- Co-hosted the **Joint STB Conference** at the Vox in Birmingham including a Chair of STB meeting with Transport Minister
- **Chaired the STB/DfT regular liaison meeting** restructuring and improving governance to strengthen relationships with DfT officials

- and increase effectiveness of the joint STB activity
- **Grew our visibility, credibility, reach, influence and audiences** through meetings, events, media, social media, newsletters and our website

Why is it important?

- Developing, maintaining and amplifying our single voice for transport in the East.
- Building visibility, understanding and influence of East to maximise opportunities.



8.0 Financial summary

8.1 Summary

	Amount
Income	£ 2,125,975
Actual & committed	£ 1,863,114
Reserves	£ 163,413
Balance carried into 2023/24	£ 99,448

8.2 Income

2022/23 Income		Carried forward 2023/24	Notes
Brought forward	£ 373,260		Includes reserves (£ 215,049) and programme spend 21/22 (£158,211)
Subscriptions	£ 251,900		
DfT Grant	£ 762,000	£ 50,000	Funding allocated for strategic hub workstream
Additional DfT funding	£ 660,000	£ 49,448	Funding allocated, but not committed, to EV workstream
Additional in-year funding	£ 78,815		Contributions from Local Authorities towards the development of the ABM and TE project management contribution
Total Income	£ 2,125,975	£ 99,448	

8.3 Expenditure

2022/23 Spend		Committed for completion in 23/24	Notes
Non-programme spend			
Staff	£ 392,107		Full staff costs. Excludes Rural Mobility Lead 22/23 costs which are covered by additional DfT funding
Operational costs	£ 50,805		Offices costs, conferences, travel, document production and website
DfT Programme costs			
2021/22 carried forward	£ 158,211		Works completed 22/23 including Alternative Fuels Phase 1, State of Rail, Data Discovery, ISA
Additional DfT funding	£ 479,052	£ 166,500	Committed budget applies to travel & behaviour workstream
DfT core funding	£ 202,166	£ 414,273	Contributions towards the development of the ABM
Total Spend	£ 1282,341	£ 580,773	

9.0 Funding and resources

9.1 Local contributions

The local contributions, established in 2019 and set out in the Terms of Reference, contribute to the Transport East team, non-technical work, operations and communications activities.

It is important to maintain local funding to ensure the ongoing growth of Transport East, ensure independence from government, and as a base to continue to leverage increased grant funding from the DfT.

The current local contributions total £251,900. Following the outcome of the Independent Review we undertook in 2022, we have created Memorandum of Understanding for endorsement by local authority members in early 2023/24 which sets out a below inflation increase to subscriptions of 3.5% for 2023-24.

We will continue to review the scope of funding members in light of the changing role and remit of Transport East and the external operating environment.

9.2 DfT contributions

Since 2020/21, and in response to the demonstrable financial and political commitment from local partners, Transport East has also received funding from the DfT to support the delivery of our technical work programme. In 2022/23 this was supplemented by £660,000 of additional funding for technical work, including joint work with other STBs.

Transport East has an annual indicative funding settlement from the DfT up to 2024/25, but requires an annually agreed business plan.

10.0 Our thanks

We can not undertake the work of Transport East without the ongoing support of our partners.

Our particular thanks this year go to:

The Transport East team: for their hard work, dedication and commitment to making transport in the East better.

People in the East: for giving us your views and choosing to use sustainable transport when you can.

The Transport Forum: for their ongoing commitment and guidance.

The Senior Officers Group: for their deep knowledge and expertise, and many, many interesting conversations.

Our local authority partners: for their involvement, engagement and insight.

Our parliamentarians and politicians: For helping us advocate for investment and policy changes that benefit the East.

Our regular officer contacts at National Highways, Network Rail and GBRTT: for their continuing engagement and input.

Our parent team at the DfT: for championing our work in the department and across government.

Our wider stakeholder community: for your views, input, engagement and challenge.

The other 6 STBs: for your collaborative, innovative approaches and your commitment to sustainable transport.

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Transport East Forum

Date: 21 June 2023
Item: Strategic Rail Update
Report by: Andrew Summers, Strategic Director, Transport East
Contact: Andrew.Summers@suffolk.gov.uk

Purpose

This report provides an update on strategic rail matters, including a proposal from the three sub-national transport bodies to Great British Railways for the Wider South East Rail Partnership as set out in the Williams-Shapps Rail Plan.

Recommendations

Forum members are asked to note the contents and endorse the initial STB proposal for the Wider South East Rail Partnership.

1. Introduction

1.1 Transport East's Strategy identifies rail as a priority area of focus for our partnership. This paper provides an update on key strategic rail issues arising in the last quarter:

- Great British Railways: Wider South East Rail Partnership proposal
- East West Rail
- Ely Area Capacity Enhancements Brochure
- Transport East Rail Programme 2023/24

2. Great British Railways: Wider South East Rail Partnership proposal

2.1 The *Williams-Shapps Rail Reform White Paper* (2021) ¹set out the creation of Great British Railways (GBR), to bring together the track infrastructure (currently overseen by Network Rail) and operations (currently overseen by DfT and operating companies) into one 'guiding mind' body, with a focus on the customer.

2.2 Whilst the legislation to create GBR has been delayed, the Secretary of State for Transport reaffirmed his commitment to rail reform through the George Bradshaw address². A Great British Railways Transition Team (GBR TT) is in place to oversee the transition and working at pace.

2.3 The operational governance for GBR is likely to be based on existing Network Rail regions. Transport East falls within the 'East' region reaching from Northumberland to the Thames', with an Anglia group within that.

2.4 However, the Williams-Shapps White Paper proposes a new 'Wider South East Rail Partnership' (WSERP) as part of the GBR regional structures:

¹ <https://www.gov.uk/government/publications/great-british-railways-williams-shapps-plan-for-rail>

² <https://www.gov.uk/government/speeches/george-bradshaw-address-2023>

“In London and the South East, a new strategic partnership will be established to support housing, economic growth and the environment across the highly interconnected transport network in that part of the country. This will bring together Great British Railways, TfL and local authorities and businesses to coordinate timetabling and investments and to provide a consistent passenger experience in areas such as accessibility, ticketing and communications.”
(Williams-Shapps White Paper, 2001)

2.5 Recent local authority officer discussions in the Transport East partnership have suggested that Transport East, comprised of local authorities and business representatives, should play a lead role in any WSERP, to ensure we maximise benefits to the East.

2.6 Transport East has engaged with senior officers from our two neighbouring Sub-National Transport Bodies (STBs) surrounding London - Transport for the South East (TfSE) and England’s Economic Heartland (EEH) STBs – who also indicated interested in a proactive STB approach to influencing the WSERP function and form. A meeting was held between senior officers from Transport East, TfSE and EEH, and Network Rail, GBR TT and Transport for London on 19th May, following which the three STBs were invited to submit an initial proposal.

2.7 **Officers from the three STBs have drafted an initial proposal, set out in appendix 1.**

2.8 The key points that Transport East would want to see from a WSERP would be:

- A mechanism ‘with teeth’ by which our partnership can directly escalate to and advise the Secretary of State on our region’s strategic rail investment priorities. This would represent significant additionality to our current role.
- Ensure strategic issues of importance to our transport strategy are fully considered in wider planning across the Wider South East, for example strategic East-West Connectivity, freight movements and customer experience (e.g. ticketing and interchange)
- Ensuring the interests of Transport East Local authority and business members are fully represented and heard.
- Full complementarity with any future local relationship between individual LTAs and GBR through emerging devolution deals, which avoids any duplication of responsibilities

2.9 **Members are asked to review, comment on, and endorse the initial proposal.** Members of Transport for the South East and England’s Economic Heartland are simultaneously being asked to review the text.

2.10 We expect this to be an iterative process. Any further versions of the proposal over the coming months would come back through the Senior officers Group and this Forum.

3. East West Rail

3.1 On 26th May, the Government announced its route update for the East West Rail between Bletchley and Cambridge. **The proposed route can be viewed in Appendix 2.**

3.2 Whilst outside the Transport East region, the provision of this ‘missing link’ of East West Rail will provide many benefits and opportunities for the East region, enabling our region to connect by rail to Milton Keynes, Oxford and the West Country, boosting our contribution to the wider UK economy.

3.3 It is important as the detail of the scheme develops that the opportunities to connect seamlessly onward to the East are maximised. Transport East will continue to act as secretariat and strategic support to the East West Rail Eastern Board, chaired by Cllr Alexander Nicoll, and work with the East West Main Line Partnership and Company to ensure our region benefits from one of the biggest upgrades to the UK's rail network in recent history.

4. Ely Area Capacity Enhancements Brochure: Keeping Trade on Track.

4.1 At time of writing, the national Rail Network Enhancement Programme (RNEP) update has not been published. Transport East has consistently advised the DfT and Treasury that Ely and Haughley rail schemes are high priority schemes for our region if we are to deliver our regional Transport Strategy.

4.2 Transport East and England's Economic Heartland STBs have jointly launched our Ely Prospectus '*Keeping Trade on Track*' which provides further evidence base and quotes from regional leaders to demonstrate the strength of the Single Voice. This can be viewed in Appendix 3.

4.3 The brochure was formally launched at the All Party Parliamentary Group reception at the Houses of Parliament on 19th June.

5. Transport East Rail Programme 2023/24

5.1 Our Business Plan 2023/24 sets out an ambitious work programme to further identify and develop short, medium and long term rail priorities. This programme comprises:

- I. Identify short-term rail investment opportunities for the region and integration opportunities with other modes (e.g. LTP4)
- II. Set performance outputs required for the Rail Network in the East
- III. Incorporate the rail ambitions into the multi-modal regional connectivity studies (ongoing into 2024/25)
- IV. Regional rail engagement. Captures partner and stakeholders future vision for the role of rail in the East to 2050

5.2 As set out in our Business Plan paper, we are awaiting confirmation from DfT of our funding for 2023/24. Once that confirmation is received, we will mobilise a meeting of our Rail Leadership Group to oversee the work programme initiation. A team from Arup and Steer have been commissioned and on standby to lead the work once funding is confirmed.

6. Recommendations

6.1 Forum members are asked to:

- Endorse the three-STB proposal for a Wider South East Rail Partnership
- Note and comment on the contents of this paper.

Appendices

Appendix 1: Three-STB Wider South East Rail Partnership

Appendix 2: East West Rail Route Announcement – Proposed Route

Appendix 3: Ely Area Capacity Enhancements Brochure

Creation of a Wider South East Rail Partnership

Purpose of paper:

This paper sets out proposals for how the wider south eastern sub-national transport bodies (STBs) (Transport East (TE), Transport for the South East (TfSE), England's Economic Heartland (EEH) as well as London (through Transport for London- TfL)) will better work with the rail industry, particularly Great British Railways (GBR) and Department for Transport, through a new 'Wider South East Rail' partnership. It also provides more detail on the proposed governance, structure and remit for the partnership.

Context:

In February 2023, the Secretary of State set out the government's latest plans for Great British Railways (GBR). This includes the proposal set out in the Williams-Shapps White Paper for national rail reform to establish a Wider South East Rail partnership. England's three sub-national transport bodies (STBs) in the wider south east are uniquely positioned to work with the new body to maximise the potential of our rail network, ensuring its full integration with the wider transport network aligned to our regional Transport Strategies and Local Transport Plans.

Strategic direction:

The regional transport strategies have been developed to facilitate economic growth and have regard to social and environmental impacts. They are based on both local evidence and national policy, taking account of Local Plans and land use allocations, economic activity, local transport integration and environmental conditions within each region. They identify the role of strategic transport in supporting the wider south east and UK economy, making the case for transport investment to increase productivity and highlights the impacts of not investing.

The economic potential of the wider south east is spread across high performing cities, towns, innovation centres, international gateways, science parks, coastal and rural communities. Our connection with the global city of London is important and historically has been the defining orientation of its rail network. However, the wider south east economy requires both radial and orbital rail connectivity for it to flourish for the benefit of the UK economy. There are also parts of this wider region that need support and investment if they are to level up.

The three STB transport strategies prioritise integrating rail into a wider connected transport network with improved east west connectivity, enhancing capacity and reducing congestion on both the radial routes and London transport network. This will support mode shift to rail for both passengers and freight, as well as helping enable economic growth and decarbonisation.

Wider South East Rail Partnership:

Creating a Wider South East Rail Partnership will ensure the agreed transport strategies for regional connectivity are embedded in GBR's approach. The partnership can work alongside GBR to take a strategic planning approach to facilitating economic growth, enabling social benefits, and increasing connectivity. The Secretary of State has set out they will have regard to our Transport Strategies in the development of policy and investment decisions. The oversight role of the wider south east partnership will ensure due regard is given to the

rail interventions set out in each of our strategies and published or developing strategic investment pipelines which would improve connectivity across our regions and better access to rail for all.

The partnership is endorsed by the respective STB Boards to oversee strategic elements of rail planning across the wider south east and, where required, provide collective advice to the Secretary of State on rail delivery priorities for the region. The three regional transport strategies and strategic investment pipelines and Mayor’s Transport Strategy – all subject to rigorous public consultation and endorsement through locally democratic processes - alongside GBR’s 30-year plan for rail, will provide an established framework on which the Partnership can collaborate and identify the investment priorities in the Wider South East.

The proposed partnership will bring together the three STBs (TE, TfSE and EEH) with GBR and TfL, with the STBs representing all local authorities and businesses priorities. It will provide strategic oversight of timetabling and infrastructure investments and have a focus on ensuring consistent customer experience in areas for passengers such as access, ticketing and communications, and freight including capacity and traction.

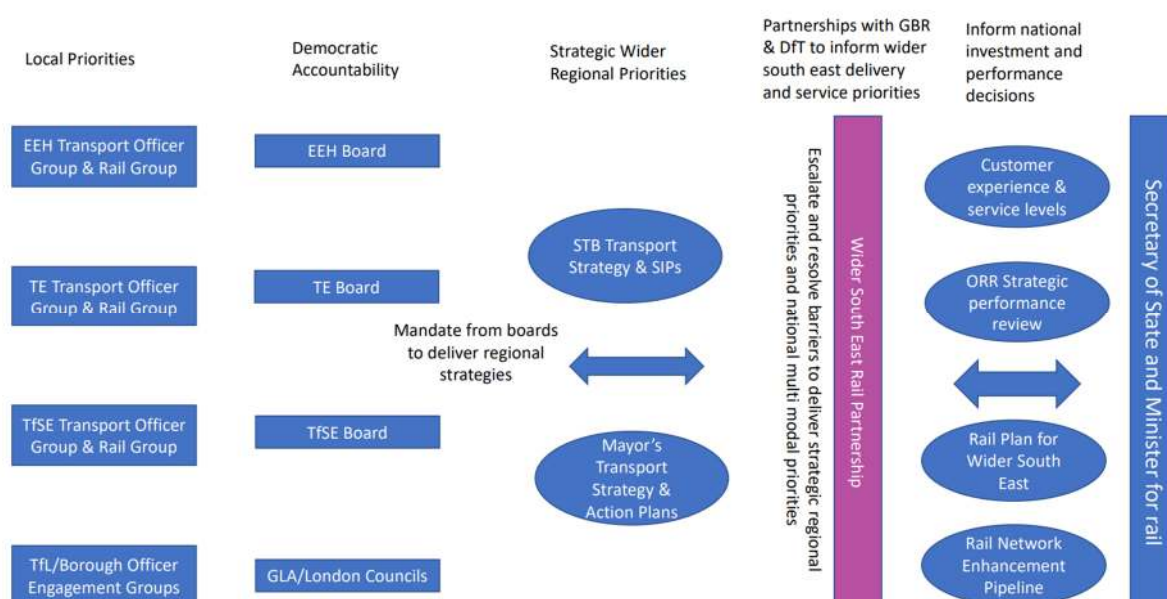
It is anticipated that the partnership will work alongside devolution deals as well as emerging deals taking place across the wider south east.

Governance:

On the Wider South East Rail Partnership Board would be:

- Two officer representatives (Chief Officer and Technical Lead from the three wider south east sub national transport bodies)
- Equivalent senior representatives from Transport for London
- Senior representatives from Great British Railways Transition Team/Network Rail (GBR only once fully set up)
- Senior representatives from Department for Transport
- Subject experts to be drawn in as required – consider attendance of ORR?

Structure:



Benefits to government:

- Clarity of rail vision and priorities of the wider south east within an integrated transport framework
- Streamlined strategic engagement on rail planning, investment and customer experience (passenger and freight) within the wider south east through a democratically accountable structure
- Provision of timely, strategic advice on rail investment, performance and customer experience

Benefits to regional partners:

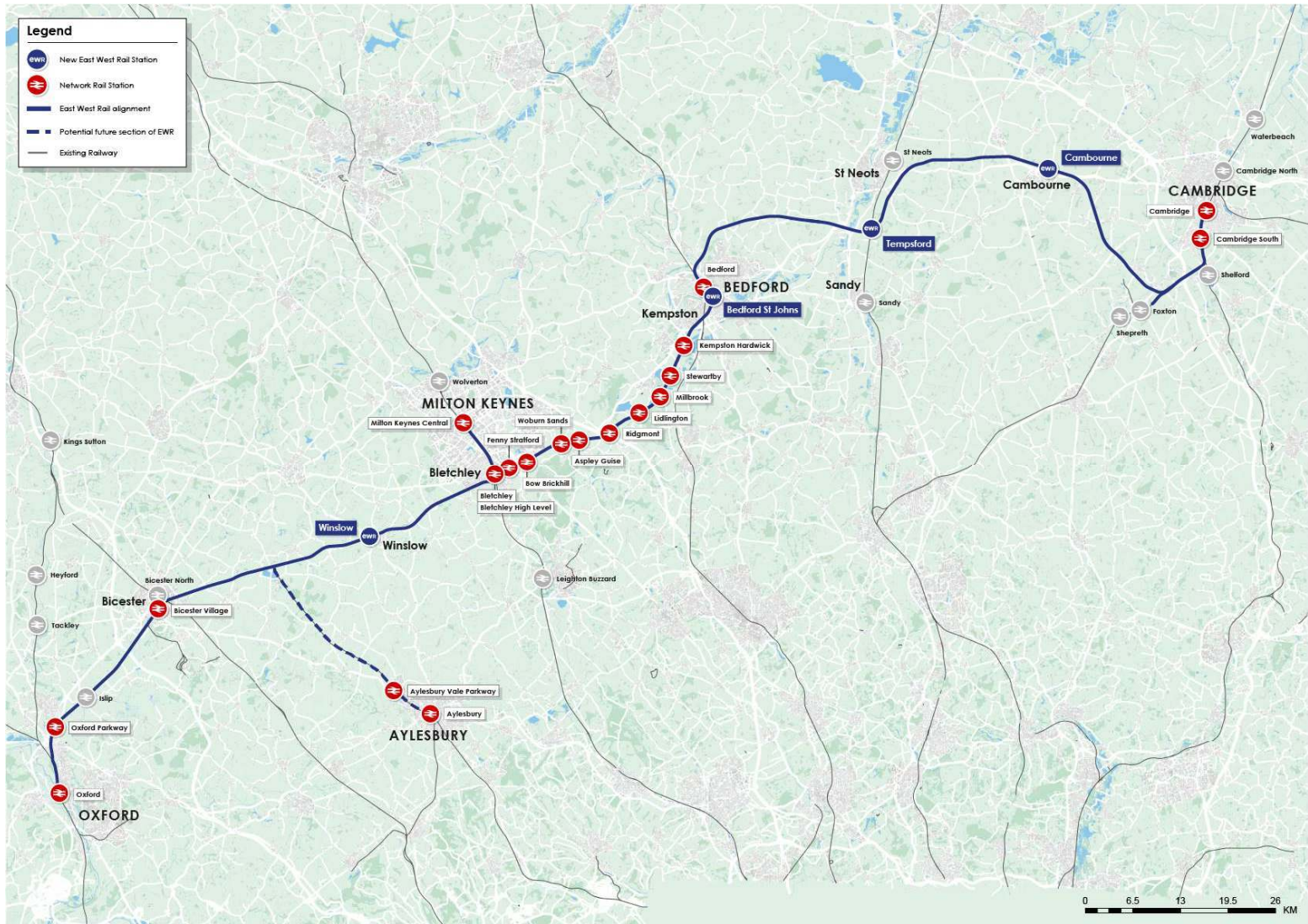
- Mechanism to embed rail priorities as set out in regional integrated strategies into wider GBR and DfT planning, investment decisions and performance management
- Coordinated escalation point for local strategic rail issues
- Coordinated voice to Secretary of State for Transport on regional rail priorities to ensure 'due regard' is taken by government

The remit of the Partnership would be:

- To provide a coordinated view of London and the wider south east rail investment priorities and rail performance oversight to the Secretary of State for Transport informed by our Transport Strategies and Investment Pipelines
- To provide oversight of the relationship between civic and business leadership in the wider south east and Great British Railways on strategic rail matters, informed by each of the three STBs in the wider south east: England's Economic Heartland, Transport for the south east and Transport East; and Transport for London
- To ensure common issues and opportunities for the wider south east are taken forward consistently and with senior level engagement from Great British Railways and DfT and this is considered by agreed partnerships between Great British Railways/Network Rail (during transition) individual STB areas, GBR regions and London
- To develop a single consistent integrated rail vision for the wider south east, drawing on each individual STB's investment plans
- Ensure 'due regard' is taken by government, GBR/NR to regional rail priorities as decisions on investment, performance and customer experience are taken.
- Strategic rail performance oversight:
 - o To meet and report quarterly (*) on levels of service on wider south east railways, identifying inconsistencies that require tighter oversight and interaction, including an annual/6-monthly meeting with the Secretary of State for Transport
 - o To shape agreements for rail services that encompass the whole customer offer (passenger and freight) on rail services in the wider south east, including providing strategic advice on new franchising and timetabling arrangements

- To report annually to ORR on the performance of the wider south east rail network to inform their regulatory functions
- Strategic rail planning and formal investment advice:
 - To review evidence from GBR and advise on priorities as set out in our investment priorities, for managing rail connectivity between London and the wider south east, including crucial east west and orbital connections
 - To review evidence on changing travel patterns in the wider south east and ensuring emerging policies are consistent with current and future trends, eg fares, access arrangements etc

Appendix 2: East West Rail Route Announcement – Proposed Route



KEEPING TRADE ON TRACK

Why rail capacity improvements at Ely junction are vital for the UK economy, levelling-up and net zero



Summary

When you think of Ely, images of its impressive cathedral may spring to mind. But perhaps what is less well known about the ninth smallest city in the UK is the crucial role it plays in the moving of goods (and people) around Britain and to the rest of the world.

This is because **Ely sits on the cross-country route of the 'Felixstowe to the Midlands and the North' (F2MN) freight corridor, which is the most intensively used and nationally important intermodal rail freight corridor on the network, connecting Felixstowe - the UK's busiest container port - and key destinations across the Midlands and the North.**

However, a mixture of single track sections, restricted speeds, signalling limitations and level crossings in the Ely area act as a barrier to meeting increased demand for freight paths on the routes to and from the UK's industrial heartlands.

It means **goods are needlessly transported long distances to the Midlands and the North by road.** Moving goods by rail offers many advantages including reliability, speed and cost-effectiveness, while also relieving congestion and cutting emissions.



This is a corridor vital for global Britain's trade with the world, served by a Victorian railway. It is no longer fit for purpose. In railway terms the cost of upgrading Ely - less than half a billion pounds - is relatively low. However, its benefits are far-reaching.

The Ely Area Capacity Enhancement (EACE) programme covers the railway through Ely and a number of lines radiating across Cambridgeshire, Norfolk and Suffolk. It has been developed by Network Rail to boost network capacity from 6.5 trains per hour to 10 - an increase of nearly a third.

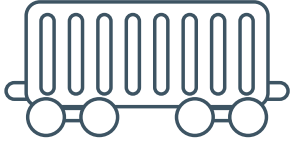
Under Network Rail's preferred service configuration (balancing freight and passenger rail needs) this would result in an extra six freight trains per day to and from the Port of Felixstowe - that is the **equivalent of more than 450 lorries, stretching more than six miles on our motorways, every day!**

The benefits are not just confined to freight. Network Rail's proposals would also see the **doubling of passenger services** on the Ely-King's Lynn and Ipswich-Peterborough routes.

Reasons why investment in Ely is crucial for the UK

1. It boosts economic growth in the Midlands, North and East
2. It has a remarkably high benefit-cost ratio
3. It cuts emissions and congestion
4. Rail Freight is a national priority
5. It unlocks better passenger services
6. It has an unprecedented level of support from across the UK
7. It supports the government's Freeport East initiative
8. The time is now

The Ely upgrade at a glance



Allows **2,900** extra freight services to operate to and from Felixstowe every year

Removes **98,000** lorry journeys off the road every year



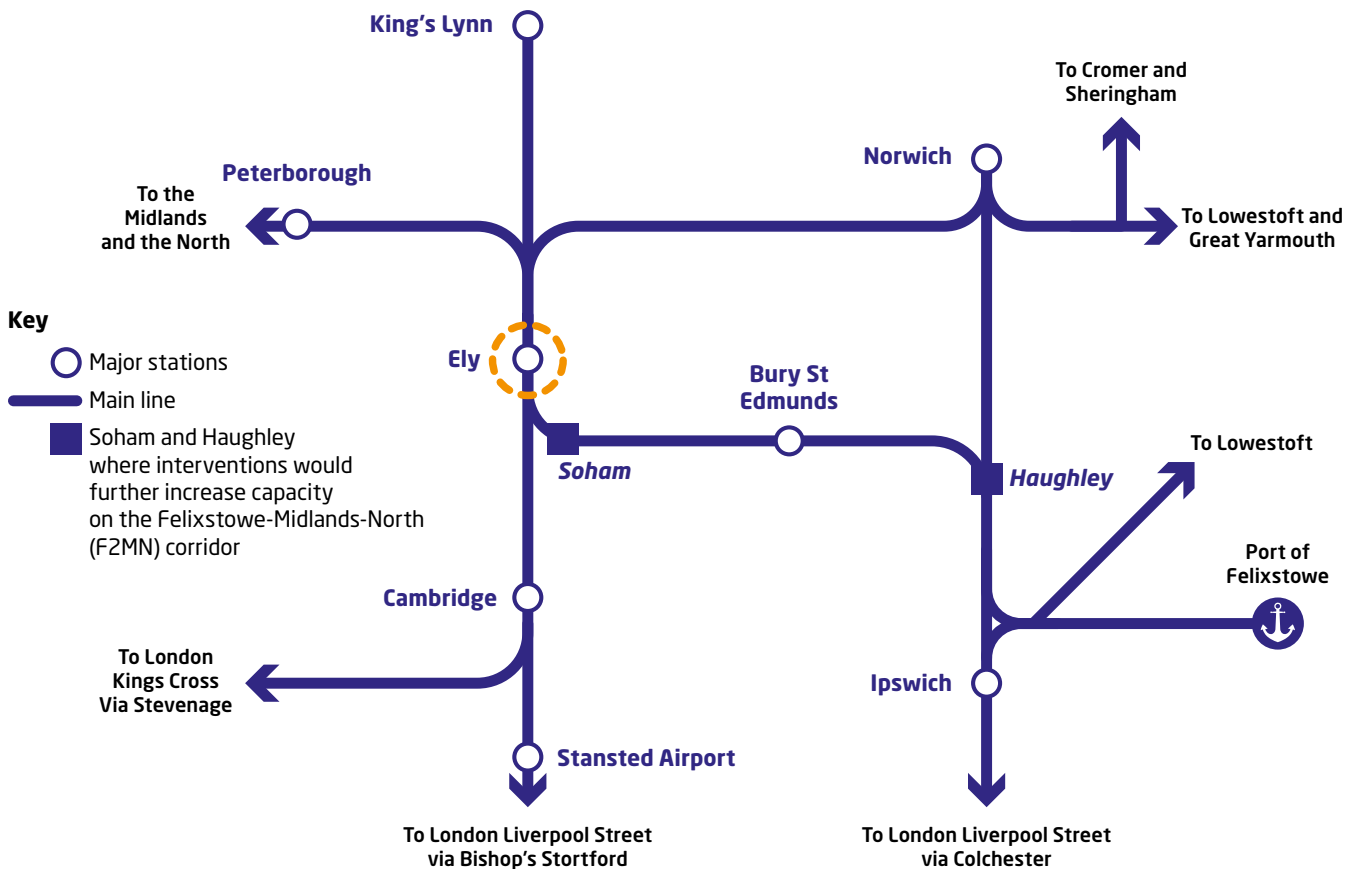
Reduces carbon emissions by **1.7m tonnes of CO₂** over **60 years**

Stimulates **277,000** extra rail passenger journeys



Reduces congestion by **5.6m** hours per year

Returns **£4.89** in benefits for every **£1** invested, a very high ratio for this type of scheme

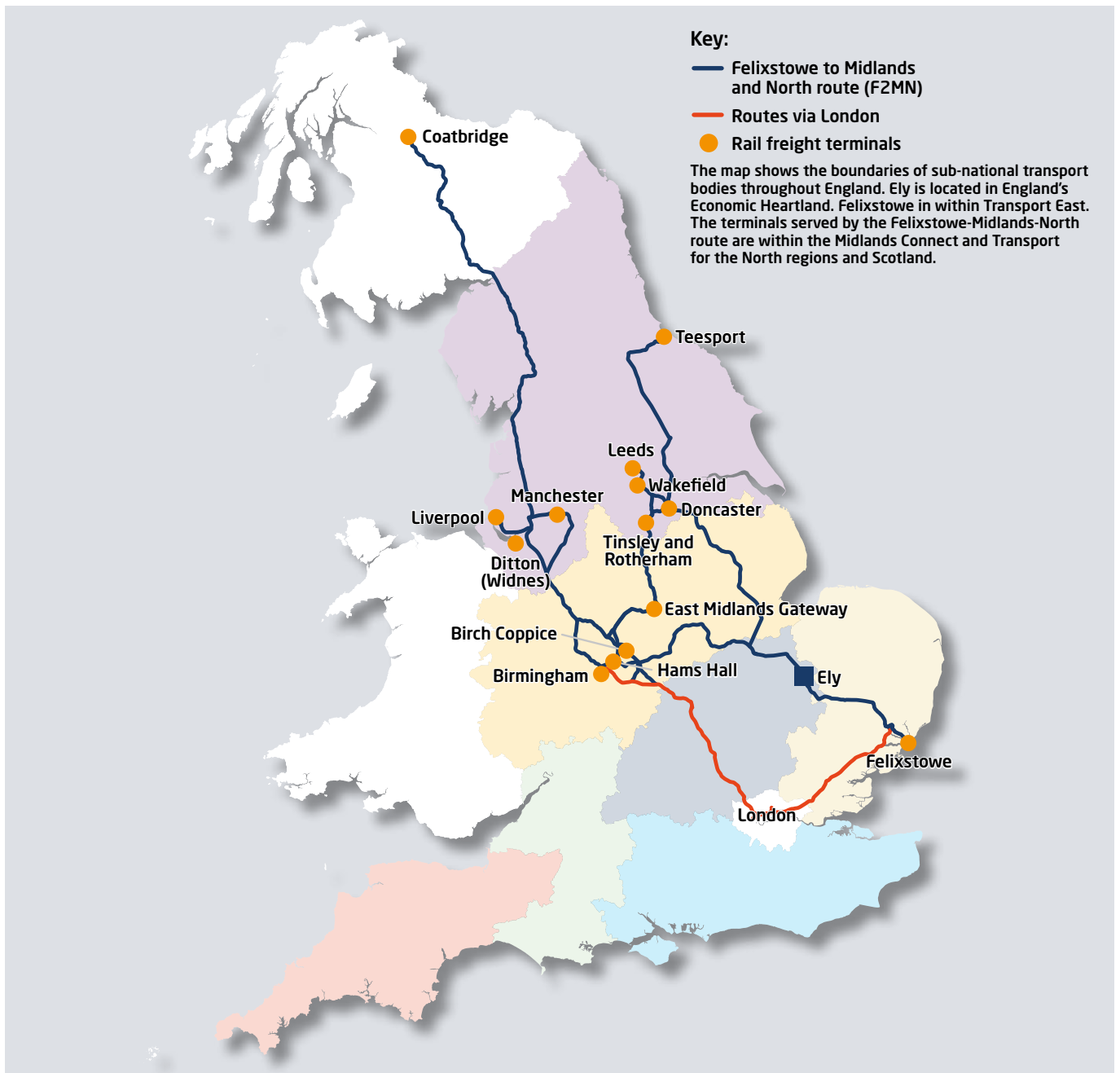


Eight reasons why investment in Ely is vital for the UK

ONE: It boosts economic growth in the Midlands, North and East

Investment in Ely supports economic growth in the Midlands, North and East and increases the productivity of businesses across the UK. **Indeed, 70% of containers coming into Britain through the Port of Felixstowe are destined for a high-concentration belt of distribution hubs stretching across the Midlands and the North of England.**

The port serves the Golden Triangle of logistics: an area in the Midlands which is the epicentre of UK distribution. Whether it's the Midlands, North-West, North-East or South Wales, the origins and destinations of rail freight into and out of Felixstowe is spread right across the country.





TWO: It has a remarkably high benefit-cost ratio

The recently completed Ely Area Capacity Enhancement outline business case by Network Rail indicates a return of **£4.89 for every £1 invested**, based on a configuration which would see an extra six freight trains per day to and from Felixstowe and the Midlands/North, alongside doubling passenger frequencies on the Ely-King's Lynn and Ipswich/ Peterborough routes. This represents a very high benefit cost ratio for a scheme of this scale.

Did you know? In Network Rail's Eastern Region Freight Strategy (2022), Ely is listed as a 'committed and highest' priority while Soham Area and Haughley are also identified as high priorities.

What Network Rail's Outline Business Case says about Ely Area Capacity Improvements:

- Costs £466m.
- Takes around six years to deliver.
- Will return £4.89 in benefits for every £1 invested, which compares favourably to many other rail schemes (based on recommended service configuration).
- Reduces carbon emissions by 1.7m tonnes of CO2 over 60 years, helping to meet the net zero target.
- Removes 98,000 lorry journeys off the road every year, including across the Midlands and the North.
- Stimulates 277,000 extra rail passenger journeys.
- Reduces congestion by 5.6m hours per year.
- Allows 2,900 extra freight services to operate to and from Felixstowe every year

THREE: It cuts emissions and congestion

Network Rail estimates that, under its preferred service configuration, the Ely Area Capacity Enhancement would take 98,000 lorry journeys off the roads every year.

This would not only reduce emissions by 1.7m tonnes over 60 years, **but also reduce congestion by 5.6 million hours per year.** Given rises in demand, without intervention at Ely, volumes of freight

to and from Felixstowe will be increasingly transported by road, further congesting critical routes like the A14 and the motorway network across the Midlands and the North.

Did you know? A single freight train can replace up to a mile of lorries on a stretch of motorway.



Benefits of rail freight

Rail freight can carry anything from construction materials, petrol, waste and manufacturing components, through to cars, laptops, beds, toys and jeans.

Its benefits include:

- Rail freight delivers £2.45bn in economic benefits each year.
- Rail freight reduces CO2 emissions by up to 76% compared to road.
- Rail produces up to 10 times less small particulate matter than road haulage and as much as 15 times less nitrogen oxide for the equivalent mass hauled.

- Each freight train removes up to 76 lorries from the roads, resulting in 1.6 billion fewer HGV kilometres every year.
- Rail produces around 1% of Great Britain's transport emissions despite carrying almost 10% of all passenger miles and nearly 9% of freight.
- Rail freight operators achieve 97% reliability on the premium services they run for retailers and, in general, rail freight can match or better road freight reliability.
- Rail freight companies continue to invest and reduce costs for customers. For instance, they have increased the payloads they can carry, with tonnage per train up by 80% in the last decade.

Source: Rail Partners (top bullet) and Rail Freight Group (other bullets).

Did you know? 90% of rail freight's benefits occur outside of London and the South East (source: Rail Partners).



Maggie Simpson OBE

Director General, Rail Freight Group

A fit for purpose rail network for freight is essential for a successful economy, particularly one that is pursuing zero carbon goals. It is widely accepted that rail is by far the most environmentally benign form of land transport for long distance movement of freight. Rail has a 76% lower carbon footprint per unit load moved compared to road transport, a figure that improves to almost 100% with electrification.

It is also safer and achieves better health outcomes with few of the particulate emissions associated with road in the form of brake dust and tyre wear. The rail route through Ely is currently underperforming due to its infrastructure limitations. More freight could be sent by rail with improvements along the Felixstowe to the Midlands and North line. **The Ely Area Capacity Enhancements are the essential first step to achieving a positive outcome for the UK economy.**



Blake Jones

Rail Managing Director, Freightliner

Ely Junction is one of the principal bottlenecks restricting the growth of rail freight volumes from the Port of Felixstowe. Unblocking this pinch point will also increase capacity on the London orbital routes, supporting growth from the ports of London Gateway and Tilbury. Growing rail freight volumes will further increase rail's significant economic and environmental benefits. Rail is the most sustainable means of moving freight around the UK, with each tonne of freight moved by rail instead of road reducing carbon emissions by 76%, as well as improving air quality and reducing congestion on the UK's road network.

Rail freight is also a key driver for economic growth – linking British businesses with markets across the world and moving construction materials and other bulk goods into own towns and cities. The highest economic benefits of moving freight by rail accrue across the North of England, in the Midlands, Scotland and into Wales. **Levelling-up is not about where the concrete is poured, but where the benefits will be realised and therefore unblocking Ely will help unlock economic growth across the country.** As we look to the future, unblocking the bottleneck at Ely Junction is a prerequisite to realise an ambitious rail freight growth target.



Giles Watling

MP for Clacton and Chair of the Great Eastern Main Line Taskforce

The cost of essential investment in Haughley and Ely is relatively low and it would pay the Treasury back 5-fold. It is a crucial investment that would benefit not just the people and businesses of the East, but those in the Midlands, North and all the way up to Scotland. It would **unblock the blockage; it would take the cork out of the bottle of the entire east-west connection.**

FOUR: Rail Freight is a national priority

The Felixstowe to Midlands and North (F2MN) route is considered the **highest priority corridor for investment by the freight industry**. Demand for rail freight has seen strong growth following the Covid pandemic. The Department for Transport's own 'Future of Freight Plan' restated the government's commitment to unlocking the economic and environmental benefits of rail freight and there was a commitment to prioritise strategically important corridors.

Ely was referenced in the 'Williams-Shapps Plan for Rail'. The F2MN corridor also appears in the proposed UK strategic transport network produced as part of the 'Union Connectivity Review'.

Did you know? Scottish salmon, whisky and shortbread is transported by rail to Felixstowe for export across the world.

What recent government publications have said about rail freight and Ely...

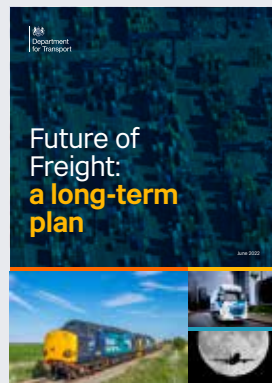
Williams-Shapps Plan for Rail (2021):



The pandemic has highlighted the importance of freight to our country and economy. National co-ordination, greater opportunities for growth and strong safeguards will put rail freight on the front foot. The government will work with the market to consider vital network enhancements that increase capacity for freight or help to grow the rail freight market. This could include the long delayed remodelling of the Ely North junction to improve freight journeys across

East Anglia and from the Port of Felixstowe to the Midlands and northern England.

Future of Freight Plan (2022):



Government remains fully committed to unlocking the economic and environmental benefits rail freight can deliver, including supporting decarbonisation and reducing congestion on Britain's roads. Government continues to invest to support rail freight growth, and will set out our priorities in the forthcoming publication of the Rail Network Enhancements Pipeline.

Decarbonising Transport (2021):



We are committed to introducing a rail freight growth target for all areas of the network DfT oversees, to encourage the continued growth of rail freight. Great British Railways will also have a statutory duty to promote rail freight. A rail freight growth target will help provide private operator investment confidence and galvanise action across local partners and industry.



Daniel Zeichner

MP for Cambridge and co-chair of the East of England All-Party Parliamentary Group

No other changes to the network will deliver the strategic outcomes the capacity enhancement improvements at Ely or the upgrade at Haughley Junction are designed to address. If the Government does not commit to funding these projects there is a potential and **significant risk of non-compliance with its own policy**, particularly the legally binding commitment to net zero by 2050.



Peter Aldous

MP for Waveney and co-chair of the East of England All-Party Parliamentary Group

The upgrading of Ely junction and the improvement of Haughley junction will have a beneficial knock-on impact that will cascade right across East Anglia. These schemes will not only increase capacity, but will also facilitate the transfer of freight from road to rail, will enable passenger services to be increased and will help achieve our legally binding decarbonisation targets. **These projects must be funded as a priority.**



Cllr Richard Wenham

Chair, England's Economic Heartland

Improving the capacity for rail freight along the Felixstowe-Midlands corridor is a priority in our regional transport strategy, which has been agreed by local partners and accepted by national government.


Our conversations with the freight industry have only reinforced that there is significant unmet demand for increased levels of rail freight. The rail capacity improvements needed at Ely are of national significance. The scheme is an important connector for the economies of the Midlands and North and provides significant potential to relieve congestion on strategic roads while reducing emissions caused by HGV journeys which could more appropriately be made via rail.



Cllr Kevin Bentley

Chair of Transport East

Upgrading Ely and Haughley junctions are immediate priorities for the region. **Solving these rail pinch-points would help connect our growing places, energise our rural and coastal communities, and unblock our international gateways.** All while helping achieve net zero transport and bringing into the Treasury five times the required investment. We must get these moving.



Did you know? Peterborough Station has recently received nearly £50m in levelling-up funding from the government which will transform an important gateway to the city and wider region. (artist's impression).

FIVE: It unlocks better passenger services

Network Rail's preferred service configuration would not only result in more freight paths, but extra passenger services too between **Ipswich and Peterborough** (from one train every two hours to one train per hour); and **King's Cross-Ely-King's Lynn** (from one train per hour to two trains per hour). Network Rail predicts that by increasing frequencies and making commuting more attractive, the new services will facilitate **277,000 extra rail passenger journeys** every year and cut total journey times (due to the increase in frequency).

Increasing services between Ipswich and Peterborough would significantly improve connectivity from East Anglia to the Midlands and the North. In addition, **improving service frequencies across the East of England will support the region's strong economic growth and sustain the range of high-value industries clustering in Cambridge.**

Extra capacity at Ely will also support the realisation of **passenger services on the East West Main Line** from Suffolk and Norfolk through to Swindon, Bristol and south Wales, and to Reading and Southampton. This maximises the opportunity unlocked by government's investment in East West Rail between Cambridge and Oxford.

Space to Innovate

The Space to Innovate Enterprise Zone comprises 10 sites across Norfolk and Suffolk. This multi-site zone will help to create 18,500 jobs over the next 25 years in high-skilled innovative sectors including food and agri-tech, digital, life sciences and health. Six of these sites are in towns served by the Ipswich-Peterborough corridor.

“ Cllr Alexander Nicoll



Chair of the East West Main Line Partnership's Eastern Section Board

The upgrade of Ely and Haughley junctions are essential if we are to deliver a true East West Main Line running from the Suffolk coast all the way to Bristol and south Wales. **Challenging the historic north-south rail dominance while connecting growing places, igniting innovation and accelerating progress to a net zero economy.**



Jamie Burles



Managing Director, Greater Anglia
Rail infrastructure upgrades along the Felixstowe to Peterborough corridor are essential to the delivery of further passenger service improvements across our region,

most notably an hourly Ipswich to Peterborough service, which is a key stakeholder aspiration and one which would enable more cross-country rail journeys and a more convenient alternative to the A14. We're committed to that aim, and we leased the necessary new trains to operate such a service, so we're keen to see the Ely, Haughley and level crossing upgrades needed to fulfil that objective delivered as soon as possible. Such enhancements would be beneficial for passengers, for freight, for our region, for the Midlands and the North too, and for the sustainable development of the wider UK transport system in support of net zero targets.



James Tierney

General Manager – Intermodal, Maritime Transport

Maritime Transport is the UK's leading road and rail transport company. We employ over 2,700 dedicated people across 40 depots, eight rail terminals running a network of 1,700 trucks and 13 dedicated trains plus cargo space on a further five daily trains. We provide both container and distribution logistics services for the major shipping lines and retailers from and to ports and distribution centres, many of which are located in the Midlands and north of the country.

One of Maritime's key strategies, which is being driven by customer demand, is modal shift moving more cargo by rail to remove road congestion and reduce emissions and allowing the use of alternative-fuelled road vehicles. In 2022, 20% of our container movements are being carried by rail. This percentage has increased year on year from 6% in 2019.

We are seeing strong demand for modal shift from importers and exporters who see the environmental benefits in their supply chains using rail over road. Therefore, we believe that the Ely 'F2MN' strategic link is essential, not only for services for Felixstowe, but also as a project to release additional capacity from London and the West Coast Main Line south congested infrastructure, is in place to support UK trade growth.



Chris Starkie

Chief Executive, New Anglia Local Enterprise Partnership

Ely Area Capacity Enhancements are significantly important both nationally and internationally in terms of enabling growth in the efficient transport of goods for trade between Britain's biggest and busiest rail freight port at Felixstowe, through the Midlands' golden triangle, to the north and elsewhere on the national rail network. The scheme would also support a range of new passenger routes and services from Ipswich and Norwich through Ely to destinations across the East of England and beyond, reducing journey times and improving access to both economic centres and housing. This will help maintain all scales of economic growth, as well as relieve congestion on our roads and reduce carbon dioxide emissions across Norfolk and Suffolk.



John Smith

CEO, GB Railfreight

Rail freight is vital for the UK economy. It transports the consumer goods we all have in our homes, delivers building materials for construction projects and moves the fuel which keeps our lights on. **Ely would create significant capacity to grow rail freight, by removing a bottleneck for freight volumes from the Port of Felixstowe, and unlocking further capacity elsewhere on the network.** Increasing national rail freight capacity would help the government on its path to net zero, as goods moved by rail use 76% less emissions per tonne than those moved by road.

SIX: It has an unprecedented level of support from across the UK

There is a remarkable level of support for increasing capacity for freight on the Felixstowe-Midlands corridor from across the country, public and private sectors and political spectrum.

It is included in the strategies of four sub-national transport bodies – **England’s Economic Heartland, Transport East, Midlands Connect and Transport for the North** – and supported by train operating companies, local authorities, local enterprise partnerships and the Cambridgeshire and Peterborough Combined Authority.

There is cross-party political support for the proposals. The East of England All Party Parliamentary Group has led the regional political advocacy, making the case to the DfT and Treasury. The Eastern Powerhouse body



has also – with the support of MPs and businesses – raised the importance of the scheme to Prime Minister Rishi Sunak, who stated support for the scheme during the Conservative leadership contest in summer 2022.

The Ely upgrade also enjoys public support: in Network Rail’s public consultation in 2021, 76% of respondents supported the proposals.

Did you know? The Ely Taskforce brings together local authorities, LEPs, Network Rail, train operators and three sub-national transport bodies to make the strategic case for the Ely upgrade.



Jonathan Walker

Head of Cities and Infrastructure Policy, Logistics UK

Logistics UK is one of Britain’s largest business groups, providing a voice for more than 20,000 members across the entirety of the UK’s logistics sector – road, rail, sea and air. Rail freight is key for the UK’s transport efficiency and provides a significant carbon reduction via modal shift, from the road. Logistics UK supports the government’s plans for a growth target for rail freight, but to achieve this, we need to ensure that bottlenecks are removed from the network. We therefore strongly welcome the proposals to upgrade the railway in the Ely area. **This is an important route for rail freight from the Port of Felixstowe to the Midlands and beyond, and members report that this is one of the most significant bottlenecks in the system.** The proposed enhancements will free up capacity to enable more freight services.



Dr Nik Johnson

Mayor of Cambridgeshire & Peterborough

Ely means business. Open up Ely, and you open up a world of opportunity for Global Britain.

Unblocking Ely will enable passengers and freight to move freely not just through the East but through the Midlands and the North, with benefit surging throughout the UK. Nearer home, the junction is pivotal to squeezing the most out of the investment already made in new stations at Soham and Cambridge South, and in regenerating the Fenland train stations. It is a must for any reopening of the Wisbech line, for boosting services between King’s Lynn and London, Norwich and Cambridge, and getting Newmarket looped in.

There’s tremendous public backing for this high-reward and climate-friendly investment which would make life better for hundreds of thousands of people in many parts of the country.

For too long, UK growth has been fettered by this problem and now is the time for action. Open Ely and open all the world.

What regional transport strategies say about Ely and rail freight

Transport for the North

Freight and Logistics Strategy (2022): "Investment in Ely in Cambridgeshire will **enable the North to benefit** by improving access to a rail freight terminal that could result in extra freight trains from the South East to the North."

Midlands Connect

Strategic Transport Plan (2022): "We need to take a **cross-boundary approach to thinking about where key freight and logistics sites should go**.

We also need to work with other sub-national transport bodies to identify and improve capacity pinch points throughout the UK, for example at Ely for rail freight travelling from Felixstowe to the Midlands and the North."

England's Economic Heartland

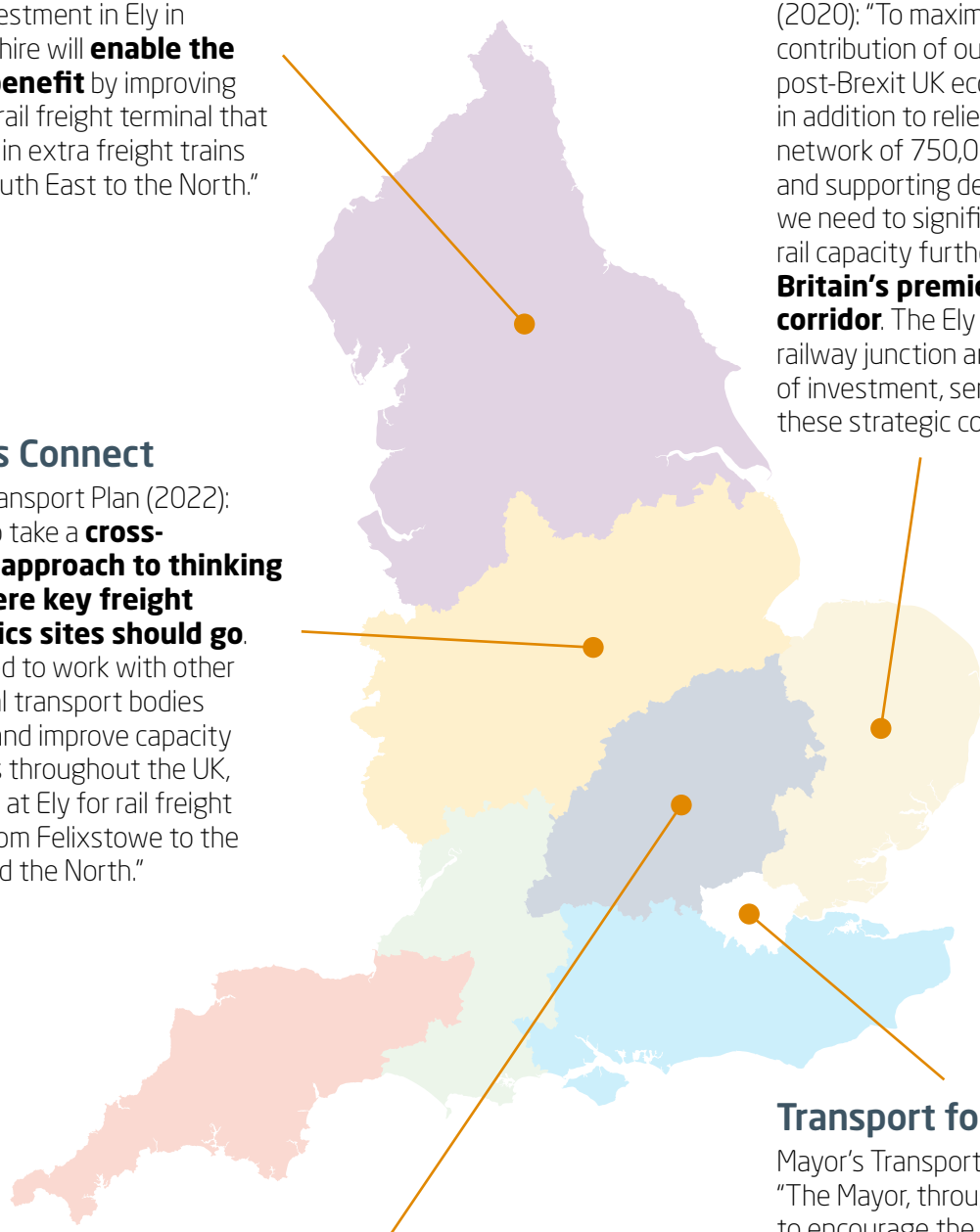
Transport Strategy (2021): "Demand for rail freight is forecast to grow exponentially in the long-term, driven by continued growth in deep-sea shipping markets, particularly at the Port of Felixstowe. Bottlenecks on the Felixstowe-Nuneaton line mean that a significant proportion of containerised freight travels south along the Great Eastern Main Line, across North London and onward to multiple destinations. This leads to conflict with the need to provide additional capacity for rail passenger services, particularly along the North London line. The constraints on rail connectivity between Felixstowe and the Golden Triangle of Logistics places additional pressure on our strategic road infrastructure, with consequential implications for their operation and carbon emissions. **Investment in rail freight will realise benefits on the strategic road network.**"

Transport East

Investment and Delivery Plan (2020): "To maximise the contribution of our ports to post-Brexit UK economic growth, in addition to relieving the road network of 750,000 lorries by 2030 and supporting decarbonisation, we need to significantly enhance rail capacity further on what is **Britain's premier rail freight corridor**. The Ely area and Haughley railway junction are the main focus of investment, serving both of these strategic corridors."

Transport for London

Mayor's Transport Strategy (2018): "The Mayor, through TfL, will work to encourage the DfT and Network Rail to **upgrade rail freight routes outside London** so that non-London rail freight can be taken around London, thereby freeing up rail paths through the capital for additional passenger services and freight trains that serve London."





SEVEN: It supports the government's Freeport East initiative

By providing improved links to Felixstowe, the EACE programme will help ensure the success of the government's freeports programme. Felixstowe and Harwich are part of Freeport East, one of eight new freeports created in England. The Ely area capacity enhancements will enable the freeport to take advantage of the new opportunities enabled by Brexit, **support the new trade deals being struck with overseas** countries and help drive innovation. By connecting the coastal communities of the East with the Midlands and North it will also contribute to the levelling-up agenda at both ends of the route. Freeport East is expected to create 13,500 new jobs and generate £5.5bn over 10 years.



Did you know? Pictured above an A class vessel calling at Felixstowe. If laid end to end, its containers would stretch for 91 miles and if each container went by road the lorry convoy would be 500 miles long.



Mark Taylor
Hutchison Ports'
Logistics Director

The Ely area capacity scheme is of **huge national importance**. It will support the UK's growth agenda by improving the capacity, efficiency and resilience of essential supply chains, it will reduce road congestion on the A14 and across the Midlands and North, and it can help achieve net-zero emissions targets.



Steve Beel
Chief Executive,
Freeport East

The Ely Capacity Improvements are vitally important to delivering the full potential of Freeport East. Optimising freight movements through modal shift to reduce carbon emissions allows us to deliver economic growth in a sustainable way. This is central to the vision of Freeport East as an **internationally significant transportation hub** that drives UK ambitions on net zero and facilitates innovation and productivity.

Port of Felixstowe

The Port of Felixstowe is Britain's biggest and busiest container port and one of the largest in Europe. It plays a pivotal role in keeping the UK's trade moving and delivering real benefits to customers, the community and the industry.

The port handles approximately four million TEUs (twenty-foot equivalent units) and welcomes approximately 2,000 ships each year, including the largest container vessels afloat today. Crucially, the port provides some of the deepest water close to the open sea of any European port.

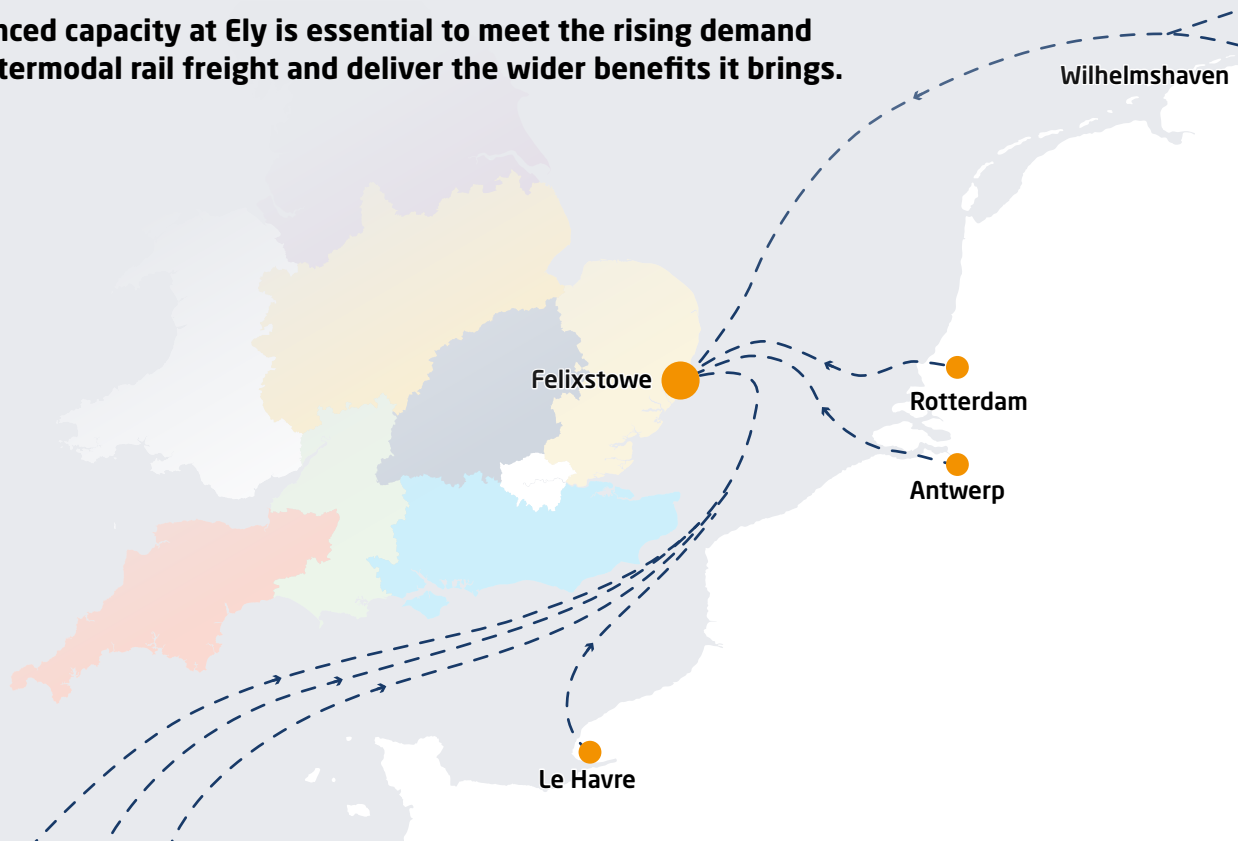
The Port of Felixstowe provides the best location in Britain for importing and exporting goods. It is the country's only port in the top 50 largest container ports worldwide and handles trade with over 200 countries and overseas territories each year, including 60% of all the UK's trade with the fastest growing economies of Asia. Ultra-large container ships only want to call at one UK port and Felixstowe is closer than any other to the main European shipping lanes within the Hamburg – Le Havre range.

Seventy per cent of containers coming through Felixstowe use the A14/Felixstowe to the Midlands and North (F2MN) corridor. Many are destined for the 'Golden Triangle', a region in the middle of Britain where many of the country's businesses have their national distribution centres and for which Felixstowe is the natural route-to-market.

The port has three intermodal rail terminals offering connections to 16 inland destinations throughout Britain. There are currently up to 76 daily arrivals and departures, moving around a million standard containers annually by rail. This saves over 100 million HGV miles each year, reducing road congestion and improving environmental performance.

Rail volumes account for around 29% of the port's total UK domestic throughput, rising to 50% of traffic to the North and West Midlands. There is demand for that figure to increase, subject to the capacity of the network. Currently, around half of rail freight into and out of Felixstowe travels on the direct line via Ely, while the other half travels a more circuitous route via London – one which is constrained and lacks capacity to grow further.

Enhanced capacity at Ely is essential to meet the rising demand for intermodal rail freight and deliver the wider benefits it brings.



EIGHT: The time is now

The Ely upgrade will maximise the benefits of both past and future investment along the Felixstowe to Midlands *and* North corridor.

Previous government and private investment in the Ipswich Chord, Trimley Loops and Bacon Factory Curve enabled the expansion of services between Felixstowe and the rest of the UK, however pinch points further along the line mean that not all this capacity can be utilised.

Meanwhile, Network Rail has identified interventions alongside Ely which would provide an increase in total paths on the F2MN corridor from 42 to 48. These are made up of Haughley Junction doubling and Soham Area Capacity Enhancement. Longer-term interventions would provide an increase in total paths from 48 to 60, with an average of 45 that run via Ely.

Critically, due to the future proofing provided by the EACE programme, no more work would be required in Ely.

Conversely, should these other interventions be delivered without the Ely upgrade, the capacity uplifts realised would be far more modest and limited.

Delivering Ely, Haughley, Soham and long-term interventions would prevent over 394,000 avoidable HGV journeys every year, and 3.9 million between 2029 and 2045; reducing rail freight demand forced onto HGVs over this period from 28% to 0%.

Haughley Junction

The Haughley Junction scheme provides additional track capacity at what is an important junction near Stowmarket. The scheme, backed by Transport East and Suffolk County Council, would see an existing single lead track junction replaced with a twin lead track arrangement principally to provide for additional rail freight services from Felixstowe to the Midlands and the North. The junction is already a performance constraint, leading to delays and reduced flexibility to restore normal running during disruption. It would also support the increased frequency of Ipswich to Cambridge and Peterborough services. The scheme could cost as little as between £10 and £20 million.

Subject to funding, it could be delivered in the next three years. Indeed, completing the scheme in advance of the Ely improvements would maximise the value of both that investment and the value and underutilised capacity of previous investment into the Felixstowe branch line, by ensuring the additional services are not sat stationary at the mid-point on the line.

Soham Area

This project was formerly known as the Ely to Soham Doubling Project and was paused as part of the Hendy Review in 2016. The scheme would address the capacity and performance constraint posed by the single line section of track between Soham and Ely Dock Junction.



Ian Kapur

Head of Strategic Access Planning,
GB Railfreight

The Ely Area Capacity Enhancement Scheme (EACE) is a much-needed multi-purpose scheme to ease existing junction speeds and restrictive track layouts, also remove the severely reduced speed for freight trains over Ely Bridges. These items, taken together, would unlock much needed capacity through the Ely

station area to permit one additional freight train, between the Port of Felixstowe and the Midlands/North in each direction, to be pathed through Ely, robustly, each hour. Not enhancing Ely is just not tenable.

The real prize is to add value to other enhancements as they come forward such as the Soham Area Capacity Enhancement Scheme (SACE), for doubling Soham to Ely Dock Junction, which will further unlock the route's potential for increasing modal shift from road to rail for Felixstowe Port traffic.



This train conveys sand for glass making from the quarry at Middleton Towers, near Kings Lynn, to Goole in Yorkshire. It is on its way to Ely where it has to negotiate the single lead junction

No other changes to the network will deliver the strategic outcomes the capacity enhancement improvements at Ely are designed to address.

Scaling back the planned interventions will give a much poorer return on investment and require additional disruptive - and costly - work again in the future.

Rail freight from Felixstowe to the Midlands also travels on a more circuitous route via London – but the capital’s network is already heavily congested. Longer-term, it may be that upgrading the Felixstowe-Midlands-North route could potentially unlock capacity for rail freight serving freeports in the south such as London Gateway and Tilbury.

Did you know? The Mayor of London’s Transport Strategy (2018) promotes ‘improvements to the rail network outside London’ so ‘that freight trains could avoid using the London Overground network, as much of the rail freight that currently travels through London is not bound for the capital, with a large proportion of that freight being transported from the Port of Felixstowe to the Midlands and beyond’.

In addition, several substantial rail infrastructure assets in the Ely area need to be replaced in the coming years, regardless of whether the Ely Area Capacity Enhancements are carried out. It will be far more efficient and cheaper to renew them at the same time as the EACE works. **If renewal is carried out beforehand, it is likely that these new assets would have to be removed when the Ely upgrade did take place - an unattractive use of public funds.**

And of course, not investing in Ely means not realising the benefits it would unlock for the UK-wide economy, levelling-up and achieving net zero.



Sizewell C

In 2022, the government approved the proposals for Sizewell C power station in east Suffolk. This huge infrastructure project is promoting an integrated freight management solution, utilising road, rail and sea. It is planned for 60% of construction materials (by weight) to be transported to the main development site by rail and sea.

With construction of the plant likely to take more than a decade, there is an opportunity for the Ely improvements to be completed in time to support the ongoing construction at Sizewell.

In addition, EDF predicts that there will be up to 700 cumulative HGV movements a day to and from Sizewell, placing a further strain on roads such as the A14 which Ely could help mitigate by reducing needless HGV movements from Felixstowe.



James Palmer

Chair, Eastern Powerhouse

The need to deliver improvements to the rail junction just north of Ely is not just of local, but national importance.

The main freight line from the Port of Felixstowe to the industrial heartlands of the Midlands and the North should not be compromised by a bottleneck in the Fens. Any comprehensive policy for rail in

the United Kingdom should and must include an upgrade at Ely. Locally the impact from the investment would be huge. The ambition to deliver a half hour service between Cambridge and the major centres of Ipswich, Norwich and Peterborough plus a new link to deprived Wisbech cannot be imagined without an upgrade to Ely. If you want a 21st

century rail network in the East that will match the burgeoning economy here, you have to deliver Ely.

If the benefits to the UK economy and the whole of the eastern region are not large enough to sway the argument in favour of investment of Ely, then surely hitting net zero is? Here we have an actual infrastructure solution that will save tens of thousands of lorry journeys per year. Getting freight off the road and onto rail is government policy, so not funding this vital scheme is to go against government policy. **The time is now.** The Eastern Powerhouse recognises the importance of an upgrade to Ely North Junction and on behalf of its members, urges government to commit to this vital scheme.



Cllr Richard Smith MVO

Cabinet Member for Economic Development, Transport Strategy and Waste,
Suffolk County Council

Upgrading the rail infrastructure at Ely and Haughley have the potential to **bring real change to freight and passenger services** here in the East of England. The benefits will enhance our aspirations for growing the Suffolk economy whilst helping to achieve our goals of reducing carbon emissions and congestion along Suffolk's strategic road network.



Cllr Alex Beckett

Chair of the Highways and Transport Committee at Cambridgeshire County Council

We are very supportive of the Ely Area Capacity Enhancement Scheme because of the benefits it will bring to Cambridgeshire and the wider region. **The scheme is crucial in delivering our aims in terms of economic growth, sustainable travel and net zero, by getting more freight on to rail and less on our roads.**

We will continue to work with all partners to secure Government commitment to this vital project.

Ely is key to the country's ambitions

National economic growth

Removing constraints in and around Ely means removing barriers to Britain's trade with the rest of the world. Our manufacturing heartlands in the North and Midlands need to receive components and get their goods to global markets as efficiently as possible. Scotland uses Felixstowe to export its world-famous whisky, shortbread and salmon. Government has ambitious plans to make the UK the next Silicon Valley and an economic and science powerhouse while Brexit has put an even greater spotlight on the need for Britain to reach out and trade with all parts of the world.



Achieving net zero

The UK has a legally binding requirement to reach net zero by 2050. Nationally transport is the single biggest emitter of greenhouse gas emissions and HGVs are responsible for 19% of these emissions. On the other hand, rail produces around 1% of the country's transport emissions despite carrying almost 10% of all passenger miles and nearly 9% of freight. According to Network Rail, based on its preferred service configuration, the Ely scheme will reduce carbon emissions by 1.7m tonnes over 60 years, helping to meet the net zero target.

Levelling-up

Levelling-up the Midlands and the North is a major focus for the UK. And while Ely may be located in Cambridgeshire, there is no doubt the benefits of improving rail infrastructure there will be felt right across Britain's industrial heartlands.

That's why Ely features in the strategies of both Midlands Connect and Transport for the North. In addition, increased passenger services will unlock economic opportunities for more deprived communities across East Anglia, including in Peterborough and Ipswich.

Spring 2023

www.englandseconomicheartland.com

www.transporeast.org.uk

Communications and Engagement

This update summarises key communications and engagement activity undertaken during the last 3-month period to enhance Transport East's Single Voice and set out planned activity for the course of this financial year.

Contents

- Update March – June 2023
- Highlights
 - STB Conference
 - Ely/Haughley Advocacy
 - Drum-beat comms and expanding reach
- Planned activity Q1 & 2 2023/24

TE Forum Comms & Engagement update: Mar – June 2023

Workstream		Outputs
Transport Strategy	Finalisation	<ul style="list-style-type: none"> DfT letter of 'due regard' received. Final close out of development comms planned to be issued following this Forum
Investment & Delivery	Advocacy	<ul style="list-style-type: none"> Ely/Haughley advocacy report with EEH and EoE APPG event, support to A14 Growth Corridor RIS3 briefing highlighting schemes at risk of delay
	Centre of Excellence	<ul style="list-style-type: none"> Rural Centre of Excellence launched with parish council survey results, dashboard and good practice guide Strategy Hub call for evidence on rural mobility launched EV:Ready and ELVIS technical briefing to LA partners
Functional Body	Building awareness and understanding	<ul style="list-style-type: none"> STB Conference in Birmingham – host for plenary session with NH & DfT, coordinated breakout sessions on rural transport & alternative fuels. Better Transport Week (12-17 June) official partner Speaking events including Westminster Forum on infrastructure investment, EoE Energy Conference, ModeShift, Interchange Uplift in social media content and resulting reach/engagement

Highlights

Mar 23 – June 23

STB Conference 2023 – Vox, Birmingham



Demonstrating STBs growing impact

- Esme in Chair of STB Comms group role shaped agenda, core messages and promotion
- c. 300 attendees from transport industry, government, delivery organisations, LAs, representative bodies
- Minister Richard Holden key note speech
- Andrew hosted NH CEO Nick Harris and DfT in conversation on SRN investment & STB influence
- Sharon panellist on rural mobility session
- Suzanne presented on alternative fuels

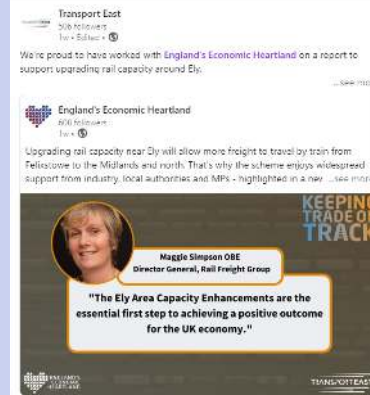
“Excellent event firmly establishing itself in the major conference calendar. STBs combining their strategic thinking as transport adapts to a zero carbon future”
– Rail Freight Group

Highlights

Mar 23 – June 23

Ely/Haughley advocacy

- Over last 12 months we have galvanised region in support of Ely/Haughley rail investment
- Last 3 months, worked with EEH & partners on advocacy document, shared widely. Drum beat of social media
- Event in parliament 19 June. Iain Stewart MP (Chair of Transport SC) and Tan Dhesi MP (shadow rail Minister) speakers
- Regular parliamentary questions fed through EoE APPG
- Meetings between regional MPs and Rail Minister
- Supporting behind the scenes with ongoing officer conversations
- Feedback is we are getting traction, but no decision yet so keep pushing



Followers 12.4% | 6.7k impressions | 10.5% av eng rate



Followers 4.8% | 16.3k impressions | 3.2% av eng rate

Better Transport Week

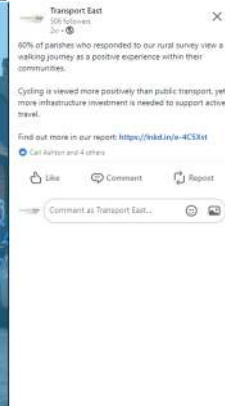
(Campaign for Better Transport)

- Official partner so logo on all formal comms
- Used as opportunity to highlight previous and future work esp through social media and event attendance



Rural Mobility Centre of Excellence

- Published rural survey results. Good pick up. Clear new visitors to webpages and new social followers
- Launched Strategy Hub Call for Evidence on rural mobility. Cross-sector independent Commissioners chaired by Dr Scott Copsey.



TE Forum Comms & Engagement update

Workstream	2023/24 Quarter	Outputs
Transport Strategy	Q1	<ul style="list-style-type: none"> • Communication of SoS sign off • Consultation wrap up; ongoing comms campaign
Advocacy and Influence	Ongoing	<ul style="list-style-type: none"> • Increasing Parliamentarian engagement including sponsor role for EoE APPG
	Ongoing Q1-3	<ul style="list-style-type: none"> • Specific investment campaigns; Ely/Haughley; RIS investment • Eastern Strategy Hub (rural mobility inquiry)
Building understanding	Q1	<ul style="list-style-type: none"> • Communications of workstream outputs: BERTIE, Decarb toolkit, EV outputs
	Q2-4	<ul style="list-style-type: none"> • Rail short term priorities; connectivity study areas
Functional Body	Q1 23-24 Q1/2 23-24 Q1/2 23-24 Ongoing	<ul style="list-style-type: none"> • Forum membership update • Business Plan [dependent on DfT] • Annual Report [aligned with BP] • Increased external communications impact- website refresh, SM strategy, contact list refresh

Transport East Briefing

Date: 9 June 2023
Subject: Technical Work Programme Update – Forum 21 June
Report by: Suzanne Buck
Contact: Suzanne.Buck@suffolk.gov.uk

Overview

This has been a busy period, and a number of projects have been finalised, and tools and reports are now available. Work has also progressed on existing projects and scoping has commenced on new projects that are key to delivering this year's business plan.

1. Introduction

- 1.1 The current programme of work relates to the main DfT funding for 21/22 and 22/23 and the additional DfT 21/22 in year funding.
- 1.2 A table summarising the current programme of works is provided below, where completed projects are shown in the last table.
- 1.3 Transport East continues its collaborative approach with partners both within and outside the region.
- 1.4 Work has progressed to scope workstreams that are key to delivering this year's business plan. However, TE is waiting for confirmation of 23/24 funding from DfT before commissioning further work.

2. Summary of activities

2.1 EV Workstream.

TE has led two EV schemes to support the accelerated uptake of EV's in the TE and EEH regions:

- WSP was commissioned to develop an EV Ready Tool for the TE and EEH regions. The interactive tool shows the predicted EV uptake and the electric vehicle charge point (EVCP) requirements for different scenarios across the region. TE held a Technical Webinar on 17 May on using the EV tool for LTAs.
- City Science was commissioned to produce an Electric Vehicle Insight Study (ELVIS). This work provides an understanding on the current state of EV infrastructure deployment and EV strategy development across the two regions, identifies investment pipelines from public and private sectors, and undertakes an EV strategy gap analysis. This work will assist the public sector determine the scale of their role in enabling and encouraging private sector investment.
- The tool and the reports were launched at a Webinar on 12th June.
- The approach to the EV tool development is now being undertaken by WG and PT, this will result in a consistent approach across four STB regions.

2.2 BSIP Workstream

This project covers TE, EEH and TfSE STB regions and was led by TfSE. The aim of the project was to identify and deliver support needed to assist local transport authorities with the delivery of their Bus Service Improvement Plans and Enhanced Partnerships.

- Two regional forums have been held, the last one on 21 April. Two further forums are planned for this year.
- Eight technical documents were produced in response to challenges raised in workshops with LTA Passenger Transport teams across the three regions. These are listed below.
 - Fares and ticketing
 - Data and analysis toolkit
 - Low cost and quick wins
 - Bus infrastructure guidance and road space design
 - Demand Responsive Transport technical advice note
 - Funding mechanisms
 - Marketing
- For information the DfT Bus Centre of Excellence has recently been launched, the link to the site is [About — Bus Centre of Excellence](#)

2.3 BERTIE

The Agent Based Model developed for the TE region has now been renamed BERTIE, the **BE**haviourR & Transport: Impact & Equity model.

An Agent Based Model (ABM) has a representative population of the region and seeks to replicate people's choices for transport across the day. It is a multi-modal model and enables TE to test levers for change, for example the level of EV uptake or road pricing.

The TE model is the first regional ABM in the country and can be used as a standalone model or alongside more traditional road models. The model enables the complexities of transport choice to be modelled and can analyse the outputs of behaviour through an area, demographic, equity or emissions lens.

- The outputs and insights from the model were presented at the Modeshift Conference on the 26 April
- Two papers relating to the model and its outputs will also be presented at the TPM (Transport Practitioners Meeting) conference on the 28 and 29 June.

2.4 Strategy Hub

The Strategy Hub is an independent group that provides a focus on complicated transport issues, seeking local and expert input resulting in a set of recommendations for TE to progress. This Forum endorsed its formation at our meeting in September 2022. The first topic being considered is rural mobility. We have 7 independent commissioners Chaired by Dr Scott Copey of the Smart Mobility Unit at Hertfordshire University. The Commissioners cover local government, businesses, voluntary sector, community transport, transport planning and tourism. We are due to be launching the call for evidence towards the end of May. The evidence gathered will be reviewed and a set of recommendations presented to the Forum in the autumn.

2.5 Rural Centre of Excellence Workstream

The results of the parish transport survey we ran over winter 2022/23, which resulted in over 370 parishes responding, provided information about the amenities and transport options within their parishes. We gathered a lot of rich data and have worked with Arup to analyse and map the information. While the results reinforce common knowledge around rural transport challenges, having the hard data to support claims about the limited resources in most parishes assists the case for rural transport investment. The data also highlights areas where local investment is clearly making a difference. The dashboard is a useful resource for local authorities at all levels to help identify potential village clusters or hub locations to focus transport and service provision.

- The Rural Survey Dashboard was launched on 6 June: [rural survey report and dashboard](#).
- The work of the Rural Mobility Centre of Excellence was presented at the Rural Services Network seminar on rural transport on 17 May.
- TE is working with the University of Herts team on thematic workshops on rural mobility, which provide the opportunity to explore issues in more depth. The outputs will provide guidance to government, industry and authorities on ways to improve rural mobility - learning from the experiences of initiatives from around the country.
- A Rural Forum will be held in July to present TE's rural work to date to Members.

2.6 All the reports linked to the workstreams above can be found at this link [Our Documents - Transport East](#)

2.7 Decarbonisation Tool Workstream

This workstream is developing a tool to assess the impacts on emission from transport in response to a package of transport and behaviour measures that would be implemented as part of LTA's LTP4 development. It is a joint piece of work across the TE, TfSE and EEH regions, being led by EEH.

This model is being informed by a separate project called the Decarb Playbook, being developed by EEH and MC. The Playbook assesses the impact on emissions in response to a type of measure, according to the location of implementation. For example considering different types of towns and cities, as urban areas, and rural areas, recognising that the benefits and scale of the outcome of a particular measure will vary by place type.

This work is progressing well and the model is currently being developed to optimise the benefit to LTAs when assessing the impact of emissions as part of the development of LTPs.

2.8 Alternative Fuels for Freight Workstream

There are two phases to this work. The first phase assesses the road network to identify potential locations for Hydrogen refuelling and EV recharging sites for freight, HVO fuel is not being considered as part of this work. This work is being undertaken in parallel with TfSE and EEH and aligns with work already completed by MC, WG and PT.

Phase two of this work is being led by MC for all STBs apart from TfN. It will produce a tool that enables the prioritisation of potential refuelling and recharging sites for freight considering a number of factors, including grid capacity. Again, this will provide a consistent approach for the assessment of sites across six of the seven STBs. The tool will be made available to LTAs but also has potential for use in planning.

3. Acronyms

3.1 Unfortunately, the transport field is heavily invested in acronyms. The table below summarises those used in the Technical Programme updates.

Acronyms	
Sub national transport bodies	
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
Technical acronyms	
APPG	All Party Parliamentary Group
ABM	Agent Based Model – People focused transport model
BERTIE	Behaviour & Transport: Impact & Equity model (ABM)
BSIP	Bus Service Improvement Plans
ELVIS	Electric Vehicle Insight Study
EVCP	Electric Vehicle Charging Points
LEVI	Local Electric Vehicle Infrastructure
LTA	Local Transport Authority
LTP	Local Transport Plan
MRN	Major Road Network - managed by Local Transport Authorities
NH	National Highways
NR	Network Rail
NSIP	Nationally Significant Infrastructure Project
OZEV	Office for Zero Emission Vehicles
QCR	Quantified Carbon Reductions
RCoE	Rural Centre of Excellence
SRN	Strategic Road Network - managed by National Highways

4. Technical programme update provided below.

Transport East Programme Update

June 2023

Ref	Budget Fund	Project	Project Description	Project team	Completion date	Update May 2023
11	2022/23 DfT Main	Connectivity Studies	A multi-modal review of the six core strategic corridors identified within the Strategy. To identify opportunities and challenges and develop the SIP	Steer / Arup	March 2024	Two scenario workshops held Work commenced on updating ABM (BERTIE) to support the connectivity work
12	2022/23 DfT Main	Rail Plan	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.	Steer	March 2024	Rail scoping workshop held TE/LTA meeting with NR to discuss potential approach to short term improvements Rail connectivity to be included as part of the multi-modal connectivity work
1	2021/22 DfT Main	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	July 2023	Initial Phase 1 work to be enhanced to provide additional insight into the potential location of refuelling and recharging infrastructure
J1	2021/22 DfT Additional	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	July 2023	Work ongoing due for completion June 2023 The additional outputs from Phase 1 will need to be added. There will be a workshop to take LTAs through this work
J2	2021/22 DfT Additional	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	July 2023	Development of a multi-regional model base to provide improved granularity of decarb model ongoing. This work is closely aligned with the MC/EEH Decarb Playbook work. Both pieces of work presented to joint DfT meeting on QCR Wednesday 17 May
15	DfT Main	Regional Evidence Base	To provide an updated REB to include local plan information and further interpretation of the ABM outputs from existing model runs to provide more detailed information of Trips in the region.	Arup	July 2023	Scope being confirmed following review by LTAs Completion date to be confirmed on commission

Transport East Programme Update

June 2023

Ref	Budget Fund	Project	Project Description	Project team	Completion date	Update May 2023
5	2021/22 DfT Additional	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)	August 2023	Brief being confirmed to optimise benefits with wider TE programme
6	2021/22 DfT Additional	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 City Science - private sector and LTA engagement	March 2023 - Phase 1 August 2023 - Phase 2	EV tool available to LTAs Webinar held 17 May to support LTA use of tool EV Tool launch event 12 June Confirming scope for remainder budget - options include inclusion of API in tool to provide automatic EVCP updates and a LA/CPO event
9	2022/23 DfT Main	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	October 2023	Commissioners confirmed and 2 meetings held Call for evidence to go out end of May, with a survey
10	2022/23 DfT Main	Mapping Platform	To provide additional data to support in year workstream or to deliver a new IT platform and mapping base.	Transport East/ Arup	July 2023	Awaiting SCC IT sign off for ESRI GIS platform ahead of purchase
J3	2021/22 DfT Additional	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.	TISE Leading Mott MacDonald & Arup	April 2023 Minor ongoing support	Technical work completed Funding to provide consultant support for two more regional bus forums Scope to be agreed for remainder of funding to look at legislation around DRT and CT service provision
16	DfT Main	Rural Centre of Excellence	To develop a programme of work to support ongoing rural work for TE and across STB regions	Arup Uni of Herts	March 2024	Uni of Herts undertaking 3 Rural workshops sponsored by TE. Programme of work being developed Work also to support Strategy Hub Rural webinar on survey and dashboard Rural survey analysis now available on the TE website

Ref	Budget Fund	Project	Project Description	Project team	Completion date	Update May 2023
2	2021/22 DfT Main	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	December 2022	Work complete
3	2021/22 DfT Main	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	November 2022	Work complete
4	2021/22 DfT Additional	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	November 2022 Additional work March 2023	Technical work complete Webinar on LTA data packs 26 May
7	2021/22 DfT Additional	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	Centre of Excellence established Work continues as part of main workstream
13	2022/23 DfT Main	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	January 2023	Work complete
14	DfT Main	Strategic Advice RIS	Using the ABM to run a scenario to assess the impact on the SRN/MRN programme within the region. This will look at 2040	Ove Arup & Partners	December 2022	Work complete
J4	2021/22 DfT Additional	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, MPs, LTA members and organisations about the challenges found in these areas and the need for investment.	WG/PT Leading WSP	December 2023	Work complete