

# TRANSPORT EAST FORUM

London Cruise Terminal, Tilbury

09:30 – 15:00

Friday 4<sup>th</sup> March 2022

## AGENDA

<b>1</b>	<b>Registration and Refreshments</b>	<b>09:30</b>
<b>2</b>	<b>Welcome</b> Cllr Kevin Bentley, Chair of Transport East	<b>09:45</b>
<b>3</b>	<b>Thames Freeport presentation</b> Stuart Wallace, Port of Tilbury	<b>09:50</b>
<b>4</b>	<p><b>Ports and Thurrock tour via coach</b> Tilbury, Thurrock major transport sites and London Gateway Logistics Park, and return</p> <p><b>Key viewing / discussion points:</b></p> <ul style="list-style-type: none"> <li>• Tilbury and London Gateway ports</li> <li>• Lower Thames Crossing</li> <li>• Thurrock local transport issues</li> <li>• A13</li> <li>• Rail issues</li> <li>• Freeport sites</li> </ul> <p><i>Commentary provided on coach. Route Map to be provided with points of reference.</i></p> <p><b>PHOTO ID WILL BE REQUIRED TO ACCESS PORTS</b></p>	<b>10:10</b>
<b>5</b>	<b>Photo Opportunity</b>	<b>12:30</b>
<b>6</b>	<b>Lunch</b>	<b>12:45 – 13:15</b>
<b>7</b>	<b>Thurrock Exhibition</b> Thurrock to present on local Major Projects / LTC. Discussion and presentation boards	<b>13:15</b>
<b>Transport East Forum Meeting (Forum members only)</b>		
<b>8</b>	<b>Welcome and apologies, and Declarations of Interest</b> Cllr Kevin Bentley, Chairman of Transport East	<b>13:45</b>
<b>9</b>	<p><b>Notes of the workshop held on 13<sup>th</sup> December 2021</b> Cllr Kevin Bentley, Chairman of Transport East</p> <p><i>Meeting papers include letter correspondence between Baroness Vere to Transport East regarding Bus Back Better as referred to in the minutes.</i></p>	<b>13:50</b>

<b>10</b>	<b>Transport East Strategy and Public Consultation</b> <ul style="list-style-type: none"> <li>• Transport Strategy – Consultation Feedback and Next Steps, Esme Yuill (Paper)</li> </ul>	<b>14:00</b>
<b>11</b>	<b>Transport East Business Plan</b> <ul style="list-style-type: none"> <li>• Business Plan 2022/23 and Additional Funding, Andrew Summers (Paper)</li> </ul>	<b>14:10</b>
<b>12</b>	<b>MRN / LLM Transport East Programme Review</b> <ul style="list-style-type: none"> <li>• Agree Transport East response to DfT's request for a review of the LLM/MRN programme, Andrew Summers (Paper)</li> </ul>	<b>14:25</b>
<b>13</b>	<b>Strategic Update</b> <ul style="list-style-type: none"> <li>• Network Rail Update, James Bradley (verbal update)</li> <li>• National Highways Update, Nigel Allsopp (verbal update)</li> </ul> <p>Papers include Transport East response to the Rail Whole Industry Strategic Plan</p>	<b>14:40</b>
<b>14</b>	<b>AOB &amp; Meeting Close</b>	<b>14:55</b>

TRANSPORT EAST Forum  
Monday 13<sup>th</sup> December via Teams

**In attendance:**

Core Members		TESOG Officers		Guests and Observers	
Cllr Kevin Bentley (Chair)	Essex County Council	Andrew Summers	Transport East	Dr Liz Smith	DfT
Cllr Martin Wilby	Norfolk County Council	Esmé Yuill	Transport East	Trevor Scott	Simarco
Cllr Lesley Wagland	Essex County Council	Rebecca Rangi	Transport East	Richard Bates	Network Rail
Cllr Mark Coxshall	Thurrock Council	Suzanne Buck	Transport East	Gareth Burton	Jacobs
Cllr Graham Plant	Great Yarmouth Council	Mat Kiely	Thurrock Council	Charles Freeman	Jacobs
Cllr Alexander Nicoll	Suffolk County Council	Graeme Mateer	Suffolk County Council	Richard Doleman	Norfolk County Council
Cllr Ron Woodley	Southend Borough Council	Matthew Taylor	National Highways	Cllr Linda Haysey	Hertfordshire County Council
Cllr Phil Smart	Ipswich Borough Council	Howard Davies	Southeast LEP	Nova Fairbank	Norfolk Chamber of Commerce
Cllr Graham Butland	Braintree District Council	Karen Gearing	Southend Borough Council	Trevor Hutchinson	DP World
		David Glason	Great Yarmouth Council	Adam Thorp	EEGLA
		Louise Flavell	Braintree District Council	Laura Waters	Norfolk County Council
		Karen Chapman	Suffolk Growth Partnership		
		Luke Barber	Suffolk County Council		
		Mark Lucas	UK Innovation Corridor		

**Apologies:**

Cllr Richard Smith	Suffolk County Council	Nicola Beach	Suffolk County Council
Perry Glading	Southeast LEP	David Birch	Essex Chambers of Commerce
Mayor Dave Hodgson	Bedford Borough Council	Neil Hoskins	Southend Borough Council
Andy Walker	Suffolk Chamber of Commerce	Trevor Scott	SELEP
Alastair Southgate	Essex County Council	Cllr Peter Hiller	Peterborough City Council
David Cumming	Norfolk County Council	Ellen Goodwin	New Anglia LEP

1.	<p><b>Welcome and apologies, and Declaration of interest</b> Cllr Kevin Bentley</p> <p>No new declarations of interest.</p>	Action
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<p>2.</p>	<p><b>Minute of the last meeting.</b></p> <p><b>The Forum approved the minutes.</b> The in-person Forum visit to Thurrock due today was postponed due to the increasing COVID numbers across UK. A new date is provisionally booked for March 2022.</p> <p>Cllr Bentley extended his gratitude to colleagues from Thurrock Council, DP World and Tilbury Ports for their support in planning the meeting, and encouraged members to prioritise attendance at the rescheduled meeting in March.</p>	
<p>3.</p>	<p><b>Transport East Strategy and Public Consultation Update</b></p> <p>Esme Yuill provided early analysis on the recently launched draft transport strategy and investment and delivery programme. The pre-launch was attended by over 150 stakeholders, and initial feedback has been positive.</p> <p>The consultation has been developed by Jacobs via a digital led exhibition space for the consultation which includes:</p> <ul style="list-style-type: none"> <li>• Video animation</li> <li>• Consultation exhibition boards</li> <li>• Brochure – including Easy Read and audio</li> <li>• Full documents</li> <li>• Technical evidence base</li> <li>• Comms toolkit to LTAs</li> <li>• 2 public online webinars</li> <li>• Focus of the consultation questions are on:             <ul style="list-style-type: none"> <li>○ Understanding level of support for Strategy and Delivery Plan approach</li> <li>○ Identifying any areas for improvement or change</li> </ul> </li> </ul> <p>Early results show 1100 views / shares across social media and 85 formal responses with good levels of support for both the vision and the overall strategic approach for the transport strategy and investment and delivery programme.</p> <p><b>Next steps</b></p> <p>The consultation closes on 30<sup>th</sup> of January with analysis and amendments completed during February alongside developing the full monitoring and evaluation framework. The strategy and IDP will then be presented for full endorsement to LTAs, the TE Forum and then finally the DfT in the spring / early summer 2022.</p>	

	<p><b>Comments from Members:</b></p> <ul style="list-style-type: none"> <li>• Cllr Kevin Bentley: Thanked the team for the work undertaken to get to this stage and noted the high-quality of the consultation materials, and requested a mid-point update to be circulated to members in early Jan. He also requested Lead Councillors to record a ‘Time is running out’ video for social media to encourage local responses.</li> </ul> <p>Members were keen the consultation reached as many transport users and as possible and responses were representative. Suggestions included:</p> <ul style="list-style-type: none"> <li>• Checking the subtitles on the consultation videos</li> <li>• Encouraging users to respond through contacting member bodies i.e. AA and RAC</li> <li>• Encourage district colleagues to respond to the consultation</li> <li>• Seek views from developers and groups representing people with protected characteristics under the Equality Act.</li> </ul>	<p><b>ACTION: TE to check who has been contacted and to add to the circulation list if not.</b></p> <p><b>ACTION: TE to produce a script for the videos and share</b></p> <p><b>ACTION: A midway update on the strategy to be circulated to members in January</b></p>
<p><b>4.</b></p>	<p><b>Scoping our Future Work Programme: Business Plan 2022/23 and Three-Year Plan</b></p> <p>This paper sought members views on our partnership’s future ambitions, to inform the draft business plan for approval by this Forum early next year.</p> <p>Over the next 3 years we will need to influence key national policies, including the next generation of the Roads Investment Strategy, the next generation of rail network enhancements and the formation of Great British Railways.</p> <p>The business plan will cover four thematic areas and identify key outputs:</p> <ul style="list-style-type: none"> <li>○ Become a leading STB</li> <li>○ Planning the next generations of transport to 2050</li> <li>○ Accelerate delivery of our transport projects in the East</li> <li>○ Putting the East transport priorities back on the map in the East.</li> </ul> <p>Member views were sought on:</p> <ul style="list-style-type: none"> <li>○ Do you agree with these outcomes? [proposed in the paper]</li> <li>○ How can we ensure that local contributing partners are getting value for money from Transport East? What else would you like Transport East to focus on?</li> </ul>	

- Could we invite other bodies to be members of Transport East, in return for delivery of specific outputs?

Comments from Members were around the following themes:

- Levelling Up
  - despite the region being a net contributor to the Treasury, there are notable areas of deprivation and we risk falling behind other regions. There is clear competition across regions for funding.
  - Need to mobilise Parliamentarians and other regional influencers to maximise the strong single voice for the East on the sustainable transport agenda for the benefit of our communities.
  - We are a region others depend on for their prosperity – especially through our international ports and movement of freight. 70% of freight arriving in the East goes North. Draw this out more prominently in our positioning and build wider alliances through neighbouring STBs.
- Decarbonisation
  - COP26 set a clear direction and we need to make sure new treaties and policy are reflected in our position, including in positive messaging.
- Alternative funding solutions
  - Need to explore alternative ways of generating funding for transport infrastructure, rather than relying solely on Government; use them to pump-prime or leverage additional investment.
  - How can we better align land-use and transport planning regionally, and across the LTAs and LPAs to develop a more strategic approach maximise developer contributions?
  - This needs to be balanced with other income streams and consider the diversity of land value and property prices. Areas most in need of transport investment to level up will not be those which will generate large developer contributions and have greater additional needs for contributions to other social infrastructure. There is also risks around peaks and troughs which increases risk and doesn't facilitate a stable pipeline.

**Next steps**

TESOG will develop the Business Plan before returning to the Forum to seek endorsement in March 2022.

**5. DfT Update**

Liz Smith provided a summary from DfT on the following areas.

- Formally thanked TE for developing the draft transport strategy



In response to comments from members, NH referenced their recently published Decarbonisation Plan and confirmed that while EV charging along their network was generally led by commercial operators they were supporting as appropriate.

## **MRN endorsement for A12 Project**

Luke Barber provided an update on the project, and the submission of the strategic outline business case to the DfT. The forum agreed that an endorsement letter will be sent in support of the A12 MRN scheme.

Comments from members:

- It was noted that Sizewell C is not funding any of this scheme and this is an example of where future planning and highways could have come together as extra traffic will be created.

Baroness Vere of Norbiton  
Parliamentary Under Secretary of State  
Department of Transport  
*By email*

CLlr Kevin Bentley  
Chair, Transport East

E: [transporteast@suffolk.gov.uk](mailto:transporteast@suffolk.gov.uk)  
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21 January 2022

Dear Charlotte,

### **Transforming bus services in the East**

Thank you for your letter of 7 December 2021. Within it you referenced the forthcoming funding allocations for Bus Service Improvement Plans (BSIPs). In our advisory role, our Transport East Forum on 13 December agreed to share with you the region's ambitious approach to transforming passenger transport, working in partnership with the Department, and ask regard is taken when considering the funding approach for BSIPs.

Earlier this year, with DfT funding, we undertook a detailed study of bus passenger services across the East. This robust study identified a series of unique challenges for the region and the evidence and recommendations informed the BSIP from each of our member Local Transport Authorities.

### **Core challenges**

Much of the East is rural in nature, and within those areas two thirds of people live in a transport 'desert' where it takes over 30 minutes to access a town centre or essential services by passenger transport. Leading to loss of employment or training opportunities, isolation, health impacts and increasing carbon emissions from car dependency. Serving dispersed communities with traditional commercial timetabled bus services has proven unviable. Innovation in the sector is essential to deliver any level of attractive passenger transport.

The picture is not much better in many of our urban areas. Without a dominant urban area in the region, the web of connections required between our growing towns and cities and their hinterlands makes it difficult for passenger transport to compete with private vehicles on journey time. Urban congestion, route options, service frequency and poor integration with rail and other bus services combine to dissuade users, even if they live close to a route.

This poor provision disproportionately affects lower income people, older people and women - who are all more likely to be reliant on bus services.

Poor passenger transport contributes to creating a largely car dependent region, resulting in transport carbon emissions making up 42% of the East's total, well above national average. If we are to decarbonise and Level Up in the East, we must help people to shift modes and passenger transport is key to delivering this.

Many of the challenges across the region were significant issues before the COVID-19 pandemic but have been exacerbated initially by restrictions and then by recent changes to customer behaviour, including a return to private car use where possible. While we appreciate the significant support the Government provided the industry during the lockdowns, there remains considerable uncertainty about the speed at which patronage will return and to what level.

The focus in the shorter term for councils and operators is stabilising patronage and attracting users back to services, but the financial sustainability of existing service provision is at risk without industry support beyond the end of Bus Recovery Grant in April 2022. There is a significant risk bus services will be permanently lost as local authorities are not able to fund services, despite routes being considered 'socially necessary'. Further reductions in services will make it even harder to build momentum through the BSIPs and enhanced partnerships to generate mode shift and embed positive behaviour change.

### **Our plan for passenger transport**

Transforming passenger transport is central to the delivery of our draft transport strategy priorities, and aligned with our LTA partner's ambitions and plans:

- **Decarbonisation to net zero by 2040:** goals for mode shift and cleaner vehicles
- **Connecting growing towns and cities:** goals for mode shift, connectivity and integration
- **Energising rural and coastal communities:** goals for rural access to support levelling up

Our plan for buses is set out in our draft Transport Strategy and sets out a phased and integrated approach to improving the region's passenger services.

- **Immediately:** Supporting our LTAs with the introduction of strong enhanced partnerships, delivering agreed BSIPs
- **Planning for the future:** Developing the next generation of strategic passenger transport is a focus of our planned work programme. This includes identifying a high-quality passenger transport network (including rapid transit) that will genuinely help people to shift modes and drive down carbon emissions.
- **Rural Mobility Centre of Excellence:** Driving forward innovation and new models for passenger transport in regions like the East where traditional models are not viable.

We are already seeing great examples of this, like Katch in Suffolk & DaRT in Essex. We will explore with partners how these demand responsive services can become financially sustainable and expand across the region.

- **Supporting people to change modes:** We are best placed to explore the regional solutions to cross-boundary services, integrated ticketing, information and behaviour change for the East.

The BSIPs submitted by our partner authorities are the first step to delivering the region's ambitions. They are grounded in a deep knowledge of their local bus networks and their communities, resulting in robust, ambitious plans developed in full collaboration with operators and wider stakeholders across the East.

We are committed to working with the Department to transform bus services across the East, meeting the vision set out in *Bus Back Better* in a non-metropolitan region. This ambition will stall before leaving the depot without support to tackle the ongoing financial impacts of the pandemic and the necessary funding for all our local authority BSIPs.

Yours Sincerely



Cllr Kevin Bentley

Chair, Transport East



## Department for Transport

Councillor Kevin Bentley  
Chair, Transport East  
c/o Suffolk County Council  
Endeavour House  
8 Russell Road, Ipswich  
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**Baroness Vere of Norbiton**  
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Our Ref: MC/391221

23 February 2022

Dear Kevin,

Thank you for your letter of 21 January, about transforming bus services in the East.

Our National Bus Strategy asked all English Local Transport Authorities (LTAs) outside London to publish Bus Service Improvement Plans (BSIPs) by 31 October 2021, setting out local visions for the step-change in bus services that is needed, driven by what passengers and would-be passengers want in their area. We asked for BSIPs to be developed in collaboration with local bus operators and cover the LTA's full area, all local bus services within it, and the differing needs of any parts of that area, such as rural elements. BSIPs must have also considered how a coherent and integrated transport network can serve schools, health, social care, employment and other services.

The Strategy is explicit about seeking to ensure that the needs of rural transport users are given equal consideration to those in urban environments and is supportive of improved connectivity and availability of services in rural areas. We have been clear that Enhanced Partnerships or franchising arrangements must deliver more comprehensive services, including those which are socially or economically necessary, to drive forward the Government's levelling-up agenda. We recognise that that the transport needs of communities in rural areas differ from those in urban environments for a variety of reasons including demographics, lower population density and travel distances.

The Strategy also commits to supporting new forms of bus provision in areas that are currently not adequately served by conventional timetabled buses. This will build upon our £20 million Rural Mobility Fund (RMF) which is trialing innovative, demand-led minibuses in rural and suburban settings.

The Strategy recognises the need for new skills to harness the opportunities of working in Enhanced Partnerships, enable more LTAs to make successful bids for future Government funding, and also maximise the potential of digital technology and the Bus Open Data Service. This builds on a longer term need to address long-term capacity and capability shortages within LTAs, as well as the bus industry. Funding has been allocated to support staffing and skills development, through the planned Bus Centre of Excellence. More details will be made available in due course.

Some Sub-National Transport Bodies, including Transport East have recently received in-year funding allocations to support the implementation of the Bus Strategy. Work is on-going to consider how these respective initiatives can be co-ordinated to achieve value for money. My officials would welcome the opportunity to work with STBs to help plan activities to support the roll-out of the Strategy over the next few years.

At the Budget we announced £1.2 billion of new dedicated funding for BSIPs, part of over £3 billion of new spend on buses over this Parliament. We aim to announce indicative funding allocations by end of February.

Officials are currently working with representative groups from the sector to understand the potential implications for services of an end to recovery funding in April. Options under consideration include an extension to recovery funding. In the short term, recognising the effect of Omicron, the Department will be providing an additional £29m this financial year to recipients of recovery funding.

Yaws,  
Charlotte

**BARONESS VERE OF NORBITON**

## Transport East Forum Meeting

**Date:** 04 March 2022  
**Item:** Transport Strategy – Progress Update  
**Report by:** Esme Yuill, Communications Lead  
**Contact:** Esme.yuill@suffolk.gov.uk

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### Purpose and Recommendations

This report sets out progress on the Transport East Strategy work programme.

Members are asked to **note**:

- The update to the consultation on the draft Transport Strategy, draft Investment & Delivery Programme and Integrated Sustainability Appraisal
- The next steps for finalising the Transport Strategy and Investment & Delivery Programme

Members are asked to **approve**:

- Chair's approval of the final Consultation Report
- 

## 1. Introduction

- 1.1. Following completion of our technical work programme and the full programme of engagement, we ran a public consultation on the draft Transport Strategy, draft Investment & Delivery Programme and supporting Integrated Sustainability Appraisal, from 2 December 2021 to 30 January 2022.
- 1.2. The consultation set out in our draft Transport Strategy the unique challenges and opportunities in the region, Transport East's Vision, the outcomes we are seeking to achieve and the four core priorities our interventions are focussed around. It then goes on to set out four delivery pathways against these priorities and the actions for Transport East to progress them.
  - Decarbonising transport
  - Connecting growing towns and cities
  - Energising coastal and rural areas
  - Unlocking global gateways
- 1.3. The Transport Investment Delivery Programme, (IDP), sets out the regional investment pipeline to deliver the strategic priorities in our Transport Strategy. The IDP identifies projects that address both regional issues and projects within six core strategic movement corridors. It will be a live document and process, reflecting the dynamic nature of our investment pipeline, outlining current regional priorities whilst supporting the progression of new ideas through an assessment framework to create a pipeline of projects best placed to deliver our strategy outcomes.
- 1.4. To meet regulatory requirements to ensure the sustainability of our strategic approach and suggested solutions, we are required to undertake an Integrated Sustainability Appraisal (ISA) of the Transport Strategy. The ISA has undergone a scoping consultation with statutory and specific stakeholders prior to inclusion in this public consultation. The ISA comprises of the following assessments:

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

1.5. This paper provides an update following the close of the public consultation, with initial outputs.

## **2. Public consultation approach**

2.1. We appointed Jacobs to support us through the public consultation on the draft Transport Strategy. This tender was through open procurement using the Crown Commercial Services transport planning framework.

2.2. The public consultation was completed in line with the principles previously agreed by the Forum, which meet the Gunning Principles.

- Digital-led and accessible – driving people to website to view material and complete feedback, but with alternative options to encourage submissions from those unable to access digital information
- Consulting on Transport Strategy, Investment & Delivery Programme and Integrated Sustainability Appraisal
- Supporting documentation including technical notes, infographics
- Promotion targeting stakeholders (those groups already involved through strategy development) and interested public – using partners and networks to help reach harder to hear sectors of our communities
- Feedback focusing on high-level themes, with quantitative and qualitative questions
- Thematic analysis – including detailed analysis of stakeholder responses
- Full consultation report
- Amends to Transport Strategy to reflect comments and feedback to respondents

2.3. We developed a comprehensive consultation strategy to meet these principles. Highlights included:

- An online virtual interactive ‘exhibition’ space, available 24/7 and designed to mirror a physical consultation exhibition
- Online stakeholder launch event and public webinars with Q&As
- Online consultation survey covering questions on the Strategy, the IDP and the ISA, including both closed and open questions
- Consideration given to the needs of all audiences including making material available in downloadable, printable formats, easy-read and audio
- Promotion to include animation video, stakeholder toolkits, digital and social media advertising and local traditional media
- Robust data protection measures

2.4. We launched on 2 December 2021 for an 8 week consultation closing 30 January 2022. #

2.5. We secured good local press coverage from across the region, a wide range of partners supported our promotional efforts using the communications toolkit and our own social media posts were viewed over 41,000 times across the campaign.

## **3. Initial consultation results**

- 3.1. We received 586 consultation responses, including 118 from regional and national stakeholders. Responses came from a broad spread across the region.
- 3.2. We asked a mix of quantitative and qualitative questions. The quantitative responses showed:
  - Strong levels of support for our Vision and overall Strategic Approach within the Transport Strategy
  - Strong levels of support for all four Strategic Priorities, with decarbonisation to net zero receiving the highest level of support.
  - Good levels of support for our Investment & Delivery Programme
- 3.3. We also asked qualitative questions to secure more detailed views about each document – Transport Strategy, Investment & Delivery Programme and Integrated Sustainability Programme. The detailed analysis of these comments continues and will be published in the full consultation report. However, some early themes have emerged including:
  - Comments relating to the balance between decarbonising transport and better connections – esp. road and air travel
  - Challenges around existing public transport provision and desire to see improvements – both in rural and urban areas
  - Affordability of public transport
  - Concern around growth and sustainable development – esp. new homes
  - More clarity on the investment needed to delivery the strategy and where funding will come from
  - Scheme or location specific comments – across the region and often road related
  - EV's, Active Travel and Freight also commented on frequently
- 3.4. We also asked respondents to rank the importance of each goals with the Strategic Priorities. This helps us focus the actions for TE as we identify our future work programme. Here, mode shift came out strongly for both people and goods movement, with alternative fuels showing less support. Improving the integration of public transport and improving public transport options also secured higher levels of support. For rural and coastal areas it was a pretty even split between improving access, and improving connectivity.
- 3.5. Finally, to help understand respondent's own travel behaviour we asked about journey choices for both work/education trips and leisure. Responses were in line with similar questions we asked through a survey in Dec 2020-Jan 2021, so both were under some level of COVID-19 restrictions.
  - High car use and walking for both work/education and leisure journeys
  - Higher walking and cycling for leisure

#### **4. Next Steps**

- 4.1. We will complete the analysis of responses and identify any areas of the Strategy and IDP for amendment. These documents will then be reassessed through an updated Integrated Sustainability Appraisal.
- 4.2. An initial consultation report will be published setting out the responses we received, following approval by the Chair.
- 4.3. An updated Transport Strategy, Investment & Delivery Programme, Integrated Sustainability Appraisal and updated consultation report will be presented to the Forum for approval at the June 2022 meeting.

- 4.4. We have been advised by the Department for Transport, they would need confidence in the support of Local Transport Authorities of the final Transport Strategy, to be submitted alongside the final document for DfT endorsement. We are aware Southend-on-Sea Council and Thurrock Council will both be entering a pre-election period in March 2022 in advance of thirds local elections in May.
- 4.5. We have started discussions with the LTAs about the approaches each authority may be taking for endorsement and likely timescales, and are targeting the summer for submission to the Department for Transport.

## **5. Conclusion**

### 5.1. Members are asked to note:

- The update to the consultation on the draft Transport Strategy, draft Investment & Delivery Programme and Integrated Sustainability Appraisal
- The next steps for finalising the Transport Strategy and Investment & Delivery Programme

### 5.2. Members are asked to approve:

- Chair's approval of the final Consultation Report

## Transport East Forum Meeting

**Date:** 4 March 2022  
**Item:** Business Plan 2022/23  
**Report by:** Andrew Summers, Strategic Director, Transport East  
**Contact:** [Andrew.Summers@suffolk.gov.uk](mailto:Andrew.Summers@suffolk.gov.uk)

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### Purpose

This report seeks Members' endorsement of the draft **Transport East Business Plan 2022/23**.

### Recommendations

Transport East Forum Members are asked to:

- **Endorse** the draft Business Plan in **Appendix 2**, including:
    - Three Year Plan (Appendix 1, pages 10-14)
    - 2022/23 detailed work programme (Appendix 2, pages 15-19)
    - Approach to future funding and local contributions in 2022/23 (Appendix 2, pages 20-11)
  - **Note** the additional DfT funding award to Transport East for 2021/22 (Section 3 & Appendix 1)
  - **Agree to delegate authority** for final approval and submission to DfT of the Business Plan to the Chair of Transport East and Strategic Director, once the DfT has confirmed its final funding settlement for 2022/23.
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## 1. Introduction

- 1.1 Transport East is required by our own Terms of Reference, and as a condition of DfT funding, to produce a **Business Plan for 2022/23** to set our agreed work programme from April 2022.
- 1.2 This Forum agreed in December that the Business Plan will comprise a **detailed plan for 2022/23**, within the context of a longer **Three-Year Plan**, which focuses on delivery of the priorities and actions in our draft Transport Strategy.

## 2. Purpose and background

- 2.1 The role of the Transport East Business Plan is to:

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

- 2.2 This Business Plan was scoped through engagement with the Forum and TESOG:
  - I. July 2021 - Forum workshop with political and business leads to scope our three-year plan and Spending Review submission
  - II. November 2022 - TESOG workshops to scope a business plan
  - III. December 2022 - Forum meeting to inform Business Plan and future funding

IV. February 2022 - TESOG meeting to finalise draft business plan

2.3 Transport East submitted a three-year funding bid to the Spending Review in September 2021 to deliver our future technical work programme. At time of writing, Transport East is awaiting confirmation from DfT on our funding for 2022/23. This Plan therefore is based on an assumption that we will secure at least the core funding received this year, and furthermore utilise the additional 2021/22 funding secured in January 2022 to roll-over into 2022/23.

**3. Additional Funding 2021/22**

3.1 Transport East bid for and was awarded additional ‘in year’ 2021/22 DfT funding in January 2022, for the following projects (see letter in Appendix 1):

**Table 1: Additional ‘in-year’ 2021/22 funding awarded to Transport East (January 2022)**

Description		Funding Award to Transport East
Transport East Lead:		
Initiate rural mobility ‘centre of excellence’		£95k
Enhance the East’s transport evidence base and analytical capability:	New regional people-movement model	£180k
	Travel and behaviour data survey	£185k
Accelerating electric vehicle infrastructure provision		£100k (of shared £200k to lead partnership with EEH )
Transport East partner (other STB lead):		
Strategic transport decarbonisation pathway and toolkit		£100k (of a shared £300,000 with South-East and EEH regions)
Strategic support for local authority Bus Service Improvement Plans		£100k (of a shared £300,000 with South-East and EEH regions)
Strategic alternative fuel infrastructure for freight		10k (of a shared £70,000 with all 7 STBs)
Strategic case for rural investment		£4k (of £12k with Western Gateway and Peninsula)

**4. Business Plan 2022/23 - Key Points**

4.1 The Business Plan (Appendix 2) basically describes how we will start to deliver the specific regional actions published in our draft Transport Strategy. The document is in draft format, and will be professionally designed once the text is final.

4.2 It sets a high-level **Three-year plan** covering four areas of activity:

1. Become a leading English Sub-national Transport Body (STB)
2. Plan the next generation of transport projects (for the East)
3. Accelerate delivery of our transport projects in the East
4. A Single Voice - put the East’s transport priorities on the UK map

4.3 To make a start on the Three-year plan, the **detailed work programme for 2022/23** includes a range of actions under those four headings. Selected highlights include:

- Doubling our core resource (four new posts this year) to support our to partners make the case for transport investment, with specific focus on Rail expertise, Rural Mobility,

Project Management, Business Case development, and growing our Single Voice and engagement with government.

- Growing our regional evidence base, creating the region's first people-based transport model, complete an in-depth travel survey of our residents, and complete a full transport data audit across the region.
- Kick-off our three-year programme of Connectivity Studies on our six strategic corridors, starting with London – Essex – Ipswich - Norwich / Suffolk Coast, and one other.
- Initiate work on our commitments in the draft transport strategy, including an integrated rail plan, and detailed plans for electric vehicles, mass rapid transit, alternative HGV fuels, active travel and freight.
- Create a Transport East 'think-tank' to advise the Forum on the major policy decisions facing us this decade
- Drive forward our Investment Pipeline, influencing the next RIS3 and the Rail Network Enhancement Programmes for the region, and accelerating business cases for our next generation of projects (including East-West Rail and others)
- Embed Transport East within the new structure of Great British Railways, and formalise relationship with other partners (e.g. DfT)
- Deliver our programme of task forces, All Party Parliamentary Group and engagement to push forward our Single Voice on our strategic priorities

## **5. Local Contributions and future funding**

5.1 Local contributions are crucial to the core operation of Transport East and delivery of the outcomes and benefits to members, and to leverage additional funding from the DfT. Whilst these have been frozen for the last two years, increasing core costs have necessitated the need to review local contributions.

5.2 The Forum meeting on 13<sup>th</sup> December also discussed ideas for maximising Transport East's income in future years, and recommended further review and exploration in 2022.

5.3 Section 7 of the Business Plan (in Appendix 2) sets out TESOG's recommended approach for evolving our funding model, including local contributions for 2022/23. Given the DfT contribution is not yet known, but the core costs of Transport East will rise in 2022/23, TESOG has recommended a two-stage approach to approaching local contributions:

(a) For 2022/23, to cover core costs, a modest increase in Transport East contribution for Local Transport Authorities for 2022/23 of 10%.

(b) Conduct a full independent review of the Transport East future funding model between April and October 2022, including:

i) An early review of the individual district subscriptions and benefits, in partnership with the Transport East district reps, to ensure greater parity across all individual Transport East districts, to ensure districts are receiving value for money, and to agree contribution and outputs for both 2022/23 and future years.

ii) The potential to increase the scope and number of funding members of Transport East

iii) Exploring further funding opportunities for our partnership

iv) Alignment with other policy and funding initiatives across the region, including County Deals.

## **6. Recommendations and next steps**

6.1 Transport East Forum Members are asked to:

- **Endorse** the draft Business Plan in **Appendix 2**, including:
  - Three Year Plan (Appendix 2, pages 10-14)
  - 2022/23 detailed work programme (Appendix 2, pages 15-19)
  - Approach to future funding and local contributions in 2022/23 (Appendix 2, pages 20-11)
- **Note** the additional DfT funding award to Transport East for 2021/22 (Section 3 & Appendix 1)
- **Agree to delegate authority** for final approval and submission to DfT of the Business Plan to the Chair of Transport East and Strategic Director, once the DfT has confirmed its final funding settlement for 2022/23.

6.2 Following DfT confirmation of our funding for 2022/23, the draft document in 2022/23 will be professionally designed and submitted to DfT. Any changes arising will be reported to this Forum.

### **Appendices**

**Appendix 1:** Letter to Transport East from Baroness Vere, additional funding 2021/22.

**Appendix 2:** Draft Business Plan 2022/23



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**Baroness Vere of Norbiton**  
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12 January 2022

Dear Andrew,

Thank you for submitting your proposals for additional work that Transport East can do to help the Department for Transport (DfT) achieve its objectives in your region.

I am grateful for Transport East's efforts in pulling together proposals at short notice, working with your partners and the other Sub-National Transport Bodies (STBs). I wanted to write to confirm the proposals we will fund at this time.

We will offer provisional funding for:

- £180,000 - A new people-focused approach to transport modelling
- £185,000 - Travel and Behaviour Data
- £95,000 - Rural Mobility Centre of Excellence
- £200,000 - Accelerating Electric Vehicle Infrastructure (in collaboration with England's Economic Heartland)

If any of your proposals have not been funded, my officials will be in touch shortly to discuss further.

All funding is offered on a provisional basis and is contingent on you agreeing final outputs and delivery timescales with DfT policy teams. Once funding is released, it will be important that you continue to liaise with policy teams, both directly and through the STB liaison meetings.

All funding should be allocated this Financial Year, although we recognise some activity may be delivered in FY 22/23. This funding is only offered on a one-off basis. There is no commitment to future funding of any of these workstreams, so it is important that your work is a standalone project, with a strong legacy.

The attached document sets out proposed governance arrangements between the Department and Transport East with regards to this funding. They are intended to be proportionate while ensuring good use of public funds. If you are content with these arrangements, please sign and return a copy to my officials. My officials will separately provide a Grant Determination Form for your accountable Section 151 officer to sign and return, following which the funding will be granted in accordance with the powers in Section 31 of the Local Government Act 2003, in the financial year 2021-22.

The Secretary of State and I would like to thank you, your board, and your officials for all your hard work over the past year. We look forward to seeing the impact this additional funding has and the outputs you deliver.

Yours,  
Charlotte

**BARONESS VERE OF NORBITON**

## Appendix 2

Note – this is current in a draft Word format – to be professionally designed once final DfT funding award and programme for 2022/23 is confirmed by government



TRANSPORTEAST

Draft Business Plan 2022-23

## Contents

1.	Foreword .....	3
1.1.	Cllr Kevin Bentley, Chair (TO BE CLEARED) .....	3
1.2.	Andrew Summers, Strategic Director .....	4
2.	Vision and Purpose .....	5
2.1.	What is Transport East .....	5
2.2.	Vision .....	5
2.3.	Priorities .....	5
2.4.	Our role.....	5
3.	How we work.....	7
3.1.	Our Structure.....	7
3.2.	The Senior Officers Group .....	7
3.3.	Our wider partnership .....	7
3.4.	Our funding and value for money .....	7
3.5.	TE Partnership Structure .....	8
4.	Annual Report 2021-22 .....	9
5.	Strategic Plan: Looking to the next 3 years .....	10
5.1.	Overview.....	10
5.2.	Become a leading English Sub-national Transport Body (STB).....	11
5.3.	Plan the next generation of transport policies and projects.....	11
5.4.	Accelerated delivery of our transport projects in the East .....	13
5.5.	A Single Voice - put the East’s transport priorities on the UK map.....	13

---

6.	Our work programme 2022-23.....	15
6.1.	Defining our programme .....	15
6.2.	Become a leading English Sub-national Transport Body.....	16
6.3.	Plan the next generation of transport policies and projects.....	17
6.4.	Accelerate delivery of the East’s transport priorities.....	18
6.5.	Single Voice - Put the East’s transport priorities ‘on the UK map’ .....	19
7.	Funding and resources .....	20
7.1.	Local contributions .....	20
7.2.	DfT contributions.....	21
8.	Measuring success.....	22
	Appendices .....	<b>Error! Bookmark not defined.</b>

## 1. Foreword

### 1.1. Cllr Kevin Bentley, Chair (TO BE CLEARED)

I have been proud to lead the work of Transport East over the last twelve months. It is clear our relatively young partnership is beginning to bear fruit. We've set an ambitious direction for future investment in the region through our draft Transport Strategy and Investment and Delivery Programme. We've also leveraged an extra £1.3m in government funding, to strengthen the evidence and case for transport in the region.

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 work to develop the region's first overarching Transport Strategy has resulted in a set of priorities unique to the East:

- Net-zero transport by 2040 for a greener, healthier future
- Connecting our growing towns and cities
- Energising our coastal and rural communities

- Unlocking our global gateways

This Business Plan sets out how we are going to start delivering against those strategic priorities. As a region we need the right evidence to make the case for future projects and schemes. Transport East's work this year will help the East identify the journeys people want to make, not just the ones they can already. It will look closely at key movement corridors to develop new sustainable plans transport for both people and goods. It will help accelerate the roll-out of alternative fuel charging infrastructure. It will champion the needs of neglected communities with government and make sure our region's needs are in the long-term plans for the major road and rail networks.

I look forward to working together create a greener, more prosperous and better-connected East.

## **1.2. Andrew Summers, Strategic Director**

Transport East has made substantial progress over the last year. We've grown in both size and impact, with a growing team and increasing influence regionally and nationally.

The draft Transport Strategy and Investment and Delivery Programme set out a robust and evidenced blueprint for transport investment across the region for the next 30 years, and the public consultation showed notable support for our vision and direction. We published detailed reports into Active Travel, Passenger Transport and Decarbonising Transport, which are already strengthening the case for investment in the East.

Our task for this year is to finalise the Strategy, taking on board the views and ideas from across the region gathered in the public consultation, and then start delivering against those four strategic priorities.

This Business Plan sets out exactly how we will do that. We have four main areas of focus:

- Becoming a leading English STB – strengthening our resources, capability and governance to make sure we can champion the East effectively

- Plan the next generation of transport investment – Develop the evidence and new solutions that will decarbonise transport, connect our growing towns, energise our rural and coastal communities and unlock our global gateways
- Accelerate the delivery of our transport priorities – Make it quicker and easier to develop, fund and secure approval for our transport schemes
- A Single Voice - Put the East's transport priorities on the national map – Make sure our priorities are reflected in national policy making and funding decisions.

We cannot achieve any of this without the support of our partner authorities and officers involved in our day-to-day work, or the wider expertise of organisations across the region who are all vital to improving transport. The future success of Transport East depends on the region continuing to jointly communicate our priorities with a Single Voice. I look forward to collaborating with all our partners this year, to help deliver better a transport system for people in the East.

## 2. Vision and Purpose

### 2.1. What is Transport East

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

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

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

Working together with Government, Network Rail, National Highways and our neighbouring regions, we are delivering an ambitious transport strategy to 2050, setting investment priorities, and accelerating delivery of our most important projects to deliver better outcomes for our communities and businesses, whilst supporting wider recovery, levelling up and sustainable growth across the UK.

### 2.2. Vision

*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.*

### 2.3. Priorities

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

- Decarbonising transport to net-zero
- Connecting our growing towns and cities
- Energising our rural and coastal communities
- Unlocking our global gateways

### 2.4. Our role

Our over-arching role is to accelerate the delivery of better transport outcomes across the East by setting a clear direction through our Transport Strategy and future plans, identifying investment priorities, and accelerating their delivery.

Figure 1 provides a breakdown of our role:

**Figure 1: The role of Transport East**

Lead Strategic Thinking	Strategic Co-Ordinator	Elevate work of partners	Influencer	Intelligence provider
<p>Strategic direction and thought leadership for the East</p> <p>Lead region-wide studies and strategies for better transport</p> <p>Promote a people-centric approach to transport:</p> <ul style="list-style-type: none"> <li>• Integrated</li> <li>• Multi-Modal</li> <li>• Accessible</li> </ul> <p>Lead national and regional STB thinking on specific transport topics</p> <p>Monitor and evaluate transport strategy progress at a regional level to measure the success of interventions against the aims of the strategy and guide future work</p>	<p>Coordinate the East’s strategic transport investment pipeline:</p> <ul style="list-style-type: none"> <li>• Assessing and prioritising schemes/projects</li> <li>• Monitoring scheme/projects delivery</li> <li>• Challenging outcomes where necessary to deliver strategic outcomes</li> <li>• Lead business case development for sub-national scale projects</li> </ul> <p>Coordinate partners’ approach on regional and national priority transport issues</p>	<p>Enable local partners to deliver better transport outcomes at the local level</p> <p>Enable national bodies to deliver better strategic transport projects in the East</p> <p>Accelerate outcomes by unblocking / speeding progress on transport delivery</p> <p>Add transport planning capacity and capability to partners</p>	<p>Provide a regional Single Voice at a national level for transport</p> <p>Championing the Transport East partnership and transport in the East</p> <p>Listen to and understand our local, sub national and national partners</p> <p>Make the case for transport investment in the East</p> <p>Influence transport delivery bodies (including Government, National Highways and Network Rail)</p> <p>Collaborate with partners to shift travel behaviour across the region</p>	<p>Provide strategic transport expertise, capacity and capability for the region</p> <p>Monitor industry trends and innovation</p> <p>Lead a robust regional data, evidence, analysis and monitoring function</p> <p>Set regional transport standards and outcomes</p> <p>Share best practice, knowledge and innovation from across the region and wider STB partners to help partners deliver better solutions</p>

### 3. How we work

#### 3.1. Our Structure

##### **The Transport Forum**

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

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

All meeting dates, papers, agendas and minutes are available at [www.transporteast.org.uk](http://www.transporteast.org.uk)

#### 3.2. The Senior Officers Group

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

The strategic direction, work programme, and day-to-day management of Transport East is led by the Business Unit. Suffolk

County Council hosts the Business Unit and is the accountable body for all grant funding from the DfT.

#### 3.3. Our wider partnership

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

The wider partnership come together at our Transport Summit, however 2021/22 saw more regular involvement of the wider partnership through the development of the Transport Strategy and public consultation. We will continue these conversations through 2022/23, including through the wider partnership panel.

#### 3.4. Our funding and value for money

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

In 2021/22, we secured grant funding from the Department for Transport (DfT) of £1.3m to resource our technical work programme, £794,000 of this funding was allocated in-year and while committed, will be carried over into FY 2022/23. This is underpinned by a grant funding agreement published on our website and monitored through quarterly reporting to the DfT.

This Business Plan includes a central planning assumption that a DfT grant of at least 2021/22 levels would be provided in 2022/23. See section 7 for more detail.

**3.5. TE Partnership Structure**



## 4. Annual Report 2021-22

The key achievements in 2020/21 include:

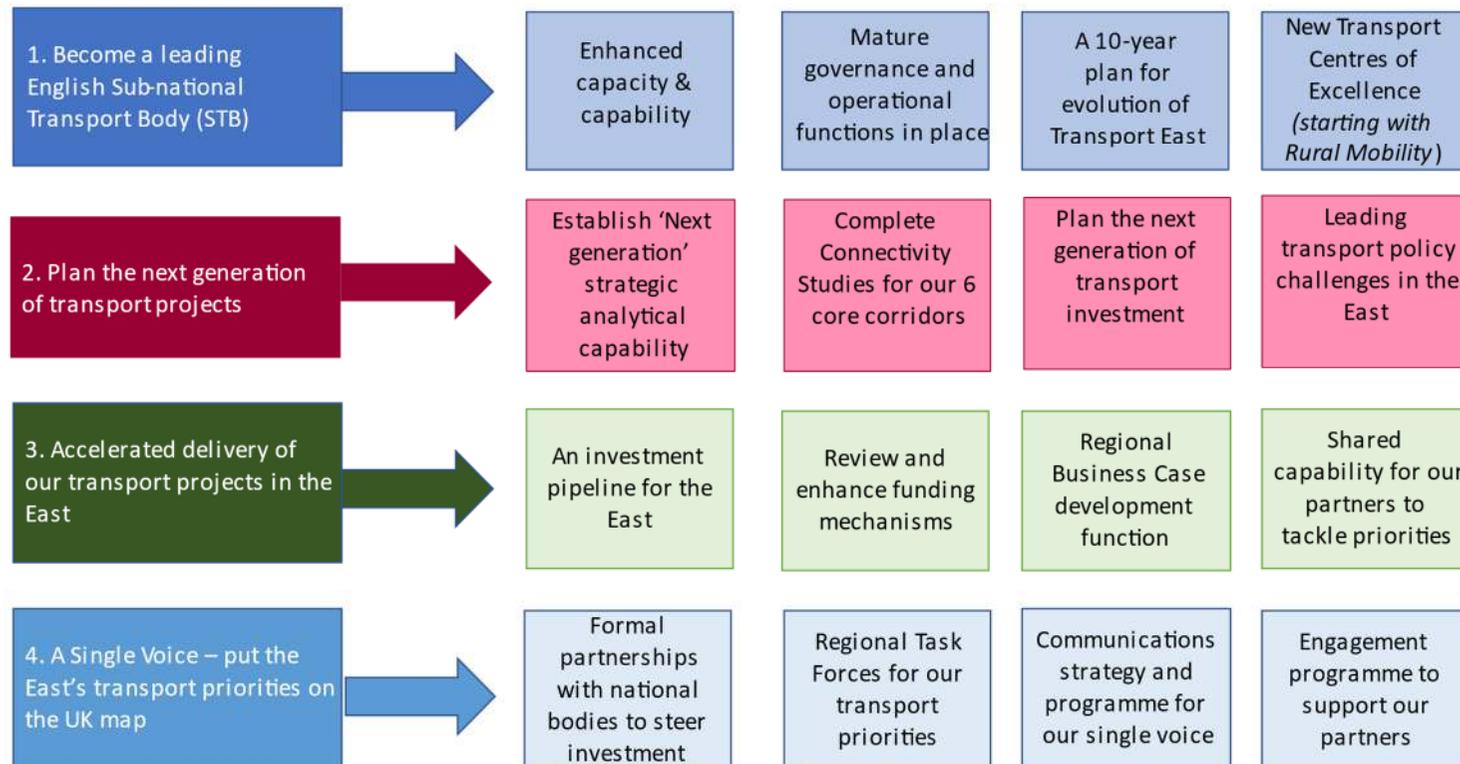
<p><b>1. Transport East as a Functional Body:</b></p> <ul style="list-style-type: none"> <li>✓ <b>£520,000 secured from the Department for Transport for 2021/22, and work programme to delivered on time and on budget.</b></li> <li>✓ <b>£794,000 additional in-year funding</b> from DfT secured in January 2021</li> <li>✓ Transport East <b>‘Three-year plan’ submitted to HM Treasury / DfT</b> in September 2022 for future investment</li> <li>✓ <b>Memorandum of Understanding signed with Network Rail</b>, and establishment of Transport East Rail Working Group</li> <li>✓ <b>Joint Engagement Action Plan</b> developed and signed with <b>National Highways</b></li> </ul>	<p><b>2. Transport Strategy:</b></p> <ul style="list-style-type: none"> <li>✓ Development and publication of the <b>draft Transport Strategy</b></li> <li>✓ Publication of an <b>Integrated Sustainability Appraisal</b> on the draft strategy</li> <li>✓ Completion of <b>8-week public consultation</b>, securing circa <b>600 responses</b> from partners, stakeholders and the public</li> <li>✓ Publication of the <b>Transport East Active Travel Strategy</b>, including 11 recommendations for step-change in Active Travel</li> <li>✓ Publication of our <b>Passenger Transport report</b>, identifying two-thirds of our rural areas as transport deserts</li> <li>✓ Transport East <b>decarbonisation baseline report</b> published</li> </ul>
<p><b>3. Investment and Delivery Planning:</b></p> <ul style="list-style-type: none"> <li>✓ Development and <b>publication of our draft Investment and Delivery Programme</b> for public consultation, including creation of regional pipeline with 77 projects across the region</li> <li>✓ Established Transport East as <b>lead STB in England on rural mobility</b>, leading and delivering work programme across the country</li> <li>✓ Transport East led regional engagement with National Highways on <b>Route Studies for RIS3</b></li> <li>✓ Extensive promotion and support for regional priorities, through supporting task forces, ministerial representations and other.</li> </ul>	<p><b>4. Speaking with a Single Voice:</b></p> <ul style="list-style-type: none"> <li>✓ Regional transport priorities presented to HM Treasury and DfT through our <b>2021 Spending Review campaign</b></li> <li>✓ Extensive <b>engagement programme</b>, expanding our contacts network to 2,500 <b>regional partners stakeholders</b></li> <li>✓ <b>Five major national transport consultations</b> responded to on behalf of the region</li> <li>✓ <b>Transport East MP programme</b> established, including recruitment of <b>Parliamentary Ambassador</b>, and led transport input into <b>East of England All Party Parliamentary Group</b></li> </ul>

## 5. Strategic Plan: Looking to the next 3 years

### 5.1. Overview

Our three-year corporate plan has been developed through engagement with our partners, the Transport East Forum, and the Department for Transport, and informed by the Transport East submission to HM Treasury for the 2021 Comprehensive Spending Review.

It sets a direction to guide the annual Transport East Business Plan, and our annual reporting will track our progress against the three-year corporate plan. The following section explains the four work areas of the three-year corporate plan in more detail. By 2025, we will have:



## **5.2. Become a leading English Sub-national Transport Body (STB)**

### **What does this mean?**

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

### **What does it look like?**

- A Transport East team with capacity, capability and unique skillsets to deliver and manage a scaled-up work programme for the East, closely integrated with our partners.
- A mature partnership governance and work programme that directly supports the strategic transport needs of all our Local Transport Authorities, districts and other partners, transport operators, businesses and the public, working closely with neighbouring regions.
- A new ten-year plan for the evolution of Transport East agreed by the region to support transport delivery over the next decade.
- Creation of regional ‘centres of excellence’ for transport, showcasing and driving forward innovation and new delivery models (starting with a Rural Transport centre of excellence in 2022/23).

- Transport East established as the National lead for STBs on Rural Mobility programme.

It is proposed that a core team of four staff would be funded by local contributions, and further technical capacity and capability funded by the Department for Transport annual grant.

## **5.3. Plan the next generation of transport projects**

### **What does this mean?**

Complete plans for the next generation of strategic policies and projects to deliver our priorities set out in our Transport Strategy across the East and beyond, underpinned by an enhanced regional evidence base and a compelling case for investment.

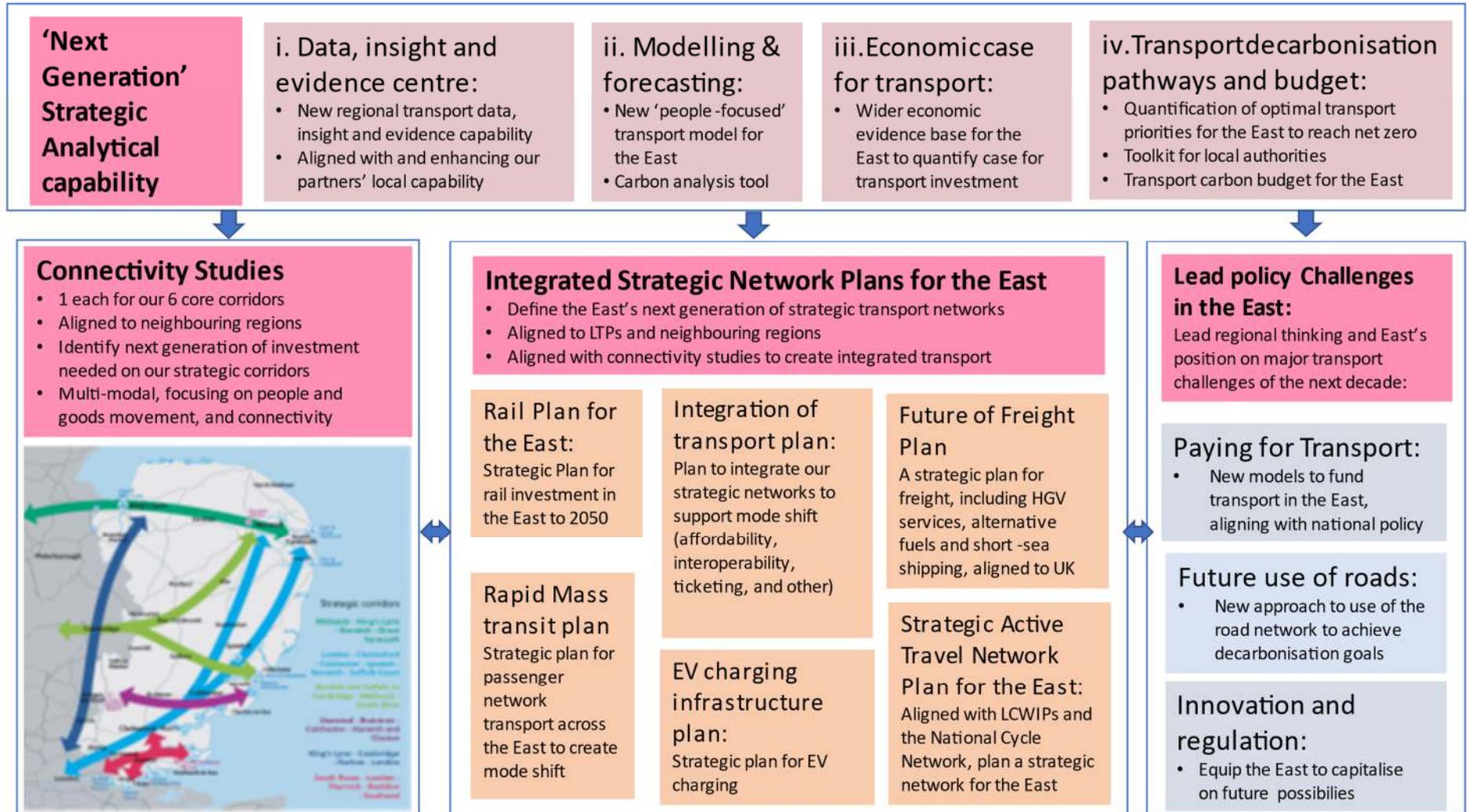
### **What does it look like?**

Figure 2 sets out the proposed work programme, with four areas of focus:

- ‘Next generation’ strategic analytical capability (at a regional scale)
- Connectivity Studies for our six core corridors
- Integrated strategic network plans for the East
- Leading policy challenges in the East – by establishing a new think-tank

This work programme would primarily be funded by the annual grant from the Department for Transport, and scalable depending on resource.

Figure 2: A three-year programme to plan and develop next generation of projects to deliver our transport priorities to 2050:



#### **5.4. Accelerated delivery of our transport projects in the East**

##### **What does this mean?**

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

##### **What does it look like?**

- Creation and management of a **strategic investment pipeline for the East** as proposed in the draft Investment and Delivery Programme directly informing priorities for DfT, National Highways and Network Rail, enabling better co-ordination of investment to maximising opportunities and outcomes
- Through a newly created Transport East ‘think-tank’ and work programme, identify **enhanced ways of funding our transport priorities**
- **Better Business Case Development**, through more capability and capacity to support partners in the development of technical evidence base to identify, initiate and accelerate transport Business Cases, bringing future priorities into reality at an earlier stage through higher quality submissions, consistent with DfT appraisal
- **Shared resource to tackle strategic challenges** through increased shared capability for LTAs, districts and partners

to tackle or troubleshoot strategic transport issues and challenges where there is benefit of joining together.

#### **5.5. A Single Voice - put the East’s transport priorities on the UK map**

##### **What does this mean?**

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

##### **What does it look like?**

- Formalised partnerships with delivery bodies and strategic partners in the East and beyond to embed our strategic priorities, to ensure the East has directly influenced future investment including RIS3 (2025 to 2030), RNEP CP7 (2024 to 2029) and other major transport investment programmes managed by the Department for Transport, National Highways, Network Rail - and future bodies including Great British Railways.
- Strategic Task Forces to deliver strategic priorities – including Modal Shift, Active Travel, Passenger Transport, Electric Vehicles, Decarbonisation and Rail.

- Communications strategy and resource so the Transport East partnership speaks as a Single Voice in its engagement with government:
  - Comprehensive engagement capability and capacity to comprehensively listen to and distil range of views into an ongoing single voice.
  - Annual programme of influential events, including the Transport Summit, Transport East at national events
  - Engagement programme to understand and support our partners' needs (DfT, LTAs, Districts, Operators and others) and co-ordinate where there is benefit of a regional strategic approach (e.g. to increase public acceptance for our transport priorities)

## 6. Our work programme 2022-23

### 6.1. Defining our programme

This section sets out the 2022/23 Business Plan, detailing the work programme required for the first year of our three-year corporate plan.

The plan will be funded by local contributions and the Department for Transport annual grant. In addition, some activities will be funded through the additional 2021/22 funding allocated by the DfT in January 2022.

The programme is structured via our four work areas in the three-year plan:

1. Become a leading English Sub-national Transport Body (STB)
2. Plan the next generation of strategic transport priorities to 2050
3. Accelerate delivery of our transport projects in the East
4. Single Voice - Put the East's transport priorities firmly on the UK map'

For each action, we have identified how it will support our draft Transport Strategy priorities of:

- Decarbonisation to Net Zero
- Connecting growing towns and cities
- Energising Rural and Coastal Communities
- Unlocking Ports and Airports

## 6.2. Become a leading English Sub-national Transport Body

Work Programme area	2022/23 Business Plan Task	Decarbonisation to Net Zero	Connecting Towns and Cities	Rural and Coastal areas	Unlock Ports and Airports
Enhanced capacity & capability to deliver work programme	<ul style="list-style-type: none"> <li>Recruitment of 1 x <b>technical programme support</b></li> <li>Recruitment of 1 x <b>strategic rail / passenger transport lead</b></li> <li>Recruitment of 1 x <b>Engagement / support officer</b></li> <li>Secure DfT funding and agree Business Plan for 2023/24</li> <li>Review subscription model for Transport East core funding</li> </ul>	√	√	√	√
Mature governance and operational functions in place	<ul style="list-style-type: none"> <li>Broaden Transport East Forum meetings to include 2 in-person site visits per year</li> <li>Establish in-house finance function from April 2022 with accountable body (transfer from EELGA)</li> <li>Produce and publish annual report for 2021/22</li> </ul>	√	√	√	√
A 10-year plan for evolution of Transport East	<ul style="list-style-type: none"> <li><b>Finalise Transport East Strategy and submit to DfT for endorsement</b> (including consultation report, and response to consultation)</li> <li>Produce scoping report for evolution of Transport East (10 years)</li> </ul>	√	√	√	√
New Transport Centres of Excellence (starting with Rural Mobility in 2022/23)	<ul style="list-style-type: none"> <li>Recruitment of <b>1 x Rural Mobility Centre of Excellence Manager</b></li> <li>Scope and launch <b>Rural Mobility Centre of Excellence</b></li> <li>Produce '<b>Case for Rural Investment</b>' (in partnership with Western Gateway STB)</li> <li>Lead National STB work programme on Rural Mobility</li> </ul>	√		√	

### 6.3. Plan the next generation of transport projects

Work Programme area	2022/23 Business Plan Task	Decarbonisation to Net Zero	Connecting Towns and Cities	Rural and Coastal areas	Unlock Ports and Airports
Establish 'Next generation' strategic analytical capability	<ul style="list-style-type: none"> <li>Complete <b>transport data audit</b> of the Transport East region</li> <li>Complete DfT-funded <b>survey of data and travel behaviour</b> in the East</li> <li>Initiate development of <b>new people-based transport model</b> for the East</li> <li>Complete <b>decarbonisation pathways</b> (with EEH and TfSE)</li> </ul>	√	√	√	√
Complete Connectivity Studies for our 6 core corridors	<ul style="list-style-type: none"> <li>Initiate <b>first connectivity study</b>: London-Essex-Ipswich-Norwich/Suffolk Coast</li> <li>Identify and initiate <b>second connectivity study</b></li> <li>Identify programme for remaining four connectivity studies in 2023/24</li> </ul>	√	√	√	√
Strategic plans for next generation of transport investment	<ul style="list-style-type: none"> <li>Start and Complete <b>Electric Vehicle Strategy</b> for the East (with EEH region)</li> <li>Start and Complete <b>Alternative Fuels for HGVs strategy</b> (with all 6 STBs)</li> <li>Start and Complete <b>regional support for Bus Service Improvement Plans</b> (with TfSE/EEH)</li> <li>Start plan to deliver <b>11 recommendations from Sustrans TE Active Travel</b> report,</li> <li>Start <b>Rail Plan / Mass Rapid Transit Plan</b> for the East (for completion in 2023/24)</li> <li>Start <b>Future of Freight Plan</b> (for completion in 2023/24)</li> </ul>	√	√	√	√
Lead regional thinking and action on new policy and innovation	<ul style="list-style-type: none"> <li>Through the new Transport East 'think-tank' and work programme, explore the <b>future use of roads in the East</b></li> </ul>	√	√	√	√

#### 6.4. Accelerate delivery of the East's transport priorities

Work Programme area	2022/23 Business Plan Task	Decarbonisation to Net Zero	Connecting Towns and Cities	Rural and Coastal areas	Unlock Ports and Airports
An investment pipeline for the East	<ul style="list-style-type: none"> <li>Proactively manage the '<b>East Investment Pipeline</b>' mechanism set out in IDP, in partnership with LTAs, NH and NR</li> </ul>	√	√	√	√
	<ul style="list-style-type: none"> <li>Produce KPIs for the investment pipeline and monitoring mechanism</li> </ul>	√	√	√	√
	<ul style="list-style-type: none"> <li>Formally advise government on funding priorities for the East (e.g. MRN review)</li> </ul>	√	√	√	√
Review and enhance funding mechanisms	<ul style="list-style-type: none"> <li>Partner with <b>National Highways</b> to provide East advice on next generation of <b>Highways Route Strategies and RIS3</b></li> </ul>	√	√	√	√
	<ul style="list-style-type: none"> <li>Partner with <b>Network Rail</b> to provide East advice on next generation of strategic rail investment priorities in the region</li> </ul>	√	√	√	√
	<ul style="list-style-type: none"> <li>Lead work programme on the future of 'paying for transport' in the East</li> </ul>	√	√	√	√
Regional Business Case development function	<ul style="list-style-type: none"> <li>Initiate work programme to speed up delivery of <b>priority packages and projects</b> in pipeline through strategic business case development of projects to be agreed with the Forum and DfT</li> </ul>	√	√	√	√
	<ul style="list-style-type: none"> <li>Support development of the East-West Rail Eastern Section wider economic business case</li> </ul>	√	√		√
Support local partners to tackle strategic priorities and issues	<ul style="list-style-type: none"> <li>Lead case-specific support for local partners to tackle strategic issues (for example support on Lower Thames Crossing, maximising Freeports opportunities and re-trunking studies)</li> </ul>	√	√	√	√

**6.5. Single Voice - Put the East’s transport priorities ‘on the UK map’**

Work Programme area	2022/23 Business Plan Task	Decarbonisation to Net Zero	Connecting Towns and Cities	Rural and Coastal areas	Unlock Ports and Airports
Formal partnerships with national bodies to steer investment	<ul style="list-style-type: none"> <li>Lead the national relationship with the six other STBs</li> <li>Initiate and agree a <b>DfT / Transport East Charter</b> to formalise relationship between government and our partnership</li> <li>6-month review of <b>Joint Engagement Action Plan</b> with National Highways and deliver 2022/23 actions via joint NH/TE group</li> <li>Delivery of <b>MoU Action Plan</b> with Network Rail and establish East governance proposals within new <b>Great British Railways</b> structure</li> </ul>	√ √ √ √	√ √ √ √	√ √ √ √	√ √ √ √
Regional Task Forces for our transport priorities	<ul style="list-style-type: none"> <li><b>Lead regional task groups</b> for Alternative Fuels, Strategic Rail (with NR), Active Travel, Buses</li> <li>Support and advise the region’s existing task forces (including GEML, WAML, Ely, M11/A120, East-West Rail Eastern Section Board)</li> </ul>	√ √	√ √	√ √	√ √
Communications strategy and programme for our single voice	<ul style="list-style-type: none"> <li>Set and deliver communications programme for 2022/23</li> <li>Programme to promote the East at external meetings and events</li> <li>Continue and widen Parliamentary engagement programme, including East of England APPG</li> <li>Establish a new <b>think-tank</b> using the Transport East <b>wider partnership panel</b> to advise and steer new policy development</li> </ul>	√ √	√ √	√	√ √
Engagement programme to support our partners	<ul style="list-style-type: none"> <li>Establish and deliver district engagement programme</li> <li>Lead East’s presence at the Sub-National Transport Body national conference in May 2022</li> <li><b>Transport East Summit</b> in Summer 2022</li> <li>Championing the region within and across Government departments</li> </ul>	√ √ √ √	√ √ √ √	√ √ √ √	√ √ √ √

## 7. Funding and resources

**This Transport East Business Plan is funded by local contributions and a Department for Transport (DfT) grant.**

### 7.1. Local contributions

The local contributions, established in 2019 and set out in the Terms of Reference, fund the core Transport East team, all non-technical work, operations and communications activities (for example the Transport East Summit).

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

By the end of the three-year plan period (end of 2024/25), we propose that local contributions should cover a core team of four FTE (as in post of 1st February 2022) and the operational activities not covered by DfT funding.

The current local contributions total £242,000 and subscriptions have remained frozen for two years. This level will be unsustainable going forwards, given annual increases in staff costs, and the increasing ambition and regional scale of our activities. However, the partnership is also sensitive to the financial pressures facing local authorities, and the need for budget holders to plan well ahead for the next financial year.

At the time of writing, we still do not know the DfT funding grant for our 2022/23 plan, so to mitigate this, the Business Plan proposes a two-stage approach to determining local contributions:

(a) For 2022/23, to cover core costs, a modest increase in Transport East contribution for Local Transport Authorities for 2022/23 of 10%

(b) Conduct a full independent review of the funding model between April and October 2022, including:

- i) An early review of the individual district subscriptions and benefits, in partnership with the Transport East district reps, to ensure greater parity across all individual Transport East districts, to ensure districts are receiving value for money, and to agree contribution and outputs for 2022/23 and future years.
- ii) The potential to increase the scope and number of funding members of Transport East
- iii) Exploring further funding opportunities for our partnership
- iv) Alignment with other policy and funding initiatives across the region, including County Deals.

This review will take place in the first half of 2022/23 by an independent body, once we have full understanding of the DfT’s three-year planning guidelines for Transport East, and report to the Forum in autumn 2022 to inform future local authority budget planning. Transport East will commission an external body to undertake the review.

**7.2. DfT contributions**

Since 2020/21, and in response to the demonstrable financial and political commitment from local partners, Transport East has also received funding from the DfT to support the delivery of our technical work programme.

The delivery of the 2022/23 business plan is reliant on the availability of DfT funding.

Our bid to DfT through the Spending Review to deliver this Business Plan was £1.35m in 2022/23. We expect to find out the confirmed figure in March/April 2022.

For 2022/23, our DfT funding will comprise:

<b>DfT Grant</b>	<b>Funding</b>
2021/22 Additional Funding (roll-over to 2022/23) – awarded to TE	£560,000
2021/22 Additional Funding (roll-over) – awarded to TE to share with EEH for Electric Vehicle Strategy	£200,000
2021/22 Additional Funding (roll-over) – awarded another STBs which is jointly for TE	£214,000
2022/23 DfT Grant for Technical Work	Unknown. To be confirmed by DfT.

## 8. Measuring success

We will monitor the effectiveness of the work programme, using both quantitative and qualitative data, including partner feedback.

We will publish an annual report at the end of the year to report on this Business Plan.

How we will track the success of our outputs and outcomes is set out in the table below.

Theme	Measures
Outputs	<ul style="list-style-type: none"><li>• Completion of our agreed annual work programme, across all four work areas</li><li>• Delivery of contractual outputs and deliverables with the Department for Transport</li><li>• Delivery of tangible benefits for partners – for example economies of scale in co-ordinating and delivering joint technical / communications outputs</li></ul>
Outcomes	<ul style="list-style-type: none"><li>• The East of England's transport priorities demonstrably becoming national level priorities (for example in national strategies, investment delivery plans and funding)</li><li>• Increased recognition of Transport East partnership and role</li><li>• Continued support from government and local partners arising from recognition of value added.</li></ul>

## Transport East Meeting

**Date:** 4 March 2022  
**Item:** Major Road Network (MRN) / Large Local Majors (LLM) Programme Update  
**Report by:** Suzanne Buck, Technical Programme Manager, Transport East  
**Contact:** [Suzanne.Buck@suffolk.gov.uk](mailto:Suzanne.Buck@suffolk.gov.uk)

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### Purpose

To update members on the request from DfT to review the Transport East MRN / LLM programme, and seek endorsement for the Transport East response (section 3)

### Recommendations

It is recommended that the Forum:

- a) Notes the letter from DfT (**appendix 1**) requiring all STBs to review their MRN / LLM programme 2020-2025, based on deliverability and compliance with emerging new priorities for the DfT
  - b) Agrees that Transport East continues to support those MRN / LLM schemes that are viable for delivery in the timeframe, given they remain strategic priorities for the region (**section 3 and appendix 2**)
  - c) Endorses the submission of this update, including further technical detail provided by each LTA, to the Department for Transport.
- 

## 1. Introduction

- 1.1 In 2019, Transport East submitted advice to the Department for Transport (DfT) on our regional priorities for the MRN Programme for the delivery period 2020-2025. The MRN programme provides funding for local authority projects on the Major Road Network for projects above £20m.
- 1.2 The Large Local Majors programme is a separate DfT funding pot for large transport projects unaffordable through Local Transport Plan funding.
- 1.3 The DfT does not have committed funding from HM Treasury beyond 2025 for the MRN or LLM programmes, and has stated that collective delays and cost escalations across the country are creating a significant national programme 'tail' beyond 2025 which would be unaffordable and undeliverable.
- 1.4 In addition, since 2019, the requirements for MRN and LLM schemes have evolved in line with recent government policy, and there is a DfT requirement to now include active travel, bus and decarbonisation elements to the schemes.
- 1.5 The DfT has written to all STBs to review the position of MRN and LLM schemes within each region, in particular the timing and costs, and their contribution to wider outcomes (see letter in Appendix 1)

- 1.6 As a first step, DfT has given all scheme promoters and relevant STBs the option to reconsider the schemes in the current programme, and furthermore, to collate information on the programme to help inform DfT decisions about their management of the cost increases and 'tail'. The DfT letter makes clear that projects with an approved Outline Business Case already would not be considered for review, unless the promoter wants to, or the case has changed.
- 1.7 Transport East was required to submit a response to DfT by 1<sup>st</sup> March 2022, however we were given an extension to 4<sup>th</sup> March to secure Forum endorsement at this meeting today.

## 2. Transport East Approach

- 2.1 To complete this task, the Transport East Senior Officer's Group (TESOG) agreed that our response to DfT (see section 3) should comprise four parts:
- A. Regional context for our MRN/LLM programme
  - B. Response to DfT request 1: Do LTAs wish to proceed or stop with MRN/LLM schemes?
  - C. Response to DfT request 2: Provide update on each schemes, including costs, timescale and performance against the new criteria.
  - D. Summary of advice from the region to DfT on next steps
- 2.2 To achieve this, the TESOG agreed and completed the following process:
1. Scoping meeting between Norfolk, Suffolk, Essex, Thurrock and TE core officers to agree approach and design proforma for promoters to complete
  2. Clarification meeting with DfT to confirm approach
  3. LTAs completed proformas for each MRN/LLM scheme
  4. 1-to-1 clarification meetings between individual LTA and TE core officers
  5. Compilation and drafting of this report by TE core officers
  6. Final checks by TESOG LTA officers.

## 3. Transport East proposed response to DfT

### *(A) Regional context for our MRN/LLM programme*

- 3.1 The TE MRN programme, submitted to government in July 2019 included 14 MRN/LLM schemes, and this was increased to 15 when Thurrock Council joined Transport East.

**Table 1: Transport East MRN/LLM Programme submitted to DfT in 2019**

<b>LARGE LOCAL MAJOR SCHEMES</b>	<b>Local Authority</b>
Norwich Western Link	Norfolk
Ipswich Northern Route	Suffolk
Chelmsford North East Bypass	Essex
A133-A120 Link Rd East of Colchester	Essex
<b>MAJOR ROAD NETWORK SCHEMES</b>	
A10 West Winch Housing Access Road	Norfolk
A140 Long Stratton Bypass	Norfolk
A17 Pullover roundabout improvement	Norfolk
Army & Navy Sustainable Transport Package	Essex
A127 Corridor for growth	Essex
A127 Pound lane	Essex
A12 East of Ipswich	Suffolk
A12 Woodbridge	Suffolk
A140/A1120 Earl Stonham	Suffolk
A146 Barnby to Carlton Colville	Suffolk

- 3.2 The submission also noted that Transport East supports the A12 Suffolk Energy Gateway as a LLM scheme. This scheme could not be implemented in time for Sizewell C. Noting that the decision by the Secretary of State on Sizewell C is imminent, if the proposal does not receive consent, or does not proceed for any other reason, the DfT was requested to consider this scheme for further development and delivery.
- 3.3 In developing this short-list, the region had already discounted the following schemes from progressing within the LLM/MRN programme:
- Chelmsford North East Bypass – being delivered through the Housing Infrastructure Fund (HIF)
  - A133-A120 Link Road East of Colchester – being delivered through HIF
- 3.4 Our draft Investment and Delivery Programme, published in December 2021 for public consultation alongside our draft transport strategy, also included the schemes in table 1, as part of the balanced regional package of measures to deliver our overall strategic priorities.

#### **(B) Response to DfT request 1**

- 3.5 The first DfT request asked for the LLM/MRN schemes within the current programme to be reconsidered, and assess their priority and strategic fit.
- 3.6 Of the 15 schemes submitted in 2019, two are now being delivered through HIF (see 3.3) and a further two have already been withdrawn from the region's MRN programme following development work, listed below:
- Ipswich Northern Route – withdrawn following SOBC
  - A127 Pound Lane – withdrawn
- 3.7 All remaining 11 schemes are still regional priorities, **and the promoting authority have confirmed to Transport East they wish to proceed** and improvements to the identified section of the MRN routes remain a local strategic priority.

#### **(C) Response to DfT request 2**

- 3.8 The second request asked for the schemes to be reviewed against the original MRN objectives, the more recent wider objectives relating to including or supporting sustainable measures, value for money, progress and levels of support.
- 3.9 Appendix 2 provides a summary of the information requested by the DfT for each scheme.
- 3.10 Of the 11 remaining schemes, two have been identified to potentially be delivered beyond the current 2020 – 2025 period. In addition one of the schemes could be considered for delivery by National Highways (NH) through RIS3. More details of these schemes is provided below.
- 3.11 **A13 East Facing Access** – Following the current round of engagement with National Highways (NH), the Outline Business Case for this scheme is due to be submitted in May 2022. It is Thurrock Council's view that this scheme would be more effectively and efficiently delivered by NH. Recognising that these improvements will bring significant local benefit and enable growth, it is usual for slip roads to form part of the SRN. This approach has previously been used in Kent, where improvements on the MRN for the M2/A2 Brenley Corner junction has been taken on for delivery by NH. Transport East would support discussions between Thurrock, DfT and National Highways to explore this approach further.

- 3.12 **A140/A1120 Earl Stonham** – the SOBC for this scheme is due for completion in Q1 2023. Developing this scheme has been delayed by significant delays in updating the local plan, which will influence the solution by the location and level of planned growth. The scheme is still supported by Suffolk County Council and the local MP. However, it is recognised that this delay may result in commencement of construction after the current funding period. Major funding will still be required to deliver this scheme and it is requested that if the updated programme, following completion of the SOBC, indicates that delivery would commence beyond the current funding period, that funding is prioritised within the next government funding structure post 2025.
- 3.13 **A146 Barnby to Carlton Colville** – Early work indicated that a more sustainable transport approach should be considered rather than a traditional infrastructure approach. It is recognised that this approach will take time to develop and the cost of delivery, although significant, is likely to be below the current MRN funding range, yet above that that could be delivered through the LTP, even with local planning contributions. This remains an important route within Suffolk and provides essential east/west connectivity to the coastal town of Lowestoft, that experiences resilience issues. Improvements to this route remain a priority to Suffolk County Council and are supported by the local MP Peter Aldous. It is requested that funding for this scheme is considered a priority within the next government funding structure post 2025.

#### **(D) Summary of advice from the region on the future of MRN/LLM**

- 3.14 Transport East consulted on a draft Investment and Delivery Plan as part of the wider public consultation on our draft Transport Strategy between Dec 2021 – Jan 2022. This provided a section on 'Better Delivery'. Key recommendations in that section and from discussions with our LTA partners that are relevant to considerations on the region's delivery of MRN schemes include:
- The development of business cases is extremely resource intensive, particularly for local transport authorities with stretched resource and Transport East would recommend greater capacity and capability to develop business cases and deliver schemes
  - Increased data and intelligence capability at a regional scale, to enable an evidence-led approach to business case and programme development
  - Multi-year funding certainty to allow for planning and development of schemes for the next MRN fund or its replacement
  - Improvements to funding mechanisms to enable local authority partners to manage and afford the large local contributions required to support these significant schemes.
  - Improved mechanism for high cost schemes that fall below the threshold of MRN or LLMs. With current funding streams there is a gap between levels that can be delivered through the LTP and the MRN fund, that prohibits relatively cost effective schemes from being progressed, often those with significant sustainable transport elements. Considerations should be given to a lower threshold for funding MRN or LLM schemes.

#### **4. Recommendations and next steps**

- 4.1 It is recommended that the Forum:

a) Notes the letter from DfT (**appendix 1**) requiring all STBs to review their MRN / LLM programme 2020-2025, based on deliverability and compliances with emerging new priorities for the department

b) agrees that Transport East continues to support those MRN / LLM schemes that are viable for delivery in the timeframe, given they remain strategic priorities for the region (**section 3 and appendix 2**)

c) Endorses the submission of this update, including technical detail provided by each LTA, to the Department for Transport.

4.2 Transport East will submit the response to the DfT, and keep this Forum informed on the next steps with DfT.

## **Appendices**

Appendix: LMM/MRN Programme Summary Table

**Appendix 2 LLM/MRN Programme Summary Table**

(Key: OBC=Outline Business Case, SOBC=Strategic Outline Business Case)

PROJECT	LTA	LTA WANT TO PROCEED?	ESTIMATED COST	ESTIMATED COMMENCEMENT DATE	CURRENT STATUS	MEETS MRN OBJECTIVES	INCORPORATES SUSTAINABLE MEASURES	MP SUPPORT
<b>LARGE LOCAL MAJORS</b>								
Norwich Western Link	NCC	YES	£198,387,000	2024 - tbc	OBC Submitted 25/06/2021		Enables wider package of measures	Yes Jerome Mayhew MP
Ipswich Northern Route	SCC	NO - withdrawn						
Chelmsford North East Bypass	ECC	NO	Being delivered through the Housing Infrastructure Fund (HIF)					
A133-A120 Link Rd East of Colchester	ECC	NO	Being delivered through the Housing Infrastructure Fund (HIF)					
Suffolk Energy Gateway	SCC	Supported in the 2019 Transport East submission	circa £150m	within funding period	OBC submitted Delivery linked to success of SZC DCO		Enables wider package of measures	Yes Peter Aldous MP Therese Coffey MP Dr Dan Poulter MP

PROJECT	LTA	LTA WANT TO PROCEED?	ESTIMATED COST	ESTIMATED COMMENCEMENT DATE	CURRENT STATUS	MEETS MRN OBJECTIVES	INCORPORATES SUSTAINABLE MEASURES	MP SUPPORT
<b>MAJOR ROAD NETWORK</b>								
A10 West Winch Housing Access Road	NCC	Yes	£64,730,000	Q3 2024	SOBC Submitted March 2021	YES	Includes LTN1/20 compliant measures. Bus priority measures being investigated	Yes James Wild MP
A140 Long Stratton Bypass	NCC	Yes	£37,440,000	Q3 2023	OBC approved 07/2021	YES	Enables wider package of measures	Yes Richard Bacon MP
A17 Pullover roundabout improvement	NCC	Yes	£11,200,000	Q2 2025	SOBC due for completion 12/2022	YES	To be considered as part of SOBC development	Engagement planned as part of SOBC
Army & Navy Sustainable Transport Package	ECC	Yes	£67,660,000	Q4 2024	SOBC completed 7/2021. OBC to be submitted 08/2022	YES	Yes, both bus and active travel	Yes Vicky Ford MP
A127 Corridor for growth	ECC	Yes	£50,000,000	Q4 2024	SOBC due to be submitted 10/2022	YES	To be considered as part of SOBC development	Initial proposals supported. Further engagement as part of SOBC
A127 Pound Lane	ECC	NO - withdrawn						
A12 East of Ipswich	SCC	Yes	£54,465,340	Q4 2023	OBC submitted 12/2021	YES	Yes, bus priority, active travel and a Mobility Hub	Yes Therese Coffey MP Peter Aldous MP
A12 Woodbridge	SCC							
A140/A1120 Earl Stonham	SCC	Yes	£17,300,000	Q3 2026	SOBC due for completion Q1 2023	YES	To be considered as part of SOBC development	Yes Dr D Poulter
A146 Barnby to Carlton Colville	SCC	Yes but looking at a more sustainable solution. Likely future funding round Would welcome discussion with DfT						Yes Peter Aldous
A13 East Facing Access Slips	TC	Yes	£78,000,000	Q2 2024	OBC due to be submitted 5/2022	YES	Enables bus priority and active travel improvements	Yes Jackie Doyle-Price MP & Stephen Metcalfe MP

## Transport East Briefing

**Subject:** Great British Railways – Whole Industry Strategic Plan: Call for Evidence  
**Report by:** Suzanne Buck, Technical Programme Manager, [suzanne.buck@suffolk.gov.uk](mailto:suzanne.buck@suffolk.gov.uk)  
**Date:** 4 February 2022

In late 2021, the Great British Railways Transition Team issued a 'Call for Evidence' to inform the early development of a Whole Industry Strategic Plan (WISP) for Rail. Once formed, the new body for rail, Great British Railways, will develop the WISP, a 30-year strategy for the entire railway network over the coming decades.

Transport East submitted this initial response on 4<sup>th</sup> February 2022, and will follow up regional engagement further with the GBR Transition Team over the coming months.

More details on the call for evidence can be viewed here: <https://gbrtt.co.uk/call-for-evidence-launch-document/>

The UK Government has developed five strategic objectives for the Strategic Plan over the next 30 years: meeting customers' needs, delivering financial sustainability, contributing to long-term economic growth, levelling up & connectivity, and delivering environmental sustainability. GBRTT intend to put these objectives at the heart of the Strategic Plan and form the basis of the questions in this call for evidence.

## Summary of Transport East top 5 points

- **The role of STBs:** As the 'single voices' for transport investment across England, we fully recommend that STBs are an integral part of the new governance structures of Great British Railways
- **Using STB Transport Strategies:** The seven Transport Strategies of the STBs across England (and the Mayor's Transport Strategy in London), have been developed in partnership with all regional partners and subject to widespread consultation, and should be part of the foundation of the WISP's national and regional priorities for rail.
- **Decarbonisation and new models of funding:** Rail is fundamental to the UK's decarbonisation goal, but to facilitate the mode shift required from road-based transport, we must tackle affordability, connectivity and convenience. New models of funding may be needed, and STBs are well placed to support GBR with this.
- **Integration:** Integration with other transport networks is fundamental to deliver end-to-end journeys for the customer that are competitive with the private car. This requires strong

collaboration with National Highways and Active Travel England, as well as local partners. STBs, with multi-modal transport strategies and multi-agency partnerships are ideally placed to support GBR in facilitating this.

- **East of England:** The objectives of the WISP must look beyond a focus on metropolitan urban areas and also prioritise better connections our smaller towns, coastal and rural communities. In the East, this requires new and better East-West rail connectivity, connectivity from South Essex to the north of the region, and faster connections to neighbouring regions including London, Cambridge, the Midlands and the North.

## Notes

1. The East region within this response relates to the geography covered by the Transport East STB.
2. All links and references relating to evidence for this response are provided at the end of the document. This includes links to rail prospectuses that provide more local detail.

## Question 1

- a) **How would you apply these objectives to rail in your region or to your area of expertise within the transport sector? Do you have evidence you can share with us of how you have applied similar objectives in relation to rail, and do you consider the objectives to have missed any key areas?**

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 a half a million by 2041, with 566,000 new homes and 295,000 new jobs predicted by 2050.

There is a strong alignment with the strategic objectives set out in the Transport East draft transport strategy and the importance of rail in delivering net-zero through the improved connectivity across the region's six strategic corridors, between communities in urban, rural and coastal areas, and modal shift, for passenger and freight. Our strategic objectives are:

**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.

**Connecting growing towns and cities** – enhanced links between 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.

**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.

**Unlocking international gateways** – better connected ports and airports to help UK businesses thrive, boosting the nation's economy and helping to level up communities through better access to international markets and facilitating foreign direct investment.

Our Draft Transport Strategy also includes a draft Investment Delivery Programme, that describes our approach for the region and identifies 77 projects at different stages of development, both within and outside of the region. Nearly 30% of the projects identified are rail schemes or with a rail element. This highlights the importance of rail in delivering both regional and national objectives and the need to integrate rail as part of a wider transport solution.

Transport East Forum has established a Transport East Rail Group and agreed a Memorandum of Understanding with Network Rail to ensure the region has the capability and resource to consider rail at a strategic regional level, and engage directly with NR and the GBR Transition Team. The rail group includes the member organisations that form part of Transport East who have a long history of working collaboratively with Network Rail and local operators. Transport East also has a programme of work to develop the evidence base for the region to improve the detail of understanding of challenges and support the development and delivery of projects for our partners. This work currently includes:

- A regional rail strategy
- A regional freight strategy (covering all modes)
- Strategic corridor connectivity studies
- Rural and coastal connectivity
- People-focussed modelling
- Decarbonisation strategy
- Alternative fuels, looking at freight and EV infrastructure

Transport East welcome the opportunity to share and develop this work in partnership with GBRTT going forward to ensure the delivery of an integrated approach to transport in the East region.

**Inclusion of STB's within the new GBR governance structure would ensure that there was a local voice for rail strategy and investment going forward.**

**b) How is it possible to make progress against a number of the objectives simultaneously? Do any of the objectives have larger barriers associated with them than others, or do any objectives pose possible barriers to others? Where would you make the trade-offs?**

The broad scope of the objectives provides opportunity for progress simultaneously across the industry. The consultation information references three periods for planning, 5, 10 and 30 years, this approach will enable effective mapping of the issues and the development of an ambitious delivery programme.

There are a number of barriers to consider:

- The impact of Covid19 on passenger levels has been significant and is likely to take some time to adjust to the new normal. To build back demand for rail travel in the short term and maximise the benefits of rail travel will require a joined-up approach to consider how to address transport costs and funding at a national level.
- Capacity on the network is currently a barrier to achieving both freight and passenger services. It is therefore essential that the needs of both freight and passengers are considered, and solutions developed that do not prioritise the needs of some users over others. There are many examples that relate to this, the Ely junction, Haughley junction, the need for double tracking across the network and improving east/west connectivity from the East region to Cambridge, which would also optimise the benefits of the East West rail proposals to the west of Cambridge and freight routes between the Thames ports and the midlands and north via London.

- The Government's Transport Decarbonisation Plan notes that the cost of rail travel needs to be more comparable with other modes, especially the car and sometime air travel. The affordability of travel as a sustainable alternative, needs to be addressed.
- An integrated transport system where rail is considered as part of a wider network needs to become the norm. An example of a current barrier to this approach is the consideration of level crossings where there is a potential conflict between impact on capacity of a route, potential safety concerns with access for communities and the need for continuity within the PROW network. Solutions that consider an integrated transport system may be relatively expensive compared to closures, challenging the current approach to VfM assessments. The importance of the wider transport network needs to be an important part of rail route and capacity assessments. Consideration also needs to be given to the interface with the highway where the operation and maintenance of level crossings and road and rail bridges all require a coordinated integrated approach that considers people using both networks.
- Impact of engineering works. Improvements and maintenance are essential, however, the level and regular nature of disruption particularly during weekends and off-peak holiday periods has a detrimental impact on the attractiveness of rail travel. Bus-replacement and cancelled services make travel for leisure less attractive, can impact the local highway network and communities, and compromise the potential for increasing passenger numbers. It is acknowledged that this is a challenging issue to address.

Transport East is keen to work with GBRTT to develop the approach to deliver an integrated transport system in the region and adjacent STB areas.

**c) What long-term trends in wider society, the economy, and the environment will affect these five objectives over the next 5, 10, and 30 years? Please give evidence to support your response.**

The Transport East Transport Strategy examines potential future scenarios and has been developed with this uncertainty in mind.

In addition to the need to understand the long-term trends for freight, there is a need for a wider understanding of freight and the role that rail has in the freight and logistics sector. How can the current role of freight be expanded and what role can it play in driving growth?

Modal shift will be key to delivering net-zero this will require an integrated approach to access to rail for residential and business developments. This will include integrated ticketing, multi-modal connectivity addressing end to end transport needs and an understanding of future local plans. Linking to future growth raises the challenge of affordability and timely delivery.

A long-term trend for the East region is the age profile of the population. The East population is already older than the national average and the trend is for this to increase. Accessibility of rail use is an important factor, acknowledging that the need for accessibility is not restricted to the older population, but that it will increase as a result of the older population. Access to stations, within stations and onto trains should be a short-term objective. This includes access improvements for those with visual, aural and cognitive disabilities including neurodiversity and dementia.

Linked to this is increased scrutiny of safety of protected groups in public spaces including the rail network, and improving safety and the perception of safety is important.

Good transport also attracts younger people to the region. The Cambridge Econometrics study, as part of the Transport East strategy work identified the role of rail in retaining and attracting skilled workers. Currently 50% of graduates leave the region. Future generations will demand high quality public transport connectivity and rail will be a major part of this.

An awareness and ability to be agile in response to changes in long-term trends will ensure that costly infrastructure is future-proofed supporting the financial sustainability objective.

**d) What are the key uncertainties you consider that the Strategic Plan must be resilient to in order to be effective over the next 5, 10 and 30 years?**

Resilience to weather events has historically been a challenge, increasing demand for both freight and rail services highlight the need for improved resilience in response to potential weather trends associated with climate change.

Levels of investment and funding to ensure sure the recovery of passenger services and future affordability of rail travel are major factors that will influence the future Strategic Plan.

The recovery of passenger patronage, and changes to historic travel patterns are key uncertainties in the next 5 years.

**e) Over the next 5, 10 and 30 years, which steps should the sector take to improve integration of rail with the wider transport system (including walking and cycling) in pursuit of these objectives?**

As mentioned in the responses above, the key actions to improve the integration of rail with the wider transport system include

- A proactive, coordinated response to the opportunities associated with local planned growth.
- Addressing end to end transport needs, requiring coordination with LTA's, bus operators and Community Transport Groups. To engage with LTA's in the development of their LCWIP's and BSIPs.
- Integrated ticketing that is robust across modes and regions, acknowledging the high level of inter-region rail trips.
- Accessible stations and trains.
- Maintaining the continuity of PROW.
- An integrated and coordinated approach to the rail / highway interface.
- Secure cycle storage and looking at increased opportunities to take cycles onto trains, including e-bikes.

## **Question 2 – Meeting Customer Needs**

**a) Passenger: how will rail passenger expectations, including accessibility requirements, evolve over the coming 5, 10 and 30 years, what will be the driving causes of these changing expectations, and how can they be most effectively met by the rail sector?**

Current expectations for passenger rail service include reliability of service, affordability, frequency of service and journey times. Reliability will build confidence that people can travel when needed without having to consider cancellations or bus replacement in response to works. Affordability is key to making rail travel a mode of choice and accessible to all income groups. To support mode shift, the cost of rail for people needs to come down relative to other modes, but this may require a different model of funding. A challenge for the industry is how to pay for rail and this needs to be considered in the wider debate around paying for transport.

Frequency of service has been shown to be a significant factor in use of rail, for example providing an hourly service on the East Suffolk line, Norwich to Sheringham, Norwich to Cambridge and Ipswich to Cambridge; where passenger numbers increased between 100% and 260% following the provision of a core hourly frequency. Ensuring frequent services that can also connect with other services will make rail travel more attractive. Journey time is significantly impacted by how direct a service is. Currently most out of region trips involve a connection via London or a significant wait for connections; more direct services by providing increased East/West connectivity to Cambridge to link up with the western section of East/West rail and an hourly service from Ipswich to Peterborough are good examples of improvements to services.

To increase the attractiveness of rail for passengers requires it to be reliable, frequent, direct and affordable with access to real time information; otherwise, it will be difficult to compete with car travel.

Accessibility of rail use is an important factor. Access to stations, within stations and onto trains should be a short-term objective. This includes access improvements for those with visual, aural and cognitive disabilities including neurodiversity and dementia.

Linked to this is increased scrutiny of safety of protected groups in public spaces including the rail network and improving safety and the perception of safety is important.

**b) Passenger: in your experience, how can we most effectively monitor and assess customer satisfaction? What is a stretching yet realistic ambition for this objective and what measures can we most effectively use to consider success over the coming 5, 10 and 30 years? What evidence can you share to support your view?**

The common issues that affect customer satisfaction are well known. The current format of passenger surveys is considered to be too narrow in scope and do not provide the opportunity to understand passenger view or concerns. To improve the understanding of customer satisfaction there needs to be a review of the questions asked and for these to be separate to how performance is measured. GBRTT should consider how it will demonstrate its understanding of existing and potential customer needs and views.

There is also a need to understand why rail trips are not the mode of choice, the latent demand. Working with STB's and LTA's the rail industry could include questions within wider transport behaviour and attitude surveys. This approach would enable the prioritisation of measures and the ability to monitor what matters rather than what it is easy to monitor.

**c) Freight: what evidence can you provide regarding the advantage(s) of transporting goods by rail and what evidence can you share for how that could develop in the next 5, 10 and 30 years? What do you consider to be the most effective role for rail freight in the existing supply chains served and those that it doesn't? How could this change over that period? In answering, please explain and take account of likely developments in technology and in the wider economy.**

Rail freight covers a wide range of commodities that require different treatment when being transported. Within the East region there are 20 freight terminals in use, (with a further 6 currently not in use) and commodities transited cover construction, inter modal, energy and other products such as timber and grain. The region has 13 ports, including 2 freeports, including Felixstowe which is the largest container port in the UK. The ambition of the Freeports will increase demand for rail freight capacity, the impact of this on the national rail network needs to be understood and provided for. Transport in the East region accounts for 42% of carbon emissions, a significant contributor to this figure is transport on the SRN involving HGV's transporting goods.

It is well documented that the carbon emissions for transport the equivalent goods by rail are significantly lower than by road. Therefore, transporting goods by rail will deliver significant reduction in carbon emissions and enable the net-zero target to be met.

To enable transport by rail freight to be optimised, there is a need to understand the connectivity of the rail network to the wider transport network to enable end to end journeys. The potential for trans-shipment sites should be investigated and there may be the opportunity to utilise redundant depot and stabling areas to act as logistic centres to expand the potential for types of goods transported by rail.

With increasing levels of construction and major infrastructure projects, opportunities should be sought to increase the use of rail for transporting materials and removing spoil. Consideration should also be given to the potential for temporary railheads to facilitate this.

**d) What is a stretching yet realistic ambition for this objective and what measures can we most effectively use to consider success over the coming 5, 10 and 30 years? What are the interventions over that period which will be the maximum value for money, and what evidence can you share to support your claim?**

To identify where there will be a short- and medium-term increase in demand for rail freight and prioritise current constraints on the associated rail network. The accommodation of the increase demand for freight should not be at the expense of passenger service capacity over the same period.

Taking into account the reduction in emissions for transporting by rail over road, priority should be given to capacity over electrification of freight routes to enable the accommodation of passenger services, accepting that electrification will in itself improve capacity.

Achieving an understanding of current and potential customer needs should be a short-term priority.

A number of interventions have been identified in studies undertaken in the region, details are provided in the appendices.

### **Question 3 – Delivering financial sustainability**

**Where are the most significant opportunities and barriers to delivering financial sustainability in the rail sector over 5, 10, and 30 years and how do we achieve/overcome them? How can we most effectively monitor and assess this? What is a stretching yet realistic ambition for this objective and what measures can we most effectively use to consider success over the coming 5, 10 and 30 years? What are the interventions over that period which will be the maximum value for money?**

Financial sustainability is dependent on use of rail and therefore the more efficiently the network is developed and used, and the more attractive rail is as the mode of choice, the more financially sustainable the rail sector will be.

There needs to be a wider discussion about the future of funding for transport and how this needs to be aligned with the user being the source of funding for all forms of transport and also aligned to the wider benefits and impacts of different modes on society. Consideration needs to be given to short-term funding to “re-boot” passenger travel following Covid19, this would suggest that the aim should be to develop a funding strategy that will result in a financially sustainable model for the medium-term, 5 to 10 years. In considering the future funding strategy, consideration should be given to enabling lower income groups to use rail to ensure levelling up of access to sustainable transport.

Financial sustainability also relates to the cost of delivering change and improvements. Currently the time taken to identify, develop and deliver a project is significant and costly, arguably more costly than equivalent road projects. A review of this process and the potential to reduce the cost and time of the whole process, whilst ensuring that measures form part of an integrated transport system, would be beneficial.

#### **Question 4 – Contributing to economic growth**

**a) As Britain recovers from the effects of the COVID-19 pandemic, what evidence do you have for how rail can contribute to wider economic growth over the next 5, 10, and 30 years? What is a stretching yet realistic ambition for this objective and what measures can we most effectively use to consider success over the coming 5, 10 and 30 years? What type of interventions over that period will provide maximum value for money from rail's economic contribution, and what evidence can you share to support your views?**

For passenger rail, providing sustainable access to jobs, education and training. This will support economic growth and job creation, reducing deprivation; this would require improvements to reliability, frequency, improved journey times, integrated travel, affordability and increased ability to access stations, potentially new stations. The need for short, medium and long-term investment in infrastructure has been identified within the Transport Strategy IDP and the evidence links provided at the end of this response.

Optimising the use of rail freight, including access to ports and freeports, will contribute to economic growth, supporting our ports and businesses to distribute throughout England in a low carbon way. This will require consideration of how goods are trans-shipped and coordination with the wider transport and business network.

**b) In the context of enabling development and regeneration opportunities both in the immediate vicinity of stations and within the surrounding area, how can rail best facilitate improvements to places and local growth, through improved connectivity and unlocking commercial activity, housing, and employment over the next 5, 10 and 30 years?**

Coordinating new facilities and infrastructure with local plans to ensure timely delivery to support new development and growth. Noting that the cost of facilities to support development and regeneration will often impact the viability of the development and should therefore be considered for national funding.

Working with LTAs to integrate rail with LCWIPs and BSIPs to improve end to end journeys through place-based interventions and reducing severance created by rail lines within urban areas.

**c) What innovative and modernising ideas do you have which would benefit the railway while supporting the strategic objectives? Please give evidence and make reference to how they would maintain or enhance the railway's safety record.**

Consideration should be given to best practice for the use of material in other countries that has demonstrated better resilience to climate variation.

The potential to utilise the movement of trains to generate energy.



**AND CONVERTING THAT WIND ENERGY  
INTO ELECTRICITY**

To consider the potential to utilise rail land and assets to house solar panels.

## **Question 5 – Levelling up and connectivity**

**a) What evidence can you provide for how the rail sector contributes to the four levelling up outcomes and to improving connectivity in across Great Britain, including through cross-border services? How does this change depending on the type of place where the sector operates (including in cities, towns and rural areas), and what are the most cost-effective ways at the sector's disposal to improve that further during the next 5, 10, and 30 years?**

In addition to comments made in 1b and 2a. The East region has a number of transport deserts reducing people's access to education, employment and services. There is also a greater propensity to travel by private vehicle in rural areas due to the lack of public transport and the need to travel longer distances to get to a desired location. This results in rural, market and coastal areas being a significant contributor to CO2 emissions in the region and the highest emissions per person by location. Improved connectivity for rural communities, providing faster and more frequent connections will improve access to jobs and education.

Work of Community Rail Partnerships could have a more enhanced role to promote rail travel. Their current role is limited by their dependence on TOC funding via franchise agreements. GBR should consider a long-term role with long term funding.

There is a need to understand how to balance frequency and connectivity with a greater understanding of what is needed to drive modal shift across different places and populations. Transport East has received funding to undertake region-wide Agent Base Modelling that will help to understand this issue.

**b) How could the rail industry, over the next 5, 10, and 30 years, become more responsive to, and more accountable to, local communities and passengers? Please give evidence and examples in your response.**

Rail needs to be seen as part of the wider transport network delivering integrated end to end journeys comparable in convenience, cost and speed with the car.

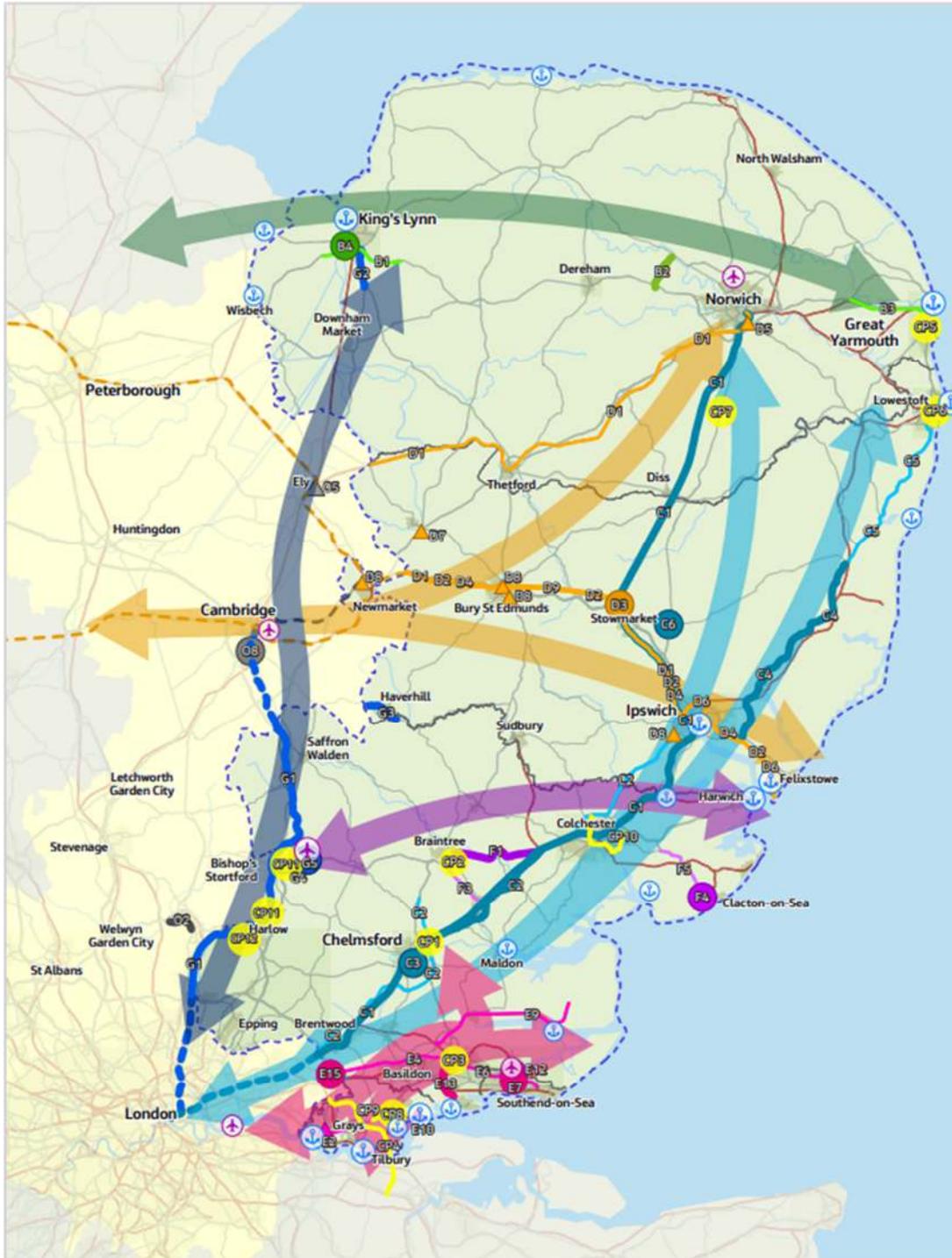
To ensure an integrated approach to transport GBR provides the opportunity through the establishment of their governance structure to further develop the relationships with other network managers: National Highways, LTAs in addition to Community Rail Partnerships. Integrated planning for the benefit of travel as a whole, looking at transport interfaces between passenger transport services, roads and the walking and cycling network; ensuring a local voice with knowledge of local performance and issues. Transport East, as the regional voice for transport in the East, are keen to explore how they can work with GBR in the future on strategy, service and operation matters that will affect our region.

The East region has a long track record of involvement in task forces to promote, inform and support the development of studies and compliant business cases that support the need for key rail improvements, these include the West Anglia Taskforce, Essex Thameside the Great Eastern Mainline Taskforce and the Ely Area Taskforces. Wider engagement with and recognition of the value of these task forces and their technical work would be welcomed.

**c) What is a stretching yet realistic ambition for this objective and what measures can we most effectively use to consider success over the coming 5, 10 and 30 years? What are the interventions over that period which will be the maximum value for money, and what evidence can you share to support your views?**

The Transport East draft Transport Strategy and IDP identifies six core strategic movement corridors. These corridors comprise growing urban areas, economic centres, ports and airports, and the road and rail connections between them and the rest of the UK. These corridors are critical to the East region's strategy and further investment will be needed along them if the region is to reach its potential as a thriving, connected, multi-centred economy, whilst reducing carbon emissions. See Core Strategic Corridors figure on the next page.

The IDP identifies key rail network improvements for passenger and freight, both within the East region and neighbouring areas, that will build the network needed to deliver its strategic objectives. The region has also produced a number of studies to provide supporting evidence, identifying issues and proposed improvements. Of these improvements, an OBC for the Ely junction capacity works is currently being developed; this is needed to unlock significant passenger and freight capacity in the region and is essential to deliver committed passenger service improvements, for example an hourly Ipswich to Peterborough service and increased capacity for freight from the East. Transport East would welcome the opportunity to work with GBR to develop and deliver these stretching yet realistic ambitions.



### CORRIDOR B: Connecting our Energised Coastal Communities

←→

Ref.	Assessed	Scheme Name
B1	No	A47 Tilney to East Winch dualing
B2	Yes	Norwich Western link Road
B3	No	Acle Straight Dualing
B4	Yes	A47/A17 Pullover junction

### CORRIDOR C: Connecting the Heart of East Anglia

←→

Ref.	Assessed	Scheme Name
C1	Yes	GEM1 Strategic Rail Package
C2	Yes	A12 Strategic Package South: J19 - J25 (Chelmsford to Marks Tey)
C2	No	A12 Strategic Package South: M25 to the A14 including Chelmsford NE Bypass
C3	Yes	Army and Navy Sustainable Transport Package
C4	Yes	A12 Strategic Package North
C5	No	A12 northern section (A1152 to Lowestoft) upgrade
C6	Yes	A140 / A1120 MRN

### CORRIDOR D: Cross-country connectivity

←→

Ref.	Assessed	Scheme Name
D1	No	East - West Rail Package
D2	No	Felixstowe Port to the Midlands and the north Rail
D3	Yes	Haughley Rail Junction - double track (freight capacity)
D4	No	Rail Level crossing improvements not covered by the Ely/ Felixstowe scheme
D5	No	Trowse Rail Bridge and Trowse lower junction double tracking
D6	No	Felixstowe Rail branch line - doubling
D7	No	A11 Fiveways
D8	No	A14 Package
D9	No	Rail improvements across Suffolk

### CORRIDOR E: South Essex Corridor

←→

Ref.	Assessed	Scheme Name
E1	No	A1306 improvements and bus priority
E2	No	M25 J30 capacity enhancements
E3	No	Essex Thameside rail improvements (Identified in Essex Thameside study)
E4	No	A127 Strategic Package
E5	No	A127 Outer Relief Road Southend and Essex
E6	No	A127 Northern Relief Road Southend and Rochford
E7	Yes	Southend Congestion Relief Package
E8	No	South Essex Bus Metro
E9	No	Upgrade Wickford to Southminster rail line
E10	No	GEM1 Rail link to London Gateway
E11	Yes	Southend Airport Sustainable Access Package
E12	Yes	Harp House Roundabout Improvements
E13	Yes	Improved Access to Canvey
E14	No	Southend Rapid Transit
E15	Yes	A13/A126 east facing slips

### CORRIDOR F: East-West Growth Corridor

←→

Ref.	Assessed	Scheme Name
F1	Yes	A120 Braintree to Marks Tey Dualing
F2	No	North Essex Rapid Transit - phase 2
F3	No	Braintree branch line rail improvements
F4	Yes	Clacton Town Centre Action Plan
F5	No	A133 Frating to Clacton enhancements

### CORRIDOR G: UK Innovation Corridor

←→

Ref.	Assessed	Scheme Name
G1	Yes	West Anglia Main rail line Package
G2	Yes	A10 West Winch Housing Access Road
G3	Yes	Rapid transit links from Cambridge to Utlesford (formerly CAM)
G4	No	M11 J8 Long Term Scheme
G5	Yes	Stansted Airport Sustainable Access Package

### Scheme Timeline

Transport East Schemes

- — 0-5 years
- △ — 5+ years

Schemes Outside of Transport East

- — 0-5 years
- ▲ — 5+ years

Committed Projects

- —

### Key

- Transport East Study Area
- Regionally significant hubs
- Rail
- Roads (SRN/MRN)
- Airport
- Port

0 20 Kilometers

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### COMMITTED PROJECTS

Ref.	Scheme Name
CP1	Beaulieu Park Station
CP2	A120 NW slips
CP3	Fairgreen junction short term improvements
CP4	Lower Thames Crossing
CP5	Great Yarmouth Third Crossing
CP6	Gull Wing Crossing - Lowestoft
CP7	Long Stratton Bypass
CP8	Seaford-Le Hope station
CP9	A13 widening (including A13/A1014 junction)
CP10	North Essex Rapid Transit
CP11	M11 junction improvements at J7, J8 incl new J7a
CP12	Harlow and Gilston Sustainable Transport Corridors

### CORRIDOR A: Regional Strategic Packages

Ref.	Assessed	Scheme Name
A1	No	Re-open rail lines in rural / coastal areas
A2	Yes	Widespread roll-out of EV charging infrastructure to increase EV take up (including HGVs)
A3	Yes	Implement SMART ticketing across the region
A4	Yes	Urban Active Travel Package
A5	Yes	Inter-urban Active Travel Package
A6	Yes	Rural Active Travel Package
A7	Yes	Develop an ambitious programme of traffic demand management measures across the region
A8	Yes	Ports Access Package
A9	Yes	Coastal Access Package
A10	Yes	Urban Sustainable Transport Package
A11	No	Infill rail electrification associated with Felixstowe and Thameside
A12	Yes	Widespread roll out of fibre broadband and 5G

## **Question 6 – Delivering environmental sustainability**

**a) What is a stretching yet realistic ambition for this objective and what measures can we most effectively use to consider success over the coming 5, 10 and 30 years? What are the interventions over that period which will be the maximum value for money, and what evidence can you share to support your views?**

The Network Rail Decarbonisation Plan seeks to electrify the railway focussed on additional overhead electrification for the busier routes particularly freight routes, and alternative fuels for other routes. This strategy will provide significant benefit to the East which has nationally significant freight routes and large rural areas. It is recognised that electrification can drive increased capacity, however there are challenges associated with this in terms of locomotive availability and use. It would be beneficial to understand the cost and deliverability risks for progressing this work and how this sits alongside the costs and benefits of increasing track capacity; to enable an effective, progressive programme to be developed and delivered that would meet the ambitions of the region for rail transport and support the East's strategic transport objectives.

**b) What use can the rail sector make of emerging or existing technologies to reduce its impact on the environment and enhance biodiversity over the next 5, 10, and 30 years, and, in a proportionate and cost-effective way, help national and regional authorities to meet their environmental objectives?**

Recognising the challenges that a constrained estate has to enable the rail industry to deliver biodiversity net gain for its works. The rail industry could work with Local Authorities to contribute to the development of larger and more sustainable environmental areas to off-set its impacts.

**c) How can rail best invest in climate resilience, supported by smarter forecasting, planning and technology, over the next 5, 10, and 30 years and what evidence do you have to support your view?**

No response

## EVIDENCE

1. TE draft Transport Strategy [TransportEastStrategy.v6.pdf](#)
2. TE Passenger Transport Strategy. <https://www.transporteast.org.uk/wp-content/uploads/Transport-East-Passenger-Transport-Strategy-Final.pdf>
3. TE Carbon Baseline Emissions Report [https://www.transporteast.org.uk/wp-content/uploads/Carbon-Baseline-Emissions\\_Final\\_combined\\_issued-10-12-21.pdf](https://www.transporteast.org.uk/wp-content/uploads/Carbon-Baseline-Emissions_Final_combined_issued-10-12-21.pdf)
4. Draft IDP <https://www.transporteast.org.uk/wp-content/uploads/202111-Final-IDP-1.pdf>
5. Cambridge Econometrics study [1c-Future-Scenarios.pdf \(transporteast.org.uk\)](#)
6. Great Eastern Mainline – The case for investment  
[New-Anglia-LEP-GEML-Taskforce-Brochure-V5-003.pdf \(newanglia.co.uk\)](#)
7. The UK Innovation Corridor: Global Scientific Superpower Delivering UK Economic Growth and Post-Pandemic Recovery  
[UK Innovation Corridor Global Scientific Superpower \(Nov2020\).pdf](#)
8. Norfolk County Council Rail Prospectus 2020  
[Norfolk Rail Prospectus \(citizenspace.com\)](#)
9. Suffolk County Council Rail Prospectus  
<https://www.suffolk.gov.uk/assets/Roads-and-transport/public-transport-and-transport-planning/Suffolk-Rail-Prospectus.pdf>
10. Network Rail webpage with links to a number of regional studies  
[Long-term planning - Network Rail](#)
11. Ely Area Capacity improvements SOBC and associated work relating to Ipswich to Ely level capacity improvements
12. Haughley Junction Doubling 2020
13. East West Rail – pre SOBC – East West Rail Consortium
14. Trowse junction improvements – Network Rail
15. Beaulieu new station  
[5122962.pdf \(chelmsford.gov.uk\)](#)  
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