

TRANSPORT EAST FORUM

**To be held on 12 June 2019, 13.00 – 15.30 (lunch will be served 13.00 – 13.30)
At West Suffolk House, Western Way, Bury St Edmunds, IP33 3YU (Conference Room West)**

AGENDA

	Lunch and refreshments	13.00
1.	Welcome, Apologies and Introductions, and Declarations of Interest Cllr Kevin Bentley, Chairman of Transport East	13.30
2.	Notes of the Last Meeting Cllr Kevin Bentley, Chairman of Transport East	13.35
3.	Developing the Role of Transport East Mark Carroll, Executive Director for Economy, Localities and Public Health, Essex County Council	13.40
4.	Resourcing Transport East – options for the future Karen Chapman, Growth Programme Partnership Manager, Suffolk Growth Programme Board	14.00
5.	Transport and Environmental Sustainability Jonathan Rudd, New Anglia LEP	14.15
6.	Transport East Regional Evidence Base David Cumming, Strategic Transport Team Manager, Norfolk County Council	14.30
7.	Roundtable Discussion and Feedback	14.55
8.	Communications Update	15.15
9.	AOB - Transport for the South East, Proposal to Government, Draft for Consultation (Enclosed for information)	15.20
	Close	15.30

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Transport East Forum

Date: 12 June 2019
Item: 2
Subject: Matters arising from the last Transport East Forum
Author: Kate O’Driscoll, East of England LGA

Purpose

The paper sets out the matters arising from Transport East Forum meeting on 8 March 2019

Recommendation

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

1. Introduction

1.1 The notes of the last meeting of the Transport East Forum which took place on 8 March 2019 is included as **Appendix A**.

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

2. Summary

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

Reference	Action
3.1	<p>ACTION 1: Hand out and presentation on the A14 campaign to be circulated to Forum members.</p> <p>This is enclosed with the notes of the Transport East Forum on 8 March.</p>
4.2	<p>ACTION 2: Circulate the East/West Rail presentation and prospectus to Forum members</p> <p>This is enclosed with the notes of the Transport East Forum on 8 March.</p> <p>ACTION 3: Officers to submit a response to the East/West Rail consultation by 11 March.</p> <p>Complete</p>
6.2	<p>ACTION 4: It was agreed that officers should develop a proposal on how to enhance the engagement of younger people in the work of Transport East which should be brought to the next meeting of the Forum.</p> <p>Verbal update to be provided at the meeting.</p>

7.2	<p>ACTION 5: It was agreed that officers would draft a status and work programme update to the Department for Transport, which would be signed off by members of the Forum prior to submission.</p> <p>This is covered under Item 3 on the agenda.</p>
7.3	<p>ACTION: It was agreed that time should be allocated on the agenda for the next meeting to have an in depth debate on developing Transport East's role.</p> <p>This is covered under Item 3 on the agenda.</p>

Date: 12 June 2019
Item: 2 Appendix A

Transport East Forum

DRAFT Notes of the Meeting
 Held on 8 March 2018, 10.00 – 12.00 at West Suffolk House, Bury St Edmunds

Attendance - Forum Members and Observers

(*Indicates Substitute)

Cllr Ian Bates	Cambridgeshire County Council
Martin Tugwell	England's Economic Heartland
David Burch	Essex Chamber of Commerce
Cllr Kevin Bentley (Chairman)	Essex County Council
Cllr Derrick Ashley	Hertfordshire County Council
Alan Kirkdale	Highways England
Dominic Keen	New Anglia Local Enterprise Partnership
Nova Fairbank	Norfolk Chamber of Commerce
Andrew Wake	Norfolk Chamber of Commerce
Cllr Andrew Jamieson*	Norfolk County Council
Cllr Graham Butland, Braintree District Council	Representative of Essex Districts Councils
Cllr Graham Plant, Great Yarmouth BC	Representative of Norfolk District Councils
Cllr Phil Smart, Ipswich Borough Council*	Representative of Suffolk District Councils
Cllr Geoff Holdcroft, Suffolk Coastal District Council	Representative of Suffolk District Councils
Mark Lucas	Representative of the LSCC
Nick Burfield	Suffolk Chamber of Commerce
Cllr Mary Evans	Suffolk County Council

Attendance – Officers

Jon Hayden	Braintree District Council
Jeremy Smith	Cambridgeshire County Council
Kay Mead	East Hertfordshire District Council
Hannah Shah	East of England LGA
Andrew Cook	Essex County Council
Mark Carroll	Essex County Council
Alastair Southgate	Essex County Council
Ellen Goodwin	New Anglia
David Cumming	Norfolk County Council
Susie Lockwood	Norfolk County Council
Peter Geraghty	Southend-on-Sea Borough Council
Kerry Allen	Suffolk County Council
Graeme Mateer	Suffolk County Council
Karen Chapman	Suffolk Growth Board
Roger Harborough	Uttlesford District Council

Apologies - Forum Members and Observers

Mayor Dave Hodgson	Bedford Borough Council
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Cllr Nigel Young	Central Bedfordshire Council
Neil Hayes	Hertfordshire Local Enterprise Partnership
Richard Taylor	Network Rail
Cllr Martin Wilby (Deputy Chairman)	Norfolk County Council
Cllr Peter Hiller	Peterborough City Council
Cllr Chris Seaton, Fenland District Council	Representative of Cambridgeshire and Peterborough Combined Authority and Cambridgeshire District Councils
Cllr Linda Haysey, East Hertfordshire District Council	Representative of Hertfordshire District Council
George Kieffer	South East Local Enterprise Partnership
Cllr Andrew Moring	Southend-on-Sea Borough Council
Cllr John Lamb	Southend-on-Sea Borough Council
Cllr Brian Little	Thurrock Council

1. Welcome, apologies and introductions

1.1. Cllr Kevin Bentley welcomed members to the meeting and apologies were noted.

2. Notes of the meeting

2.1. Cllr Kevin Bentley went through the matters arising from the previous meeting as follows:

- *It was agreed that a representative from each of the relevant Chambers of Commerce be invited to join the Forum.* Cllr Bentley noted that an invitation following the Summit was sent to Essex, Norfolk and Suffolk Chambers of Commerce to join the Forum. He noted that these invitations had been accepted and welcomed to the meeting:

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

Cllr Bentley also clarified, with the agreement of the Forum, that the Chambers of Commerce would be full members of the Transport East Forum.

- *It was agreed that the Transport East Senior Officer Group be tasked with exploring the options for engaging younger people, to be brought back to a future meeting.* Cllr Bentley noted that this would be covered under Item 6 on the agenda.
- *It was agreed that the Transport East Senior Officer Group be tasked with exploring what a statement of intent on a carbon neutral or progressive approach would involve, to be brought back to a future meeting.* Cllr Bentley noted that the Transport East Senior Officer Group is exploring this as part of the wider evidence base research and that this would be covered under Item 5 on the agenda.
- *Explore the work that the LEPs have been carried out in relation to wider economic modelling, with a possible presentation from the LEPs at a future meeting if relevant.* Cllr Bentley noted that it has been agreed by that this work be included within the scope of the evidence base research.
- *It was agreed that Transport East would re-affirm support for individual Transport Authority bids for RIS 2 Funding.* Cllr Bentley noted that a letter of support has been sent. Alan Kirkdale from highways England provided a brief update on RIS1 and 2 progress to date. Alan noted that the RIS 2 budget would fund the maintenance budget as well as the completion of a number of RIS1 schemes. He noted that the remainder would be in the region of £4-5bn. He noted that this budget would be likely to be allocated to a larger number of schemes, rather than being spent on a small number of large schemes. He noted that the draft business plan had been submitted and final RIS is due to be published in late 2019.
- *It was agreed that the Forum task the Transport East Officer Group with providing the Forum with key information on the roles responsibilities of statutory status.* Cllr Bentley noted that this would be covered under Item 7 on the agenda.

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

3. A14 Campaign

3.1 Karen Chapman provided a presentation to the Forum on the A14 submission to RIS2 for 15 improvements across the A14. Her presentation included an outline of the campaign to support the submission, which is backed up by an economic and social impact assessment of what the improvements will deliver.

ACTION 1: Hand out and presentation on the A14 campaign to be circulated to Forum members.

3.2 Following the presentation, Nick Burfield stated that the campaign was an exemplar of public/private partnership. He added that funding from the partner local authorities and the Local Enterprise Partnership (LEP) had resourced the campaign to promote the A14 corridor as “Britain’s premier trade route”, which has to date received positive media coverage.

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

- Cllr Mary Evans stated that the campaign looks at direct user benefits which are vast in comparison to the improvement costs which are £150m.
- Mark Lucas questioned whether there was a case to be made to move more of the deep sea containers onto the rail network and off the road. He noted that trains on the trunk network tended to run part loaded so this move shouldn’t require additional capacity in the network. Karen noted that the partner were looking into this, and that the Suffolk Growth Board were working with Network Rail and Dft to improve Haughley junction, which would support this. She added that they were making the case that a relatively small sum would have significant impact on improving services and increasing capacity, and therefore support the mode shift between road and rail.
- Cllr Phil Smart noted that 1 in 4 containers that land in Felixstowe go by rail. He added that there were plans to increase capacity at Felixstowe to add 10 trains, which would each do the work of 50 Lorries.
- Dominic Keen asked whether the economic assessment quantified the impact on small businesses. Karen stated that the report had gathered information from a business engagement session but that going forward they need to gather more information about the supply chain benefits.
- Cllr Kevin Bentley asked how carbon neutral future proofing had been included. Karen stated that the sustainability focus was on looking at how reduced congestion could lower emissions. Cllr Bentley added that this was a key area which Transport East should seek to cover.

4. East/West Rail

4.1 Kerry Allen provided an update on the developments of East/west Rail to improve movement of people and goods from east to west. She noted that a study had taken place in 2017 to look a future trends that would impact on need – such as GVA, housing growth, commuting patterns and population growth. She added that he study had provided a list of origin and destination pairs where potential enhancements could be made. She added that there was still work to be done beyond the business case to progress the campaign, and that a communication plan has been developed to identify key areas of influence.

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

- Cllr Phil Smart noted that thin order to be successful the campaign needs to play the London card which should not be a clearing housing for rail and freight.
- Cllr Ian Bates and Cllr Phil Smart noted that the consultation is out at the moment on East/West rail which Transport East could respond to.
- Karen Chapman stated that the role of the Suffolk Growth Board and LEP was to pull together the work at a sub-regional level and the role of Transport East should be to build on this evidence to create the economic and social case for development and investment.
- Cllr Kevin Bentley noted that he the national strategy for freight is poor, and questioned how we prevent passenger delays due to freight taking priority. Kerry noted that the programme was seeking to address a balance between enhancing passenger travel with freight and that this would be part of the next steps.

- Martin Tugwell noted that the importance of the eastern section being delivered in advance, as it builds the case of the central section.

ACTION 2: Circulate the East/West Rail presentation and prospectus to Forum members.

ACTION 3: Officers to submit a response to the East/West Rail consultation by 11 March.

5. Developing the Transport East Evidence Base

- 5.1 David Cumming summarised the work being undertaken to develop the evidence base to support Transport East’s work programme. He noted that the evidence base would be initially focussed on developing the regional evidence required for the submission to the Major Road Network programme in the summer, but would also support the evidence required to develop the Transport East Strategy.
- 5.2 David added that the work on the evidence base would be funded from the previously agreed contributions from constituent members of the Forum, and that the commissioning process was underway with WSP – the partner consultant for Norfolk and Suffolk, who will be engaged on the framework contract.
- 5.3 Graeme Mateer followed on from this to set out the work required on Transport East’s submission in response to Investment Planning Guidance for the Major Road Network and Large Local Majors Programme. He highlighted to members that the Department of Transport (DfT) had stated that they only want to see schemes that can be delivered in the period of 2020 – 2025, and that the submission should include 10 major road schemes and 3-4 large local majors. He added that the work with WSP would not only pull together the evidence for this, but would also establish the prioritisation mechanism.
- 5.4 Members noted that the prioritisation needed to focus on what was important for the region, drawing on economic evidence to support this to link it to the wider strategic narrative.
- 5.5 The recommendations were agreed, including for members to make the organisation’s data available to WSP.

6. Engagement with younger people

- 6.1 Karen Chapman provided an outline of the research that had been undertaken following the last meeting of the Forum to assess the transport issues faced by young people. She noted that they had utilised the youth parliament evidence which listed the transport as the eighth highest issue facing young people. This had been followed up by a survey which went out to a range of organisation targeting the 11-18 year old group, with over 300 responses received. She noted that the frequency of buses and trains, and cost of transport came out as the top issues from the survey results. She added that it would be useful to target the 20-25 year old age group as this could highlight broader issues relating to jobs and housing.
- 6.2 Cllr Bentley invited comments and questions from the Forum which included:
- Cllr Ian Bates highlighted that the experience of young people today differs hugely to previous generations; noting that only a third of young people have driving licences at age 18, and more young people have gone to university and are therefore used to living in cities where public transport is on tap.
 - Cllr Kevin Bentley noted that the urgency to own a car was lower, with Cllr Mary Evans noting that this was in part due to the costs of insurance.
 - Mark Lucas stated that with a focus on the affordability and frequency, we needed to be mindful that if we succeed in the latter we might fail in the former. He highlighted the possibility of schemes where employers and colleges could provide a subsidy to spread the costs.
 - Cllr Mary Evans noted the importance of public transport for those with special needs in providing a positive development in providing independence. She also added that information from West Suffolk College showed that students were taking professional courses because they suited their transport availability rather than it being an area of interest.

- Mark Carroll noted that there was a need to have a real dialogue with younger people on what transport of the future should be, in order to expand the discussion beyond day-to-day challenges.
- Cllr Kevin Bentley noted the rise of young people campaigning on the environment, noting that this was not picked up by the survey. He added that there was a need to guide the conversation in order to get to the nub of the issues for younger people.
- Peter Geraghty noted that operators should be actively engaging younger people as the customers of the future
- Ellen Goodwin noted that behaviours were changing toward buying in to subscription services and there was a need to consider this within this context.

ACTION 4: It was agreed that officers should develop a proposal on how to enhance the engagement of younger people in the work of Transport East which should be brought to the next meeting of the Forum.

7. Developing the role of Transport East

- 7.1 Alastair Southgate presented the paper which provided an outline of discussions with the DfT, and set out options for developing the role of Transport East, including potential statutory status. On statutory status, he noted that this would only be required where the Forum wanted to take direct responsibility for raising or spending funds, or acting as the awarding body for rail franchises. He noted that at present Transport East did not require this status to progress current our plans.
- 7.2 Alastair added that DfT have asked for further information from Transport East on:
- What is its purpose
 - What is it seeking to achieve
 - How is it adding value
 - What is its governance structure
 - How is it engaging with partners

ACTION 5: It was agreed that officers would draft a status and work programme update to the Department for Transport, which would be signed off by members of the Forum prior to submission.

- 7.3 Cllr Bentley invited comments and questions from the Forum which included:
- Cllr Ian Bates noted that a political discussion needed to take place regarding the links to the Combined Authority and England's Economic Heartland.
 - Cllr Kevin Bentley noted that all the officers supporting Transport East currently were doing this in addition to their day job. He asked that the need for a programme manager should be part of the discussion on the future role of Transport East.
 - Cllr Geoff Holdcroft stated that there would need to be an assessment of the costs of a statutory board.
 - Peter Geraghty noted that the experience from other STBs would form a valuable part of the discussion.
 - David Cumming noted that they were still awaiting a view from ministers on Transport East, and that there was a need to get a steer from government about whether there is support for Transport East at this level.

ACTION 6: It was agreed that time should be allocated on the agenda for the next meeting to have an in depth debate on developing Transport East's role.

- 7.4 Cllr Kevin Bentley stated that the discussion on the future role of Transport East would take place with all representatives of the Forum but noted that the decision would sit with the voting members.

8. AOB

- 8.1 Cllr Kevin Bentley noted that there was consortium of transport bodies coming together to look at how they can make a collective case for STBs.

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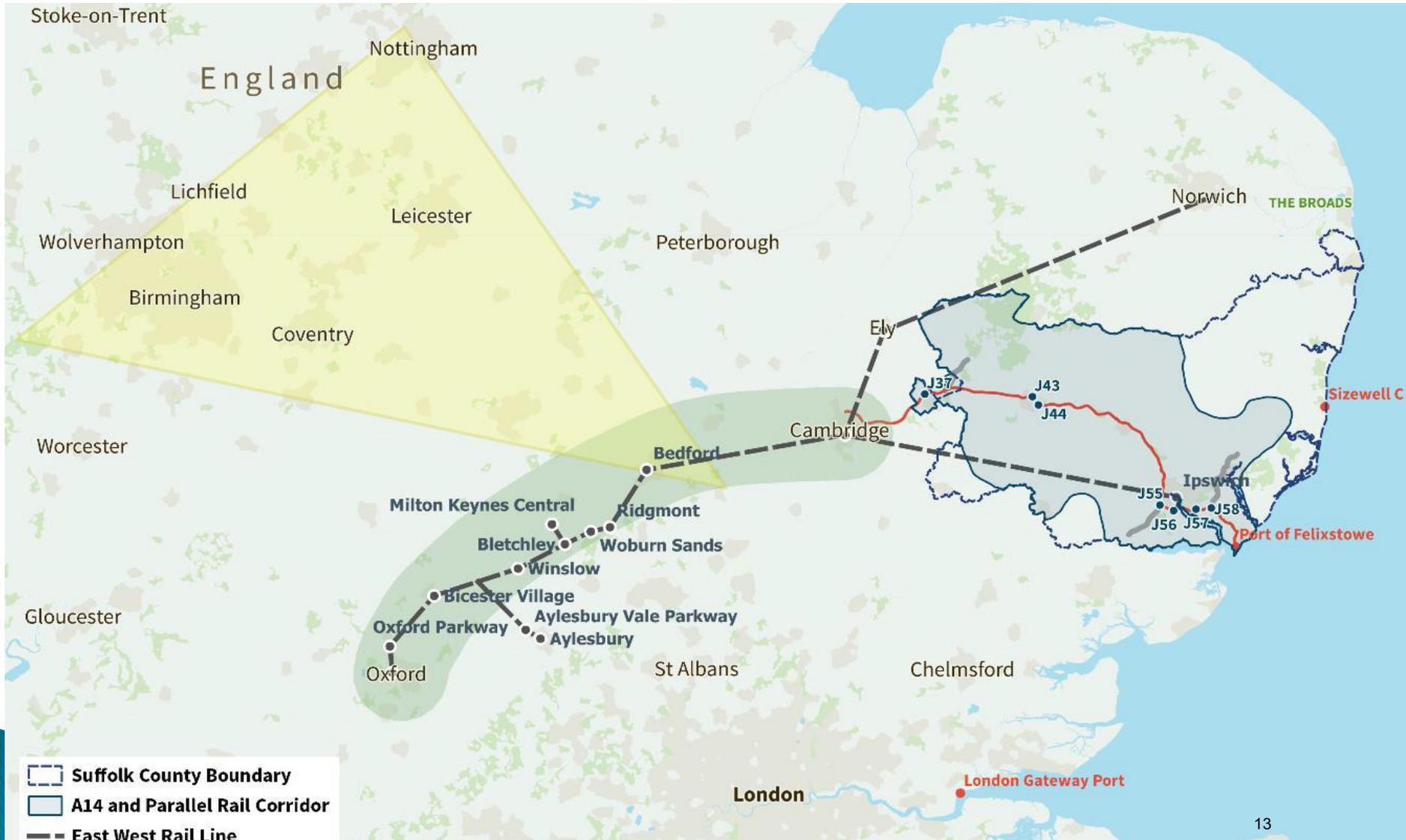
Economic impact of A14 Junction improvements

Presentation to Transport East
Suffolk Growth Programme Board
based on
Hatch Regeneris Report
8th March 2019

Commission

- ▶ Hatch Regeneris appointed
 - Desk research
 - Existing transport case / modelling
 - Local authority teams
 - Business consultations
 - 2x engagement days + add'l interviews
 - Stakeholder engagement
 - Quantitative / qualitative analysis + development of benefits framework
 - Key evidence / messages for A14 brochure

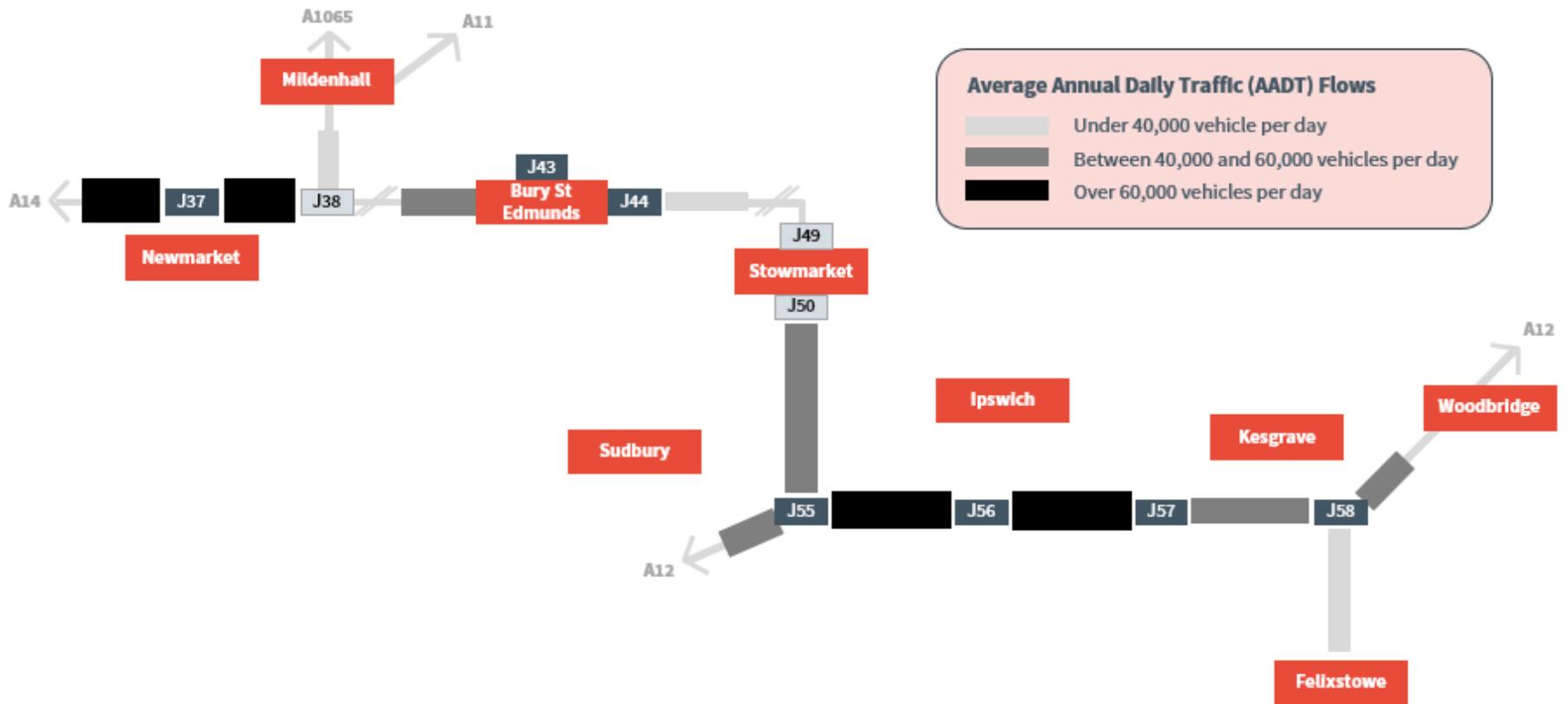
Study area



Summary of study area

- Major concentrations of existing economic activity along the A14 and parallel rail corridor:
 - 9 core urban centres (305,000 population)
 - 70 small towns and primary villages (188,000 population)
 - 2 major ports (3,000 ships pa serving 709 global ports)
 - 91 major businesses (each with >£50m turnover)
- Significant growth potential within the corridor with up to 30,000 homes and 975,00 sqm commercial floorspace
- Local congestion and road safety concerns around individual junctions along the A14
- Lack of resilience within the network creating uncertainty of business, freight and commuter travellers
- Low frequency rail services across the Cross-County route, with competition for additional train paths between freight and passenger services

Current daily flows



Benefits Framework



User Benefits: Direct benefits for users of the schemes and wider indirect impacts upon the transport network, in terms of journey time savings, vehicle operating costs, and accidents



Land & Property Impacts: Supporting the delivery of homes and commercial properties through increased accessibility provided by the enhanced transport network provision



Productivity Benefits: Wider benefits derived for existing businesses and workers through enhanced connectivity and accessibility allowing them to operate more productively



Strategic Benefits: Wider strategic benefits derived from enhanced connectivity across regions within the UK and abroad via the Ports of Felixstowe and Ipswich, including reputational benefits for enhanced provision.



Construction Impacts: Benefits associated with the construction phase of the proposed transport schemes, alongside any potential disruption caused



Environmental and Sustainability Impacts: Any physical construction, and on-going operational implications, that could affect the environment in terms of noise and emissions, visual impacts, biodiversity and ecology, or water/drainage.



Social Impacts: Wider social and distributional benefits derived by local communities through enhanced access to education and services



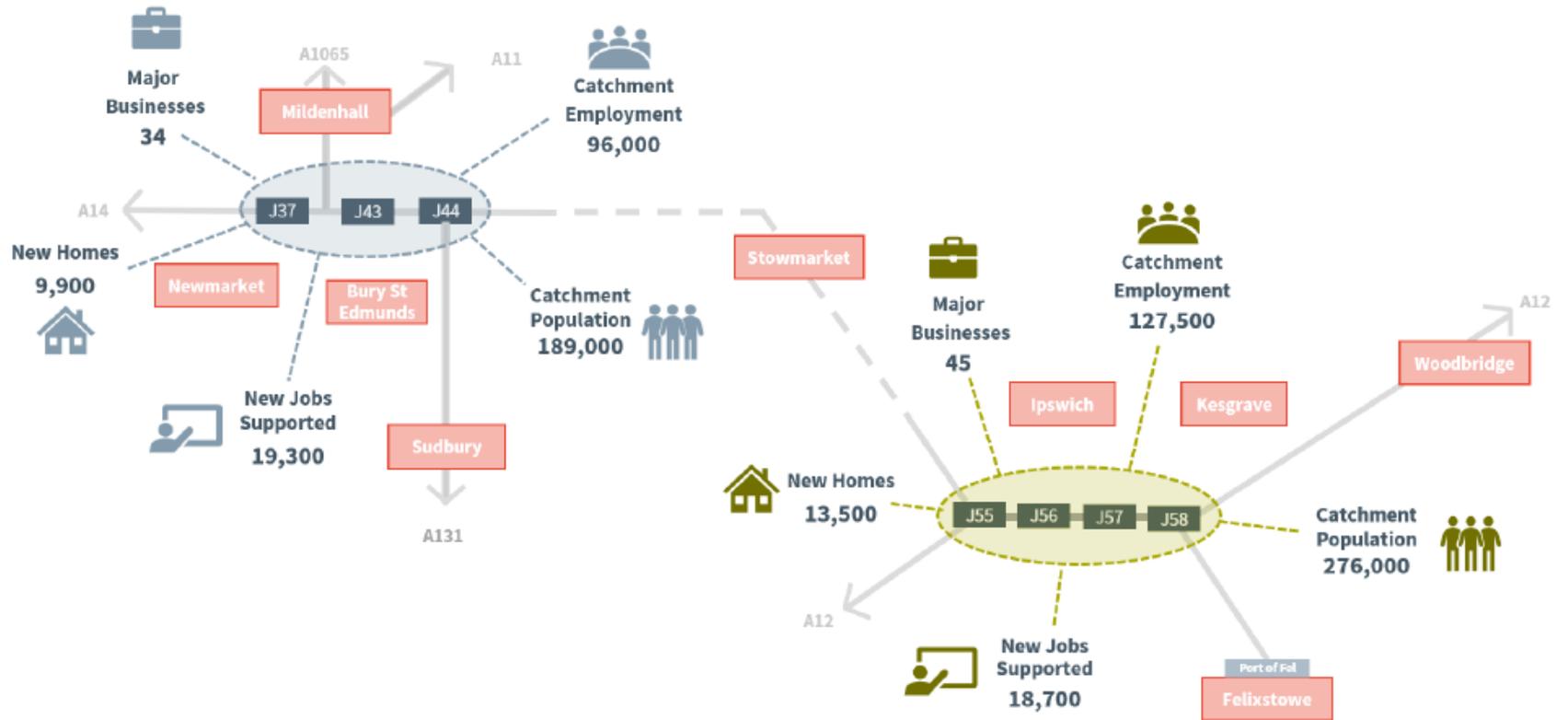
Public Sector Benefits: Indirect fiscal impacts resulting from transport behavioural changes (fuel duty) and changes in economic and development activity (rates/taxes)

Findings



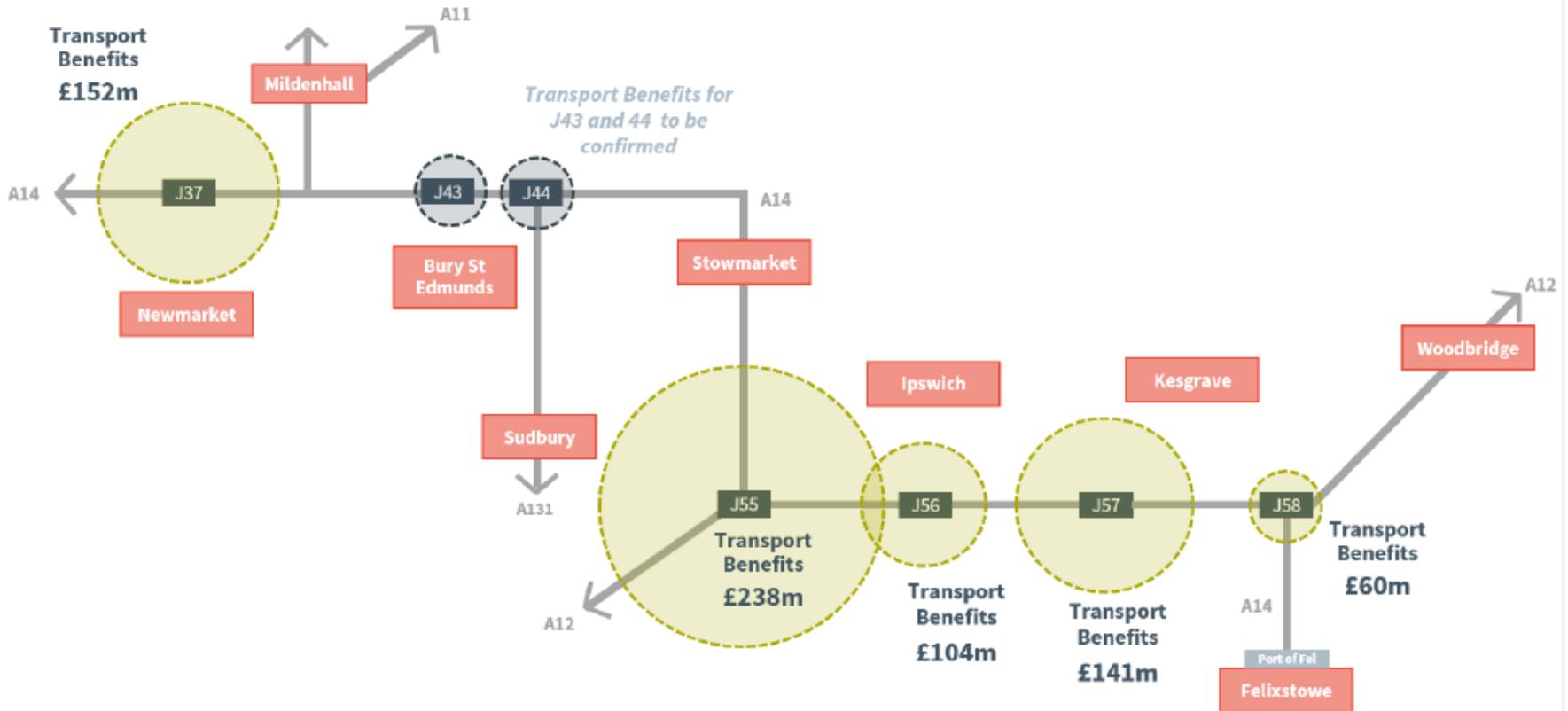
Wider economic and social benefits

Wider economic benefits relate to new development opportunities and economic activity.



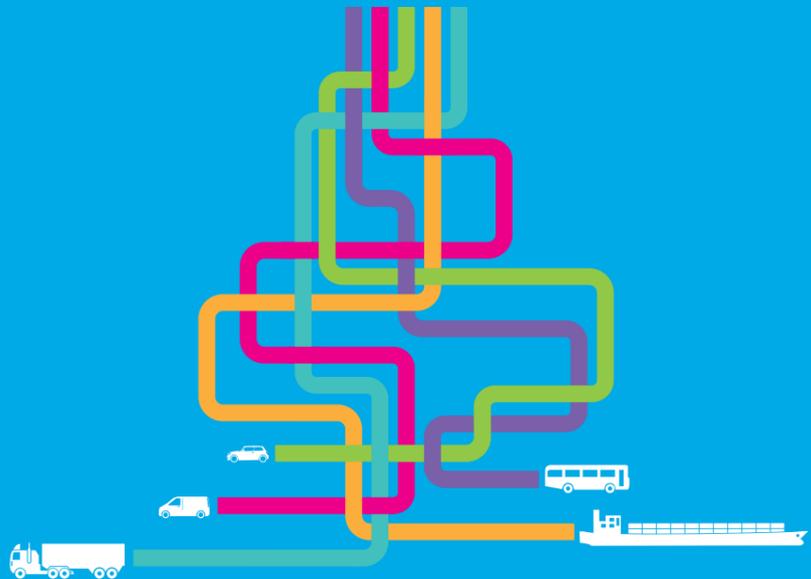
Direct transport user benefits

Tackling delays in excess of 15 mins per trip on routes between key centres in Suffolk



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**THE A14
IN SUFFOLK
BRITAIN'S
PREMIER
TRADE ROUTE**



**THE A14
IN SUFFOLK
BRITAIN'S
PREMIER
TRADE ROUTE**



The national case for investment

overview

The A14 in Suffolk is key to the UK's economy, connecting the Port of Felixstowe to the M1, M6 and M11 at Catthorpe and Cambridge respectively and servicing the entire UK, including the Midlands Engine and Northern Powerhouse.

The A14 in Suffolk is, therefore, a critical section in Britain's Premier Trade Route: vital in ensuring that businesses and consumers across the country receive and export their orders on time.

As the UK prepares to exit the European Union, the Government's Export Strategy aims to bring forward 400,000 new exporters and increase exports as a proportion of GDP from 30% to 35%, taking us from the middle of the G7 to near the top.

Felixstowe is set to become an even more important gateway to the world.

In addition, the A14 is a vital highway for the Port of Ipswich which handles bulk cargoes and is the UK's biggest grain exporter.

The A14 in Suffolk is also key to the regional economy. The Norfolk and Suffolk Economic Strategy seeks to increase the number of jobs across the two counties by a net 88,000, create 30,000 new successful businesses and grow the total regional economy by £17.5 billion by 2036.

Improvements to the Suffolk stretch of Britain's Premier Trade Route will be crucial to delivering these targets as well as the benefits of spending £1bn plus at Catthorpe and £1.5bn plus on Cambridge to Huntingdon fully realised.

According to the UK Port Freight Statistics 2016

4 million OR **41%**
OF ALL INWARD TEUS
(Twenty-foot Equivalent Units)
arrive at the Port of Felixstowe



70% THEN TRAVEL ALONG
THE A14
IN SUFFOLK

THE PORT HANDLES C. 1.5 million
TEUS OF TRAFFIC
TO AND FROM THE NORTHERN POWERHOUSE

The Port of Felixstowe is also among the

TOP 2



BRITISH PORTS
IN TERMS OF
VALUE OF GOODS

Welcoming **3,000** FROM
ships EACH YEAR
SERVING **709**
GLOBAL PORTS **17** Shipping Lines

The Norfolk and Suffolk Economic Strategy seeks to

INCREASE THE BY A NET
NUMBER OF JOBS 88,000
ACROSS THE TWO COUNTIES

CREATE 30,000 **SUCCESSFUL**
new businesses

GROW £ **17.5**
THE TOTAL REGIONAL **billion**
ECONOMY BY **BY 2036**



the need to invest in UK growth

The A14 in Suffolk must be upgraded to an expressway standard with the seven pinch points most urgently improved to accord with the required motorway standards.

This will ensure that Britain's Premier Trade Route will deliver the following, according to a 2018 report by Hatch Regeneris:



reduced travel disruption by **15 minutes** PER DAY to and from the Port of Felixstowe



create **5,000 jobs** DURING construction
36,500 jobs in the longer term



save the British economy **£700m** a year in avoiding delays



positioning the **UK** ready for a free trade FUTURE



unlock the building of **c. 35,000** NEW HOMES



contribute an **extra £825m** in GVA TO THE UK ECONOMY

Our proposed investments equate to only a little over £150m but would deliver a **£1.5 billion total GVA uplift** - a significant payback many times over!

The A14 in Suffolk

local challenges with a national impact

THE A14
IN SUFFOLK
BRITAIN'S
PREMIER
TRADE ROUTE

Yet the A14 in Suffolk is beset by growing delays. Although the A14 between Cambridge and Huntingdon is being upgraded under the first round of the Roads Investment Strategy (RIS1), the A14 in Suffolk is not.

The A14 in Suffolk suffers from increasing levels of congestion and delays, especially at seven key pinch points mainly around Bury St. Edmunds and Ipswich.

These pinch points already: increase business costs, losing them staff cover, time and orders; result in higher fuel costs, prices and lower profit margins; and impact negatively on air quality.

It is estimated that the annual cost of delays to business at these seven pinch points is already £360m and with new developments planned this figure is set to grow.

And every local delay has a negative national impact

That is why our campaign, backed by all the leading private and public sector organisations in Suffolk and beyond, submitted a detailed proposal to Highways England under the RIS2 process.

In their Strategic Road Network Initial Report, Highways England designated the A14 in Suffolk as a potential expressway – a dual carriageway operating to motorways standards.

As the Department for Transport evaluates all the submissions under RIS2, we set out here the key reasons why proposals to upgrade the A14 in Suffolk should receive your support.

THE A14 IN SUFFOLK
SUFFERS FROM
INCREASING LEVELS OF
CONGESTION & DELAYS

ESPECIALLY AT
7 KEY PINCH POINTS



AND THERE ARE
29 BUSINESSES
LOCATED ALONG THE
A14 IN SUFFOLK ALONE

WITH AN ANNUAL
TURNOVER OF £50m

The A14 in Suffolk

a vital local, national & international highway





The A14 in Suffolk serving the uk

The A14 in Suffolk is a critical part of the UK's Strategic Road Network, connecting the Port of Felixstowe to:

- Cambridge, the home of the country's high tech industries
- Norwich via the A140 and A11
- Peterborough and the north east via the A1
- The Midlands Engine and the Northern Powerhouse via the M1 and M6
- London via the A12



The A14 in Suffolk serving the world

A 2016 report by MDS Transmodal showed that not only was Felixstowe the largest port in terms of imported goods by value (over £44,000,000,000), but it was also the fourth largest in terms of exported goods by value (just under £29,000,000,000).

The A14 in Suffolk serving our businesses

“ We estimate that over one million lorries leave Felixstowe port every year – over 90% of them delivering goods outside of Suffolk.

Delays on the A14 in Suffolk can cost hauliers and the wider UK economy dear. It takes eight man hours on average to unload and receipt a container and we conservatively estimate that the cost of idle staff and capacity caused by A14 delays could be around £5million every year.

In addition, many large retailers' warehouses have small booking windows and impose fines for late delivery, heaping further costs pressures on hauliers. ”

Stephen Basey-Fisher
Managing Director, Century Logistics

“ With our award winning head office and depot based in Felixstowe, we are major users of the Port of Felixstowe - Britain's premier port, and therefore are heavy users of the A14 in Suffolk.

Every day, we complete over 2,200 container moves on the UK's roads, and in an average 24hr period will use the Suffolk section of the A14 around 800 times as our vehicles make their way towards the port with cargo for export, or out of the port with imported goods towards London (via A12) and the Midlands/North (via the M1, M6 and A1(m)).

It is therefore essential, not only for us, but for our nation, that the A14 in Suffolk is given the investment and attention it so desperately needs. ”

John Williams
Executive Chairman, Maritime Transport Limited

The A14 in Suffolk proposals backed by all parties

Our campaign to upgrade Britain's Premier Trade Route has the backing of all of the county's key partners:

- All of Suffolk's seven MPs
- Suffolk Chamber of Commerce
- Suffolk County Council
- All of Suffolk's borough and district councils
- New Anglia Local Enterprise Partnership
- The Police and Crime Commissioner for Suffolk
- Suffolk Constabulary

proposals backed by business bodies across the UK

“ Constant dithering and delay over critical infrastructure investment in this country has unfortunately become the norm for a long time now. Clearly, the uncertainties surrounding Brexit has increased the focus on the risks of huge delays at our key ports. Felixstowe is a critical national freight gateway and the A14 is the main artery to the Midlands and the North. A radical upgrade is long overdue and must be addressed as a matter of urgency. ”

Clive Memmott
Chief Executive
Great Manchester Chamber of Commerce



“ Here in the East Midlands we're well known for making things that we export across the rest of the UK and on to the wider world. Our ability to do this successfully is wholly reliant on having adequate road, rail and air infrastructure for moving these products. Felixstowe is a key port used by our manufacturers and the A14 a strategic route linking into our Golden Triangle for logistics, and the importance of this route will only increase as we move towards leaving the EU. Getting this route fit for purpose is essential and we wholeheartedly back this campaign for greater investment. ”

Scott Knowles
Chief Executive
East Midlands Chamber of Commerce
(Derbyshire, Nottinghamshire, Leicestershire)



“ The A14 from the M6 through to Felixstowe is a key strategic route and is a vital highway for the UK's national economic prosperity. Cambridgeshire Chambers of Commerce regard it as essential to upgrade the A14 in Suffolk to motorway standards to ensure the continuing success of our economy. With our significant growth the full benefits to the regional and local economy from the current £1.5bn project to upgrade the A14 between Cambridge and Huntingdon cannot be fully realised without the Suffolk stretch being brought up to the same standard. ”

John Bridge OBE DL
Chief Executive
Cambridgeshire Chambers of Commerce



The A14 in Suffolk
Britain's Premier Trade Route

Kerry Allen
Principal
Transport
Planner
Suffolk County
Council



January 2019

EastWestRail
CONSORTIUM

EASTERN SECTION
prospectus for growth



East West Rail Link

Phase 1, completed Dec 2016

Phase 2, TWAO process – public enquiry



Eastern Section Evidence Base Analysis



The Conditional Outputs provide a set of target service outcomes, without consideration being given to feasibility, operational deliverability or the adoption of specific routes for new infrastructure that may need to be provided.

GVA/Productivity

Housing Growth

Population Growth

Job Growth

Commuting Patterns

Journey times

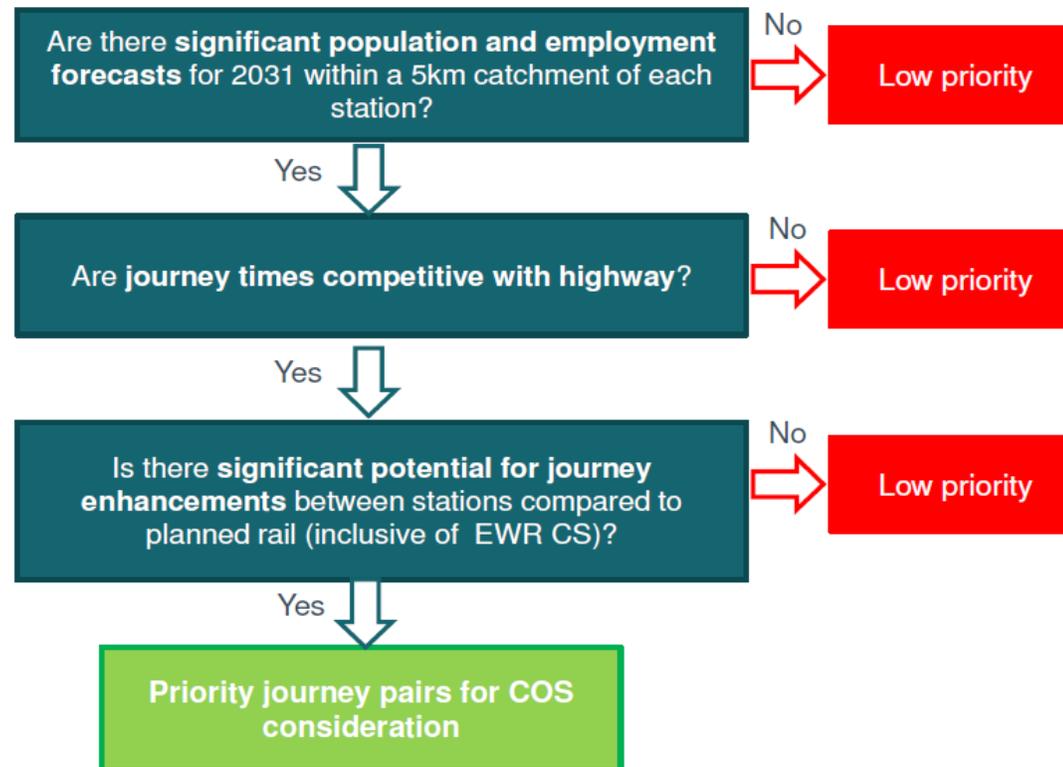
Based on proximity to railway station. Catchment 500m, 2km, 5km

Including demand

Including congestion

Process for identifying Priority Journey Pairs

Figure 5-1 Process for Identifying Priority Journey Pairs



Economically Viable Journey Pairs

Up to 40 miles	30 - 60 miles	60 – 90 miles	90 minutes +
Short Distance	Medium Distance	Long Distance	Very Long Distance
Norwich-Lowestoft	Bedford-Bury St Edmunds	Reading-Bury St Edmunds	Norwich-Reading
Norwich-Great Yarmouth	Aylesbury-Bury St Edmunds	Reading-Ipswich	Reading-Lowestoft
Lowestoft-Great Yarmouth	Milton Keynes-Bury St Edmunds	Norwich-Bedford	Norwich-Aylesbury
Cambridge-Bury St Edmunds	Oxford-Bury St Edmunds	Norwich-Oxford	Ipswich-Bicester
Ipswich-Felixstowe	Ipswich-King's Lynn	Ipswich-Oxford	Bedford-Lowestoft
Cambridge-Newmarket	Norwich-Cambridge	Ipswich-Bedford	Reading-Great Yarmouth
Ipswich-Harwich	Ipswich-Bletchley	Ipswich-Aylesbury	Oxford-Lowestoft
	Cambridge-Harwich	Norwich-Milton Keynes	Milton Keynes-Lowestoft
	Cambridge-Felixstowe	Ipswich-Milton Keynes	Aylesbury-Lowestoft
	Norwich-Bury St Edmunds		Milton Keynes-Great Yarmouth

Change in rail demand with investment

Figure 6-9 2031 Journeys by Distance Band – Do Nothing

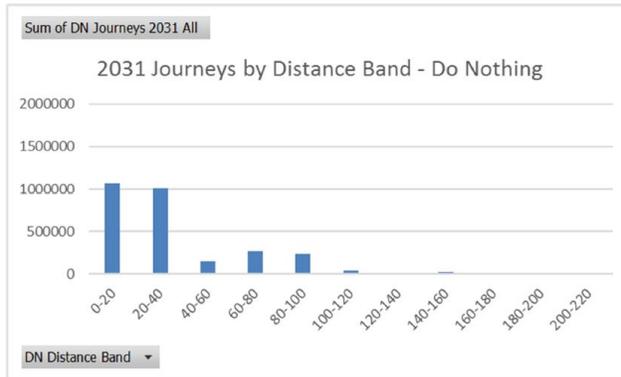
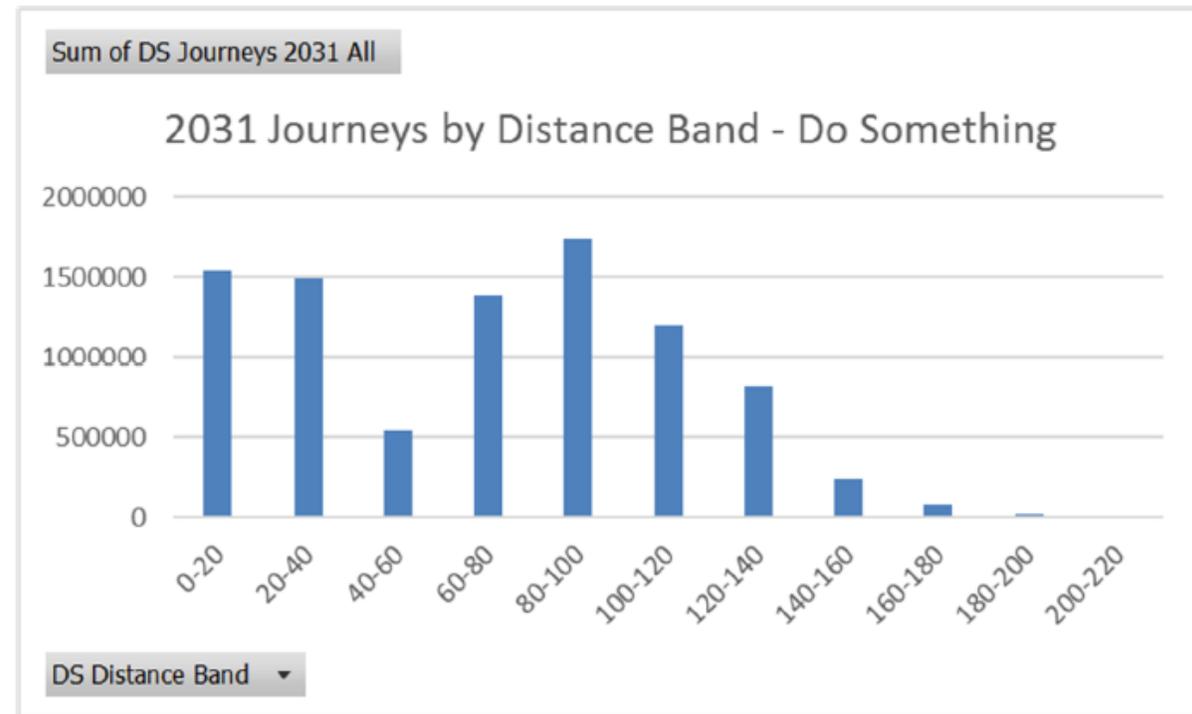
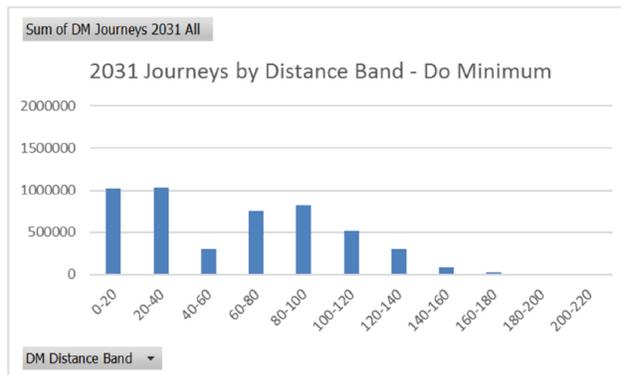
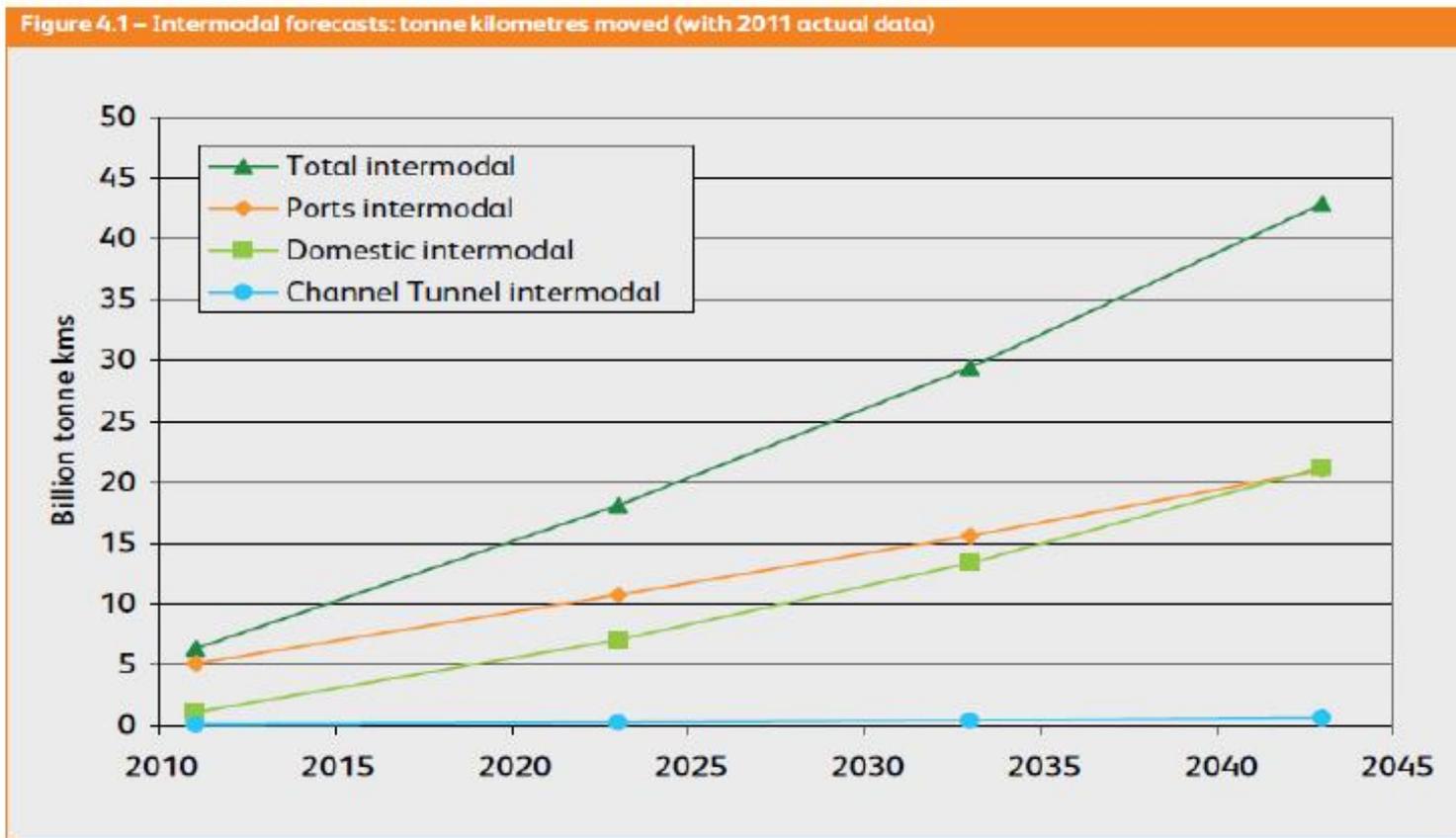


Figure 6-10 2031 Journeys by Distance Band – Do Minimum



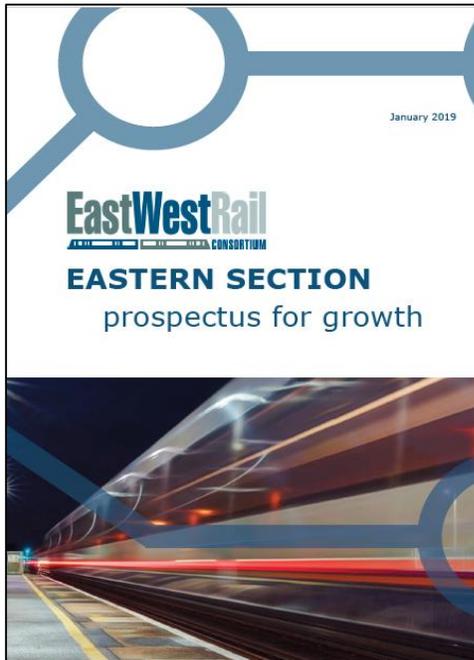
Network Rail Freight Market Study

Figure 3-11 Intermodal Freight Growth Forecasts – Source: Network Rail Freight Market Study



2.9% increase in total tonne kms

East West Rail Eastern Section Prospectus



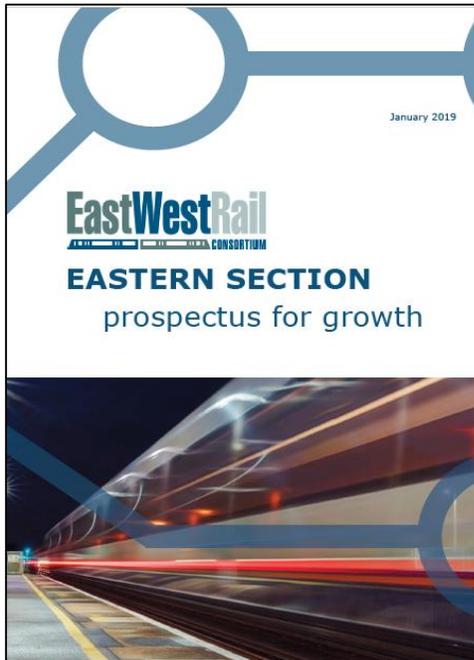
Half-hourly service

Improving Rail Connectivity

Improving journey times

Enhanced Rail Capacity for
Freight

What it will deliver



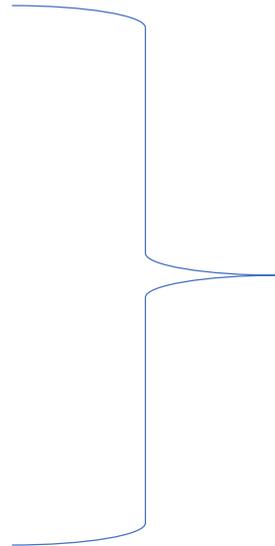
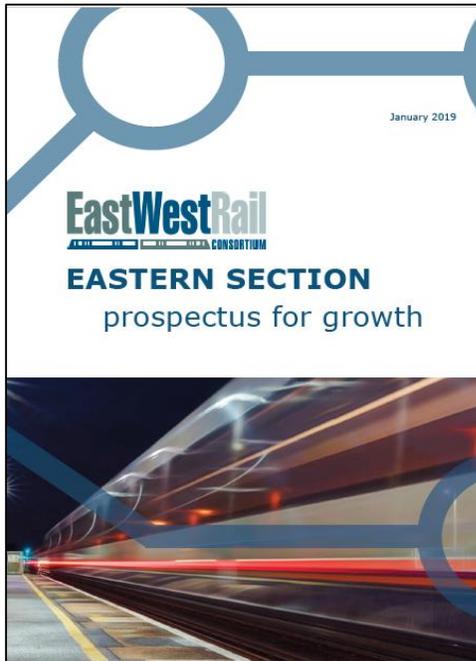
£33bn in GVA

126,000 jobs

113,000 homes

Meeting policy objectives

Addressing challenges



Road traffic congestion

Rail Network Capacity constraints

Rail service frequency

Rail demand/seating capacity

Next Steps

TIMING

Development of communications plan
Consortium (national) Eastern Section
(local)

Identifying Stakeholders

Identifying events

Inclusion of East West Rail in
meeting policy objectives

Development of an Outline
Business Case

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Transport East Forum

Date: 12 June 2019
Item: Item 3
Subject: Developing the Role of Transport East
Report by: Alastair Southgate, Head of Future transport Strategy, Essex County Council

Purpose

This paper reflects recent officer discussions with the Department for Transport and sets out options for developing the role of Transport East, including potential statutory status.

Transport East is asked to note the process outlined below that could lead to full statutory status for Transport East, including the intermediate steps within this process, the powers and responsibilities associated with each stage, and to consider the recommendations for approval.

Recommendations

The Forum is asked to formally endorse the following recommendations:

- Transport East commits to the continued development of the Regional Evidence Base and Transport Strategy.
 - Transport East submits its Transport Strategy to the Department for Transport at the earliest opportunity to underpin its status as an emergent non-statutory STB.
 - That Transport East submits regular status and work programme updates to the Department for Transport to provide confidence to DfT.
 - That Transport East ensures that the appropriate resources, governance and ways of working are in place to support the evolving role of Transport East
-

1. The Role of Sub National Transport Boards

1.1 The Cities and Local Government Devolution Act (2016) provides for local partners to put forward to Government a proposal to establish a statutory Sub-national Transport Body (STB) that would have direct influence over decisions that are currently within the control of Government and its agencies. STBs would be able to –

- develop transport plans for their areas,
- tackle issues that are currently decided in Whitehall rather than by local councils,
- consider longer distanced road or rail networks, and
- develop transport systems that cross geographical areas such as integrated ticketing.

2. Establishing an STB

2.1 The Act envisages that each STB will develop its own identity, unique structure and set of functions based upon the appropriate powers and governance necessary for the delivery of its Transport Strategy.

2.2 In addition to fully fledged STBs, Government currently also refers to “Regional Bodies” and “Emergent STBs” indicating that there is a distinction between the more established bodies and the newer bodies including Transport East.

- 2.3 While not defined within legislation, DfT appears to have developed a staged process that enables regionally defined bodies to take on powers appropriate to their level of maturity and governance structures.
- DfT has empowered “regional bodies” to propose amendments to the Major Road Network and to put forward improvement schemes for MRN and Large Local Majors funding subject to DfT approval.
 - DfT expects “Emergent STBs” to
 - develop a Transport Strategy clearly defining growth outcomes and priorities for transport investment and
 - to adopt rigorous governance structures necessary to underpin transparent decision making.
 - Following constructive discussion of their strategy with DfT, Emergent STBs are currently eligible for funding to further develop their implementation plans and are treated as fully fledged STBs.
 - The granting of statutory status is subject to Ministerial approval and is based upon the specific powers and responsibilities proposed by the STB.
- 2.4 Developing a Transport Strategy for Transport East and agreeing this strategy with DfT is therefore fundamental to the future development of Transport East and the first step towards establishing Transport East as an STB.

3. Statutory Status

- 3.1 Statutory status is likely to be necessary before an STB can take over powers or responsibilities that involve the direct responsibility for raising or spending money, or the adoption of significant financial risk. For example (but not limited to);
- direct responsibility for the delivery of transport schemes
 - directly awarding grant funding (rather than managing the award of government funds to approved projects)
 - raising funds, for example via a road user charge
 - becoming the direct awarding body for rail franchises
- 3.2 The status of the established and emergent STBs is as follows;
- Transport for the North is the only statutory STB
 - Midlands Connect is considering its status and is likely to seek statutory status in the future. It is currently seeking a formal agreement with DfT covering its roles and responsibilities.
 - England’s Economic Heartland is actively pursuing statutory status.
 - Transport for the South East is currently consulting on a draft proposal to Government seeking statutory powers and status.
 - Peninsular Transport appears to be considered by DfT to be an “emergent STB”.
 - Western Gateway is currently in the early stages of development and appears to be considered by DfT to be an “emergent STB”.
- 3.3 It should be noted that Peninsular Transport and Western Gateway have been asked to review their boundary and to consider forming a single body covering South West England.

4. Transport East Status

- 4.1 DfT has asked that Transport East submits regular status and work programme updates to provide confidence to DfT and Ministers.
- 4.2 DfT also wishes to see evidence of robust governance and the allocation of appropriate resources to support the development of Transport East.
- 4.3 Development of the Regional Evidence Base and Transport Strategy will raise awareness of Transport East and its developing role and is essential if Transport East is to develop its role further.

- 4.4 Transport East is currently seeking powers over the following-
- Definition of Major Road Network for the East of England and influence over the award of devolved Vehicle Excise Duty (VED) to the local Major Road Network
 - Formal influence over Highways England Road Investment Strategy (RIS) process
 - Influence over Network Rail investment decisions.
 - Influence over future rail franchise specifications.
 - The provision of advice to Government on major scheme funding decisions.
- 4.5 DfT has stated that Transport East does not require statutory status to take on the functions listed above.
- 4.6 It is recommended that Transport East focusses upon the development of the Transport Strategy and reviews its status following submission of the Strategy to the Secretary for State and further discussions with the Department for Transport.

5 Moving Forward

- 5.1 Transport East will submit the following to DfT;
- regular status and work programme updates covering progress being made towards the establishment of Transport East as the STB for the east of England.
 - an evidence based programme of Major Road Network and Large Local Major transport schemes by 31st July 2019.
- 5.2 Transport East will continue with the development of the Transport Strategy based upon the Regional Evidence Base and Transport East “Narrative”, with the intention that a draft strategy is discussed at the December 2019 Transport Summit.
- 5.3 Transport East will ensure that its Governance structures, Term of Reference and ways of working remain appropriate to its evolving role and that appropriate resources are allocated to the continued development of Transport East. It is recommended that Transport East considers the following –
- Developing the role of the Transport East Forum, enhancing its decision-making role and making the most effective use of Forum meetings.
 - Enabling Transport East to engage in debate and to learn from others; for example, by the presentation and discussion of examples of sector leading innovation and best practice.
 - How to make the most effective use of the Senior Officer Group
 - Engagement with the Wider Partnership Panel and the appropriate use of their knowledge base.
 - Identifying areas where Transport East may wish to seek additional powers necessary for the delivery of the Transport Strategy.
 - Ensuring that the appropriate resources are in place to develop the role of Transport East (see item 4).
- 5.4 Submission of the Transport Strategy to the Department for Transport will underpin Transport East’s status as an emergent non-statutory STB and provide an opportunity for Transport East to discuss its future role with the Department for Transport and the Secretary for State

Transport East Forum

Date: 12 June 2019
Item: 4
Subject: Resourcing Transport East – options for the future
Report by: Karen Chapman, Suffolk Growth Programme Board

Purpose

This paper aims to provide Members with background information on the initial resources committed to setting up other Sub-National Transport Bodies and presents a range of different options for resourcing Transport East in the future.

Recommendation

- Based on the decisions taken on recommendations in Paper Item 3, Members will be asked to consider the future resourcing of Transport East.
 - It is recommended that Members discuss the options put forward in this paper and identify Members' willingness to increase their contribution to Transport East.
 - It is recommended that any decision on resources is taken following advice from DfT on the future status of Transport East and that changes to both the staffing resource and operational budget are taken forward on an incremental basis aligned with the programme of work agreed with DfT.
-

1. Introduction

- 1.1 Transport East was established as the sub national transport forum for Essex (including Southend-on-Sea), Norfolk and Suffolk in March 2018. Following its first year of operation Members are keen to consider options for the future resourcing of the Forum.
- 1.2 This paper reviews how other Sub-National Transport Bodies (STBs) are resourced and the routes they are taking to deliver their strategies. Four different options for funding and staffing structures are given and a high level assessment of what each will deliver is presented.

2. Background

- 2.1. In June 2018 Transport East agreed to ask constituent members for a nominal funding contribution towards the operational costs of running the Forum. These contributions were set at:
 - £15,000 per County Member (Essex, Norfolk, Suffolk)
 - £15,000 per grouping of District / Borough Members (Essex, Norfolk, Suffolk)
 - £10,000 per unitary authority Member (Southend-on-Sea)
 - £500 per observer authority

- 2.2. These contributions have resulted in an operational budget of £104,500 for 2018/19. Table 1 summarises the 2018/19 budget and allocations.

Item	Amount (2018/19)
Technical work (developing our regional evidence base)	£85,000
Communications	£7,500
Operational costs (e.g. venue hire / catering)	£12,000
Total	£104,500

- 2.3. Transport East has no direct staff but is supported in kind by officers who are employed in full time roles across a number of the Forum partner organisations. East of England LGA (EELGA) provide the secretariat function for a small contribution included under operational costs.
- 2.4. As the role and remit of Transport East is further developed and the evidence base work moves into the strategy development stage there is a need to review the resources and staffing commitment required to support Transport East. As such it was agreed a paper be drafted providing a clear statement of the costs of funding a staff structure and associated budget to be brought to the next meeting of the Forum for discussion.

3. Other Sub-National Transport Bodies

- 3.1 We conducted a brief review of four other STBs to understand their approaches to securing funding and developing their staffing structures.
- 3.2 The key points to emerge from this review are:
- i. Three of the STBs interviewed secured substantial levels of local funding at the outset (note: TfN is not directly comparable given the scale of funding received and Government's approach to the Northern Powerhouse)
 - ii. Following the development of their regional evidence base the STBs interviewed have been able to secure funding from DfT to develop their regional strategies and build up their staffing complements – both technical leads and stakeholder / engagement managers
 - iii. All STBs confirmed that the development of the STB strategy should be rooted in shared economic aims that can be achieved through investment in key transport routes / corridors. The role of the STB is to develop these strategic routes / corridors working in partnership with the local transport authorities – the STB is not duplicating the work of the LTA but pulling it together at a regional level to secure investment
 - iv. The approaches taken and timescales for delivery of regional evidence bases and strategy development vary, e.g. in-house development / out-sourcing to consultants

3.3 England's Economic Heartland

England's Economic Heartland (EEH) covers 11 transport authorities and three LEP areas. The strategic alliance was formed in 2014 with EEH Strategic Transport Forum established in 2016. In the initial years local funding was secured from partner organisations and funded a small, but senior team (Director/2 junior posts).

In April 2018 the Strategic Transport Forum secured £1m from DfT to support the development of its strategy and the staffing structure has now expanded to six posts including:

- Programme Director
- Head of Technical Programme
- Business Unit Manager
- Project Lead
- Innovation Lead
- Communications Executive

EEH has spent c.18 months developing their evidence base and is now looking to finalise an outline transport strategy. This latter work has been led by an internal team. This strategy is due to go out for engagement later in 2019 with a publication date of summer 2020. As part of this strategy an investment plan will also be developed setting out EEH's programme of investments.

3.4 Transport for the South East

Transport for the South East (TfSE) brings together 16 Transport authorities and five LEP areas. The organisation has a current staffing complement of 7.5 FTE funded through contributions from their transport authorities (total budget of £500,000, made up from £58k per County and £30k per unitary).

Staff include:

- Lead officer
- Programme manager (working to secure statutory status)
- Technical lead (development & delivery of strategy / schemes)
- 2x Transport strategy managers (transport strategy / rail / smart ticketing)
- Stakeholder engagement manager
- Project officer
- Communications officer
- Executive support

In May 2018 TfSE secured a grant of £1m from DfT to fund consultancy support for the development of their strategy and key corridor programmes. TfSE are currently in discussion about future funding from DfT.

3.5 Midlands Connect

At the outset, 2014/15, Midlands Connect (MC) was funded by a local contribution from each of the 9 LEPs within the MC geography. Following Government's development of the Midlands Engine strategy, Midlands Connect, as a transport group, was granted £5m in 2016 to develop a transport strategy for the region. Work on this strategy took place over 2016/17 and was published in 2017.

Since 2016 a further £18m has been granted to Midlands Connect.

Midlands Connect initially had a team of 8 to deliver their Strategy, made up of a mix of seconded and employed staff. Over the last 12 months this team has expanded to 16 with an operational budget of £1.5m, fully funded from the DfT grant.

Staff cover the following roles:

- Evidence gathering / strategy development
- Governance and operational
- Stakeholder management
- Technical / programme leads (largely project specific)

Going forward MC are aiming to have a team of 16-20 staff and are in discussion on future core / programme funding options.

Transport for the North (TfN)

Set up in 2015 Transport for the North (TfN) was initially funded for four years (2015-2019) at £10m per annum. TfN secured statutory status in January 2018. TfN's budget for 2019/2020 is £105.1m, with 7% for operating costs (£7.2m). Staffing costs make up £4.69m of this operational budget.

Initial staffing figures in 2015 ranged from 15-20 and since statutory status was granted have grown to c.100 staff. Future plans see additional growth to 130 staff (including Northern Powerhouse staff, rail leads and smart ticketing staff).

4. Options for Transport East

- 4.1. Based on discussions with the four STBs listed above and the requirements for Transport East for the coming 12 month period, a range of different staffing / resource structures have been considered and are summarised in the table overleaf.
- 4.2. It should be noted that any number of options could be reviewed and these four are set out as a minimum to provide a start point for discussion. Any increase in staffing and operational resource should be built up on an incremental basis as discussions with the Department progress.

	Funding levels	Staffing levels	Outcome
Option 1: status quo	Retain current funding levels resulting in annual budget of £104,500.	No directly employed / seconded staff. Retain current Senior Officer group relying on in-kind staff time contributed by each Authority and EELGA.	Unlikely to demonstrate sufficient commitment to developing a SNTB to DfT. Does not address the need for a single contact who can clearly represent and speak for Transport East. High level of risk associated with delay in delivering the regional evidence base due to competing time pressures on Senior Officer group representatives. Budget levels not sufficient to develop a full strategy / key corridor plans.
Option 2a: TE In-house staff (light)	Seek to secure funding of up to £230k from TE members to cover: <ul style="list-style-type: none"> - Salary costs of est. £70k p.a. - Strategy / corridor plans at £150k - Operating costs / contingency of £10k 	Employ a dedicated TE lead to manage consultancy commissions and lead on stakeholder / DfT engagement.	<p>These two approaches will demonstrate to DfT that the region is committed to TE and is working with local partners to consolidate Government's investment plans in the East.</p> <p>The difference between 2a and 2b is the level of dedicated resource recruited for TE with 2a relying on greater input from Members to drive forward stakeholder engagement and 2b having a dedicated officer to lead this work. Option 2a also has a reduced annual work programme of corridor plan development reflecting the reduced staff resource.</p>
Option 2b: TE In-house staff (full)	Seek to secure funding of up to £400k from TE members to cover: <ul style="list-style-type: none"> - Salary costs of est. £140k p.a. - Strategy / corridor plans at £250k - Operating costs / contingency of £10k 	Employ a core staff of up to 3 <ul style="list-style-type: none"> - Strategy manager - TE stakeholder coordinator - assistant Remit to develop evidence base into a full strategy (with consultancy support) and develop 6-8 key corridor plans.	<p>Both of these approaches rely heavily on building on what has already been developed at individual county level (E/N/S) and reviewing / building on this work with consultancy support to develop a transport strategy that is rooted in the region's shared economic growth agenda.</p> <p>A key role of the Strategy manager will be to liaise with DfT on a regular basis to secure commitment to TE as it further develops its strategic role.</p>
Option 3:	Retain existing local funding levels & seek DfT grant of £600 - £800k	Employ a staff of up to 6 and commission consultancy support to develop both a shared economic and transport strategy with key corridor plans.	<p>High level of risk associated with this strategy if DfT grant is not secured and is unlikely to be available to cover full staffing costs. Current discussions with DfT have not indicated that a substantial grant would be available at this time.</p> <p>Relies on a mix of in-house and out-sourced strategy work which can introduce risks in terms ownership and commitment to delivery.</p> <p>Unlikely to be able to significantly progress the evidence base work based on current in-kind staffing support.</p>

5. Summary and recommendation

- 5.1. Transport East has a current operational budget of £104.5k made up of contributions from Essex, Norfolk, Suffolk Counties and their respective districts / boroughs and Southend-on-Sea. In-kind staffing support is provided by senior officers from each of the Member authorities. Work on our evidence base is underway and is being supported through a consultancy commission with WSP.
- 5.2. As outlined in Paper Item 3, it is recommended that Transport East continue to develop its regional evidence base and from this its transport strategy. Further recommendations are made to ensure TE reviews its status following submission of the strategy.
- 5.3. It is recommended that Members discuss the options put forward in this paper and identify Members' willingness to increase their contribution to Transport East.
- 5.4. It is recommended that any decision on resources is taken following advice from DfT and the future status of Transport East and that changes to both the staffing resource and operational budget are taken forward on an incremental basis aligned with the programme of work agreed with DfT.
- 5.5. Any increase in TE funding contributions from Members would require a review of the current funding model. Based on the current funding model Options 2a / 2b would mean contributions of:

2a

- County contributions of £33,000 (an increase from £15,000)
- District / Borough group contributions of £33,000 (an increase from £15,000)
- Unitary contributions of £22,000 (an increase from £10,000)
- Observer contributions of £1,100 each (an increase from £500)

2b

- County contributions of £57,200 (an increase from £15,000)
- District / Borough group contributions of £57,200 (an increase from £15,000)
- Unitary contributions of £38,400 (an increase from £10,000)
- Observer contributions of £2,000 each (an increase from £500)

Transport East Forum

Date: 12 June 2019
Item: 5
Subject: Transport and Environmental Sustainability
Report by: Ellen Goodwin, presented by Jonathan Rudd

Purpose

This paper aims to provide the Forum with information on what other Sub-National Transport Bodies are doing in the transport and environmental sustainability arena. It also seeks a view from the Forum as to how it would like to consider environmental sustainability as part of its ongoing work.

Recommendation

It is recommended that:

- Environmentally sustainable considerations be embedded alongside economic, transport and social objectives as part of Transport East's ongoing work including the Transport Strategy and its associated evidence base, principles and monitoring framework.
 - Transport East take account of environmental sustainability as part of their ongoing delivery planning and investment decision making process.
-

1. Introduction

- 1.1 The Forum originally discussed transport and the environment at its 17 December 2018 meeting and again at its 8 March 2019 meeting.
- 1.2 This paper is in response to those discussions and seeks a view on how Transport East wishes to include environmental objectives in its ongoing work.
- 1.3 It looks at what other Sub-National Transport Bodies have done to take this agenda forward and offers a comparable approach for consideration.

2. Background

- 2.1. The Inter-Governmental Panel on Climate Change has warned that there is only a dozen years for global warming to be kept to a maximum of 1.5C, beyond which even half a degree will significantly worsen the risks of drought, floods, extreme heat and poverty for hundreds of millions of people around the world.
- 2.2. Transport currently accounts for the largest proportion of greenhouse gas emissions in the UK. Transport contributed 27% of emissions in 2017 compared to energy which contributed 24%, business 17%, residential 15%, agriculture 10% and waste management 4%.
- 2.3. The ambition for reducing transport emissions is supported by national policy in the shape of 'The Road to Zero: next steps towards cleaner road transport and delivering our Industrial Strategy' which looks to end the sale of new conventional petrol and diesel cars and vans by 2040.
- 2.4. The time for change is now.

2.5. The Cities and Local Devolution Act 2016 states that:

The transport strategy of an STB is a document containing the STB's proposals for the promotion and encouragement of sustainable, safe, integrated, efficient and economic transport facilities and services to, from and within the area of the STB.

In preparing or revising its transport strategy an STB must (among other matters) have regard to... the social and environmental impacts in connection with the implementation of the proposals contained in the strategy.

3. Other Sub-National Transport Bodies

3.1 England's Economic Heartland

England's Economic Heartland is developing their *sustainability* thread as part of their *ongoing transport strategy work*.

The overarching vision for the England's Economic Heartland transport strategy has been developed:

"Connecting Our People and Places with Opportunities and Services"

The proposed vision is supported by three priority 'principles' of:

- Economy
- Accessibility and Inclusion
- *Quality of Life*

They have an ambition for *environmental net gain* as set out in the recent Spring Statement and a commitment to a *zero-carbon transport network by 2050*.

3.2 Transport for the South East

Transport for the South East has sustainability embedded in their *constitution* in that a member of their Board is specifically focussed on ensuring such matters are considered.

While their transport strategy is not due for consultation until October 2019 it is likely to focus on delivering a high-quality *integrated transport* network that supports *quality of life* as well as economic growth in the area.

Transport for the South East are investigating strategic connectivity and *mass transit options* in the shorter-term as well as *last mile connectivity* and the delivery of more *sustainable travel* options in rural areas.

In the longer-term they are looking at the opportunities that *electric* as well as *connected and autonomous vehicles* may bring and are considering how people may choose to access and use transport in the future. They are also thinking about the role of a more *digitally connected network* and the opportunities that it may bring.

3.3 Midlands Connect

Midland's Connect has a strategy focussed on place that looks to transform the economy by tackling congestion, supporting housing growth, improving the transport user experience and improving quality of life. The strategy is focussed on delivery.

3.4 Transport for the North (TfN)

Transport for the North's vision seeks to deliver:

"A thriving North of England, where world class transport supports *sustainable* economic growth, excellent *quality of life* and improved opportunities for all."

Supporting this vision are four objectives, which have informed the development of the Strategic Transport Plan and subsequent work programmes. They are:

- Transforming economic performance
- Increasing efficiency, reliability, integration, and resilience in the transport system
- Improving inclusivity, *health*, and access to opportunities for all
- Promoting and enhancing the built, historic, and *natural environment*

TfN has agreed to explore options for reducing the *impact of travel on the environment*, including *air quality and carbon emissions*. They aim to minimise the impact of transport on the environment, and where possible seek to deliver *environmental enhancements and biodiversity net gain*.

TfN recognises that successful delivery is dependent upon *protecting and renewing the North's high-quality environment* and have therefore developed principles for their *Investment Programme* that include environmental considerations as well as transport, social and economic.

They aim to have a *decarbonised rail network by 2040* and a *zero-carbon public transport network by 2050*. TfN are also considering how they can deploy an *accelerated EV charging network* as part of their ongoing work.

4. Summary

- 4.1. Transport East has expressed an interest in including environmental sustainability into its work. Evidence, legislation and policy all support this move.
- 4.2. WSP are already looking at the evidence base to support the Transport Strategy and this work has included environmental evidence.
- 4.3. The Forum has the opportunity to determine how much emphasis it would like to place on environmental sustainability in its wider work as well as that of the Transport Strategy.
- 4.4. Other STBs have looked at this agenda with varying emphasis. Our unique position offers significant opportunities for innovation around the three key themes identified in our Transport Strategy.
- 4.5. While it is challenging to forecast the future, it is critical that our passenger and freight networks are resilient to future change and that the transition to decarbonised solutions is encouraged at the earliest possible opportunity. It is also critical that we encourage modal shift wherever possible including active travel where practical.
- 4.6. It is likely that measures for behaviour change will need to be considered as part of this work.
- 4.7. It is therefore recommended that environmental sustainability be embedded alongside economic, transport and social objectives as part of Transport East's ongoing thinking and work to ensure that it is truly sustainable. This will include but is not limited to the move towards a more decarbonised economy and the electrification of transport as well as modal shift including walking and cycling for both environmental and health and wellbeing benefits.

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Transport East

Date: 12 June 2019
Item: 6
Subject: **Transport East Regional Evidence Base**
Report by: David Cumming, Interim Team Leader Transport, Norfolk County Council

Purpose

This paper updates the forum on work being undertaken on the regional evidence base. This evidence base is required for both the transport strategy and for Transport East's submission to government in the summer on its priorities for large local major schemes and schemes on the major road network. There will be a presentation on work to date on the evidence base, being undertaken by WSP; consultants appointed on behalf of Transport East to complete the work.

This paper also seeks agreement from the Forum to the process for signing off the Regional Evidence Base for submission to DfT. It is particularly important as the submission will include Transport East's priority large local major and major road network schemes. Inclusion as a Transport East priority is the only realistic chance of securing funding under the two strands for such schemes, where they will start between 2020 and 2025.

Recommendation

It is recommended that members:

- Note that a presentation from consultants WSP will be given to detail progress on the Regional Evidence Base
 - Agree that an extra-ordinary meeting of Transport East is held in early July to agree the submission of the Regional Evidence Base.
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1. Background and introduction

- 1.1 In previous meetings Transport East Transport Forum has received reports on the development of a transport strategy for Transport East and considered the implications of *Investment Planning Guidance for the Major Road Network and Large Local Majors Programmes*, published by DfT at the end of 2018. The Forum has agreed the work scope and programme for these strands.
- 1.2 In summary, the Forum agreed that the engineering consultancy WSP be appointed to compile an evidence base for both the transport strategy and the Regional Evidence Base required by the *Investment Planning Guidance*. The Forum agreed that priority should be given to the requirements of the *Investment Planning Guidance* since government is inviting Sub-national Transport Bodies to respond to this towards the end of July. Tasks needed for the transport strategy will follow and will be completed to meet the previously agreed programme dates. In any case a lot of the work being prioritised will form part of the wider evidence for the transport strategy.

2. Summary of progress on the evidence base

- 1.3 The engineering consultancy WSP has been appointed to undertake the work. WSP will give a presentation to the Forum summarising the scope of work and progress.

2 Signing off the Regional Evidence Base

- 2.1 *The Investment Planning Guidance for the Major Road Network and Large Local Majors Programmes* invites Sub-national Transport Bodies (STBs) to provide strategic direction and coordination for the Major Road Network (MRN) and Large Local Majors (LLM) programmes. As reported to the Forum in March, DfT has asked STBs to identify ten MRN schemes and three to four LLM schemes for the period April 2020 to March 2025. These priorities need to be included in the Regional Evidence Base submission. This needs to be completed and submitted to government by 31 July 2019.
- 2.2 It is premature for the Forum to sign off the evidence base, or decide its priorities, at this June meeting due to the stage of work completed on the evidence base, and on appraising relevant schemes.
- 3.1 It is therefore proposed that an extra-ordinary meeting of the Forum be held in early July to consider the evidence base and assessment framework of MRN and LLM schemes; and to agree and sign-off the priority schemes for Transport East for a start between 2020 and 2025.
- 3.2 Following this, government will consider submissions from all STBs and is expected to make decisions about funding later in the year, probably in the Autumn Budget.

Transport East Forum

Date: 12 June 2019
Item: 8
Subject: Communications and Engagement Update
Report by: Kate O'Driscoll, Policy and Programme Manager, East of England LGA

Purpose

This paper provides an update on communications and engagement activity on behalf of Transport East.

1. Introduction

- 1.1 This paper provides an update on communications and engagement activity on behalf of the Transport East Forum.

2. Background

- 2.1 Whilst each of the member organisation have their own particular transport priorities and challenges, it is essential that Transport East has a shared narrative and common messages at its core, and building these has been the task of a virtual Communications and Engagement Working Group. The communications approach, key messages and consideration of communications risks are set out in the communications and engagement plan as **Appendix A** to this report.

3. Communications and Engagement Update

Transportation Professional interview with Chairman of Transport East, Cllr Kevin Bentley.

- 3.1 Transportation Professional, the magazine of the Chartered Institution of Highways and Transportation (CIHT), has requested to conduct an interview with Transport East Chairman, Cllr Kevin Bentley, about priorities going forwards and the importance of transport in facilitating growth and employment in the region, with a focus on two or three top project priorities. The February edition included an interview with, programme director of Midlands Connect, Maria Machancoses.

National events that Transport East could get involved in jointly with the other STBs.

- 3.2 'A Sub-national Transport Bodies Joint Communications and External Affairs Group' is being coordinated by Transport for South East, and there are some upcoming events which Transport East could get involved in jointly with the other STBs. The events provide opportunities to promote the role and priorities of Transport East at national level. Officer are liaising with the STB Joint Communications and External Affairs Group on the following:

Highways UK, 6-7 November 2019, NEC, Birmingham.

- There is a WSP STB hub space for all the STBs where each can have a stand, as well as a small theatre (50-60 people) to participate in presentation and panels. There is an opportunity for Transport East to have a pillar in the hub space including a networking space – this would need to be designed to focus on Transport East and the costs of this need to be explored.
- Transport East can have an individual speaking slot for 30 – 45 minutes for Transport East on the agenda and also participate in a joint STB session. The Transport East Senior Officer

Group agreed to have representation at the event by offering a speaker as part of the programme and senior officers to attend.

Innovation and Technology in Transport Hub (ITT Hub) 13-14 May 2020, Farnborough.

- The conference will showcase innovation in transport, and fits with Transport East's ambitions. There are opportunities for the STBs to input to this programme. Transport East would need a stand similar to the Highways UK event and could consider having politicians speaking.

Appendix A.



Transport East Communications and Engagement Plan

1. Introduction

Transport East is the local response to the proposals contained with The Cities and Local Government Devolution Act (2016) and reflects the need for a Forum in which strategic issues and proposals can be addressed in a timely and efficient way. Transport East's ambition is to provide a single point of contact for Government, its agencies, infrastructure and service providers on strategic transport issues.

This plan suggests a communications approach to support the establishment of Transport East, and to help develop its growing engagement with transport organisations, businesses and users.

2. Communication objectives

The aims and priorities of Transport East's communications and engagement work are to:

- a) Articulate the ambition of Transport East and the potential benefits that Transport East will bring to the area.
- b) Tell a clear story about the economic power of the East, its value to the nation and the restrictions which could hold these back without transport planning and investment at a strategic level.
- c) Support close engagement with government and politicians to ensure strategic aims and improvements driven by Transport East are clear and understood.
- d) Help to build support for, and involvement in, Transport East with key stakeholders.
- e) Maintain an East of England approach to communication to give equal weight to all parts of the Transport East area.
- f) Ensure partners in Transport East can draw on the communication outputs to reuse through their own existing channels when needed.
- g) Streamline communication work during this early establishment phase so that it's proportionate, cost effective and useful.
- h) Identify the likely communications resources needed in future and preparations needed to meet them.

3. Key messages

The key messages below are those agreed through the process of establishing the Terms of Reference for Transport East.

Transport East is a non-statutory sub-national transport forum and is a response to the proposals contained with The Cities and Local Government Devolution Act (2016). The purpose of Transport East is to:

- a) Provide the focus for a single conversation on strategic transport and infrastructure related activities.
- b) Represent the East of England's interests with respect to national strategy and policy ensuring effective alignment between national investment and local growth plans.
- c) Enable a more effective and meaningful engagement with the Department for Transport, infrastructure agencies (such as Highways England and Network Rail) and service providers (such as bus and train operating companies), and the East of England's major ports and airports.
- d) Provide the opportunity to share technical expertise and resources across the partners to assist with the development of a coherent and integrated transport network better able to respond to the demands of growth and changing technology.
- e) Oversee the development of a high level transport strategy which: covers the relevant geography of the membership of the Forum; is linked to the delivery of economic growth and prosperity; and, has

a functional link with spatial planning.

Transport East will enable the partners to realise:

- a) More effective engagement with, and influence over decision making at the national level
- b) Greater added value through the sharing of knowledge, skills and resources
- c) More efficient operation of strategic, local and major road networks
- d) Improved resilience of the transport system, particularly during periods of disruption (both planned and unplanned)
- e) More efficient and effective delivery of infrastructure, with schemes delivered faster and at less cost

4. Communications and Engagement Approach

All communications and engagement activity will be organised within two broad categories; Long-Term and Specific Narrative.

- **The long-term narrative** will build activity around Transport East’s core ambition of developing its Transport Strategy and moving towards statutory status. Key milestones towards statutory status will be identified through the emerging work programme and communications activity built around this.
- **The specific narrative** will be built upon activity of the Transport East Forum such as responses to consultations, announcements etc.

Communications and engagement milestones will be developed alongside the Transport East work programme to incorporate the following activity:

Tool	How it will be used
Visual Identity	Transport East has adopted a version of East of England LGA visual identity and will use its guidelines. This will be kept under review as Transport East develops.
Digital Presence	<p>Transport East’s online presence is: www.transporeast.org.uk</p> <p>The website will be Transport East’s key landing point for information for partners. It would be used:</p> <ul style="list-style-type: none"> • as a branding tool • to enhance Transport East’s image • to educate about our Transport East’s narrative and ambition • provide a public forum for governance meetings and papers • as a live communication tool with partners with regular, new content about the long-term and specific narrative. <p>Social media accounts (Twitter: @Transporeast; LinkedIn: Transport-East) have also been reserved for future use. Activity in this area is resource heavy and any activity will need be developed as the communications resource is increased alongside the growth of Transport East.</p>
Media	<p>In the current phase of Transport East’s development, coverage is likely to come from trade media and regional news. An analysis of the relevant trade press has been undertaken by the Communications and Engagement Working group.</p> <p>A framework for who speaks on behalf of Transport East has been agreed as follows:</p> <ul style="list-style-type: none"> • the Chair acts as spokesperson for national and trade media. When the Chair is unavailable the Vice-Chair will undertake this role on the Chair’s behalf.

	<ul style="list-style-type: none"> • the Transport East representatives of individual authorities acting as spokesperson for local media. • If the media query is of a particularly technical nature, then it will be referred to the Chair of the Transport East Senior Officer Group. <p>Proactive Media Proactive press releases will be produced alongside relevant pieces of work or following key decisions by the Transport East Forum. They will usually contain a quote from members of the Transport East Forum.</p> <p>Final approved media releases will be circulated to all members of the Transport East Forum prior to media distribution and will seek approval from the members of the Forum.</p> <p>Reactive Media Media reaction can often be required at short notice. It will be the responsibility of the Communications and Engagement Working Group to work together to respond appropriately.</p> <p>Any proposed media reaction must be approved by the Chairman of Transport East, or the Vice-Chairman in the event that the Chairman is unavailable.</p> <p>Final approved media releases will be circulated to all members of the Transport East Forum immediately prior to media distribution.</p>
Engaging Central Government	<p>Engaging central government will be key to the success of the development of Transport East towards statutory status. The Transport East work programme will shape the long-term narrative towards this goal and communications activity targeting political influencers will be developed to support key milestones along this process.</p> <p>Any correspondence/invitations to central government will be approved and signed by the Chairman of Transport East, or the Vice-Chairman in the event that the Chair is unavailable.</p> <p>An analysis of relevant parliamentary activity and platforms will be mapped alongside the development of the work programme to identify key points of influence and activity.</p> <p>Activity in this area should make use of relevant Westminster Hall briefings, Select Committees, All Party Parliamentary Groups etc.</p>
Engaging Partners	<p>Partner mapping and analysis has being carried out by the Transport East Senior Officer Group to understand where Transport East can draw on support and influence.</p> <p>It was agreed that a Summit be planned for autumn/winter 2018 to engage relevant partners in the Transport East vision, strategic aims and work programme. This summit would act as the Wider Partnership Panel as articulated in the Transport East Terms of Reference.</p> <p>The long-term narrative will also be used to identify key points for engagements through both informative letters and direct engagement through events/consultation.</p>

5. Resourcing

During this early phase of development, the communications and engagement workload be picked up using existing officers from partner organisations through the Communications and Engagement Working Group. However, as the pace accelerates with the development of the Transport Strategy, the Transport East Forum may need to consider how to resource the required activity.

6. Risk Register

The risk register for the communications and engagement strategy will be reviewed regularly, and plans for managing risk put in place and regularly updated.

Risk Identified	Likelihood of Occurrence	Impact	What we will do to manage the risk
Insufficient officer time set aside in order to successfully implement the Action Plan.	Medium	Medium	Initial communications activity will be developed with resource in mind and as the work programme develops resource requirement will be closely monitored and, if necessary, a dedicated resource should be considered.
Lack of buy-in from political influencers	Medium	High	Sustained and targeted engagement with political influencers. Joint and consistent communications material agreed by Forum members. Monitoring involvement from key partners such as DfT (by noting attendance records at relevant meetings; noting responses to correspondence etc).
Lack of partner engagement	Low	Medium	Clear points of engagement developed as part of the overall Transport East work programme.
Over-emphasis on any particular part of the Transport East geography, or transport mode, undermines strategic presentation of Transport East	Low	Medium	Following a 'whole Transport East' approach to communication Periodic review and audit of communications and engagement activity by Forum
Unrealistic expectations of the development timeframe and role of Transport East	Low	Medium	Clear public messaging