

## TRANSPORT EAST FORUM

**To be held at 14.00 – 16.00 on 21 October 2019 (Refreshments will be served at 13.45)  
At Endeavour House, Suffolk County Council, Ipswich, IP1 2BX (Council Chamber)**

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### AGENDA

	<b>Refreshments</b> – served outside the Council Chamber	13.45
<b>1.</b>	<b>Welcome, Apologies and Introductions, and Declarations of Interest</b> Cllr Kevin Bentley, Chairman of Transport East.	14.00
<b>2.</b>	<b>Notes of the Last Meeting held on 12 June 2019 and Matters Arising</b> Cllr Kevin Bentley, Chairman of Transport East.	14.05
<b>3.</b>	<b>Inquiry on reducing carbon emissions in the East.</b> Graeme Mateer, Transport East Senior Officer Group	14.10
<b>4.</b>	<b>Presentation: Engagement on England’s Economic Heartland Outline Transport Strategy</b> Naomi Green, Head of Technical Programme, England’s Economic Heartland.	14.35
<b>5.</b>	<b>Transport East Transport Strategy and Regional Evidence Base</b> David Cumming, Transport East Senior Officer Group	15.05
<b>6.</b>	<b>Developing the Role of Transport East: strategy development, engagement and staffing</b> Alastair Southgate and Karen Chapman, Transport East Senior Officer Group	15.20
<b>7.</b>	<b>Development of a Transport East public affairs and communications strategy</b> Andy Allsopp, Head of Profession Communications and Marketing, Essex County Council and Francesca Day, Public Affairs Manager, Essex County Council.	15.40
<b>8.</b>	<b>AOB</b>	15.55
	<b>Close</b>	16.00

### Future Transport East Forum meetings

- 11 December 2019
  - 09.30 – 13.30, Ipswich Town Football Club, Ipswich, (Transport East Summit)
  - 13.45 – 15.30, Orwell Room, Grafton House, Ipswich, (Transport East Forum)
- 12 March 2020 at 13:30 – 15:30, West Suffolk House, Bury St Edmunds

## Transport East Forum

**Date:** 21 October 2019  
**Item:** 2  
**Subject:** Notes of the Last Meeting held on 12 June 2019 and Matters Arising  
**Author:** Kate O’Driscoll, East of England LGA

### Purpose

The paper sets out the matters arising from Transport East Forum meeting on 12 June 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 12 June 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
2.4	Circulate the letter from the Rt Hon Chris Grayling MP, Secretary of State for Transport to the Forum <b>Complete.</b>
3.6	Senior Officers to attend district network meetings to provide an update on the progress of Transport East. <b>A verbal update will be provided at the meeting.</b>
3.7	Include an additional recommendation that - <i>Transport East further develops its key priorities to meet its ambitions</i> <b>Complete.</b>
3.8	Senior Officers to submit a letter to DfT confirming the geography, priorities, governance and funding arrangements including a revised Terms of Reference, and to provide regular updates on progress. <b>A letter was sent to DfT and is enclosed for information. An update will be covered under Item 6 on the agenda.</b>
4.4	<b>ACTION:</b> District Representatives will consult with their colleagues to confirm that they are happy to agree with option 2(a) set out in the paper. <b>District representatives are asked to confirm the increased membership fees as set out in the paper for Item 6 on the agenda.</b>

4.5	<p>Transport East Senior Officer Group to consider engagement with the LEPs and business community.</p> <p><b>This is being considered as part of the engagement strategy framework.</b></p>
5.3	<p>Transport East Senior Officer Group to bring together a working group of senior officers and councillors and businesses to hold an inquiry on reducing carbon emissions in the East</p> <p><b>Covered under Item 3 on the agenda.</b></p>
6.5	<p>Senior Officers to work with WSP on the inclusion of data from Thurrock and Cambridge and Cambridgeshire to strengthen the economic growth narrative of the Regional Evidence Base.</p> <p><b>Covered under Item 5 on the agenda.</b></p>
6.6	<p>Cllr Kevin Bentley's office to arrange a meeting of members from Suffolk CC, Norfolk CC, Essex CC, Southend-on-Sea BC and Thurrock Council to sign off the REB in early July</p> <p><b>The meeting took place on Friday 26 July and a letter from Cllr Kevin Bentley regarding the Transport East Major Road Network (MRN) and Large Local Major (LLM) priorities was circulated to the Forum on 30 July, and is enclosed with Item 5 paper.</b></p>
7.2	<p><b>ACTION:</b> Senior Officers to engage with the STBs Joint Communications and External Affairs Group on the Highways England Event and the ITT Hub event.</p> <p><b>Covered under Item 7 on the agenda</b></p>
8.3	<p><b>ACTION:</b> Transport for the South East Proposal to Government Draft for Consolation, May 2019, to be circulated with the notes.</p> <p><b>Complete.</b></p>

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## Transport East Forum

**Date:** 21 October 2019  
**Item:** 2 Appendix A  
**Subject:** Notes of the Last Meeting held on 12 June 2019 and Matters Arising  
**Author:** Kate O’Driscoll, East of England LGA

## Transport East Forum

DRAFT Notes of the Meeting  
 Held on 12 June 13.00 – 15.30 at West Suffolk House, Bury St Edmunds

### Attendance - Forum Members and Observers

(\*Indicates Substitute)

ClIr Ian Bates	Cambridgeshire County Council
David Burch	Essex Chamber of Commerce
ClIr Kevin Bentley (Chairman)	Essex County Council
ClIr Adam Mitchel*	Hertfordshire County Council
ClIr Graham McAndrew	Hertfordshire County Council
Matthew Taylor	Highways England
Dominic Keen	New Anglia Local Enterprise Partnership
Nova Fairbank	Norfolk Chamber of Commerce
ClIr Martin Wilby	Norfolk County Council
ClIr Graham Butland, Braintree District Council	Representative of Essex Districts Councils
ClIr Carl Smith, Great Yarmouth Borough Council*	Representative of Norfolk District Councils
ClIr Phil Smart, Ipswich Borough Council*	Representative of Suffolk District Councils
Mark Lucas	Representative of the LSCC
George Kieffer	South East LEP
Andy Walker	Suffolk Chamber of Commerce
ClIr Mary Evans	Suffolk County Council

### Attendance – Officers

Charles Freeman	Cambridgeshire and Peterborough Combined Authority
Jeremy Smith	Cambridgeshire County Council
Graham McAndrew	East Hertfordshire District Council
Cecilia Tredget	East of England LGA
Kate O’Driscoll	East of England LGA
Andrew Cook	Essex County Council
Alastair Southgate	Essex County Council
Judy Cameron	Hertfordshire County Council
Jonathan Rudd	New Anglia LEP
David Cumming	Norfolk County Council
Susie Lockwood	Norfolk County Council
David Glason	Great Yarmouth Borough Council
Neil Hoskins	Southend-on-Sea Borough Council
Mat Kiely	Thurrock Council

Nicola Beach	Suffolk County Council
Graeme Mateer	Suffolk County Council
Karen Chapman	Suffolk Growth Board
Andrew Redhead	WSP

### Apologies - Forum Members and Observers

Mayor Dave Hodgson	Bedford Borough Council
Cllr Nigel Young	Central Bedfordshire Council
Martin Tugwell	England's Economic Heartland
Neil Hayes	Hertfordshire Local Enterprise Partnership
Cllr Derrick Ashley	Hertfordshire County Council
Cllr Peter Hiller	Peterborough City Council
Cllr Linda Haysey, East Hertfordshire District Council	Representative of Hertfordshire District Councils
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 the handout and presentation on the A14 campaign be circulated to Forum members.* Cllr Bentley noted that the documents had been circulated with the notes of the last Forum meeting.
- *It was agreed that the East/West Rail presentation and prospectus be circulated to Forum members, and that officers submit a response to the East/West Rail consultation by 11 March 2019.* Cllr Bentley noted that the documents had been circulated and the response submitted.
- *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.* It was noted that the Transport East Senior Officer Group are considering this as part of the broader engagement planning, and this will be picked up on the engagement strategy which will support the Transport East Strategy development.
- *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.* Cllr Bentley noted that this would be covered under Item 3 on the agenda.
- *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.* Cllr Bentley noted that this would be covered under Item 3 on the agenda.

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

2.3 Cllr Kevin Bentley outlined that he had recently received a letter from the Rt Hon Chris Grayling MP, Secretary of State for Transport recognising the work and governance of Transport East. Cllr Bentley noted that Transport East is now well established, and the next steps are for Transport East to stand apart from other sub-national transport bodies. A key opportunity will be to look at how Transport East fits with local and strategic plans across the East, and a key challenge is how we join up the Transport system across the region. Transport East has more sea and airports than any other regions, and leading universities and car manufacturers.

2.4 **ACTION: Circulate the letter from the Rt Hon Chris Grayling MP, Secretary of State for Transport to the Forum**

### 3. Developing the role of Transport East

- 3.1 Andrew Cook provided an overview of recent discussions with the Department for Transport. A significant development is that the Secretary of State for Transport has announced that there is no appetite from Government for any more statutory bodies. This has implications for other sub-national transport bodies that are further down the line than Transport East, in their development towards statutory status.
- 3.2 Andrew informed members of recent discussions between senior officers and DfT, including positive feedback from DfT on the structure and governance arrangements for Transport East. 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. The key priorities for Transport East are: Global Gateways; Multi-centre connectivity; Energised Coastal Communities; and Sustainability. It was noted that it will be important to ensure that the appropriate resources are in place to develop the role of Transport East.
- 3.3 Nicola Beach, Chief Executive, Suffolk County Council and Lead Chief Executive for Transport East thanked the senior officer group for the extensive work on establishing Transport East, on top of their day jobs. A significant next step will be how to frame the work within the broader context of the economic growth vision for the East of England, alongside the challenge of climate change. The East of England has unique selling points, and a key strength has been the way it has worked across borders with England’s Economic Heartland and Midlands Connect.
- 3.4 Cllr Bentley invited comments and questions from the Forum which included:
- It would be useful for the senior officers to attending district network meetings to provide an update on Transport East.
  - Jeremy Smith stated that Cambridgeshire County Council is supportive of the digital agenda and where this fits with the jigsaw.
  - Mark Lucas stated that Transport East is not only a centre for transport and energy production, but is also a data hub. Kao Data situated in Harlow, in the London-Stansted-Cambridge technology corridor provides pioneering information communication activities.
  - Mat Kiely stated that Thurrock Council confirms its membership of Transport East.
  - It was recommended that Transport East could be more ambitious in its priorities to be carbon neutral, and offering alternative sustainable transport, and to keep a watching brief on this agenda item.
  - It was recommended not to focus on transport but connectivity in the wider context, and to consider the economic growth and housing links to transport.
  - There is need to continue to work with wider stakeholders through the Forum and Transport East Senior Officer Group.
- 3.5 The Forum agreed the recommendations set out in the report and agreed the following actions:
- 3.6 **ACTION: Senior Officers to attend district network meetings to provide an update on the progress of Transport East.**
- 3.7 **ACTION: Include an additional recommendation that - *Transport East further develops its key priorities to meet its ambitions.***
- 3.8 **ACTION: Senior Officers to submit a letter to DfT confirming the geography, priorities, governance and funding arrangement including a revised Terms of Reference, and to provide regular updates on progress.**
- ### 4. Resourcing Transport East – options for the future
- 4.1 Karen Chapman introduced the paper and provided an outline of the initial resources committed to setting up other STBs, and a range of different options for resourcing Transport East in the future. It was noted that this item follows the discussion on the previous item.

- 4.2 Cllr Bentley invited comments and questions from the Forum which included:
- It was noted that in order to progress Transport East to the next stage , more dedicated resource is required, as discussed under the previous item, and therefore Option 1 to retain current funding is no longer an option
  - It was noted that Option 3 of seeking a DfT grant of £600 -800 had a high level of risk associated with the strategy if the DfT grant is not secured, and therefore this is not a tenable option.
  - There was support for Option 2(a) to secure funding of £230 K from TE members.
  - It was suggested that LEPs contribute funding.
  - It was noted that officers hope to be able to seek funding sources from DfT as the Transport Strategy emerges.

4.3 Members of the Forum agreed to Option 2(a). It was noted that District Representatives agreed in principle and would need to consult with their District colleagues. Cllr Kevin Bentley recommended that the dedicated TE lead be employed by the East of England LGA, as the accountable body.

4.4 **ACTION: District Representatives will consult with their colleagues to confirm that they are happy to agree with option 2(a) set out in the paper.**

4.5 **ACTION: Transport East Senior Officer Group to consider engagement with the LEPs and business community.**

## 5. Transport and Environmental Sustainability

5.1 Jonathan Rudd – New Anglia LEP introduced the item and provided an outline on what other Sub-National Transport Bodies are doing in the transport and environmental sustainability arena. The Forum were asked how they would like to consider environmental sustainability as part of its work going forward.

- 5.2 Cllr Bentley invited comments and questions from the Forum which included:
- The importance of not neglecting the impact on air quality and health and wellbeing.
  - There is sometime a mismatch between rhetoric and the reality of what is a complex issue.
  - The transport sector is a major source of carbon emissions across the East of England for example the issues related to “hubbing” – moving loads from freight transport.
  - It was noted that the West Midlands have done some positive work in this area.
  - The need for a conversation about how deliveries are made which are often very ‘carbon friendly’ until the last mile.
  - The need for balance between economic growth and mitigating the impact upon climate change.
  - The need to be ambition with DfT on what Transport East can do to deliver sustainable transport.
  - There is a need to bring together senior officers and members with the wider business community and universities to consider how we can tackle the challenges collectively.
  - The Chamber of Commerce indicated that they would be keen to be involved.

5.3 **Transport East Senior Officer Group to bring together a working group of senior officers and councillors and businesses to hold an inquiry on reducing carbon emissions in the East.**

## 6. Transport Regional Evidence Base

6.1 David Cumming introduced the item and informed members that the paper seeks the agreement from the Forum on the process for signing off the Regional Evidence Base for submission to DfT. The submission will include Transport East’s priority large local major and major road network schemes.

6.2 Andi Redhead, Associate Director from WSP gave a presentation on the work to date on the evidence base. A copy of the presentation is enclosed with the notes.

6.3 Cllr Kevin Bentley invited comments and questions from the Forum which included

- It was noted that housing delivery rates in the East of England are lower than the rest of the UK. Transport is a key enabler for creating jobs and homes where people want to live.
- The importance of the REB as this would be a key evidence base for Government.
- It would be useful to include modal shift trends.
- The need to state the global routes that the East of England has to international trade.
- The need to be more explicit about the economic narrative of the East of England and the fact that the region is a net contributor to the UK economy.
- It was noted that currently data from Thurrock Council is missing, as the council has only today confirmed its membership of the Forum. It was agreed it would be useful to include this but would come with a caveat of a cost and time.
- The need to include data from Cambridge and Cambridgeshire as significant to the East of England economy and transport connections across the region.
- Matthew Taylor from Highways England stated that they were keen to engage with Transport East on the REB.

6.4 Cllr Bentley outlined three possible options for signing off the Regional Evidence base: i) to hold an extraordinary meeting of the Forum; ii) to have a face to face meeting of members from Suffolk CC, Norfolk CC, Essex CC, Southend-on-Sea BC and Thurrock Council; iii) to have a virtual meeting of the members listed in Option 2. It was noted that pace was needed, and given the Forum agreed for members from Suffolk CC, Norfolk CC, Essex CC, Southend-on-Sea BC and Thurrock Council in early July.

**6.5 ACTION: Senior Officers to work with WSP on the inclusion of data from Thurrock and Cambridge and Cambridgeshire to strengthen the economic growth narrative of the Regional Evidence Base.**

**6.6 ACTION: Cllr Kevin Bentley's office to arrange a meeting of members from Suffolk CC, Norfolk CC, Essex CC, Southend-on-Sea BC and Thurrock Council to sign off the REB in early July.**

## **7. Communications Update**

7.1 Andrew Cook presented an update on communications activities. It was agreed that Transport East would have a presence at the Highways UK Event 6-7 November 2019, and the Innovation and Technology in Transport (ITT) Hub, 13 -14 May 2020.

**7.2 ACTION: Senior Officers to engage with the STBs Joint Communications and External Affairs Group on the Highways UK Event and the ITT Hub event.**

## **8. AOB**

8.1 Cllr Martin Wilby informed members that the A47 campaign is hosting a Parliamentary Reception on the 25 June 2019, at the House of Commons.

8.2 Cllr Kevin Bentley encouraged members to read the Transport for the South East Proposal to Government Draft for Consolation, May 2019.

**8.3 ACTION: Transport for the South East Proposal to Government Draft for Consolation, May 2019, to be circulated with the notes.**

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Transport East  
c/o East of England LGA  
West Suffolk House  
Western Way  
Bury St Edmunds  
Suffolk  
IP33 3YU

Date: 6<sup>th</sup> Aug 2019

Dear Grant Shapps,

**Ref: Transport East**

I am writing to take the opportunity to update you on work underway to develop the role of transport east and appraise you of the important role the East plays within the UK economy

Transport East was established in 2018 as the emergent Sub-national Transport Body (STB) covering the East of England; home to some of the fastest growing places in the UK and a gateway connecting our nation to world markets. With an economy worth £71bn the East plays an important role in the overall success of UK.

I would like to draw your attention to the note appended to this letter summarising on-going work with partners across the East of England to develop the role of Transport East, including work to develop our Transport Strategy.

Transport East welcomes the positive approach to STBs taken by the former Secretary of State in his 10th June 2019 letter addressed to all STBs. Transport East notes the proposed delay to the creation of further statutory STBs. Given that the process establishing the future role for Transport East is at an early stage, this is unlikely to impact on our current plans. The members of Transport East intend to continue to develop our role, working with the Department for Transport and other network and transport providers to enable Transport East to speak authoritatively with one voice for the East of England economic geography.

With regard to the spending review I would hope to see appropriate funding allocated to STBs to support the continued development of our Transport Strategies and to enable the devolved decision-making role envisaged for STBs to develop. Transport East will be engaging with the other STBs to discuss more specific collective and individual proposals that could enhance the role of STBs. I would hope to continue discussions with you and the Department for Transport on how we can develop the role of Transport East and the wider collective role of STBs.

Transport East submitted our recommendations for enhancements to the Major Road Network and initial proposals for a programme of Large Local Major transport schemes on 30th July. In our submission we noted that we have identified a number of additional schemes for future implementation that are closely linked to the delivery of Transport East's wider aims. We are keen to work with DfT to further develop our preprogramme and to identify effective funding mechanisms for the full range of potential transport interventions needed to support growth and prepare the East of England for the future.

I would like to thank the Department for Transport for their assistance to date and I would welcome an opportunity to meet with you to discuss the evolving role of Sub-national Transport Bodies in general and the more specific role envisaged by its constituent members for Transport East.

Yours sincerely

A handwritten signature in blue ink, reading "Kevin Bentley". The signature is written in a cursive style and is positioned above the printed name.

**Cllr Kevin Bentley**

Chairman of Transport East



Department for Transport

Please ask for: **Alastair Southgate**  
Direct dial: **03330 130561 / 07585 909494**  
E-Mail: **alastair.southgate@essex.gov.uk**  
Date: **6 August 2019**

## **Re. Transport East: Update Note for the Department for Transport.**

### **1. Introduction**

Our £71bn economy plays an important role in the overall success of UK PLC. We are a **global gateway**, connecting our nation to world markets. The east of England is home to some of the **fastest growing places** in the UK, as well as having strong and interdependent links to the important UK economies of London, the Midlands and Cambridge. We have **internationally important strengths** in manufacturing, ICT, agri-tech and biosciences, and financial industries. Our tremendous coastline, covering almost 500 miles, is home to a leading centre of UK **all energy production** supporting a carbon neutral future, and is an important magnet of our visitor economy.

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

A Transport Summit hosted by East of England Local Government Association in December 2017 and attended by a wide range of local authorities, business leaders and transport providers agreed the formation of Transport East as the local response to proposals for Sub-National Transport Boards contained within the Cities and Local Government Devolution Act (2016).

**Transport East was formally launched in March 2018** as a vehicle for the delivery of a collective vision for transport and wider infrastructure in the East of England. Our aim is to create a forum which can drive forward a truly joined-up transport network and secure vital investment in future infrastructure. Transport East will allow us to discuss common issues, share best practice and agree a strategic vision for the future of transport and infrastructure across the region for decades to come.

### **2. Membership and Geography**

#### **2.1. Geography**

Transport East covers the geographic area of the “relevant authorities” of **Norfolk, Suffolk, Essex and Southend** as defined in the Cities and Local Government Devolution Act (2016). **Thurrock** announced its intension to join Transport East at the 12<sup>th</sup> June 2019 meeting of Transport East

It is our belief that **our membership represents a coherent transport geography** that is large enough to make strategic decisions but small enough to be nimble, flexible and genuinely collaborative.

**A distinct and separate Transport East makes sense;**

- Transport for the South East is focused to the south of London and is separated from the East of England by the Thames Estuary. While the South East also has important ports and airports these are accessed via separate transport corridors with few synergies with the East of England.
- England's Economic Heartland is focussed on the Oxford – Cambridge arc and has an established growth story based upon this geography that has little in common with, for example, coastal communities such as Southend-on-Sea or Great Yarmouth.
- While Midlands Connect represents the landward end of the logistics corridors serving our ports there would appear to be little sense in further extending Midlands Connect to the east.

Transport East's relationships with each of our neighbouring strategic transport organisations (Transport for the South East, Transport for London, England's Economic Heartland, and Midlands Connect) are all important and working with our neighbours will be essential. Many of our transport corridors converge on Cambridge and it will be essential that Transport East works closely with the Combined Authority to agree priorities for investment.

## **2.2. Membership**

At its **March 8 2019 meeting, the constituent members of Transport East confirmed their commitment to the development of Transport East** as the emergent Sub-National Transport Body for the east of England.

In addition to the "relevant authorities" of **Norfolk, Suffolk, Essex, Southend and Thurrock** formal Membership of Transport East includes the following;

- One representative district authority from each county area; currently **Braintree district Council, Great Yarmouth Borough Council and Ipswich Borough Council**.
- Relevant LEPS; **New Anglia LEP and South East LEP** and the **London Stansted Cambridge Consortium (LSCC)**.
- **Norfolk, Suffolk and Essex Chambers of Commerce** accepted invitations to join Transport East in March 2019.
- **Highways England and Network Rail** attend board meetings in a non-voting capacity.
- **DfT** is invited to all meetings.

**Transport East is chaired by Cllr Kevin Bentley:** Deputy Leader and Cabinet Member for Infrastructure, Essex County Council.

The following organisations that represent **neighbouring areas attend and are encouraged to participate at meetings of Transport East;** Hertfordshire County Council, East Hertfordshire District Council, Cambridgeshire County Council, Peterborough Borough Council, Cambridgeshire and Peterborough Combined Authority, Hertfordshire Local Enterprise Partnership, England's Economic Heartland.

This wider membership is intended to enable Transport East to engage effectively with neighbours to the south, west and north.

Transport East is supported by the **Wider Partnership Panel** that includes all district councils, a wide range of business representatives, as well as other strategic partners such as ports, airports, rail and bus operators from across the East of England. **All wider partners meet once a year at the Transport Summit.**

Members of this wider panel can be co-opted onto the Board based upon requirements identified by Board members. Members of the wider panel can also be co-opted onto specific sub-groups or task and finish groups established by the Board.

Transport East is supported by **the Transport East Senior Officer Group that provides technical and professional advice** drawn from the Local Transport Authorities, Local Enterprise Partnerships and district authorities, Infrastructure agencies and transport service providers.

At its meeting of 12 June 2019, Transport East agreed in principle **that a full-time officer post will be created to provide a single point of contact for Transport East and to provide independent leadership to the Officer Group.**

### **3. Governance and Funding**

It is intended that Transport East is complementary to existing decision making processes, rather than an additional layer of bureaucracy.

Transport East is governed by its **Terms of Reference adopted in March 2018** and most recently amended in February 2019. A copy of the approved ToR is attached at Appendix 1. Revised ToR are in preparation to reflect the inclusion of Thurrock and changes to district representation following the restructuring of local government in Suffolk and recent local elections.

**Transport East is funded by annual contributions from its constituent members.** The contribution calculation is based upon the annual budget derived from identified technical, communications and governance activity.

The current funding contribution model approved in September 2018 is as follows

- Counties           £15,000
- Districts           £15,000 (collectively for each county area)
- Unitaries           £10,000
- Observers           £500 (contribution to meeting costs only)
- LEPs, HE, NR, DfT not expected to contribute but contributions in kind and financial support for specific projects may be sought.

Funding at this level will be adequate to support the development of the Transport East evidence base and the draft Transport Strategy. **Funding contributions will be reviewed as the role and responsibilities of Transport East develop.** On 12 June 2019 Transport East agreed to review the level of funding contributions to reflect the intention to appoint a full-time lead officer for Transport East. Transport East will also discuss future funding arrangements with DfT as the role and ambition of Transport East develops.

## 4. The Role of Transport East

Transport East offers us a real opportunity to deliver the long-term, strategic vision for transport infrastructure for the area; bringing together key partners, to make a strong case for investment to ensure that our transport network is fit for the future.

Transport East has agreed that it will:

- Provide the focus for a single conversation on strategic transport and infrastructure related activities.
- Represent the East of England's interests with respect to national strategy and policy ensuring effective alignment between national investment and local growth plans.
- Enable 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.
- Provide the opportunity to share technical expertise and resources across the partners to assist with the development of a coherent, integrated and sustainable transport network better able to respond to the demands of growth and changing technology.
- Oversee the development of a high-level transport strategy which;
  - covers the relevant geography of the membership of Transport East,
  - is linked to the delivery of economic growth and prosperity while protecting our environment and
  - has a functional link with spatial planning.

Examples of early successes that will be built upon as the Strategy is developed.

- Regular discussion over a Transport East geography is enabling a better understanding of the interrelationships between the various corridor "taskforce" work streams. This is particularly important in ensuring a consistent approach to business case development where corridors cross.
- Improved joint working and better co-ordination with respect to strategic projects; consistent approach to Lower Thames Crossing and other strategic highway investment and sharing of staff resources to produce coordinated responses to strategic consultations
- Sharing of strategic business contacts.

In order to effectively achieve its role, Transport East is likely to seek 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.
- Advice to Government on major transport scheme funding decisions necessary for the delivery of the Transport Strategy.

## 5. Transport East Work Programme

### 5.1. Transport East Narrative

Ahead of the development of its Transport Strategy, Transport East has developed a consistent economic framework; the "**Transport East Narrative**" to underpin the development of the strategy. The Narrative has been developed by the Transport East Senior Officer Group with the involvement of key partners and was discussed at the December 2018 Transport East Summit.

The narrative has identified a Vision for Transport East and three key themes that will underpin strategy development.

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

#### **Proposed themes**

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

A copy of the Narrative is attached at Appendix 2.

#### **5.2. Transport Taskforces**

Transport East will build upon the work of the established transport corridor taskforces that are already in existence across the East of England. It is intended that Transport East and its emergent transport strategy will place the work of the corridor groups into a wider regional context and enable the identification of a coherent programme of transport investment linked to the delivery of economic growth.

A summary of current taskforce activity is attached at Appendix 3.

#### **5.3. Regional Evidence Base**

**Transport East has engaged WSP** to assist with the development of a consistent regional transport evidence base.

This evidence base will enable Transport East to;

- Submit an evidence based and prioritised list of Major Road Network enhancement projects and Local Major Transport Schemes, submitted to DfT on 30 July 2019.
- Develop a draft Transport Strategy for discussion with the Wider Partnership Panel at the 2019 Transport Summit in December 2019.

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## **Appendix 1 Transport East Terms of Reference. Version 1.7 [26 02 2019]**

(TO BE UPDATED FOLLOWING THURROCK'S NOTIFICATION OF ITS INTENSION TO JOIN TRANSPORT EAST)

### **1. Purpose**

- 1.1. The East of England Sub-National Transport Forum 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.
- 1.2. The East of England Sub-National Transport Forum brings together representatives of Local Transport Authorities, District Planning Authorities, Local Enterprise Partnerships, and transport providers with representatives from Government, infrastructure agencies and transport service providers in a collaborative partnership that enables a single co-ordinated conversation.
- 1.3. As such the East of England Sub-National Transport Forum provides a single point of contact for Government, its agencies, infrastructure and service providers on strategic transport issues.

### **2. Strategic Aims**

- 2.1. The East of England Sub-National Transport Forum will support the development of a transport network that:
  - is innovative and prepared for future developments.
  - enables housing growth.
  - enables the efficient and effective movement of people and goods to boost economic growth.
  - ensures that growth in the East is sustainable, encompassing all forms of transport including, public transport, walking and cycling.
  - ensures that the East of England is a place where people want to live, work, learn and visit.
  - enables people to live independently and to make the most of opportunities as they arise.

### **3. Role**

- 3.1. The East of England Sub-National Transport Forum will:
  - 3.1.1. Provide the focus for a single conversation on strategic transport and infrastructure related activities.
  - 3.1.2. Represent the East of England's interests with respect to national strategy and policy ensuring effective alignment between national investment and local growth plans.
  - 3.1.3. 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.
  - 3.1.4. 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.
  - 3.1.5. 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.
- 3.2. The Forum will enable the partners to realise:
  - 3.2.1. More effective engagement with, and influence over decision making at the national level
  - 3.2.2. Greater added value through the sharing of knowledge, skills and resources
  - 3.2.3. More efficient operation of strategic, local and major road networks

- 3.2.4. Improved resilience of the transport system, particularly during periods of disruption (both planned and unplanned)
- 3.2.5. More efficient and effective delivery of infrastructure, with schemes delivered faster and at less cost

3.3. The role of the East of England Sub-National Transport Forum will be periodically reviewed to ensure that the Forum is best placed to meet the ambitions of its members.

#### **4. Membership of the Forum**

4.1. The membership of an East of England Sub-national Transport Forum will include “relevant authorities” that together would define the agreed geographic extent of the East of England Sub-national Transport Forum.

4.2. The Cities and Local Government Devolution Act (2016) Act outlines that it is for “relevant authorities” to put forward a proposition including considerations of geography, governance and the powers to be exercised by the STB; “relevant authorities” include:

- a Combined Authority;
- an Integrated Transport Authority;
- a county council;
- a unitary council.

4.3. One representative per “relevant authority” will be included as a member of the Forum.

4.4. One district council representative from each two tier “relevant authority” member geography will be included as a member of the Forum. District representation will be determined locally.

4.5. One representative from each Local Enterprise Partnership within the geographical scope of the Forum will be included as members of the Forum.

4.6. The members of the Forum are set out in Appendix A to these Terms of Reference.

4.7. The Department for Transport will be invited to attend in an observer capacity.

4.8. Additional organisations may be invited by the Forum to join as members or observers at any time where their membership and participation is seen as adding value.

4.9. Membership of the Forum will be reviewed on a regular basis.

#### **5. Chairman and Deputy Chairman of the Forum**

5.1. The Chairman of the Forum will be a representative from a “relevant authority” as defined in The Cities and Local Government Devolution Act (2016), who will serve in the role for at least one year but no more than two years. The Chairmanship will be reviewed annually by the Forum.

5.2. The Deputy Chairman will be a representative from the wider membership (and does not need to be from a “relevant authority”), who will serve in the role for at least one year but no more than two years.

#### **6. Voting**

6.1. The non-statutory Forum is a collaborative organisation and with decision making within the Forum delivered by consensus.

6.2. Formal arrangements for voting (where required) will be developed as the Forum becomes established, with consideration given to the appropriate allocation of votes necessary to ensure democratic accountability.

## **7. Forum attendance**

- 7.1. It is for each Partner to nominate their representative on the Forum. The expectation is that Local Transport Authorities will be represented by their Leader or the relevant Cabinet member, Local Enterprise Partnerships will be represented by a business focussed member of their governing Board, and district councils by their Leader.
- 7.2. Substitutes will represent members of the Forum if their lead representative is not available.
- 7.3. Individual members of the Forum will be responsible for ensuring their organisation is kept briefed on the work of the Forum.
- 7.4. It is desirable for the Department for Transport and the majority of the Local Transport Authorities be represented at Forum meetings.
- 7.5. Members of the Forum retain their existing accountabilities and responsibilities for transport.
- 7.6. Membership of the Forum:
  - Does not oblige partners to be involved in all activities, projects or proposals
  - Does not preclude any member from working cross-boundary with other Local Transport Authorities or strategic transport organisations.
- 7.7. Local authorities that are not members of the Forum may be invited to participate or request to attend meetings of the Forum.

## **8. Ways Of Working**

- 8.1. Meetings of the Forum will be held quarterly.
- 8.2. Third parties may be invited to participate in meetings of the Forum and invited to be members of project teams established by the Forum
- 8.3. Third parties may request to address the Forum on a specific issue or proposal. The Chairman of the Forum will determine whether to grant the request.
- 8.4. The Forum may decide to establish sub-groups where this is appropriate in order to address specific issues: sub-groups may be either time-limited in their duration or standing sub-groups where the issue is on-going.
- 8.5. The secretariat for meetings of the Forum will be provided by the Local Transport Authority that provides the Chairman for the Forum.
- 8.6. The work of Forum will be support by a transport officer working group. It will be chaired by an appropriate senior officer from the same authority as the Chairman of the Forum.
- 8.7. The meetings of the Forum will be meetings of public record (papers published online) but will not be open public meetings.

## **9. Wider partnership panel**

- 9.1. A wider partnership panel will be established that includes all potential partners and will meet once a year. Membership of the Wider Partnership Panel is appended (Appendix B).

- 9.2. Members of this wider panel can be co-opted onto the Forum based upon requirements identified by the Forum members. Members of the wider panel also be co-opted onto specific sub-groups established by the Forum.
- 9.3. Membership of the Wider Partnership Panel will be subject to revision as required by the Forum membership, or on an annual basis.

## **10. Senior Officer Group**

- 10.1. The work of the Forum will be supported by the Transport East Senior Officer Group. This Group will provide technical and professional advice drawn from the Local Transport Authorities, Local Enterprise Partnerships and district authorities. Infrastructure agencies and transport service providers will be invited to support the work of the Transport East Senior Officer Group as necessary.
- 10.2. Transport East Senior Officer Group officers will be invited to attend Forum meetings in an advisory capacity.
- 10.3. The Transport East Senior Officer Group will maintain an overview of the activities taken forward by the Forum and ensure that the work programme adopted by the Forum is delivered.
- 10.4. Papers will be circulated at least five working days prior to each Forum meeting, and minutes circulated in a timely manner following the Forum meeting.

## **11. Revision of Terms of Reference**

- 11.1. These Terms of Reference will be subject to revision as required by the Forum membership, or on an annual basis.

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## **APPENDIX A. Membership to Transport East Forum**

### **Chairman and Vice-Chairman**

- Cllr Kevin Bentley is the Chairman of Transport East. He is Deputy Leader and Cabinet Member for Infrastructure at Essex County Council.
- Cllr Martin Wilby is the Vice-Chairman of Transport East. He is Chairman of Environment, Development and Transport Committee at Norfolk County Council.

### **Members**

- Cllr Mary Evans, Deputy Leader and Cabinet Member for Highways, Suffolk County Council
- Cllr Andrew Moring, Chairman of Environment, Development and Transport Committee, Southend-on-sea Borough Council
- Cllr Graham Butland, Leader of Braintree District Council, Representative of Essex District Councils
- Cllr Geoff Holdcroft, Deputy Leader of the Council and Cabinet Member for Economic Development of Suffolk Coastal District Council, Representative of Suffolk District Councils
- Cllr Graham Plant, Leader of Great Yarmouth Borough Council, Representative of Norfolk District Councils

### ***Local Enterprise Partnerships***

- Dominic Keen, Board Member, New Anglia Local Enterprise Partnership
- George Kieffer, Vice-Chairman, South East Local Enterprise Partnership

### ***Chambers of Commerce***

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

### ***Delivery Partners***

- Matthew Taylor, Programme Manager, Highways England
- Richard Taylor, Head of Strategic Planning, Network Rail

### ***Observing Bodies***

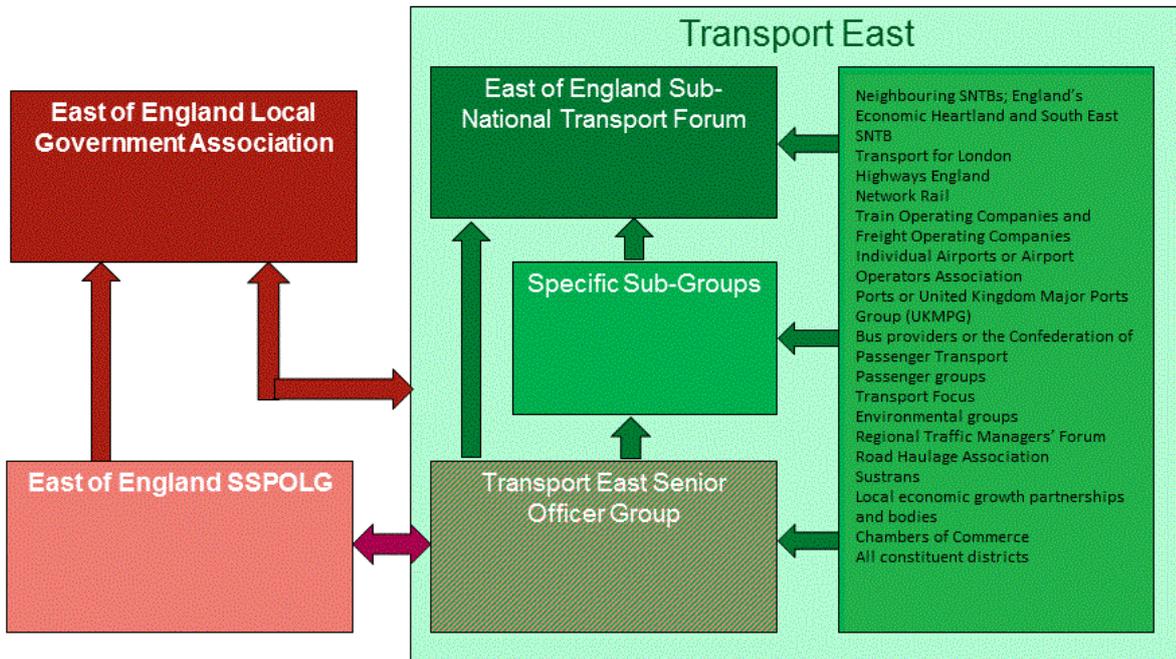
- Bedford Borough Council
- Cambridgeshire County Council and District Councils
- Cambridgeshire and Peterborough Combined Authority
- Central Bedfordshire Council
- England's Economic Heartland
- Hertfordshire County Council and District Councils
- Hertfordshire LEP
- London Stansted Corridor Consortium
- Peterborough City Council
- Thurrock Council
- Department for Transport

### **APPENDIX B.**

The Wider Partnership Panel will consist of representatives from some or all of the following organisations;

- Neighbouring SNTBs; England's Economic Heartland and South East SNTB
- Transport for London
- Highways England
- Network Rail
- Train Operating Companies and Freight Operating Companies
- Individual Airports or Airport Operators Association
- Ports or United Kingdom Major Ports Group (UKMPG)
- Bus providers or the Confederation of Passenger Transport
- Passenger groups
- Transport Focus
- Environmental groups
- Regional Traffic Managers' Forum
- Road Haulage Association
- Sustrans
- Local economic growth partnerships and bodies
- Chambers of Commerce
- All constituent districts

# Transport East structure map



## **Our Vision**

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

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

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

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

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

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

## **Our priority themes**

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

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

## Our Place

Our place covers the region of Essex, Southend-on-Sea, Norfolk and Suffolk, and represents a population of 3.3million<sup>ii</sup>, distributed over 4,882 square miles<sup>iii</sup>.

### ***A Hub of Fast Growth Places***

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

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

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

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

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

### ***A Centre of International Excellence and Innovation***

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

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

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

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

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

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

## ***The UK's Global Trade Gateway***

Our area is a **global gateway**, and we are home to twelve<sup>vii</sup> major international transport hubs:

- **London Stansted** and **London Southend** have pivotal roles in the expansion of air traffic in the South East of England<sup>viii</sup>; Moreover, **Norwich Airport** handles direct flights to the European – International Hub at Amsterdam's Schiphol Airport.
- the Haven Ports cluster account for an estimated 11% of the total tonnage handled by English ports in 2016, providing 9% of the total GVA contribution made by all ports in England (2015)<sup>ix</sup>. The **Port of Felixstowe** is the England's largest container port, handling 40% of England's container traffic<sup>x</sup>. It is home to the deepest drafts in the country, and the seventh largest in Europe<sup>xi</sup>. The North Sea **Harwich International Port**, on the banks of the River Stour in Essex, providing daily (passenger) ferries to the Hook of Holland operated by Stena Line. Although ports in this region cite London and the South East as important markets, Felixstowe in particular also handles considerable freight volumes for destinations in the North and Midlands;
- The **Port of Tilbury** is one of the country's largest grain terminals; handling over 1.4million tonnes annually of combinable crops for both the export and UK markets<sup>xii</sup>. It is the UK's number one port for the importation of forest products and the third largest UK container port<sup>xiii</sup>;
- **DP World London Gateway** is the most significant UK port development in more than 100 years, combining the UK's newest deep-sea container port with Europe's largest logistics park, using world-leading technology to increase productivity and reduce costs<sup>xiv</sup>;
- **Purfleet Port** is in Essex on the banks of the River Thames. The entire port, including Dartford International Ferry Terminal and Purfleet Thames Terminal is roll on roll off. Purfleet ships artics or unaccompanied trailers to Rotterdam or Zeebrugge with Cobelfret.
- Owned by ABB, port and dock operations have been a feature on the River Orwell since the 8th Century. Today the **Port of Ipswich** handle some 2 Million tonnes of cargo per annum and is the UK's biggest grain export port<sup>xv</sup>. Daily scheduled Ro-Ro (freight) ferries connect the UK with the Port of Rotterdam. ABB also operate the **Port of Kings Lynn** which handles around 500,000 tonnes each year and the **Port of Lowestoft** which serves the busy sea routes between the UK, Europe, Scandinavia, and the Baltic States; and,
- **Peel Ports Great Yarmouth** is strategically located to serve the Oil and Gas fields of the southern North Sea and the existing and planned Offshore Wind development off the UK East Coast, and offers the shortest North Sea crossing between Great Britain and continental Europe<sup>xvi</sup>.

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

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

## ***An Energised Coastal Economy***

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

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

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

- Our region hosts the greatest concentration of the UK's offshore wind energy production, with 63% of the UK offshore wind capacity is sited off the East of England coast<sup>xvii</sup> providing enough electricity to power more than 8 million homes; almost a third of a nation's households<sup>xviii</sup>. The ports of **Great Yarmouth, Lowestoft, Harwich** and **Wells** have become key hubs for assembly, construction, operations and maintenance for the sector.
- The East of England has been an established national hub for the offshore Oil & Gas industry for more than 50 years. The region's Oil & Gas industry employs 330,000 people in the UK according to Oil & Gas UK. The **Southern North Sea** (SNS) currently plays host to 150 offshore platforms and two interconnectors to the European mainland<sup>xix</sup>, and **Bacton gas terminal** handles a third of the country's gas supply;
- EDF Energy operates **Sizewell B power station** which is scheduled to operate until 2035 but this has potential to be extended by a further 20 years. EDF Energy has completed the first stage of its pre-application consultation for the proposed **Sizewell C project**, which would be capable of supplying power to some six million homes and would employ 900 staff when operational. There are further opportunities in nuclear power station decommissioning at **Sizewell A in Suffolk** and **Bradwell in Essex**, which could be worth around £3bn to the local economy. The renaissance of new nuclear builds in the UK would bring significant opportunities for jobs and skills<sup>xx</sup>.
- The UK is currently the global leader in marine energy with the potential for wave and tidal energy to deliver around 20% of the UK's current electricity needs. The Government's East Marine Plan designates several areas of high tidal stream resource off the **coastlines of Suffolk and Norfolk**, where tidal energy development will be prioritised<sup>xxi</sup>.

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

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

### ***Realising Our Economic Potential***

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

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

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

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

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### Appendix 3 Current Transport Corridor Taskforces in the East

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

	<p>economic growth and support the delivery of new homes.</p> <ul style="list-style-type: none"> <li>An enhanced journey experience for all passengers.</li> </ul>	Great Eastern Mainline Study published July 2019
<b>West Anglian Mainline</b>	The West Anglia Main Line corridor is vital for the UK economy. London and the East of England are two of the fastest growing regions in the UK, and the West Anglia Main Line links them together. The railway is essential for bringing jobs, homes and businesses together.	<p>Crossrail 2 Independent Affordability Review has submitted its draft report to DfT and the Mayor of London. A funding decision is expected as part of the 2019 Comprehensive Spending Review. Work is underway to refresh the case for investment in the WAML and to review investment options.</p> <p>WAML Action Group (officer support to the Taskforce) working to secure additional early and late services to Stansted Airport.</p>
<b>Oxford to Cambridge Expressway</b>	Will secure the future of three of the most successful and productive cities in the country, creating an environment where communities and business can thrive with economic growth and better journeys.	Preferred corridor for the new Oxford to Cambridge Expressway announced. Members of the public will be able to comment on the full set of front-running designs in a public consultation in 2019.
<b>East West Rail Consortium</b>	The Consortium is a group of local authorities and businesses which has campaigned for East West Rail since 1995. We work closely with Government, East West Railway Company, Network Rail and others to ensure its full potential is realised.	An East West Rail Eastern Section Group has been formed to represent the interests of local authority members east of Cambridge; ie to ensure that EWR connects to Norwich and Ipswich. The Group is completing an eastern section prospectus agreed by the East West Rail Consortium Strategic Board in 2018.
<b>A1307 Haverhill to Cambridge Corridor</b>	Promotion of improvements to the A1307 between Haverhill, A11 and Cambridge, including dualling of the route	Early assessment undertaken looking at two corridors. Next stage of work would be Option Assessment Report- currently looking for funding.
<b>Lower Thames Crossing (South East LEP)</b>	The Lower Thames Crossing will provide congestion relief at the Dartford Crossing and provide a new strategic link across the Thames downstream of current crossings.	Preferred route announced. Formal consultation undertaken during autumn 2018. Transport East submitted formal response to consultation on 17 <sup>th</sup> Dec.
<b>A12 Alliance</b>	<p>The A12 is the key transport corridor linking London to eastern Essex, Ipswich and the Haven Ports. Improvement to the corridor has long been seen as essential by Essex County Council and local MPs.</p> <p>A12 Alliance no longer active in its former form as the project moves towards delivery</p>	<p>A12 "Expressway" included in RIS 1 programme announcement</p> <p>Working with Highways England to finalise proposals to improve central section from Chelmsford to Marks Tey to modern trunk road standard. Work expected to start in RIS1</p> <p>Investigating options for southern (M25 to Chelmsford) and northern Marks Tey to Colchester) sections. Seeking RIS 2 funding.</p>

<b>A127 Taskforce</b>	The taskforce will “agree in principle to collaborate and contribute towards a long-term vision for the A127 economic growth corridor. This work will be carried out through proactive engagement with local residents, businesses and transport users to ensure we develop a solution which works for everyone.”	New MP Taskforce established Nov 2018 to replace former A127 Enterprise Corridor group.
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**MAIN SOURCES**

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

- <sup>i</sup> East of England Forecasting Model 2017: total GVA at 2013 prices (2018); covers Essex: £31.95bn, Norfolk: £18.74bn, Southend: £3.20bn, Suffolk: £17.14bn
- <sup>ii</sup> ONS population estimates 2017: total population; covers Essex: 1,468,200, Norfolk: 898,400, Southend: 181,800, Suffolk: 757,000
- <sup>iii</sup> 4,882 square miles; covers Essex CC: 1,300 square miles, Southend-on-sea BC: 42 square miles, Suffolk CC: 1466 square miles, Norfolk CC: 2,074 square miles
- <sup>iv</sup> <https://www.irwinmitchell.com/ukpowerhouse>
- <sup>v</sup> <https://colchesterultraready.co.uk/why-colchester/>
- <sup>vi</sup> <https://www.irwinmitchell.com/ukpowerhouse>
- <sup>vii</sup> Airports: Norwich, Southend, Stansted; Ports: King’s Lynn, Gt Yarmouth, Lowestoft, Felixstowe, Ipswich, Harwich, Purfleet, Tilbury, London Gateway
- <sup>viii</sup> [http://www.essexgrowth.co.uk/media/1027/essex\\_economic\\_report\\_exec\\_summary.pdf](http://www.essexgrowth.co.uk/media/1027/essex_economic_report_exec_summary.pdf)
- <sup>ix</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/701352/england-port-connectivity-the-current-picture.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/701352/england-port-connectivity-the-current-picture.pdf)
- <sup>x</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/701352/england-port-connectivity-the-current-picture.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/701352/england-port-connectivity-the-current-picture.pdf)
- <sup>xi</sup> <https://www.portoffelixstowe.co.uk/press/news-archive/port-of-felixstowe-is-officially-the-best-container-terminal/>
- <sup>xii</sup> <https://pla.co.uk/Port-of-Tilbury-expands-grain-terminal-significant-investment-increases-capacity>
- <sup>xiii</sup> <http://dnn.essex.gov.uk/coastalforum/TheEssexCoast/Economy/PortsandLogistics.aspx>
- <sup>xiv</sup> <http://web.dpworld.com/our-business/marine-terminals/middle-east-europe-africa/uk-london-gateway/>
- <sup>xv</sup> [http://abports.co.uk/Our\\_Locations/Short\\_Sea\\_Ports/Ipswich](http://abports.co.uk/Our_Locations/Short_Sea_Ports/Ipswich)
- <sup>xvi</sup> <http://www.eastportuk.co.uk/>
- <sup>xvii</sup> <http://www.essexgrowth.co.uk/media/1036/eec-final-report-march-2018.pdf> pg 18
- <sup>xviii</sup> <https://www.eeegr.com/sectors/offshore-wind/>
- <sup>xix</sup> <https://www.eeegr.com/sectors/oil-gas/>
- <sup>xx</sup> <https://www.eeegr.com/sectors/nuclear/>
- <sup>xxi</sup> <https://www.eeegr.com/sectors/wave-tidal/>

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## Transport East Forum

**Date:** 21 October 2019  
**Item:** 3  
**Subject:** **Inquiry on reducing carbon emissions in the East**  
**Report by:** Graeme Mateer, Transport East Senior Officer Group

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### **Purpose**

This paper sets out the process and progress on the inquiry on reducing carbon emissions in the east, to be chaired by Cllr Mary Evans, Cabinet Member for Highways, Transport and Rural Affairs at Suffolk County Council.

### **Recommendation**

The forum is asked to note the contents of the report, and to:

- to confirm that a UEA representative is appointed to the panel as an independent expert, and to agree funding to support this as part of the Transport Strategy development.

The forum is also asked to provide direction on the scope of the Inquiry:

- 1) carbon zero, or carbon negative;
  - 2) carbon offsetting, or carbon elimination;
  - 3) whether emissions beyond the Gateways should be included (e.g. shipping and air travel);
  - 4) additional invitees to provide evidence.
- 

## **1. Introduction**

- 1.1 The Forum has previously discussed transport and the environment at its 17 December 2018 meeting and again at its 8 March 2019 meeting. During this time a number of councils within the region have declared climate emergencies.
- 1.2 At the meeting held on 12 July 2019, the Forum asked the Transport East Senior Officer Group to bring together a working group of senior officers and councillors and businesses to hold an inquiry on reducing carbon emissions in the East.
- 1.3 The Chair and Deputy Chair of Transport East have asked Cllr Mary Evans to Chair the Inquiry.

## **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.
- 2.1. Transport currently accounts for the largest proportion of greenhouse gas emissions in the UK. Transport contributed 34% of emissions in 2017 compared to energy (29%), business (18%) and residential (17%).

- 2.2. Data on UK greenhouse gas emissions are published by the Department for Business, Energy & Industrial Strategy (BEIS) and include carbon dioxide (CO<sub>2</sub>) emissions estimates for local authorities (2005-16) with a breakdown by 14 economic sectors. UK CO<sub>2</sub> emissions declined from 522,857 kt CO<sub>2</sub> in 2005 to 357,470 kt CO<sub>2</sub> in 2016. However, the decline for transport was much smaller than that for many other sectors so its relative contribution increased from 24% in 2005 to 32% in 2016.
- 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. It is also supported by the Clean Air Strategy published in January 2019, and includes a chapter on action to reduce emissions from transport.
- 2.4. In addition the Science and Technology Committee has recommended 10 steps for Government to deliver net zero by 2050 (<https://www.parliament.uk/business/committees/committees-a-z/commons-select/science-and-technology-committee/news-parliament-2017/clean-growth-report-published-17-19/>). Of particular relevance to transport is recommendation 3:

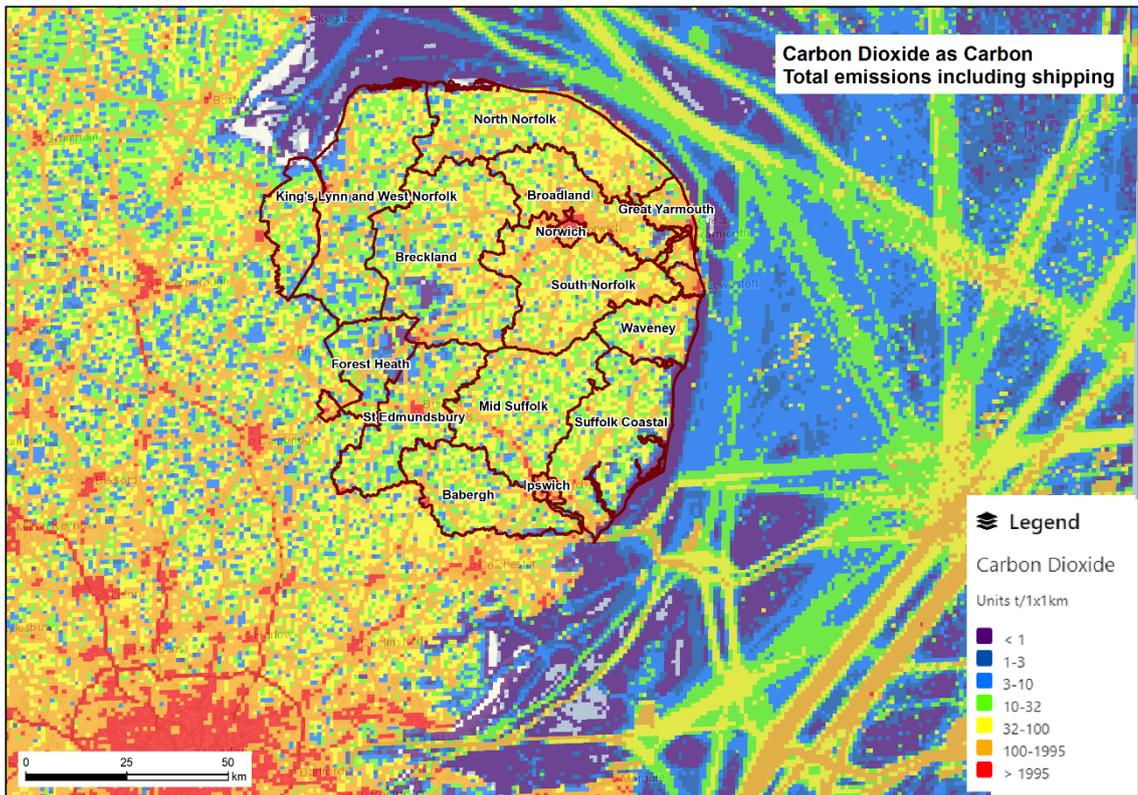
**Plan for reducing vehicle emissions:** The Government must bring forward the date of its proposed ban on the sales of new 'conventional' cars and vans to 2035 at the latest, and ensure that it covers hybrids too. In the near-term, the Government must reconsider the fiscal incentives for consumers to purchase both new and used vehicle models with lower emissions. The Government should also work with public services and owners of public land, such as schools and hospitals, to accelerate the deployment of electric vehicle chargepoints, and introduce measures to ensure that chargepoints are interoperable, compatible with a smart energy system, reliable, and provide real-time information on their current functionality. Although ultra-low emissions vehicles generate very little emissions during use, their manufacture generates substantial emissions. In the long-term, widespread personal vehicle ownership therefore does not appear to be compatible with significant decarbonisation. The Government should not aim to achieve emissions reductions simply by replacing existing vehicles with lower-emissions versions.

- 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.*

- 2.6. A scoping report for New Anglia LEP has identified estimates for carbon dioxide and highlights that many parts of the region have relatively low CO<sub>2</sub> emissions compared to the area around London, as well as illustrating the extent of carbon emissions associated with road transport and shipping routes. This is shown in the following map.



- 2.7. While emissions may be comparatively low, to meet the Paris Agreement we need to reduce emissions from 5.7(Norfolk)/5.6(Suffolk) tonnes per person to 1.7. This will clearly be a significant challenge.
- 2.8. The inquiry will therefore be fundamental to the development of the Transport East transport strategy, as it seeks to adapt to climate change.

### 3. Transport East Carbon Inquiry

- 3.1. The Transport East Carbon Inquiry will be structured around three evidence sessions in the geographic areas of Norfolk, Suffolk and Essex. Each evidence session will focus on one of the Transport East Themes:
  - Norfolk- Energised Coastal Communities
  - Suffolk- Global Gateways
  - Essex- Multi-Centred Connectivity

For each session the key questions to be considered are:

- What are the barriers to your company/ organisation/ authority becoming carbon free?
- What does success look like to your company/ organisation/ authority by 2050?
- What should Transport East be doing to remove barriers and improve success factors?

In order to ensure that as comprehensive as possible evidence is provided the Inquiry will accept written submissions around the themes. This will allow respondents to provide evidence if they are unable to attend in person. The potential for respondents to provide evidence remotely (e.g. via videoconference) to mitigate significant travel emissions will also be considered.

- 3.2. It was initially proposed that the inquiry will consider evidence on what will need to happen within the Transport East geography to get to Carbon Zero by 2050. **The Forum is asked to consider whether this is the right aim.** An alternative could be Carbon Negative (i.e. beyond achieving net zero carbon emissions to actually create an environmental benefit by removing additional carbon dioxide from the atmosphere). It should also be considered whether 2050 is the right timescale- should this be brought forward e.g. to 2040. Alternatively, this could additionally form part of the discussion at the Inquiry.
- 3.3. Carbon neutrality, or having a net zero carbon footprint, refers to achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal (often through carbon offsetting) or simply eliminating carbon emissions altogether (the transition to a "post-carbon economy". **It is recommended that the inquiry will need to consider both these aspects, to understand what is achievable for transport in the region, and implications.**
- 3.4. The Forum is also asked to consider the scope of the Inquiry in terms of its borders. Transport East has agreed that Global Gateways is one of the key themes underpinning its developing strategy. **Should emissions that follow on from the Gateways be considered as part of this Inquiry (e.g. air travel, shipping emissions), or should it be restricted to emissions from Transport purely within the TE geography?** The transition from air/rail/shipping to the highway network and vice versa is a key component of the growth strategies.
- 3.5. These sessions will engage with universities, businesses and other bodies to establish what emerging technologies and activities can be utilised to help families and firms reduce the carbon everyone produces, especially when travelling and moving goods. It is anticipated that there may also be the opportunity for relevant case study site visits as appropriate on the Inquiry days.
- 3.6. The panel will consist of three members, one of which will be the Chair, Cllr Mary Evans.
- 3.7. It is recommended that an academic representative is invited to sit on the panel and compile the final report. The forum is asked to support this, with recognition that there is likely to be cost, funded from the development work of the Transport Strategy. This is expected to be in the region of £10-15k. The University of East Anglia have been approached and have agreed to sit fulfil this role.
- 3.8. The third panel member is proposed to be specific to the theme, with relevant association to it.
- 3.9. Initial list of invitees:
- New Anglia Board member and an advocate of clean growth
  - UEA
  - University of Suffolk
  - UK100
  - District Councils
  - New Anglia Transport Board member and an advocate of cleaner future mobility
  - Campaign for Better Transport
  - Anchor Storage
  - MSC
  - Poundfield Products
  - Road Haulage Association
  - Claas
  - Chambers of Commerce
  - BT

- 3.10. **Forum members are asked to consider and nominate other invitees.** It is anticipated that all constituent authorities/ organisations would be able to provide evidence.
- 3.11. It is then anticipated that the report on the Carbon Inquiry will be presented to the forum at it's meeting in Spring 2020.

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## Transport East Forum

**Date:** 21 October 2019

**Item:** 5

**Subject:** Transport East Transport Strategy and Regional Evidence Base

**Author:** David Cumming, Transport East Senior Officer Group

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### Purpose

This paper summarises the work completed on the transport strategy and Transport East's agreed submission to government on the Regional Evidence Base. On the latter, government had invited Sub-national Transport Bodies to submit their evidence base, together with a list of priority road schemes for delivery (start) between 2020 and 2025, by 31 July. Transport East's submission was signed off by the representatives of the transport authorities, as agreed at the previous Forum meeting, on Friday 26 July and submitted on 30 July.

The submission letter is included as Appendix A. The Regional Evidence Base can be viewed on the Transport East website: <https://www.transporeast.org.uk/wp-content/uploads/Transport-East-Regional-Evidence-Base.pdf>.

### Recommendation

It is recommended that members:

- Note the report and the submission made by Transport East on the Regional Evidence Base.

### 1. Background

- 1.1. Transport East commenced work on the development of a transport strategy during 2018. An overarching narrative has been completed. This identifies three key themes that together define our unique transport geography: Global Gateways; Multi-Centred Connectivity; and Energised Coastal Communities.
- 1.2. In December 2018, government issued *Investment Planning Guidance for the Major Road Network and Large Local Majors Programmes*. This invited Sub-national Transport Bodies to submit a Regional Evidence Base and priorities for Large Local Major schemes and Major Road Network schemes for funding from the National Roads Fund between 2020 and 2025. During 2019, work on the transport strategy has focussed on responding to the government guidance, principally through the development of the evidence base. This was completed, together with a comprehensive appraisal of potential road schemes for the funding programme, and the formal response to government on the investment planning guidance submitted at the end of July. As well as underpinning the submission, the evidence base will also support further development of the transport strategy

### 2. Transport East Submission

- 2.1. The submission to government is included as Appendix A. The Regional Evidence Base can be found on the Transport East website <https://www.transporeast.org.uk/wp-content/uploads/Transport-East->

[Regional-Evidence-Base.pdf](#) . The *Investment Planning Guidance for the Major Road Network and Large Local Majors Programmes* invited Sub-national Transport Bodies to submit road scheme priorities for Large Local Major schemes and Major Road Network schemes for funding from the National Roads Fund between 2020 and 2025. These were agreed by the representatives of the transport authorities and are shown below. It should be noted that the projects were presented as programmes and schemes ordered in terms of start dates. No priority order was agreed or is intended to be shown in the submission.

### Large Local Major Schemes: Recommended Programme

Scheme	Start year				
	2020/21	2021/22	2022/23	2023/24	2024/25
<b>Norwich Western Link</b>					
<b>Ipswich Northern Routes</b>					
<b>*Chelmsford North East Bypass</b>					
<b>*A133-A120 Link Road east of Colchester</b>					

2.2. The submission noted that the two schemes indicated by an asterisk were, at the time, the subject of current Housing Infrastructure Fund (HIF) bids. Government has subsequently announced a further round of HIF funding. From this, the A133- A120 link road is funded, as is the first phase of the Chelmsford NE bypass (subsequent phases will likely need to be considered by Transport East in the future).

2.3. The submission also noted that Transport East supports the A12 Suffolk Energy Gateway as a Large Local Major Scheme. This is a scheme that would support growth including Sizewell C, but the scheme cannot currently be implemented in time for Sizewell C. However, if timescales for Sizewell C should substantially change, DfT was requested to consider this scheme for further development.

### Major Road Network Schemes: Recommended Programme

Scheme	Start year				
	2020/21	2021/22	2022/23	2023/24	2024/25
<b>A12 East of Ipswich</b>					
<b>A140 Long Stratton Bypass</b>					
<b>A10 W Winch Housing Access Road</b>					
<b>A127 Growth Corridor</b>					
<b>A12 Woodbridge</b>					
<b>Army &amp; Navy Junction Chelmsford</b>					
<b>A140 / A1120 Earl Stonham</b>					
<b>A127 Pound Lane Basildon</b>					
<b>A146 Barnby Bends</b>					
<b>A17 Pullover Junction, King's Lynn</b>					

### 3. Next Steps

3.1. Government is expected to make announcements about funding in due course, although there is no set timetable for this. Early announcements are anticipated to cover schemes nationally and be concerned

only with those schemes with early starts (perhaps in the first two to three years of the programme). Further announcements are likely to be made after this for schemes with later starts. In the interim, it will be for the individual scheme promoters (in Transport East's case the local transport authorities) to continue to develop the business cases for, and development of, the schemes and engage with DfT as appropriate.

3.2. Transport East will continue to develop its transport strategy. Subsequent items on the agenda will help to define the exact work programme for this.

APPENDIX A



Transport East  
c/o East of England LGA  
West Suffolk House  
Western Way  
Bury St Edmunds  
Suffolk  
IP33 3YU

Date: 30<sup>th</sup> July 2019

Dear XXXXXX

**Ref: Transport East MRN and LLM priorities**

Transport East, the emergent Sub-National Transport Board covering the east of England, recommends that the Department for Transport considers the following programmes of Large Local Major schemes and Major Road Network schemes for funding from the National Roads Fund between 2020 and 2025.

The Transport East programme has been developed following the methodology and criteria set out in *Investment Planning Guidance For the Major Road Network and Large Local Majors Programmes*. The programme is supported by a Regional Evidence Base, developed for Transport East by WSP, and has been independently assessed for deliverability, fit with the Guidance, and impact upon the Transport East strategic objectives.

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

**Large Local Major Schemes: Recommended Programme**

Scheme	Start year				
	2020/21	2021/22	2022/23	2023/24	2024/25
Norwich Western Link					
Ipswich Northern Routes					
*Chelmsford North East Bypass					
*A133-A120 Link Road east of Colchester					

\*These two schemes have been identified as priority schemes by Transport East. Both are the subject of current Housing Infrastructure Fund (HIF) bids that Transport East fully supports and expects to be successful. However, should funding not be forthcoming through HIF, DfT is requested to consider them for LLM funding

Transport East also supports the following LLM: **A12 Suffolk Energy Gateway**. This is a scheme that would support growth including Sizewell C, but the scheme cannot currently be implemented in time for Sizewell C. However, if timescales for Sizewell C should substantially change, DfT is requested to consider this scheme for further development.

### Major Road Network Schemes: Recommended Programme

Scheme	Start year				
	2020/21	2021/22	2022/23	2023/24	2024/25
<b>A12 East of Ipswich</b>					
<b>A140 Long Stratton Bypass</b>					
<b>A10 West Winch Housing Access Road</b>					
<b>A127 Growth Corridor</b>					
<b>A12 Woodbridge</b>					
<b>Army &amp; Navy Junction Chelmsford</b>					
<b>A140 / A1120 Earl Stonham</b>					
<b>A127 Pound Lane Basildon</b>					
<b>A146 Barnby Bends</b>					
<b>A17 Pullover Junction, King's Lynn</b>					

The programme is ordered by proposed start date – earliest first. All schemes have been identified as a priority by Transport East and the promoting authority.

Transport East assessed a large number of potential projects and this programme is intended to be the beginning of a longer term programme. For example, several proposals in and around Southend demonstrated a strong strategic fit, but are linked to development proposals that are at an early stage of development, it is therefore too early to consider these transport proposals for delivery within the current National Roads Fund window.

These proposals are in addition to the A13 Lakeside junction east facing slips scheme in Thurrock that was awarded funding in autumn 2018.

Short scheme summaries are attached as appendices. The Transport East Regional Evidence Base, scheme assessment tool and relevant business case proformas will be submitted electronically to [LT.plans@dft.gov.uk](mailto:LT.plans@dft.gov.uk).

Transport East looks forward to working with DfT to develop and deliver this programme and members of the Transport East Senior Officer Group would be happy to respond to any questions.

Yours sincerely

**Cllr Kevin Bentley**  
Chairman of Transport East



Transport East  
c/o East of England LGA  
West Suffolk House  
Western Way  
Bury St Edmunds  
Suffolk  
IP33 3YU

Date: 26<sup>th</sup> July 2019

Dear Transport East Member

**Ref: Transport East MRN and LLM priorities**

Transport East has been asked by the Department for Transport to identify programmes of Large Local Major (LLM) schemes and Major Road Network (MRN) schemes for consideration for funding from the National Roads Fund between 2020 and 2025.

The programmes below have been approved for submission to the Department for Transport by the lead political representatives of the local transport authorities as agreed at the Transport East Forum meeting on 12<sup>th</sup> June 2019.

Potential schemes have been assessed following the methodology and criteria set out in *Investment Planning Guidance For the Major Road Network and Large Local Majors Programmes*. The programme is supported by a Regional Evidence Base, developed for Transport East by WSP, and has been independently assessed for deliverability, fit with the Guidance, and impact upon the Transport East strategic objectives.

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

## Large Local Major Schemes: Recommended Programme

Scheme	Start year				
	2020/21	2021/22	2022/23	2023/24	2024/25
<b>Norwich Western Link</b>					
<b>Ipswich Northern Routes</b>					
<b>*Chelmsford North East Bypass</b>					
<b>*A133-A120 Link Road east of Colchester</b>					

\*These two schemes have been identified as priority schemes by Transport East. Both are the subject of current Housing Infrastructure Fund (HIF) bids that Transport East fully supports and expects to be successful. However, should funding not be forthcoming through HIF, DfT is requested to consider them for LLM funding.

Transport East also supports the following LLM: **A12 Suffolk Energy Gateway**. This is a scheme that would support growth including Sizewell C, but the scheme cannot currently be implemented in time for Sizewell C. However, if timescales for Sizewell C should substantially change, DfT is requested to consider this scheme for further development.

## Major Road Network Schemes: Recommended Programme

Scheme	Start year				
	2020/21	2021/22	2022/23	2023/24	2024/25
<b>A12 East of Ipswich</b>					
<b>A140 Long Stratton Bypass</b>					
<b>A10 West Winch Housing Access Road</b>					
<b>A127 Growth Corridor</b>					
<b>A12 Woodbridge</b>					
<b>Army &amp; Navy Junction Chelmsford</b>					
<b>A140 / A1120 Earl Stonham</b>					
<b>A127 Pound Lane Basildon</b>					
<b>A146 Barnby Bends</b>					
<b>A17 Pullover Junction, King's Lynn</b>					

The programme is ordered by proposed start date – earliest first. All schemes have been identified as a priority by Transport East and the promoting authority.

Transport East assessed a large number of potential projects and this programme is intended to be the beginning of a longer term programme. For example, several proposals in and around Southend demonstrated a strong strategic fit, but are linked to development proposals that are at an early stage of development, it is therefore too early to consider these transport proposals for delivery within the current National Roads Fund window.

This programme is in addition to the A13 Lakeside junction east facing slips scheme in Thurrock that was awarded funding in autumn 2018.

Transport East will now submit this programme to DfT ahead of the 31<sup>st</sup> July deadline.

Yours sincerely



**Cllr Kevin Bentley**

Chairman of Transport East



## Transport East Forum

**Date:** 21 October 2019  
**Item:** 6  
**Subject:** Developing the Role of Transport East: strategy development & engagement and staffing  
**Report by:** Alastair Southgate and Karen Chapman, Transport East Senior Officer Group

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### Purpose

This paper sets out the approach of Transport East to further develop its role as the sub national transport body for the East of England and the process and timeline for producing our regional strategy, necessary to secure investment in our transport infrastructure and achieve our regional growth ambitions.

### Recommendation

The forum is asked to note the contents of the report, and to agree:

- Increased membership fees to enable recruitment of a dedicated lead officer for Transport East and increase the programme budget for strategy development
  - To consider how Transport East engages with the DfT invitation to “co-create” future strategic transport investment programmes.
  - that approval of the job description and recruitment process is delegated to the Chair
- 

## 1. Introduction

- 1.1 Transport East was formally launched in March 2018 as a vehicle for the delivery of a collective vision for transport and wider infrastructure in the East of England. Our aim is to create a forum which can drive forward a truly joined-up transport network and secure vital investment in future infrastructure.
- 1.2 The establishment of Transport East allows its constituent members to discuss common issues, share best practice and agree a strategic vision for the future of transport and infrastructure that will enable the East of England to speak with a single voice; making a coherent case for the investment necessary across the region needed to deliver growth for decades to come.
- 1.3 Transport East has agreed its vision and the three key themes that will underpin the transport strategy:

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

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

## 2. Developing the role of Transport East

1.4 Transport East has been developing as the regional forum over the past 18 months with key milestones being:

- The establishment and facilitation of regular Member Forum meetings (quarterly since March 2018)
- Increased membership since establishment, with full members now representing all Essex, Norfolk, Suffolk Local Authorities (if Thurrock confirm) and partnership representation at Forum meetings from key business groups (including New Anglia LEP, Suffolk & Norfolk Chambers of Commerce, Haven Gateway Partnership, London Stansted Corridor)
- A senior officer group that meets on a bi-monthly basis to take forward the Transport East work programme and engage with England's six other STBs to promote the wider role that STBs have in delivering integrated infrastructure for our regions
- The commissioning and submission of a shared Regional Evidence Base (REB) in line with Government requirements
- A joint submission to Government setting out the STB's prioritised list of Major Road Network enhancement projects and Large Local Major Transport Schemes
- Regular engagement with the other STBs to share learning and provide a common view to Government where this is beneficial to the STBs.
- Increasing engagement with DfT, including a submission to the Secretary of State setting out our vision for the region and including a costed programme of work for the next three years in a bid to secure Central Government funding for Transport East.

In order to further develop the role of Transport East as the STB for the East of England we must now demonstrate our commitment to Government through the production of our Transport Strategy (building on the Regional Evidence Base) and recruitment of a dedicated staffing resource. Each of these points is considered below.

## 3. Strategy Development

3.1. Initial discussions at Transport East set out a timeline for a draft strategy to be developed by December 2019.

3.2. A number of factors suggest that this timeline should be reviewed and extended

- The quality and depth of the comprehensive regional evidence base (REB) that has been produced and requires further review to identify the *key messages* that need to feature in our strategy
- The timelines for development of neighbouring areas' strategies (notably England's Economic Heartland and Transport for the South East) and the need to ensure consistency across boundaries
- Wider economic strategy work that is going on at a national / regional level that will influence the investment priorities for both central Government and Transport East (e.g. Local Industrial Strategies, Brexit considerations, carbon sustainability)
- Transport East's Carbon Inquiry and how the outcomes that should influence the direction the SNTB takes in terms of its ambitions and investment priorities
- The need to consider new transport technologies and how these can be integrated into our existing transport networks.
- The desire to recruit a dedicated Transport East Manager and have this role take the lead in the development of the strategy based on our comprehensive evidence base

3.3. Based on the above factors it is recommended that a phased approach to Transport East's strategy is adopted.

Phase (i): September – December 2019 – Transport East Senior Officers review the Transport East narrative in light of the REB and identify the *key messages* for each of the three themes, evidencing these messages with data drawn from the REB. These *key messages* will be presented to the Partnership Summit in December setting out how the evidence will enable further growth through increased investment providing a full structure for the Strategy.

Phase (ii): January – May 2020 – Dedicated TE Manager works with the Senior Officer team to finalise the *key messages* and incorporate the findings from the Carbon Inquiry and other work arising from the Partnership Summit. Full programme of engagement events undertaken by TE Manager to engage with partners / neighbouring areas to align priorities.

Phase (iii): June – September 2020 - Additional consultancy commission(s) secured to provide any additional evidence identified during phases (i) and (ii) and to finalise the strategy with full draft prepared by September 2020.

3.4. It is recommended that Membership fees increase to provide additional programme funds to support a consultancy commission for the development of the transport strategy and other work necessary to develop the role of Transport East.

#### **4. Programme development**

4.1. Recent discussions with DfT have introduced the concept of STBs working with Highways England and Network Rail to “co-create” investment programmes for Road Investment Strategy (RIS)<sup>3</sup> and via the Rail Network Enhancement Pipeline (RNEP). It is assumed that Transport East would wish to fully engage with this “co-creation” process.

4.2. Transport East is relatively well placed to engage with “co-creation”; the constituent transport authorities all have established and effective relationships with Highways England and Network Rail and our corridor based taskforces and campaigns have developed extensive evidence bases to support investment.

- 4.3. Transport East should consider how it can most effectively build upon the work of the corridor taskforces to enable it to lead effective “co-creation” of future investment programmes.
- 4.4. Transport East may wish to consider building upon the Regional Evidence base by updating the 2008 Transport Economic Evidence Study (TEES). TEES was commissioned to examine and quantify the economic impact of transport in the East of England. While the spatial, economic and environmental context has moved on since 2008 the concept behind TEES would appear to be well aligned with the priorities identified by Transport East. Quantitative analysis of this type would enable Transport East to develop a regional view of the relationship between our key transport corridors and our agreed outcomes.

## 5. Staff recruitment

- 5.1. Over the past 18 months Transport East has been supported by a Senior Officer Group (drawn from County, District and LEP officers) with secretariat support provided by EELGA. This team of officers has served Transport East well but in order to further develop Transport East and keep pace with England’s other STBs a lead officer is required who can speak with authority on behalf of Transport East and lead the development of the transport strategy.
- 5.2. DfT is keen that each sub national transport body is represented by a single point of contact, that is a dedicated member of staff that can consistently represent the SNTB and take forward their agreed work programme.
- 5.3. Transport East officers have reviewed the structure and staffing complements of other SNTBs and proposed options for staff roles , as presented at the Transport East Forum meeting on 12 June 2019, Item 4 Paper: [‘Resourcing Transport East – options for the future’](#). Members agreed that staff recruitment should take place on a phased basis, with the first appointment to be a Transport East lead (Senior Manager). A draft job description is in preparation and subject to agreement it is proposed that Members delegate authority to the Chair to finalise this job description and advertise.
- 5.4. In order to finance this post and the strategy and programme development outlined above Transport East membership fees will need to increase. Members have agreed to an increase as follows:
  - 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 )It is proposed that fee levels for April to September 2019 will remain at the current levels with the new rates to come into effect for October 2019 – March 2020.
- 5.5. It is critical that the Senior Officer Group continues to provide support to the Transport East lead officer and Transport East Board.
- 5.6. DfT has subsequently requested further information from each SNTB outlining indicative costs for staffing and programme delivery with a view to potentially offering some financial support – as yet Transport East has not received any DfT funding.

## 6. Timeline

- 6.1. The key activities for each of the next 12 months are set out below showing how the role of the TE dedicated staff member will take forward the strategy work.

	<b>Transport East (staffing)</b>	<b>Transport East (strategy development)</b>
October	Confirm job description and recruitment process for Transport East (Senior Manager)  All TE members to confirm increased membership contribution	Transport East Senior Officers review REB and identify evidence to support each of the three key themes
October / November	Recruitment process	
November	Appointment of Transport East Senior Manager.	Highways UK Conference (6 <sup>th</sup> / 7 <sup>th</sup> November, Birmingham)  Development of strategy structure with <i>key messages</i> for each theme (circulated to Forum by email).
December		Transport East Partnership Summit <ul style="list-style-type: none"> <li>- Launch of <i>Key messages</i> for each theme</li> <li>- Outline of strategy engagement programme for January – June 2020</li> </ul>
January 2020	Transport East Senior Manager develops / delivers strategy engagement programme	Commission further support for strategy development (consultants)  Roll-out of engagement programme to ensure all partners committed to strategy as it develops
September 2020		Full draft strategy presented to Transport East Forum

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## Transport East Forum

**Date:** 21 October 2019  
**Item:** 7  
**Subject:** Development of a Transport East public affairs and communications strategy  
**Report by:** Francesca Day, Public Affairs Manager, Essex County Council (ECC)

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### Purpose

This paper sets out a proposal for the development of a Transport East communications and public affairs strategy and updates the Board on current activity aimed at raising awareness of Transport East.

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### 1. Introduction

This paper sets out a proposal for the development of a Transport East communications and public affairs strategy, the core components of which will be developed via a workshop, facilitated by ECC, with Transport East Members. Following this a strategy document will be developed, designed to put in place an ongoing programme of public affairs and communications engagement activity.

### 2. Background

Whilst each of the member organisations have their own particular transport priorities and challenges, it is essential that Transport East has a shared narrative at its core. This communications narrative needs to build upon and articulate the key outcomes Transport East is aiming to achieve.

This narrative also needs to consider engagement with key partners – such as government, Highways England and Network Rail – considering what it can offer to help deliver national policy priorities, such a regional growth, and what Transport East needs from government in return. The communication of this narrative will need to be tailored and nuanced to the government in place - noting a likely forthcoming General Election and implications arising from that.

### 3. Public Affairs and Communications workshop

It is proposed that Transport East hold a workshop to develop the lobbying and communications narrative, which can then be translated into a document bringing together agreed priorities and mapping opportunities for engagement.

The workshop could be held at the March Transport East Forum meeting with the politicians (Wednesday 12 March, 13.00 – 15.30). This timing will be in line with the development of the Transport East Transport Strategy, providing context and content on which to build an engagement strategy.

Additionally, this timing is helpful within the wider national political context given the expected Autumn General Election- by Spring 2020 a new government will be established and their policy priorities will be clearer.

The workshop could be held with the just the Transport East politicians in order to keep the discussion tightly focused and best enable consensus to be reached.

Francesca Day, Public Affairs Manager and Andy Allsopp, Head of Communications at Essex County Council would facilitate this workshop.

In advance of the session it is proposed Members receive a briefing pack on the political landscape, upcoming opportunities and challenges and potentially, an understanding of what other sub regional transport bodies are doing in the public affairs space. The session would also commence with an overview on the value of having a unified public affairs & communications strategy to provide context.

Questions the session would consider could include:

- What are our common objectives and priorities?
- What is our offer to government – how can we help them achieve their policy ambitions?
- What are our key asks – what do we need from government to fulfil our remit? What resources / facts / evidence to back these up? How will these messages land with the people we want to convince?
- Who do we want to target?
  - Who are the decision makers?
  - Who are our potential allies / advocates? Who do we know already?
- How do we raise our profile and communicate messages with impact?
  - What are other sub regional transport bodies doing?
  - How do we position our organisation as one that needs to be listened to in the wider transport debate?
  - What communications resources do we already have at our disposal?
  - What will make decision makers take notice?
  - What are our communications tactics and how can we deploy these strategically – i.e. what are the building blocks to the campaign and how would the programme be staged?
- How will we measure success?
- What is the timeframe for this activity?

From this session a document would be developed outlining a programme of streamlined activity representing core priorities, based on a common narrative and set of actions.

#### **4. Current Engagement and Communications Activity**

Transport East's online presence is: [www.transporteast.org.uk](http://www.transporteast.org.uk)

##### **Highways UK**

Transport East will attend Highways UK on Nov 6<sup>th</sup> and 7<sup>th</sup> 2019 offering an opportunity to establish our presence at this national transport forum.

- WSP will host a space shared between the 3 newer Sub-national Transport Boards (Transport East, Western Gateway and Peninsular Transport) where Transport East will have the opportunity to display promotion material and discuss our aspirations with conference attendees.
- Presentation providing an overview of our approach to partnership working and integrating transport investment into the wider regional growth discussion
- Transport East will also contribute to a debate on the future of the Major Road Network

## **Transportation Professional**

Transportation Professional, the magazine of the Chartered Institution of Highways and Transportation (CIHT) plans to publish an article on the evolving role of STBs. Transport East has discussed our plans and provided text for inclusion in the article.

## **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.

## **Engagement with other STBs**

Transport East attends the bimonthly STB Liaison Meeting, currently chaired by Transport for the South East enabling the discussion of shared issues with the other STBs and with partners such as Government, Highways England and Network Rail.

## **Engagement with Government**

Transport East is now invited to attend regular DfT / STB officer liaison meetings chaired by Patricia Hayes, Director General for Roads, Places and Environment

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