

A 30-year transport strategy for the East

Public Consultation

TRANSPORTEAST



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Foreword

The East is a fantastic region with talented people, innovative businesses and a wealth of natural assets. It is no wonder more people want to live, work and learn here. But it's fair to say our transport networks hold us back. Through Transport East, local authorities, enterprise partnerships, business groups and wider partners are working hard to change this.

Our vision is of a thriving economy for the East, with fast, safe, reliable and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come. Our draft Transport Strategy, which is outlined in this brochure, sets out exactly how we are going to do it over the next 30 years.

Transport shapes our day-to-day lives in ways we rarely consider - where we live and work, the shops and services we access, our health and wellbeing, our towns and cities, and how we spend our leisure time. And the personal travel choices we make affect our neighbours, places, country and world.

Transport in the East is the biggest contributor to our region's carbon emissions; 42% of carbon dioxide emissions, the driver of climate change, is generated by transport with the vast majority by road travel. Reducing emissions from our transport to net zero, in line with national

government commitments, is going to need action at all levels, which is why decarbonising travel is a core priority in this strategy.

The draft Transport Strategy has been developed through the COVID-19 pandemic, which has had a profound impact on our society, economy and travel. The long-term impacts of the COVID-19 pandemic on our transport networks are uncertain. Some of the changes that we have witnessed may prove to be temporary, while others may stick.

The changes seen through the pandemic are only one part of the picture. We're expecting high growth across the region with 566,000 new homes and 295,000 new jobs predicted by 2050 and we have pockets of high deprivation in places which need levelling up. The East is also crucial to the flow of goods between businesses across the UK and the rest of the world. Increased and better focussed transport investment is essential to addressing all these issues.

Our work to develop the region's first overarching Transport Strategy, through hundreds of conversations, has resulted in a set of priorities unique to the Transport East region. This public consultation sets out those priorities and is your opportunity to shape the future of transport. I strongly encourage you to take part.



Cllr Kevin Bentley
Chair of Transport East

Public consultation

Welcome to our consultation on the draft regional transport strategy for the East. This is your opportunity to tell us what you think about the strategy and help us improve it before it is finalised.

The consultation runs for eight weeks, starting on Thursday, 2 December 2021 and closing at 11.59pm on Sunday, 30 January 2022.

Please have your say by completing our **online consultation survey**, via www.transporeast.org.uk

To find out more about the draft transport strategy and ask questions, you can also attend our online consultation events.

Virtual exhibition

Our virtual exhibition is available online throughout the public consultation period and contains all of the information and materials you would expect to find at a traditional consultation event. The virtual exhibition is accessible at any time of the day, so you can visit at a time to best suit you. Clear instructions are available to help you navigate your way around the virtual room and view the information. If you need help accessing the virtual exhibition, please email us at: transporeastconsultation@jacobs.com

The virtual exhibition is available via our webpage at: www.transporeast.org.uk

Live webcast events

We are holding two online public consultation events where you can find out more about the draft transport strategy. The video call-style live webcasts on Microsoft Teams will include a short presentation and a question-and-answer session, where you will be able to submit written questions to the project team. Anyone can attend and you can join via the Microsoft Teams app, online or by phone, but attendees will not be able to use their microphones or web cameras.

Tuesday 14 December 2021 - 2pm - 3.30pm

Tuesday 11 January 2022 - 7pm - 8.30pm

Instructions about how to join the webcasts are available at: www.transporeast.org.uk



Photo: Visit East of England

Background - the East's unique contribution to the UK

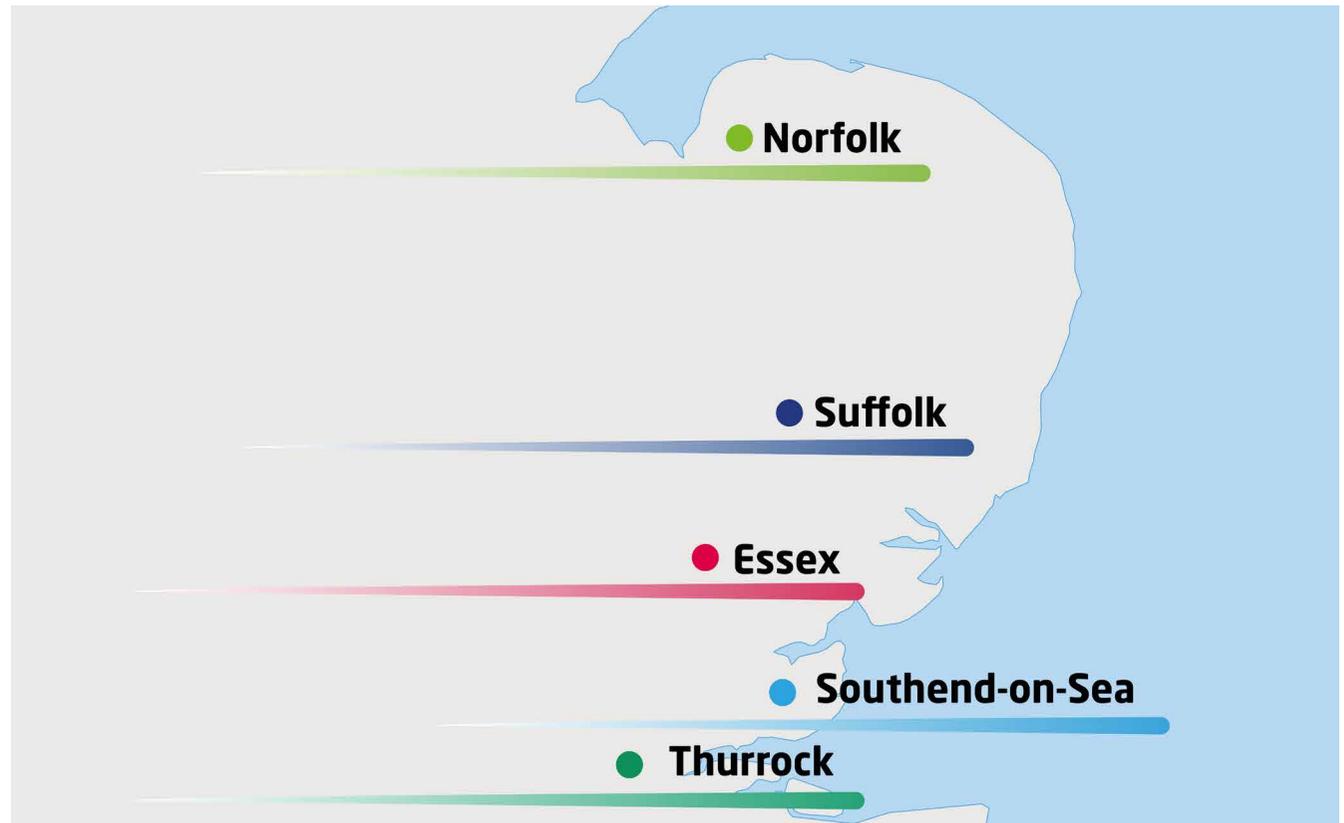
The East helps drive the UK economy. It is home to 3.5 million people and 1.7 million jobs. The region prides itself on providing a strong and diverse economy including manufacturing, agriculture, information and communications technology (ICT), clean energy production, financial services and tourism.

Some of our towns and cities are among the fastest growing in the country. The region's population is forecast to increase by up to half a million by 2041, with 566,000 new homes and 295,000 new jobs predicted by 2050.

The region is also essential for the UK's global trade, with 13 ports and 3 international airports. Half of the UK's freight containers are moved through the region and there are plans to grow these gateways. For example, the Government has designated two Freeports in the region, Thames Freeport at London Gateway and the Port of Tilbury, and Freeport East at the ports of Felixstowe and Harwich.

In the energy sector, some of the world's largest wind farms are being built off the region's coastline. Following planned investment in renewables and nuclear power generation, the region will also be the leading supplier of renewable energy to the UK, providing power to 58% of the UK's homes.

The East is crucial to delivering Government ambitions to level up the country, achieve net zero and drive global Britain forward.



Transport East region

1.67M **140,000**
jobs from enterprises

Key Sectors

-  **Manufacturing**
-  **Distribution**
-  **ICT**
-  **Agri-tech**
-  **Biosciences**
-  **Green energy production**
-  **Financial Industries**
-  **Visitor economy**

£73.5bn

GVA to UK economy

3.5M residents
500 MILES of coastline

1,000 wind turbines generating
£2bn Bioenergy industry
60% of UK's offshore wind energy

3 airports
5 major ports
6 regional ports
2 freeports

19% of the UK's freight tonnage in **2017** including over
50% of UK container traffic

19,000 people **directly employed** in the East's energy sector

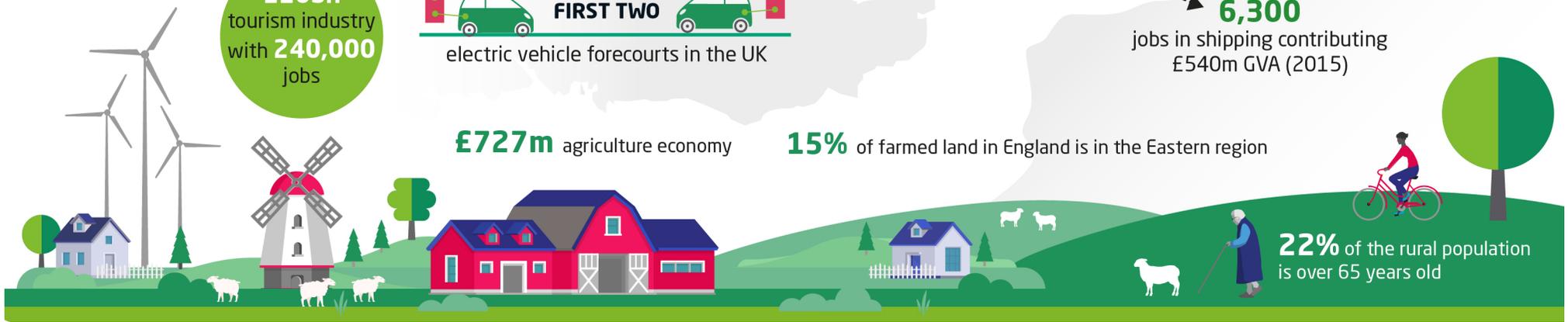
£10bn tourism industry with **240,000** jobs

FIRST TWO electric vehicle forecourts in the UK

6,300 jobs in shipping contributing **£540m** GVA (2015)

£727m agriculture economy **15%** of farmed land in England is in the Eastern region

22% of the rural population is over 65 years old



Challenges

The region covers a large area, with no major hub city. This means our transport networks are particularly important in supporting the regional economy, by getting people to work and goods to businesses.

Many journeys are difficult to make other than by car. This results in high transport related emissions and poor air quality in our local areas, affecting people's health and contributing to climate change. The Government has clear commitments to cut transport related carbon emissions and the East will need to drive forward the reduction of carbon emissions to net zero.

Poor connections are a particular challenge for many people living in our rural and coastal areas, making it difficult to access jobs, education and essential services, with communities cut off further by poor broadband provision.

Not only is the movement of people complex, so is the movement of goods. Our ports connect Britain to the rest of the world, but constraints in connections to these hubs slow deliveries, add cost and, ultimately, make it harder for businesses to trade internationally.

Critical investment is needed in our transport networks to meet current and future challenges and allow the region to fulfil its potential.

Rising emissions



Carbon emissions in the region are going up - by around 200 kilo-tonnes per year before the pandemic.

Transport is responsible for 42% of all emissions in the region (well above the national average), with 96% of those emissions generated on our roads. Emissions also create poor air quality, affecting our health.

Dispersed communities



The East has many different communities. Over 38% of the population within the region live in rural areas and 21% live on the coast. Car dependency is particularly high in these areas. The proportion of the rural population who can access employment and services by walking, cycling or public transport is also lower than the rural average for England.

Growth and congestion



We have 75 towns and cities spread across the region. The connections between and within growing places drive our economy.

Many of these towns and cities suffer from severe traffic congestion, contributing to road danger, poor air quality and adding costs to businesses. Our rail networks are focused towards London, making it difficult to get between places by train.

Accessing international gateways



Many challenges affecting our growing towns and cities also restrict the movement of goods and people to our ports and airports.

Many of the major roads serving these gateways suffer regular delays. Rail freight services travelling to and from major ports, such as Felixstowe, Harwich, Tilbury and London Gateway, also suffer from constrained capacity.

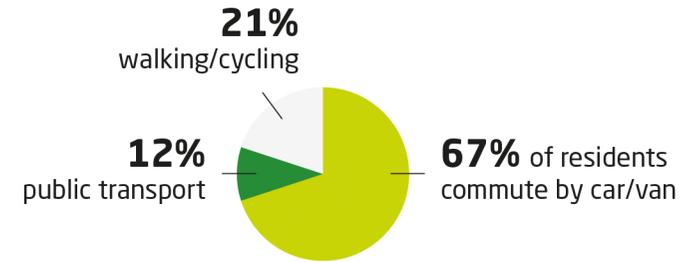
Up to **75%** of container freight is moved by road



Nearly **3 days delay** per year for the average commuter using our main roads



Bus use in the region is **half of the national average**



46 Air Quality Management Areas (AQMAs) directly attributed to transport



1 in 2 graduates leave the area one of the lowest retention rates in England



Only **1 in 3 people with NVQ4+** **25% lower** than England average



Poor housing affordability



Average salary

England East

Average house price

UK average



levels of rural ultrafast broadband

nearly

10% lower



Only **38%** of the region's jobs can be done from home

Service frequency **30 mins** or worse at over half our rail stations



Only **0.5%** of vehicles are hybrid or electric; **half the UK average**



More than half a million residents can not access a town centre in **30mins** by sustainable modes

In half our coastal districts **1/3 of people** are doing less than **30 mins** physical activity a week.



Physical inactivity costs the UK **£7.4bn** a year, including nearly **£1bn** to the NHS

GVA/hour rate

£26.15 **£32.70 average**

Rural and coastal productivity levels held back **Compared to rest of England (excluding London)**

Transport Strategy

An improved transport network can bring about much-needed change to the region, connecting people to opportunities for work, education and leisure, and supporting local economies. Key to this is a regional Transport Strategy to guide investment in the East over the next 30 years.

Through this strategy, we aim to overcome some of the transport challenges experienced, while also delivering a fit for purpose, high quality, inclusive and sustainable transport network that will be able to accommodate future growth.

We began developing this in 2020 and we have been talking to the public and our partners to make sure it aligns with local ambitions and needs. We have also undertaken a detailed programme of technical work, including an Integrated Sustainability Appraisal (ISA), to inform the strategy. How we will deliver the Transport Strategy is set out in our draft Investment and Delivery Programme. This document brings together different initiatives already being considered, developed and implemented by some of our key delivery partners.

The strategy covers a wide area and reflects the diverse nature of the East and everyone who lives here. From our sparsely populated coastal and rural areas of outstanding natural beauty, to

bustling urban centres, market towns, commercial hubs around major ports and airports. Our strategy needs to reflect these unique places and support those living and working in these areas.

The draft strategy sets our priorities for a better transport network for everybody in the region up to 2050. This public consultation is your opportunity to help us refine the strategy and shape the future of transport in the East.

To explore our draft Transport Strategy, Investment and Delivery Programme, and Integrated Sustainability Appraisal (ISA) in full, please visit www.transporteast.org.uk



Our vision

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

Our vision has been developed together with councils, business leaders and other partners.

If we are able to deliver our transport strategy successfully by 2050, our region will have:

- Better public transport connections accessible to everyone
- Places that make it easy and attractive for people to move around sustainably
- More reliable business and freight journeys, due to less congestion and fewer incidents
- A healthier, more active population - by making it easier to walk and cycle more often
- Cleaner, greener transport, helping to protect our local environment and the world for future generations
- People needing to make fewer journeys, partly due to better online connections bringing services into our homes

Although the vision is region-wide, we recognise the need for a tailored approach for the unique characteristics of our different areas and communities.

In rural and coastal communities

- Comprehensive electric vehicle charging network
- Flexible, innovative public transport network
- Efficient, safe and well-maintained local road network
- High-quality walking and cycling routes to local centres and public transport hubs
- Ultra-fast broadband connections for all

Large urban areas

- Fast, efficient and interconnected public transport networks
- Comprehensive, safe and attractive walking and cycling networks
- More reliable and faster road and rail links between major towns and cities
- Enhanced public realm in town/city centres with limited access for private vehicles
- Sustainable development concentrated around existing public transport hubs

Ports and airports

- High speed strategic road and rail links for freight journeys between gateways and major distribution centres
- More reliable strategic road and rail links for passenger and employee journeys between gateways and important destinations
- Efficient local transport networks connecting to urban areas and tourist attractions
- Infrastructure to enable the movement of freight via decarbonised modes of transport

Strategic priorities

Our draft Transport Strategy sets out a series of Pathways to follow to deliver the vision, focused on four strategic priorities for transport. These pathways are made up of Goals and we have identified the Actions Transport East will take to deliver against these goals. As we are a strategic regional transport planning body, these actions are appropriate to our role and status.

Our approach is aligned with Government priorities to promote global Britain, deliver net zero and level up our country after the COVID-19 pandemic. It will boost the economy by increasing productivity and support the delivery of new homes and jobs. And it will do so in a way that preserves our unique built and natural assets for future generations.



Decarbonisation to net-zero

Working to achieve net zero carbon emissions from transport by 2040, building on our status as the UK's premier renewable energy region. Our decarbonisation pathway underpins the other three pathways in the Strategy.



Photo: Peter Kindersley, Centre for Ageing Better

Connecting growing towns and cities

Providing enhanced links between our fastest growing places and business clusters. Improving access for people to jobs, suppliers, services, and learning; enabling the area to function as a coherent economy and improving productivity.

Our strategic priorities can be explored further in our full draft Transport Strategy document, available online at: www.transportheast.org.uk



Photo: Absolute Solar

Energising coastal and rural communities

A reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round.



Photo: Port of Felixstowe

Unlocking international gateways

Better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign investment.

Decarbonisation to net zero

Working to achieve net zero carbon emissions from transport by 2040, building on our status as the UK's premier renewable energy region.

By decarbonising transport, we can make life better for everyone in the region.

Transport is responsible for 42% of all carbon emissions in the Transport East region - more than any other source and well above the national average. We have set an ambitious target of reaching net zero transport by 2040, which is ahead of Government targets.

We need to act quickly. If we fail to do so the effects of climate change will be felt by all. Extreme weather conditions will soon become the norm and sea levels will continue to rise. This disruption is likely to become more significant, especially for our low-lying and coastal areas that are prone to flooding.

Councils, transport operators and the wider industry are already taking steps to reduce emissions. However, our evidence shows more needs to be done to decarbonise our transport network.

Tackling carbon emissions will also improve our air quality. The region has 46 Air Quality Management Areas along major roads and close to residential areas. Poor quality air is linked to health conditions, including asthma, stroke and heart disease.

The pathway to decarbonisation

Goal 1

Zero carbon growth

Support authorities and developers to plan new development that reduces the need for people to make carbon-intensive transport trips.

Goal 2

Reduce demand for carbon intensive trips

Make it easier for people to access services locally or online.

Goal 3

Shift modes

Support people to switch their journeys from private car to walking, cycling and passenger transport.

Goal 4

Switch fuels

Support residents and businesses to switch all private, passenger transport, fleet and freight vehicles to net zero carbon fuels as quickly as possible.



Actions

Getting to net zero transport by 2040 is a huge challenge and will take commitment and action from everyone and at every level in the region. Our decarbonisation pathway sets out how we will support the region to achieve this.

To help our partners deliver zero carbon transport developments, we will:

- Create a 'future network plan' and lead 'strategic corridor connectivity studies' to support local authorities with new evidence to:
 - Deliver new housing which is closer to local jobs and in areas with accessible sustainable transport
 - Review planning applications to make sure transport proposals maximise opportunities which support the use of alternatives to traditional motor vehicles
- Identify opportunities to consolidate freight transport at a strategic scale in the East.
- Provide evidence and support local authorities and the Government to strengthen carbon reduction requirements.

To reduce the demand for travel, we will:

- Work in partnership with Government, National Highways and Network Rail to improve digital connectivity along main roads and railways.
- Partner with the private sector to encourage digital innovation to make best

use of transport networks and discourage unnecessary travel at peak times.

- Coordinate with partners to make sure our Transport Strategy and Investment Delivery Programme fully aligns with and supports:
 - the Government and telecommunications providers' aspirations to roll-out ultra-fast broadband and 5G mobile
 - the work of local authorities, developers and telecommunications providers to embed improved digital connections in new developments across the region

To encourage people to shift modes, we will:

- Lead our sustainable transport groups and implement the recommendations of our bus and active travel strategies to make sustainable transport an easier and more attractive option.
- Work with local authorities, the Government and businesses to deliver effective regional level public travel behaviour change campaigns, including Commute Zero.
- Create a new regional level analytical and modelling function to enhance the region's understanding of the barriers our communities face in shifting modes, where there is greatest potential for shift, and test potential new solutions.
- Lead the region's input into the future national

approach to paying for transport so it delivers the best outcomes for the East. Build an evidence base and co-ordinate a regional level approach to traffic demand management measures to reduce private car use.

To support the region to switch fuels, we will:

- Lead an electric vehicle infrastructure task force across the region to accelerate the roll-out of charging infrastructure.
- Partner with National Grid and UK Power Networks to make sure the roll-out of charging infrastructure in the East aligns with plans for upgrading electricity supply networks.
- Coordinate partner organisations, including Net Zero East, Hydrogen East, National Highways, Network Rail and local authorities, to elevate and promote the need for investment in the East to decarbonise vehicle fleets and networks, including operational fleets, buses, taxis, private hire, trains and freight.
- Working with National Highways, accelerate the roll-out of ultra-rapid EV charging points on key routes across the region.
- Work with the Government and partners to identify what stops people and businesses from switching fuels and make the case for solutions that will work best in the East, including financial incentives.

Connecting growing towns and cities

Enhanced links between and within our fastest growing places and business clusters. Improving access for people to jobs, supplies, services, and learning; enabling the area to function as a coherent economy and improving productivity.

Strategic transport networks in the East are slow, congested and overcrowded. Places like Southend, Ipswich, Norwich, Chelmsford, Colchester and Grays are among the most congested areas in the country outside London.

Congestion slows down essential journeys and contributes to road danger and poor air quality. It also puts people off spending time and money in our town and city centres, which can be difficult for people to get to and move around.

The Strategic Road Network of motorways and main A-roads in the East of England has an average delay of 9 minutes per journey.

Journey times by rail are also slow. For example, travelling from Norwich to London by train takes nearly 2 hours, compared with 80 minutes to travel from London to Birmingham, which is a longer distance.

With 319,000 new homes and 167,000 new jobs planned over the next 15 years, this will only become worse unless action is taken to tackle it.

The pathway to better connected towns and cities

Goal 5

Enhanced sustainable transport

Improved access and connectivity for walking, cycling and passenger transport to enable sustainable travel for education, training, employment, leisure and access to services.

Goal 6

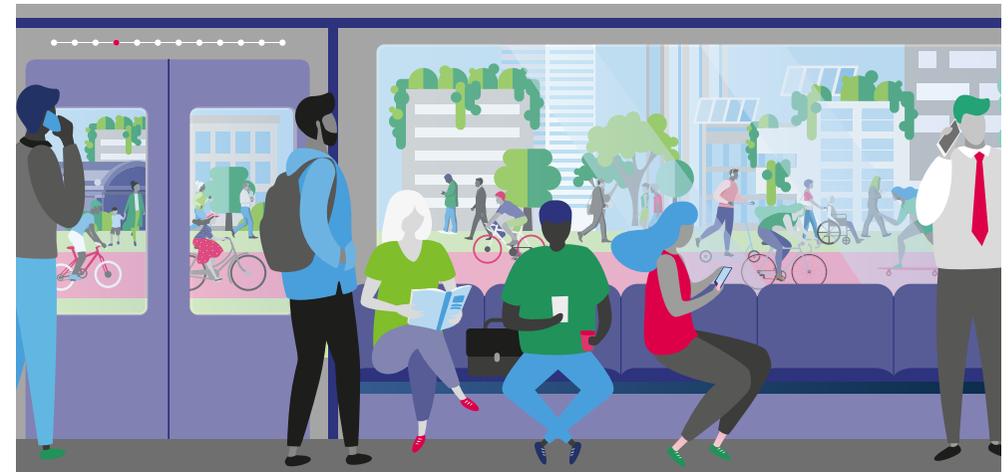
Faster and more reliable transport connections

Deliver improved transport connections between our growing towns, cities and corridors, and the rest of the UK to support business growth, skills development and employment.

Goal 7

Fully integrated transport

Fully integrate transport networks, services and operations through a customer-focused approach, enabling seamless and safe end-to-end journeys by sustainable modes of transport.



Actions

We need faster public transport journeys between and within our towns, cities and neighbouring destinations for people to use alternatives to the private car. Our pathway for connecting our grown towns and cities outlines how we intend to improve connectivity within the region.

To provide better connections within towns and cities, we will:

- Increase the capacity and capability of local authorities in urban areas to deliver the required changes through:
 - Providing regional data and evidence to strengthen a co-ordinated multi-modal transport plans
 - Developing a toolkit to help planners in the East design urban roads and streets prioritising sustainable modes, reflecting our region's unique features
- Promote the need for increased and consistent funding for the development, construction, and maintenance of the active travel network in the East.
- Lead our sustainable transport groups and implement recommendations of our bus and active travel strategies that benefit the region and makes transport sustainable transport easier to use and more attractive to people.

To better connect our growing towns and cities with each other and the rest of the UK, we will:

- Lead regional network analysis and corridor studies to support the need for investment on our key routes.
- Lead strategic thinking on the enhanced role of rail in the East to 2050.
- Improve the business cases for investment in our rail priorities in the East.
- Promote new thinking on the future use of roads in the region in collaboration with our key partners.
- Enhance the case for investment in and maintenance of our high priority roads.

To create an integrated and customer-focussed transport network in towns and cities, we will:

- Work with local authorities to make sure their transport plans are developed with users at the centre.
- Coordinate with partners, including the police, for more investment to reduce road danger across the region.

Energising coastal and rural communities

A reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round.

We want everyone in rural and coastal areas to be able to do more, more easily.

Across the Transport East region, 21% of people live on the coast and 33% live in rural areas, both much higher than the national average. These areas are home to nationally significant agricultural, tourism and energy sectors.

Two thirds of our rural residents live in a 'transport desert' where there is no realistic alternative to the private car. Digital and public transport connections are limited because it is difficult to provide services to spread out populations.

Our 500 miles of coastline hosts much of the UK's offshore renewable energy sector and attracts millions of visitors each year. Coastal areas by their nature and history are often poorly connected by land. Improvements are needed to help attract and keep businesses and employees and encourage tourism.

With the right investment, transport can play a key role to level up our rural and coastal areas.

The pathway to energised coastal and rural communities

Goal 8

Increase access to education, training, service and employment for rural communities

- Support residents and businesses travelling in rural areas to switch modes or fuels.
- Support communities to make more local trips by encouraging goods and services to be provided locally.
- Support partners to provide alternative options to travel through better access to ultrafast broadband and digital communications.

Goal 9

Improve connectivity along our coastline

Connect our coastal communities to the rest of the region and the UK to support levelling-up and boost our coastal industries, such as energy, shipping and tourism.



Actions

We want people living and working in rural and coastal communities across the region to be able to access their different destinations by sustainable means. Our pathway for energising our rural and coastal communities looks at eliminating these 'transport deserts' and working with partners to make sure we all have access to ultra-fast broadband and 5G mobile coverage.

To increase access for rural and coastal communities to education, training, essential services and employment, we will:

- Develop a centre of excellence for improved rural mobility in the East and tackle regional and national blockers to better rural transport services.
- Lead an action plan to progress regional-level projects to deliver better rural bus services e.g. integrated ticketing or cross-border travel.
- Showcase the region's best practice and develop a supporting business case which will help us to secure funding and deliver these initiatives across the region.
- Working with local authorities, set out plans for investment in active travel to encourage more active lifestyles, supporting our public health aspirations and tourism industry.

To improve connections to our coastal communities, we will:

- Promote the transport needs of our coastal towns to improve connections from our coast with the rest of the region and the UK.
- Work with the Government and Network Rail to prioritise investment in rail to better connect our coastal communities.
- Co-ordinate our key partners and local authorities to establish an investment programme to tackle severance and level-up communities along our 500-mile coastline, identifying the best value projects potentially including water-based transport for coastal communities.

Unlocking international gateways – Ports

Better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign direct investment.

The Transport East region has more international gateways than any other region in the UK.

Our 13 ports are of international significance and collectively carry half of the UK's freight containers. They also move agricultural products and support the North Sea energy industry, helping get food, goods and energy to our homes.

We have two Freeports in the region; Thames Freeport, covering the Port of Tilbury and London Gateway, and Freeport East, covering the ports of Felixstowe and Harwich. These are Government designated zones with tax and other business benefits to help drive economic growth and innovation in the region. As these develop, they will also require further investment in transport.

The reliability of journey times to key destinations is vital to ports and their customers. Freight to and from ports is particularly vulnerable to major delays and any road or rail closures, ultimately costing customers more.

The pathway to unlocking our international ports

Goal 10

Better access

Improve road and rail capacity, journey times and reliability for freight and passengers accessing our ports.

Goal 11

Alternative fuels

Support our ports and freight sector to increase their use of alternative fuels.

Goal 12

Shift modes

Modal shift of freight from road to rail or short sea shipping and increase the use of sustainable transport by port employees and passengers.



Actions

If global Britain is to thrive, we must enable our gateways to reach their potential as catalysts for international trade and foreign investment. Our pathway for unlocking our international ports focuses on improving capacity and journey times, as well as making journeys more reliable for both freight and passengers.

To improve capacity, journey times and reliability for freight and passenger services, we will:

- Demonstrate why investment is needed for road improvement projects on priority freight routes in National Highways' Roads Investment Strategy.
- Through a regional Future of Freight plan, identify sustainable solutions for goods movement.
- Produce key corridor studies to support the development of freight parks to better manage the flow of HGVs and reduce congestion on roads.

To increase the use and uptake of alternative fuels for port freight, we will:

- Lead strategic thinking and develop evidence to accelerate hydrogen and EV infrastructure across the East
- Engage regionally and nationally with logistics businesses and HGV operators to promote the transition to low carbon freight.
- Collaborate with local authorities, the freight industry, and the Government to accelerate the transition to new zero emission vehicles, including financial support for operators.

To support modal shift of port freight and passenger/staff access, we will:

- Secure improvements to the rail network serving major ports, working in partnership with the Government, Network Rail and other sub-national transport bodies through our Rail Task Group.
- Work with major ports with existing rail connections to establish rail freight hubs to help improve sustainable connections for local businesses and smaller ports to support mode shift.
- Work with ports and logistics businesses both within the region and around the UK (particularly along the north-east coast) to explore expanding short-sea and coastal shipping.
- Promote the improvement of passenger rail services to ports with significant ferry/cruise services, and support initiatives to better integrate rail-sea travel.
- Work with local authorities and port operators to improve sustainable connections to ports for staff alongside initiatives to encourage take-up.

Unlocking international gateways – Airports

Better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign direct investment.

Airports have similar challenges to ports in terms of sustainable connections to and from both terminals and surrounding businesses.

The East is home to three international airports. Stansted Airport alone carries 10% of the nation's air passengers and is the third largest airport in the country for air freight.

Southend and Norwich airports also provide important connections for regional markets, supporting business and leisure travel.

Located away from town centres, the airports need dedicated connections from many directions to maximise the opportunities for sustainable travel.

Additionally, aviation is a very challenging area to decarbonise with the effort needing to come from airlines, airport operators, national and international governments.

The pathway to unlocking our international airports

Goal 13

Enhanced connectivity to airports

Improve connectivity to airports for passengers and employees through better connected and more sustainable transport options.

Goal 14

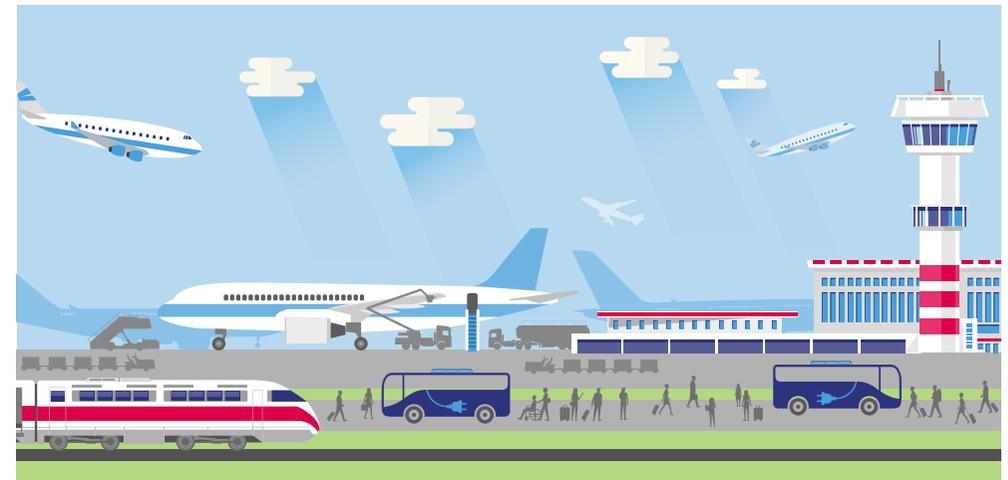
Net zero aviation emissions

Support the Government and aviation industry to deliver net zero emissions by 2050.

Goal 15

Shift modes

Support passengers and employees to access our airports by sustainable transport, such as by bus or train.



Actions

Airports are crucial in unlocking our economic potential and this pathway looks at how we aim to improve passenger and employee connectivity, support the decarbonisation of airport activity and encourage users to make the most of more sustainable modes.

To improve the capacity and reliability for freight and passenger services to airports, we will:

- Work with key stakeholders to improve rail connections to all our airports including upgrades to some of our key rail lines.
- Work with airport operators and local authorities to improve bus and coach networks to support staff and passenger trips to and from airports.
- Work with the Government, the airport operator and local partners to explore ways of improving rail freight capacity at Stansted Airport.

To increase the use and uptake of alternative fuels for airports, we will:

- Work with airport operators and local authorities to support measures at airports to encourage the use of electric vehicles.
- Work with bus and coach operators and logistics businesses to promote the use of alternative fuels for vehicles serving airports.
- Support the Government's Jet Zero approach to eliminate carbon emissions from aviation, and promote research and development of alternative fuels in the region, including for aircraft and ground transport operations.

To support modal shift of passengers and employees to airports and surrounding businesses, we will:

- Promote the improvement of public transport services and infrastructure to and from our airports to provide more travel options for passengers.
- Work with local authorities and airport operators to provide better active travel and bus routes connecting airports and their business clusters with nearby residential areas.

Core corridors

We have identified six core corridors which play a vital role in the movement of people and goods in the East. These corridors are the road and rail links between the region's growing urban areas, ports and airports, and the rest of the UK.

Further investment in the corridors is needed if the region is to reach its potential as a thriving, connected and multi-centred economy. As well as cross-region initiatives, we will be looking to deliver the four strategic priorities along these core corridors as part of our framework for future transport investment in the East.

Midlands - King's Lynn - Norwich - Great Yarmouth

This corridor connects the Midlands to internationally significant offshore wind energy clusters at Great Yarmouth and Lowestoft, as well as connecting growth centres at Norwich and King's Lynn.

London - Chelmsford - Colchester - Ipswich - Norwich and Suffolk Coast

This corridor running north-south through the 'Heart of East Anglia' provides connections to important and fast-growing towns and cities and serves some of our major gateway ports.

Norfolk and Suffolk to Cambridge - Midlands - South-West

This 'forked' corridor includes gateways at Felixstowe and Ipswich ports, Norwich Airport and growing towns and cities at Norwich, Thetford, Bury St Edmunds and Ipswich.

Stansted - Braintree - Colchester - Harwich and Clacton

This corridor provides vital resilience for freight to our East Coast ports, while also supporting growth.

King's Lynn - Cambridge - Harlow - London

The UK Innovation Corridor focuses on next-generation science and technology powered by London and Cambridge. The corridor includes gateways at Stansted Airport and King's Lynn port and multi-centred growth at King's Lynn and Harlow.

South Essex - London - Thurrock - Basildon - Southend

Our South Essex corridor is a major location for economic growth and comprises growing urban areas across Thurrock, Southend and South Essex, including Basildon, connecting to neighbouring London and Kent.

Midlands - King's Lynn - Norwich - Great Yarmouth

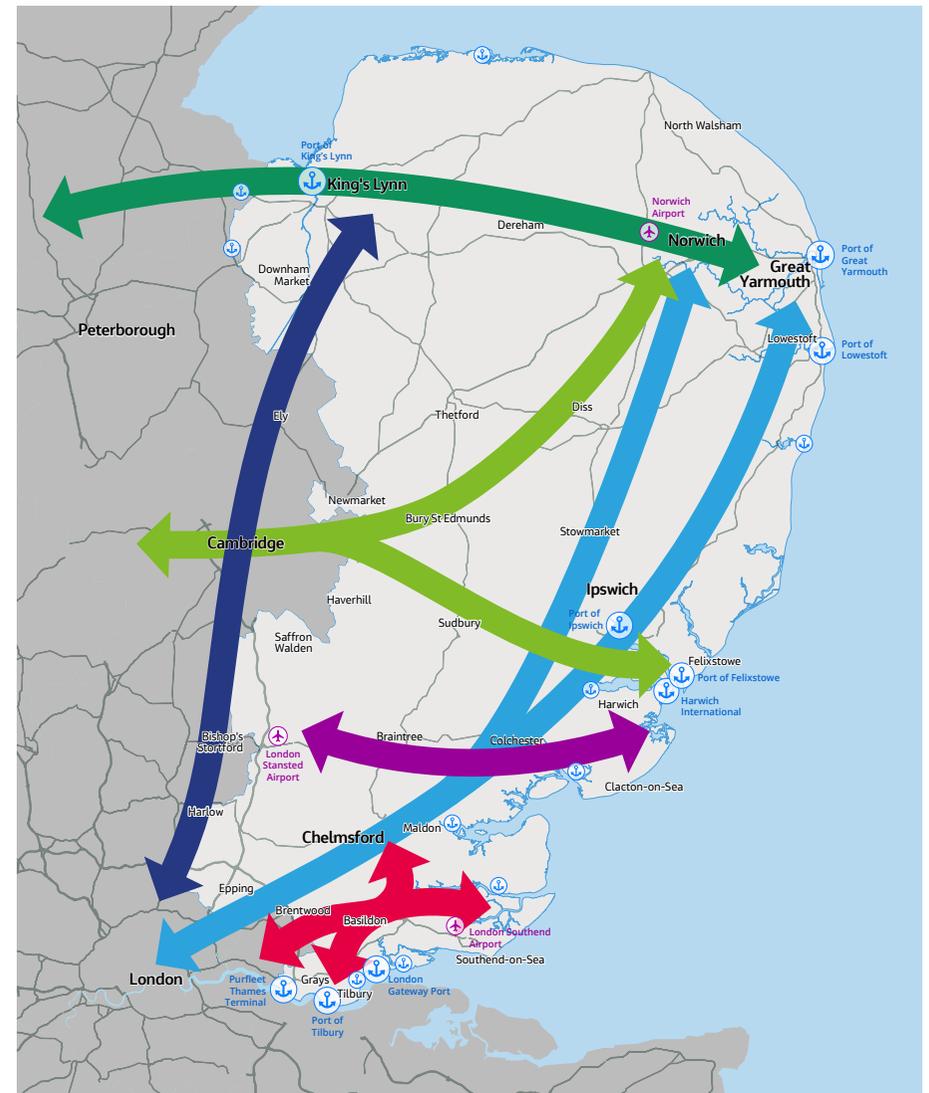
London - Chelmsford - Colchester - Ipswich - Norwich and Suffolk Coast

Norfolk and Suffolk to Cambridge - Midlands - South-West

Stansted - Braintree - Colchester - Harwich and Clacton

King's Lynn - Cambridge - Harlow - London

South Essex - London - Thurrock - Basildon - Southend



Investment and Delivery Programme

We are also responsible for identifying the region's transport investment priorities through an Investment and Delivery Programme (IDP). This will be an evolving programme of schemes and initiatives to deliver the strategy. It sets out our investment priorities to Government.

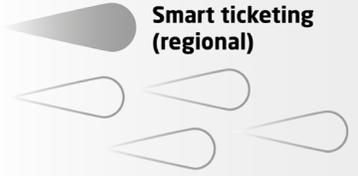
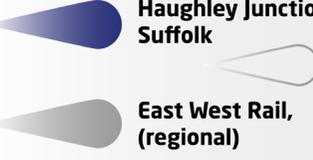
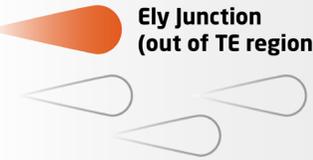
To establish our initial pipeline of projects, a long list of potential schemes was collated through research and engagement. These were categorised by how developed they were into: Idea, Development and Delivery pools. We have then assessed these against our strategic priorities with a consistent approach to identify our regional priorities.

Our Investment and Delivery Programme also outlines how we will assess our performance. A full monitoring and evaluation plan will be developed once we have reviewed the Transport Strategy and IDP schemes following feedback from this consultation.

The full IDP includes the full list of priorities and a map showing where in the region they are located. It is available on our website at

www.transporteast.org.uk

The following table shows example projects within the current Investment and Delivery Programme (IDP). The complete list is available in the full IDP.

	Ideas	Development	Delivery
Decarbonisation to net zero	 <p>Active travel measures (regional)</p> <p>Fuel change (regional)</p>		
Connecting growing towns and cities	 <p>Smart ticketing (regional)</p>	 <p>Haughley Junction, Suffolk</p> <p>East West Rail, (regional)</p>	 <p>Stanford-Le-Hope Station redevelopment, Thurrock</p>
Energising coastal and rural communities	 <p>Southend Rapid Transit</p>	 <p>A47 Acle Straight upgrade, Norfolk</p>	
Unlocking international gateways	 <p>Ports Access Package (regional)</p>	 <p>Ely Junction (out of TE region)</p>	 <p>A120 upgrade, Essex</p>
	<p>Ideas pool - Concepts and initial studies for projects that could deliver our strategic priorities. They will not have been assessed in detail at this stage.</p>	<p>Development pool - Projects that are in development and where a feasibility study has been carried out or a Strategic Outline Business Case has been started.</p>	<p>Delivery pool - Projects where a preferred option has been identified and a business case completed for delivery funding.</p>

Working with partners

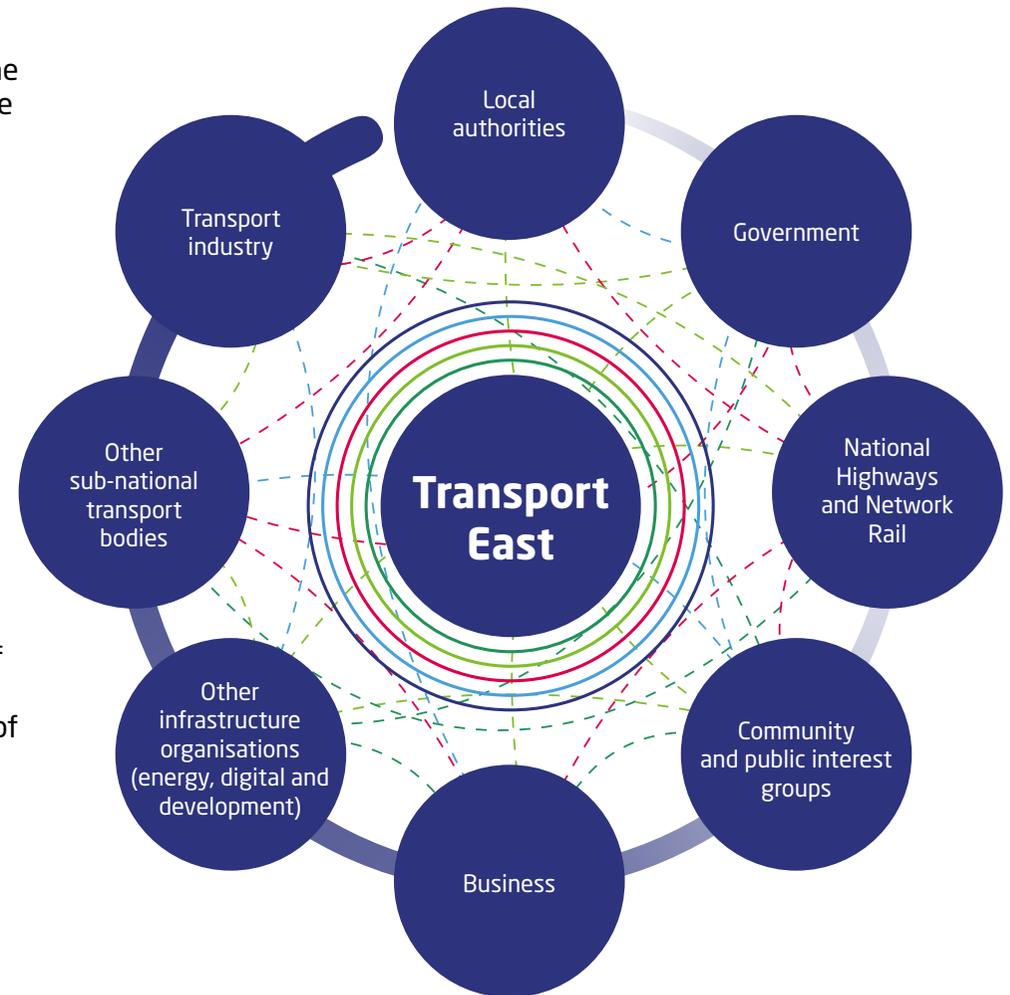
Our role at Transport East extends beyond the development and adoption of the Transport Strategy. We will continue to bring together partners across the region to realise our collective vision for the future of transport in the East.

Although we will not be directly responsible for delivering individual transport projects, we will support local authorities, Government, national agencies and private sector partners to prioritise projects, build the case for more investment and speed up the processes involved to get projects delivered on the ground.

This includes:

- Identifying the best projects for the four strategic priorities and six core corridors
- Creating and managing an investment pipeline, supporting the progression of new ideas and development of schemes
- Adopting a Strategic Assessment Framework to help our partners align their projects with the Transport Strategy
- Supporting our partners to accelerate business cases to help projects secure funding and be delivered quicker
- Working with Government to continually improve the delivery of projects, including greater funding certainty, increased transparency of decision-making, reduction of risk and improved partnership working with other delivery bodies

Supporting our partners to improve the capacity, capability, evidence and expertise available to deliver the strategy, projects and programmes.



Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal (ISA) has been carried out to inform and improve the Transport Strategy.

ISA is a process for assessing social, economic and environmental impacts of strategies and projects. It helps make sure sustainable development principles underpin the strategy to protect the environment, people's health and equality.

The ISA includes:

- Strategic Environmental Assessment (SEA)
- Health Impact Assessment (HIA)
- Equality Impact Assessment (EqIA)
- Community Safety Assessment (CSA)
- Habitats Regulations Assessment (HRA)
- Natural Capital Assessment (NCA)

A key part of the ISA is an ISA Monitoring Plan, which will help measure progress against important objectives and targets to inform future reviews of the strategy and IDP and identify any mitigation measures required. This will form part of our overall monitoring and evaluation plan.

The full ISA is available on our website at

www.transporteast.org.uk

Five stages in the ISA process

Scoping the ISA assessment

Assessment of the developing Transport Strategy

Reporting: Draft Transport Strategy and ISA report

Public consultation

We are here

Finalise Transport Strategy and ISA statement, and implement ISA monitoring plan

Following this consultation, the Transport Strategy and Investment and Delivery Programme will be further developed and finalised. A statement on how the ISA findings and consultation comments have been considered will be published with the final strategy.

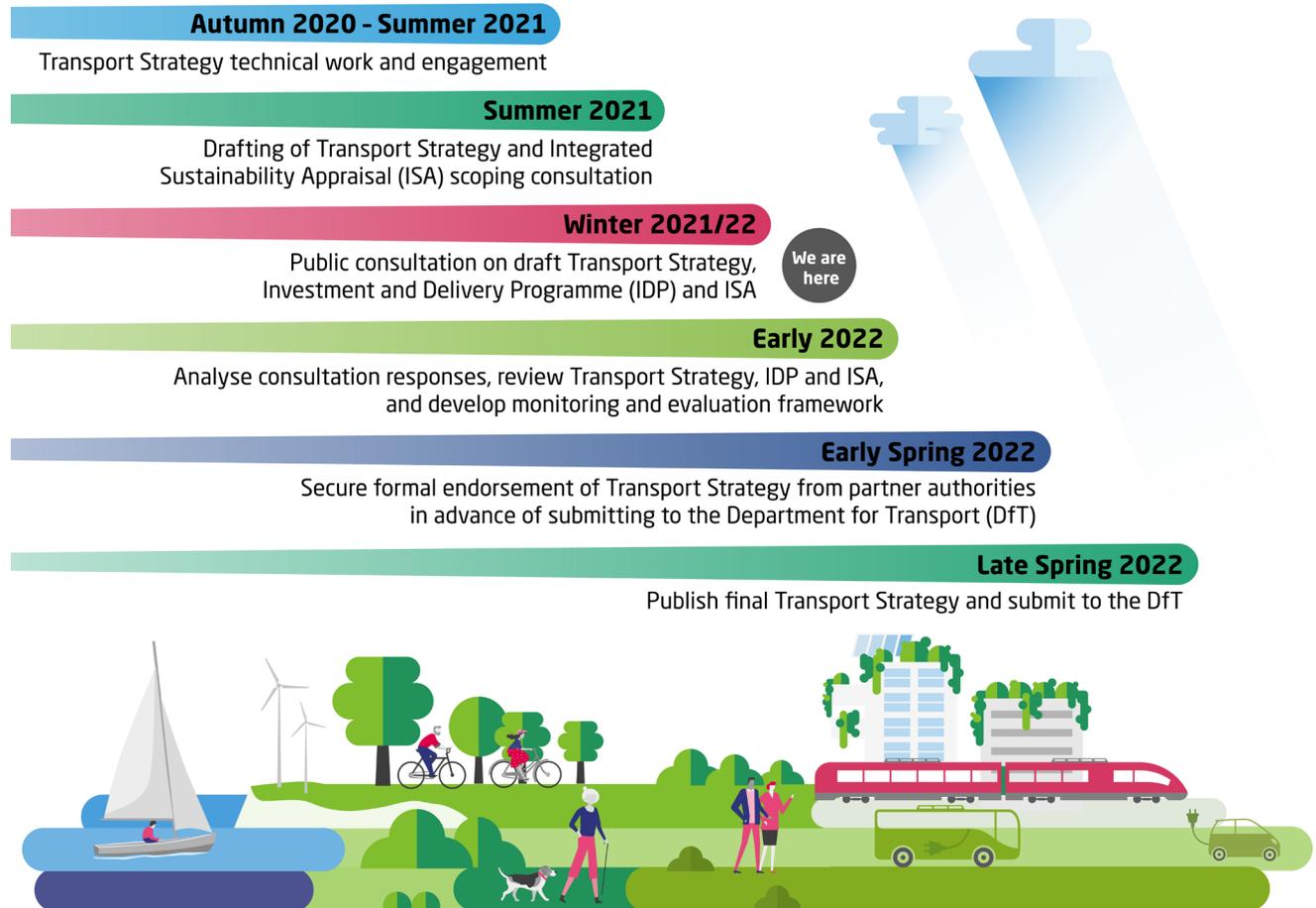
Next steps

Thank you for taking the time to find out more about our proposed Transport Strategy, Investment and Delivery Programme and Integrated Sustainability Appraisal.

This public consultation brochure summarises the draft documents, with full versions available on our website at www.transporteast.org.uk

We will review the draft Transport Strategy and Investment and Delivery Programme in light of the feedback we receive through this consultation, along with recommendations from the Integrated Sustainability Appraisal. We will then seek approval from the Transport East Forum, our political leadership group, before submitting to the Department for Transport.

Once adopted, the Transport Strategy and Investment and Delivery Programme will set our future work programme and inform the plans of the Government, local authorities, operators and partners across the region. We will regularly update the Investment and Delivery Programme to reflect the delivery of projects and the evolving transport challenges the region faces. This flexible approach will make sure the region continues to improve the quality of life for everyone, alongside supporting the Government in achieving wider national aspirations for new jobs and homes, levelling up, boosting international trade, and achieving net zero.



Have your say

We want to hear the thoughts of people who live, visit or work in the East about our draft Transport Strategy, Investment and Delivery Programme and Integrated Sustainability Appraisal.

Your views are very important to us and this public consultation is an opportunity to help us refine and improve the strategy before it is finalised.

This public consultation is primarily online; however, we will also do everything we can to accommodate those without internet access or who prefer to contact us in other ways. The best way to tell us what you think is by completing our **online consultation survey** via the project website at:

www.transporeast.org.uk



The survey opened on Thursday, 2 December 2021 and will close on Sunday, 30 January 2022.

The survey questions are also available at the back of this brochure and can be printed, filled out and posted to the following address (please note the address is case sensitive):

FREEPOST TRANSPORT EAST CONSULTATION

They can also be returned by email to **transporteastconsultation@jacobs.com**

Alternatively, you can request a printed copy is sent to you by post by emailing **transporteastconsultation@jacobs.com**

Please return your survey responses via the Freepost address.



Please respond to the survey by one of these methods. We cannot accept responsibility for ensuring that responses sent in any other way are considered. All responses must include at least your postcode. When responding, please state whether you are responding as an individual or representing the views of an organisation.

There is no guarantee that any responses received after the closing date will be considered. If they are, they will be labelled as late responses.



Consultation survey

This survey is for you to provide information to be used by Transport East. We have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years.

We will only share this information with Jacobs, who we have contracted to undertake the consultation. We will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

If you would like to find out more about how Transport East uses personal data, please go to:
www.transporeast.org.uk/privacy-policy

If you have any concerns or questions about how we look after your personal information, please contact:
transporeastconsultation@jacobs.com



Personal information

Please provide the following information

First Name:

Surname:

Postcode:

Email Address:

If you are responding for a business or organisation, what is the name of that business or organisation?

If you are responding for a business or organisation, please tick this box to confirm you have permission to do so

Please tick this box if you are happy to be contacted by Transport East in the future

Transport Strategy

To what extent do you support the vision set out in the Transport Strategy - 'A thriving economy for the East, with fast, safe, reliable, and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come.?'

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- No opinion

To what extent do you agree with the following statement 'The Transport Strategy identifies the right overall approach to transport development across the region?'

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- No opinion

To what extent do you support the strategic priorities set out in the Transport Strategy?

	Strongly support	Support	Neutral	Oppose	Strongly oppose	No opinion
Decarbonisation to net zero	<input type="checkbox"/>					
Connecting growing towns and cities	<input type="checkbox"/>					
Energising coastal and rural communities	<input type="checkbox"/>					
Unlocking international gateways (ports and airports)	<input type="checkbox"/>					

Which of the following goals in each strategic priority do you think are the most important? Please rank the options (1=the most important, 2= second most important etc.)

Decarbonisation to net zero

Zero carbon growth

Support authorities and developers to plan new development that reduces the need for people to make carbon-intensive transport trips.

Reduce demand for carbon intensive trips

Make it easier for people to access services locally or online.

Shift modes

Support people to switch their journeys from private car to walking, cycling and passenger transport.

Switch fuels

Support residents and businesses to switch all private, passenger transport, fleet and freight vehicles to net zero carbon fuels as quickly as possible.

Connecting growing towns and cities

Enhanced sustainable transport

Improved access and connectivity for walking, cycling and passenger transport to enable sustainable travel for education, training, employment, leisure and access to services.

Faster and more reliable transport connections

Deliver improved transport connections between our growing towns, cities and corridors, and the rest of the UK to support business growth, skills development and employment.

Fully integrated transport

Fully integrate transport networks, services and operations through a customer-focused approach, enabling seamless and safe end-to-end journeys by sustainable modes of transport.

Which of the following goals in each strategic priority do you think are the most important? Please rank the options (1=the most important, 2= second most important etc.)

Energising coastal and rural communities

Increase access to education, training, service and employment for rural communities

- Support residents and businesses travelling in rural areas to switch modes or fuels.
- Support communities to make more local trips by encouraging goods and services to be provided locally.
- Support partners to provide alternative options to travel through better access to ultrafast broadband and digital communications.

Improve connectivity along our coastline

Connect our coastal communities to the rest of the region and the UK to support levelling-up and boost our coastal industries, such as energy, shipping and tourism.

Unlocking international gateways (ports)

Better access

Improve road and rail capacity, journey times and reliability for freight and passengers accessing our ports.

Alternative fuels

Support our ports and freight sector to increase their use of alternative fuels

Shift modes

Modal shift of freight from road to rail or short sea shipping and increase the use of sustainable transport by port employees and passengers.

Which of the following goals in each strategic priority do you think are the most important? Please rank the options (1=the most important, 2= second most important etc.)

Unlocking international gateways (airports)

Enhanced connectivity to airports

Improve connectivity to airports for passengers and employees through better connected and more sustainable transport options.

Net zero aviation emissions

Support the Government and aviation industry to deliver net zero emissions by 2050.

Shift modes

Support all passengers and employees to access our airports by sustainable transport, such as by bus or train.

Do you have any comments about the strategic priorities and goals set out in the Transport Strategy?

Do you have any other comments about the Transport Strategy?

Investment and Delivery Programme

To what extent do you agree or disagree that the Investment and Delivery Programme sets out the right approach for delivering the Transport Strategy?

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Disagree |
| <input type="checkbox"/> Agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neutral | <input type="checkbox"/> No opinion |

Please explain your response

Do you have any other comments about the Investment and Delivery Programme?

Integrated Sustainability Appraisal

Do you have any comments about the Integrated Sustainability Appraisal?

Travel behaviours

How often do you use the following modes of transport to get to work or education in a typical month?

	Every day	A few times a week	Once a week	A few times a month	Less frequently	Never
Bus	<input type="checkbox"/>					
Car/van	<input type="checkbox"/>					
Car or van provided by employer	<input type="checkbox"/>					
Cycle	<input type="checkbox"/>					
Motorcycle or moped	<input type="checkbox"/>					
Park and Ride	<input type="checkbox"/>					
Taxi	<input type="checkbox"/>					
Train	<input type="checkbox"/>					

How often do you use the following modes of transport to get to non-work or education destinations in a typical month, for example leisure activities, shops or services?

	Every day	A few times a week	Once a week	A few times a month	Less frequently	Never
Bus	<input type="checkbox"/>					
Car/van	<input type="checkbox"/>					
Car or van provided by employer	<input type="checkbox"/>					
Cycle	<input type="checkbox"/>					
Motorcycle or moped	<input type="checkbox"/>					
Park and Ride	<input type="checkbox"/>					
Taxi	<input type="checkbox"/>					
Train	<input type="checkbox"/>					

Consultation

How did you hear about this public consultation?

- Social media
- Email newsletter
- Email
- Online
- Newspaper advert
- Media article
- Other

Did you visit our virtual exhibition for information about the Transport Strategy public consultation?

- Yes
- No

How helpful was the information we provided as part of this public consultation?

- Very helpful
- Helpful
- Neither helpful nor unhelpful
- Unhelpful
- Very unhelpful

Demographics

You do not have to answer these questions, but they help us develop our diversity and equality practices. The information you supply below is confidential and will be used solely for monitoring purposes.

Gender

- Female
- Male
- Prefer to self-describe (please specify):
- Prefer not to say

Age

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

Disabilities

Equalities legislation defines a person as disabled if they have a physical or mental impairment which has lasted or is expected to last at least 12 months and has an adverse effect on their ability to carry out normal day-to-day activities.

Do you consider yourself to have a disability according to the terms given in the Equality legislation?

- Yes
- No
- Prefer not to say

If you have answered yes to the above question, please indicate the type of impairment which applies to you from the list below.

People may experience more than one type of impairment, in which case please select all that apply. If your disability does not fit any of these types, please mark 'Other'.

- Mobility
- Hearing
- Vision
- Learning
- Mental Health
- Communication
- Long standing health condition
- Prefer not to say
- Other (Please state below):

This information is issued by Transport East.
You can keep up to date with the latest news from us and subscribe to our newsletter at:



You can also contact us about the public consultation in the following ways:

Email - transporeastconsultation@jacobs.com

Post - FREEPOST TRANSPORT EAST CONSULTATION

The information contained in this document can be translated and/or made available in alternative formats upon request.

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