

TRANSPORT EAST FORUM

To be held on 17 December 2018 at 13:30 – 15:00
At Trinity Park, Felixstowe Road, Ipswich, IP3 8UH

AGENDA

NB. The Transport East Summit will precede this meeting from 10.30 onwards.

	Lunch	12.45
1.	Welcome, Apologies and Introductions Cllr Kevin Bentley, Chairman of Transport East	13.30
2.	Notes of the Last Meeting Cllr Kevin Bentley, Chairman of Transport East	13.35
3.	Reflections from the Transport East Summit Cllr Kevin Bentley, Chairman of Transport East	13.40
4.	Development of the Transport Strategy <ul style="list-style-type: none"> a) Developing the Transport East Narrative Hannah Shah, Senior Manager, East of England LGA b) Strategy Work Programme David Cumming, Interim Team Leader Transport Infrastructure Development, Norfolk County Council 	13.55
5.	Major Road Network Graeme Mateer, Transport Policy and Development Manager, Suffolk County Council	14.15
6.	Lower Thames Crossing Consultation Alastair Southgate, Head of Future Transport Strategy: Infrastructure and Environment, Essex County Council	14.30
7.	AOB	14.45
	Meeting Close	15.00

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Transport East Forum

Date: 17 December 2018
Item: 2
Subject: Matters arising from the last Transport East Forum
Author: Hannah Shah, East of England LGA

Purpose

The paper sets out the matters arising from Transport East Forum meeting on 14 September 2018.

Recommendation

It is recommended that members review the notes for accuracy and note the matters arising for information and comment

1. Introduction

- 1.1 The notes of the last meeting of the Transport East Forum which took place on 14 September 2018 is included as **Appendix A**.

1.2 RECOMMENDATION: Members are asked to review the notes for accuracy.

2. Summary

- 2.1 A summary of the matters arising is included below with recommendations included:

Reference	Action
3.3	Lower Thames Crossing: It was agreed that a consultation response should be developed by officers on behalf of the Transport East Forum, to be signed off by Transport East members prior to submission. This is covered under item 6 of the meeting.
4.6	Members tasked officers with providing an update on the relevant sub-transport taskforces to be brought to the next meeting. It was suggested that the taskforces could be invited to present to the Forum meetings. This is included as Appendix B to this paper. Officers will invite relevant representatives to future meetings.
5.2	Officers to agree the process for collecting contributions and make a recommendation on who the accountable body for the funding would be. The East of England LGA will be the accountable body the Transport East contributions. Officers at the East of England LGA are in the process of collecting a half yearly contribution.

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Transport East Forum

DRAFT Notes of the Meeting on 14 September 2018, 10:00 – 13:00
at West Suffolk House, Bury St Edmunds

Attendance - Forum Members and Observers

Cllr Aiden Van der Weyer	South Cambridgeshire District Council
Cllr Andrew Moring	Southend-on-Sea Borough Council
Cllr Andrew Stevenson*	Hertfordshire County Council
Cllr Geoff Holdcroft, Suffolk Coastal District Council	Representative of Suffolk District Councils
Cllr Graham Butland, Braintree District Council	Representative of Essex Districts Councils
Cllr Kevin Bentley (Chairman)	Essex County Council
Cllr Martin Wilby (Deputy Chairman)	Norfolk County Council
Cllr Mary Evans	Suffolk County Council
Dominic Keen	New Anglia Local Enterprise Partnership
Gary Jones*	Representative of Hertfordshire District Councils
George Kieffer	South East Local Enterprise Partnership
Mark Lucas	Representative of the LSCC
Simon Amor	Highways England

Attendance - Officers

Cambridgeshire County Council	Jeremy Smith
East of England LGA	Hannah Shah
Essex County Council	Alastair Southgate
Essex County Council	Mark Carroll
Essex County Council	Andrew Cook
Great Yarmouth Borough Council	David Glason
Highways England	Phil Stanier
Highways England	David Manning
New Anglia	Ellen Goodwin
Norfolk County Council	David Cumming
Peterborough City Council	Lewis Banks
Southend-on-Sea Borough Council	Peter Geraghty
Suffolk County Council	Graeme Mateer
Suffolk Growth Board	Karen Chapman
Thurrock Council	Navtej Tung

Apologies - Forum Members and Observers

Bedford Borough Council	Mayor Dave Hodgson
Cambridgeshire County Council	Cllr Ian Bates
Central Bedfordshire Council	Cllr Nigel Young
Department for Transport	Nicky Reynolds
England's Economic Heartland	Martin Tugwell
Hertfordshire County Council	Cllr Derrick Ashley
Hertfordshire Local Enterprise Partnership	Neil Hayes
Network Rail	Richard Taylor
Peterborough City Council	Cllr Peter Hiller

Item 2. Appendix A.

Representative of Cambridgeshire and Peterborough Combined Authority	Cllr Chris Seaton, Fenland District Council
Representative of Cambridgeshire District Councils	Cllr Graham Bull, Huntingdonshire District Council
Representative of Hertfordshire District Council	Cllr Linda Haysey, East Hertfordshire District Council
Representative of Norfolk District Councils	Cllr Graham Plant, Great Yarmouth BC
Thurrock Council	Cllr Brian Little

*Indicates Substitute

1. Welcome, apologies and introductions

- 1.1. Cllr Kevin Bentley welcomed members to the meeting and apologies were noted.
- 1.2. Cllr Kevin Bentley highlighted to members that the three county representatives had a telecom meeting to discuss the future of Transport East and whether this was the right course of action for them in light of the continued development of England's Economic Heartland. Cllr Bentley also noted with some concern that EEH had not had the courtesy to contact him as Chair of Transport East. The Three county leaders agreed their commitment to Transport East, but also noting the need and importance of strong collaboration between the two Fora. Cllr Bentley noted that a letter had been sent to EEH to reiterate these points and that this letter was included in the papers for reference.

2. Notes of the meeting

- 2.1. Cllr Kevin Bentley went through the actions of the last meeting as follows:
 - **ACTION 3.6:** *The Transport East priority themes were approved with the caveat that officers to reword the second priority without the term 'polycentric'.* It was noted that this would be picked up under Item 4.
 - **ACTION 4.2:** *Highways England to be invited to the next meeting to present on the Lower Thames Gate crossing.* Cllr Bentley noted that Phil Stanier, Lower Thames Crossing Government and Industry Manager from Highways England would present under Item 3.
 - **ACTION 4.3a:** *Transport East Officers to discuss possible shortlist that will include A140 Long Stratton Bypass that DfT is already discussing with Norfolk CC. Transport East members to be asked to endorse this short list for submission to DfT by 24th June.* Cllr Bentley noted that a letter was agreed by the Forum and submitted to DfT. This was included as Appendix A to Item 6.
 - **ACTION 4.3b:** *Transport East officers were asked to develop an "MRN Evidence base" of relevant schemes to be brought back to next meeting of the Forum in September for discussion. It was agreed that officers would also develop a proposed mechanism for prioritisation.* Cllr Bentley noted that this would be covered under Item 6.
 - **ACTION 5.1:** *Members discussed the contribution rate for Transport East. Officers in developing the work programme over the summer should identify the required budget, which would form the basis for an initial contribution rate.* Cllr Bentley noted that this would be covered under Item 5.
 - **ACTION 5.2:** *District representatives to discuss the proposed contribution approach (of paying a combined sum amounting to the same rate as a county) locally and let the secretariat know if this approach is agreeable.* Cllr Bentley noted that this would be covered under Item 5.
 - **ACTION 6.1:** *Host Transport East papers on the East of England LGA website.* Hannah Shah noted that a webpage has been established on the East of England LGA website: <http://www.eelga.gov.uk/meetings/transport-east-forum/>
 - **ACTION 6.1:** *Establish a small "virtual" officer communications group for Transport East to develop a communications and engagement plan and take forward the development a transport summit involving all wider partners to be arranged for later in the year.* Hannah Shah noted that a virtual officer communications group has been established and that an update was included under Item 7.

Item 2. Appendix A.

- **ACTION 7.1:** *Secretariat to send invitation to Midlands Connect and England's Economic Heartland on behalf of the Transport East Chairman.* Hannah Shah notes that an invitation has been sent to Sir John Peace, Chairman of Midlands Connect. Mayor Dave Hodgson, Chairman of England's Economic Heartland already attends the Transport East Forum.
- **ACTION 7.2:** *Transport East officers to establish a link with the new "Rail Supervisory Board" for Anglia.* Alastair Southgate confirmed that officers are currently exploring this opportunity.

2.2. The notes of the previous meeting were approved as accurate.

3. Lower Thames Crossing

3.1. David Manning, Development Manager for Lower Thames Crossing and Phil Stanier, Lower Thames Crossing Government and Industry Manager from Highways England presented to members on the development of the **Lower Thames Crossing**. David stated that they would be looking to go out to statutory consultation on 8 October for 10 weeks, but that this would be dependent on Government timeframes.

3.2. Cllr Kevin Bentley invited comments and questions from the Forum which included:

- Was there sufficient civil engineering skills in UK, with this development taking place at the same time as Sizewell C? David stated that they were working with other major projects and industry to ensure that there would be enough capacity. He noted that the given the specialists skills required for this project they would be looking to draw on international expertise, whilst balancing this with supporting UK jobs.
- Was toll charging being considered? David noted that they were working with Dartford to ensure that there was consistency with other existing systems.
- One of the strategic aims of Transport East is around Port Connectivity; would there be a link to Tilbury? David noted that there would be a direct link to Tilbury.
- Consideration should be given to the links to emergency services and NHS about emergency and routine movement of patients. David noted that they were already in discussion with the relevant fire authorities and would welcome a discussion with the NHS.
- The Local Enterprise Partnerships are important partners to engage with the business community. Members in Essex, Suffolk and Norfolk stated that they would be keen to work with Highways England to support this engagement. It was also noted that New Anglia LEP is already engaging with Highways England on transport skills.

3.3. **ACTION: It was agreed that a consultation response should be developed by officers on behalf of the Transport East Forum, to be signed off by Transport East members prior to submission.**

4. Development of the Transport Strategy

4.1. David Cumming introduced the item to members.

4.2. David noted that the Strategy would be framed by the following:

- The Strategy would cover Norfolk, Suffolk and Essex (including Thurrock and Southend-on-Sea)
- It would cover the timeframe to 2050
- Its focus would be on transport rather than setting out an economic and spatial strategy but would need to have functional links to these.
- It should consider how the transport networks should be strategically planned over the geographic area.

4.3. David added that work programme would include two key principles:

- Process: Creating an evidence base, transport strategy, and implementation plan

Item 2. Appendix A.

- Governance: The Transport Forum as owner, Officer Group as sponsor and Working Group as day-to-day management.

4.4. Cllr Kevin Bentley outlined the need to create a strong narrative for Transport East which clearly articulated the economic potential of investing in the transport infrastructure of the area. Cllr Bentley invited comments and questions from the Forum which included:

- Members reiterated that the message that “transport is fundamental to growth” needed to be clearly outlined in the strategy, and that the economic and spatial story must underpin the Transport strategy in order to build a strong case which demonstrates the ability to meet the Government’s economic ambitions (noted as growth, jobs and housing delivery). It was noted that the Communications and Engagement Plan was an important part of the success of Transport East and should be developed in parallel with the work programme.
- Members noted that the narrative on coastal communities should to be focussed on opportunities rather than the challenges, for example the importance of the energy coast and tourism which is 11-12% of the economy.
- It was noted that the 2019 Rail Announcement was not currently included in the timetable.
- Members stated that the strategy should not have a hard geographic boundary and should consider: the opportunity to enhance the links beyond its border to the Cambridgeshire and Peterborough economies through strategic east/west links; links to the Mayor’s Transport Strategy; and, links to the Hertfordshire Transport Strategy.
- Members highlighted the need for strong, consistent messaging to Government.
- Members highlighted particular schemes and corridors which should be considered including the A414 and A47.
- It was noted that digital infrastructure should be referenced in the strategy.

4.5. The recommendation was agreed. Members noted the importance of holding a session to shape the narrative with both officers, members and wider partners. Alastair Southgate noted that the Transport East Summit would provide the opportunity to shape the narrative.

4.6. **ACTION: Members tasked officers with providing an update on the relevant sub-transport taskforces to be brought to the next meeting. It was suggested that the taskforces could be invited to present to the Forum meetings.**

5. Funding Contribution

5.1. Andrew Cook introduced the item and asked members to discuss and approve the recommendation on the proposed levels of contributions:

- Cllr Graham Butland confirmed Essex Districts’ support for the recommendation.
- Cllr Mary Evans confirmed the Suffolk County and Districts’ support for the recommendation.
- Cllr Martin Wilby confirmed Norfolk Council Council’s support for the recommendation.
- David Glason noted that they were awaiting sign-off from the Norfolk Districts but would confirm this with the secretariat.
- Cambridgeshire, Hertfordshire and Thurrock officers confirmed support for the Observer recommendation
- The Southend-on-Sea Officer confirmed support for the recommendation.

5.2. **ACTION: Officers to agree the process for collecting contributions and make a recommendation on who the accountable body for the funding would be.**

6. Major Road Network

6.1. Graeme Mateer introduced the item. Graeme noted the following:

Item 2. Appendix A.

- That the focus is still on schemes from £10-20m but from discussions with Dft, there may be flexibility at the lower end.
- The MRN should be developed alongside the Transport East Strategy and be embedded in this to demonstrate the role that the MRN plays in delivering the strategy.
- Officers were arranging to meet with DfT in October to take forward discussions.

6.2. Cllr Bentley invited comments and questions from the Forum which included:

- As with the discussion on the Transport Strategy members outlined the need to found the MRN within the context of economic ambitions. It was suggested that the rhetoric should be not around building roads but that of building economies.
- It was noted that although the region was a net contributor it had fewer trunk roads than anywhere else in the country.
- It was noted that for relatively small sums of money, there were schemes that could make a large economic difference. However, members noted that there was a need for greater flexibility about the funding levels.
- Cllr Martin Wilby noted the importance of the Long Stratton Bypass and stated that they were looking to the role of Transport East in supporting this pitch to Government.

6.3. The recommendation was approved based on the comments noted above.

7. Communications and Engagement

7.1. Cllr Bentley invited comments on the paper that had been submitted under this item:

- Members noted that MPs would be critical in driving forward the Transport East agenda. It was suggested that this engagement needed to be more direct rather than through letters. There was a suggestion that an APPG could be used to increase the profile of Transport East.
- Once the narrative had been developed it needed to create the foundation for a punchy communications campaign based around clear and consistent messaging.
- The proposal of the Summit was supported and members suggested that officer seek to secure a minister as the keynote.
- Members noted the importance of a stand-alone website in improving the recognition and awareness of Transport East.

7.2. The recommendations were approved.

8. AOB

8.1. Mark Lucas encouraged members to attend the LSCC conference on 15 November 2018

- <https://www.eventbrite.co.uk/e/lsc-transport-conference-tickets-48881693461>. He noted that Cllr Kevin Bentley and Dave Hodgson, Mayor of Bedford and Chair of England Economic Heartland's Strategic Transport Forum would both be speaking.

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Current Transport Corridor Taskforces in the East

Active Transport Corridor Taskforces	Taskforce 'Offer'	Latest update
A120 Enterprise Corridor	With the potential growth that the A120 corridor is offering, a better A120 will benefit road users, businesses and local residents in Essex and Suffolk by offering reliable and safe journeys, so enlarging labour markets and boosting productivity.	Preferred route for the A120 announced (route D) at Parliamentary Reception in July 2018. Seeking RIS 2 funding
No More A14 Delays	<ul style="list-style-type: none"> • Boost the local economy Cut up to 20 minutes off journeys • Enhance national economic growth • Connect communities • Improve the environment • Create a positive legacy for the region 	Campaign continuing in build up to RIS2 (2020-25) announcement, anticipated in summer 2019; A14 Strategy Board under Mark Pendlington as new chair held on 14/9/2018; New marketing material in preparation for Xmas deadline, refocusing A14 case on 'Britain's Premier Trade Route' especially in post Brexit context
The A47 Alliance	Comprehensive improvement of the A47 is a strategic aspiration of local MPs, local government, businesses and other stakeholders who have organised themselves to form the A47 Alliance. The aim is to capitalise on the potential economic benefits of improved accessibility to the Midlands and the North as well as address safety issues.	The <i>Just Dual It</i> campaign, run by the Alliance in conjunction with the Eastern Daily Press, received over 2,000 postcards supporting dualling the road. The Alliance is in the process of setting up a meeting with the Roads Minister to present the outcomes of the campaign. Work continues on the technical transport business cases for the Alliance's priorities: <ul style="list-style-type: none"> • Dualling the Acle Straight to Great Yarmouth in east Norfolk • Dualling Tilney to East Winch (including Hardwick flyover dualling) in west Norfolk • Dualling the A47 between the A16 junction east of Peterborough and Walton Highway east of Wisbech • Junction improvements at Junction 15 in Peterborough
Great Eastern Mainline	£4bn economic growth, more than 10,000 direct and indirect jobs and accelerated delivery of new homes resulting from - <ul style="list-style-type: none"> • Norwich in 90 or better for all journeys with proportionate journey time reductions for all stations along the line. • Delivery of the rail capacity and connectivity necessary to drive economic growth and support the delivery of new homes. 	Following the award of the franchise and the commitment to new trains Network Rail has been undertaking a technical review of future service capability and requirements leading to an update to the Wider Economic Benefits analysis and the development of a Rail Network Enhancements Pipeline (RNEP) compliant Strategic Outline Business Case.

Item 2. Appendix B.

	<ul style="list-style-type: none"> An enhanced journey experience for all passengers. 	
West Anglian Mainline	The West Anglia Main Line corridor is vital for the UK economy. London and the East of England are two of the fastest growing regions in the UK, and the West Anglia Main Line links them together. The railway is essential for bringing jobs, homes and businesses together.	<p>Crossrail 2 Independent Affordability Review has submitted its draft report to DfT and the Mayor of London. A funding decision is expected as part of the 2019 Comprehensive Spending Review.</p> <p>WAML Action Group (officer support to the Taskforce) working to secure additional early and late services to Stansted Airport.</p>
Oxford to Cambridge Expressway	Will secure the future of three of the most successful and productive cities in the country, creating an environment where communities and business can thrive with economic growth and better journeys.	Preferred corridor for the new Oxford to Cambridge Expressway announced. Members of the public will be able to comment on the full set of front-running designs in a public consultation in 2019.
East West Rail Consortium	The Consortium is a group of local authorities and businesses which has campaigned for East West Rail since 1995. We work closely with Government, East West Railway Company, Network Rail and others to ensure its full potential is realised.	An East West Rail Eastern Section Group has been formed to represent the interests of local authority members east of Cambridge; ie to ensure that EWR connects to Norwich and Ipswich. The Group is completing an eastern section prospectus that will be agreed by the East West Rail Consortium Strategic Board on 11 December.
A1307 Haverhill to Cambridge Corridor	Promotion of improvements to the A1307 between Haverhill, A11 and Cambridge, including dualling of the route	Early assessment undertaken looking at two corridors. Next stage of work would be Option Assessment Report- currently looking for funding.
Lower Thames Crossing (South East LEP)	The Lower Thames Crossing will provide congestion relief at the Dartford Crossing and provide a new strategic link across the Thames downstream of current crossings.	Preferred route announced. Formal consultation underway during autumn 2018. Transport East to agree formal response to consultation on 17 th Dec.
A12 Alliance	<p>The A12 is the key transport corridor linking London to eastern Essex, Ipswich and the Haven Ports. Improvement to the corridor has long been seen as essential by Essex County Council and local MPs.</p> <p>A12 Alliance no longer active in its former form as the project moves towards delivery</p>	<p>A12 "Expressway" included in RIS 1 programme announcement</p> <p>Working with Highways England to finalise proposals to improve central section from Chelmsford to Marks Tey to modern trunk road standard. Work expected to start in RIS1</p>

Item 2. Appendix B.

		Investigating options for southern (M25 to Chelmsford) and northern Marks Tey to Colchester) sections. Seeking RIS 2 funding.
A127 Taskforce	The taskforce will “agree in principle to collaborate and contribute towards a long-term vision for the A127 economic growth corridor. This work will be carried out through proactive engagement with local residents, businesses and transport users to ensure we develop a solution which works for everyone.”	New MP Taskforce established Nov 2018 to replace former A127 Enterprise Corridor group.

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Transport East Forum

Date: 17 December 2018
Item: 4a
Subject: Developing the Transport East Narrative
Author: Hannah Shah, Senior Manager, East of England LGA

Purpose

The paper sets out the progress towards developing the Transport East narrative.

Recommendation

It is recommended that members discuss and comment on the outline narrative.

1. Introduction

- 1.1 In September the Transport East Transport Forum discussed the need to develop an economic narrative to direct the scope of the Transport East Strategy. This paper updates the Forum with progress.

2. Developing the Transport East Narrative

- 2.1 On 11 October the East of England LGA supported a workshop to bring together officers and partners from the Transport East geography. The purpose of the workshop was to build on the three themes, previously agreed by the Transport East Forum, to develop a strong narrative for the Transport East area to strengthen the case for support and investment.
- 2.2 An outline narrative has been developed, which draws together the discussion from the workshop, alongside comments from a subsequent consultation with the Senior Officer Group. This is included as **Appendix A**.

3. Our Narrative

- 3.1 It is proposed that the vision is articulated as:
 “Our vision is of a thriving economy for the East, with fast, reliable and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come.”
- 3.2 The Transport East three key themes that together define our unique transport geography and provide an overarching narrative for our Strategy have been further developed to create a stronger message and it is proposed that they are included as:

Global Gateways	Better connected ports and airports to help UK businesses thrive and boost the nation’s economy through greater access to international markets and facilitates Foreign Direct Investment (FDI).
Multi-Centred Connectivity	Enhanced links between our fastest growing places and business clusters; enabling the area to function as a coherent economy and improving productivity.
Energised Coastal Communities	A reinvented, sustainable coast for the 21st century which delivers on our ambition to become the UK’s foremost all-energy coast, as well as a competitive visitor offer.

4. Next Steps

- 4.1 The outline narrative has been used as the basis for the content of the Transport East Summit and the outcome of the Summit roundtables will be used to further nuance and develop the content of the narrative. Once analysis of the feedback from the Summit has been completed an updated version will be circulated to the Forum members.
- 4.2 In addition, officers will be developing further work on the evidence review leading to the development of the Transport East strategy. This is covered under item **4b: Transport East: Transport Strategy Work Programme.**
- 4.3 The narrative will be used as a basis for the communications activity, including the development of the website.



Transport East Outline Narrative – DRAFT (version 005)

Our Vision

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

A modern, efficient and reliable transport system that is key to the future success and ongoing growth of our area’s £71bn economyⁱ through road, rail, air, water, and new technologies.

Our economy plays an important role in the overall success of UK PLC. We are a global gateway, connecting our nation to world markets. We are home to some of the fastest growing places in the UK, as well as having strong and interdependent links to the important UK economies of London, the Midlands and Cambridge. We have internationally important strengths in manufacturing, ICT, agri-tech and biosciences, and financial industries. Our tremendous coastline, covering almost 500 miles, is home to a leading centre of UK all energy production, and is an important magnet of our visitor economy.

With fast, reliable and resilient transport infrastructure, we can unlock the opportunities to create a thriving economy that enables the delivery of inclusive and sustainable growth: delivering housing; boosting inward investment and, business and job creation; delivering the country’s energy needs; and, improving access to international markets.

Transport East will be the strong, collaborative voice on strategic transport infrastructure across Norfolk, Suffolk, Essex and Southend-on-Sea, leveraging the already significant private sector funds and venture capital being invested into the sector.

We will deliver the long-term, strategic vision for transport infrastructure for the area; bringing together key partners including businesses, to make a strong case for investment to ensure that our transport network is fit for the future.

Our priority themes

Transport East has identified three key themes that together define our unique transport geography and provide an overarching narrative for our Strategy:

Global Gateways	Better connected ports and airports to help UK businesses thrive and boost the nation’s economy through greater access to international markets and facilitates Foreign Direct Investment (FDI).
Multi-Centred Connectivity	Enhanced links between our fastest growing places and business clusters; enabling the area to function as a coherent economy and improving productivity.
Energised Coastal Communities	A reinvented, sustainable coast for the 21st century which delivers on our ambition to become the UK’s foremost all-energy coast, as well as a competitive visitor offer.

Our Place

Our place covers the region of Essex, Southend-on-Sea, Norfolk and Suffolk, and represents a population of 3.3millionⁱⁱ, distributed over 4,882 square milesⁱⁱⁱ.

A Hub of Fast Growth Places

Transport East sits within one of only three regions which are net contributors to UK PLC. It is home to some of the fastest growing places in the UK.

Ipswich and Norwich are in the top five for Gross Value Added (GVA) growth in the country^{iv}. Our fast growth districts include; Colchester, which is seen as a high growth innovation hotspot with huge growth potential^v; and, South Norfolk, a house-building hotspot, coming in the top-ten for areas of the UK where the most new homes have been built over the past seven years. North Essex has also been at the forefront of the new town movement, with the North Essex Garden Communities set to create thousands of new homes.

Other significant centres, including but not limited to, are Braintree, Bury St Edmunds, Chelmsford, Great Yarmouth, Harlow, Kings Lynn and Thetford.

Our proximity to Cambridge and London is also vitally important, with an intrinsic link between our economies, particularly in terms of labour and housing markets. Transport East will safeguard and strengthen this symbiotic relationship and champion the renewal of our 19th and 20th Century North – South rail and motorway routes of the WAML, GEML and M11, A1 (M).

Improved connectivity to and between our ***fast growth places*** is critical in creating a more interdependent economy to boost productivity—supporting trade and enterprise, providing access to education, training and jobs, and facilitating social mobility, especially in our rural and coastal communities.

A Centre of International Excellence and Innovation

The Government's *Industrial Strategy* sets out Grand Challenges to put the UK at the forefront of the industries of the future. Our businesses are at the forefront of ***global excellence and innovation***. The area is a centre for nationally and internationally recognised expertise that drives our success.

We have a globally significant ICT cluster and one of the world's leading Innovation Hubs in information technology in Adastral Park, near Ipswich, BT's HQ for global research and development; with the tech sector growing 2.6x faster than the rest of the economy^{vi} this expertise has significant importance to the UK economy.

We are home to two major UK life science centres, as well as developing world-leading innovations in food science and agri-tech, with a world-leading research base centred at Norwich Research Park.

We also have considerable strength in the more traditional sectors. We have one of the largest financial and insurance service clusters in Europe, particularly in Ipswich and Norwich. Advanced manufacturing continues to be a real powerhouse sector for our economy, creating jobs and opportunities in both domestic and international markets.

Our sectors all have high value growth opportunities and improved transport infrastructure will enable us to attract greater foreign direct investment; increasing economic growth and creating more jobs. We need to see investment in our infrastructure, both roads, rail and digital connectivity to capitalise on this growth potential and drive our competitive advantage.

We are inspired by and will harness the spirit of enterprise and innovation in the way we transform and modernise our regional transport network and operating systems.

The UK's Global Trade Gateway

Our area is a ***global gateway***, and we are home to eleven^{vii} major international transport hubs:

Item 4a. Appendix A.

- **London Stansted** and **London Southend** have pivotal roles in the expansion of air traffic in the South East of England^{viii}; Moreover, **Norwich Airport** handles direct flights to the European – International Hub at Amsterdam’s Schiphol Airport.
- the Haven Ports cluster handles 40% of UK freight^{ix}, with the **Port of Felixstowe** as the UK’s largest container port and home to the deepest drafts in the country, and the seventh largest in Europe^x and The North Sea **Harwich International Port**, on the banks of the River Stour in Essex, providing daily (passenger) ferries to the Hook of Holland operated by Stena Line;
- The **Port of Tilbury** is one of the country’s largest grain terminals; handling over 1.4million tonnes annually of combinable crops for both the export and UK markets^{xi}. It is the UK’s number one port for the importation of forest products and the third largest UK container port^{xii};
- **DP World London Gateway** is the most significant UK port development in more than 100 years, combining the UK’s newest deep-sea container port with Europe’s largest logistics park, using world-leading technology to increase productivity and reduce costs^{xiii};
- Owned by ABB, port and dock operations have been a feature on the River Orwell since the 8th Century. Today the **Port of Ipswich** handle some 2 Million tonnes of cargo per annum and is the UK’s biggest grain export port^{xiv}. Daily scheduled Ro-Ro (freight) ferries connect the UK with the Port of Rotterdam. ABB also operate the **Port of Kings Lynn** which handles around 500,000 tonnes each year and the **Port of Lowestoft** which serves the busy sea routes between the UK, Europe, Scandinavia, and the Baltic States; and,
- **Peel Ports Great Yarmouth** is strategically located to serve the Oil and Gas fields of the southern North Sea and the existing and planned Offshore Wind development off the UK East Coast, and offers the shortest North Sea crossing between Great Britain and continental Europe^{xv}.

These gateways play a crucial role in connecting business with markets in Europe and across the world, and are a strategic link in the supply chain to and from the UK. Companies like MAERSK, P&O Nedlloyd and Hamburg Sud, which do business on a global scale rely on access to better-connected international transport hubs, and improving the capacity and port centric facilities of these gateways will be critical to their future success and the overall success of UK PLC.

Making the most of our advantageous connection to global markets is a key economic opportunity which will only be realised if we can improve the connectivity of our global gateways to the rest of the UK.

An Energised Coastal Economy

The coastline plays a vital role in the economy, history and culture of our country, and it is vital to the UK economy that our coastal communities flourish and strengthen their appeal as places to invest, live, work and visit.

Our coast is a driving force in the energy production which underpins economic growth across the UK. It is the only place in the UK where expertise and operations in oil, gas, nuclear, renewables, solar and micro generation exist in such close proximity. It is a centre for the UK’s clean energy sector, and is leading the way in delivering sustainable and low carbon energy solutions making it essential in the delivery of the Government’s ambitions as set out in the *Clean Growth Strategy*.

In short, our **energy coast** is world class:

- Our region hosts the greatest concentration of the UK’s offshore wind energy production, with 63% of the UK offshore wind capacity is sited off the East of England coast^{xvi} providing enough electricity to power more than 8 million homes; almost a third of a nation’s households^{xvii}. The ports of **Great Yarmouth**, **Lowestoft**, **Harwich** and **Wells** have become key hubs for assembly, construction, operations and maintenance for the sector.
- The East of England has been an established national hub for the offshore Oil & Gas industry for more than 50 years. The region’s Oil & Gas industry employs 330,000 people in the UK according to Oil & Gas UK. The **Southern North Sea** (SNS) currently plays host to 150 offshore platforms and two interconnectors to the European mainland^{xviii}, and **Bacton gas terminal** handles a third of the country’s gas supply;

Item 4a. Appendix A.

- EDF Energy operates **Sizewell B power station** which is scheduled to operate until 2035 but this has potential to be extended by a further 20 years. EDF Energy has completed the first stage of its pre-application consultation for the proposed **Sizewell C project**, which would be capable of supplying power to some six million homes and would employ 900 staff when operational. In Essex, CGN and EDF Energy are developing proposals for a new nuclear power station at **Bradwell B**. There are further opportunities in nuclear power station decommissioning at **Sizewell A in Suffolk** and **Bradwell in Essex**, which could be worth around £3bn to the local economy. The renaissance of new nuclear builds in the UK would bring significant opportunities for jobs and skills^{xix}.
- The UK is currently the global leader in marine energy with the potential for wave and tidal energy to deliver around 20% of the UK's current electricity needs. The Government's East Marine Plan designates several areas of high tidal stream resource off the **coastlines of Suffolk and Norfolk**, where tidal energy development will be prioritised^{xx}.

Stretching just under 500 miles, our coast provides an important focal point for our visitor economy. With one third of all domestic overnight trips made to the coast, **coastal tourism** is now worth £8 billion to the UK economy each year^{xxi}.

Our coastal communities and their economies face distinctive challenges. They are towns and communities on the geographical periphery, at the end of the country's travel infrastructure. Transport has a key role to play in providing access to services and opportunities in these areas. Our coastal communities need strong, reliable and resilient transport networks to grow their industrial potential, and make the most of the unique all energy, cultural and tourism offer.

Realising Our Economic Potential

The East of England is already successful and has the potential for further economic growth both within our towns and cities, and along our revitalised coast.

Our coastal location is key to the wider UK economy, with our ports providing connections for trade with the World.

In order to realise our potential of a modern and efficient transport system to support economic activity we need to make the case to Government for full Sub-National Transport Board status and the devolvement of critical transport powers that would enable the region to have more autonomy over e.g. rail franchising, local bus services, setting fares and connecting different modes of travel.

For the East to continue to thrive we must work together; Transport East offers us a real opportunity to deliver a transport network that meets our ambitions and aspirations for decades to come.

MAIN SOURCES

Norfolk and Suffolk Economic Strategy, New Anglia LEP, November 2017
Integrated Transport Strategy for Norfolk and Suffolk, New Anglia LEP, May 2018
Essex Economic Commission Enterprising Essex: Meeting the Challenge, March 2018
SELEP Strategic Economic Plan, 2014
Opportunity South Essex: Economic Growth Strategy For South Essex

ⁱ East of England Forecasting Model 2017: total GVA at 2013 prices (2018); covers Essex: £31.95bn, Norfolk: £18.74bn, Southend: £3.20bn, Suffolk: £17.14bn

ⁱⁱ ONS population estimates 2017: total population; covers Essex: 1,468,200, Norfolk: 898,400, Southend: 181,800, Suffolk: 757,000

ⁱⁱⁱ 4,882 square miles; covers Essex CC: 1,300 square miles, Southend-on-sea BC: 42 square miles, Suffolk CC: 1466 square miles, Norfolk CC: 2,074 square miles

^{iv} <https://www.irwinmitchell.com/ukpowerhouse>

^v <https://colchesterultraready.co.uk/why-colchester/>

^{vi} <https://www.irwinmitchell.com/ukpowerhouse>

^{vii} Airports: Norwich, Southend, Stansted; Ports: King's Lynn, Gt Yarmouth, Lowestoft, Felixstowe, Ipswich, Harwich, Tilbury, London Gateway

^{viii} http://www.essexgrowth.co.uk/media/1027/essex_economic_report_exec_summary.pdf

^{ix} <http://dnn.essex.gov.uk/coastalforum/TheEssexCoast/Economy/PortsandLogistics.aspx>

^x <https://www.portoffelixstowe.co.uk/press/news-archive/port-of-felixstowe-is-officially-the-best-container-terminal/>

^{xi} <https://pla.co.uk/Port-of-Tilbury-expands-grain-terminal-significant-investment-increases-capacity>

^{xii} <http://dnn.essex.gov.uk/coastalforum/TheEssexCoast/Economy/PortsandLogistics.aspx>

^{xiii} <http://web.dpworld.com/our-business/marine-terminals/middle-east-europe-africa/uk-london-gateway/>

^{xiv} http://abports.co.uk/Our_Locations/Short_Sea_Ports/Ipswich

^{xv} <http://www.eastportuk.co.uk/>

^{xvi} <http://www.essexgrowth.co.uk/media/1036/eec-final-report-march-2018.pdf> pg 18

^{xvii} <https://www.eeegr.com/sectors/offshore-wind/>

^{xviii} <https://www.eeegr.com/sectors/oil-gas/>

^{xix} <https://www.eeegr.com/sectors/nuclear/>

^{xx} <https://www.eeegr.com/sectors/wave-tidal/>

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Transport East Forum

Date: 17 December 2018
Item: 4b
Subject: Transport East: Transport Strategy Work Programme
Report by: David Cumming, Interim Team Leader Transport, Norfolk County Council

Purpose

This paper sets out a proposed revised programme for the Transport East transport strategy, and asks the Forum to agree that the Transport Senior Officers Group commission the relevant work.

This to be funded from the previously agreed contributions from constituent members of the Forum to support operational costs, including secretariat, strategy development and communications activity

Recommendation

It is recommended that members discuss and agree:

- The proposed revised programme for the transport strategy for Transport East
- That Transport Senior Officers Group identify, scope, commission and manage the relevant work required for completion of the evidence base and drafting of the transport strategy. This to be paid for from the funding contributions from constituent members of the Forum.

1. Background and introduction

- 1.1 In September the Transport East Transport Forum considered and agreed the scope of, and a work programme for, a transport strategy. This paper updates the Forum with progress and proposes how the next stages of the work might be undertaken.

2. Progress against the programme

- 2.1 The Transport Forum agreed that the transport strategy should comprise the following key stages:

Evidence base	To be reported to Transport East December 2018
Transport strategy	Draft strategy to Transport East March 2019
Implementation plan	Implementation Plan to Transport East mid-2019.

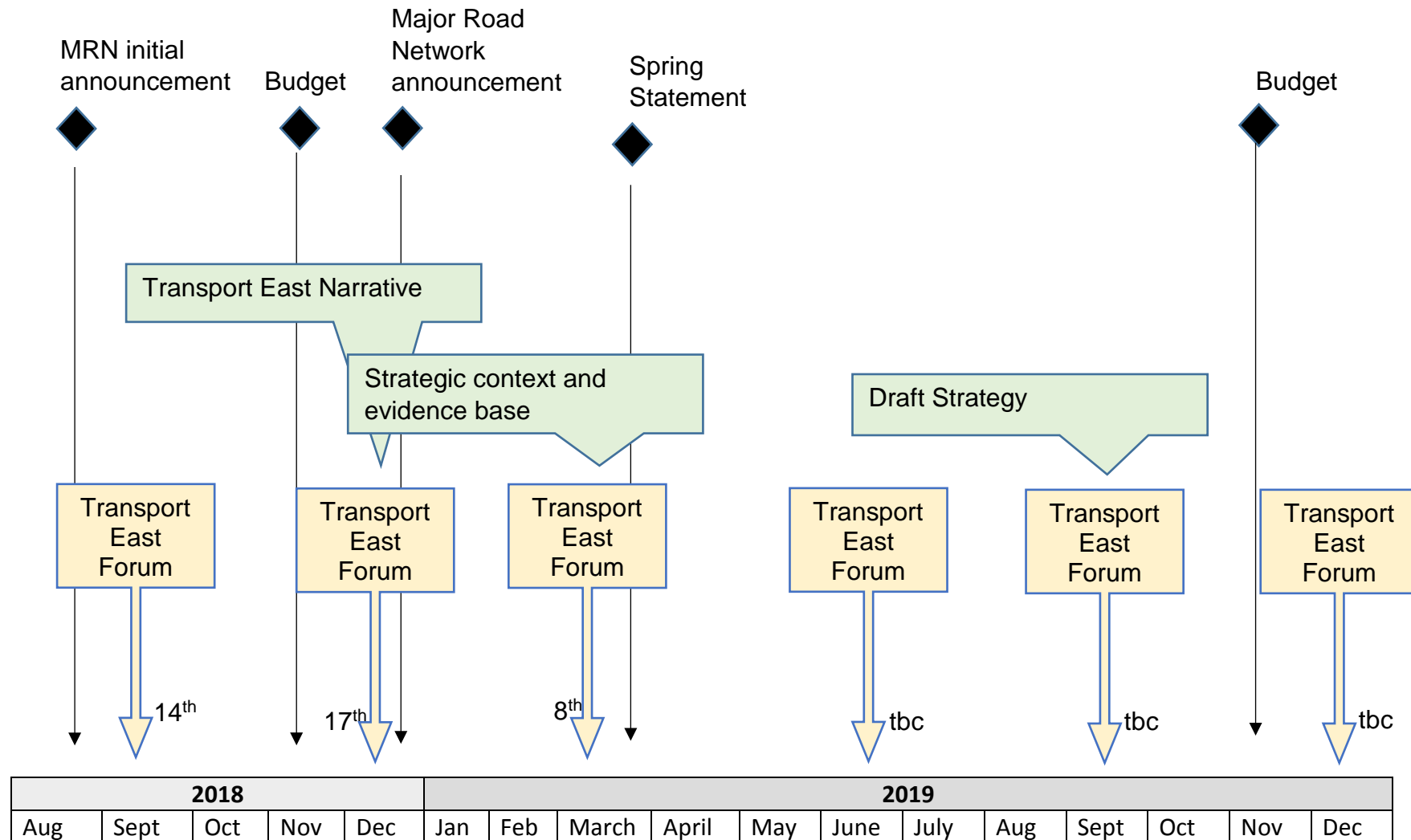
- 2.2 To date work has focussed on compiling key headlines for the area from existing evidence bases and the development of a narrative. The narrative has been considered as item 4a on this agenda. It includes a number of the key headlines about the area established from work on developing the evidence base.

3. Next Steps

- 3.1 The next step is to complete work on the evidence base.
- 3.2 In tandem, the narrative will continue to be developed. This will form an important foundation for the strategy, setting out clear themes that define our unique transport geography, and providing an overarching narrative for the strategy.

- 3.3 It is proposed that the strategic context and evidence base be completed by March 2019, and a draft strategy taken to the Forum in September 2019.
- 3.4 This programme extends the original timeline by around six months. An extension will enable:
- More comprehensive work into, and a fuller of understanding of, the evidence base
 - Engagement with stakeholders, neighbouring groups, and closer collaborative working with members of Transport East in the project's development
 - Development work to take account of, amongst other things, the forthcoming Comprehensive Spending Review, government's announcement on the Major Road Network (which at the time of writing is expected to include further guidance about the evidence base required for the MRN), and potential impact of the terms of the Brexit deal.
- 3.5 It is proposed that the further work on the strategy (developing the evidence base and preparation of a draft strategy) be commissioned, rather than being undertaken by officers of the transport authorities and local enterprise partnership. This will give more certainty to the availability of resource for the work and therefore reduce risks about completing the work to programme. The work will continue to be managed by the Senior Officers Group. Previously, the Transport Forum has agreed funding contributions from constituent members of the Forum to support operational costs, including secretariat, strategy development and communications activity. The costs of this proposed commissioned work will be met from this budget.

Proposed Revised Timeline



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Transport East Forum

Date: 17 December 2018
Item: 5
Subject: Major Road Network
Report by: Graeme Mateer, Head of Transport Strategy, Suffolk County Council

Purpose

This report describes the Government's proposals to create a Major Road Network, considers the key issues involved and provides an update on its development.

Recommendation

It is recommended that members ask the Senior Officer Group to prepare a Regional Evidence Base, alongside the developing Transport Strategy evidence base.

1. Background

- 1.1 In July 2017 the Government published a Transport Investment Strategy setting out the priorities and approach for future transport investment decisions. Following on from this the Government consulted on proposals to establish a Major Road Network in early 2018, to which individual authorities and Transport East responded. The consultation document can be downloaded from the following link: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/670527/major-road-network-consultation.pdf
- 1.2 The Government has recognised that these roads need to cater for an even broader mix of users than the Strategic Road Network, including small businesses, commuters, manufacturers, freight, leisure and tourism. As such Government has suggested there are opportunities to improve, for example:
 - Management can be inconsistent as different LAs take different approaches to different stretches of the same road. They require more consistent and coordinated management than the rest of the local road network.
 - As part of the local road network, these significant LA 'A' roads do not receive the benefits of long-term funding certainty and efficiencies provided by RIS. There would be benefits in considering an investment planning pipeline across this network of LA 'A' roads.
 - The entire road network would work more effectively if a portion of the National Roads Fund (NRF) were to be dedicated for LA major roads as well as the SRN. This would help close the funding gap between the two sets of roads.

2. Update on proposals

- 2.1 Officers held discussions with the Department for Transport officials in October. The Major Road Network and associated guidance are expected to be published during December, including guidance on developing the Regional Evidence Base.
- 2.2 There was an announcement in early Autumn by the Secretary of State that five early schemes on the MRN were to be funded:
 - a new section of the York outer ring road

- modernisations to Gallows Corner in east London
- the farmyard bottleneck on the Grizebeck Bypass near Barrow in Furness
- the A614 near Ollerton in Nottinghamshire
- new east facing slip roads in Thurrock on the A13 at Lakeside.

The slips roads on the A13 in Thurrock were included in the Transport East letter for early scheme proposals, along with the A140 Long Stratton Bypass in Norfolk. No decision has been made on the A140 scheme.

- 2.3 The £28.8 billion National Roads Fund for 2020-2025 was announced in the Budget 2018 which delivers on the Government's commitment to hypothecate English Vehicle Excise Duty to roads spending. Within the National Roads Fund, the draft Roads Investment Strategy 2 (RIS2) will receive funding of £25.3bn. The remaining £3.5bn will be available for the Major Road Network and Large Local Major schemes. The split of funding between these two areas and its annual profiling is unknown at this stage.
- 2.4 The value of schemes are normally expected to be £20-100m, however officials have indicated that there is some flexibility in this, especially at the lower end (e.g. £10-20m), where there is a good case for investment. This funding is not intended to replace other funding streams, such as the Large Local Majors funding, which can fund schemes over £100m and could be used on the MRN. It is also possible that development costs post 2020 may be available.
- 2.5 Government expects that sub-national Transport Bodies (STBs) will play a key role in working with their partners and constituent members to prioritise MRN schemes according to the most pressing regional needs.

3. Regional Evidence Base

- 3.1 It is expected that the Regional Evidence Base will need to complete by mid-2019. Officials have stated that this should be proportionate and not place an undue burden on organisations. While funding decisions will not be based on the Regional Evidence Base, clearly it will be important in setting the context for any bids. However, it will be important for timely guidance to be provided in order to meet expected timescales.
- 3.2 The evidence base should be a balance of quantitative and qualitative data, and include stakeholder views, as shown in Figure 1 below.

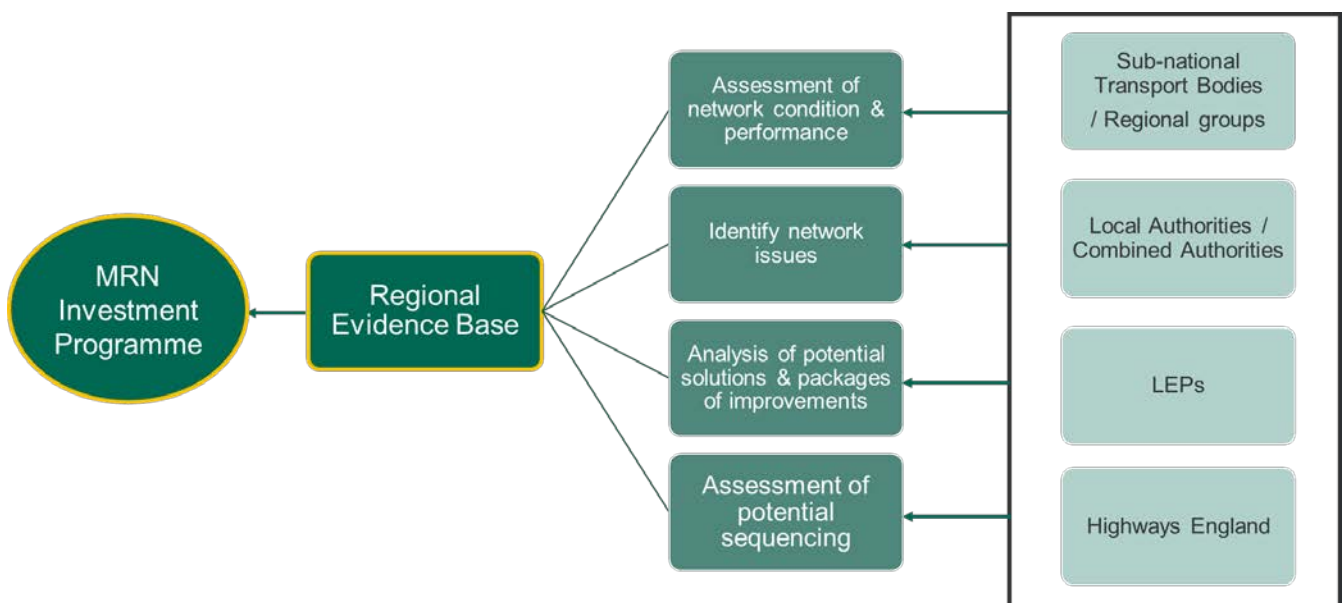


Figure 1- Development of MRN Investment Programme

- 3.3 The evidence base should then lead in to prioritisation of locations for investment and sequence within the framework of the long-term transport strategy.

3.4 A suggested outline for the evidence base would include the following:

- Executive summary
- Regional context
- Key development areas and local economic growth aspirations
- Network issues
- Additional evidence
- Analysis of possible schemes

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Transport East Forum

Date: 17th December 2018
Item: 6
Subject: **Lower Thames Crossing consultation response**
Report by: Alastair Southgate - Transport East Senior Officer Group

Purpose

This paper sets out a proposed response to Highways England's Lower Thames Crossing consultation. The consultation is open until 20 Dec 2018.

Recommendation

It is recommended that:

- Transport East considers the draft response to Highways England's Lower Thames Crossing consultation attached at Appendix A.
 - The submission on behalf of Transport East of the response attached at Appendix A (with agreed amendments) is approved.
-

1. Lower Thames Crossing Consultation Response

- 1.1 The Lower Thames Crossing is a proposed new motorway connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. On the north side of the Thames it will link to the A13 and junction 29 of the M25 and on the south side the new road will link to the A2 and M2 in Kent. It will provide much needed new road capacity across the river east of London and will provide quicker and more reliable journeys locally, regionally and nationally.
- 1.2 Following a presentation made by Highways England to Transport East at the meeting of the Forum on 14 September 2018 it was agreed that Transport East would submit a response to the current Lower Thames Crossing consultation.
- 1.3 At the forum meeting on 14 September 2018 members of the Transport East Forum were supportive of the Lower Thames Crossing proposal.
- 1.4 A draft consultation response for discussion and comment is attached at Appendix A.
- 1.5 The consultation was launched on 10 October 2018 and closes on 20 December 2018. <https://highwaysengland.citizenspace.com/ltc/consultation/>

Item 6. Appendix A: Transport East response to the Lower Thames Crossing consultation

The following is the formal response to the 10 October Lower Thames Crossing consultation submitted on behalf of Transport East, the emergent Sub-national Transport Body covering the east of England (Essex, Norfolk, Southend-on-Sea and Suffolk). This submission was formally approved by the Transport East Forum on 17th Dec 2018.

1. The need for the Lower Thames Crossing	
1a.	<p>Do you agree or disagree that the Lower Thames Crossing is needed?</p> <p>Transport East strongly agrees that the Lower Thames Crossing is needed.</p>
1b.	<p>Please let us know the reasons for your response to Q1a and any other views you have on the case for the Lower Thames Crossing.</p> <p>We believe the new Lower Thames Crossing will generate significant economic benefits, delivering new homes and jobs and increased productivity. Early analysis undertaken by KPMG in 2010 for Essex County Council suggests that the Lower Thames Crossing could contribute £12.7 billion to the local economy.</p> <p>The crossing will ease congestion at the existing Dartford Crossing, reduce journey times and provide network resilience on the strategic road network (SRN) between the East, Midlands and North of England and mainland Europe.</p>
2. Our preferred route for the Lower Thames Crossing	
2a.	<p>Do you support or oppose our selection of the preferred route for the Lower Thames Crossing?</p> <p>Transport East supports the preferred route selected for the Lower Thames Crossing</p>
2b.	<p>Do you support or oppose the changes we have made to the route since our preferred route announcement in 2017?</p> <p>Transport East is neutral with respect to the changes made to the route since the preferred route announcement in 2017.</p>
2c.	<p>Please let us know the reasons for your response to Q2a-Q2b and any other views you have on our selection of a preferred route for the Lower Thames Crossing.</p> <p>Transport East supports proposed scheme as it generally balances Highway's England's objectives of delivering value for money, moving traffic effectively and reducing the impact on local communities and the environment: however, Transport East is aware that there is local concern about the design of specific junctions where alternative options might provide more opportunity to support local economic growth. Transport East requests that Highways England works with local highways and planning authorities to establish if they can address these local concerns.</p>
3. Sections of the Route	
3a.	<p>Do you support or oppose the proposed route south of the river?</p> <p>Neutral.</p>
3b.	<p>Please give us your comments or any other views you have on the proposed route south of the river, including structures such as bridges, embankments and viaducts.</p> <p>No comment</p>

3c.	<p>Please give us your comments on the tunnel, the north and the south tunnel entrances and any other feedback you have on this part of the proposed route.</p> <p>No comment</p>
3d.	<p>Do you support or oppose the proposed route north of the crossing?</p> <p>Support</p>
3e.	<p>Please give us your comments or any other views you have on the proposed route north of the river, including structures such as bridges, embankments and viaducts.</p> <p>While generally supportive of the route north of the river and the provision of junctions at Tilbury, with the A13, and with the M25, Transport East is aware that there is local concern about the design of these junctions as currently proposed and alternative options might provide more opportunity to support local economic growth. Transport East requests that Highways England re-examine their proposals to establish if they can address the local concerns</p>
4.	Connections
4a.	<p>Do you support or oppose the proposed junction between the Lower Thames Crossing and the M2/A2?</p> <p>Neutral</p>
4b.	<p>Please let us know the reasons for your response to Q4a and any other views you have on the relationship between the Lower Thames Crossing and the existing road network south of the crossing, including new bridges, underpasses and diversions.</p> <p>Neutral</p>
4c.	<p>Do you support or oppose the proposed Tilbury junction?</p> <p>Transport East supports the provision of a junction at Tilbury to provide growth opportunities in the local area; however, Transport East is aware that there is local concern about the design of the junction as currently proposed and alternative options might provide more opportunity to support local economic growth. Transport East requests that Highways England re-examine their proposals to establish if they can address the local concerns</p>
4d.	<p>Do you support or oppose the proposed junction between the Lower Thames Crossing and the A13/A1089?</p> <p>Transport East supports the provision of a junction between the Lower Thames Crossing and the A13/A1089 to provide port access and support growth opportunities in the local area; however, Transport East is aware that there is local concern about the design of the junction as currently proposed and alternative options might provide more opportunity to support local economic growth. Transport East requests that Highways England re-examine their proposals to establish if they can address the local concerns.</p>
4e.	<p>Do you support or oppose the proposed junction between the Lower Thames Crossing and the M25?</p> <p>Support</p>
4f.	<p>Please let us know the reasons for your response to Q4c-Q4e, indicating which junction or junctions you are referring to, and any other comments you have on the proposed connections of the route north of the crossing.</p>

	While generally supportive of the provision of junctions at Tilbury, with the A13, and with the M25, Transport East is aware that there is local concern about the design of these junctions as currently proposed and alternative options might provide more opportunity to support local economic growth. Transport East requests that Highways England re-examine their proposals to establish if they can address the local concerns.
5.	Walkers, cyclists and horse riders
5a.	Do you support or oppose our proposals in relation to public rights of way? Neutral
5b.	Please let us know the reasons for your response to Q5a and any other views you have on our plans in relation to public rights of way, including the new routes we have proposed. No comment
6.	Environmental impacts and how we plan to reduce them
6a.	Do you agree or disagree with the proposed measures to reduce the impacts of the project? Neutral
6b.	Please let us know the reasons for your response to Q6a and any other views you have on the environmental impacts of the Lower Thames Crossing as set out in the Preliminary Environmental Information Report, including our approach to assessing and reducing the impacts of the project. No comment
7.	Development boundary
	<i>7a. Do you support or oppose the proposed area of land we require to build the Lower Thames Crossing?</i> Neutral
	<i>7b. Please let us know the reasons for your response to Q7a and any other views you have on the land we require to build the Lower Thames Crossing.</i> No comment
8.	Proposed rest and service area, and maintenance depot
8a.	Do you support or oppose our proposals for a rest and service area in this location? Neutral
8b.	Do you support or oppose our proposals for the maintenance depot in this location? Neutral
8c.	Please let us know the reasons for your responses to Q8a and Q8b, and any other views you have on our proposals for a rest and service area, and for the maintenance depot. No comment
9.	Traffic
9a.	Do you agree or disagree with the view that the Lower Thames Crossing would improve traffic conditions on the surrounding road network?

	Neutral
9b.	<p>Please let us know the reasons for your response to Q9a and any other views you have on the Lower Thames Crossing's impact on traffic.</p> <p>As well as local modelling to fully understand the impacts on the local network, Transport East would wish to understand how the Lower Thames Crossing will impact traffic flows across the East of England, including but not limited to, the A127, A13, A130, A12 and M11.</p> <p>It is essential that the designs adequately and safely accommodate forecast demands and that the forecasts cover not only forecast traffic flows but also environmental impact, including Air Quality, Noise and Vibration.</p> <p>Reference is made to optimising road networks using the increased capacity and additional north/south route choice. Transport East would wish to ensure that Information is provided to road users to enable informed route choice; for example to A12 traffic prior to joining the M25.</p>
10. Charges for using the crossing	
10a.	<p>Please give us your views on our proposed approach to charging users of the crossing.</p> <p>Proposed charges for use of the crossing should be set at a level with respect to charges at the current Dartford Crossing and crossings to the east such as the Silvertown Tunnel so as not to have unintended influences over route choice.</p>
11. Building the Lower Thames Crossing	
11a.	<p>Do you support or oppose our initial plans for how to build the Lower Thames Crossing?</p> <p>Neutral</p>
11b.	<p>Please let us know the reasons for your response to Q11a and any other views you have on our initial plans on how to build the Lower Thames Crossing.</p> <p>Wherever possible construction should minimise disruption to the current strategic and local road network. The construction programme should consider major works elsewhere in the highway network, and parallel rail networks, to ensure that access from and to the East of England is not detrimentally affected</p>
12. Utilities and pylons	
12a.	<p>Please let us know any views you have on the proposed changes to utilities infrastructure.</p> <p>No comment</p>
13. Other comments	
13a.	<p>We would like to know what is important to you. Please let us know if you have any other comments about the Lower Thames Crossing.</p> <p>We are keen to ensure the project is resilient to future changes in the way in which people choose to travel as well as changing technologies including electric and connected and autonomous vehicles. We assume the new crossing will have robust digital connectivity to allow for the current and future needs of business to be met while on the move.</p>
14. The consultation	
14a.	<p>Information – was the information clear and easy to understand?</p> <p>Good</p>

14b.	Events – were the events of good quality? Very good
14c.	Events – were the events suitably located? Very good
14d.	Promotion – was the consultation promoted well and to the right people? Very good
14e.	Please let us know the reasons for your response to Q14a-Q14d and any other views you have on the delivery of this consultation. We have been happy with the level of engagement that has occurred across the east of England. Highway's England have attended several events locally including county level Chambers of Commerce, LEP Boards and Transport East