

TRANSPORT EAST FORUM

10:30 –12:00pm

Friday 8th October 2021

AGENDA

1.	Welcome and apologies, and Declarations of Interest Cllr Kevin Bentley, Chairman of Transport East	10:30
2.	Notes of the workshop held on 21st July 2021 Cllr Kevin Bentley, Chairman of Transport East	10:35
3.	Transport East Strategy and Public Consultation Andrew Summers, Strategic Director and Esme Yuill, Communications Lead <ul style="list-style-type: none"> • Draft Strategy Document – Private paper • Public Consultation Plan • Next Steps 	10:40
4.	Transport East Functional Body <ul style="list-style-type: none"> • Comprehensive Spending Review Verbal Update, (Esme Yuill) • Additional 202102 DfT Funding proposal - Private Paper (Suzanne Buck, Technical Programme Manager) 	11:10
5.	Transport East Business Plan Update <ul style="list-style-type: none"> • Business Plan Progress (Andrew Summers) • National Highways update (Matthew Taylor, National Highways) • Network Rail Update (Rob Fairy, Network Rail) • MRN Update (Andrew Summers) 	11:30
6.	Meeting Close	12:00

Transport East Forum Meeting

Date: 08 October 2021
Item: Transport Strategy – Progress Update
Report by: Esme Yuill, Communications Lead
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Purpose and Recommendations

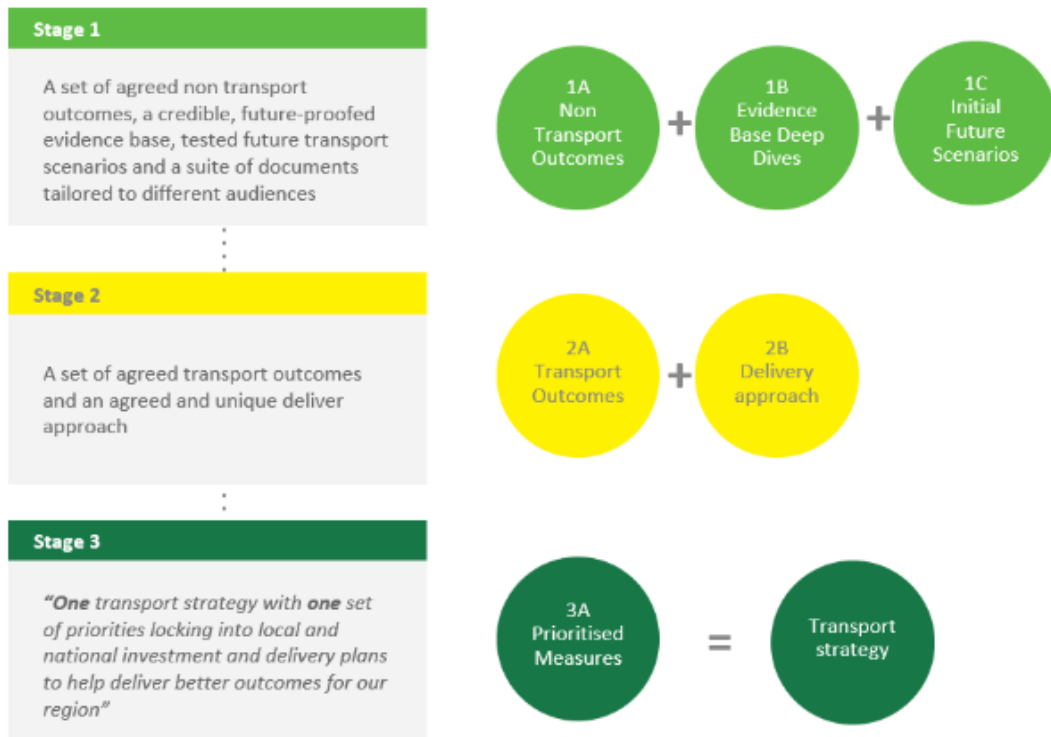
This report sets out progress on the Transport East Strategy work programme.

Members are asked to comment on and approve:

- The draft Transport Strategy to take to consultation [Appendix 1]
 - Our Investment and Delivery Programme Approach to take to consultation [Appendix 2]
 - The consultation approach and consent to consult
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1. Introduction

- 1.1. We have now completed our technical work programme to develop a robust evidence base for our draft Transport Strategy, and the full programme of engagement to seek meaningful input to the strategy from across the region to ensure the strategy accurately reflects the challenges, opportunities and ambitions of the East.
- 1.2. We now have the draft text for the Transport Strategy [Appendix 1], and our Investment and Delivery Programme approach [Appendix 2] to take to public consultation. This paper provides a plan to complete the production of the strategy and launch a public consultation on the draft Strategy and Investment and Delivery Plan in November 2021.
- 1.3. Engagement with key partners and members of the public has been key to the development of the draft strategy. We have carried out wide ranging engagement activity using several formats to co-produce and continuously shape and iterate our work.
- 1.4. It should be noted that the draft strategy document in Appendix 1 has not yet been professionally designed. Following comments from Members today, and further review by TESOG, we will transform the current draft text into a visually attractive document for public consultation, including graphics and photos, and incorporating our new branding. We are primarily seeking Members' views on the content, and not the formatting, at this stage.
- 1.5. The diagram below sets out the key stages of development for our Transport Strategy:



2. Transport Strategy

- 2.1. All formal stages of the draft Transport Strategy development programme have been completed. We have a full set of detailed technical reports setting out the robust evidence base underpinning the Strategy, alongside an Engagement Report outlining how comments from the comprehensive engagement programme have fed into the Strategy development iteratively. Our Scenario testing earlier this year, has given us confidence the strategy is flexible and resilient to a range of future development and digital futures.
- 2.2. The draft Strategy [Appendix 1] sets out in logical progression 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.
 - Decarbonising transport
 - Connecting growing towns and cities
 - Energising coastal and rural areas
 - Unlocking global gateways
- 2.3. We have also identified routes for better delivery of transport investment across the region and the role Transport East can take to accelerate the development of new infrastructure, and improve the value and success of interventions.
- 2.4. In drafting the Transport Strategy document itself, we have sought the views of the Transport Strategy officer steering group and TESOG, as well as seeking expert input into specific sections. We will amend to reflect further comments from the Forum in advance of designing up into a document for public consultation.

3. Investment and Delivery Programme

- 3.1. When prioritising investment decisions (which is a clear role that has been given to STBs nationally), we must ensure we present a set of coherent core packages and projects that:

- Offer strategic, national benefit
 - Achieve our four key strategic priorities
 - Provide benefit to all our local authority and business partners
- 3.2. To achieve the above, we have developed an Investment and Delivery Programme. This builds on the work undertaken in 2020 to bring together our joint immediate priorities into a regional Interim Investment and Delivery Plan.
 - 3.3. The Transport Investment Delivery Programme, (IDP), sets out the regional investment pipeline to deliver the strategic priorities in our Transport Strategy. This technical work programme will improve capacity, capability, intelligence, and expertise in the region to drive forward our strategy, projects and programmes.
 - 3.4. With a focus on the four strategic priorities, the IDP identifies both pan-regional projects, and specific projects on our priority corridors projects that address both regional issues and projects within six core strategic movement corridors. These corridors comprise growing urban areas, ports, airports and the road and rail connections between them and the rest of the UK. These corridors are critical to this 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.
 - 3.5. This IDP builds upon Transport East's existing investment plan by incorporating additional place-based and region-wide schemes and programmes in addition to road and rail schemes on strategic corridors. All the schemes and programmes in the plan have been identified and prioritised with reference to the four strategic priorities in the Strategy.
 - 3.6. It has been developed in line with existing national transport policy including the *Transport Decarbonisation Plan, Gear Change and Bus Back Better*. It has also been developed to align with Government programmes to deliver major road and rail investment in England.
 - 3.7. We have undertaken extensive engagement to develop this document, alongside the draft Transport Strategy, with regional and national workshops on 'Better Delivery' to help us identify new schemes and approaches. A 'long list' of candidate projects was identified, reviewed, categorised and assessed to identify the potential projects for progression as a first step towards delivering our vision and strategic priorities.
 - 3.8. The IDP 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. We can then identify which funding mechanism is most appropriate and what action Transport East must take to accelerate the delivery.
 - 3.9. Finally, we will develop and implement a Monitoring and Evaluation plan. It is important that we can measure the success of interventions in achieving the aims of the IDP and the Strategy and develop the it to reflect new regional needs or opportunities to go beyond existing targets and support case for future investment.
 - 3.10. We will be taking this draft version of the IDP to consultation, so we can review both the approach and initial schemes identified within it following feedback from the consultation, along with any outcomes of the Integrated Sustainability Appraisal. This approach and programme will then be submitted to the DfT along with the final Transport Strategy.

4. Integrated Sustainability Appraisal

- 4.1. 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 will comprise 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)

4.2. We have completed the scoping report for these assessments, and the statutory consultation on the scoping report and have moved to assessing the Strategy. The ISA report will be consulted on publically alongside the Strategy and the IDP.

4.3. We will ensure that the outcomes of the ISA assessments truly inform the draft strategy documents prior to the public consultation and that the comments received regarding the ISA during the public consultation phase are considered when publishing the final version of the strategy.

5. Public Consultation

5.1. We have 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.

5.2. The public consultation will be 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 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

5.3. Jacobs has developed a comprehensive consultation strategy to meet these principles.

Highlights include:

- 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 and easy-read
- Promotion to include animation video, stakeholder toolkits, digital and social media advertising and local traditional media
- Robust data protection measures

5.4. We are working to a launch date of w/c 22 November, with an 8 week consultation closing w/c 17 January .

- 5.5. Following the consultation we will analyse responses and alongside the outcome of the Integrated Sustainability Appraisal to identify any areas of the Strategy and IDP for amendment. We will also report back to all consultation respondents to inform them on the changes we have made.

- 5.6. 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. We are working through the potential approaches for seeking LTA endorsement in advance of Strategy submission with TESOG officers, DfT and Democratic Services, and the implications on the timelines for DfT submission of Transport Strategy. We will outline our preferred approach at the next Forum.

6. Conclusion

- 6.1. Members are asked to comment on and approve:
 - The draft Transport Strategy text to take to consultation [Appendix 1]
 - The draft Investment and Delivery Plan to take to consultation [Appendix 2]
 - The consultation Approach