



TRANSPORT EAST FORUM

**To be held at 10:00 -12:30 24th February 2021
Microsoft Teams Meeting**

AGENDA

1.	Welcome and apologies, and Declarations of Interest Cllr Kevin Bentley, Chairman of Transport East	10:00
2.	Notes of the Last Meeting held on 3rd November 2020 Cllr Kevin Bentley, Chairman of Transport East	10:05
3.	Business Plan 2021/22 and Terms of Reference Andrew Summers, Strategic Director a) Draft 2021/22 Business Plan Review (private paper) b) Update to Terms of Reference (paper)	10:10
4.	Communications, partnerships, and engagement update Esme Yuill, Communications lead, (paper) a) Communications Plan Update b) Transport East Summit Plans (9 th March) c) MP Engagement	10:45
5.	Transport Strategy Update Adam Thorp, EELGA / Sean Perry, Jacobs / Esme Yuill (presentation)	11:00
	BREAK	11:30
6.	Investment and Delivery Planning: a) MRN/LLM Update – Letters of support for ‘A13 East-facing Access Project’, ‘Norwich Western Link Road’ and ‘West Winch Housing Access Road’ Mat Kiely, Thurrock Council / Richard Doleman, Norfolk County Council (verbal) b) Ports Roundtable and Study Update , Ian Brooker, Jacobs (paper) c) Transport East Sub-Groups Work Programme (cover paper): i. Active Travel Study Update , Fiona Blackley, Sustrans (presentation) ii. Passenger Connectivity Study Update , Tim Steiner, Jacobs (presentation) d) The Future of Rural Mobility – Transport East response to the DfT Call for Evidence , Laura Waters, Norfolk County Council (paper)	11:35
7.	Meeting Close	12:30

TRANSPORT EAST Forum
Tuesday 3rd November 2020 via Teams

In attendance:

Core Members		TESOG Officers		Guests and Observers	
Cllr Kevin Bentley (Chair)	Essex County Council	Andrew Summers	Transport East	Cllr Linda Haysey	East Herts Council
Cllr Martin Wilby	Norfolk County Council	Esme Yuill	Transport East	Carly Freeston	DfT
Cllr Andrew Reid	Suffolk County Council	Rebecca Rangi	Transport East	Sean Perry	Jacobs
Cllr Graham Butland	Braintree District council	Adam Thorp	EELGA	Jenny Jones	Jacobs
Cllr Phil Smart	Ipswich Borough Council	David Cumming	Norfolk County Council	Karen Gearing	Southend County Council
Neil Hoskins (sub)	Southend Borough Council	Karen Chapman	Suffolk Growth Partnership	Tom Warren	Copper Consultancy
Andy Walker	Suffolk Chamber of Commerce	Matt Kiely	Thurrock Borough Council	Kellie Moore Mulveen	Copper Consultancy
Nova Fairbank	Norfolk Chamber of Commerce	Suzanne Buck	Suffolk County Council	Caitlin Tyrell	
Laura Waters	New Anglia LEP	Graeme Mateer	Suffolk County Council	Matt Stafford	Highways England
Trevor Scott (sub)	SELEP	Francesca Day	Essex County Council	Chris Griffin	Highways England
Mark Lucas	UK Innovation Corridor	Alistair Southgate	Essex County Council		
John McGill	UK Innovation Corridor	Davinia Farthing	Southend Borough Council		
		James Bradley	Network Rail		
		Matthew Taylor	Highways England		

Apologies:

Cllr Chris Seaton	Fenland District Council	Mayor Dave Hodgson	Bedford Borough Council
Cllr Ron Woodley	Southend County Council	Perry Glading	South East LEP
Cllr Mark Coxshall	Thurrock Borough Council	Cllr Graham Plant	Great Yarmouth Council
Cllr Roger Hickford	Cambridgeshire County Council	Neil Hayes	Hertfordshire LEP
Cllr Mark Howell	South Cambridgeshire Council		
Cllr Ian Bates	Cambridge City Council		

1.	Welcome and apologies, and Declaration of interest Cllr Kevin Bentley, Chairman of Transport East Andrew Summers, Strategic Director Transport East	Actions	Responsibility
2.	Forum approved previous minutes 22nd July 2020		
3.	Transport East Update		

	<p>Andrew Summers updated the Forum on the four work programme priorities of TE, as set out in the 100-day plan, and which form the agenda items today:</p> <ul style="list-style-type: none"> a) Transport East governance and resources b) Transport Strategy c) Investment and Delivery Plan d) Communications, partnerships, and engagement <p>On item (a) Andrew introduced Esme Yuill and Rebecca Rangi to the Transport East team. Their recruitment completes the core team alongside Adam Thorp from EEGLA providing programme management support. Andrew confirmed TE have been awarded £425k for this financial year from DfT and he formally thanked Department of Transport colleagues Carly Freeston and Dr Liz Smith for their support over recent months.</p>		
<p>4.</p>	<p>Communications, partnerships and engagement</p> <p>Communications Plan Update</p> <p>Esme Yuill provided a progress update on the TE Communications Plan (see attached paper). Key priorities were:</p> <ul style="list-style-type: none"> o Building our cross-channel messaging o Securing an evidence base of a wide range of views from stakeholders and partner organisations through the Transport Strategy engagement. o Decarbonisation report to be published by mid-November. The report will be accompanied by a social and media campaign. <p>Transport East are presenting at national events (e.g. the Highways UK Conference) over November. Next steps to include a joint signatory letter for Treasury and continued peer and MP engagement, along with the formal publication of our Investment and Delivery plan and Interim Business Plan Statement (2020/21).</p> <p>Key feedback from Forum members included:</p> <ul style="list-style-type: none"> o Ensure all Transport East Forum members are actively involved in media communications o Ensure we are working with all media outlets across the sub-national area. This included inviting the media to attend appropriate Forum items in the future. o MP engagement is vital. Transport East already working with MPs, e.g. Dr Dan Poulter MP <p>English Sub-National Transport Body Update</p>	<p>Esme Yuill to arrange a meeting with Cllr Andrew Reid regarding Communications</p> <p>Esme Yuill to arrange a meeting with Andrew Summers, Cllr Andrew Reid and Dr Dan Poulter MP. Dr Poulter MP to be invited to the next meeting</p>	<p>EY</p> <p>EY</p>

	<p>Cllr Bentley updated on recent English pan-STB chair discussions:</p> <ul style="list-style-type: none"> ○ The seven English STB chairs met for the first time in September, where a future collaborative approach was welcomed. Transport East chaired this meeting. ○ A further roundtable meeting was held with Baroness Vere in late September. Key items discussed were the roles of STBs, strategy development and prioritisation ○ STBs will be writing to the Minister to follow-up on the emerging partnership. 		
<p>5.</p>	<p>Transport Strategy</p> <p>Work programme overview</p> <p>Andrew Summers presented a paper on the Transport Strategy. Key updates were:</p> <ul style="list-style-type: none"> ○ Successful appointment of Jacobs and Copper through Crown Commercial Service to work in partnership with TE, to produce our draft strategy. ○ Project inception has taken place with TESOG Steering Group. ○ The very challenging delivery timescale means the strategy will be TE’s primary focus over the next 5-6 months. ○ A draft strategy will be produced for the forum to review followed by a public consultation starting in summer 2021. <p>Strategy – Technical assignment</p> <p>Jenny Jones, Project Director for Jacobs, introduced her team and provided the following update:</p> <ul style="list-style-type: none"> ○ Jacobs will be producing a unique strategy - the first by a STB post COVID. Sean Perry will be embedded with the TE team and provide the technical support required alongside the broader Jacobs team. ○ The strategy will be broken into three parts <ul style="list-style-type: none"> ○ Stage 1 – Non transport outcomes (including reviews of Local Plans, Local Industrial Strategies, health guidance and environmental plans) ○ Stage 2 – Transport Outcomes and Strategic Approach ○ Stage 3 – Investment and Delivery Plan to achieve the outcomes ○ Stage 4 – Draft Transport Strategy ○ ‘Deep dives’ will be undertaken in the following areas: re-energising coastal/rural communities, post COVID recovery, and unlocking international gateways. ○ During stage one Cambridge Econometrics will be supporting Jacobs to model future scenarios. 		

Feedback from Forum members included the following points:

- The inclusion of Visit England would be welcome to evidence the link between tourism and transport
- The potential conflict between tourism and energy to be considered. COVID has changed the way our coastline is accessed, and we need to ensure the correct transport infrastructure is in place to support continued growth.
- Brexit considerations to be taken into account in managing road systems that support our ports.
- Great Eastern and West Anglian Main lines, and East/West rail all support our region's growth – we must ensure the relevant stakeholders and MP's are engaged with the strategy.
- Rail improvements at Ely junction are critical to unlocking rail travel, particularly freight.
- All modes of sustainable transport to be included with the strategy
- Included East-West rail connections consortium to support the ongoing partnership. It is important for parliamentary connections to be utilised.

Strategy – Engagement Assignment

Esme Yuill and Tom Warren of Copper Consultancy provided the forum with the following update:

- Copper are developing an engagement programme to work alongside the Transport Strategy.
- A successful stakeholder mapping exercise has been completed and a series of thematic workshops will be undertaken in the coming months.
- Essential considerations will be engaging people whilst in a national lockdown and ensuring a wide range of stakeholder views are gathered.
- Engagement with Forum members will be key, and contact will be made over the coming weeks.

Carly Freeston Deputy Director for London, South East and Housing for DfT introduced herself and reiterated the importance of the Transport Strategy, and the need to build on the good relationship emerging between DfT and Transport East.

Passenger Transport / Rural and Active Travel

Andrew Summers provided an update on the active travel and rural / passenger connectivity studies that will also be delivered through the DfT funding:

- Following a meeting with DfT, the Active Travel subgroup has scoped a brief to help understand the DfT's Gear Change strategy for our region, and how Active Travel in our region can strategically support Government goals.

	<ul style="list-style-type: none"> ○ With significant challenges around passenger transport exacerbated due to COVID, we will also be taking forward a piece of work to better understand connectivity issues in rural and urban areas and how these can be supported through improved transport delivery models. <p>Key Feedback included:</p> <ul style="list-style-type: none"> ○ 80% of car journeys start in rural areas and end in urban areas - we need to think of a better way to bring the public into our towns and cities using sustainable transport modes. ○ Improvement are needed to support the bus network <p>The group endorsed the Business Plan Statement for publication on our website to cover the 2020/21 DfT funding, subject to the following change:</p> <ul style="list-style-type: none"> ○ Interim Business Plan, page four bullet point – the mention of MRN should also include rail and other sustainable transport measures. 	<p>2020/21 Business Plan Statement to posted on website with updated wording</p>	<p>RR</p>
<p>6.</p>	<p>Investment and Delivery Planning</p> <p>Highways England Update Matt Stafford and Chris Griffin gave a presentation on Highways England investment and delivery in the region (see attached presentations).</p> <p>Forum members raised the recent correspondence from the A47 Alliance to DfT regarding investment in the A47 and sought advice on how we can work closely together to progress the scheme. The route strategies process was identified as an opportunity to progress priorities and influence RIS spending.</p> <p>Network Rail Update</p> <p>James Bradley provided an update on Network Rail (see attached presentation for key points). Comments from Forum members included:</p> <ul style="list-style-type: none"> ○ The West Anglia Mainline is critically important to the region ○ Ely junction is critical to decarbonising our transport and supporting the economy. We need to work with stakeholders along the entire route to build the case for funding from government to achieve this. 		

<ul style="list-style-type: none"> ○ TE should support merging of Rail and Bus scheduling. Could we look at integrated travel with real time information about timings for onward journeys using different modes? <p>James Bradley responded with the below comments:</p> <p>Ensuring the right evidence base to government is key. We need to explore what provides value for money and the cost of doing nothing. Scale of benefits and distribution of this nationally to be conveyed.</p> <p>In terms of integrated bus and rail, this is an area of opportunity to work in partnership with TE. We have started an initiative called 'Last Mile' to look at North Anglia connectivity. We want to do a pilot to explore how we can better integrate bus and rail</p> <p>The meeting also focused on the Coronavirus-related rail challenges. Key points were:</p> <ul style="list-style-type: none"> ○ We did have one of the fastest growing passenger capacities in the East of England until the beginning of this year ○ Nationally, we went from over 2.5m passengers / day to around 100,000 / day ○ Going forward from here, there are a variety of views on the return of demand. A Rail Covid focus-group has been set-up to investigate this ○ In the short to medium-term it will take more than a year to return to previous levels of passenger demand ○ The evidence still points towards long-term growth ○ Rail freight has been more resilient than passenger transport in the last few months ○ We have an opportunity to work with TE to promote rail improvements in the region to Government. ○ We are a net contributor to the country, there are certain things we need investment for to continue in this position <p>Major Road Network & Large Local Major Annual Programme Update</p> <p>Andrew Summers presented the MRN / LLM paper (see papers):</p> <ul style="list-style-type: none"> ○ One year ago, this Forum endorsed a programme that prioritised MRN and LLM schemes. The first schemes are now progressing through the DfT gateway. ○ Transport Authorities have requested the TE partnership provide a letter of endorsement for each project to support DfT funding process 	<p>Ensure the Transport East Communications Plan includes engagement with stakeholders on Ely Junction.</p>	<p>EY</p>
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	<ul style="list-style-type: none"> ○ Alastair Southgate further explained that the Army and Navy scheme in Essex has also been asked to amend the scope of the project to include sustainable transport measures. DfT have sought Transport East support for the change of scope of this scheme. ○ In addition, Cllr Wilby requested a letter of endorsement from TE for the Third River Crossing project <p>The forum endorsed all the requests for letters of support, including the scope enhancement to the Army and Navy Scheme and additional letter for the Great Yarmouth Third River Crossing.</p> <p>Investment and Delivery Plan</p> <p>Andrew Summers updated the forum regarding the comments received and changes requested after the last forum. All comments have been considered and updated where appropriate. The main changes focussed on the South Essex area to create one corridor, in agreement with Thurrock, Southend and Essex officers.</p> <p>This is a ‘bottom-up’ programme that we will use to articulate our region’s investment priorities until completion of the strategy, at which point we will create a more complete set of investment priorities. We are seeking approval from the Forum on this initial version of the Investment and Delivery Plan.</p> <p>Forum endorsed the plan for publication and interim use until completion of the Transport Strategy.</p>	<p>Ensure letters of support are co-ordinated with TESOG members</p>	<p>RR / EY</p>
<p>7.</p>	<p>AOB Cllr Smart requested copies of the presentations from today be circulated.</p>	<p>RR to forward to members</p>	<p>RR</p>

Transport East Forum

Date: 24th February 2021
Item: 3. Business Plan 2021/21 and Terms of Reference
Report by: Andrew Summers, Strategic Director, Transport East
Contact: Andrew.Summers@suffolk.gov.uk

Purpose

This report presents the draft **Transport East Business Plan 2021/22** and updated **Terms of Reference**

Recommendations

Transport East Forum Members are asked to endorse the 2021/22 Business Plan and Terms of Reference.

1. Introduction

1.1 The appendices set out our draft **Business Plan 2021/22** and updated **Terms of Reference**. The collective purpose of these documents are to:

- (1) Set a plan for the operation and development of Transport East as a Sub-national Transport Body going forwards
- (2) Provide public transparency of Transport East's functions, activities and work programme
- (3) Provide assurance and accountability to Transport East's local funding partners and DfT, ensuring we are prioritising and delivering their required outputs and outcomes.

1.2 These were developed through two partnership workshops in December with the Transport East Senior Officer Group, and via further informal engagement with Forum members and the Department for Transport. It should be noted that the work programme proposals are draft, pending an expected announcement in early spring on the level of 2021/22 DfT funding for STBs across England, including Transport East.

2. Business Plan (Appendix A)

2.1 As Transport East evolves to a more mature Sub-national Transport Body, it is required to produce a Business Plan. The Plan provides DfT with assurance of our governance processes, and provides our partners (including funding local authorities) with clarity on the proposed work programme over the financial year 2021/22. It is intended the **audience** will be:

- **Primary:** Funding local authority partners, members of Transport East, Government, Politicians, Parliamentarians
- **Secondary:** Transport operators, transport users, regulator, lobbyists, public, young people and others

2.2 The scale of our partnership's work programme will rely significantly on the level of resource funding awarded by the DfT, building on our local contribution. Whilst the Transport East submission to the Comprehensive Spending Review 2020 requested a long term settlement from 2021 for Transport East, the eventual announcement by Treasury confirmed just a one year settlement across Government. There is no guarantee yet of DfT funding, and our draft Business Plan needs to take this uncertainty into account.

3. Terms of Reference Update (Appendix B)

3.1 The existing terms of reference were last reviewed in 2019 and the partnership has identified a series of changes needed alongside the Business Plan.

3.2 **Appendix B** sets out the proposed new version. To summarise, the key updates include:

Table 1: Proposed Updates to the Transport East Terms of Reference

ToR Section	Main changes proposed
1: Purpose	<ul style="list-style-type: none"> Update of language to be consistent with national role / terminology related to Sub-National Transport Bodies
2: Strategic Aim	<ul style="list-style-type: none"> Propose update to our outcomes/role to directly reflect our new transport strategy outcomes (i.e. cut and paste the agreed wider outcomes here)
3: Role	<ul style="list-style-type: none"> Update to include our Business Plan as our agreed public document where our work programme is set out going forwards Clarify we're not a legal body (e.g. to ensure for FOIs etc are dealt with by local authority legal teams).
4: Membership	<ul style="list-style-type: none"> Clarification to distinguish between Transport East STB and the Forum
5: Chair / Deputy Chair	<ul style="list-style-type: none"> Removed minimum/maximum terms as deemed too arbitrary and not consistent with approach of other STBs.
6: Voting	<ul style="list-style-type: none"> No change
7: Forum attendance	<ul style="list-style-type: none"> Clarified roles of Forum representatives, and introduced need for substitutes to be nominated
8: Ways of Working	<ul style="list-style-type: none"> Minor updates to clarify role of new Strategic Director
9: Wider Partnership Panel	<ul style="list-style-type: none"> Minor clarifications
10: Business Unit and Senior Officer Group	<ul style="list-style-type: none"> Significant updates to reflects changes and partnership staff appointed in 2020. Confirms Suffolk County Council as accountable body for DfT funding and recruitment. Introduces a requirement for members to give a year's notice to withdraw their funding subscription. Clarity on the TESOG membership.
Appendix:	<ul style="list-style-type: none"> Significant updates to reflect new members since 2019, and clarify positions/titles

3.3 Outside of the ToR review, the TESOG also identified the requirement to increase the diversity of voices that are made available to the Transport Forum. Whilst our Transport Strategy engagement is reaching out to diverse audiences, TESOG has suggested that we review good practice adopted by other bodies and STBs across the country to more systematically ensure wider representation of gender, race and socio-demographic characteristics. By way of example England's Economic Heartland has launched an 'influencers group' comprised of a wide mix of individuals that provides advice to their Board.

4. Recommendations

4.1 **Transport East Forum Members are asked to note the report and endorse the draft Business Plan for 2021/22, and the updated Terms of Reference.**

Appendices

Appendix A: Draft Business Plan 2021/22

Appendix B: Update Terms of Reference – Proposed Update

Transport East Forum Terms of Reference

1. Purpose

- 1.1. Transport East is the Sub-National Transport Body for Norfolk, Suffolk, Essex, Southend and Thurrock. It is an independent partnership, comprising the local response to the proposals contained with The Cities and Local Government Devolution Act (2016) and reflects the need for a Forum in which strategic issues and proposals can be addressed in a timely and efficient way.
- 1.2. Transport East is governed by the Transport East Forum, which brings together representatives of Local Transport Authorities, District Planning Authorities, Local Enterprise Partnerships, Chambers of Commerce and transport providers with representatives from Government, infrastructure agencies and transport service providers in a collaborative partnership that enables a single co-ordinated conversation.
- 1.3. As such Transport East provides a single point of contact for Government, its agencies, infrastructure and service providers on strategic transport issues.

2. Strategic Aims

- 2.1. Transport East will support the development of a transport network that:
 - is innovative and prepared for future developments.
 - enables housing growth.
 - enables the efficient and effective movement of people and goods to boost economic growth.
 - ensures that growth in the East is sustainable, encompassing all forms of transport including, public transport, walking and cycling.
 - ensures that the East of England is a place where people want to live, work, learn and visit.
 - enables people to live independently and to make the most of opportunities as they arise.

3. Role

- 3.1. Transport East will:
 - 3.1.1. Provide the focus for a single conversation on strategic transport and infrastructure related activities
 - 3.1.2. Produce and maintain the Regional Evidence Base, the Sub-national Transport Strategy and investment priorities in the Investment and Delivery Plan.
 - 3.1.3. Represent the East of England's interests with respect to national strategy and policy ensuring effective alignment between national investment and local growth plans.
 - 3.1.4. Enable a more effective and meaningful engagement with the Department for Transport, infrastructure agencies (such as Highways England and Network Rail) and service providers (such as bus and train operating companies), and the East of England's major ports and airports.
 - 3.1.5. Provide the opportunity to share technical expertise and resources across the partners to assist with the development of a coherent and integrated transport network better able to respond to the demands of growth and changing technology.
 - 3.1.6. Oversee the development of a high-level transport strategy which;
 - covers the relevant geography of the membership of the Forum,
 - is linked to the delivery of economic growth and prosperity, and
 - has a functional link with spatial planning.
- 3.2. Transport East, led by the Forum, will enable the partners to realise:
 - 3.2.1. More effective engagement with, and influence over decision making at the national level
 - 3.2.2. Greater added value through the sharing of knowledge, skills and resources
 - 3.2.3. More efficient operation of strategic, local, and major road networks
 - 3.2.4. Improved resilience of the transport system, particularly during periods of disruption (both planned and unplanned)

3.2.5. More efficient and effective delivery of infrastructure, with schemes delivered faster and at less cost

3.3. The role of Transport East will be periodically reviewed to ensure that the Forum is best placed to meet the ambitions of its members.

3.4. Transport East is not a legal or statutory body. Freedom of Information requests should be directed to the legal team of the accountable body.

4. Membership of the Forum

4.1. The membership of the Transport East Forum will include “relevant authorities” from Norfolk, Suffolk, Essex, Southend, and Thurrock.

4.2. The Cities and Local Government Devolution Act (2016) Act outlines that it is for “relevant authorities” to put forward a proposition including considerations of geography, governance and the powers to be exercised by the STB; “relevant authorities” include:

- a Combined Authority.
- an Integrated Transport Authority.
- a county council.
- a unitary council.

4.3. One representative per “relevant authority” will be included as a member of the Forum.

4.4. One district council representative from each two tier “relevant authority” member geography will be included as a member of the Forum. District representation will be determined locally.

4.5. One representative from each Local Enterprise Partnership and Chamber of Commerce within the geographical scope of the Forum will be included as members of the Forum.

4.6. The members of the Forum are set out in Appendix A to these Terms of Reference.

4.7. The Department for Transport, Highways England and Network Rail will be invited to attend in an observer capacity.

4.8. Additional organisations may be invited by the Forum to join as members or observers at any time where their membership and participation is seen as adding value.

4.9. Membership of the Forum will be reviewed on a regular basis.

5. Chairman and Deputy Chairman of the Forum

5.1. The Chairman of the Forum will be a representative from a “relevant authority” as defined in The Cities and Local Government Devolution Act (2016),. The Chairmanship will be reviewed annually by the Forum.

5.2. The Deputy Chairman will be a representative from the wider membership (and does not need to be from a “relevant authority”),

6. Voting

6.1. The non-statutory Forum is a collaborative organisation and with decision making within the Forum delivered by consensus.

6.2. Formal arrangements for voting (where required) will be developed as the Forum becomes established, with consideration given to the appropriate allocation of votes necessary to ensure democratic accountability.

7. Forum attendance

- 7.1. It is for each Partner to nominate their representative on the Forum. The expectation is that Local Transport Authorities will be represented by their Leader or the relevant Cabinet member, Local Enterprise Partnerships will be represented by a business focussed member of their governing Board, and county groups of district councils by a representative nominated by the district authorities.
- 7.2. Substitutes will represent members of the Forum if their lead representative is not available.
- 7.3. Individual members of the Forum will be responsible for ensuring their organisation or group of districts is kept briefed on the work of the Forum.
- 7.4. It is desirable for the Department for Transport, Highways England, Network Rail and the majority of the Local Transport Authorities be represented at Forum meetings.
- 7.5. Members of the Forum retain their existing accountabilities and responsibilities for transport.
- 7.6. Membership of the Forum:
 - Does not oblige partners to be involved in all activities, projects or proposals
 - Does not preclude any member from working cross-boundary with other Local Transport Authorities or strategic transport organisations.
- 7.7. Local authorities that are not members of the Forum may be invited to participate or request to attend meetings of the Forum.

8. Ways of Working

- 8.1. Meetings of the Forum will be held quarterly.
- 8.2. Third parties may be invited to participate in meetings of the Forum and invited to be members of project teams established by the Forum
- 8.3. Third parties may request to address the Forum on a specific issue or proposal. The Chairman of the Forum will determine whether to grant the request.
- 8.4. The Forum may decide to establish sub-groups where this is appropriate in order to address specific issues: sub-groups may be either time-limited in their duration or standing sub-groups where the issue is on-going.
- 8.5. The secretariat for meetings of the Forum will be provided by the Transport East business unit.
- 8.6. The work of Forum will be supported by a transport officer working group. It will be chaired by the Strategic Director of the Transport East business unit.
- 8.7. The meetings of the Forum will be meetings of public record (papers published online) but will not be open public meetings.

9. Wider partnership panel

- 9.1. A wider partnership panel that includes all potential partners and will meet once a year at the annual Transport Summit. Membership of the Wider Partnership Panel is appended (Appendix B).
- 9.2. Members of this wider panel can be co-opted onto the Forum based upon requirements identified by the Forum members. Members of the wider panel also be co-opted onto specific sub-groups established by the Forum.

9.3. Membership of the Wider Partnership Panel will be subject to revision as required by the Forum membership, or on an annual basis.

10. Business Unit and Senior Officer Group

10.1. The work of the Forum will be supported by the Transport East Business Unit and Transport East Senior Officer Group (TESOG).

10.2. The Transport East Business Unit comprises dedicated officers funded by local contributions from the Transport East partners. The Business Unit, led by the Strategic Director, is responsible for planning, managing and delivering the Transport East work programme set out in the annual Business Plan, as agreed annually by the Transport East Forum in advance of the start of the financial year.

10.3. Suffolk County Council will be the accountable body for hosting the Strategic Director and all other officers of the Transport East Business Unit. The East of England Local Government Association is responsible for securing and managing annual subscription fees from partners.

10.4. TESOG will provide technical and professional advice drawn from the Local Transport Authorities, Local Enterprise Partnerships, and district authorities. Infrastructure agencies and transport service providers will be invited to support the work of the Transport East Senior Officer Group, as necessary. The following organisations will nominate a suitable officer to be part of the TESOG:

- Norfolk County Council
- Suffolk County Council
- Essex County Council
- Southend on Sea Borough Council
- Thurrock Borough Council
- East of England Local Government Association
- Rep for Suffolk Districts (Suffolk Growth Partnership)
- Rep for Norfolk Districts
- Rep for Essex Districts
- South East Local Enterprise Partnership
- New Anglia Local Enterprise Partnership
- Department for Transport
- Highways England
- Network Rail
- UK Innovation Corridor

10.5. Transport East Senior Officer Group officers will be invited to attend Forum meetings in an advisory capacity.

10.6. Papers will be circulated at least five working days prior to each Forum meeting, and minutes circulated in a timely manner following the Forum meeting.

11. Revision of Terms of Reference

11.1. These Terms of Reference will be subject to revision as required by the Forum membership, or on an annual basis.

Membership to Transport East Forum

Chairman and Vice-Chairman

- Cllr Kevin Bentley is the Chairman of Transport East. He is Deputy Leader and Cabinet Member for Infrastructure at Essex County Council.
- Cllr Martin Wilby is the Vice-Chairman of Transport East. He is Chairman of Environment, Development and Transport Committee at Norfolk County Council.

Members

- Cllr Andrew Reid, Cabinet Member for Highways, Transport and Rural Affairs, Suffolk County Council
- Cllr Ron Woodley, Deputy Leader (Cabinet Member for Transport, Capital & Inward Investment), Southend-on-sea Borough Council
- Cllr Mark Coxshall, Cabinet Member for Regeneration and Strategic Planning, Thurrock Council
- Cllr Graham Butland, Leader of Braintree District Council, Representative of Essex District Councils
- Cllr Phil Smart, Portfolio Holder for Environment and Climate Change Ipswich Borough Council, Representative of Suffolk District Councils
- Cllr Graham Plant, Deputy Leader Great Yarmouth Borough Council, Representative of Norfolk District Councils

Local Enterprise Partnerships

- Steve Oliver, Transport Board Chair, New Anglia Local Enterprise Partnership
- Perry Glading, South East Local Enterprise Partnership

Chambers of Commerce

- David Burch, Director of Policy, Essex Chamber of Commerce
- Nova Fairbank, Head of Policy, Norfolk Chamber of Commerce
- Andy Walker, Policy Director, Suffolk Chamber of Commerce

Delivery Partners

- Elizabeth Smith, Area Lead Norfolk, Suffolk, Essex, Southend and Thurrock, OxCam and East, Department for Transport
- Matthew Taylor, Programme Manager, Highways England
- James Bradley, Head of Strategic Planning, Network Rail

Observing Bodies

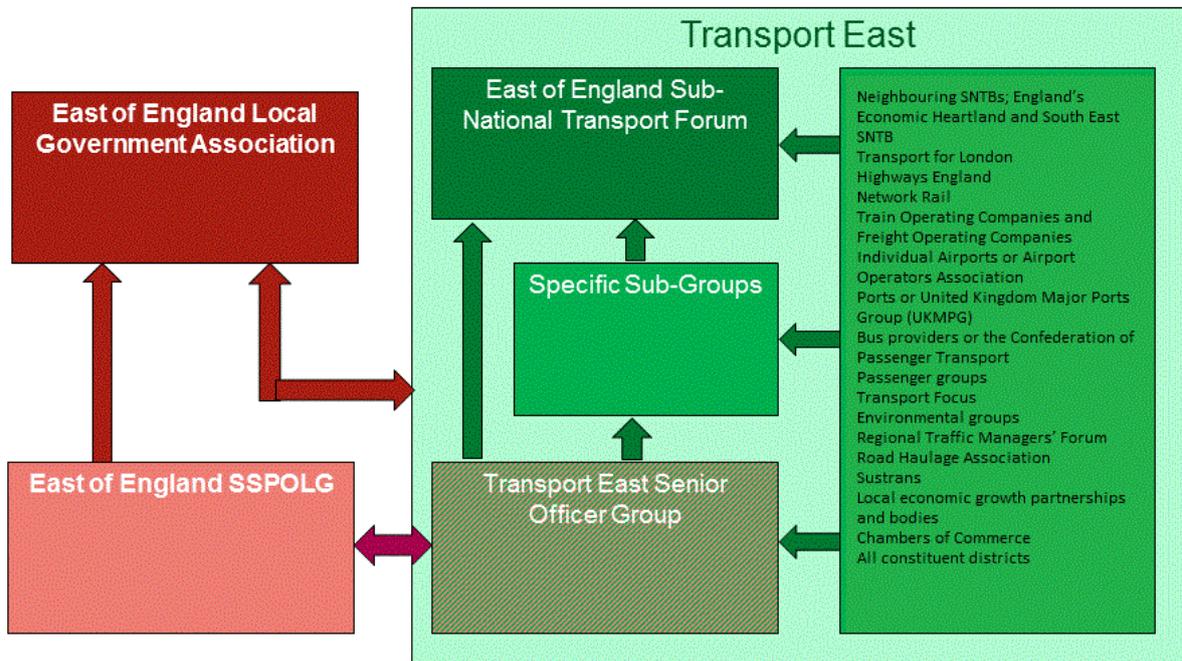
- Bedford Borough Council
- Cambridgeshire County Council and District Councils
- Cambridgeshire and Peterborough Combined Authority
- Central Bedfordshire Council
- England's Economic Heartland
- East of England Local Government Association
- Hertfordshire County Council and District Councils
- Hertfordshire LEP
- UK Innovation Corridor
- Peterborough City Council
- Department for Transport

APPENDIX B.

The Wider Partnership Panel will consist of all members of the Transport Forum listed in Appendix A, in addition to representatives from some or all of the following organisations.

- Neighbouring STBs; England's Economic Heartland and Transport for the South East
- Transport for London
- Highways England
- Network Rail
- Train Operating Companies and Freight Operating Companies
- Individual Airports or Airport Operators Association
- Ports or United Kingdom Major Ports Group (UKMPG)
- Bus providers or the Confederation of Passenger Transport
- Passenger groups
- Transport Focus
- Environmental groups
- Regional Traffic Managers' Forum
- Road Haulage Association
- Rail Freight Group
- Sustrans
- Local economic growth partnerships and bodies
- All constituent districts

Transport East structure map



Comms & Engagement summary

Workstream		Outputs
Strategy Engagement	District Engagement	District workshops (officer & member) on the region's non-transport priorities: 43 attendees across 3 sessions Attendance at Coastal and Rural levelling up workshop Attendance at Economic recovery and growth workshop 121 meetings
	Wider Engagement	Over 100 meetings and conferences with business groups, transport orgs, DfT, regional bodies and local authorities Coastal and Rural levelling up workshop Economic recovery and growth workshop Ports roundtable and 121 meetings Better Delivery workshops
	Mass communications	Public survey – 600 responses Publication of Decarbonisation study – covered in EADT
Investment & Delivery	Funding and delivery	Public confirmation of DfT funding – high social media engagement
	Advocacy	CSR political letter of support to Chancellor and SoS for Transport – published publicly Comment on CSR/ National Infrastructure Strategy Meeting with Dan Poulter MP to secure position as Westminster advocate
Functional Body	Building awareness and understanding	Growing audience through Twitter and LinkedIn Speaking opportunities with UK Innovation Corridor, Highways UK and local partners Joint STB response to DfT Rural Mobility consultation

Highlights (Nov-Feb)

Dec 2020 • 31 days

TWEET HIGHLIGHTS

Top Tweet earned 4,714 impressions

Today we start the conversation about [#TheFutureofTransport](#) in the [#EastofEngland](#). Join us on our journey to 2050 and contribute to the future of your region by completing a short survey at transporteastfeedback.org

[#Essex](#) [#Suffolk](#) [#Norfolk](#) [#Thurrock](#)
[#SouthendOnSea](#)

🔄 6 ❤️ 5

View Tweet activity

View all Tweet activity

Nov 2020 • 30 days

TWEET HIGHLIGHTS

Top Tweet earned 724 impressions

We have secured £425k of funding from [@transportgovuk](#) to progress our transport strategy for the East of England. We set out the main pieces of work this money will support here transporteast.org.uk/transport-east... pic.twitter.com/g4oYOQSMBa



🔄 1 ❤️ 3

View Tweet activity

View all Tweet activity



Followers 99 | 31k impressions | 1.5k profile visits



Followers 97 | 4,200 impressions | 400 site visits



Transport East

69 followers

2w • 🌐

Despite the challenges, 2020 has been a year of real growth here at Transport East. Our Director, Andrew Summers looks back at our main achievements.

<http://ow.ly/byl150CSbXS>



Andrew Summers
Strategic Director

Blog post: 2020 - A year of growth



🔄 16

East West Rail eastern leg needed to 'enhance' UK connectivity

02 FEB, 2021 | BY CATHERINE KENNEDY

Development of the eastern section of East West Rail is key to improving connectivity across the UK, according to Transport East.

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New drive to try to cut East Anglia's carbon emissions from traffic

PUBLISHED: 16:30 13 November 2020 | UPDATED: 17:14 13 November 2020 | Paul Geater



electric vehicles on the

PODCAST



Feb – May 2021: Engagement & Comms planned activity

Workstream	Date	Activities
Strategy Engagement	Feb	Passenger Transport workshop: operators/ representative groups, local authorities Better delivery workshop: operators, transport innovators, linked infrastructure, local authorities Ports roundtable: Senior ports representatives, freight and logistics bodies and senior officers (Directors/CEs) from relevant LAs
	Mar	Transport East Summit – Baroness Vere key note; panel discussion; workshops to refine priorities and build advocacy (80 attendees so far) Schools engagement – transport creative art/ writing competition
	April	Pre-election period – ongoing non-political engagement Schools competition continues
Investment & Delivery	Ongoing	Business Plan v.2 (publication early March) MP Engagement Event (25 March) EELGA inward investment taskforce MRN support Widening and deepening relationship with DfT and government
Functional Body	Ongoing	Regular social content – building awareness, understanding, expertise Web news Monthly newsletter (1.5k recipients) Press - results of Transport East Survey <ul style="list-style-type: none"> - MP event - TE Summit National influence building – other STBs, HE, NR etc Comms and Public Affairs planning for 2021-22

Transport East Forum Meeting

Date: 24 February 2021
Item: Transport Strategy – Progress Update
Report by: Adam Thorp, Strategy Programme Manager, EELGA
Sean Perry, Technical Lead, Jacobs Consultancy
Contact: Adam.Thorp@eelga.gov.uk

Purpose

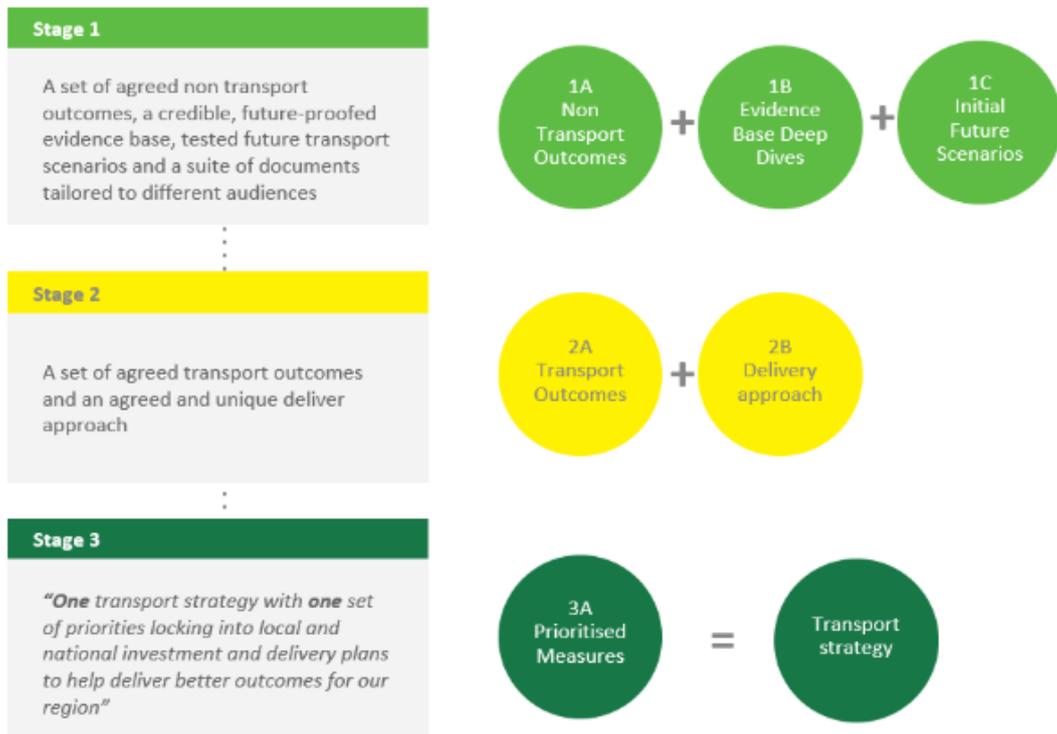
This report sets out progress on the Transport East Strategy work programme 2020/21. It asks Members to comment on and endorse the key findings from stage 1 of strategy development and emerging transport outcomes.

Recommendations

Transport East Forum Members are asked to note the report and comment on / endorse the key findings from stage 1 of strategy development (slides 8-11 of appendix 1) and emerging transport outcomes (set out in slides 13-14 in appendix 1)

1. Introduction

- 1.1 The Transport East partnership team (comprising core staff, TESOG, Jacobs and Copper) has rapidly progressed phase 1 of our Transport Strategy, following the update at the November Transport Forum. Our Strategy will set a framework for investment in our transport system, Ministers have funded us to do this, and it is our opportunity to set out a compelling case for investment and the single voice for our partnership.
- 1.2 Our priorities have been: (a) progressing the technical work to ensure our strategy is based on a comprehensive and credible, DfT-compliant evidence base; and (b) widespread engagement to ensure we are listening to our partners, businesses and general public, and ensure their aspirations are reflected in the draft strategy as a Single Voice.
- 1.3 This paper provides an update and sets out key events planned to complete the engagement and technical work funded by our DfT grant to the end of March 2021.
- 1.4 The diagram below sets out the key stages of development for our Transport Strategy:



2. Transport Strategy Stage 1 Progress

- 2.1 Stage 1a has been completed. This stage identified the wider economic, environmental and social outcomes that Transport East partners are collectively aiming to achieve across the region, for which our Transport Strategy will be an enabler.
- 2.2 Key tasks completed are set out in Table 1, with the outcomes, as endorsed by Transport East political leads, set out in Appendix 1, page 7.

Table 1: Stage 1a - Tasks completed Nov-Dec 2020

Technical (Jacobs)	Engagement (Copper)
Full review of 50+ plans, strategies across districts, LEPs, government and others Analysis to determine and quantify key outcomes for the region.	<ul style="list-style-type: none"> Chambers of Commerce workshop 1-to-1 meetings with NA LEP and SE LEP 3 x workshops with district councillors and director/chief exec level officers to refine and agree outcomes Follow-up 1-to-1 meetings with districts unable to attend workshops.

- 2.3 The technical work in Stage 1b is also now complete, comprising a ‘deep-dive’ evidence review into our three priority themes (in addition to our decarbonisation evidence which Transport East published in November 2020). Key progress is set out in Table 2.

Table 2: Stage 1b - Tasks completed Nov 2020 – Feb 2021

Priority Theme	Technical (Jacobs)	Engagement Completed (Copper)
Rural and Coastal (with a focus on levelling up)	Development of detailed evidence base including analysis of key challenges and	<ul style="list-style-type: none"> 2 x workshops with lead rural/coastal experts and bodies across the region from public and private sector

	opportunities, and definition of levelling up.	<ul style="list-style-type: none"> • 1 x Transport East / DfT Workshop to secure government input into rural / coastal issues
Global Gateways (ports, airports and freight)	Development of detailed evidence base, including analysis of key challenges and opportunities, and our role in the wider UK recovery and post-Brexit trade.	<ul style="list-style-type: none"> • 10 x 1-to-1 meetings with leading Ports/Airports to secure input • Ports Roundtable meeting chaired by Cllr Kevin Bentley and attended by leading ports representatives
Economic Growth and COVID-19 Recovery	Development of detailed evidence base. Analysis on economic trends, challenges and opportunities for the East and the role of transport in supporting these.	<ul style="list-style-type: none"> • 2 x workshops with lead rural/coastal experts and bodies across the region from public and private sector • TESOG work with Cambridge Econometrics to focus on post-COVID/Brexit implications for our economy and subsequently transport requirements.

- 2.4 To complement stage 1, we have worked with Copper to complete our **public engagement survey** of post-COVID travel behaviours. In total, we received over **600** responses from the public. The key findings from this survey can be found on slide 7 of appendix 1.

3. Transport Strategy Stage 2 Progress

- 3.1 Following the completion of our ‘deep-dive’ evidence review into our priority themes, we have identified the unique transport outcomes that we will need to achieve to support the region’s wider outcomes. These transport outcomes are set out in slide 13 of appendix 1.
- 3.2 We have also identified the potential indicators that could be used to measure our success against regarding these transport outcomes. More detail on these can be found on slide 14 of appendix 1.
- 3.3 To complement the development of our transport outcomes, we are completing ‘scenario testing’. In this stage, we will review how transport would be needed to support a range of different future potential scenarios regarding economic growth and housing delivery. This process will help us to define what the unique strategic approach to delivering our transport outcomes across our region should look like.

4. COVID-19 Standalone Strategy Modules

- 4.1 We have also commissioned the two studies led by the Transport East sub-groups, summarised below and explained in more detail in item 5 on this agenda:
- **Active Travel** – in December, we commissioned **Sustrans** to develop a strategic approach to Active Travel in the East for eventual inclusion in our Transport Strategy, and also make the case to help our local authorities secure more funding from the Government’s £2bn pot. The study will identify a strategic approach to delivery of walking and cycling that is more widely supported by businesses and communities, whilst aligning with the Government’s [Gear Change](#) strategy. Sustrans have now completed a review of the available data and held a workshop with transport authority colleagues and leading industry figures to discuss the strategic approach going forward

- **Passenger Transport** – In December, we also extended the **Jacobs** contract to include a dedicated **Passenger Transport study**. This will review the specific post-COVID challenges facing local passenger transport, as well as emerging DfT policy, and identify the sub-national solutions that need to be in our Transport Strategy, to complement the work taking place by our local authorities and operators. Following a workshop with our lead officers and senior DfT officials on 7th January, we have held a further workshop with representatives from operators to understand the key pre and post covid challenges. This study will now focus on the strategic approach going forward

4.2 Effective programme management is crucial, as Transport East is simulataneously bidding to DfT for additional funding for 2021/22 and beyond (*see Business Plan paper*). We are currently on track to deliver the agreed 2020/21 DfT-funded programme and our Programme Manager (Adam Thorp, contracted from EELGA), will continue to manage and monitor delivery against agreed outcomes and spend. We have established monthly meetings with our sponsor DfT Deputy Director to provide clear and regular reporting lines to the DfT.

5. Look ahead

5.1 The next phase of work will take the developed evidence base, identified wider and transport specific outcomes and scenarios to develop a preferred approach for our transport strategy to 2050. We will then work with partners to identify a prioritisation framework, a set of interventions and subsequently a delivery plan.

5.2 To achieve this, key events currently planned for February to April 2021 are as follows:

- Mid - February (date to be arranged) – **MP engagement event**, hosted by Dan Poulter MP, to bring together regional MPs to discuss the strategic direction and role of MPs.
- Feb/March –**Delivery Workshops** – Series of workshops with partners to agree our prioritisation approach and delivery mechanisms for the Strategy.
- 9th March – **Transport East 2021 Summit** – An online version of our annual Transport Summit. We have invited Baroness Vere to provide the Keynote speech, and will use the Summit to engage with partners on our strategic approach, priorities and delivery plan.
- 19th March – **Forum Core Members Briefing** – To update core members on progress and steer officers on direction to take in draft strategy.
- April/May – Officers to bring all the technical and engagement work into a draft strategy, ready for Forum endorsement and public consultation in summer 2021.

5.3 Our high level timetable for the strategy development remains as follows:

Stage	Nov	Dec	Jan	Feb	Mar	April	May	Summer
Technical work programme (Jacobs)								
Engagement Programme (Copper)								
Drafting of strategy and Investment and Delivery Plan (officer-led)								
Public consultation starts on draft strategy [dates to be confirmed]								

6. Conclusion

6.1 Members are asked to:

- Note the report and comment on / endorse the key findings from stage 1 of strategy development (slides 8-11 of appendix 1) and emerging transport outcomes (set out in slides 13-14 in appendix 1)
- Provide comment on the next steps



Transport East

Appendix 1 Transport Strategy Update:

24th February 2021

Contents:

Slide 3 - Introduction and context

Slide 4 - Overview of our methodology

Slide 5 - Progress since the last Transport East Forum meeting

Slide 6 - Engagement undertaken to date

Slide 7 - What did our public survey tell us

Slide 8 - Stage 1a – Transport East Wider Outcomes

Slide 9 - ‘Deep Dive’ Research Area – The role of transport in economic growth

Slide 10 - ‘Deep Dive’ Research Area – Levelling up coastal and rural communities

Slide 11 - ‘Deep Dive’ Research Area - Unlocking our international gateways

Slide 12 - Scenario testing

Slide 13 - Draft transport outcomes

Slide 14 - Quantifying our draft transport outcomes

Slide 15 – Next steps

This presentation summarises the progress to date on the Transport East Strategy technical and engagement work programme



Introduction and Context

Our partnership is developing an ambitious, unique Transport Strategy to 2050.

The strategy will:

- ✓ Support local and national outcomes
- ✓ Provide a robust ‘government-compliant’ evidence base
- ✓ Set a compelling case for transport investment in the East
- ✓ Provide a framework to increase and accelerate transport investment and delivery in the East of England
- ✓ ‘Lock-in’ to HE, NR and DfT funding

October 2020

Procurement completed for Transport Strategy

- Technical: Jacobs
- Engagement: Copper

November 2020

Transport East Forum endorses approach. Stage 1 begins.

February 2021

Stage 1 progress report – this forum meeting

Spring 2021

Completion of technical and early engagement work

Summer 2021

Draft Transport Strategy for public consultation



Overview of our Methodology

Stage 1

A set of agreed non transport outcomes, a credible, future-proofed evidence base, tested future transport scenarios and a suite of documents tailored to different audiences



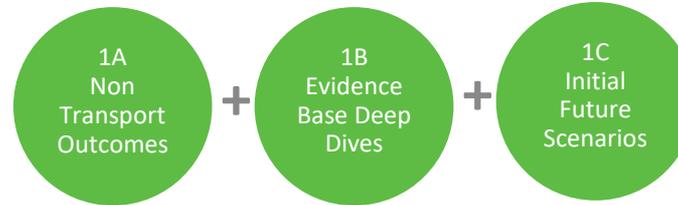
Stage 2

A set of agreed transport outcomes and an agreed and unique deliver approach



Stage 3

“One transport strategy with one set of priorities locking into local and national investment and delivery plans to help deliver better outcomes for our region”



Progress Summary

Since our last Transport East meeting in November, with the support of our technical and engagement specialists, we have completed the following areas of work:

Stage 1a: Wider Outcomes

- Defined the wider, regional outcomes that our transport interventions will need to support

Stage 1b: Evidence Base

- Completed 'deep dive' research and engagement in the following areas to create a robust evidence-base for our strategy:
 - The role of transport in economic growth
 - Levelling up coastal and rural communities
 - Unlocking our international gateways

Stage 1c: Scenario Testing

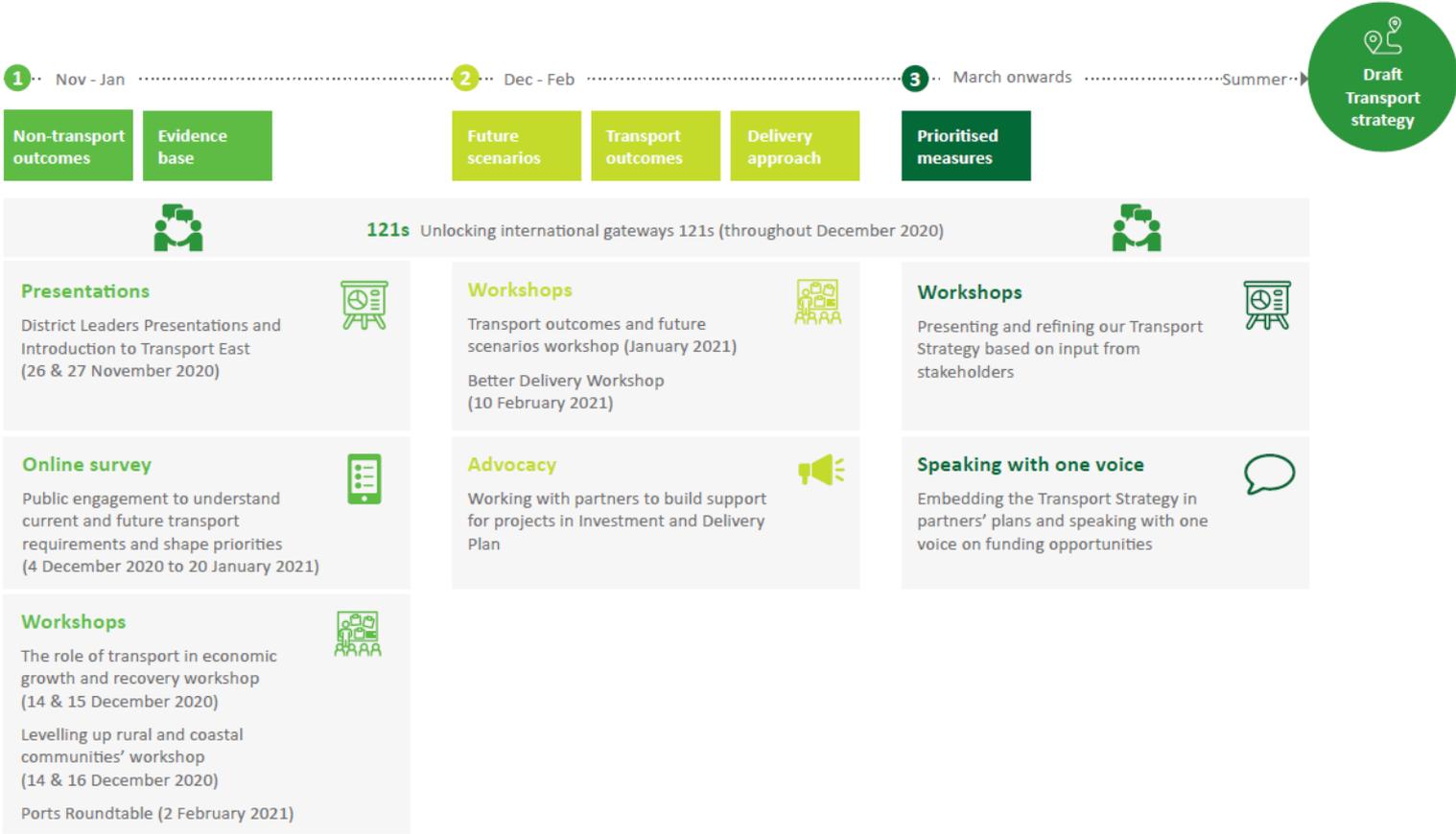
- We have begun to model our transport outcomes against a set of potential future economic and spatial scenarios to measure their effectiveness

Stage 2a: Transport Outcomes

- Following the extensive research above, we have identified the transport outcomes we need to achieve to support the wider outcomes of the region
- Via a public survey, received the views of over 600 people regarding the future of our transport network



Engagement undertaken to date



What did our public survey tell us?

Between November 2020 and January 2021 we launched a public survey to gain the views of the widest range of residents of our sub-region as possible regarding the future of their transport network. The survey was publicised across many partners' web and social media channels and in total we received 611 responses with a broad geographical representation. Below are some key findings from the survey:

Pre-Covid Travel Trends:

- High-use of cars for most journeys
- Trains used most for commuting
- Cycling and walking linked to leisure activities
- Low bus and community transport use
- Generally people thought walking and driving facilities were good and cycling and bus facilities were poor

Covid Changes:

- **76%** were less comfortable using buses and trains and **67%** less comfortable getting a taxi or a lift from family/friends
- Notable decrease in car journeys to and during work
- Increase in walking for visiting family, essential activities and linked to leisure and a minor increase in cycling

Longer-term expectations:

- **77%** don't expect to use public transport more
- **21%** thought they would cycle more and **34%** would walk more
- **32%** thought they would use a car more frequently
- Generally expect to make fewer journeys and work from home more frequently

Journey Choices:

The following factors influenced journey choice:

Top 3 = reliability, convenience and frequency

Bottom 3 = affordability, carbon footprint, health benefits

Wider Objectives:

We asked people how important it was for transport to support a number of wider objectives. Most objectives had support levels above 70%. The objectives that had lower support levels were: Supporting new homes, International access and encouraging visitors

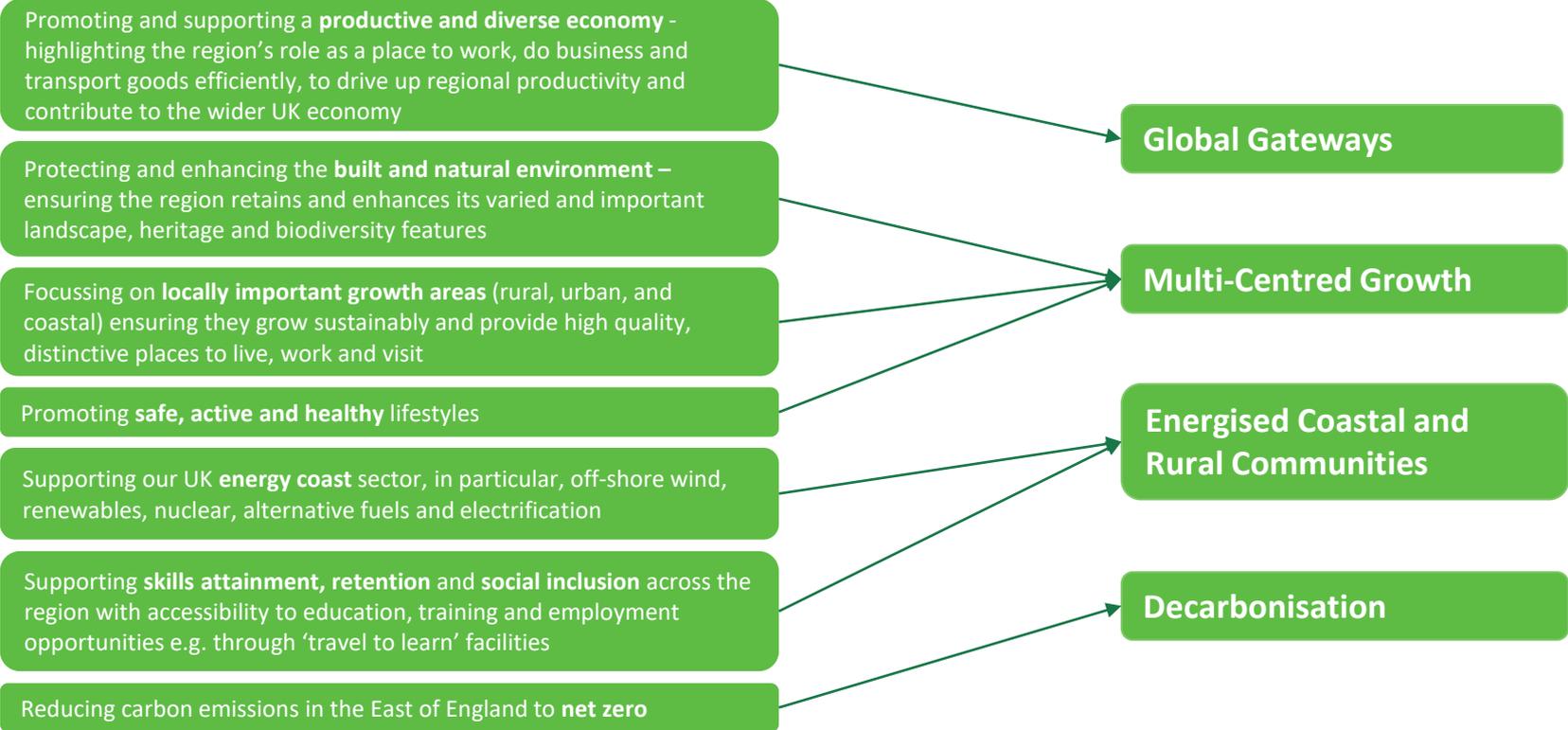


Stage 1a: Transport East Wider Outcomes

Following a review of national, regional and local policy documents and wide-ranging stakeholder engagement, the following **wider, regional outcomes** were identified in Stage 1a of strategy development. The diagram below shows how these align to **Transport East's Core Themes**

Wider Outcomes

Transport East Core Themes



Stage 1b: 'Deep dive' research

The role of transport in economic growth (including COVID-19 recovery)

To understand this topic area, we conducted two workshops with regional economic experts, one-to-one interviews with LEPs and Chambers of Commerce, and completed analysis via Cambridge Econometrics

The top-level conclusions from this research area include:

- Major constraints to economic growth are **poor connectivity** East-West and from South Essex to the north of the region, **a lack of first-mile-last mile** options and high levels of **car dependency**.
- Economic growth is constrained by skill levels in the region being below the UK average and relatively low levels of innovation and entrepreneurialism. High-quality transport infrastructure can **better connecting residents to employment and education opportunities** and **attract skilled workers to the region**,
- Transport needs to connect our high-value clusters: **offshore renewables, agri-food, ICT, modern construction, high-tech manufacturing, tourism, and logistics sectors**.
- New factors will influence firms' decisions to invest in the East – e.g macro-economic (e.g. Brexit), social (e.g. growth in remote working) and technological (e.g. automation). Better **transport and digital connectivity will be vital to retain and attract firms in our region**.
- The **location of new growth, resident migration and commuting patterns will shape the Transport Strategy for the East**. Dispersed growth (e.g. including in rural areas) requires a very different transport response to centralised growth (focused on urban areas) - transport planning must be integrated with wider spatial planning and sectoral development plans

The detailed evidence will be published in a technical note.



Stage 1b: 'Deep dive' research *Levelling up Coastal and Rural Areas*

To understand this topic area, we conducted two workshops with rural, coastal and economic experts and bodies, and completed analysis via Jacobs professional experts

The key challenges identified include:

- Improving **access to services, employment and education** within our coastal/rural places
- Assist in the retention of **skilled graduates** and **school leavers** in rural and coastal communities.
- Supporting the **coastal economy sectors – including the energy sector** - by creating connected clusters of employers and workers
- Boosting the **viability of rural businesses** - particularly by encouraging tourism and work from home relocations
- Higher levels of **physical inactivity** in coastal towns, and **poor access to health services** in rural areas.

There is significant diversity within the region and a **place-based approach** is needed. The transport strategy needs to support a targeted combination of local transport, accelerated support for alternative fuels and digital infrastructure. **Focus could include:**

- Transport that **improves accessibility** to employment locations in rural and coastal locations to boost jobs and skills development, and better connections between rural and urban settlements
- Investment in publicly accessible **electric vehicle charging** infrastructure in rural communities.
- **Better models of connectivity**, including **digital and passenger transport** provision for rural areas, and community transport to services like GPs and Hospitals
- Supporting **active travel** for residents, particularly in coastal towns where it could also support a tourist offer

The detailed evidence will be published in a technical note.



Stage 1b: 'Deep dive' research

Unlocking our international gateways

To understand this topic area, we conducted a ports Roundtable and held one-to-one interviews with ports, airports and freight operators, in addition to analysis and research.

The key findings and conclusions from this research area are:

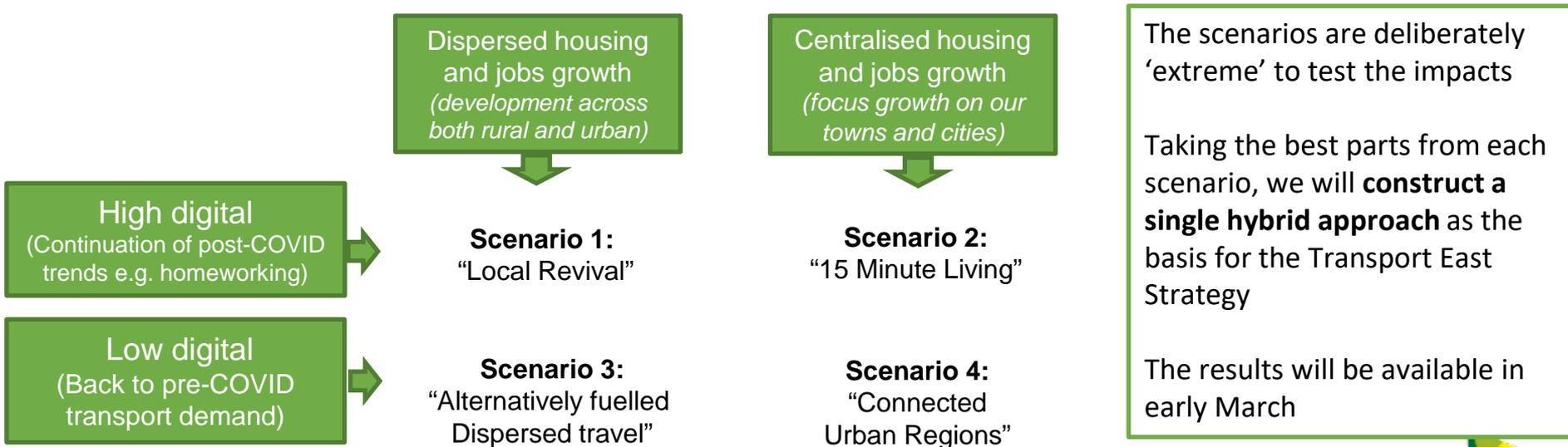
- The rest of the UK relies upon the East of England ports – e.g. shipping over 50 per cent of total UK containers and freight has remained strong through COVID-19.
- Ports and Airports are reliant upon the resiliency and reliability of the road and rail network to support gateway expansion, encourage sustainability and encourage intra-regional connection – Many of the key routes have varying levels of infrastructure with unreliable journey times and lacking resilience.
- Rail freight can play an increasingly important role in moving goods to and from main container ports, with the potential to play a bigger role serving Ro-Ro ports. Rail network connectivity is generally London centric, with significant constraints for freight movements east-west to the Midlands and the North
- Our regional ports are also vital – servicing nationally significant industries such as agriculture and manufacturing
- There is a need for the development of integrated logistics and manufacturing in the region to support the growth at ports and airports, attracting inward investment and boosting jobs and regional exports
- Ports and airports can be the driving force for the drive to Net Zero emissions, with the promotion of decarbonising supply chain and distribution, reducing vehicle miles, promoting rail and water transport for freight and passengers

The detailed evidence will be published in a technical note.



Stage 1c: Scenario Testing

- Having established the wider outcomes and evidence base, government guidance requires us to test different scenarios - using a credible and robust model.
- This will ensure our strategy and investment programme is the optimal one in delivering the goals of the partnership and the government
- We already have (via the LEP and Local authority plans) an understanding of the region’s economic vision to 2050. Cambridge Econometrics are modelling **four different scenarios** to achieve that vision, to allow us to understand the transport investment required:



Stage 2: Transport Outcomes

In order to support the achievement of the region's wider outcomes, and act on the evidence collected, we are required to set out the specific transport outcomes we need to work towards.

Following extensive stakeholder engagement, literature review and data analysis on the themes highlighted in the previous slides, we have identified **six unique transport outcomes** for our region. These are set out below:

Provision of sustainable transport infrastructure to support growth in homes, jobs and businesses across our region and the wider UK

Ensuring the safety of the transportation system for our region's workers, residents and visitors

Enhancing the UK's economic competitiveness through improved transport connectivity to our International Gateways

Improving connectivity and mobility in our re-energised rural and coastal communities

Managing the demand for travel and increasing sustainable travel opportunities to and within our major towns and cities

Managing the impacts of transport related policies and interventions on the environment

The next slide suggests the indicators we may wish to use to quantify and measure our success against meeting these outcomes



Stage 2: Quantifying our Transport Outcomes

Transport Outcome	Potential Indicators for Measuring Success?
<p>1. Improving connectivity and mobility in our re-energised Rural and Coastal Communities</p>	<ul style="list-style-type: none"> • Reduction in % of areas classified as a ‘transport desert’ • % of people that have access to services, education, training and employment by non-car modes in rural / coastal areas, through accessible active travel and improved public transport
<p>2. Enhancing the UK’s economic competitiveness through improved transport connectivity to our International Gateways (via Rail, SRN and MRN)</p>	<ul style="list-style-type: none"> • Maintain and improve journey time reliability to key ports and airports • Mode shift of containerised freight from road to rail • Increased mode share of sustainable surface access for passengers and employees to our ports and airports
<p>3. Managing the Demand for Travel and Increasing sustainable travel opportunities to and within our major towns and cities</p>	<ul style="list-style-type: none"> • Increase mode share of sustainable modes for trips to and within urban centres particularly for shorter journeys (2 miles for walking, 5 miles for cycling) • Increase proportion of population undertaking 20 minutes of active travel a day • Increase patronage on passenger transport
<p>4. Ensuring the Safety of the transportation system for our regions workers, residents and visitors</p>	<ul style="list-style-type: none"> • Zero people killed or seriously injured on our road network by 2050
<p>5. Managing the impacts of transport related policies and interventions on the environment</p>	<ul style="list-style-type: none"> • Reduce to zero the numbers of AQMA’s where transport is identified as the primary source • Increase the percentage of vehicles powered by Alternative Fuels • Reducing Carbon emissions from transport to net zero by 2035
<p>6. Provision of sustainable transport infrastructure to support growth in homes, jobs and businesses across our region and the wider UK</p>	<ul style="list-style-type: none"> • Increase mode share of rail for inter-urban journeys within the region and to other parts of the UK • X % of our own transport network / vehicles to be powered by energy produced by our own Off shore wind and renewables • Increase mode share of active travel modes for local journeys of under 5 miles

Next Steps

The table below sets out an indicative timetable of upcoming activity:

Indicative Month(s)	Activity
February 2021	Conclude scenario testing
February – March 2021	Define strategic delivery plan to achieve our transport outcomes
February – March 2021	Develop our prioritisation framework for transport measures
February – June 2021	Complete Integrated Sustainability Appraisal
March – April 2021	Agree transport priorities to achieve our outcomes
May – June 2021	Produce draft Transport Strategy (for early partner review)
Summer/Autumn 2021	Public consultation on draft Transport Strategy and Integrated Sustainability Appraisal





Transport East Forum

Date: 24th February 2020
Item: 5b. Unlocking International Gateways
Report by: Ian Brooker, Jacobs (on behalf of Transport East)
Contact: ian.Brooker@jacobs.com

Purpose

This document summarises the key findings from the ‘Deep-Dive’ investigation of **International Gateways in the Transport East area**, including one-to-one interviews with ports/airport/freight representatives and a Ports Roundtable held on the 2nd February 2021.

The report summarises the key issues and opportunities identified and provides initial recommendations for actions or interventions to be considered during the further development of the Transport East Transport Strategy.

Recommendations

Transport East Forum Members are asked to note the report and recommendations.

1. Background

- 1.1 ‘Unlocking International Gateways’ is one of Transport East’s core priorities, to ensure our 13 ports and 3 airports maximise their contribution to the future prosperity of the UK. As part of the Transport Strategy development, Jacobs were commissioned to conduct a ‘deep-dive’ study to understand the challenges and opportunities, and provide recommendations.
- 1.2 The work was completed through both technical research and engagement with our ports, airports and logistics industry, including 1-to-1 interviews and a Ports Roundtable.
- 1.3 In addition, Transport East partnership supports both Freeport bids from the East of England – Freeport East and Thames Freeport – and has provided written letters of support.

2. Key Findings

Ports

- 2.1 The ports in the area can be considered in three groups:
 - The Major* container ports of Felixstowe, London Gateway, and Tilbury
 - The Major* RoRo ports of Purfleet, Tilbury, Harwich, and Felixstowe
 - The Regional ports including, among others, Great Yarmouth, Lowestoft, Ipswich (a Major port in its own right), and various Thames wharves (part of the Major Port of London).

(Major is a designation used in Government port statistics.)*

- 2.2 Most of the ports are forecast to grow, in line with growth of trade. There will be changes in port volumes as the ports compete with each other for trade, and also react to longer term trends such as growth in East Coast unaccompanied RoRo services at the expense of the Cross Channel accompanied RoRo routes through Dover and the Channel Tunnel.
- 2.3 The Major container and RoRo ports are of national significance, and as such they serve the whole of the United Kingdom. Truck movements to and from these ports could be from any region, but with a dominance of movements to and from the concentration of major distribution centres in the Midlands.
- 2.4 The container ports in the region handled 55% of all UK container tonnage in 2019. The RoRo ports handled 14% of all UK RoRo tonnage in 2019.
- 2.5 The regional ports are more focussed on bulk commodities such as aggregates, grain, and animal feed. Many of the materials for the development of offshore wind and gas are carried as general cargo, most often transported by Ro-Ro, and processed by regional ports in the region (Lowestoft, King's Lynn and Great Yarmouth), given their strategic location, lower overheads and capacity.
- 2.6 In total the ports are of great economic significance to the East of England. The region has the largest share of employment in shipping (27.5% in 2015), directly supporting 6,300 jobs. Port operations in the region achieved £540million GVA in 2015. However, these values refer to direct employment and GVA in ports. Each port support numerous other jobs in its immediate vicinity, as well as attracting significant investment from businesses in the logistics sector around each port and along corridors serving ports.
- 2.7 The regional ports are also significant employers, but their true value to the region is providing access to materials for industries such as construction and agriculture in their immediate surroundings.

Airports

- 2.8 In contrast to the sea ports, the major function of the three airports in the area (Norwich, Southend, and Stansted) is the movement of passengers, mainly internationally. (Although Stansted and Southend also carry freight, particularly Stansted).
- 2.9 All three airports in the region have a predominant focus on passenger movements, with a dominance of low-cost airlines and a focus on short-haul services. London Stansted is the key aviation gateway in the region, being the fastest growing airport in the UK and fifth fastest in Europe. It handles the greatest number of passengers, with a catchment in the UK predominantly from the South East, London and East of England. Growth has been seen at all airports in the region over the last few years, with ambitious plans for expansion being planned to accommodate greater numbers of passengers, larger planes and expansion of international destinations served. In order to accommodate continued growth in the future all airports in the region require investment in their infrastructure as well as improve access.
- 2.10 In 2006 the airports in the East of England directly employed 20,000 people and indirectly 13,900; projected to grow to 38,600 and 101,400 respectively by 2030 . More up to date data provided by Unite Union indicates that Stansted Airport directly employs 1,765 with an additional 10,200 people working for nearly 200 on-airport companies. This makes Stansted

Airport the biggest single site employer in the East of England. Norwich Airport employs 1,590 both directly and indirectly across 24 employers. In Norwich for every 100 jobs at the airport a further 29 are supported in the local economy, in total contributing around £70 million to the regional economy.

- 2.11 However, again the main benefit of the airports to the regional economy is to provide access to international travel for residents and businesses. In turn this attracts employers to the region.

3. Issues and Opportunities

Access to Gateways

- 3.1 Connectivity to international gateways is integral to support the efficient movement of freight and passengers both within the region and onwards across the UK. With ambitions for growth at all international gateways in the region it is vital that the transport networks have appropriate capacity and receive appropriate investment to meet demand and maintain economic growth.
- 3.2 More important for the Major ports and their customers is reliability of services and overall journey time to key destinations, notably the “golden triangle” in the East Midlands. Freight to and from ports is particularly vulnerable to major delays and incidents which result in temporary road or rail closures. These can lead to missed slots inland or missed sailings at the ports, and hence to significant costs for hauliers and shippers. This challenge is exacerbated when there is a lack of suitable alternative routes.
- 3.3 Rail access is vitally important for the container ports. While rail cannot carry road trailers to and from the RoRo ports, actually a significant volume of freight through each RoRo port is movement of containers on temporary road trailers which can sometimes carry two stacked containers on each trailer. These containers could be transported onwards by rail within the UK, and this is a growing source of rail freight, particularly at Purfleet.
- 3.4 Key to the growth of rail are capacity and end to end journey times, as well as addressing similar issues of reliability and diversionary routes as for road access. Currently there are significant gaps in the electrification of routes to the ports, particularly the Felixstowe to the Midlands route and the spur serving London Gateway.
- 3.5 Access is an issue for workers at gateways as well as gateway users. In particular, gateways need good access to a large pool of skilled labour. This need will only increase as the gateways grow and more activity is focussed around them. The solution will be a combination of additional housing, improved and directed training opportunities, and improved bus and rail links (along with cycling and walking from nearby housing).
- 3.6 **Key issues raised by through the engagement and technical work were:**
- **Road capacity:** generally defined by morning peak demand – which is more dependent on car traffic than HGV traffic; nonetheless there are some sections where goods movements to and from ports are more dominant, particularly the A14 and sections of the M25. Businesses in the region also need access to the Channel ports at Dover and Folkestone (Eurotunnel), but capacity on the Dartford Crossing is limited and prone to

serious delay. The proposed Lower Thames Crossing will improve the situation, but access to the LTC route from London Gateway and Tilbury is poor in the current plans.

- **Rail capacity:** rail has to compete for limited capacity with passenger services. Network Rail is expected to provide the required capacity through long term investment. Capacity is a potential constraint to and from Felixstowe (with notably pinch points at Ely and Haughey Junction) and to and from London Gateway and Tilbury via London.
- **Road reliability:** Goods movements to and from ports suffer high costs when vehicles are delayed by significant incidents. This impact is far more significant in cost terms and when planning supply chains than general changes in road journey time. Reliability includes the frequency of major closures, the availability of diversionary routes, and the time it takes to recover from incidents.
- **Truck parking:** Provision of high quality truck parking in areas of need is essential. It improves the quality of life of truck drivers and local residents, and it eliminates additional mileage drive looking for parking. Unfortunately the East of England generally and the areas around Felixstowe and Essex were recorded in a 2017 audit as being two of the areas with the greatest shortage of parking spaces and highest incidence of off-site parking in England.
- **Road route to zero:** There is no immediately obvious short to medium term technology solution for zero carbon, long distance, high payload HGVs, with battery power being the most promising. Any solution which reduces payload or range, or which requires new fuelling infrastructure, may change supply chains and will require supportive investment. There will be particular challenges in ports, where arriving vehicles may need time, space, and adequate infrastructure to recharge or refuel before a return trip.
- **Rail journey time and reliability:** As with road freight, rail freight requires reliable journeys. However, rail also suffers from extended journey times as freight trains often need to wait in loops for passenger trains to pass. Faster journeys makes rail freight more attractive and reduces costs – particularly if trains can then complete a round trip in a day or even half a day.
- **Rail electrification:** Some key freight routes are electrified, but there are important gaps, notably Felixstowe to the Midlands and a short section serving London Gateway. Electrification offers a quick, well tested, route to zero carbon for rail freight, and also improves capacity.
- **Airport Connectivity:** the success of the three airports depends greatly on having efficient access to the widest possible hinterland by car and by public transport. For Stansted in particular there is scope to increase the share of passengers using rail to access the airport by improving links to London and elsewhere.
- **Coastwise Shipping:** Water is also an opportunity for moving freight from ports, with the potential to increase coastal shipping and inland movements in particular. There are already established routes operating between Felixstowe to Tyne, Felixstowe/London Gateway to Scotland and Tilbury to Port of London Wharves. For the larger ports the opportunity for coastwise movements needs to be considered along with the desire to maximise berth utilisation for large vessels.

3.7 **Specific road issues** raised through the engagement and technical research were:

- A47 – Varying levels of infrastructure, switching between dual and single carriageway along its length
- A12 – Congestion during peak periods, with a lack of hard shoulder limiting resilience
- A14 – Route has limited resilience with few diversion options (carries 70% of Felixstowe’s freight)
- A120 – Route has limited resilience, 8miles of single carriageway, congestion and lack of alternative routes for HGV’s
- A13 – Access to ports often congested with a need for widening
- M25 Dartford Crossing – Limited resilience to weather events, inducing unreliability
- The proposed Lower Thames Crossing will relieve congestion and improve resilience for crossing the Thames, improving access to the Channel and Kent ports. However, the proposed crossing does not provide direct access to Tilbury nor easy access to London Gateway, and risks increasing congestion on routes serving those ports
- The airports in the region are also all located along the Strategic/Major Road Network with London Stansted accessed directly from the M11 junction 8, Norwich via the A47, A11 and A140, and Southend via the A127, A13. These routes are all vulnerable to reliability issues particularly at peak times, with navigation through city centres (Norwich), capacity junctions and the interrelationship with high levels of HGV traffic routing to/from ports in the region.

3.8 Specific Rail Issues raised through the engagement and technical research were:

- Single track branch line between Felixstowe and Westerfield, Ipswich and junction with the East Suffolk Line is operating at capacity
- Capacity constraints on the Felixstowe to Nuneaton route including at Ely, Leicester, Haughley Junction and Ely to Soham
- Felixstowe Branch Line, the Felixstowe to Nuneaton route and the rail spur serving London Gateway lack electrification, affecting acceleration of trains and increasing capital costs for transporting freight. Trains often routing through London and back to midlands along an electrified route.
- Need to grow capacity along the North London Line to support continued efficient movement of freight, especially with growth expected.
- Bottlenecks and capacity constraints along the route from London ports along the Thames Haven Line and Essex Thameside Corridor
- Long journey times on all routes due to freight trains waiting for passenger services to pass
- Regional ports tend not to have rail connections due to their local nature of distribution
- The following constraints have been identified along routes serving airports:
 - Pinch points along the line to London Stansted caused by the high number of railway crossings and operational interactions between airport express and fast services to Essex and Cambridge, as well as stopper services within London.
 - Rail services do not serve the airport operation (early morning in particular)
 - Need for improvements in connecting London Stansted to locations such as Cambridge, Ipswich, Norwich, Peterborough and beyond and leverage connectivity opportunities unlocked by East-West rail.
 - Great Eastern Mainline access to Norwich at maximum capacity at peak times

4. Economic Impact of Gateways

- 4.1 The economic benefit of the regions gateways within the region is mainly through direct employment in the ports. Additional benefits can be gained if logistics and other added value activities take place close to the ports, rather than in other regions. A good example is “port centric logistics” where goods are distributed direct from national distribution centres near to ports, rather than being moved to central distribution hubs in the Midlands before inward distribution. This model does not suit all businesses, but where possible it has benefits both in increasing local employment and, potentially, reducing traffic.
- 4.2 Freeports present an opportunity to maximise the economic benefits of ports in the Transport East area. There are two Freeport proposals currently being prepared in the area for submission to the government in March 2021: Thames Freeport (London Gateway, Tilbury and Ford) and Freeport East (Felixstowe and Harwich). **The Transport East partnership has supported both bids with letters of support.**
- 4.3 The new Anglia LEP is developing a Maritime Cluster work programme intended to boost the economic benefit of ports in the East.
- 4.4 Key issues raised by partners included:
- **Maximising added value activity** around the ports adds value for the Transport East area but is constrained around some ports by lack of suitable land and by poor accessibility, for example to the proposed Lower Thames Crossing route.
 - **The Freeport proposals** are an opportunity to boost the economic impact of ports.
 - **Transport and connectivity are only one issue impacting the economic impact** of ports. Transport planners need to work closely with other public sector bodies.

5. Interim Recommendations

- 5.1 Interim recommendations for inclusion in the Transport East Strategy focus on **accessibility** to international gateways, and the **economic impact of gateways**, as follows:

Accessibility

- **Road capacity:** Ensure that forecast freight demand is carefully considered along routes where peakhour freight is a significant component of demand. While addressing each of the specific issues identified above, the Lower Thames Crossing is particularly important to provide access to the continent, but needs improved connections to Tilbury and London Gateway.
- **Rail capacity:** Capacity needs to be planned to meet forecast demand on a line of route basis, which means working with other STBs and Network Rail. Even though forecast growth of rail freight to ports is high, actual demand in the future may be higher if rail is used instead of route to accelerate delivery of zero carbon. Attention also needs to be paid to capacity immediately around ports, particularly the regional ports such as Ipswich.
- **Road reliability:** Standards for reliability and diversionary routes must be set for the level of serious disruption and recovery time. This may require agreement of a new Freight

Reliability Measure in terms such as “Frequency of lane closures for >30 minutes” along routes to core destinations such as the Golden Triangle.

- **Truck parking:** Identify key areas of concern and shortfall. Identify potential locations for new truck parking facilities. Set incentives for private sector development of facilities.
- **Road route to zero:** Ensure that plans are flexible enough to accommodate different technologies. Work with ports to ensure that space and infrastructure is provided to recharge vehicles arriving from inland. Consider maximising movement of goods by rail or coastwise shipping, including providing incentives to start new services.
- **Rail journey time and reliability:** Set ambitious rail journey time targets for each route in partnership with other STBs and rail freight operators. Identify pinch points and work with Network Rail to address these. Any reduction in passenger services post covid should be considered as an opportunity to increase rail capacity and reduce journey time.
- **Rail electrification:** Work with other STBs to lobby Network Rail and government to prioritise early completion of electrification on a route-by-route basis from the Major ports to the Midlands and beyond. The key objective should be a rolling programme of investment to complete all gaps within 10 years.
- **Airport Connectivity:** Address road pinch points identified. Improve rail services to Stansted, particularly on the London corridor.

Economic Impact of Gateways

- **Maximising activity around ports:** Support proposals for port related logistics or other developments at suitable locations near ports. Locations along corridors may also be supported, but would need careful consideration of traffic impacts.
- **Freeports:** Support bids for Freeport status. Work closely with Freeports to identify access needs, including rail links wherever possible.
- **Cross agency working:** Work with local authorities, LEPs, and businesses to identify all opportunities to improve the competitiveness of the ports and to maximise economic activity around the ports.

6. Next Steps

- 6.1 Comment is invited from Members today on the content and recommendations of this summary note. The recommendations will inform the *draft Transport East Strategy and Investment and Delivery Plan*.
- 6.2 A full technical note will be published in due course and made available on the Transport East website.
- 6.3 Transport East has already support both Freeport bids from our region, and will continue to engage with our ports and logistics partners, and support delivery of surface transport to our international gateways through our Business Plan work programme in 2021/22.

Transport East Forum

Date: 24 February 2021
Item: Active Travel and Passenger Transport Studies
Report by: Fiona Blackley, Sustrans
Tim Steiner, Jacobs
Contact: Andrew.Summers@suffolk.gov.uk

Purpose

This report provides an update on the Transport East **Active Travel** and **Passenger Transport** Studies.

Recommendations

Transport East Forum Members are asked to note the presentations (Appendices 1 and 2), and provide comments on the evidence and issues raised.

1. Introduction

- 1.1 In summer 2020, in response to the COVID19 pandemic and decarbonisation agenda, the Transport East Forum established two sub-groups focusing on two low-carbon modes - Active Travel and Passenger Transport¹.
- 1.2 To support the work of the sub-groups, Transport East secured funding through our 2020/21 DfT settlement to deliver two studies to identify how our partnership can help unblock and accelerate local delivery of passenger transport, and walking and cycling, as part of our wider Transport Strategy.
- 1.3 Transport East has partnered with Jacobs to deliver the Passenger Transport Study, and with Sustrans to deliver the Active Travel Study. Both studies are at the halfway point and this report provides a progress update on both.

2. Active Travel

- 2.1 The Transport East Active Travel sub-group is comprised of walking and cycling delivery lead officers from local authorities, plus the LEAs. Over the last six months, local authorities have been delivering temporary walking and cycling measures through the Emergency Active Travel Funding from DfT, to provide safe travel options for short local trips during the COVID19 Pandemic.
- 2.2 The DfT has published its [Gear Change](#) vision document, setting a national approach to doubling walking and cycling in the longer term, alongside a pot of £2bn national funding for delivery of more permanent walking and cycling schemes. The Transport East sub-group has identified that competition for funding will be high from elsewhere in the UK, particularly metropolitan areas.
- 2.3 The East of England has unique challenge and opportunities for active travel, and it was agreed that setting these out through an overarching strategic approach to interpret Gear

¹ <https://www.transporteast.org.uk/wp-content/uploads/8-Item-5b-Appendix-Transport-East-COVID-19-programme.pdf>

Change for our region, whilst supporting local economies and businesses, would provide a framework to support the local authorities in delivering both local and national goals, and ‘shine a light’ on the investment opportunities in our region.

- 2.4 The sub-group has therefore commissioned Sustrans to complete a study to develop a sub-national framework to support Active Travel delivery in the East, co-ordinated with the extensive work taking place at local authority level.
- 2.5 Engagement with partners is key to the study work. The sub-group met with senior DfT officials in September to review our plans, and held a region-wide workshop on 17th February.
- 2.6 The presentation in **Appendix 1** provides a progress update from Sustrans.

3. Passenger Transport

- 3.1 The Transport East Passenger Transport Sub-group is comprised of passenger transport lead officers from local authorities, plus the LEPs.
- 3.2 Since the start of the COVID19 pandemic, the requirement for passenger transport operators to maintain social distancing measures has created difficulties for our local authorities and operators, severely limiting services and capacity. This has impacted on communities and individuals who rely on buses and trains to access services, schools, higher education, employment and other services, as well as reducing the financial viability of service provision by local authorities and operators.
- 3.3 These issues are particularly felt in sub-national areas such as ours, dominated by rural and semi-urban areas and high car ownership. We do not benefit from a major metropolitan public transport governance model. COVID-19 has exposed the deficiencies of our local passenger transport system, and the need for a better model of delivery. DfT is currently developing thinking on national Bus Strategy to address this at a national level.
- 3.4 As a result, the Transport East sub-group has partnered with Jacobs to deliver a study to understand the underlying challenges for passenger transport in the East of England and recommend improvements to passenger transport delivering in our region, co-ordinated with the DfT approach to the national Bus Strategy.
- 3.5 Engagement is crucial to develop this. The sub-group held a workshop with DfT officials in January to better understand the national picture, and a regional workshop with passenger transport operators in February to understand local challenges. We have also planned further 1-to-1 interviews with bus operators.
- 3.6 The presentation in **Appendix 2** provides a progress update from Jacobs.

4. Next Steps

- 4.1 **Members are requested to comment on the presentations in appendices 1 and 2.**
- 4.2 Following today’s meeting, we will:
 - Complete both studies by Spring 2021, reporting back to this Forum.
 - Incorporate the recommendations into the draft Transport East Strategy for public consultation in Summer 2021.

Appendices

1. *Presentation: Active Travel Study Progress Report, Sustrans*
2. *Presentation: Passenger Transport Study Progress Report, Jacobs*

Active Travel in the East of England

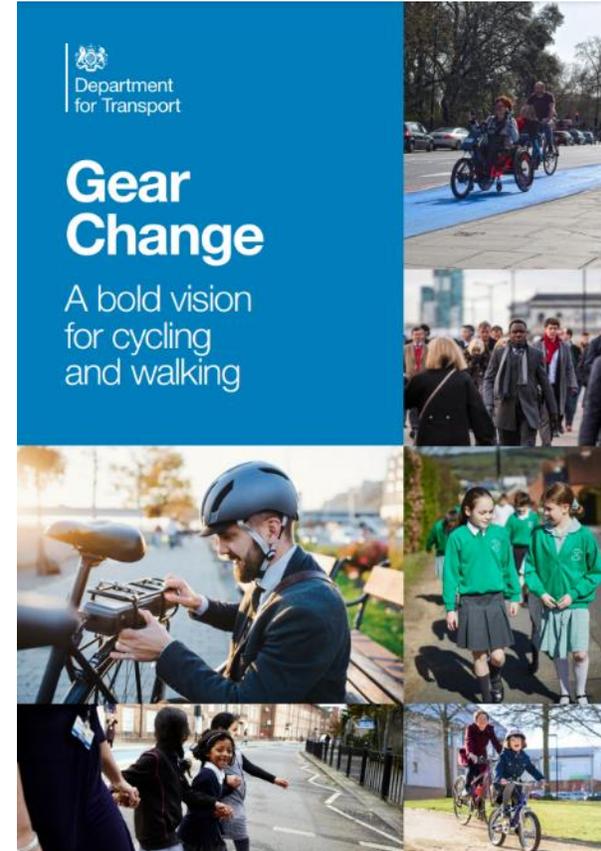
Transport East Forum, 24th February 2021



Project Overview

Project Scope

1. To interpret the Department for Transport's (DfT) 2020 Gear Change vision for the East of England and to assess how it can be applied to the specific spatial context of the sub-region.
2. To develop a cohesive, strategic approach to walking and cycling across the East of England which can be used to make the case to central government for future investment in active travel.



Proposed Approach



Phase A: assess the current situation with regards to walking and cycling across the East of England sub-region. This initial work will collate existing data from the five local authorities and assimilate it to form a coherent picture of current infrastructure provision, travel patterns and perceptions from across the sub-region. The output of this phase of the project will be a snapshot of walking and cycling across the East of England sub-region, setting a baseline against which future progress in the region can be assessed.

Phase B: assess how the DfT's 2020 Gear Change vision report is relevant to the East of England, and consider how it can be successfully applied to the sub-region given its unique spatial context. Gear Change sets out the UK Government's future vision for cycling and walking in England, describing the intended direction of active travel for the coming decades, to reduce physical inactivity and position walking and cycling as a major mode of travel. Based on the output of Phase A, we will also review the specific challenges faced and opportunities presented in applying this ambitious vision for walking and cycling to the context of the five local authorities in the East of England.

Phase C: form a strategic approach and identify economic, environmental and social benefits of investment in walking and cycling the East of England, aligned with Transport East's over-arching Transport Strategy, so that active travel investment can be incorporated into high-level spending plans for transport across all of the local authorities. A key element in this phase of the project will be to gain consensus and ensure buy-in from the leadership of all five local authorities.

Project Timeline

	January				February				March				April	May
A: Summary of existing situation	█	█	█	█										
B: Apply Gear Change to EoE				█	█	█	█							
C: Develop strategic case for investment								█	█	█	█			
Senior leadership engagement							█	█	█	█	█	█	█	

Current position

Project progress to date

Phase A

- Initial meetings with 5x local authorities Active Travel sub-group members
- Existing strategies and policies, literature review
- Data collection, analysis and mapping

Phase B

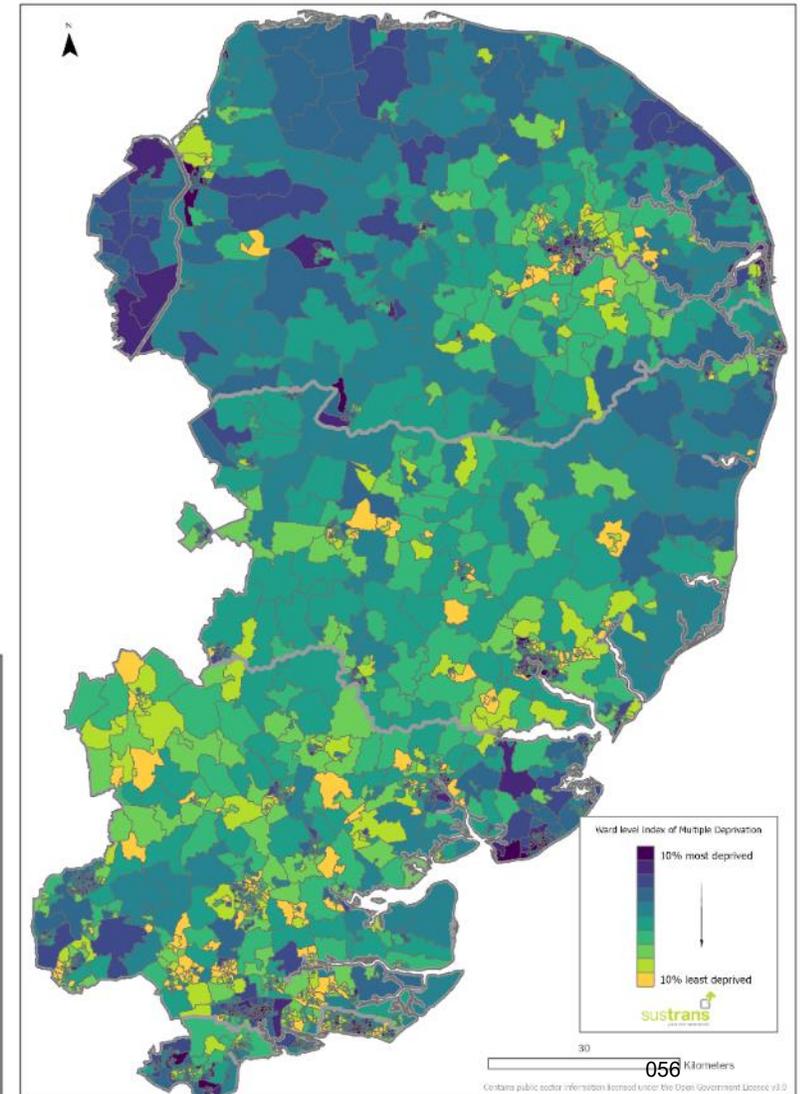
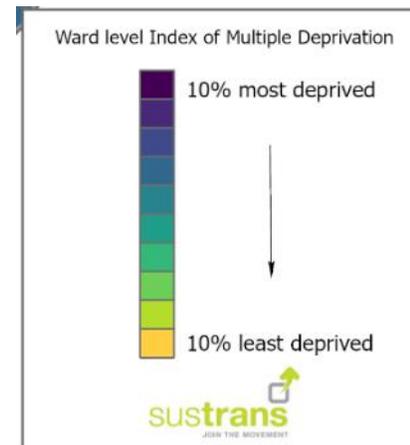
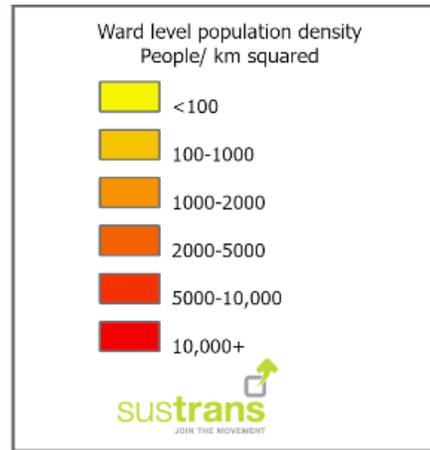
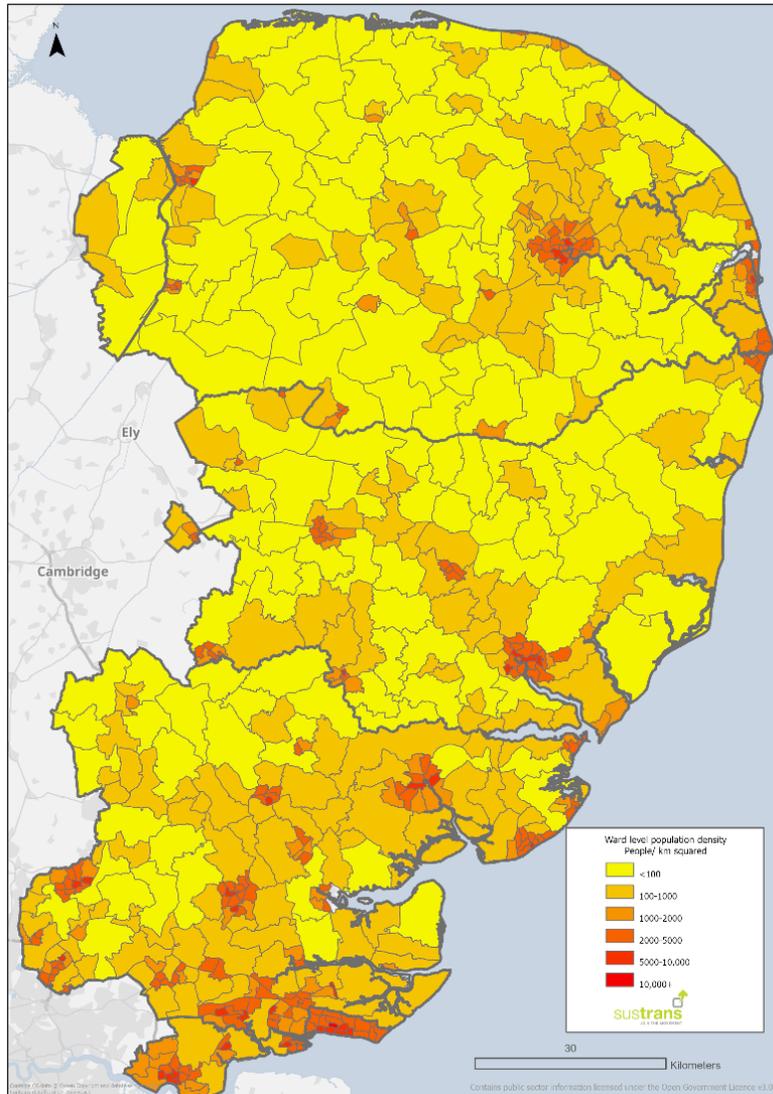
- High-level strategic thinking workshop held with stakeholders on 17th February
- Started: Case studies of best practice from across the region
- Started: desktop comparison of other SNTBs to East of England

Next steps

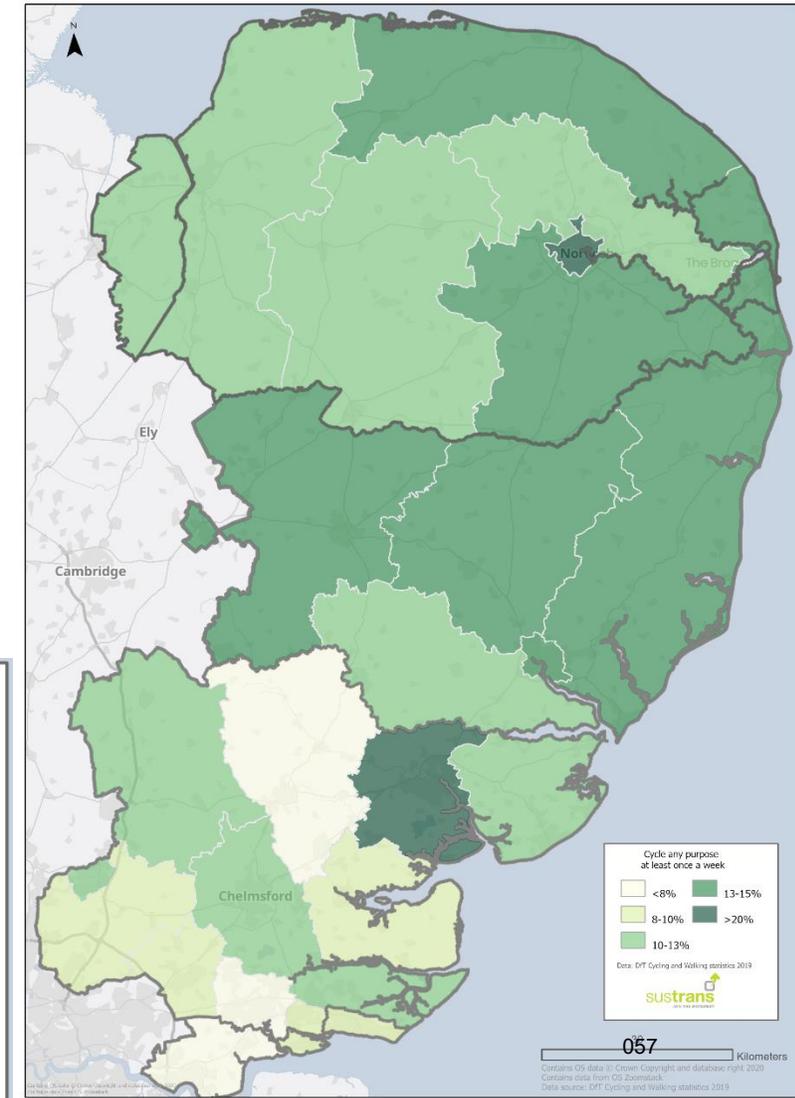
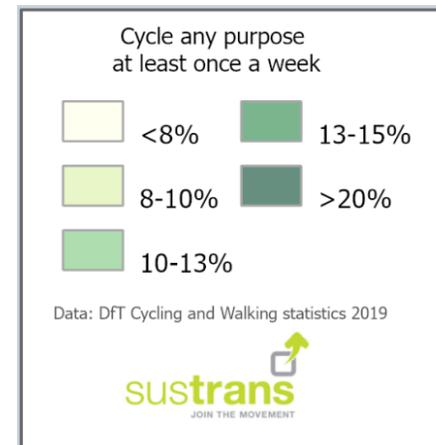
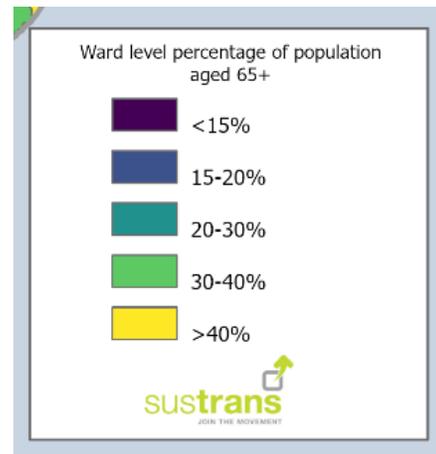
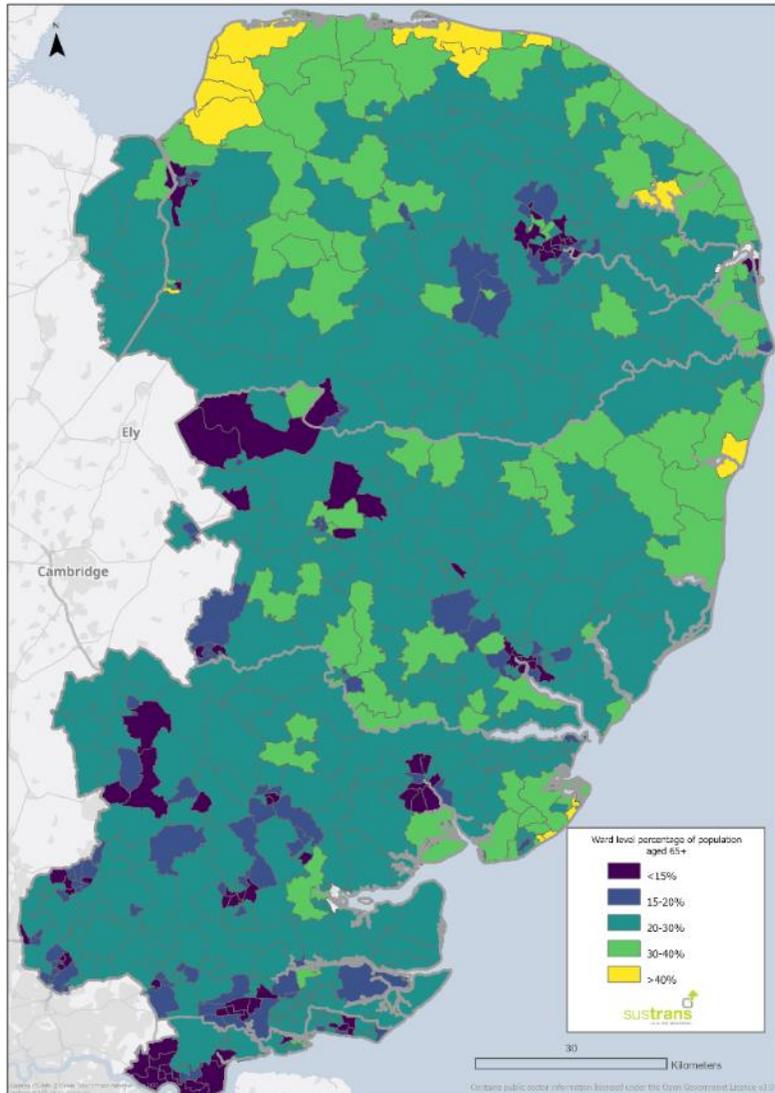
- Develop strategic approach to Active Travel in the region, aligned with Public Transport strategy, and wider Transport Strategy
- Develop political support to create a stronger voice and advocacy for investment in high quality walking and cycling infrastructure in the sub-region

Phase A – relevant data

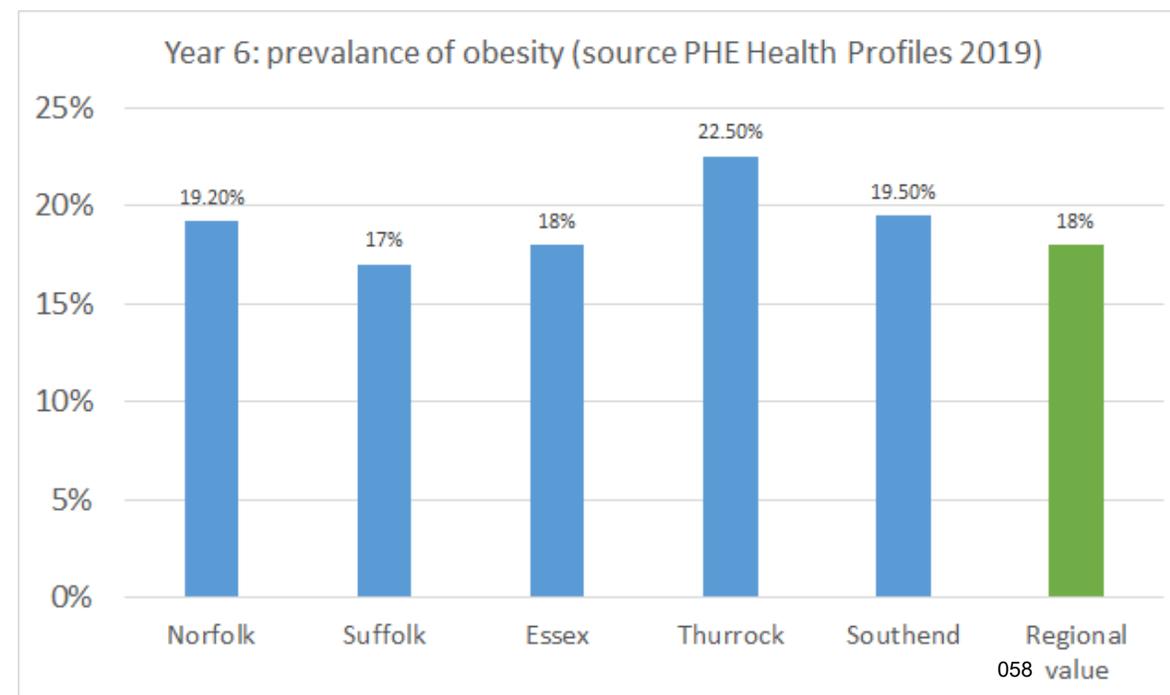
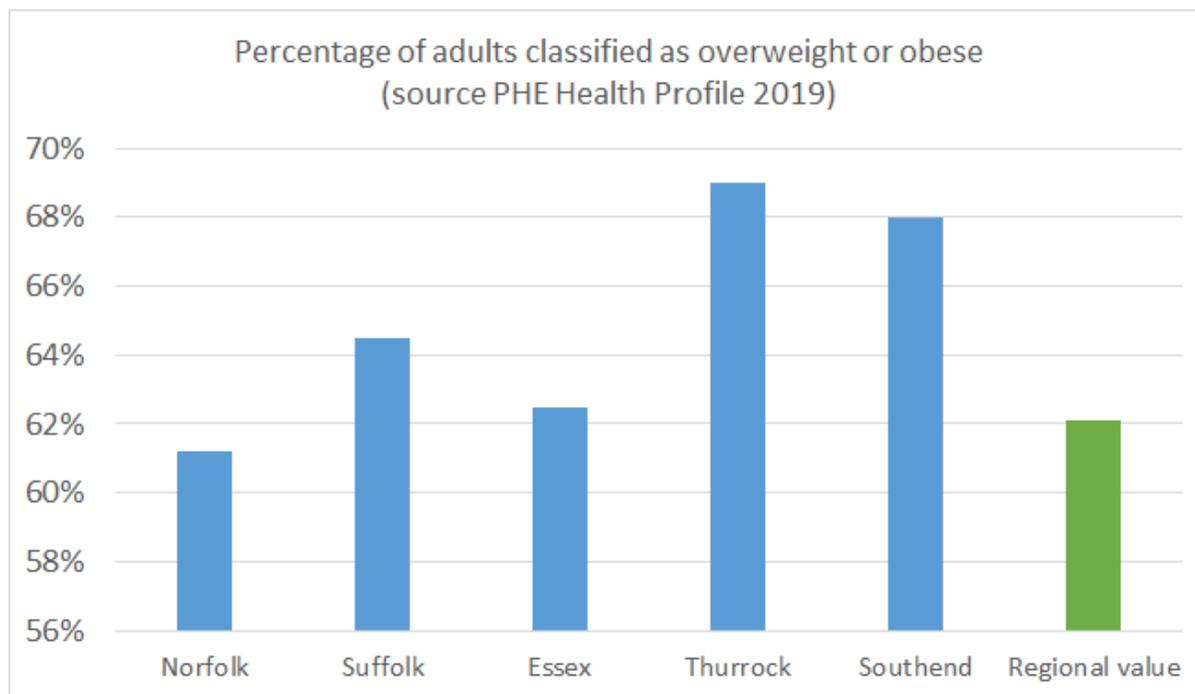
Phase A: Summary of the existing situation



Phase A: Summary of the existing situation



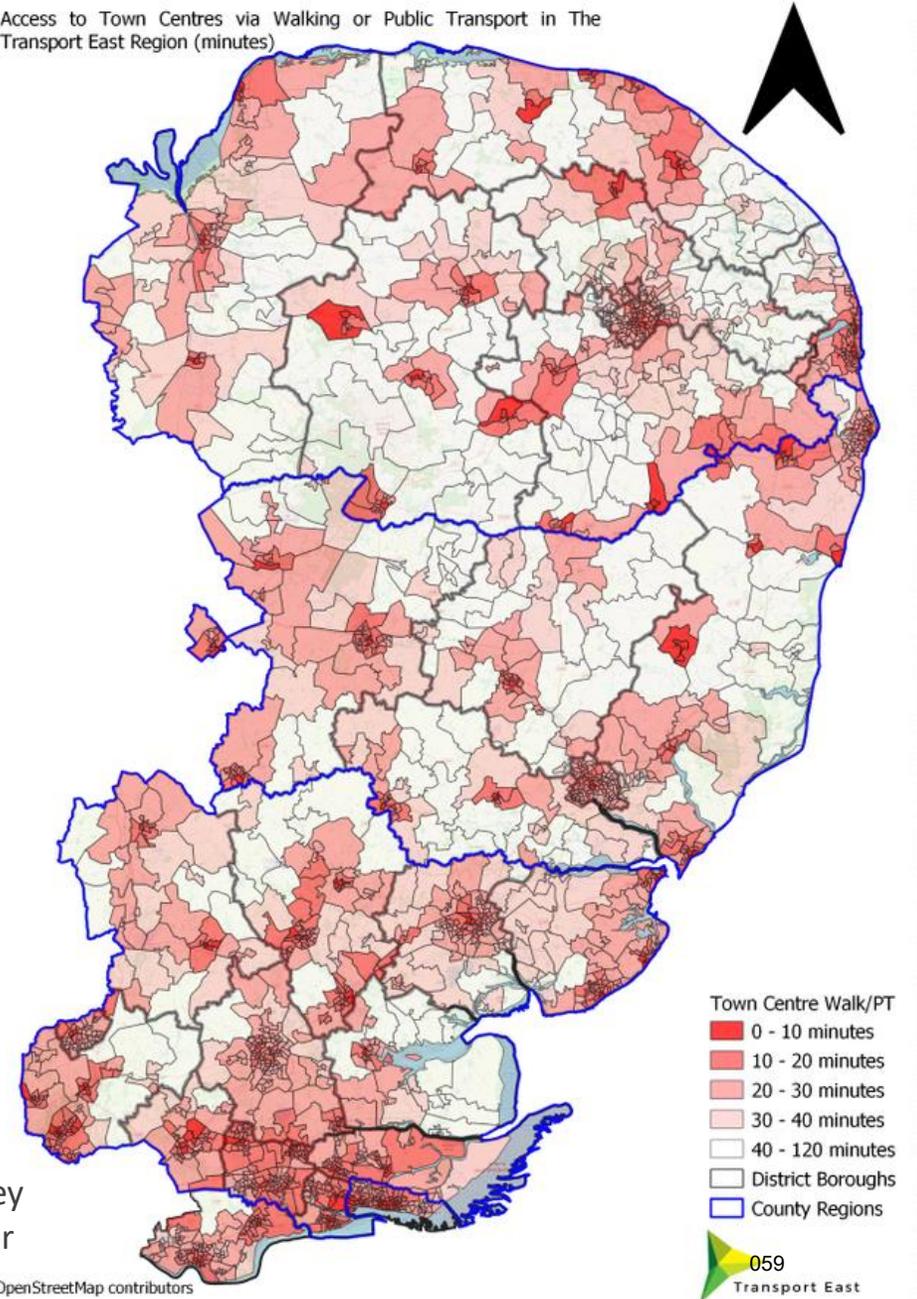
Public health crisis



Access to town centres via walking or public transport

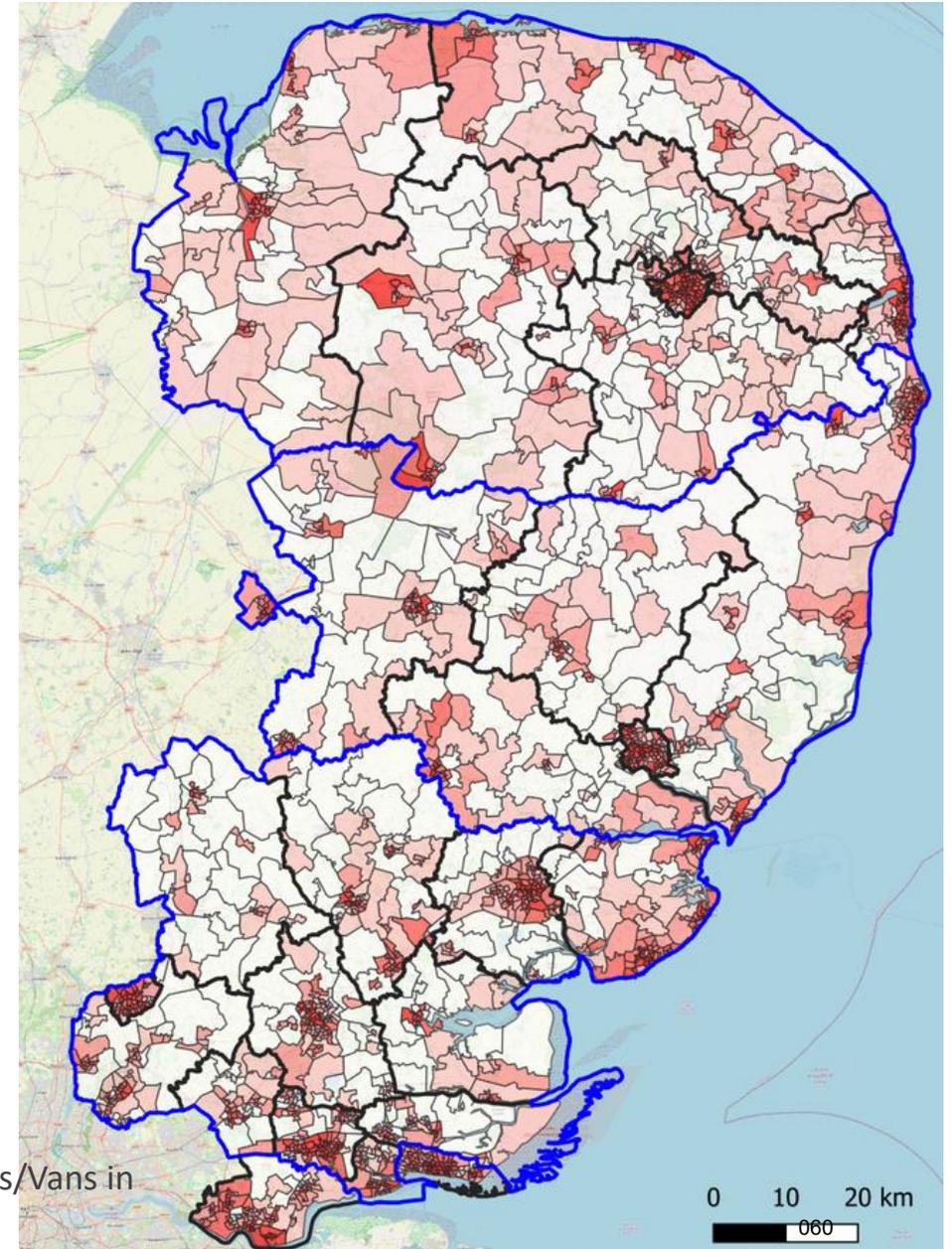
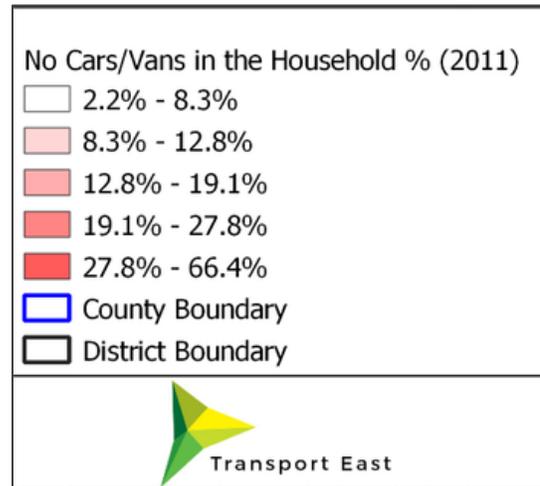
*Intention to cross-examine this data with PCT to investigate cycling as a solution to journeys too long for walking, and not currently possible by PT

Access to Town Centres via Walking or Public Transport in The Transport East Region (minutes)



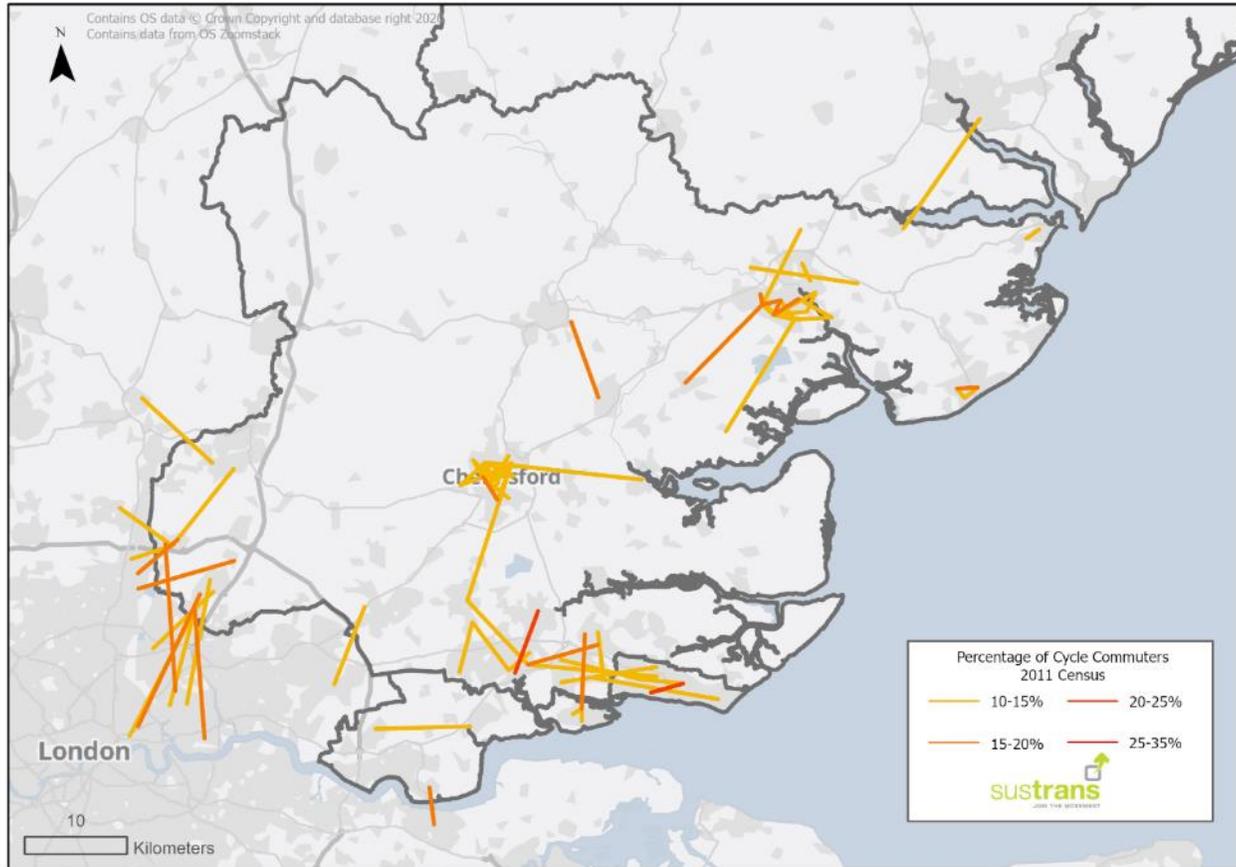
From Jacobs Deep Dive – DfT Journey Times to Town Centres by walking or public transport. Source: DfT

No access to private vehicle

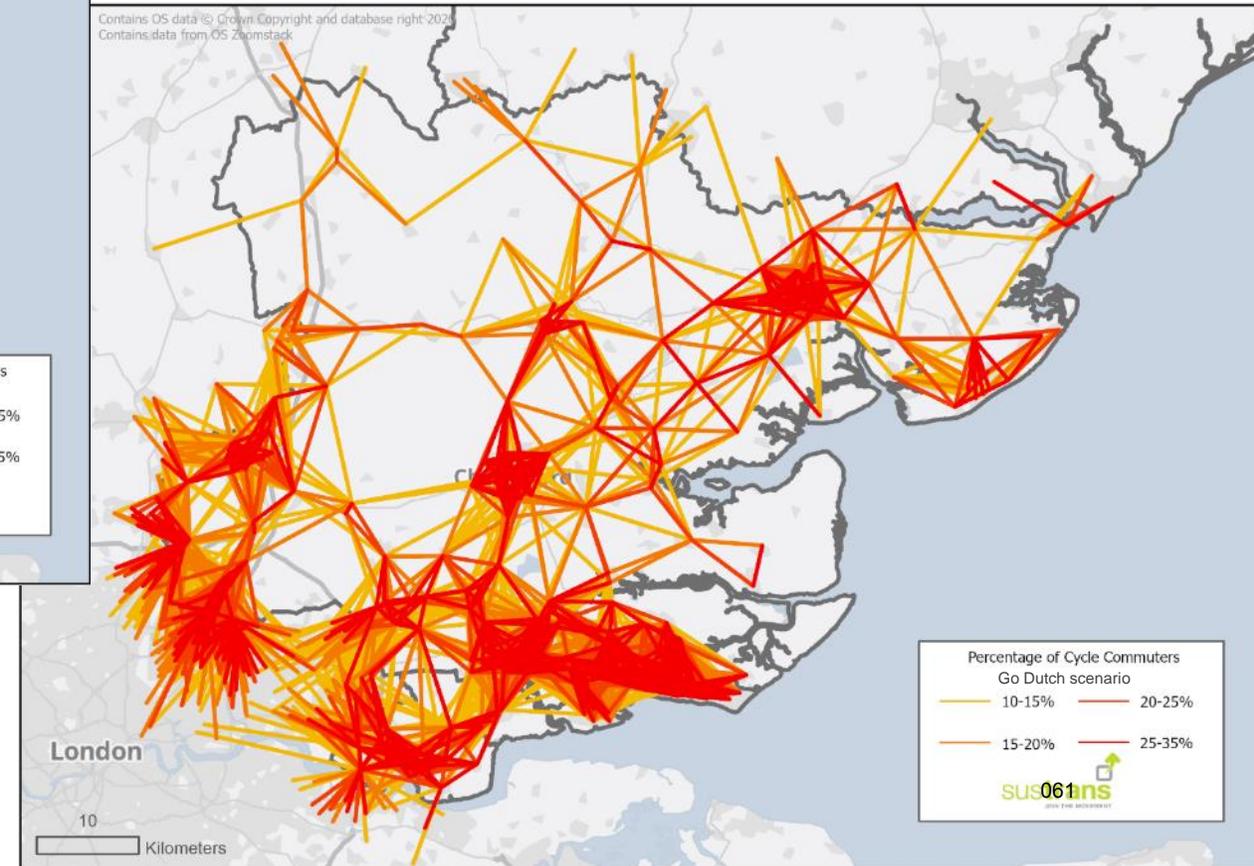


From Jacobs Deep Dive – No Cars/Vans in the Household

Propensity to Cycle

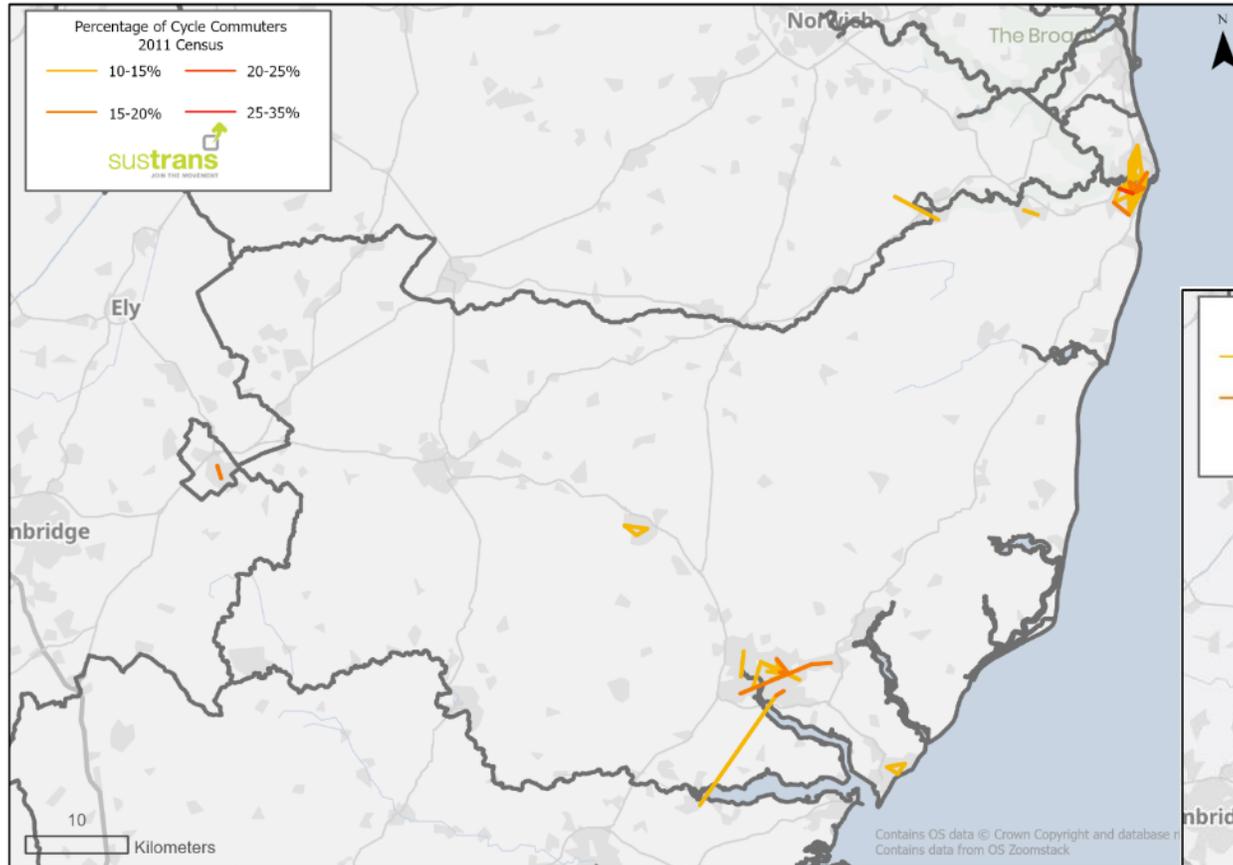


2011 Census & Go Dutch scenario

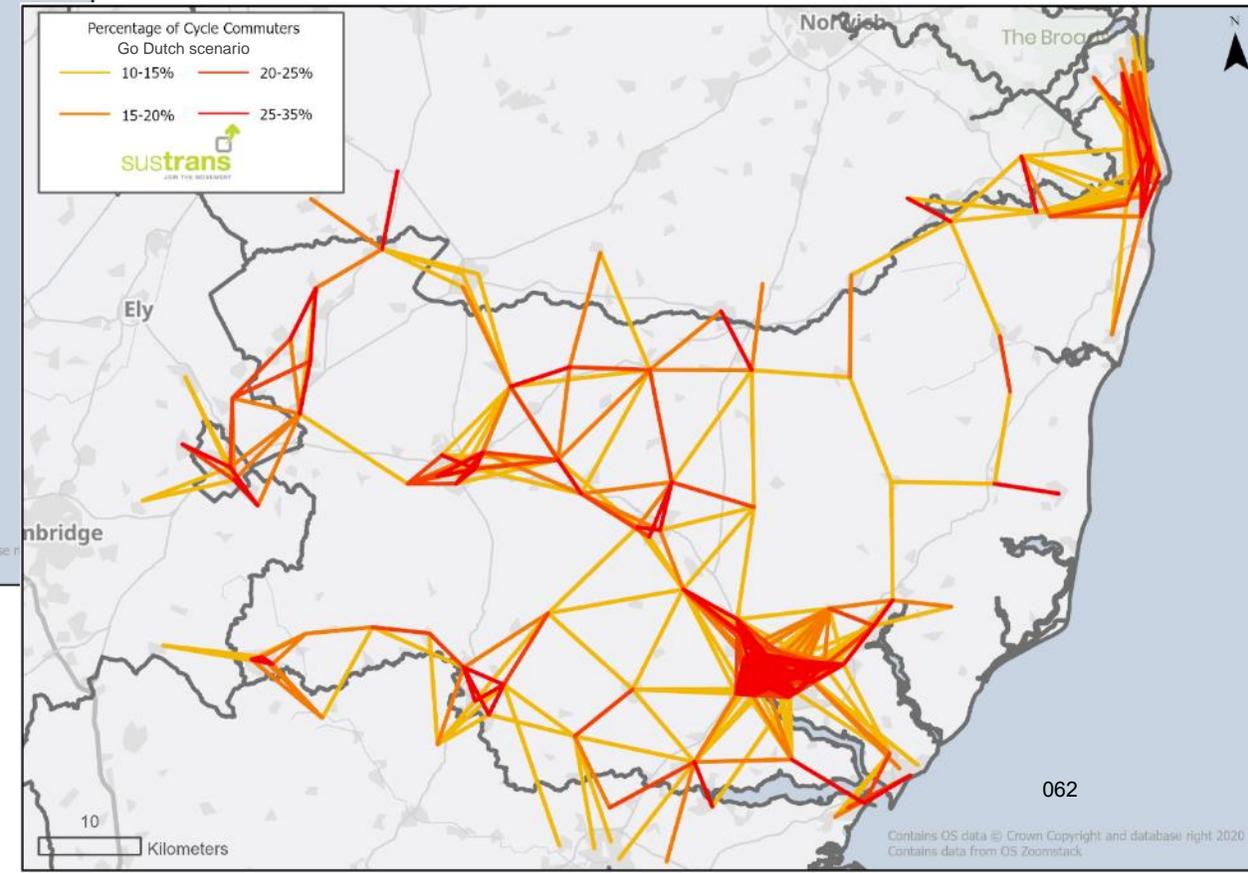


Essex, Thurrock, Southend

Propensity to Cycle

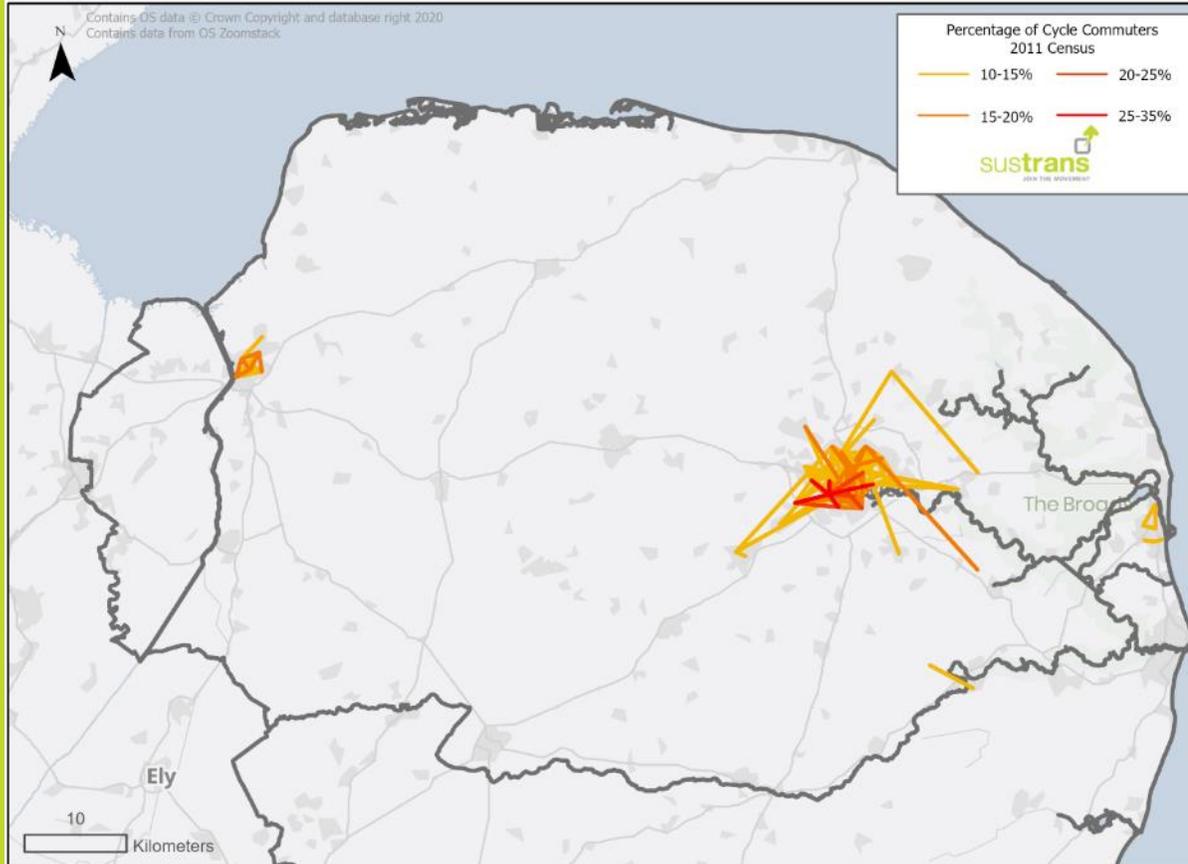


2011 Census & Go Dutch scenario

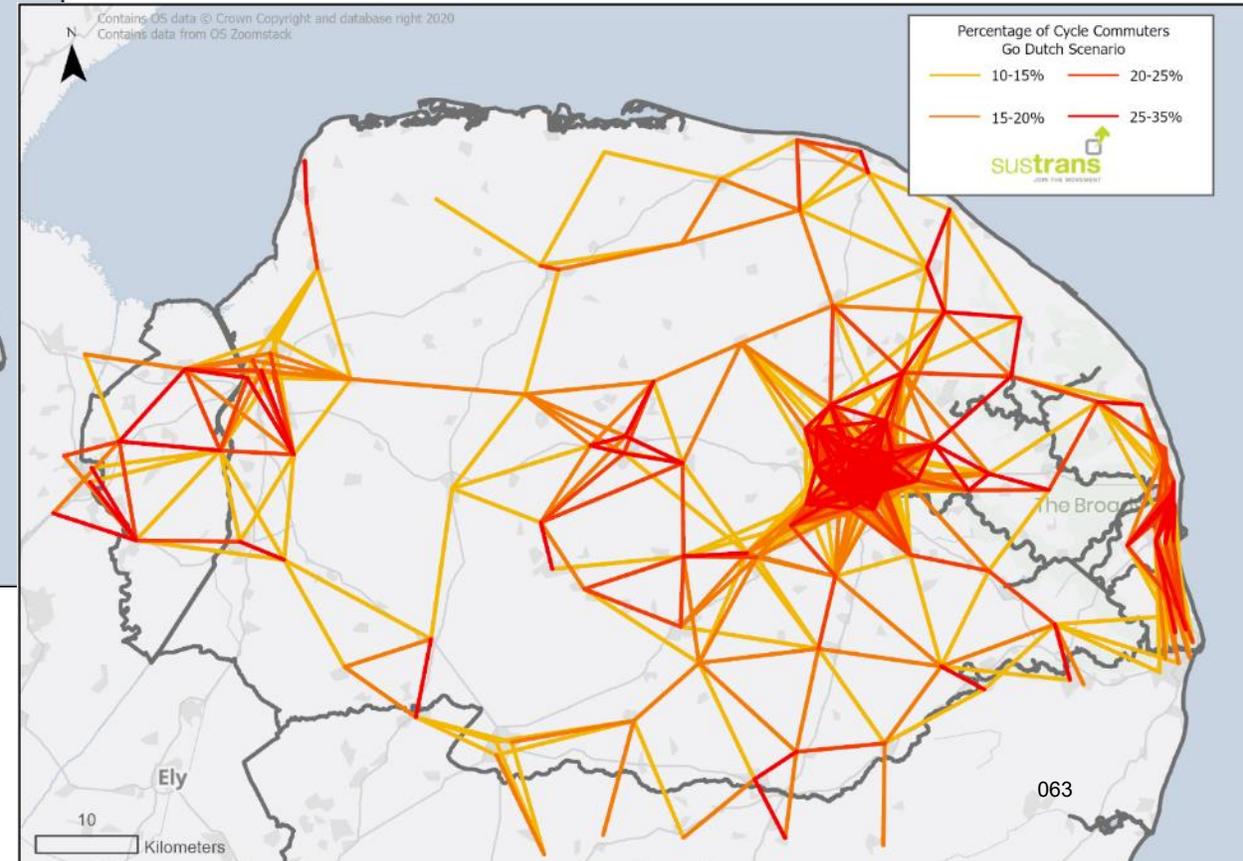


Suffolk

Propensity to Cycle

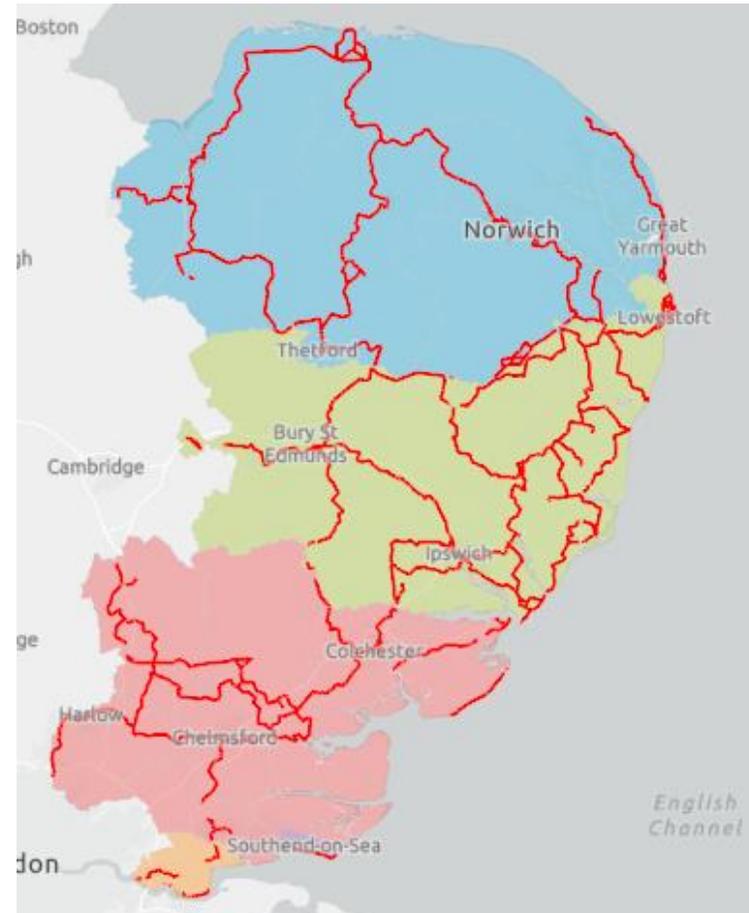


2011 Census & Go Dutch scenario



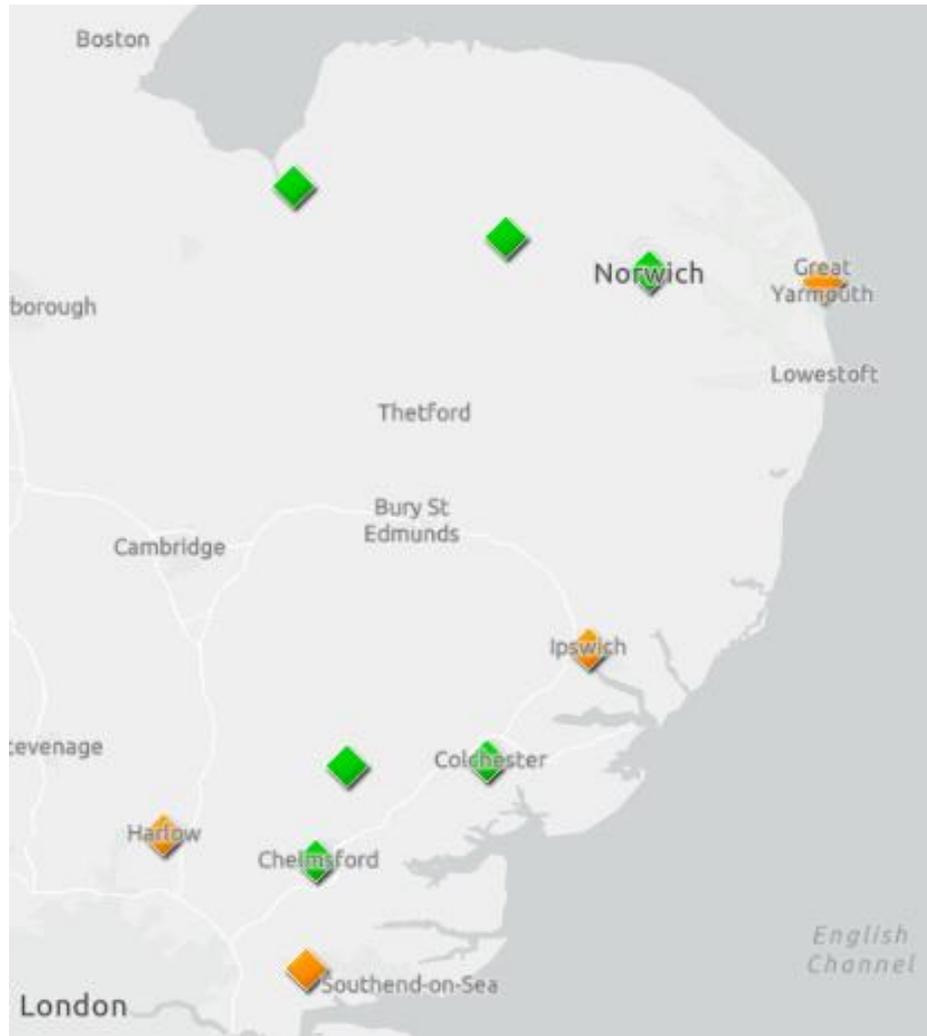
Norfolk

Cross-boundary trips



Travel patterns aren't as simple as people working in their nearest county towns. Walking and cycling infrastructure is required across Highways Authorities boundaries.

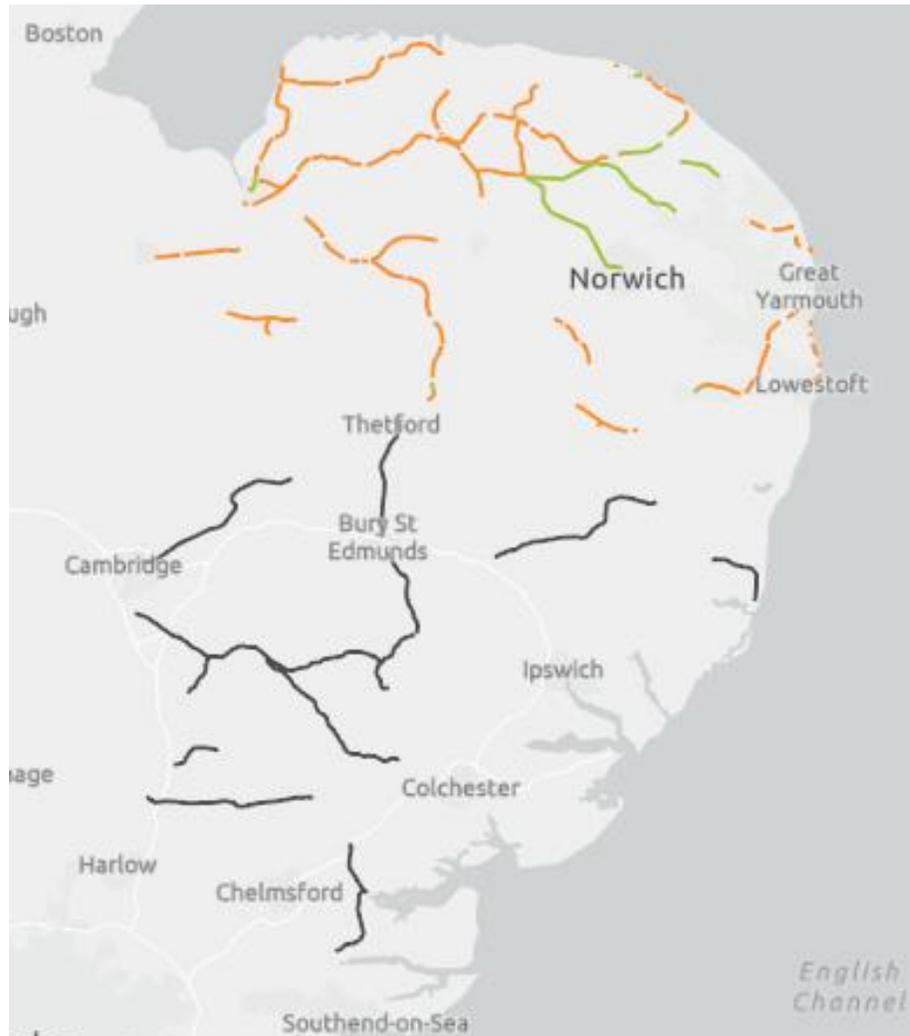
Current LCWIP status



Green – complete / near complete

Orange – in development / planned

Decommissioned railway lines



Norfolk has already done a review of network for usability, i.e. hasn't been built-on.

Norfolk: ~240 miles total
(**Green** 48miles; **Amber** 190miles)

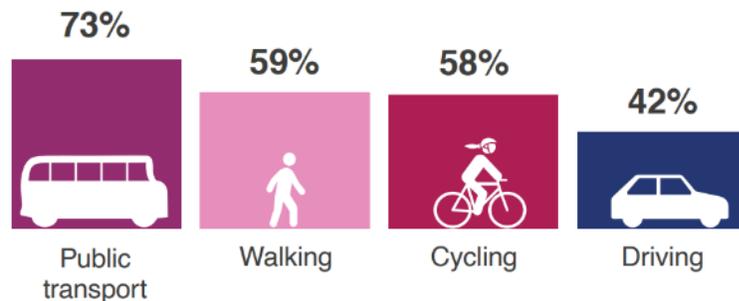
Suffolk & Essex is high-level assessment, based on satellite images.

Suffolk & Essex: ~160 miles

Public attitudes to walking and cycling

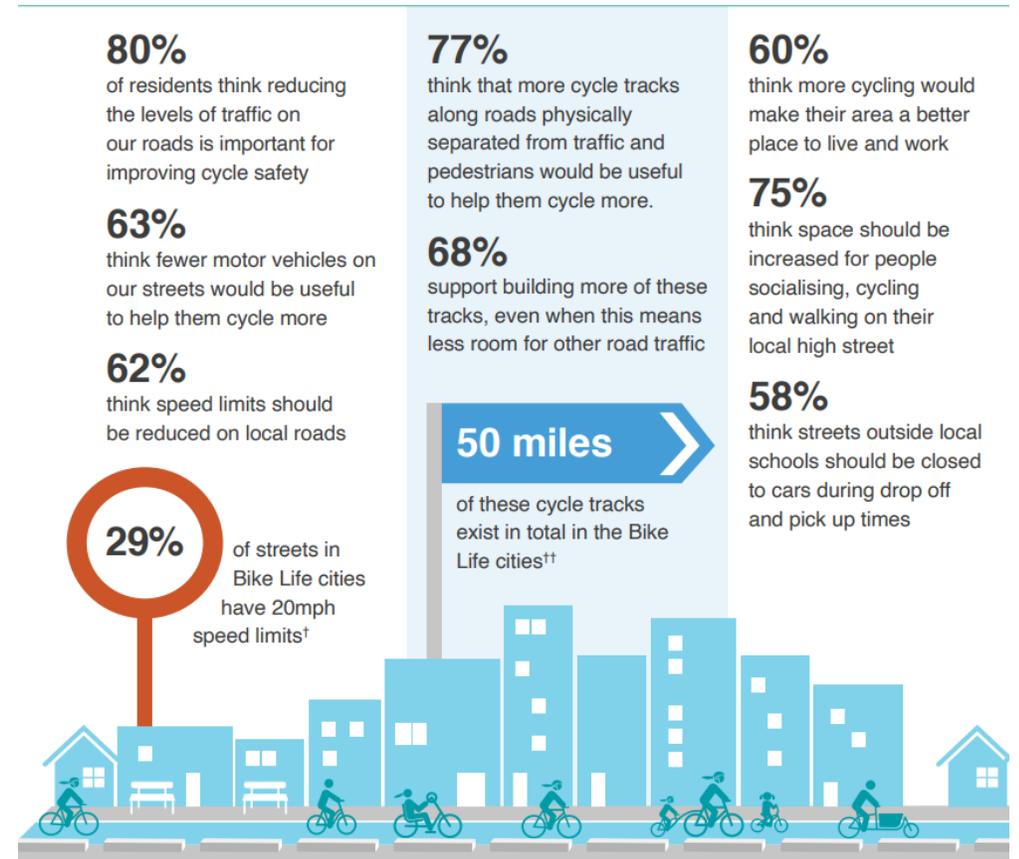
68% of residents support building more protected on-road cycle tracks, even when this would mean less room for other road traffic

Residents would like to see more government spending on public transport, walking and cycling



- 28% of all residents do not currently cycle but would like to
- 30% of residents in socioeconomic groups D and E in cities would like to start cycling

Residents of Bike Life cities want to make their city better for people

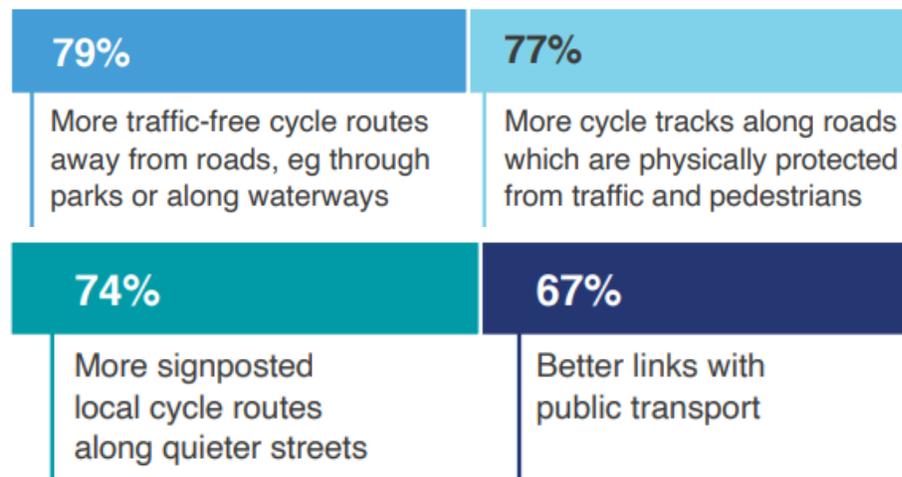


Public attitudes to walking and cycling

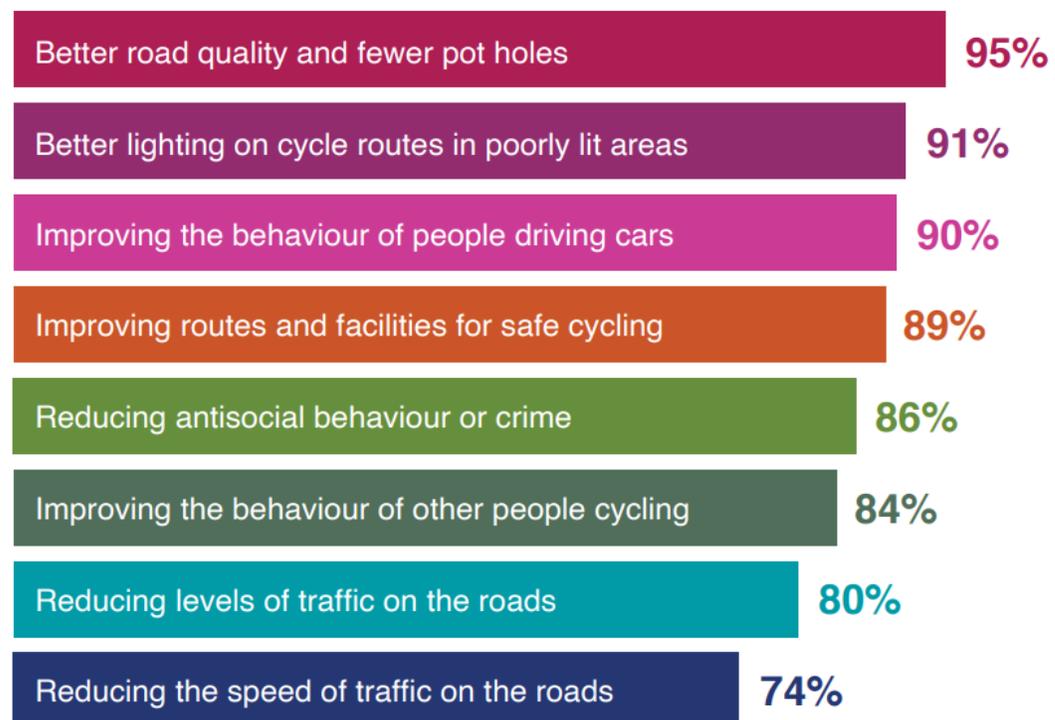
Safety is the single largest barrier to more people cycling

- Only 28% of residents think cycling safety in their city is good
- 55% of residents think there are too many people driving in their neighbourhood

What kind of infrastructure improvements would help people to cycle more?



Issues residents think are important for improving cycle safety



Phase B – Applying Gear Change

Phase B: Applying Gear Change



We want – and need – to see a step-change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently.

Increasing cycling and walking can help tackle some of the most challenging issues we face as a society:

- improving air quality,
- combatting climate change,
- improving health and wellbeing,
- addressing inequalities and
- tackling congestion on our roads.

Bold action will help to create places we want to live and work – with better connected, healthier and more sustainable communities. It will help deliver clean growth, by supporting local businesses, as well as helping ensure prosperity can spread across the country and level up our nation.

Phase B: Applying Gear Change

The benefits of cycling and walking investment are significant and well proven

Health

Physical inactivity costs the NHS up to **£1bn per annum**, with further indirect costs calculated at **£8.2bn**

£8.2bn



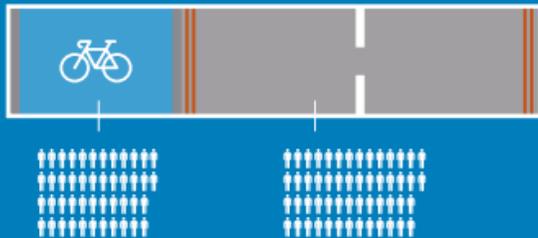
Wellbeing

20 minutes of exercise per day cuts risk of **developing depression by 31%** and increases productivity of workers



Congestion

The new east-west and north-south cycle routes in London are moving **46% of the people** in only **30% of the road space**



Local businesses

Up to **40% increase** in shopping footfall by well-planned improvements in the walking environment



Environmental and air quality

Meeting the targets to double cycling and increase walking would lead to savings of **£567 million** annually from air quality alone and prevent **8,300 premature deaths** each year and provide opportunities to improve green spaces and biodiversity⁵.



£567m

Climate change

Mode shift to active transport is one of the most cost-effective ways of reducing transport emissions



Economy

Cycling contributes **£5.4bn to the economy** per year and supports **64,000 jobs**

£5.4bn



Phase B: Applying Gear Change

England will be a great walking & cycling nation

Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit.

Cycling and walking will be the natural first choice for many journeys with **half of all journeys in towns and cities being cycled or walked by 2030.**

Action is required at all levels of Government to make this a reality:

- Better streets for cycling and people
- Putting cycling and walking at the heart of transport, place-making, and health policy
- Empowering and encouraging local authorities
- We will enable people to cycle and protect them when they cycle

A bold future vision of cycling and walking in England:



Healthier, happier and greener communities

Peoples' health and quality of life is improved by more people walking and cycling; the number of short journeys made by car is vastly reduced, meaning people from all parts of our communities around the country can enjoy the benefits of cleaner, healthier, safer and quieter streets.

Safer streets

Nobody is afraid to cycle; every child is confident and safe walking or cycling to school; all road users treat each other with mutual respect.

Convenient and accessible travel

Cycling and walking are recognised as the most convenient, desirable and affordable way to travel in our local areas; more women and disadvantaged groups enjoy walking and cycling as part of their daily journeys; everybody has opportunities to take up walking and cycling.

At the heart of transport decision-making

Better cycling and walking infrastructure has allowed more efficient use of road space, to the benefit of all road users; cycling and walking routes are well connected with wider public transport services; cycling and walking measures are no longer seen as an afterthought but have moved to the very heart of consideration for all transport policy and planning, at all levels of leadership.

Phase B: Applying Gear Change

Key Design Principles

Cycling is or will become mass transit and must be treated as such.

Routes must be designed for larger numbers of cyclists, for users of all abilities and disabilities.



Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.

Cyclists must be separated from pedestrians.

Cyclists must be treated as vehicles, not pedestrians.



Routes must join together; isolated stretches of good provision are of little value.

Routes must feel direct, logical and be intuitively understandable by all road users;

Routes and schemes must take account of how users actually behave;

DfT will not fund or part-fund any scheme that does not meet the new standards



Purely cosmetic alterations should be avoided.

Barriers, such as chicane barriers and dismount signs, should be avoided.

Routes should be designed only by those who have experienced ⁹⁷³ road on a cycle.

Characteristics of the sub-region

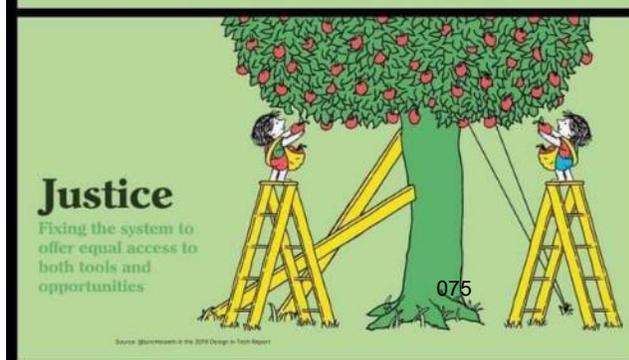
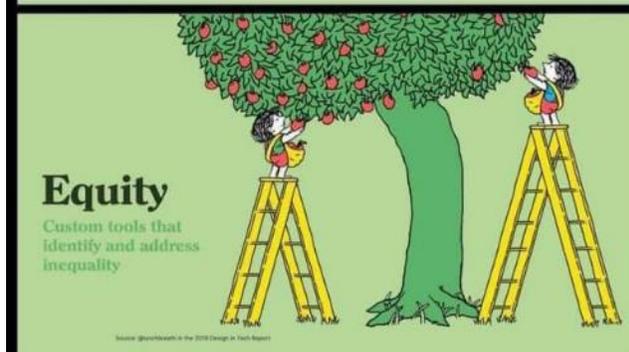
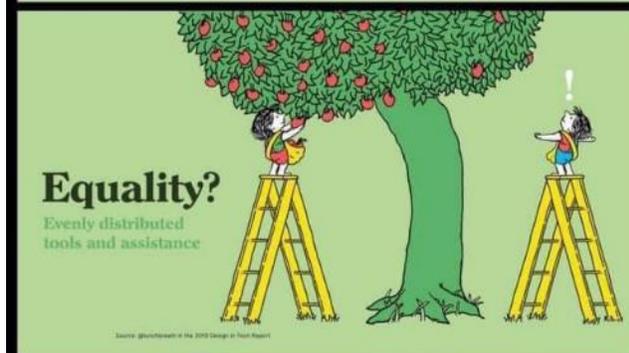
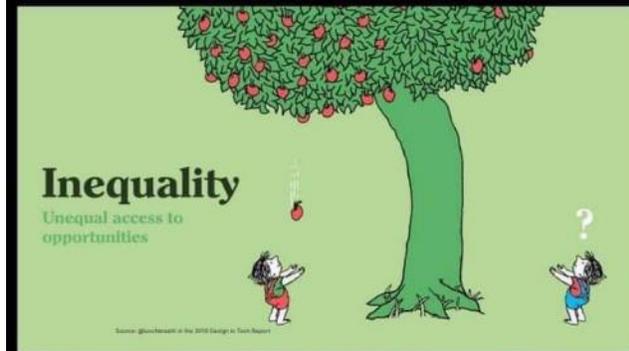


- Dispersed spatial development patterns with few cities, many market towns and villages surrounded by large rural hinterlands
- More dense urban areas in south Essex, Southend and Thurrock (commuter towns to London)
- Coastal settlements with growing aging populations and/or higher levels of deprivation
- Significant visitor economy in coastal areas (especially Norfolk and Suffolk)
- Geographically ideal environment for cycling – warm, dry, mostly flat (similar to The Netherlands)
- Historically, active travel modes haven't been a significant mode for utility trips
- Fragmented infrastructure provision, lack of coherent networks

Opportunities

Active travel modes offer opportunities for:

- Revitalisation of market towns, where local journeys <5 miles are walked, cycled or wheeled
- Enabling seamless, multi-modal sustainable journeys (i.e. public transport with last mile walking, cycling or wheeling)
- Thriving visitor economy, especially in coastal communities
- Levelling up (i.e. improving access to jobs & services, equity vs. equality)



Emerging themes

1. **Need for investment in consistent data collection across the sub-region (public attitudes, as well as hard facts)**
2. **Need complementary revenue funding for:**
 - Maintenance of active travel infrastructure
 - Behaviour change initiatives (information, encouragement, school & workplace travel planning)
3. **Supporting Active Travel policy**
 - Planning & Development Control policies – planning provision of local services + incorporation of high quality active travel infrastructure into new developments

Different infrastructure measures for different geographies

- Urban - towns and cities
- Rural - villages & countryside
- Inter-urban routes



Points raised at stakeholder workshop (17/02) sustrans

- Importance of multi-modal connections e.g. walk to bus interchange, cycle to rail station
- Do have some examples of good schemes e.g. in Norwich, need to build on those
- Consideration of growing aging population and their specific needs
- Need to incorporate e-bikes (and other emerging tech) and how this will affect the strategy e.g. longer distance range than pedal cycles
- Need continuous, coherent, consistent branding of marketing and promotional campaigns across the sub-region
- Working better with public health bodies on social prescribing, ‘buddying up’, active aging etc. GPs are an important trusted source of information & advice
- Strong, cross-party political support helps move things forward quickly
- Need significant funding for Active Travel to be taken seriously. Can deliver huge benefit

Questions for Transport Forum members



- Does the information presented resonate with you?
- Is anything missing?
- Looking through the lens/perspective of your organisation – what does a step-change in active travel look like for the East of England sub-region?
- If we're moving towards a Go Dutch scenario, what do you think are the most important things that we include?
 - Infrastructure
 - Supporting measures
- Is there anything else that we need to include?

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Thank you



Transport East Passenger Connectivity Study

Overview Slides

24th February 2021

Jacobs

Challenging today.
Reinventing tomorrow.

PT Connectivity Objectives

To set out an **evidence base** at a sub-national level to articulate the scale of the challenges faced in the East of England on accessibility, connectivity, social isolation and other outcomes, for which passenger transport is one of the solutions

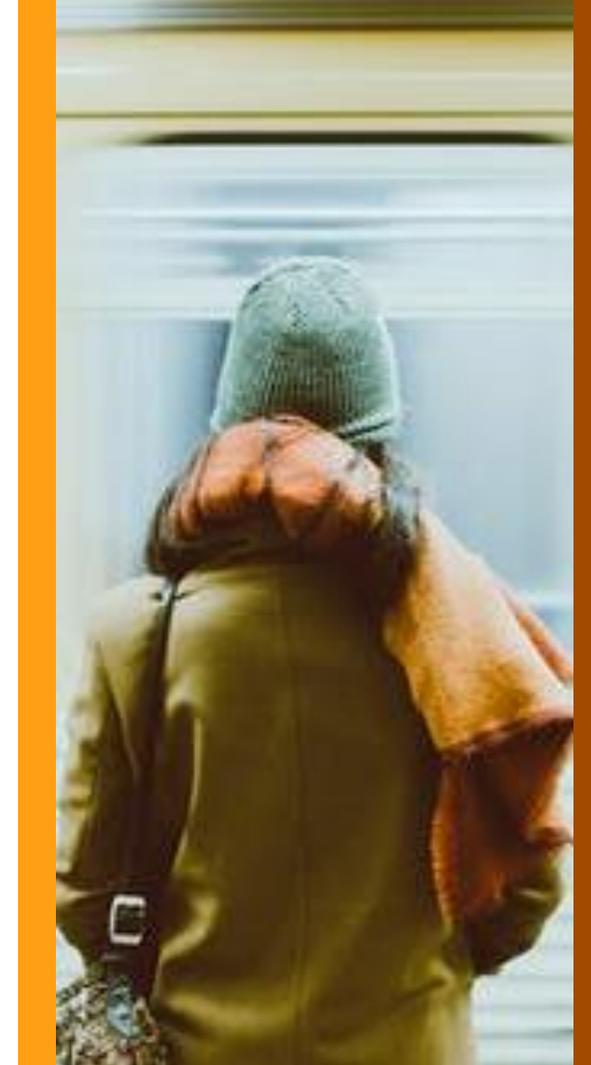
To understand those **solutions** that could be collectively progressed and advocated at a sub-national level (aligned to the work taking place at a local authority level), as part of our future sub-national transport strategy

To provide a solid **case for change** to communicate to central government (and others e.g. private sector) on PT, and set clear next steps for the group to progress in the next financial year.



Approach

- Issues identified both from before COVID-19 and during the pandemic
- Challenges considered across:
 - Different demographics (Age, Employment, IMD, Disability status and Gender)
 - Geography (particularly rural and coastal areas)
 - Journey type (Purpose, Time-period, Mode)
- Use of qualitative and quantitative data, including a survey conducted in December 2020 by Copper.



Pre-COVID Challenges



Transport Deserts: Areas with no connectivity on foot or by passenger transport



Areas where public transport does not provide a viable alternative to the car



Lack of independence for older/young people



Creating attractive end to end trips



Real time updates and centralised timetabling



Access to international gateways



Environmental Aspirations



Post-COVID Challenges



Maintaining service levels for passengers and income for operators



Damaged traveller confidence



Changes to trip patterns



Variability of impacts across demographics



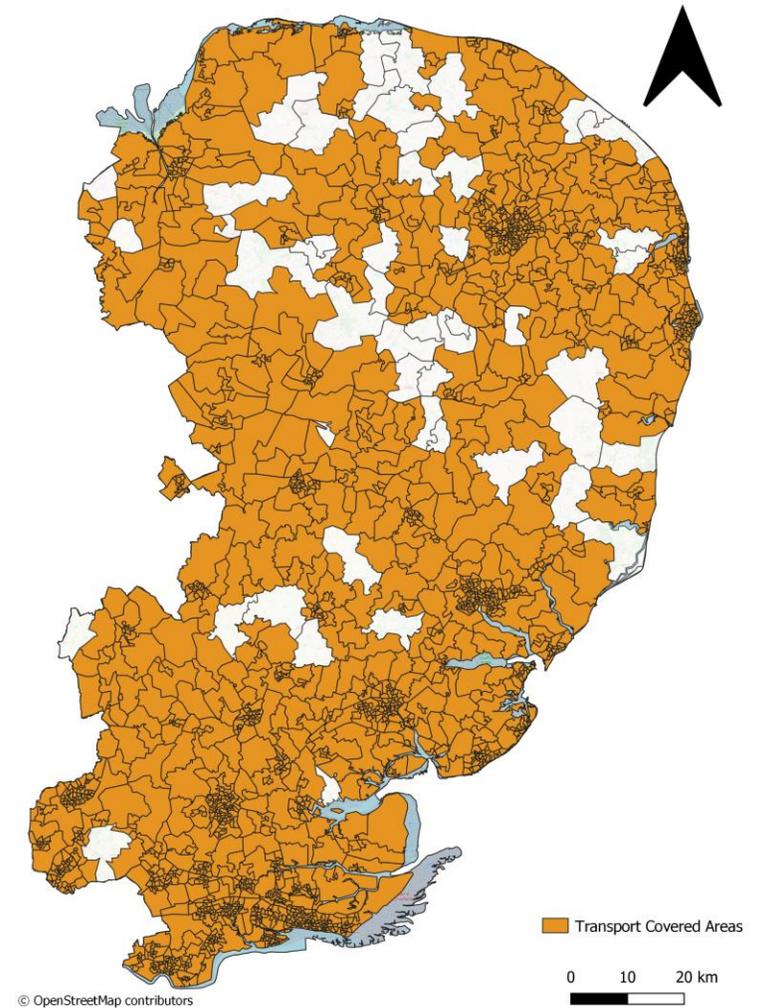
Public Perceptions

Theme	Quote
Real Time Bus Updates	<p><i>"The best solution would be to be to have the electrical signs or an online thing where you could track your bus, so then I can judge when to leave home"</i></p> <p><i>"The complete impossibility to find out what the actual bus timetables are is another issue"</i></p>
Confidence	<p><i>"I am feeling a bit anxious about the journey as I haven't been on a bus in a long time"</i></p> <p><i>"Cleaning of public transport properly is a worry [...] that it will be missed."</i></p>
Punctuality	<p><i>"Would be nice to have something that tells you where you are or when you are getting to a certain bus stop because I had to look at Google Maps on my phone"</i></p>
Cost	<p><i>"One thing I would say is the price of the bus, which was £2.60. For me, it's quite expensive because it was only a five minute journey and I only get £5 a week pocket money"</i></p> <p><i>"The cost of commuting on public transport is prohibitive - up to £90 for a peak ticket from Ipswich to London is wholly unrealistic."</i></p>
Car Dependency	<p><i>"[I live in a] Rural community so car necessary for shopping"</i></p> <p><i>"The buses are not regular enough to be of any use to me or my children, so I have choice but to rely on a car. My children cannot go anywhere if they need to without getting lift from me into the nearest town where the links are better."</i></p>

Transport Deserts

- Defined as LSOA's where 0% of the population live within 500m of a bus stop or 1km of a train station with a minimum frequency of 1 service per hour, and where local services such as shops are over 45 minutes away on foot or by public transport
- Despite appearing to affect a relatively large area of the region, Transport Deserts affect less than 0.5% of the population (55 LSOA's out of over 2000)

% of area residents who live within distance of service	Whole Population	Areas with low Population Density of over 65's	Areas with high Population Density of over 65's	Most Deprived Areas	Least Deprived Areas
Bus Frequency of 1 (500m)	42.3%	45.2%	42.8%	51.0%	44.8%
Bus Frequency of 4 (500m)	17.6%	22%	13.7%	28.9%	17.5%
Train Frequency of 1 (1km)	6.8%	7.8%	6.8%	9.0%	6.5%

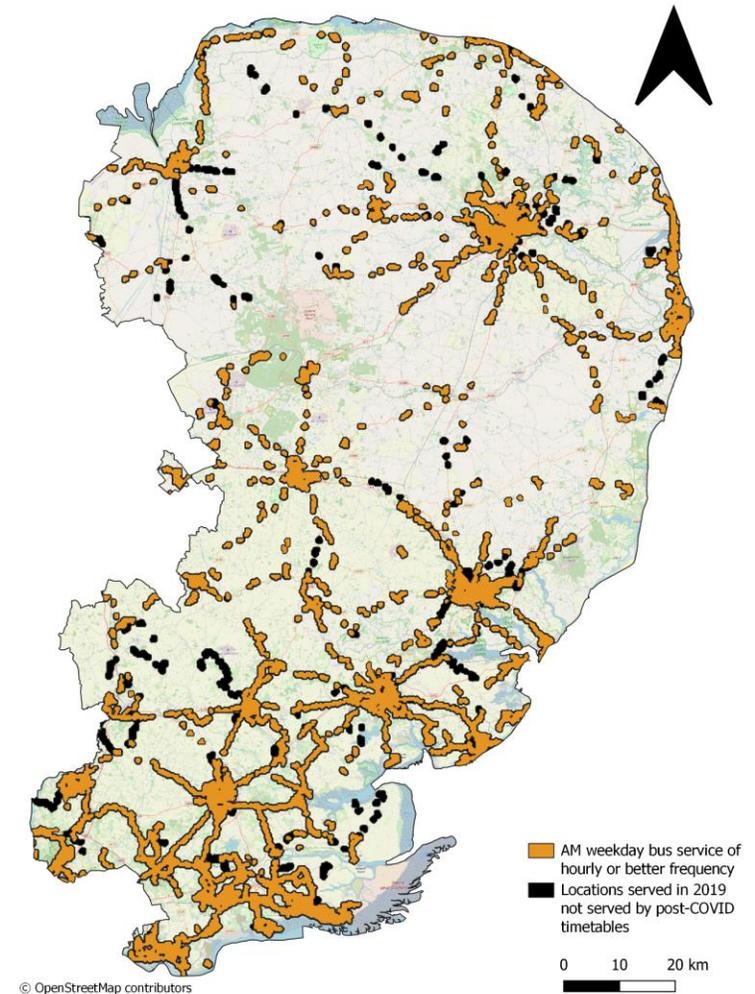


Accessibility data, DfT 2020

COVID Changes

- Reductions in operating capacity of up to 50% to maintain social distancing, with further issues around driver availability
- Services also reduced/removed (several LA's reporting around 50% operational) to reflect reduced passenger numbers
- Public messaging may be a factor e.g. "Coronavirus takes the train too"
- Issues around funding have been exacerbated significantly by reduced income and increased expenses – if funding is not forthcoming then there may be other opportunities to reduce costs e.g. through dedicated bus lanes etc.

2020 bus services and 2019 bus services that no longer exist



Partner Feedback

- Workshop held 3rd of February. 22 attendees including the project team, sub-group, local operators and representative bodies
- Broad agreement with issues identified, with some further insights including:
 - Short term there remains critical challenges around maintaining a service
 - Public messaging is a key part of encouraging people back to services
 - Many younger people do not see passenger transport as a viable or attractive option
 - Making the link between issues for private car users and how these impact the bus operators:
 - Parking availability
 - Congestion



Next Steps



Draft Objectives and Success Requirements from identified issues



Generate potential solutions



Sift against Objectives and SRs



Prioritise solutions across the short, medium and longer term

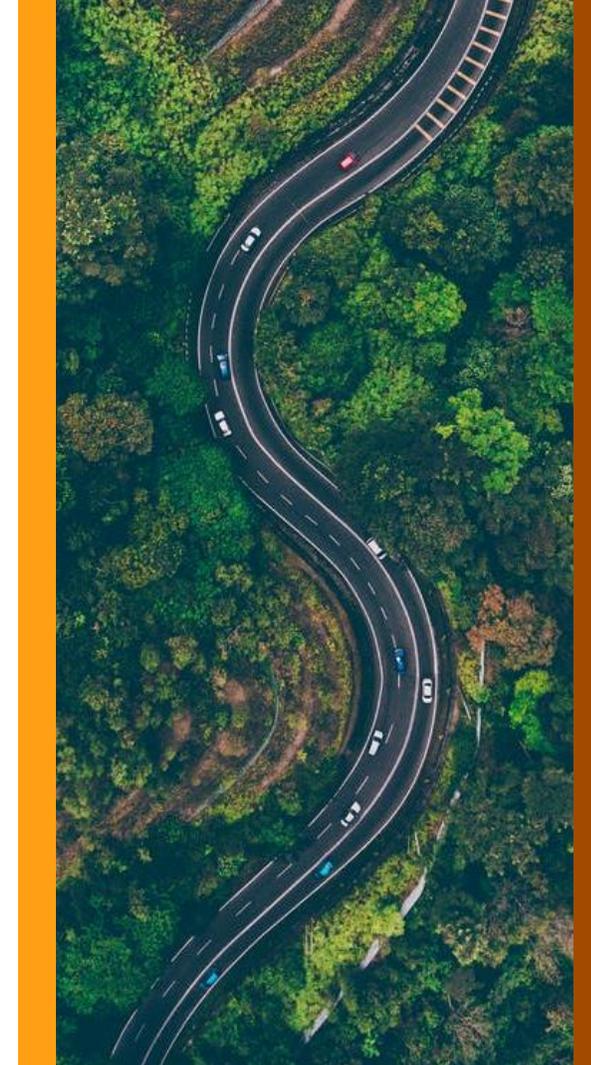


Create a delivery plan



Discussion Points

- Are there challenges that haven't been identified?
- Where should priorities lie in the Short, Medium and Long term?
- Do different COVID-19 scenarios impact these priorities?
- How can we insure that outcomes are inclusive?
- What could solutions look like?
- How do these challenges sit in the context of Net Zero?



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Transport East Forum

Date: 24th February 2020
Item: Transport East response to the DfT Rural Mobility Call for Evidence
Report by: Laura Waters, Norfolk County Council
Contact: Laura.Waters@norfolk.gov.uk

Purpose

This report sets out the Transport East response to the DfT Future of Transport: *Rural Strategy – call for evidence*.

Recommendations

Transport East Forum Members are asked to note the report, and endorse appendix 1 for publication on the Transport East website.

1. Introduction

- 1.1 In 2019, the DfT published the [Future of mobility: urban strategy](#), setting out their approach to maximising the benefits and managing the risks of new technology in urban areas. The DfT is now developing an equivalent strategy to explore the challenges and opportunities for rural areas.
- 1.2 The DfT has already started engaging with academia, industry, new mobility operators, local authorities and other stakeholders to understand the challenges and opportunities facing rural areas, and to identify existing good practice. This call for evidence aims to build on this engagement and ensure that DfT is able to gather the views of all those with a stake in how our rural communities can benefit from transport innovation.
- 1.3 Transport East has taken on the role of ‘Rural Mobility’ lead amongst the seven English Sub-national Transport Bodies. Rural mobility is particularly relevant to our region, and we are well placed to directly inform government on rural issues.
- 1.4 Transport East (TE) has therefore led two responses to the DfT (both included in Appendix 1):
 - (a) **English STB joint response** – on behalf of the seven English STBs
 - (b) **Transport East response** – covering the East of England.
- 1.5 Transport East Forum members reviewed the draft response by email in the week commencing 8th February, in advance of the submission deadline of 16th December.
- 1.6 Our Business Plan proposes Transport East continue to lead the engagement with DfT on the national Rural Mobility strategy. Forum members views are sought today on their rural mobility priorities.

2. Approach to developing response

2.1 Using the headings set out in the Call for Evidence consultation, feedback was collated from both the STB Group and Transport East Senior Officer Group (TESOG) on the following:

- What are the main rural mobility issues and challenges in your area?
- What are the opportunities for solutions/innovations?
- What strategic approach/principles should we recommend for rural mobility?
- What is the role of STBs in rural mobility?
- What are the headline points to communicate to the DfT?

2.2 This feedback alongside evidence/data from existing strategies and plans was then used to develop the response focussing on: car dependency, accessibility to services, issues unique to the TE region, considerations for innovation in rural areas and the roles of central government, STBs and local authorities.

3. Summary of the TE response

3.1 The full Transport East response can be found in Appendix 1 with the key points including:

- A proposal for a **place-based approach**, based on understanding the specific challenges within a local rural area, and identifying appraisal principles to establish what 'good looks like', before identifying and testing solutions to address them.
- Supporting a **user-centric approach** in which the needs of both current and future residents and businesses are fully understood. Better **engagement with rural communities** is fundamental to understand and provide better rural mobility outcomes.
- As a result of car dependency, transport in rural areas is generally more carbon intensive than in urban areas. **Reducing emissions needs to be prioritised** through the development of solutions for rural areas, but with due consideration for other core outcomes including social inclusion and access to employment.
- **New ideas and technology to reduce the need to travel** should be researched and expanded. Better digital connectivity and new innovations (for example Rural Hubs) have considerable potential to deliver place-based outcomes and should be considered alongside any mobility solutions.
- Highlighted levels of **car dependency** with **rural households more likely to have two or more cars**, 34% compared to 25% of urban households and **work journeys** across the TE region are **dominated by cars**, with 78% of commuter journeys carried out in a private vehicle.
- Accessibility mapping showing how **just 48% of the TE rural population can access a town centre within 30 minutes. 47% of the rural TE region are within 60 minutes' walk/PT of a hospital** and there is poorer accessibility to employment opportunities, on average **48.5% of rural TE area is within a 15 minute walk or public transport journey of employment compared to 52% of rural England** but this **falls to 36% of rural Suffolk**.

- Other issues facing rural communities were raised including: **digital connectivity, ageing population, younger people, decline of rural centres, sparse population, coastal population, social inequality and the visitor economy.**

4. Next Steps

4.1 The partnership will use this response to initiate and plan the Transport East 2021/22 work programme on Rural Mobility. This will include:

- Leading Transport East partnership engagement with DfT to ensure our evidence and priorities are clearly communicated to inform the national Rural Mobility Strategy
- Leading the English STB work programme on Rural Mobility, including action planning session on rural mobility strategies and solutions in the spring.
- Ensure rural mobility solutions are developed through our own Transport East Transport Strategy and Investment and Delivery Plan.



Title	DfT Future of Transport: rural strategy – call for evidence
Date:	16 th February 2020
Report by:	Transport East (Sub-national Transport Body)
Contact:	Andrew.Summers@suffolk.gov.uk

Introduction

This is the joint submission from the seven English Sub-national Transport Bodies (STBs) in response to the Department for Transport’s Future of Transport: rural strategy call for evidence with an accompanying appendix setting out the key issues within the Transport East region.

The role of STBs as set out in the enabling legislation¹ is to develop a transport strategy that meets the needs of persons living or working in, or visiting, the area having regard to social and environmental impacts and facilitating sustainable economic growth. They bring a strength of partnership among their membership to engage with government with one voice.

STBs are working with their own partners, and with each other, to develop consistent, clear, long term outcomes contained within agreed and evidence led transport strategies looking out over a 20-30 year period. They therefore have a role in the development of the future strategy for the rural areas they represent, as well as addressing common rural mobility challenges across the STB regions, which has prompted this joint response to the call for evidence.

In view of the timescales for making submissions this response has been prepared by senior officials from the STBs.

Summary

The key points we wish to make in response to the call for evidence are as follows:

1. The traditional transport business case appraisal and delivery approach does not provide optimal outcomes for rural residents. Rural areas are extremely diverse across England, with challenges ranging across poor access to education and employment, health inequalities, high per capita carbon emissions and social isolation. STBs propose that a **place-based approach** should be adopted, based on understanding the specific challenges within a local area, and identifying appraisal principles to establish what

¹ The Local Transport Act 2008 (as amended)

‘good looks like’, before identifying and testing solutions to address them. Working with DfT on the levelling up agenda so that decision makers and scheme promoters understand how to present investment in a rural context.

2. We also believe that a ‘customer’ focused **user-centric approach is critical in understanding** the needs of residents and businesses and in **achieving better outcomes for our rural communities**. Recognising that rural areas are both different from urban ones and are not all rural localities are the same.
3. As a result of high and often necessary car dependency, transport in rural areas is generally more carbon intensive than in urban areas², significantly impacting on our goal for net zero emissions. **Reducing emissions needs to be prioritised** through the development of integrated solutions for rural areas, but with due consideration for other core outcomes including social inclusion and access to employment. This will be from a range of solutions including rural hubs, digital connectivity and demand responsive transport options.
4. **New ideas and technology to reduce the need to travel** should be researched and expanded preferably based on a collective approach. Better digital connectivity and new innovations (for example rural hubs) have considerable potential to deliver place-based outcomes and should be considered alongside any mobility solutions.
5. The seven STBs fully support the development of a future of transport: rural strategy, and can offer assistance to Government in the following ways:
 - Supporting delivery of an **alternative place-based approach** for developing and appraising rural mobility solutions, **starting with the collation of data and evidence** on the national/local challenges and issues, and using this evidence to agree the strategic principles on which to base appraisal, and then identify location specific place-based solutions rather than a prescribed approach. In planning for the future, it is critical to understand the demographic, social, economic and technological trends impacting on the needs of rural communities. STB’s can work with Government on developing a programme of mobility options, which can be tailored to meet local requirements and changing transport demands. For example, adapting to increased levels of remote working and in some localities the potential for combining flexible workspace with mobility services.
 - **Helping to understand local needs in the context of national policy on rural mobility. STBs operate at sub-national scale**, developing their evidence base, transport strategies and engagement within wider local partnerships, enabling us to ask people, business and users what they want from rural mobility and what their future needs are, whilst aligning with national government policy direction.

² Midland Connect carbon baseline suggests that in the Midlands, rural areas account for 58% of the population, but 75% of carbon from transport is emitted in those areas.

- **Prioritising investment to better support outcomes in rural areas. STBs focus on place-based outcomes** ensuring that we can develop solutions which recognise the uniqueness of rural localities, whilst aligning to both local and national policy outcomes. This allows our local partnerships to more effectively **prioritise, manage and deliver** a portfolio of interventions that will work in their local ‘place’.
- **Promoting levelling up in rural areas. STBs’ place-based approach enables investment to ‘level up’ areas – including within rural communities.** By the end of 2021, each of the seven STBs in England will have a transport strategy/plan in place. Developed using robust evidence bases, in partnership with planning authorities, and through public consultation, these provide a focal point for prioritising infrastructure investment across English regions. This approach ensures improvements to rural mobility are coordinated and fully support the delivery of outcomes such as “levelling up” areas.
- **Prioritising decarbonisation for rural mobility. The DfT goal to achieve net zero is currently promoted by STBs through the development of carbon assessment tools, identifying regional level decarbonisation pathways, and developing holistic appraisal frameworks that assess carbon impacts.** Recognising decarbonisation solutions such as public transport or rollout of EV charging are often less commercially viable in rural areas, STBs can work with Government in creating the conditions that support transport innovations ensuring rural communities are not left behind.
- **Bringing together local partners through thought leadership and collaboration on innovative rural delivery - STBs act as a single voice, using the strength of their partnership,** and set a clear strategic direction for improved connectivity within their regions. Through working together STBs can share case studies, projects, prioritisation of projects that support a range of outcomes (e.g. levelling-up, decarbonisation, accessibility and public health) – not just traditional transport projects.

The following pages set out our detailed response to the questions set out in the Call for Evidence:

Current trends facing the transport ecosystem in rural areas

Question: Do you have any evidence for the issues mentioned?

Dependence on the private car

Our evidence demonstrates significant reliance on the private car in rural areas across England. Car and van accessibility data from the 2011 census showed on average across all regions 28% of urban households did not have access to a car or van compared to 13% of rural households. On average across all regions more urban households (43%) had access to one car or van compared to 40% of rural households, however rural households had much higher access to two or more cars and vans (47% of rural households compared to 29% of urban households).

Transport for the North's User Insight research³⁴ shows that rural areas have a much higher proportion of retired people (35%), compared with the overall sample across all areas in the North (20%) and a lower proportion of people working full-time (27%, compared with 37%). The proportion of participants with access to car as driver is much higher than average (84%, compared with 72%). The level of dissatisfaction with current trips of Rural Residents was higher than average, with main reasons for dissatisfaction being traffic congestion, roadworks, poor road surfaces/potholes, and overcrowded carriages. Reported constraints to travel were the unreliability of public transport, infrequency of public transport, and public transport not being available in the evening/night.

2011 census travel to work data, showed on average across all regions 56% of travel to work journeys are carried out by driving a car or van, increasing to 60% when London is not included. Conversely, other modes for travel to work journeys are less popular, for example 10 % by walking, 7% by bus, minibus or coach, 5% as a passenger in a car or van and 3% by bicycle. This presents an opportunity to consider how technology and innovation can reduce emissions through the electrification of vehicles but to also explore how to increase consumer access to other transport options, which could include demand responsive public transport, new forms of micro mobility such as e-bikes or scooters and active travel for more local trips.

Similar to car dependency, access to services in rural areas does have local variations and these need to be understood when developing mobility solutions. The ONS Car or Van availability data highlights varying levels of car dependency ranging from the regional to local authority level, for example 22% of rural households in the North East do not have access to a car or van compared to 10% in the West Midlands and Southeast. Even amongst Local Authorities with the same rural classification, there are a different ranges of car dependency for work journeys – e.g. North Norfolk 34% compared to 50% in Forest Heath.

Transport has traditionally been the “glue” which holds rural communities together and needs to be seen in a wider context considering the needs of rural population and business to ensure the solutions developed through this strategy understand the differences between places so the most effective interventions can be deployed.

Access to key services, employment and social isolation

All seven STB Transport Strategies include policies and interventions to create an inclusive transport network, which is accessible for all and part of a wider system of connectivity. Within many rural communities, the connectivity options, both physical and digital, available to residents and businesses are often limited, bringing with it implications that extend beyond the transport sector.

³ [TfN User Insight Phase 1, published July 2018](#)

⁴ [TfN User Insight Phase 2, published June 2019](#)

Journey statistics data released by the Department for Transport shows that average minimum journey times (for 8 different services⁵) by various transport modes can take over three times longer in rural areas compared to urban. It takes over 3 times longer to access employment centres with 100-499 jobs by taking public transport or walking, over twice as long to cycle to employment centres over 500 jobs and twice as long to access further education facilities by public transport or walking in rural localities than urban. The smallest difference was between the time taken to make car journeys with these taking on average a third longer in rural areas, evidencing the current reliance on the car to make journeys within a reasonable travel time.

The Inequalities in Mobility and Access in the UK Transport System March 2019⁶ Report supports this, finding over half of the working-age population (57%) live in areas with low public transport access to jobs, i.e. within reach of 45 minutes travel time and 66% (7.8 million) of elderly people cannot reach a hospital within 30 minutes by public transport. The gap between accessibility for LSOA rural areas versus LSOA urban areas is clearly evidenced for employment, education and health care. These access issues disproportionately impact those without access to a car, severely impacting access to employment opportunities and key services. Key differences for employment, education and health are set out as follows:

- Employment: 19% of the LSOA urban areas have the highest accessibility to employment opportunities compared to 4% of the LSOA rural areas. The highest proportion (28%) of the rural LSOA have the lowest level of accessibility to employment.
- Education: Only 1% of the children in urban LSOAs are not within a 30 minute public transport journey of one school compared to 28% of children in rural LSOAs. 90% of children in urban LSOAs are within a 30 minute journey of two schools compared to 29% of children living in rural localities.
- Health: 91% of rural LSOA are not within a 30 minute public transport journey to a hospital compared to 55% of urban ones and less than 1% of rural LSOA have access to two hospitals.

Accessibility by non-car modes is getting worse in many locations, as demonstrated through local case studies. For example, accessibility indicators monitored for the Norfolk Local Transport Plan show the % of the population in rural areas able to access a market town or key employment destination by public transport has declined from 77% in 2010 to 64% in 2019.

As for car dependency, access to services in rural areas does have local variations and these need to be understood when developing mobility solutions, for example, using another case study, Journey statistics data released by the Department for Transport shows it takes on average a 38 minute walk or public transport journey to the nearest town centre in North Kesteven compared to 7 minutes in Uttlesford but both have the same rural classification.

⁵ Centres of employment, primary school, secondary school, further education, GP, hospital, food store and town centre

⁶ [Future of mobility: inequalities in mobility and access in the UK Transport System \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

Question: Do you think there are other issues facing rural areas that we should consider in the strategy?

Digital connectivity: working from home, online services and home deliveries have increased significantly since the start of the COVID-19 pandemic, but the Government's National Infrastructure Strategy highlights the majority of commercially unviable giga bit broadband is in rural locations. Digital connectivity and infrastructure are critical for innovative services to be cost-efficient and successful.

Digital platforms may increase the reach of demand-responsive services (e.g. car/ride-sharing or demand-responsive buses) and enhance the independent mobility of people in rural locations. The uptake of digitally enabled transport services depends on the right digital infrastructure being put in place with measures to encourage the use of digital platforms, such as demonstrations or pilots, needing to be implemented alongside the services. These types of projects will need initial financial support that local authorities may not be able to offer to make the market work and services affordable in rural areas.

Ageing population: From 2016, over 80% of population growth to 2041 will be in the over-65 age group, with the number of people over 85 almost doubling from 1.6 million to 3.2 million over the same period (Office for National Statistics, 2018a). In some areas, up to 40% of the population will be over 65 by 2037 (Office for National Statistics, 2016), while people aged over 65 will become the largest population segment in rural areas by 2040.

Older people today travel more than they did 20-25 years ago, with everyday trip rates higher and activities outside the home being more common. Transport's socially enabling aspects are particularly important for older groups, and with a rural population ageing it is important to consider older people's mobility challenges and demands, which differ from other stages of life.

Younger people: It is not just the low number of public transport routes served that affects accessibility, it's also the low frequency and timing of many services makes it less likely that they meet young people's requirements for independent mobility, limiting access to work, education and leisure activities. Without access to a car or digital alternative, the lack of regular, reliable and affordable public transport is a factor that can affect young people in rural areas, worsening their job and education prospects meaning an out migration of young skilled workers to urban locations with better access to employment opportunities and services.

The [Community Life Survey 2016-17](#) found the 'loneliest' age group were those aged 16-24 years. This finding was supported in 'the loneliness experiment' which was an online survey of 55,000 people that found that 40% of 16-24 year olds reported often feeling lonely, compared with 27% of over 75s. Highlighting the importance of young people in rural areas having access to a range of services that provide social interactions.

Decline of rural centres: Limited public transport and declining local services are major factors behind poor accessibility in rural areas and help to explain the car-dependent behaviour often found. The revival of rural centres that serve local communities offers the

opportunity to concentrate demand for travel in ways that support connectivity to adjoining urban areas or areas of economic opportunity.

The Midlands Connect [Future of Rural Mobility study](#) demonstrates the concept of 'rural hubs' in more detail. It showed that integrating not just public transport but future mobility solutions and a comprehensive network of pedestrian and cycling routes within rural settlements would aid this hub concept. The potential long term changes to work patterns could help reinvigorate rural centres with more people working from home rather than travelling to urban areas, using local services improving their viability.

Sparse population: There are difficulties in integrating transport services, given the dispersed nature of residents, and the low population density in rural areas makes it difficult to operate profitable commercial local transport services. Demand is also low, due to the tendency towards car use. As a result, subsidies are often needed to run public transport services in rural areas. Maintaining subsidies becomes more challenging in times of economic constraint (and reduced demand caused recently by social distancing). A variety of different solutions needs to be considered alongside DRT, including lift shares, car shares and other non-car based transport; e-bikes and rural hubs.

Social Inequality: The [Government Office for Science The Future of Mobility report](#) found rural households on average have to spend 24% more of their income on transport costs compared to urban households. The consequences of limited transport provision are felt more severely by poorer households, as they have less financial capacity to adapt (i.e. to use alternatives). The poorest people have a greater reliance on public transport, so reductions in services have a greater impact on them with 20% of the most deprived communities being in rural areas. The impact of car dependency in rural areas is significant, without access to a car you are effectively excluded for access to economic and social opportunities, whilst households without a car are relatively rare the effect this has is enormous.

The decline in rural bus service provision: The [Campaign for Better Transport](#) highlights the decline that has occurred in rural bus service provision. Rural areas have significantly lower rates of bus use compared with urban areas. However, buses remain an important part of rural life. Over a quarter of all bus passenger journeys in England outside of London are in predominantly rural areas or towns with rural hinterlands. There has been a spiral of decline in rural public transport, which has been exacerbated by pressures on local government finances in recent years resulting in reductions in support for bus services. Between 2011/12 and 2016/17, rural bus mileage fell by over six per cent. The forthcoming National bus strategy will provide an opportunity to re-evaluate the role of buses in providing for the mobility need of those in rural areas.

Developments in innovation for rural transport: Increasing use of active travel modes, Micromobility, More effective integration of journeys, Digital models for more flexible services, Data and digital improvements unlocking market knowledge, New modes and Strong community links?

Question: Do you think there are other trends in innovation we haven't included?

Quality rural data and evidence base: The STBs recommend using an evidence led approach to understand different places have varying travel patterns and needs, ensuring solutions are the right ones required at a local and regional level. These issues can be collated and used to develop the strategy principles/approach, which lead to the most suitable place-based solution. There is no one-size-fits-all approach to rural mobility; each place needs a tailored approach to ensure its challenges are adequately addressed. This would facilitate long term planning of the transport network that takes a collective approach considering the needs of the user and the various modes available to find robust solutions.

Engaging hard to reach groups: When developing mobility solutions or new modes of transport, engagement tends to reach existing users or more affluent parts of society. Those who rely on public transport away from the larger urban areas often miss both the opportunity to share their current and future needs and benefit from transport innovations. To create a viable alternative to using a car we have to reach out to groups who may be excluded – unemployed, those on lower incomes, need assistance to access a job, training or education. When planning for rural mobility better data related to young people and working age people without cars is important to be able to identify the most appropriate travel option to meet their needs.

Mobility hubs: The establishment of 'mobility hubs' that serve local communities offers the opportunity to offer 'frictionless' interchange between modes, primarily bus, rail and active travel. In addition, mobility hubs provide an opportunity for integrated planning of modes, integrating not just public transport but future mobility solutions and a comprehensive network of pedestrian and cycling routes. These hubs will be different in rural areas compared to urban acting more as service hubs that bring transport solutions together. Mobility hubs are locations where demand for movement can be concentrated in a way that supports local public transport services, primarily via bus-provision, ensuring greater opportunity to run services where they otherwise may not have been viable. This type of hub can also reduce the need to travel by bringing services into the community. Currently, with a lack of bus services people have no alternative but to start their journey in a car however through appropriate investment we should try to ensure they don't need to also finish their journey by car. Investing in this type of hub with a rapid transit system will get people to their final destination efficiently and without causing congestion.

Whole journey approach: Decisions on rural mobility should be made that improve the whole transport system and considering all modes of transport together will help to achieve government goals and wider benefits. Alongside measures that maximise the use of transport infrastructure managing demand is also important. The improvements in supporting infrastructure such as digital are necessary for on-demand travel with real-time

information that could remove problems encountered when changing between modes, and optimisation of the last mile. It may also create new opportunities in rural areas to run services that are more commercially viable and deliver more affordable mobility to users.

Coordination of freight: The last mile of freight to its final destination (usually smaller retailers or consumers) is labour intensive, accounting for 30-50% of supply chain costs, it also generates the most CO2 per tonne moved. Last-mile delivery is becoming increasingly important with consumers' demands for faster, more frequent and more precisely timed deliveries having environmental and economic consequences. In rural areas with smaller and more frequent deliveries alternative business models such as freight sharing could be trialled.

Our approach

Question: Do you think the Future of Transport: rural strategy should include the Urban Strategy principles? Which additional principles would you like to see in the strategy?

The same principles can be applied to the Rural Mobility Strategy to an extent however as outlined in the 'developments in innovation' section, a key principle for the Rural Mobility Strategy should be to start with the creation of a high quality data and evidence base that identifies the needs of a rural population, businesses and users to ensure the most effective solutions are provided.

The principles and approach of the strategy need to be developed before the solutions and be evidence led. In-depth engagement with a range of stakeholders is required to understand rural travel patterns, users current and future needs and ensure hard to reach groups are represented. This evidence is then used to reframe the rural mobility challenge and a toolkit of the types of solution that are brought out of this covering: accessibility to services and jobs, supporting skills and education, decarbonisation and digital connectivity.

The Urban Strategy refers to active travel remaining the best options for short journeys; however, the rural strategy should acknowledge the rural residents make longer journeys than urban residents and travel 118% more miles per person than someone living in London.⁷ It will need to consider the challenges rural locations face in the first and last miles of their journey and how improvements to cycle and walking routes will be required to encourage active travel. The strategy should ensure improved accessibility by active travel is considered for everyday activities such as journeys to work and key services, and not just for leisure purposes.

The strategy should seek to understand the consequences of changes in connectivity. There is evidence from Cornwall that improved digital connectivity has led to increased migration to the area, subsequently creating housing affordability issues for local people. Similarly,

⁷ The Midlands Connect carbon baseline work suggests that 70% of car emissions made by urban dwellers are from 1-5 miles (i.e. cycleable length); but this is only 19% in rural areas. 50% of car emissions made by rural dwellers are from journeys over 10 miles.

automation of vehicles may lead to increased congestion and the need for reskilling the workforce, and a reliance on digital connectivity may further isolate those who are digitally excluded or who use journeys to their local centre for social interaction, unless mitigation is put in place.

Encouraging transport innovation in rural areas: Testing and trialling

Question: Are there specific considerations for testing and trialling new technologies in rural areas that you think we should consider?

The decline in the viability of traditional public transport solutions, combined with continued challenges in accessing reliable digital connectivity, emphasises the need to encourage new models of connectivity for rural communities and the businesses that operate in them.

Digital coverage: Digital connectivity is a driver of social change and presents new opportunities to integrate transport modes, however as evidenced in the National Infrastructure Strategy, large areas of predominantly rural localities have a much higher percentage of premises which are uncommercial for gigabit-capable roll-out. The Shared Rural Network will also have to meet its target to deliver high-quality 4G mobile coverage from at least one operator across 95% of the UK by 2025. Testing and trialling new technology in rural areas will need to consider the outcomes using existing coverage and what can be achieved as coverage improves.

Sparser densities: Rural areas have a lower population density compared to urban areas, which means there is often a lack of critical mass for both population and businesses to make testing new technologies viable for the private sector. Innovation should consider how outcomes can be shared and boosted through collaboration with other projects and services. The way schemes are currently assessed through traditional methods are often not suitable for untried territories, excludes latent demand and disadvantages sparser populations, a new minimum service standard model could be trialled for assessing the impact of schemes in rural areas.

Non-transport related outcomes: When trialling and testing new innovation, we should ensure it is designed to support other outcomes relating to health, education and social exclusion, and ensure this is measured. As set out in the trends section, the population living in rural areas are some of the most deprived, have to travel further to access services and may struggle with exclusion. A number of STBs have identified that improving active travel options in rural areas would contribute towards achieving these types of outcomes.

Increasing visibility: Rural users often have difficulties in seeing the transport services on offer, with low exposure outside of core passenger groups. It can be difficult for people to know what journeys are being run and how these join up to destinations. Making information on these services easy to view and better online booking and payment needs to be considered when trying to attract new passengers. Visibility needs to improve across all transport modes with a comprehensive programme of awareness raising and behaviour

change covering all forms of transport including more informal and community focussed solutions.

Roles for government, sub-national bodies and local authorities

Question: In your view, what should the role of the below be in encouraging innovation in rural areas?

Central Government: Outline a clear long-term national vision and goals that are mindful of diverse local priorities, clear and consistent messaging, taking a whole system approach to transport, funding aligns with strategy outcomes, be clear on roles and responsibilities.

Sub-national Transport Bodies: STBs provide a Single voice and evidence base for their regions, taking a place-based tailored approach to local and regional transport planning. They link strategy to funding, drive knowledge sharing (e.g. by coordinating regional case studies) and join up opportunities to replicate projects. The partnerships enable collaborative approach, promoting public and private sector interventions, and prioritisation of projects that support a range of outcomes.

Local Authorities: Community engagement, local planning, responsibility for delivery of transport (important to differentiate between Local Authorities and Local Transport Authorities in 2-tier areas - different roles and remits), detailed knowledge of place, monitor local indicators, plan and promote active travel options.

Question: Do you think government can encourage the private sector to develop innovative new transport services in rural areas?

The National Infrastructure Strategy states that where it is less certain what technology will provide the most effective route to decarbonisation or where it is unclear how the technology can be scaled commercially, the government will fund R&D programmes to support innovation, given the challenges of rural areas a fund set up for rural mobility would support the private sector and enable new innovations to be trialled.

Government plays a role in spurring innovation and can support technology development in areas where barriers inhibit private sector investment in innovation, or there is a wider social benefit from directing innovation (which is a key priority of the Governments Industrial Strategy). There are already examples of Government facilitating innovation through grants supporting infrastructure for hydrogen fuelling and electric charging points and funding for electric buses, electric scooters and subsidies for electric cars, but these projects are often focussed on urban areas with dense populations and are not meeting the challenges found in rural areas. Through place-based solutions the public sector can promote opportunities to the private sector and utilise the regional role of STBs to bring projects together at a scale that makes them commercially viable.

The share of data collected, analysed and managed by the private sector is growing and its value is increasing. Having access to this data is of importance to local, regional and central government and other companies, who could use it to plan, operate, better integrate and provide services.

Question: How do you think government should encourage the private sector?

The STBs would propose that options include:

- Implement a set of rural mobility demonstration/pilot projects where learning can be shared across regions and where appropriate replicated in other areas. Support this innovation with a long-term funding plan as rural services take longer to become commercially viable.
- Find and promote synergies with urban areas to expand innovation into rural areas.
- Supporting rural innovation clusters where networks of skills, learning and resource can be shared.
- Provide a clear pathway for example on alternative fuels and electric vehicles to give confidence to the private sector to invest.
- Capture the value of investment that generates non-transport related outcomes, for example linking to elderly care or providing real time information to users or attracting new businesses to rural hubs. Creating additional incentives to invest in infrastructure as a means of delivery for new innovative services.

Question: Do you have any other comments on this call for evidence?

No further comments.

Transport East (TE) Appendix

This appendix complements the national response by providing a focus on the key issues within the Transport East region. It sets out our top five headlines, and then provides more details in response to the DfT's questions.

Transport East - Key Points:

1. This region has a **higher than average car dependency with only 13% of households not having access to a car/van compared to 26% of England**. The trend for higher car dependency increases in **rural areas with twice as many households having access to a car compared to urban areas**. Work journeys are also dominated by the car with **78% of commuter journeys carried out in a private vehicle**.
2. Only **10 of the 109 larger rural communities in the TE region have access to ultrafast broadband**, with all but two of the remainder having a superfast option and coverage low spots are more prevalent in more sparsely populated rural communities. Those communities that have less than ultrafast broadband could come across limitations to utilising digital services, for example **on average only 38% of the TE residents are able to work from home**.
3. The proportion of the TE population **over 65 at 2019 was 20%, higher than the national average of 18%**, Norfolk has a figure of 24.5%. This **older population is also anticipated to grow at a faster rate than the rest of England**, on average across the **TE region 26% of the population will be over 65 by 2045** compared to **24.2% England** but these figures are higher in **Norfolk (30.5%) and Suffolk (31.2%)**.
4. The region has **below average levels of accessibility to key services and employment** compared to England. Mapping shows how just:
 - **48% of the TE rural population can access a town centre within 30 minutes**, this figure is **36% in Norfolk**
 - **47% of the rural TE region are within 60 minutes' walk/PT of a hospital**, **35% for rural Norfolk** compared to **rural England 57% and 94% urban England**.
 - **48.5% of rural TE area is within a 15 minute walk or public transport journey of employment** compared to **52% of rural England**, this figure is **36% in rural Suffolk**.
5. The **visitor economy of the East of England** (includes areas outside the Transport East region)⁸ is valued at more than **£10bn a year** making it the **largest industry sector** and the **largest employer** with 240,000 people employed. The Visit East of England Tourism Business Survey (June 2020) found **81% of respondents had to temporarily close their business**, **46% had to furlough staff** and **over half experienced widespread booking cancellations**. With a more positive outlook in 2021 for **"staycations"** **supporting this sector is vital** to further support the resident's **businesses and jobs**, and to further invest in appropriate transport infrastructure to facilitate growth.

⁸ <https://www.visiteastofengland.com/business-trade>

The Transport East response to the DfT questions are set out in more detail as follows:

Current trends facing the transport ecosystem in rural areas

Dependence on the private car

2011 Census data shows across the TE region only 13% of households do not have access to a car, compared to 26% across the whole of England. The majority of households (44%) have access to 1 car/van and a further 27% have access to 2 cars/van.

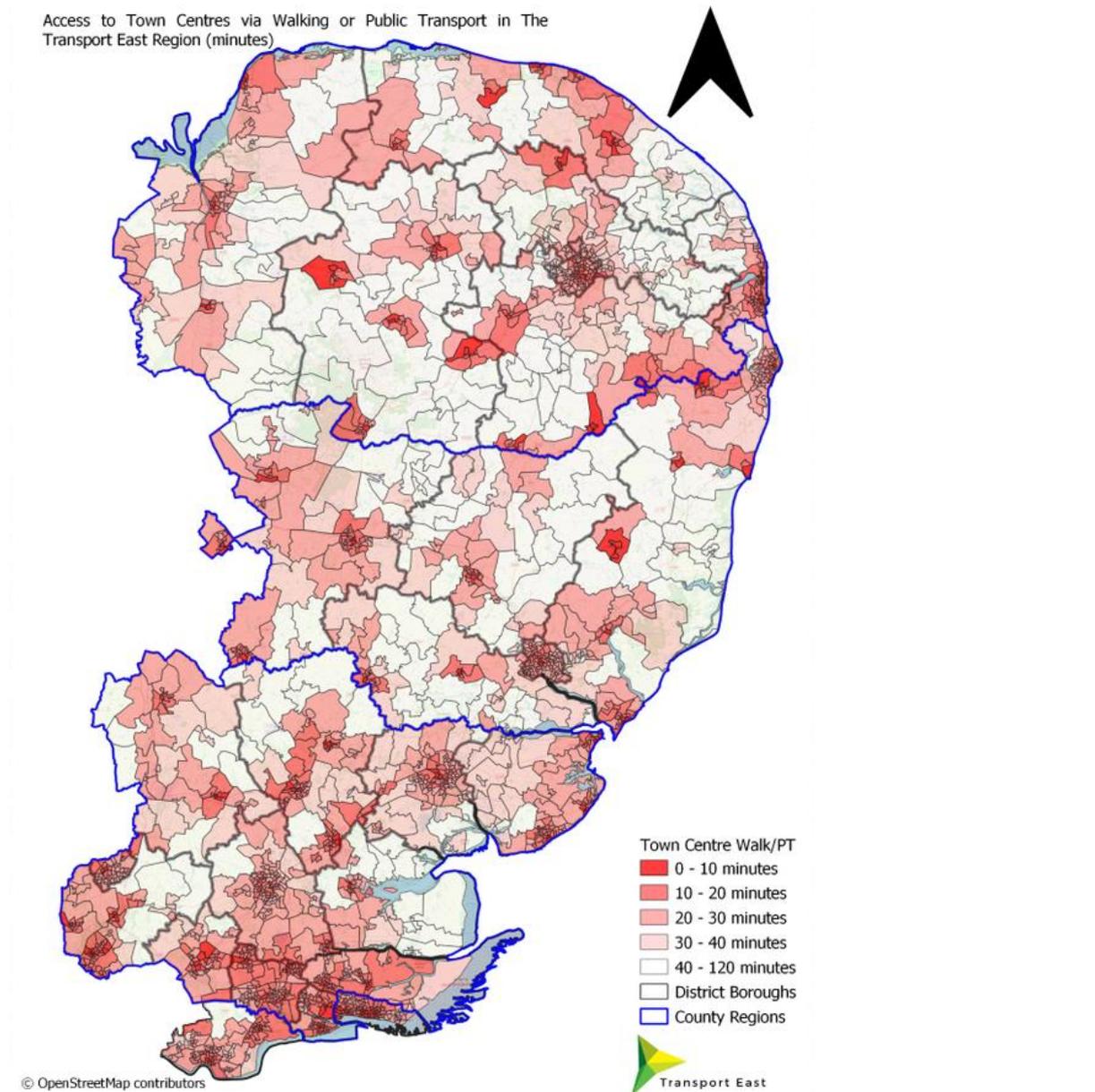
The trend for higher car dependency increases in rural areas compared to urban, as 23% of urban households do not have access to a car/van compared to 12% rural areas. Although a higher number of households in urban areas (45%) have access to one car/van compared to rural areas (40%), rural households are more likely to have two or more cars (34% compared to 25% in urban households), twice as many rural households have three cars/van and four times as many rural households have four cars/vans or more.

Work journeys across the TE region are dominated by cars, with 78% of commuter journeys carried out in a private vehicle. The region has a lower than average journey to work bus mode share (4% compared to an average of 7% for England) and only 2.5% of the workplace population commute by rail.

By transportation mode, road transport is the largest contributor to emissions, accounting for 96% of the total transport carbon emission in Essex, Norfolk, Suffolk, Thurrock & Southend.

There is a need to recognise the differences between places within the TE region and a one size fits all approach to rural mobility will not lead to the most effective solutions being implemented. For example, access to one car/van varies from 37% in Essex and 43% in Norfolk and Local Authorities with the same 'Mainly Rural' classification have varying reliance on the car for their journey to work – 2011 Census method of travel to work data shows North Norfolk 34% compared to 50% in Forest Heath. Where a solution has been successful is it important to identify if there are locations with similar characteristics where it could also be deployed and given the rural and sparse nature of the region solutions may also need to work across political boundaries.

Access to key services, employment and social isolation



The map shows how **just 48% of the TE rural population can access a town centre within 30 minutes**, this figure is 36% in Norfolk.

Both the Suffolk and Essex LTPs highlight poor accessibility to health services. North-east Suffolk has very poor access to A & E hospitals and a third of Essex households without a car are located in the rural districts of Braintree, Maldon, Tendring and Uttlesford. Of these households, around 40% do not currently have good access by public transport to a GP centre. The mapping of access to health services across the TE region support these findings with 47% of the rural TE region within 60 minutes' walk/PT of a hospital, 35% for rural Norfolk compared to rural England 57% and 94% urban England.

76% of rural TE are within 30 minutes' walk/PT of a GP compared to 81% for rural England and only 48% of rural residents can access a town centre in 30 minutes by walking/PT (this figure is 36% in Norfolk).

Rural areas of the TE region also have poorer accessibility to employment opportunities. On average 48.5% of rural TE area is within a 15 minute walk or public transport journey of employment compared to 52% of rural England. Only 36% of rural Suffolk is within a 15 minute walk or public transport journey of employment with then only 77% of residents within 30 minutes. The differences between places needs to be considered through a place-based approach – for example a higher proportion of people across rural Thurrock, Essex and Norfolk are able to make longer 30 minute journeys to employment (91%, higher than rural England 84%) than rural Suffolk. Only rural Thurrock has above average accessibility for shorter 15 minute employment journeys with rural Norfolk and Essex (46% and 36%) being below the rural England average of 52%.

DfT journey time data to primary schools by walking/public transport shows in general, the Transport East Region is well connected to Secondary Schools with pockets of poor access associated with areas in rural Norfolk and Suffolk with journey times of over an hour. According to the Department for Education's 2014 guidance, maximum journey times to secondary schools should be no more than 75 minutes. When considering the deprivation index for education, TE communities have good access to secondary education by walking and public transport, yet still score poorly on the Education decile. Therefore, good transport to secondary schools is not a guarantee of low educational deprivation. These results could show that skills retention in these areas are an issue, in that the young educated residents leave the area to take up better paid jobs elsewhere, leaving those with a poorer educational attainment behind.

2011 census loneliness prevalence data shows in general, residents living in households aged 65 and over in rural areas do not have a problem with loneliness, apart from pockets of rural towns in Norfolk, and some coastal communities. Areas with a value closer to 0 predict a greater prevalence of loneliness, the average score across all TE local authorities is -4.1 compared to -3.9 for England. However, prevalence for loneliness is higher in the over 65's with rural and coastal TE communities having a growing older population.

Natural England has devised the Accessible Natural Greenspace Standard (ANGSt), which sets out the minimum amount of accessible natural greenspace that any household should be within reach of. The criteria state that:

- an accessible natural greenspace of at least 2 hectares in size, no more than 300 metres (5 minutes' walk) from home;
- at least one accessible 20 hectare site within two kilometres of home;
- one accessible 100 hectare site within five kilometres of home; and
- one accessible 500 hectare site within ten kilometres of home

In Essex, the largely rural districts of Tendring, Uttlesford and Braintree have the highest proportions of households without good access to natural green space with 59%, 54% and 35% respectively. Whilst rural areas may cover areas of greenspace this data shows the

importance of quality connections to ensure residents can access and benefit from these environments.

Question: Do you think there are other issues facing rural areas that we should consider in the strategy?

- **Digital connectivity: Only 10 of the 109 larger rural communities in the TE region have access to ultrafast broadband**, with all but two of the remainder having a superfast option. Coverage low spots are more prevalent in more sparsely populated rural communities and farms outside of the larger villages and market towns in the region. Mapping shows coverage low spots in rural Uttlesford/Braintree and North Norfolk as examples of the problems facing rural communities in the East outside of the larger rural settlements. Those communities that have less than ultrafast broadband could come across limitations to working from home (**on average 38% of the TE residents can work from home**) should more than one member of the household try to do so, or if other demands on the internet, such as streaming, are required simultaneously.
- **Older population:** The proportion of the TE population over 65 at 2019 was 20% higher than the national average of 18%, Norfolk has a figure of 24.5%. This older population is also anticipated to grow at a faster rate than the rest of England, on average across the TE region 26% of the population will be over 65 by 2045 compared to 24.2% England but these figures are higher in Norfolk (30.5%) and Suffolk (31.2%). Transport's socially enabling aspects are particularly important for older groups. Giving up driving is linked to a decrease in well-being and an increase in depression and related health problems, including stress and isolation, and also with increased mortality, it is therefore important to consider older people's mobility challenges and demands, which differ from other stages of life.
- **Younger people:** The TE region has a comparable number of younger residents aged 15-24 (10.7%) compared to England (11.7%) and estimates to 2041 predict that the number of 15-24 year olds in the region will remain at these levels. Access to Secondary Education is not generally a problem in the region, but there is still high educational deprivation in some areas. This implies that skills retention in these areas is an issue, in that the young, educated residents leave the area to take up better paid jobs elsewhere.
- **Decline of rural centres:** Small businesses are prevalent on local high streets and in town centres – increased working from home and the unlikelihood of people returning to large office spaces will change the transport patterns for these employees. There is an opportunity to strengthen the attractiveness of more of the East's towns and villages for future 1-2 day a week commuters and maximise the wider impacts for local economies, and tackle some of the deprivation found. Improving public realm and pedestrianising public space could transform rural town centres, providing leisure and outdoor business opportunities, boosting both the day and night-time economy. Improving walking and cycling routes generally across the region, including consistency of quality, has the added benefit of promoting an active lifestyle.

- **Sparse population:** 33% of the Transport East region live in rural areas (2011 Census) but this varies considerably within the region with Norfolk and Suffolk with 50% and 40% of their populations living in rural areas, Essex has 26%, Thurrock 13%, and Southend has no rural areas. Within the rural areas 22% of the population is over 65 years old, and 58% are between 18-65. Rural areas tend to have higher levels of car ownership due to less access to public transport and unwalkable journey times to key services. Many areas suffer with retention issues for young graduates who are more attracted to more skilled, better paid jobs in urban areas.
- **Coastal population:** Approximately 700,000 people (2011 census) in the region live in coastal areas accounting for about 21% of the population. The coastal districts of North Norfolk and Tendring have the highest proportion of their population that are over 65 years old with 29% and 27% respectively. Coastal areas in the region tend to have higher levels of deprivation compared to the national average across all metrics for example the majority of homes in the coastal communities analysed in the Draft TE Transport Strategy have access to a minimum superfast broadband. The region's coastal resorts are also reliant on seasonal tourism, with other job opportunities more limited.
- **Social Inequality:** The Living Environment Deprivation score shows the vast majority of rural Norfolk, and rural North Suffolk are in the **top 20% most deprived areas in the country** for Living Environment. Towns and larger settlements have a better score. When a cross reference to all the IMD Metrics is compared across the region there are some stark differences between areas, with the least deprived areas clustered towards urban centres.
- **Visitor economy:** When focussing on both rural connectivity and growth locations the TE region has considerable assets in the visitor economy sector (heritage, culture and tourism). The visitor economy of the East of England (includes areas outside the Transport East region)⁹ is valued at more than £10bn a year making it the largest industry sector and the largest employer with 240,000 people employed. In 2019 it contributed 8.84bn to the East of England's economy. The Visit East of England Tourism Business Survey (June 2020) found the majority of respondents expect turnover to be lower in 20/21 than 19/20 but almost a third of respondents did not want to predict their performance for the last year highlighting the level of future uncertainty across the sector. 81% respondents had to temporarily close their business, 46% had to furlough staff and over half experienced widespread booking cancellations. The level of cancellations does decrease moving into 2021 with a more positive outlook on "staycations" with feedback that there have been more provisional bookings for 2021 and January 2022 than usual. Supporting this sector is therefore vital to further support the resident's businesses and jobs, and to further invest in appropriate transport infrastructure to facilitate growth.

⁹ <https://www.visiteastofengland.com/business-trade>

Developments in innovation for rural transport: Increasing use of active travel modes, Micromobility, more effective integration of journeys, Digital models for more flexible services, Data and digital improvements unlocking market knowledge, New modes and Strong community links?

Question: Do you think there are other trends in innovation we haven't included?

No further comments to those made in the Sub-national Transport Body joint submission response.

Our approach

Question: Do you think the Future of Transport: rural strategy should include the Urban Strategy principles? Which additional principles would you like to see in the strategy?

No further comments to those made in the Sub-national Transport Body joint submission response.

Encouraging transport innovation in rural areas: Testing and trialling

Question: Are there specific considerations for testing and trialling new technologies in rural areas that you think we should consider?

No further comments to those made in the Sub-national Transport Body joint submission response.

Roles for government, sub-national bodies and local authorities

Question: In your view, what should the role of the below be in encouraging innovation in rural areas?

No further comments to those made in the Sub-national Transport Body joint submission response.

Question: Do you think government can encourage the private sector to develop innovative new transport services in rural areas?

No further comments to those made in the Sub-national Transport Body joint submission response.

Question: How do you think government should encourage the private sector?

No further comments to those made in the Sub-national Transport Body joint submission response.

Question: Do you have any other comments on this call for evidence?