URN: 22-003

Subject: Transport East: Draft Transport Strategy Consultation

Report to: Economic Development Committee - 31 January 2022

Report by: Kim Balls – Senior Strategic Planner

SUBJECT MATTER

This report recommends that Transport East's draft Transport Strategy and Investment Delivery Programme, currently subject to public consultation, is supported. Attached to the report is the draft Transport Strategy consultation brochure and the draft Investment Delivery Programme.

RECOMMENDATION

Members are recommended to endorse the Transport East draft Transport Strategy and Investment Delivery Programme.

1. Introduction and Background

1.1. Transport East was established in 2018 and is a sub-national transport body which brings together councils and business leaders across Norfolk, Suffolk, Essex, Thurrock and Southend-on-Sea to identify transport investment that is needed to support sustainable economic growth. It provides a single voice for the eastern region to help embed identified transport investment priorities within the delivery plans of the government, Network Rail, National Highways, the private sector and other transport providers.

1.2. The Council has representation on Transport East with Cllr. Plant as the Norfolk Districts Member representative, and the Council's Director of Planning & Growth as the supporting officer.

1.3. Transport East's draft regional Transport Strategy and Investment Delivery Programme sets out what transport investment is needed in the eastern region over the next 30 years and is currently subject to public consultation until 30 January 2022. (A summarised version of the Transport Strategy together with the full Strategy are provided in Appendix 1 of this report. All of the supporting consultation literature, including a short video explaining the Transport Strategy can be accessed via Public Consultation - Transport East).

2. Draft Transport Strategy and Investment Delivery Programme

2.1. The draft Transport Strategy and Investment Delivery Programme sets out a high-level vision for the future of transport in the east, recognising the vital contribution the region makes to the national economy through global trade (its ports and airports), offshore generation and tourism industry; the anticipated major increase in the region's population, new housing and jobs created to 2050; and the challenges this presents against a backdrop of rising emissions, dispersed communities, lower than national average accessibility to rural services and both significant congestion, and restriction of movement and people to major international gateways within the region.

2.2. To support the anticipated growth, the Transport Strategy identifies the following 4 Strategic Priorities to help shape critical investment and timely delivery of the region's transport infrastructure:

- Reducing carbon emissions to net-zero
- Connecting growing towns and cities
- Energising our coastal and rural communities
- Unlocking our global gateways

2.3. In addition to the Strategic Priorities, the Transport Strategy also identifies 6 regional 'Core Corridors' where further investment will be concentrated to improve the movement of people and goods. Great Yarmouth has been identified as being part of one of the regional Core Corridors which recognises the need to connect the midlands to the internationally significant offshore wind energy clusters off the Great Yarmouth (and Lowestoft) coastline. This is explained later in this report.

2.4. The draft Transport Strategy is supported by the draft Investment and Delivery Programme (IDP), which identifies a pipeline of regional transport investment projects and initiatives to support the delivery of Strategy. The preparation of the IDP has been shaped by pre-consultation engagement (through the Transport East Forum) and aligns with existing transport policy, in particular the Government's target to deliver Net Zero by 2050, the 'Levelling-up' agenda, Walking & Cycling Investment Strategy and 'Bus Back Better', as well as the Government's programmes to deliver major road and rail investment in England (e.g. Roads Investment Strategy 'RIS' and Network Rail's Network Enhancement Programme).

2.5. Appendix C of the IDP (see Appendix 2 of this report) sets out the full list of the projects and initiatives which are recommended to be progressed as part of the first step to deliver the Transport Strategy's vision and strategic priorities.

2.6. The IDP identifies the dualling of the Acle Straight as a major priority project which is key to connecting the region east-west to the Midlands as one of the 'Core Corridors'. The Transport Strategy recognises that congestion along the single carriageway impacts upon slowing longer distance bus services, increases freight transport costs and is a barrier to inward investment, hampering the 'levelling-up' of deprived communities within the area. The Transport Strategy is seeking to deliver investment across the entire A47 coridoor to help support economic expansion, secure £50bn of inward investment over the next 20 years and supply chain jobs in Great Yarmouth (and Lowestoft) Enterprise Zones.

2.7. The IDP identifies priority projects to enable the widespread roll-out of EV charging infrastructure across the region with Transport East to lead on an EV infrastructure task force, partnering with National Grid and UK Power Networks to align roll-out with plans to upgrade electricity supply networks. Provision of this infrastructure is key to support the Norfolk EV Task & Finish Group to identify and plan for further EV expansion where needed now and for the future. This has the potential to help decarbonise and support modal shift of port freight and related traffic operating within Great Yarmouth.

2.8. The IDP identifies a range of active travel packages that are to be focussed within urban and rural areas of the region. These would seek to improve opportunities for increased active travel modes (walking and cycling) and provide better connectivity and integration with public transport hubs and interchanges to help make sustainable transport an easier and more attractive option, reducing the reliance upon car modes of transport. This complements the Great Yarmouth Local Walking & Cycling Infrastructure Plan and is aligned with the Council's Town Deal Bid proposals to upgrade the Great Yarmouth Rail Station and would support opportunities for further investment to the Great Yarmouth Bus Station interchange at Market Gates.

2.9. The IDP also supports a strategic package of measures to provide greater accessibility to the region's ports (including measures to address identified pinch point on road networks and providing sustainable transport links to ports for workers in particular); and, accessibility to the region's coast (including improving sustainable transport links to and within key coastal towns).

2.10. Lastly, the IDP identifies priority projects to enable the widespread roll-out of fibre broadband & 5G to enable a greater level of home-working and improve access to services, both reducing the need to travel and helping to improve the social mobility of residents within more rurally deprived areas of the region, as affecting parts of the borough of Great Yarmouth.

2.11. It is considered that the strategic priorities of the draft Transport Strategy and the pipeline of projects and initiatives through its draft Investment Delivery Programme are in alignment with the strategic priority areas of the Council's Corporate Plan and the overarching spatial objectives of the Council's statutory Development Plan.

3. Next Steps

3.1. Public consultation on the draft Transport Strategy and Investment Delivery Programme commenced on Thursday 2 December 2021 and will run for eight weeks until Sunday 30 January 2022. The public consultation is inviting comments on the content of the draft Transport Strategy and extent to which respondents agree with the draft vision, strategic priorities and inclusion of projects within the draft Investment Delivery Programme.

3.2. At the meeting of the Great Yarmouth Transport & Infrastructure Steering Group on 17th December, members recommended that the draft Transport Strategy and Investment Delivery Programme be supported through this stage of public consultation. On 31st January 2022, Economic Development Committee will have the opportunity to review the draft strategy and provide comment before the Council submits its formal response back to Transport East.

3.3. Following the close of the consultation, Transport East will be seeking to secure the formal endorsement of the Transport Strategy from partner authorities (including the Council) in

advance of formally publishing and submitted the Transport Strategy to the Department for Transport, later in Spring 2022.

3.4. It is recommended that the final Transport Strategy and Investment Delivery Plan is brought back before the members of the Great Yarmouth Transport & Infrastructure Working Group for endorsement prior to its submission to DfT by Transport East, anticipated in later Spring 2022.

4. Financial Implications

4.1. No negative financial implications are anticipated from the outcome of the published Transport Strategy and Investment Delivery Programme, however once completed and submitted to the Department of Transport, the Transport Plan will be a major tool to develop business cases for schemes within the Investment Delivery Plan and secure funding via current and national transport funding streams.

5. Legal and Risk Implications

5.1. No legal or risk implications are anticipated from the outcome of the published Transport Strategy and Investment Delivery Programme.

6. Conclusion

6.1. It has been considered through this report that the draft Transport Strategy and Investment Delivery Programme is in general alignment with the strategic priorities of the Council's Corporate Plan and statutory Development Plan and should be supported through the public consultation.

6.2. At its meeting on the 17th December 2021, members of the of the Great Yarmouth Transport & Infrastructure Steering Group provided their support on the draft Transport Strategy and Investment Delivery Programme. It is recommended that Economic Development Committee support the draft Transport Strategy and Investment Delivery Programme, as covered by this report.

7. Background Papers

Appendices:

- Appendix 1 – Transport East public consultation brochure & full draft Transport Strategy
- Appendix 2 – Draft Investment and Delivery Programme

Area for consideration	Comment
Monitoring Officer Consultation:	Discussed through ELT - 5 January 2022
Section 151 Officer Consultation:	Discussed through ELT - 5 January 2022
Existing Council Policies:	The Plan 2020-2025 Great Yarmouth adopted Development Plan (Core Strategy & Local Plan Part 2)
Financial Implications (including VAT and tax):	Addressed in the report

Legal Implications (including human rights):	Addressed in the report
Risk Implications:	Addressed in the report
Equality Issues/EQIA assessment:	No issues. Transport Strategy and Investment Delivery Programme have been subject of EqIA as part of its Integrated Sustainability Appraisal (ISA) by Transport East.
Crime & Disorder:	n/a
Every Child Matters:	n/a

A 30-year transport strategy for the East

TRANSPORTEAST

Public Consultation

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Foreword

The East is a fantastic region with talented people, innovative businesses and a wealth of natural assets. It is no wonder more people want to live, work and learn here. But it's fair to say our transport networks hold us back. Through Transport East, local authorities, enterprise partnerships, business groups and wider partners are working hard to change this.

Our vision is of a thriving economy for the East, with fast, safe, reliable and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come. Our draft Transport Strategy, which is outlined in this brochure, sets out exactly how we are going to do it over the next 30 years.

Transport shapes our day-to-day lives in ways we rarely consider – where we live and work, the shops and services we access, our health and wellbeing, our towns and cities, and how we spend our leisure time. And the personal travel choices we make affect our neighbours, places, country and world.

Transport in the East is the biggest contributor to our region's carbon emissions; 42% of carbon dioxide emissions, the driver of climate change, is generated by transport with the vast majority by road travel. Reducing emissions from our transport to net zero, in line with national government commitments, is going to need action at all levels, which is why decarbonising travel is a core priority in this strategy.

The draft Transport Strategy has been developed through the COVID-19 pandemic, which has had a profound impact on our society, economy and travel. The long-term impacts of the COVID-19 pandemic on our transport networks are uncertain. Some of the changes that we have witnessed may prove to be temporary, while others may stick.

The changes seen through the pandemic are only one part of the picture. We're expecting high growth across the region with 566,000 new homes and 295,000 new jobs predicted by 2050 and we have pockets of high deprivation in places which need levelling up. The East is also crucial to the flow of goods between businesses across the UK and the rest of the world. Increased and better focussed transport investment is essential to addressing all these issues.

Our work to develop the region's first overarching Transport Strategy, through hundreds of conversations, has resulted in a set of priorities unique to the Transport East region. This public consultation sets out those priorities and is your opportunity to shape the future of transport.
I strongly encourage you to take part.

Cllr Kevin Bentley
Chair of Transport East

Public consultation

Welcome to our consultation on the draft regional transport strategy for the East. This is your opportunity to tell us what you think about the strategy and help us improve it before it is finalised.

The consultation runs for eight weeks, starting on Thursday, 2 December 2021 and closing at 11.59pm on Sunday, 30 January 2022.

Please have your say by completing our online consultation survey, via **www.transporteast.org.uk**

To find out more about the draft transport strategy and ask questions, you can also attend our online consultation events.

Virtual exhibition

Our virtual exhibition is available online throughout the public consultation period and contains all of the information and materials you would expect to find at a traditional consultation event. The virtual exhibition is accessible at any time of the day, so you can visit at a time to best suit you. Clear instructions are available to help you navigate your way around the virtual room and view the information. If you need help accessing the virtual exhibition, please email us at:

transporteastconsultation@jacobs.com

The virtual exhibition is available via our webpage at: **www.transporteast.org.uk**

Live webcast events

We are holding two online public consultation events where you can find out more about the draft transport strategy. The video call-style live webcasts on Microsoft Teams will include a short presentation and a question-and-answer session, where you will be able to submit written questions to the project team. Anyone can attend and you can join via the Microsoft Teams app, online or by phone, but attendees will not be able to use their microphones or web cameras.

Tuesday 14 December 2021 - 2pm - 3.30pm

Tuesday 11 January 2022 - 7pm - 8.30pm

Instructions about how to join the webcasts are available at: **www.transporteast.org.uk**

Photo: Visit East of England

Background - the East's unique contribution to the UK

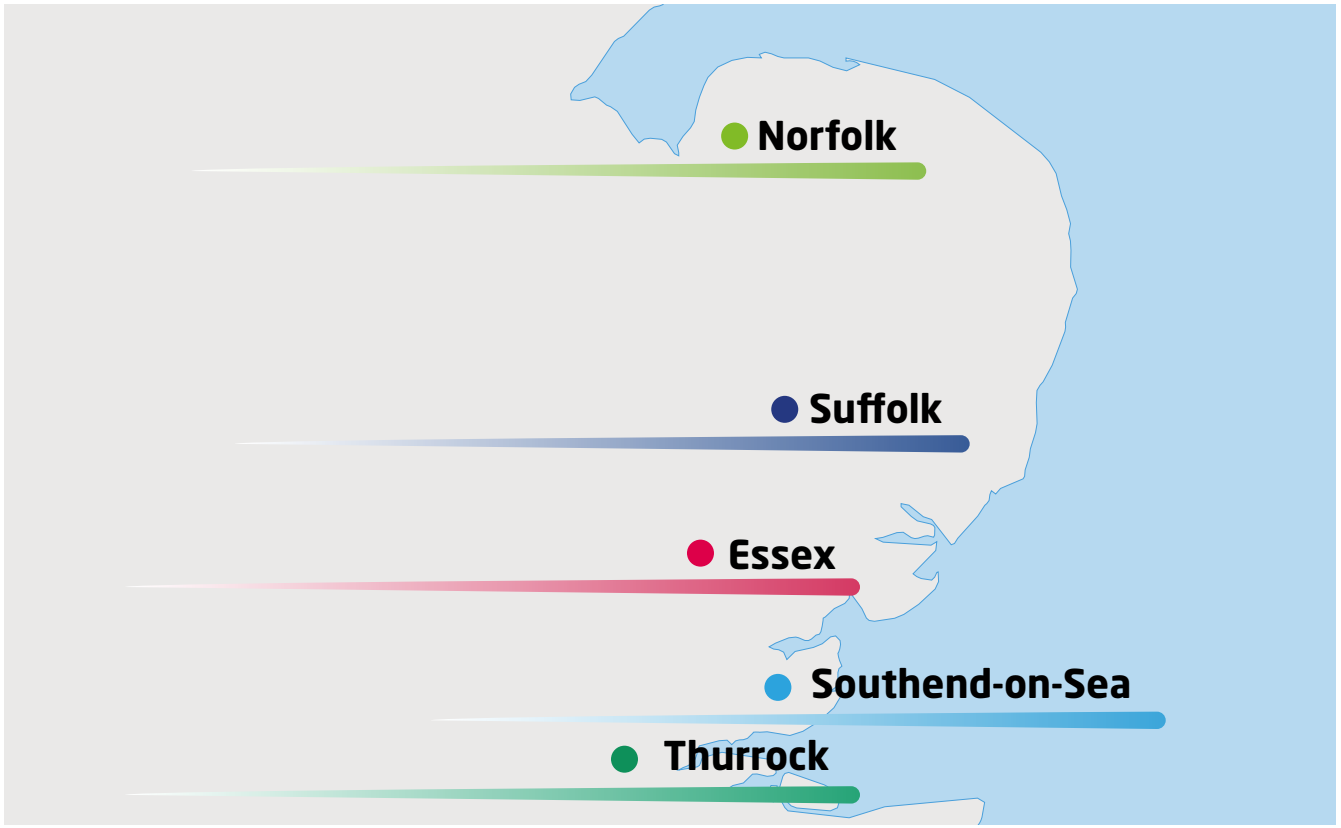
The East helps drive the UK economy. It is home to 3.5 million people and 1.7 million jobs. The region prides itself on providing a strong and diverse economy including manufacturing, agriculture, information and communications technology (ICT), clean energy production, financial services and tourism.

Some of our towns and cities are among the fastest growing in the country. The region's population is forecast to increase by up to half a million by 2041, with 566,000 new homes and 295,000 new jobs predicted by 2050.

The region is also essential for the UK's global trade, with 13 ports and 3 international airports. Half of the UK's freight containers are moved through the region and there are plans to grow these gateways. For example, the Government has designated two Freeports in the region, Thames Freeport at London Gateway and the Port of Tilbury, and Freeport East at the ports of Felixstowe and Harwich.

In the energy sector, some of the world's largest wind farms are being built off the region's coastline. Following planned investment in renewables and nuclear power generation, the region will also be the leading supplier of renewable energy to the UK, providing power to 58% of the UK's homes.

The East is crucial to delivering Government ambitions to level up the country, achieve net zero and drive global Britain forward.



Transport East region

1.67M jobs from **140,000** enterprises

Key Sectors

- **Manufacturing**
- **Distribution**
- **ICT**
- **Agri-tech**
- **Biosciences**
- **Green energy production**
- **Financial Industries**
- **Visitor economy**

£73.5bn
GVA to UK economy

3.5M residents

500 MILES of coastline

19% of the UK's freight tonnage in **2017** including over

50% of UK container traffic

3 airports
5 major ports
6 regional ports
2 freeports

1,000 wind turbines generating

£2bn Bioenergy industry

60% of UK's offshore wind energy

19,000 people **directly employed** in the East's energy sector

FIRST TWO electric vehicle forecourts in the UK

6,300 jobs in shipping contributing £540m GVA (2015)

£10bn tourism industry with **240,000** jobs

£727m agriculture economy

15% of farmed land in England is in the Eastern region

22% of the rural population is over 65 years old

Challenges

The region covers a large area, with no major hub city. This means our transport networks are particularly important in supporting the regional economy, by getting people to work and goods to businesses.

Many journeys are difficult to make other than by car. This results in high transport related emissions and poor air quality in our local areas, affecting people's health and contributing to climate change. The Government has clear commitments to cut transport related carbon emissions and the East will need to drive forward the reduction of carbon emissions to net zero.

Poor connections are a particular challenge for many people living in our rural and coastal areas, making it difficult to access jobs, education and essential services, with communities cut off further by poor broadband provision.

Not only is the movement of people complex, so is the movement of goods. Our ports connect Britain to the rest of the world, but constraints in connections to these hubs slow deliveries, add cost and, ultimately, make it harder for businesses to trade internationally.

Critical investment is needed in our transport networks to meet current and future challenges and allow the region to fulfil its potential.

Rising emissions

Carbon emissions in the region are going up - by around 200 kilo-tonnes per year before the pandemic.

Transport is responsible for 42% of all emissions in the region (well above the national average), with 96% of those emissions generated on our roads. Emissions also create poor air quality, affecting our health.

Dispersed communities

The East has many different communities. Over 38% of the population within the region live in rural areas and 21% live on the coast. Car dependency is particularly high in these areas. The proportion of the rural population who can access employment and services by walking, cycling or public transport is also lower than the rural average for England.

Growth and congestion

We have 75 towns and cities spread across the region. The connections between and within growing places drive our economy.

Many of these towns and cities suffer from severe traffic congestion, contributing to road danger, poor air quality and adding costs to businesses. Our rail networks are focused towards London, making it difficult to get between places by train.

Accessing international gateways

Many challenges affecting our growing towns and cities also restrict the movement of goods and people to our ports and airports.

Many of the major roads serving these gateways suffer regular delays. Rail freight services travelling to and from major ports, such as Felixstowe, Harwich, Tilbury and London Gateway, also suffer from constrained capacity.

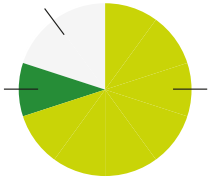
Up to 75%
of container freight is moved by road

Nearly **3 days delay**
per year for the average commuter using our main roads

Bus use in the region is
half of the national average

21%
walking/cycling

12%
public transport



67% of residents commute by car/van

Air Quality Management Areas
(AQMAs) directly attributed to transport

1 in 2 graduates leave the area one of the lowest retention rates in England

Only 1 in 3 people with NVQ4+

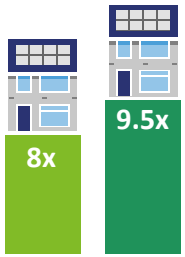
25% lower than England average

Service frequency **30 mins**
or worse at over half our rail stations

Only ***0.5%*** *of vehicles are hybrid or electic;* ***half the UK average***

Poor housing affordability

Average salary



England East
Average house price

UK average

levels of rural ultrafast broadband

nearly **10% lower**

Only **38%** of the region's jobs can be done from home

More than half a million residents can not access a town centre in **30mins** by sustainable modes

In half our coastal districts
1/3 of people are doing less than **30 mins** physical activity a week.

Physical inactivity costs the UK

£7.4bn

a year, including nearly **£1bn** to the NHS

GVA/hour rate

£26.15

Rural and coastal productivity levels held back

£32.70 average

Compared to rest of England (excluding London)

Transport Strategy

An improved transport network can bring about much-needed change to the region, connecting people to opportunities for work, education and leisure, and supporting local economies. Key to this is a regional Transport Strategy to guide investment in the East over the next 30 years.

Through this strategy, we aim to overcome some of the transport challenges experienced, while also delivering a fit for purpose, high quality, inclusive and sustainable transport network that will be able to accommodate future growth.

We began developing this in 2020 and we have been talking to the public and our partners to make sure it aligns with local ambitions and needs. We have also undertaken a detailed programme of technical work, including an Integrated Sustainability Appraisal (ISA), to inform the strategy. How we will deliver the Transport Strategy is set out in our draft Investment and Delivery Programme. This document brings together different initiatives already being considered, developed and implemented by some our key delivery partners.

The strategy covers a wide area and reflects the diverse nature of the East and everyone who lives here. From our sparsely populated coastal and rural areas of outstanding natural beauty, to bustling urban centres, market towns, commercial hubs around major ports and airports. Our strategy needs to reflect these unique places and support those living and working in these areas.

The draft strategy sets our priorities for a better transport network for everybody in the region up to 2050. This public consultation is your opportunity to help us refine the strategy and shape the future of transport in the East.

To explore our draft Transport Strategy, Investment and Delivery Programme, and Integrated Sustainability Appraisal (ISA) in full, please visit **www.transporteast.org.uk**

Our vision

> *"A thriving economy for the East, with fast, safe, reliable, and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come"*

Our vision has been developed together with councils, business leaders and other partners.

If we are able to deliver our transport strategy successfully by 2050, our region will have:

- Better public transport connections accessible to everyone
- Places that make it easy and attractive for people to move around sustainably
- More reliable business and freight journeys, due to less congestion and fewer incidents
- A healthier, more active population – by making it easier to walk and cycle more often
- Cleaner, greener transport, helping to protect our local environment and the world for future generations
- People needing to make fewer journeys, partly due to better online connections bringing services into our homes

Although the vision is region-wide, we recognise the need for a tailored approach for the unique characteristics of our different areas and communities.

In rural and coastal communities

- Comprehensive electric vehicle charging network
- Flexible, innovative public transport network
- Efficient, safe and well-maintained local road network
- High-quality walking and cycling routes to local centres and public transport hubs
- Ultra-fast broadband connections for all

Large urban areas

- Fast, efficient and interconnected public transport networks
- Comprehensive, safe and attractive walking and cycling networks
- More reliable and faster road and rail links between major towns and cities
- Enhanced public realm in town/city centres with limited access for private vehicles
- Sustainable development concentrated around existing public transport hubs

Ports and airports

- High speed strategic road and rail links for freight journeys between gateways and major distribution centres
- More reliable strategic road and rail links for passenger and employee journeys between gateways and important destinations
- Efficient local transport networks connecting to urban areas and tourist attractions
- Infrastructure to enable the movement of freight via decarbonised modes of transport

Strategic priorities

Our draft Transport Strategy sets out a series of Pathways to follow to deliver the vision, focused on four strategic priorities for transport. These pathways are made up of Goals and we have identified the Actions Transport East will take to deliver against these goals. As we are a strategic regional transport planning body, these actions are appropriate to our role and status.

Our approach is aligned with Government priorities to promote global Britain, deliver net zero and level up our country after the COVID-19 pandemic. It will boost the economy by increasing productivity and support the delivery of new homes and jobs. And it will do so in a way that preserves our unique built and natural assets for future generations.

Photo: Peter Kindersley, Centre for Ageing Better

Decarbonisation to net-zero

Working to achieve net zero carbon emissions from transport by 2040, building on our status as the UK's premier renewable energy region. Our decarbonisation pathway underpins the other three pathways in the Strategy.

Connecting growing towns and cities

Providing enhanced links between our fastest growing places and business clusters. Improving access for people to jobs, suppliers, services, and learning; enabling the area to function as a coherent economy and improving productivity.

Our strategic priorities can be explored further in our full draft Transport Strategy document, available online at: **www.transporteast.org.uk**

Photo: Absolute Solar

Energising coastal and rural communities

A reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round.

Photo: Port of Felixstowe

Unlocking international gateways

Better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign investment.

Decarbonisation to net zero

Working to achieve net zero carbon emissions from transport by 2040, building on our status as the UK's premier renewable energy region.

By decarbonising transport, we can make life better for everyone in the region.

Transport is responsible for 42% of all carbon emissions in the Transport East region – more than any other source and well above the national average. We have set an ambitious target of reaching net zero transport by 2040, which is ahead of Government targets.

We need to act quickly. If we fail to do so the effects of climate change will be felt by all. Extreme weather conditions will soon become the norm and sea levels will continue to rise. This disruption is likely to become more significant, especially for our low-lying and coastal areas that are prone to flooding.

Councils, transport operators and the wider industry are already taking steps to reduce emissions. However, our evidence shows more needs to be done to decarbonise our transport network.

Tackling carbon emissions will also improve our air quality. The region has 46 Air Quality Management Areas along major roads and close to residential areas. Poor quality air is linked to health conditions, including asthma, stroke and heart disease.

The pathway to decarbonisation

Goal 1

Zero carbon growth

Support authorities and developers to plan new development that reduces the need for people to make carbon-intensive transport trips.

Goal 2

Reduce demand for carbon intensive trips

Make it easier for people to access services locally or online.

Goal 3

Shift modes

Support people to switch their journeys from private car to walking, cycling and passenger transport.

Goal 4

Switch fuels

Support residents and businesses to switch all private, passenger transport, fleet and freight vehicles to net zero carbon fuels as quickly as possible.

Actions

Getting to net zero transport by 2040 is a huge challenge and will take commitment and action from everyone and at every level in the region. Our decarbonisation pathway sets out how we will support the region to achieve this.

To help our partners deliver zero carbon transport developments, we will:

- Create a 'future network plan' and lead 'strategic corridor connectivity studies' to support local authorities with new evidence to:
  - Deliver new housing which is closer to local jobs and in areas with accessible sustainable transport
  - Review planning applications to make sure transport proposals maximise opportunities which support the use of alternatives to traditional motor vehicles
- Identify opportunities to consolidate freight transport at a strategic scale in the East.
- Provide evidence and support local authorities and the Government to strengthen carbon reduction requirements.

To reduce the demand for travel, we will:

- Work in partnership with Government, National Highways and Network Rail to improve digital connectivity along main roads and railways.
- Partner with the private sector to encourage digital innovation to make best use of transport networks and discourage unnecessary travel at peak times.
- Coordinate with partners to make sure our Transport Strategy and Investment Delivery Programme fully aligns with and supports:
  - the Government and telecommunications providers' aspirations to roll-out ultra-fast broadband and 5G mobile
  - the work of local authorities, developers and telecommunications providers to embed improved digital connections in new developments across the region

To encourage people to shift modes, we will:

- Lead our sustainable transport groups and implement the recommendations of our bus and active travel strategies to make sustainable transport an easier and more attractive option.
- Work with local authorities, the Government and businesses to deliver effective regional level public travel behaviour change campaigns, including Commute Zero.
- Create a new regional level analytical and modelling function to enhance the region's understanding of the barriers our communities face in shifting modes, where there is greatest potential for shift, and test potential new solutions.
- Lead the region's input into the future national approach to paying for transport so it delivers the best outcomes for the East. Build an evidence base and co-ordinate a regional level approach to traffic demand management measures to reduce private car use.

To support the region to switch fuels, we will:

- Lead an electric vehicle infrastructure task force across the region to accelerate the roll-out of charging infrastructure.
- Partner with National Grid and UK Power Networks to make sure the roll-out of charging infrastructure in the East aligns with plans for upgrading electricity supply networks.
- Coordinate partner organisations, including Net Zero East, Hydrogen East, National Highways, Network Rail and local authorities, to elevate and promote the need for investment in the East to decarbonise vehicle fleets and networks, including operational fleets, buses, taxis, private hire, trains and freight.
- Working with National Highways, accelerate the roll-out of ultra-rapid EV charging points on key routes across the region.
- Work with the Government and partners to identify what stops people and businesses from switching fuels and make the case for solutions that will work best in the East, including financial incentives.

Connecting growing towns and cities

Enhanced links between and within our fastest growing places and business clusters. Improving access for people to jobs, supplies, services, and learning; enabling the area to function as a coherent economy and improving productivity.

Strategic transport networks in the East are slow, congested and overcrowded. Places like Southend, Ipswich, Norwich, Chelmsford, Colchester and Grays are among the most congested areas in the country outside London.

Congestion slows down essential journeys and contributes to road danger and poor air quality. It also puts people off spending time and money in our town and city centres, which can be difficult for people to get to and move around.

The Strategic Road Network of motorways and main A-roads in the East of England has an average delay of 9 minutes per journey.

Journey times by rail are also slow. For example, travelling from Norwich to London by train takes nearly 2 hours, compared with 80 minutes to travel from London to Birmingham, which is a longer distance.

With 319,000 new homes and 167,000 new jobs planned over the next 15 years, this will only become worse unless action is taken to tackle it.

The pathway to better connected towns and cities

Goal 5

Enhanced sustainable transport

Improved access and connectivity for walking, cycling and passenger transport to enable sustainable travel for education, training, employment, leisure and access to services.

Goal 6

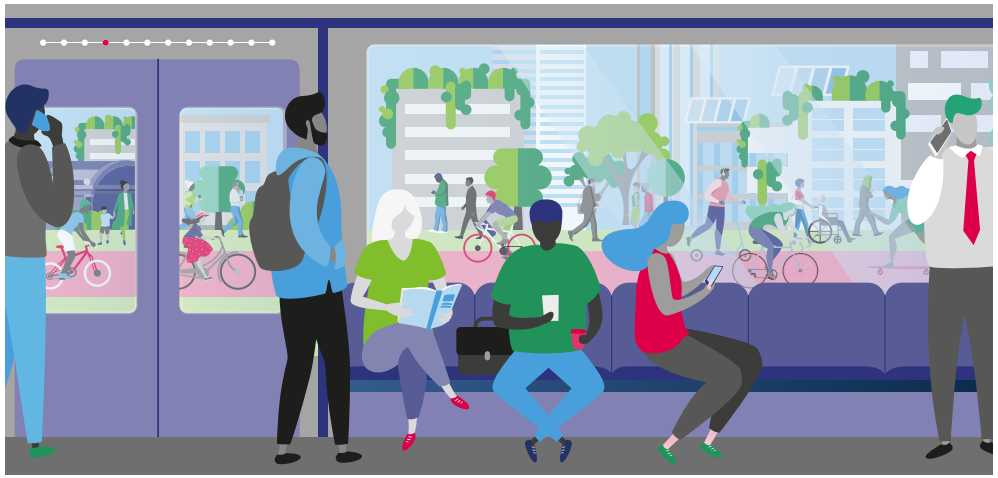
Faster and more reliable transport connections

Deliver improved transport connections between our growing towns, cities and corridors, and the rest of the UK to support business growth, skills development and employment.

Goal 7

Fully integrated transport

Fully integrate transport networks, services and operations through a customer-focused approach, enabling seamless and safe end-to-end journeys by sustainable modes of transport.



Actions

We need faster public transport journeys between and within our towns, cities and neighbouring destinations for people to use alternatives to the private car. Our pathway for connecting our grown towns and cities outlines how we intend to improve connectivity within the region.

To provide better connections within towns and cities, we will:

- Increase the capacity and capability of local authorities in urban areas to deliver the required changes through:
  - Providing regional data and evidence to strengthen a co-ordinated multi-modal transport plans
  - Developing a toolkit to help planners in the East design urban roads and streets prioritising sustainable modes, reflecting our region's unique features
- Promote the need for increased and consistent funding for the development, construction, and maintenance of the active travel network in the East.
- Lead our sustainable transport groups and implement recommendations of our bus and active travel strategies that benefit the region and makes transport sustainable transport easier to use and more attractive to people.

To better connect our growing towns and cities with each other and the rest of the UK, we will:

- Lead regional network analysis and corridor studies to support the need for investment on our key routes.
- Lead strategic thinking on the enhanced role of rail in the East to 2050.
- Improve the business cases for investment in our rail priorities in the East.
- Promote new thinking on the future use of roads in the region in collaboration with our key partners.
- Enhance the case for investment in and maintenance of our high priority roads.

To create an integrated and customer-focussed transport network in towns and cities, we will:

- Work with local authorities to make sure their transport plans are developed with users at the centre.
- Coordinate with partners, including the police, for more investment to reduce road danger across the region.

Energising coastal and rural communities

A reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round.

We want everyone in rural and coastal areas to be able to do more, more easily.

Across the Transport East region, 21% of people live on the coast and 33% live in rural areas, both much higher than the national average. These areas are home to nationally significant agricultural, tourism and energy sectors.

Two thirds of our rural residents live in a 'transport desert' where there is no realistic alternative to the private car. Digital and public transport connections are limited because it is difficult to provide services to spread out populations.

Our 500 miles of coastline hosts much of the UK's offshore renewable energy sector and attracts millions of visitors each year. Coastal areas by their nature and history are often poorly connected by land. Improvements are needed to help attract and keep businesses and employees and encourage tourism.

With the right investment, transport can play a key role to level up our rural and coastal areas.

The pathway to energised coastal and rural communities

Goal 8

Increase access to education, training, service and employment for rural communities

- Support residents and businesses travelling in rural areas to switch modes or fuels.
- Support communities to make more local trips by encouraging goods and services to be provided locally.
- Support partners to provide alternative options to travel through better access to ultrafast broadband and digital communications.

Goal 9

Improve connectivity along our coastline

Connect our coastal communities to the rest of the region and the UK to support levelling-up and boost our coastal industries, such as energy, shipping and tourism.

Actions

We want people living and working in living and working in rural and coastal communities across the region to be able to access their different destinations by sustainable means. Our pathway for energising our rural and coastal communities looks at eliminating these 'transport deserts' and working with partners to make sure we all have access to ultra-fast broadband and 5G mobile coverage.

To increase access for rural and coastal communities to education, training, essential services and employment, we will:

- Develop a centre of excellence for improved rural mobility in the East and tackle regional and national blockers to better rural transport services.
- Lead an action plan to progress regional-level projects to deliver better rural bus services e.g. integrated ticketing or cross-border travel.
- Showcase the region's best practice and develop a supporting business case which will help us to secure funding and deliver these initiatives across the region.
- Working with local authorities, set out plans for investment in active travel to encourage more active lifestyles, supporting our public health aspirations and tourism industry.

To improve connections to our coastal communities, we will:

- Promote the transport needs of our coastal towns to improve connections from our coast with the rest of the region and the UK.
- Work with the Government and Network Rail to prioritise investment in rail to better connect our coastal communities.
- Co-ordinate our key partners and local authorities to establish an investment programme to tackle severance and level-up communities along our 500-mile coastline, identifying the best value projects potentially including water-based transport for coastal communities.

Unlocking international gateways – Ports

Better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign direct investment.

The Transport East region has more international gateways than any other region in the UK.

Our 13 ports are of international significance and collectively carry half of the UK's freight containers. They also move agricultural products and support the North Sea energy industry, helping get food, goods and energy to our homes.

We have two Freeports in the region; Thames Freeport, covering the Port of Tilbury and London Gateway, and Freeport East, covering the ports of Felixstowe and Harwich. These are Government designated zones with tax and other business benefits to help drive economic growth and innovation in the region. As these develop, they will also require further investment in transport.

The reliability of journey times to key destinations is vital to ports and their customers. Freight to and from ports is particularly vulnerable to major delays and any road or rail closures, ultimately costing customers more.

The pathway to unlocking our international ports

Goal 10

Better access

Improve road and rail capacity, journey times and reliability for freight and passengers accessing our ports.

Goal 11

Alternative fuels

Support our ports and freight sector to increase their use of alternative fuels.

Goal 12

Shift modes

Modal shift of freight from road to rail or short sea shipping and increase the use of sustainable transport by port employees and passengers.

Actions

If global Britain is to thrive, we must enable our gateways to reach their potential as catalysts for international trade and foreign investment. Our pathway for unlocking our international ports focuses on improving capacity and journey times, as well as making journeys more reliable for both freight and passengers.

To improve capacity, journey times and reliability for freight and passenger services, we will:

- Demonstrate why investment is needed for road improvement projects on priority freight routes in National Highways' Roads Investment Strategy.
- Through a regional Future of Freight plan, identify sustainable solutions for goods movement.
- Produce key corridor studies to support the development of freight parks to better manage the flow of HGVs and reduce congestion on roads.

To increase the use and uptake of alternative fuels for port freight, we will:

- Lead strategic thinking and develop evidence to accelerate hydrogen and EV infrastructure across the East
- Engage regionally and nationally with logistics businesses and HGV operators to promote the transition to low carbon freight.
- Collaborate with local authorities, the freight industry, and the Government to accelerate the transition to new zero emission vehicles, including financial support for operators.

To support modal shift of port freight and passenger/staff access, we will:

- Secure improvements to the rail network serving major ports, working in partnership with the Government, Network Rail and other sub-national transport bodies through our Rail Task Group.
- Work with major ports with existing rail connections to establish rail freight hubs to help improve sustainable connections for local businesses and smaller ports to support mode shift.
- Work with ports and logistics businesses both within the region and around the UK (particularly along the north-east coast) to explore expanding short-sea and coastal shipping.
- Promote the improvement of passenger rail services to ports with significant ferry/cruise services, and support initiatives to better integrate rail-sea travel.
- Work with local authorities and port operators to improve sustainable connections to ports for staff alongside initiatives to encourage take-up.

Unlocking international gateways – Airports

Better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign direct investment.

Airports have similar challenges to ports in terms of sustainable connections to and from both terminals and surrounding businesses.

The East is home to three international airports. Stansted Airport alone carries 10% of the nation's air passengers and is the third largest airport in the country for air freight.

Southend and Norwich airports also provide important connections for regional markets, supporting business and leisure travel.

Located away from town centres, the airports need dedicated connections from many directions to maximise the opportunities for sustainable travel.

Additionally, aviation is a very challenging area to decarbonise with the effort needing to come from airlines, airport operators, national and international governments.

The pathway to unlocking our international airports

Goal 13

Enhanced connectivity to airports

Improve connectivity to airports for passengers and employees through better connected and more sustainable transport options.

Goal 14

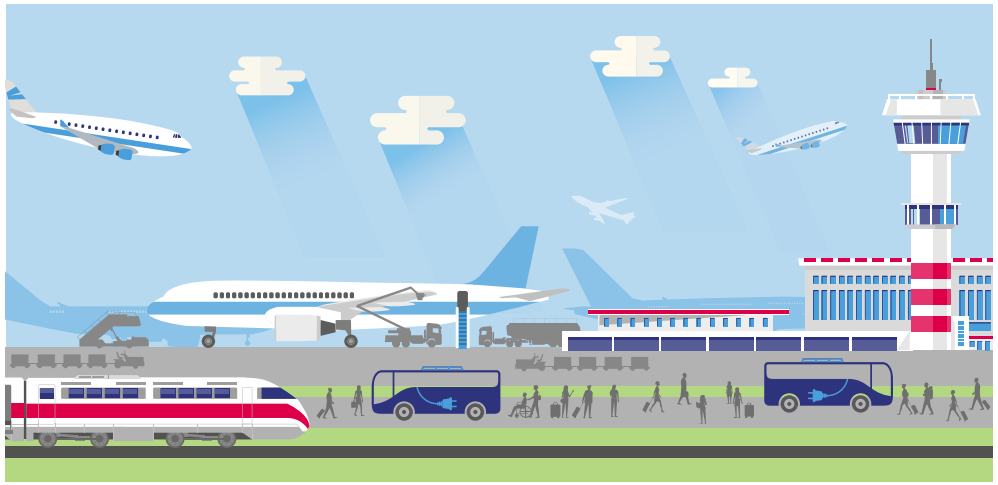
Net zero aviation emissions

Support the Government and aviation industry to deliver net zero emissions by 2050.

Goal 15

Shift modes

Support passengers and employees to access our airports by sustainable transport, such as by bus or train.



Actions

Airports are crucial in unlocking our economic potential and this pathway looks at how we aim to improve passenger and employee connectivity, support the decarbonisation of airport activity and encourage users to make the most of more sustainable modes.

To improve the capacity and reliability for freight and passenger services to airports, we will:

- Work with key stakeholders to improve rail connections to all our airports including upgrades to some of our key rail lines.
- Work with airport operators and local authorities to improve bus and coach networks to support staff and passenger trips to and from airports.
- Work with the Government, the airport operator and local partners to explore ways of improving rail freight capacity at Stansted Airport.

To increase the use and uptake of alternative fuels for airports, we will:

- Work with airport operators and local authorities to support measures at airports to encourage the use of electric vehicles.
- Work with bus and coach operators and logistics businesses to promote the use of alternative fuels for vehicles serving airports.
- Support the Government's Jet Zero approach to eliminate carbon emissions from aviation, and promote research and development of alternative fuels in the region, including for aircraft and ground transport operations.

To support modal shift of passengers and employees to airports and surrounding businesses, we will:

- Promote the improvement of public transport services and infrastructure to and from our airports to provide more travel options for passengers.
- Work with local authorities and airport operators to provide better active travel and bus routes connecting airports and their business clusters with nearby residential areas.

Core corridors

We have identified six core corridors which play a vital role in the movement of people and goods in the East. These corridors are the road and rail links between the region's growing urban areas, ports and airports, and the rest of the UK.

Further investment in the corridors is needed if the region is to reach its potential as a thriving, connected and multi-centred economy. As well as cross-region initiatives, we will be looking to deliver the four strategic priorities along these core corridors as part of our framework for future transport investment in the East.

Midlands - King's Lynn - Norwich - Great Yarmouth

This corridor connects the Midlands to internationally significant offshore wind energy clusters at Great Yarmouth and Lowestoft, as well as connecting growth centres at Norwich and King's Lynn.

London - Chelmsford - Colchester - Ipswich - Norwich and Suffolk Coast

This corridor running north-south through the 'Heart of East Anglia' provides connections to important and fast-growing towns and cities and serves some of our major gateway ports.

Norfolk and Suffolk to Cambridge - Midlands - South-West

This 'forked' corridor includes gateways at Felixstowe and Ipswich ports, Norwich Airport and growing towns and cities at Norwich, Thetford, Bury St Edmunds and Ipswich.

Stansted - Braintree - Colchester - Harwich and Clacton

This corridor provides vital resilience for freight to our East Coast ports, while also supporting growth.

King's Lynn - Cambridge - Harlow - London

The UK Innovation Corridor focuses on next-generation science and technology powered by London and Cambridge. The corridor includes gateways at Stansted Airport and King's Lynn port and multi-centred growth at King's Lynn and Harlow.

South Essex - London - Thurrock - Basildon - Southend

Our South Essex corridor is a major location for economic growth and comprises growing urban areas across Thurrock, Southend and South Essex, including Basildon, connecting to neighbouring London and Kent.

Midlands - King's Lynn - Norwich - Great Yarmouth

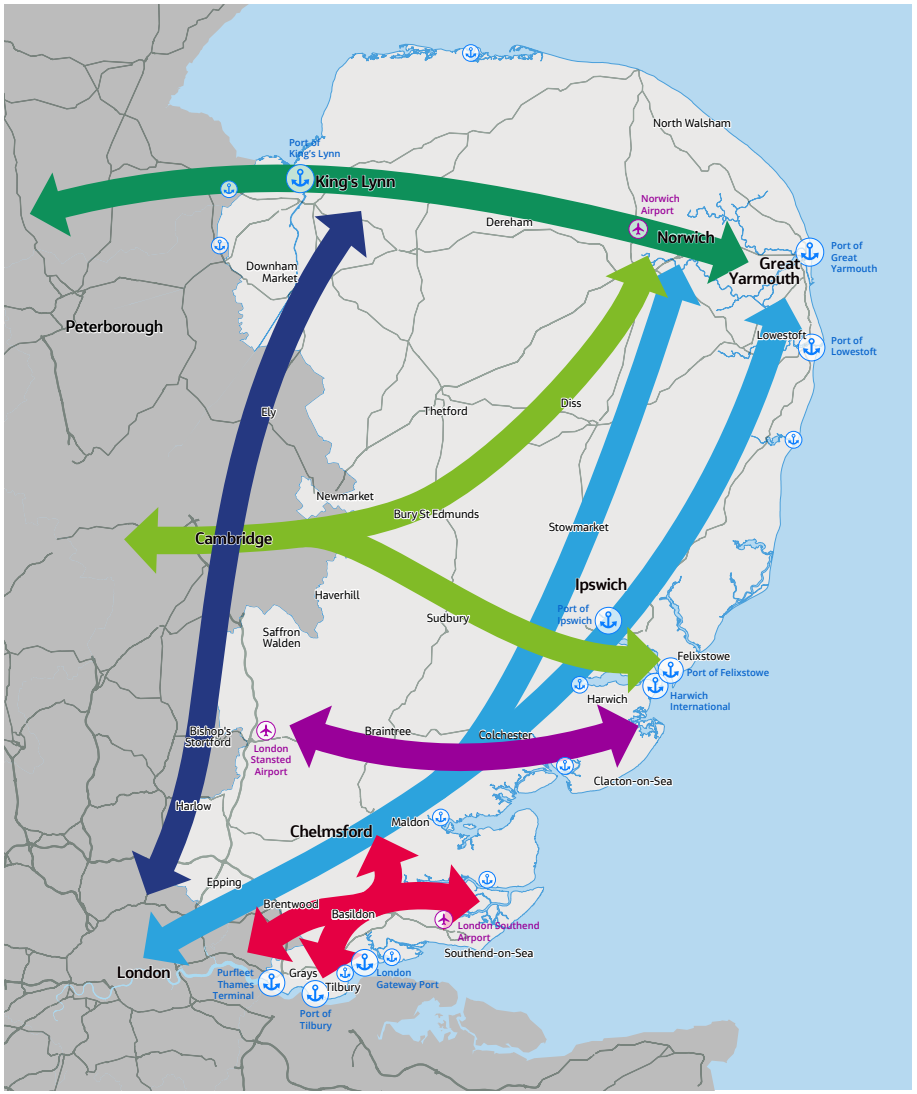
London - Chelmsford - Colchester - Ipswich - Norwich and Suffolk Coast

Norfolk and Suffolk to Cambridge - Midlands - South-West

Stansted - Braintree - Colchester - Harwich and Clacton

King's Lynn - Cambridge - Harlow - London

South Essex - London - Thurrock - Basildon - Southend



Investment and Delivery Programme

We are also responsible for identifying the region's transport investment priorities through an Investment and Delivery Programme (IDP). This will be an evolving programme of schemes and initiatives to deliver the strategy. It sets out our investment priorities to Government.

To establish our initial pipeline of projects, a long list of potential schemes was collated through research and engagement. These were categorised by how developed they were into: Idea, Development and Delivery pools. We have then assessed these against our strategic priorities with a consistent approach to identify our regional priorities.

Our Investment and Delivery Programme also outlines how we will assess our performance. A full monitoring and evaluation plan will be developed once we have reviewed the Transport Strategy and IDP schemes following feedback from this consultation.

The full IDP includes the full list of priorities and a map showing where in the region they are located. It is available on our website at **www.transporteast.org.uk**

The following table shows example projects within the current Investment and Delivery Programme (IDP). The complete list is available in the full IDP.

	Ideas	Development	Delivery
Decarbonisation to net zero	**Active travel measures (regional)** **Fuel change (regional)**		
Connecting growing towns and cities	**Smart ticketing (regional)**	**Haughley Junction, Suffolk** **East West Rail, (regional)**	**Stanford-Le-Hope Station redevelopment, Thurrock**
Energising coastal and rural communities	**Southend Rapid Transit**	**A47 Acle Straight upgrade, Norfolk**	
Unlocking international gateways	**Ports Access Package (regional)**	**Ely Junction (out of TE region)**	**A120 upgrade, Essex**
	Ideas pool – Concepts and initial studies for projects that could deliver our strategic priorities. They will not have been assessed in detail at this stage.	***Development pool*** – Projects that are in development and where a feasibility study has been carried out or a Strategic Outline Business Case has been started.	***Delivery pool*** – Projects where a preferred option has been identified and a business case completed for delivery funding.

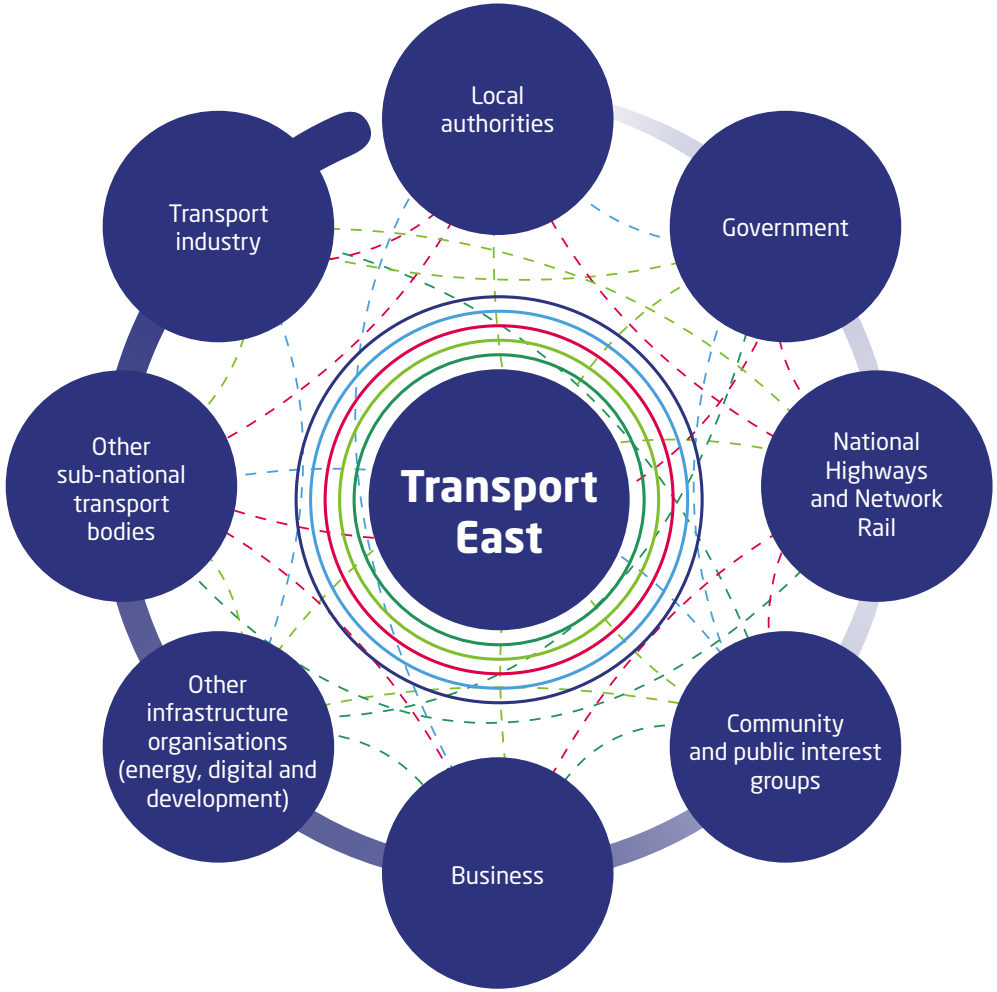
Working with partners

Our role at Transport East extends beyond the development and adoption of the Transport Strategy. We will continue to bring together partners across the region to realise our collective vision for the future of transport in the East.

Although we will not be directly responsible for delivering individual transport projects, we will support local authorities, Government, national agencies and private sector partners to prioritise projects, build the case for more investment and speed up the processes involved to get projects delivered on the ground.

This includes:

- Identifying the best projects for the four strategic priorities and six core corridors
- Creating and managing an investment pipeline, supporting the progression of new ideas and development of schemes
- Adopting a Strategic Assessment Framework to help our partners align their projects with the Transport Strategy
- Supporting our partners to accelerate business cases to help projects secure funding and be delivered quicker
- Working with Government to continually improve the delivery of projects, including greater funding certainty, increased transparency of decision-making, reduction of risk and improved partnership working with other delivery bodies
- Supporting our partners to improve the capacity, capability, evidence and expertise available to deliver the strategy, projects and programmes



Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal (ISA) has been carried out to inform and improve the Transport Strategy.

ISA is a process for assessing social, economic and environmental impacts of strategies and projects. It helps make sure sustainable development principles underpin the strategy to protect the environment, people's health and equality.

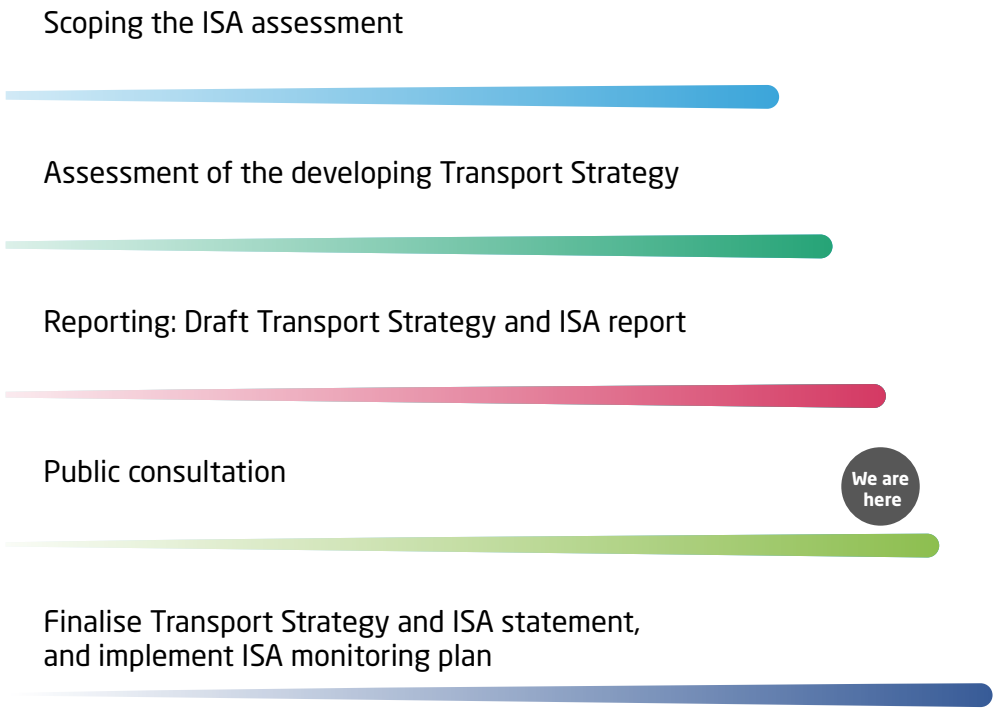
The ISA includes:

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

A key part of the ISA is an ISA Monitoring Plan, which will help measure progress against important objectives and targets to inform future reviews of the strategy and IDP and identify any mitigation measures required. This will form part of our overall monitoring and evaluation plan.

The full ISA is available on our website at
www.transporteast.org.uk

Five stages in the ISA process



Following this consultation, the Transport Strategy and Investment and Delivery Programme will be further developed and finalised. A statement on how the ISA findings and consultation comments have been considered will be published with the final strategy.

Next steps

Thank you for taking the time to find out more about our proposed Transport Strategy, Investment and Delivery Programme and Integrated Sustainability Appraisal.

This public consultation brochure summarises the draft documents, with full versions available on our website at **www.transporteast.org.uk**

We will review the draft Transport Strategy and Investment and Delivery Programme in light of the feedback we receive through this consultation, along with recommendations from the Integrated Sustainability Appraisal. We will then seek approval from the Transport East Forum, our political leadership group, before submitting to the Department for Transport.

Once adopted, the Transport Strategy and Investment and Delivery Programme will set our future work programme and inform the plans of the Government, local authorities, operators and partners across the region. We will regularly update the Investment and Delivery Programme to reflect the delivery of projects and the evolving transport challenges the region faces. This flexible approach will make sure the region continues to improve the quality of life for everyone, alongside supporting the Government in achieving wider national aspirations for new jobs and homes, levelling up, boosting international trade, and achieving net zero.

Autumn 2020 - Summer 2021

Transport Strategy technical work and engagement

Summer 2021

Drafting of Transport Strategy and Integrated Sustainability Appraisal (ISA) scoping consultation

Winter 2021/22

Public consultation on draft Transport Strategy, Investment and Delivery Programme (IDP) and ISA

We are here

Early 2022

Analyse consultation responses, review Transport Strategy, IDP and ISA, and develop monitoring and evaluation framework

Early Spring 2022

Secure formal endorsement of Transport Strategy from partner authorities in advance of submitting to the Department for Transport (DfT)

Late Spring 2022

Publish final Transport Strategy and submit to the DfT

Have your say

We want to hear the thoughts of people who live, visit or work in the East about our draft Transport Strategy, Investment and Delivery Programme and Integrated Sustainability Appraisal.

Your views are very important to us and this public consultation is an opportunity to help us refine and improve the strategy before it is finalised.

This public consultation is primarily online; however, we will also do everything we can to accommodate those without internet access or who prefer to contact us in other ways. The best way to tell us what you think is by completing our online consultation survey via the project website at:

www.transporteast.org.uk

The survey opened on Thursday, 2 December 2021 and will close on Sunday, 30 January 2022.

The survey questions are also available at the back of this brochure and can be printed, filled out and posted to the following address (please note the address is case sensitive):
FREEPOST TRANSPORT EAST CONSULTATION

They can also be returned by email to
transporteastconsultation@jacobs.com

Alternatively, you can request a printed copy is sent to you by post by emailing
transporteastconsultation@jacobs.com
Please return your survey responses via the Freepost address.

Please respond to the survey by one of these methods. We cannot accept responsibility for ensuring that responses sent in any other way are considered. All responses must include at least your postcode. When responding, please state whether you are responding as an individual or representing the views of an organisation.

There is no guarantee that any responses received after the closing date will be considered. If they are, they will be labelled as late responses.

Consultation survey

This survey is for you to provide information to be used by Transport East. We have a legal duty to protect any information we collect from you. The information will only be used for the purposes of this project and will not be kept longer than is necessary to do so, up to a maximum of five years.

We will only share this information with Jacobs, who we have contracted to undertake the consultation. We will not share your personal details with any other agency unless we have concerns that you or another individual may be at risk of harm or if it is required by law. We do not collect personal information for commercial purposes.

If you would like to find out more about how Transport East uses personal data, please go to:
www.transporteast.org.uk/privacy-policy

If you have any concerns or questions about how we look after your personal information, please contact:
transporteastconsultation@jacobs.com

Personal information

Please provide the following information

First Name:

Surname:

Postcode:

Email Address:

☐ Please tick this box if you are happy to be contacted by Transport East in the future

If you are responding for a business or organisation, what is the name of that business or organisation?

☐ If you are responding for a business or organisation, please tick this box to confirm you have permission to do so

Transport Strategy

To what extent do you support the vision set out in the Transport Strategy – 'A thriving economy for the East, with fast, safe, reliable, and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come.'?

- ☐ Strongly support
- ☐ Support
- ☐ Neutral
- ☐ Oppose
- ☐ Strongly oppose
- ☐ No opinion

To what extent do you agree with the following statement 'The Transport Strategy identifies the right overall approach to transport development across the region'?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree
- ☐ No opinion

To what extent do you support the strategic priorities set out in the Transport Strategy?

	Strongly support	Support	Neutral	Oppose	Strongly oppose	No opinion
Decarbonisation to net zero	☐	☐	☐	☐	☐	☐
Connecting growing towns and cities	☐	☐	☐	☐	☐	☐
Energising coastal and rural communities	☐	☐	☐	☐	☐	☐
Unlocking international gateways (ports and airports)	☐	☐	☐	☐	☐	☐

Which of the following goals in each strategic priority do you think are the most important? Please rank the options (1=the most important, 2= second most important etc.)

Decarbonisation to net zero

To what extent do you support the strategic priorities set out in the Transport Strategy?*

Zero carbon growth
Support authorities and developers to plan new development that reduces the need for people to make carbon-intensive transport trips. ☐

Reduce demand for carbon intensive trips
Make it easier for people to access services locally or online. ☐

Shift modes
Support people to switch their journeys from private car to walking, cycling and passenger transport. ☐

Switch fuels
Support residents and businesses to switch all private, passenger transport, fleet and freight vehicles to net zero carbon fuels as quickly as possible. ☐

Connecting growing towns and cities

To what extent do you support the strategic priorities set out in the Transport Strategy?*

Enhanced sustainable transport
Improved access and connectivity for walking, cycling and passenger transport to enable sustainable travel for education, training, employment, leisure and access to services. ☐

Faster and more reliable transport connections
Deliver improved transport connections between our growing towns, cities and corridors, and the rest of the UK to support business growth, skills development and employment. ☐

Fully integrated transport
Fully integrate transport networks, services and operations through a customer-focused approach, enabling seamless and safe end-to-end journeys by sustainable modes of transport. ☐

Which of the following goals in each strategic priority do you think are the most important? Please rank the options (1=the most important, 2= second most important etc.)

Energising coastal and rural communities

Increase access to education, training, service and employment for rural communities

- Support residents and businesses travelling in rural areas to switch modes or fuels.
- Support communities to make more local trips by encouraging goods and services to be provided locally.
- Support partners to provide alternative options to travel through better access to ultrafast broadband and digital communications.

☐

Improve connectivity along our coastline

Connect our coastal communities to the rest of the region and the UK to support levelling-up and boost our coastal industries, such as energy, shipping and tourism. ☐

Unlocking international gateways (ports)

Better access

Improve road and rail capacity, journey times and reliability for freight and passengers accessing our ports. ☐

Alternative fuels

Support our ports and freight sector to increase their use of alternative fuels ☐

Shift modes

Modal shift of freight from road to rail or short sea shipping and increase the use of sustainable transport by port employees and passengers. ☐

Which of the following goals in each strategic priority do you think are the most important? Please rank the options (1=the most important, 2= second most important etc.)

Unlocking international gateways (airports)

Enhanced connectivity to airports
Improve connectivity to airports for passengers and employees through better connected and more sustainable transport options. ☐

Net zero aviation emissions
Support the Government and aviation industry to deliver net zero emissions by 2050. ☐

Shift modes
Support all passengers and employees to access our airports by sustainable transport, such as by bus or train. ☐

Do you have any comments about the strategic priorities and goals set out in the Transport Strategy?

Do you have any other comments about the Transport Strategy?

Investment and Delivery Programme

To what extent do you agree or disagree that the Investment and Delivery Programme sets out the right approach for delivering the Transport Strategy?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly disagree
- ☐ No opinion

Please explain your response

Do you have any other comments about the Investment and Delivery Programme?

Integrated Sustainability Appraisal

Do you have any comments about the Integrated Sustainability Appraisal?

Travel behaviours

How often do you use the following modes of transport to get to work or education in a typical month?

	Every day	A few times a week	Once a week	A few times a month	Less frequently	Never
Bus	☐	☐	☐	☐	☐	☐
Car/van	☐	☐	☐	☐	☐	☐
Car or van provided by employer	☐	☐	☐	☐	☐	☐
Cycle	☐	☐	☐	☐	☐	☐
Motorcycle or moped	☐	☐	☐	☐	☐	☐
Park and Ride	☐	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐	☐

Travel behaviours

How often do you use the following modes of transport to get to non-work or education destinations in a typical month, for example leisure activities, shops or services?

	Every day	A few times a week	Once a week	A few times a month	Less frequently	Never
Bus	☐	☐	☐	☐	☐	☐
Car/van	☐	☐	☐	☐	☐	☐
Car or van provided by employer	☐	☐	☐	☐	☐	☐
Cycle	☐	☐	☐	☐	☐	☐
Motorcycle or moped	☐	☐	☐	☐	☐	☐
Park and Ride	☐	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐	☐

Consultation

How did you hear about this public consultation?

- [ ] Social media
- [ ] Email newsletter
- [ ] Email
- [ ] Online
- [ ] Newspaper advert
- [ ] Media article
- [ ] Other

Did you visit our virtual exhibition for information about the Transport Strategy public consultation?

- [ ] Yes
- [ ] No

How helpful was the information we provided as part of this public consultation?

- [ ] Very helpful
- [ ] Helpful
- [ ] Neither helpful nor unhelpful
- [ ] Unhelpful
- [ ] Very unhelpful

Demographics

You do not have to answer these questions, but they help us develop our diversity and equality practices.

The information you supply below is confidential and will be used solely for monitoring purposes.

Gender

- ☐ Female
- ☐ Male
- ☐ Prefer to self-describe (please specify):

  _____
- ☐ Prefer not to say

Age

- ☐ Under 16
- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-37
- ☐ 75+
- ☐ Prefer not to say

Disabilities

Equalities legislation defines a person as disabled if they have a physical or mental impairment which has lasted or is expected to last at least 12 months and has an adverse effect on their ability to carry out normal day-to-day activities.

Do you consider yourself to have a disability according to the terms given in the Equality legislation?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

If you have answered yes to the above question, please indicate the type of impairment which applies to you from the list below.

People may experience more than one type of impairment, in which case please select all that apply. If your disability does not fit any of these types, please mark 'Other'.

- ☐ Mobility
- ☐ Hearing
- ☐ Vision
- ☐ Learning
- ☐ Mental Health
- ☐ Communication
- ☐ Long standing health condition
- ☐ Prefer not to say
- ☐ Other (Please state below):

This information is issued by Transport East.
You can keep up to date with the latest news from us and subscribe to our newsletter at:

www.transporteast.org.uk

You can also contact us about the public consultation in the following ways:

Email - transporteastconsultation@jacobs.com

Post - FREEPOST TRANSPORT EAST CONSULTATION

The information contained in this document can be translated and/or made available in alternative formats upon request.

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TRANSPORT EAST

DRAFT TRANSPORT STRATEGY

NOVEMBER 2021

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Foreword

Cllr Kevin Bentley
Chair Transport East

The East is a fantastic region with talented people, innovative businesses and a wealth of natural assets. It is no wonder more people want to live, work and learn here. But it's fair to say our transport networks hold us back. Through Transport East, local authorities, enterprise partnerships, business groups and wider partners are working hard to change this.

Our vision is of a thriving economy for the East, with fast, safe, reliable and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come. This Transport Strategy sets out exactly how we are going to do it over the next 30 years.

Transport shapes our day-to-day lives in ways we rarely consider. And the travel choices we make affect our neighbours, places, country and world.

Transport in the East is the biggest contributor to our region's carbon emissions; 42% of carbon dioxide emissions, the driver of climate change, is generated by transport, with the vast majority by road travel. Reducing emissions from our transport to net zero, in line with national government commitments, is going to need action at all levels from local decision makers and transport operators to businesses and every single one of our 3.5million residents. Which is why decarbonising travel is a core priority in this strategy and Transport East is committed to working with partners across the region to develop the solutions which will reduce our emissions as quickly as possible.

This Transport Strategy has been developed through the COVID-19 pandemic, which has had a profound impact on our society, economy and travel. Bus and rail travel plummeted; people rediscovered the benefits of walking and cycling; work, shopping, appointments and socialising all moved online. The long-term impacts of the COVID-19 pandemic on our transport networks are uncertain. Some of the changes we have witnessed may prove to be temporary, while others may stick.

The changes seen through the pandemic are only one part of the picture. We're expecting high growth across the region with new homes and new jobs planned to 2050. Our forecasts indicate that with the right investment in the right places, by 2050 our region could be contributing £119bn to the Treasury. But we have pockets of high deprivation in places which need levelling

up. The East is also crucial to the flow of goods between businesses across the UK and the rest of the world – a changing relationship following our exit from the EU. Increased and better focussed transport investment is essential to addressing all these issues.

Our work to develop the region's first overarching Transport Strategy, through hundreds of conversations, has resulted in a set of priorities unique to the East of England. This document sets out a pathway to deliver each of them.

Creating a net zero carbon transport network

Connecting our growing towns and cities

Energising our coastal and rural communities

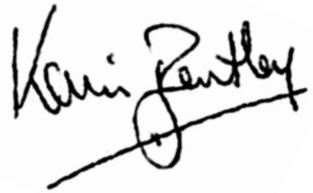
Unlocking our global gateways

These strategic priorities align closely with national ambitions to meet net zero carbon, level up our communities through improved access to jobs, skills, training and services, and advance global Britain.

The Transport East partnership covers a wide area, from Cromer on the Norfolk coast to Tilbury on the Thames. Over 5,000 square miles of different places, including Areas of Outstanding Natural Beauty, productive agricultural land, bustling urban centres, attractive market towns, and commercial hubs around ports and airports.

Our strategy is sensitive to the characteristics of local areas and communities. Transport interventions that work in the centre of Chelmsford will be different from those that work in Breckland, and different again from those that work for Harwich International Port.

Whatever the future holds, the Transport East Strategy has been designed to be agile and resilient to change. I look forward to working together to strengthen our voice to make the case for increased investment and make transport in the East better for everyone.



Cllr Kevin Bentley
Chair Transport East

Executive summary

The East is a fantastic region with talented people, innovative businesses and a wealth of natural assets. It is no wonder more people want to live, work and learn here. But it's fair to say our transport networks hold us back. Through Transport East, local authorities, enterprise partnerships, business groups and wider partners are working hard to change this.

We have been tasked by the Transport East partnership and the Department for Transport to develop a Transport Strategy to set a single voice for the future transport investment in the East and identify a pipeline of priority projects for the region.

What is Transport East?

Transport East was set up in 2018 and is the sub-national transport body for Norfolk, Suffolk, Essex, Southend-on-Sea and Thurrock. We bring together councils, business leaders and the Government to identify the transport investment needed to support sustainable economic growth in the region and improve people's quality of life.

Our role is to develop a collective vision for the future of transport in the region and set out the investment priorities needed to deliver it.

The draft regional Transport Strategy and supporting Investment and Delivery Programme set out our approach. These strategic documents will help us embed the region's priorities in the delivery plans of Government, Network Rail, National Highways, partners within the private sector and transport providers.

By enabling a single voice for the region's transport priorities, we aim to boost the region's capacity, capability, technical expertise and resources to help develop an improved, integrated and future-proofed transport network for everyone.

Together with our partners, we are working to make sure funding and policy decisions are informed by local knowledge, evidence and requirements so the region reaches its full potential.

The East's unique contribution to the UK

The East helps drive the UK economy. It is home to 3.5 million people and 1.7 million jobs. The region prides itself on providing a strong and diverse economy including manufacturing, agriculture, information and communications technology (ICT), clean energy production, financial services and tourism.

Some of our towns and cities are among the fastest growing in the country. The region's population is forecast to increase by up to half a million by 2041, with up to 566,000 new homes and 295,000 new jobs predicted by 2050.

The region is also essential for the UK's global trade, with 13 ports and 3 international airports. Half of the UK's freight containers are moved through the region and there are plans to grow these gateways. For example, the Government has designated two Freeports in the region; Thames Freeport at London Gateway and the Port of Tilbury, and Freeport East at the ports of Felixstowe and Harwich.

In the energy sector, some of the world's largest wind farms are being built off the region's coastline. Following planned investment in renewables and nuclear power generation at Sizewell and Bradwell, the region will also be the leading supplier of renewable energy to the UK.

The East is crucial to delivering Government ambitions to level up the country, achieve net zero and drive global Britain forward.

Transport challenges

The region covers a large area, with no major hub city. This means our transport networks are particularly important in supporting the regional economy, by getting people to work and goods to businesses.

Many journeys made within the region are difficult to make other than by car. This results in high transport related emissions – 42% of all carbon emissions in the region. Affecting people's health and contributing to climate change. The Government has clear commitments to cut transport related carbon emissions to net zero and the East is committed to leading the way on decarbonisation.

Poor connections are a particular challenge for many people living in our rural and coastal areas, making it difficult to access jobs, education and essential services. Two thirds of our rural residents live in a 'transport desert' where there is no realistic alternative to the private car. With communities cut off further by poor broadband and mobile provision.

Not only is the movement of people complex, so is the movement of goods. Our ports connect Britain to the rest of the world, but constraints in connections to these hubs slow deliveries, add cost and ultimately make it harder for businesses to trade internationally.

Major investment is needed in our transport networks to meet current and future challenges and to allow the region to fulfil its potential.

A regional Transport Strategy

An improved transport network can bring about much-needed change to the region, connecting people to opportunities for work, education and leisure, and supporting local economies. An improved transport network would also reduce emissions and improve the health of our residents. Key to this is a regional Transport Strategy to guide investment in the East over the next 30 years.

Through this strategy, we aim to overcome some of the transport challenges experienced, while also delivering a fit for purpose, high quality, inclusive and sustainable transport network that will be able to accommodate future growth in the area.

We began developing this in 2020 and we have been talking to the public and our partners to make sure it aligns with local ambitions and needs. We have also undertaken a detailed programme of technical work, including an Integrated Sustainability Appraisal (ISA), to inform the strategy. How we will deliver the Transport Strategy is set out in our draft Investment and Delivery Programme.

The strategy covers a wide area and reflects the diverse nature of the East and everyone who lives here.

Structure of the Transport Strategy

Vision

A vision of the future of transport in the East

Priorities

Four strategic priority pathways

Goals

Each pathway is made up of a series of goals

Actions

What Transport East will do to progress the pathway

Investment and Delivery Programme

Our strategic framework for prioritising current investment proposals and future iniatives to deliver the Transport Strategy focusing on six core movement corridors, and our urban, rural and coastal places

Our Vision

A thriving economy for the East, with fast, safe, reliable, and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come.

Our vision has been developed together with councils, business leaders and other partners.

If we succeed, what will be different about our transport networks in 2050?:

- Better public transport connections accessible to everyone
- Places that make it easy and attractive for people to move around sustainably
- More reliable business and freight journeys, due to less congestion and fewer incidents
- A healthier, more active population – by making it easier to walk and cycle more often
- Cleaner, greener transport, helping to protect our local environment and the world for future generations
- Fewer journeys being made, partly due to better online connections bringing services into our homes

Strategic priorities

Our draft Transport Strategy sets out a series of four pathways to follow to deliver the vision.

Decarbonisation to net-zero
Working to achieve net zero carbon emissions from transport, building on our status as the UK's premier renewable energy region. Our decarbonisation pathway underpins the other three pathways in the Strategy.

Connecting growing towns and cities
Providing enhanced links between our fastest growing places and business clusters. Improving access for people to jobs, suppliers, services, and learning; enabling the area to function as a coherent economy and improving productivity.

Energising coastal and rural communities
A reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round.

Unlocking international gateways
Better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign investment.

Decarbonisation to net zero

Working to achieve net zero carbon emissions from transport, building on our status as the UK's premier renewable energy region.

By decarbonising transport, we can make life better for everyone in the region. We have set an ambitious target of reaching net zero transport by 2040, which is ahead of Government targets.

Goal 1:
Zero carbon growth by supporting authorities and developers to plan, locate and design new development that reduces the need for people to make carbon-intensive trips

Goal 2:
Reduce demand for carbon intensive trips through local living; making it easier for people to access jobs and services locally or by digital means

Goal 3:
Shift modes by supporting people to switch from private car to active and passenger transport, and goods to more sustainable modes like rail

Goal 4:
Switch fuels with all private, passenger transport, fleet and freight vehicles switching to net zero carbon fuels at the earliest opportunity

Connecting growing towns and cities

Enhanced links between and within our fastest growing places and business clusters. Improving access for people to jobs, supplies, services, and learning; enabling the area to function as a coherent economy and improving productivity

Strategic transport networks in the East are slow, congested and overcrowded. Some of our towns among the most congested in the country. Links between our towns by road and rail are also slow and can be unreliable. Onward connections to the rest of the UK are also poor, stifling the region's economy.

With the growth planned over the next 15 years, this will only become worse unless action is taken to tackle it.

Goal 5:
Improve connections and access within our urban centres through better walking, cycling and passenger transport, supporting sustainable access to services, education, training, jobs and leisure

Goal 6:
Deliver faster and more reliable connections between our growing places and to the rest of the UK, to support business growth, skills development and employment.

Goal 7:
Fully integrate transport networks, services and operations across the Transport East region, through a customer-focused approach, enabling seamless and safe end-to-end journeys by sustainable modes that are attractive to all

Energising coastal and rural communities

A reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round.

Across the Transport East region, 21% of people live on the coast and 33% live in rural areas, both much higher than the national average. Two thirds of our rural residents live in a 'transport desert' where there is no realistic alternative to the private car. Poor transport connections are exacerbated by poor digital connections.

With the right investment, transport can play a key role to level up our rural and coastal areas.

Goal 8:
Increase accessibility for rural communities to education, training, services and jobs through; better ways of taking people to places sustainably, supporting more local trips through closer provision of goods and services, supporting regional partners and the digital sector to pride alternative options to travel

Goal 9:
Improve connections along our 500miles of coastline, and connect our coastal communities to the rest of the region and the UK, supporting levelling-up and boosting our coastal industries

Unlocking international gateways

Better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign direct investment.

Ports

Our 13 ports are of international significance and collectively carry half of the UK's freight containers. They also move agricultural products and support the North Sea energy industry. Food, goods and energy are important to us all.

The reliability of journey times to key destinations is vital to ports and their customers.

Goal 10:
Improve capacity, journey time and reliability for freight and passenger surface access to ports

Goal 11:
Support our ports and the freight sector to switch to greener fuels through supporting infrastructure, electrified/ hydrogen-powered rail routes and road vehicles and supporting innovation in new fuel technology

Goal 12:
Modal shift of freight from road to rail or short-sea shipping and increase sustainable mode share of employees and passengers to and from ports

Airports

Airports have similar challenges to ports in terms of sustainable connections to and from both terminals and surrounding businesses.

The East is home to three international airports. Stansted Airport alone carries 10% of the nation's air passengers and is the third largest airport in the country for air freight. Southend and Norwich airports also provide important connections for regional markets, supporting business and leisure travel.

Located away from town centres, the airports need dedicated connections from many directions to maximise the opportunities for sustainable travel.

Goal 13:
Improve passenger and employee connections to airports through better and more sustainable surface access options

Goal 14:
Support the delivery of net zero aviation by 2050 through the government's Jet Zero approach and other mechanisms

Goal 15:
Shift modes by supporting people and employees to switch from private car to passenger and active transport to access international airports

Image: Stansted Airport, MAG

Core corridors

We have identified six core corridors which play a vital role in the movement of people and goods in the region. These corridors are the road and rail links between the region's growing urban areas, ports and airports, and the rest of the UK.

Further investment in the corridors is needed if the region is to reach its potential as a thriving, connected and multi-centred economy. As well as cross-region initiatives, we will be looking to deliver the four strategic priorities along these core corridors as part of our framework for future transport investment in the East.

Image: Peter Kindersley, Centre for Aging Better

Investment and Delivery Programme

We are responsible for identifying the region's strategic transport investment priorities through an Investment and Delivery Programme (IDP). This will be an evolving programme of schemes and initiatives to deliver the strategy. It sets out a pipeline of investment priorities to Government. This pipeline will identify gaps to accelerate a new generation of projects to speed funding and delivery e.g. active travel, electric vehicle infrastructure, passenger transport.

Our local transport authority members will continue to develop local projects through their Local Transport Plans.

Our Investment and Delivery Programme also outlines how we will assess our performance.

Integrated Sustainability Appraisal

An Integrated Sustainability Appraisal (ISA) has been carried out to inform and improve the Transport Strategy.

ISA is a statutory process for assessing social, economic and environmental impacts of strategies and projects. It helps make sure sustainable development principles underpin the strategy to protect the environment, people's health and equality.

Next steps

We will review the draft Transport Strategy and Investment and Delivery Programme in light of the feedback we receive through this consultation, along with recommendations from the Integrated Sustainability Appraisal. We will then seek approval from the Transport East Forum, our political leadership group, before submitting to the Department for Transport.

Once adopted, the Transport Strategy and Investment and Delivery Programme will set our future work programme and inform the plans of the Government, local authorities, operators and partners across the region. We will regularly update the Investment and Delivery Programme to reflect the delivery of projects and the evolving transport challenges the region faces.

This flexible approach will make sure the region continues to improve the quality of life for everyone, alongside supporting the Government in achieving wider national aspirations for new jobs and homes, levelling up, boosting international trade, and achieving net zero as we recover from the COVID-19 pandemic

Image: DP World London Gateway

1.0 INTRODUCTION

1.1 Overview

This is the Transport Strategy for Essex, Norfolk, Suffolk, Southend-on-Sea and Thurrock setting the direction for transport in the region to 2050. It has been prepared by Transport East, a partnership that provides a single voice on transport for our residents, businesses, councils and partners, working in close collaboration with the Government and the rest of the UK.

The Transport East region is of huge importance to the UK. It is home to 3.5 million people and 1.7 million jobs. With a vibrant economy worth £73 billion, it is already one of the fastest growing regions in the UK outside of London.

It is only one of three regions to be a net contributor to the UK. Our forecasts indicate that with the right investment in the right places, by 2050 our region could be worth £119bn. It is strong in multiple economic sectors including agriculture and food, clean energy, logistics and distribution, digital and ICT. It has 13 ports and three airports, and is a leader in green energy production.

However, significant transport challenges must be overcome for the region to maintain productivity and fulfil its potential. The region covers a large geographic area and is multi-centred with no single dominant city. This means our transport networks are particularly important in supporting the regional economy.

Many of these journeys are difficult to take other than by car. This car-dependency contributes significantly to high transport emissions and localised poor air quality, with emissions well above the national average. The government has set a clear commitment to decarbonising transport and the East will need to play its part in reaching net-zero targets over the next 20 years.

Poor connections are a particular challenge in many rural and coastal areas, making it difficult to access jobs, education and essential services. This transport isolation is compounded by a relative lack of access to super-fast broadband. Both contribute to high levels of economic deprivation, with people experiencing poorer health and difficulty accessing high-quality, affordable housing. Urgent action is needed to level up these areas through better connections, enabling deprived areas to prosper.

Fast-growing urban areas are already heavily congested, contributing to poor air quality and restricting economic growth in town centres. Attracting people to public transport services in towns and cities is difficult when the whole system is not joined up – different operators, fares, connections and services make planning journeys and navigating the network hard for customers.

Connections between our main towns and cities also suffer from capacity constraints. Delays across our strategic 'A' roads are commonplace and significant, hindering the movement of people, and goods to and from nationally significant international gateways like the ports of Felixstowe, Tilbury and London Gateway – constricting the growth of global Britain.

This Strategy seeks to overcome these challenges and deliver a high-quality, sustainable transport network for people in the Transport East region, resilient to the demands of future growth. A network that increases access to jobs, education, essential services and leisure. A network that connects businesses with their customers, supply chain and employees. And a network that reduces the significant environmental impacts of travel that are evident today, helping to deliver net zero by 2040.

This Strategy has been developed following extensive engagement with hundreds of partners across the region, and a detailed programme of technical work including an Integrated Sustainability Appraisal (ISA). This appraisal assesses our Strategy against key environmental, social, economic and public health objectives. It brings together for the first time a wide range of initiatives already being developed and implemented by government agencies through existing programmes such as the Roads Investment Strategy, and local authorities through their Local Transport Plans. It has also been aligned with wider economic, growth, health and tourism strategies for the region.

Our Strategy recognises good transport is a means to an end, and not an end itself. It will lead to a better quality of life for people in the region, levelling up by providing better access to more opportunities for work, learning and leisure. It will support businesses and drive economic growth by reducing costs, increasing productivity, and providing access to more markets and workers. Finally, it will enable desperately needed new development and housing.

1.2 | About Transport East

Transport East was established in 2018 as a new Sub-national Transport Body to provide a single voice for the future of transport in Norfolk, Suffolk, Essex, Southend-on-Sea and Thurrock. As a partnership, we bring together local transport and planning authorities and business leaders with Government and infrastructure agencies to identify the transport investment needed to fully support our members' shared ambitions for the region. We also drive value for money by improving the planning and delivery of interventions.

Transport East is:

- Developing and communicating a single regional Transport Strategy and strategic Investment and Delivery Programme (IDP), embedding our priorities in the delivery plans of government, Network Rail, National Highways, the private sector, and other transport providers.
- Elevating the work of local transport authorities, delivery bodies and Local Enterprise Partnerships by ensuring funding and strategy decisions are informed by local knowledge, outcomes and requirements.
- Providing leadership and oversight on strategic transport priorities which cross local authority or regional boundaries. Demonstrating investment decisions are locally supported, evidence-led, joined-up and made within the context of a long-term strategy.
- Enabling a 'single voice' for the region with the Department for Transport, infrastructure agencies (such as National Highways and Network Rail), service providers, and the region's major ports and airports.
- Enhancing regional capacity and capability through technical expertise and resources to help develop a coherent, integrated and future-proofed transport network.

The roles of the Transport East partnership in delivering this strategy are outlined in Table 1.2.1 However, we acknowledge the successful delivery of the Transport Strategy ultimately relies on local authorities, national agencies and private sector partners to deliver the infrastructure and services on the ground.

Table 1.2.1: Roles of Transport East

Lead Strategic Thinking	Strategic Co-Ordinator	Elevate work of partners	Influencer	Intelligence
Strategic direction and thought leadership for the East Lead regionally wide studies and strategies People centric approach: • Integrated • Multi Modal • Accessible Lead national and regional STB thinking on specific topics	Coordinate strategic investment pipeline • Assessing and prioritising schemes/ projects • Monitoring scheme/ projects delivery • Challenging outcomes where necessary to deliver strategic outcomes • Lead business case development for sub-national scale projects Coordinate partners on regional and national priority issues	Enable local partners to deliver at the local level Enable strategic bodies to deliver better strategic projects Accelerate outcomes by unblocking / speeding progress Adding capacity and capability to partners	Champion the East and Transport East Partnership Listening and understanding across local, sub-national and national partners Make the case for investment in the East Influence delivery bodies (Government, NH, NR) Single regional voice at a national level Collaborate to shift behavior across the region	Strategic transport expertise and capacity / capability Monitoring industry trends and innovation Lead a robust regional data, analysis, and monitoring function Sets standard and outcomes

1.3 | A region of opportunity

The potential for growth in the Transport East region is huge. The region has a strong and diverse economic base, with key strengths in distribution, manufacturing, information and communications technology (ICT), agri-technology, biosciences, clean energy production, financial services and tourism. Partners across the East of England region are committed to leading an inclusive, green recovery from the COVID-19 pandemic, capitalising on these strengths and delivering. By 2036 up to 140,000 new homes are planned in Norfolk and Suffolk and 179,000 are planned in Essex, Southend and Thurrock. Forecasting beyond this period is challenging, but our analysis indicates the Transport East region would need to accommodate up to another 247,000 new homes.

There are many international gateways of national importance in the region which are critical to the UK's economy and trade. These are planning for significant growth. The region is home to Felixstowe, the largest container port in the UK and London Stansted, the third largest airport. London Gateway and the Port of Tilbury, and the ports of Felixstowe and Harwich will also drive growth, innovation and decarbonisation through their designation as Freeports in the March 2021 Budget.

In the energy sector, some of the world's largest wind farms are being built off the region's coastline. Following planned investment in renewables and nuclear power generation, the region will be the leading supplier of renewable energy, providing power to 58% of the UK's homes.

Significant investment in transport is now needed to support future growth and level up the region by:

- Increasing the quality of life and prosperity for residents through reduced congestion and emissions, and improved access to jobs, education and essential services.
- Helping the area attract and retain skilled workers, by making the area a more attractive and a better-connected place to live.
- Better connecting businesses and workers across and beyond the region, creating a more integrated economy.
- Improving UK business efficiency and reducing the costs of shipping and travel, better connecting firms across the nation to global markets and suppliers, helping local firms to grow and encouraging firms to locate to and remain in the area.

Our forecasts indicate that with the right investment in the right places, Gross Value Added (GVA) generated by the region could increase to £119bn in 2050, and productivity could increase by over 50% from 2020 levels.

Regional wider outcomes our Transport Strategy will help deliver:

1. reducing carbon emissions to net zero by 2040
2. promoting active, healthy and safe lives for all
3. promoting and supporting a productive, sustainable and diverse economy
4. supporting access to education, training and employment opportunities for all;
5. facilitating the sustainable energy sector
6. helping our growing areas to develop sustainably to create high quality, inclusive, distinctive and resilient places to live, work and visit
7. protecting and enhancing the built and natural environment.

1.4 | A place-based approach

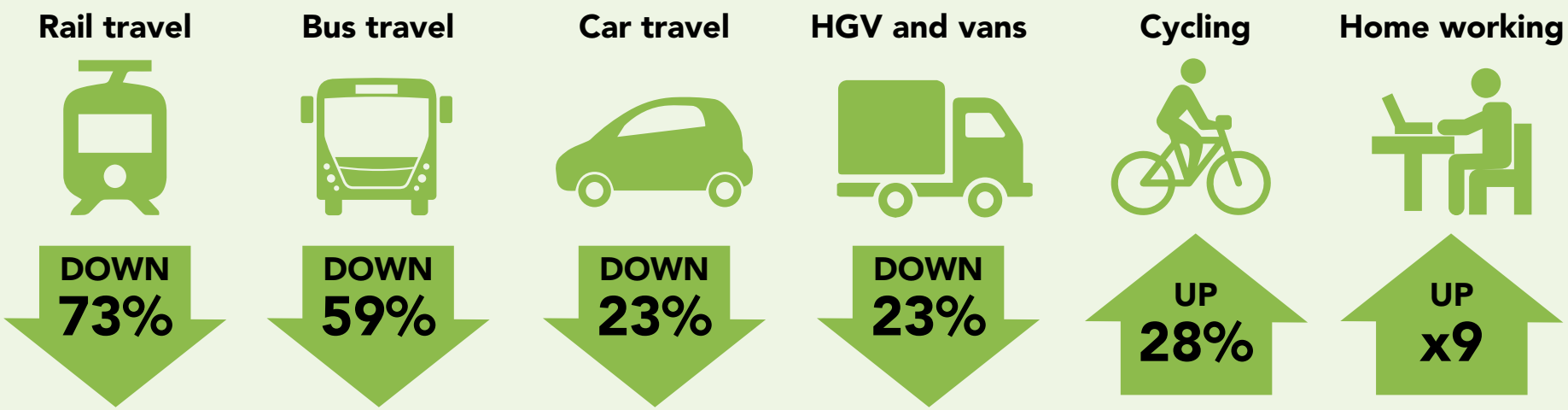
This strategy covers a wide area, from Cromer on the north Norfolk coast to Tilbury on the Thames, stretching inland as far as Waltham Abbey on the M25. Over 5,000 square miles encompassing areas with markedly different characteristics, including sparsely populated coastal Areas of Outstanding Natural Beauty, bustling urban centres like Norwich, Ipswich, Colchester and Southend, market towns like Bury St Edmunds and Wymondham, commercial hubs around major ports such as Felixstowe and London Gateway and Port of Tilbury in Thurrock, and airports in Southend, Norwich and Stansted.

The countryside in between is hugely diverse, home to important agricultural land, forest, heathland, areas of conservation, and the unique Norfolk and Suffolk Broads National Park; Britain's largest protected wetland.

Our Strategy reflects our unique places. It is sensitive to the characteristics of local areas and communities and recognises the drawbacks of 'one-size-fits-all'. The transport interventions that work in the centre of Chelmsford will be different from those that work in Breckland, and different again from those that work for Harwich International Port.

This ethos infuses a fundamental pillar of our strategy: decarbonising transport as part of the

Impact of Covid-19 pandemic on transport
(average of daily percentage change between 24 March 2020 and 30 June 2021)



Ref: www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic

national drive to achieve Net Zero by 2050. This goal must be achieved through an approach that recognises the differing roles that transport plays in knitting together the community and the economy in different areas of the region.

The role of transport in unlocking new development and supporting the levelling up of deprived communities is a core element of the Strategy. Integrating spatial and transport planning and targeting transport investment in growth areas can help to facilitate development and lock-in sustainable travel behaviour at the outset.

Equally, transport investment can revitalise local communities and economies, improving access to jobs, education and essential services, helping businesses connect with customers and each other, and making places healthier, greener and more attractive to live, work and learn.

In urban centres significant investment in public transport, active travel and complementary constraints on car use will be an important part of the decarbonisation solution, where targeted investment is likely to deliver value for money. However, in rural and coastal areas, although active travel and public transport will have a significant role to play, good road transport is and will remain a vital cog underpinning economic activity and social cohesion. Here, driving the transition to electric vehicles, developing new demand responsive and mass transit public transport and dovetailing transport interventions with initiatives such as the roll-out of super-fast broadband and digital services will be a critical part of the solution.

We recognise it would be unrealistic to deliver the same level of transport connectivity in every part of the region, it is important to focus on securing a threshold level of local connectivity; identifying and filling transport network gaps, addressing pinch-points, and encouraging targeted solutions to deliver wide benefits and value for money.

While we will also make the case for major investment in the strategic transport corridors connecting our region with other parts of the UK, this Strategy also recognises the benefits to communities and the environment of improving access to local jobs, education and essential services, and the negative impacts that regular long-distance journeys can have on local economies.

The extensive analysis undertaken to support the Strategy development considered in detail the unique characteristics of different areas within the region. This provided a robust platform for the development of a strategy that will make transport better for all our residents and businesses, regardless of where they are based in our region.

1.5 | A resilient and robust strategy

The Transport Strategy has been developed during the COVID-19 pandemic, which at the height of restrictions had a profound impact on society, the economy, and travel behaviour across the UK and beyond.

The longer-term impacts of the COVID-19 pandemic on our transport networks are uncertain. Some of the changes that we have witnessed since early in 2020 may only prove to be temporary, while others may lead to more fundamental, longer-lasting effects. The pandemic has also demonstrated the need to increase the resiliency of our networks to bolster against future economic shocks, the impact of climate change and other future risks.

This uncertainty adds to the complexity of developing a strategy, but it does not create an insurmountable challenge. Rather than creating new transport trends, the COVID-19 pandemic has served to accelerate existing trends (both positive and negative). Working from home[1] was already gaining popularity before the pandemic with trips per person per year decreasing by 20% between 1995 and 2019. Similar trends were also evident for Light Goods Vehicle (LGV) growth linked to online shopping and falling bus patronage, with the COVID-19 pandemic accelerating respective growth and decline.

These changes emphasise the need for an agile Transport Strategy. While rail travel demand is still some way below pre-pandemic levels, the bounce-back in road demand has been much more notable, with 29% of people likely or very likely to use their car more in the future[2]. An ongoing reluctance among some people to use public transport due to concerns about contagion risks 'locking in' unsustainable future travel behaviour focused on increasing use of the private car.

In contrast, in some areas the COVID-19 pandemic has resulted in a shift to more sustainable forms of transport, with 30% of people likely or very likely to walk more in the future[3].

With the right investment, this behaviour can be sustained. Local authorities in the region responded rapidly to initial changes in travel behaviour when the pandemic hit, implementing flexible infrastructure to support active travel. Building on this strengthens the future transport network and locks in sustainable travel behaviour.

The role of transport is closely tied to housing and job growth in the region. The impact of 12 different future scenarios were tested during Strategy development. These scenarios included varying levels of economic growth (High, Central, and Low), different spatial development strategies (Centralised and Dispersed), and alternative assumptions about future travel behaviour (increased propensity for working at home and returning to traditional patterns of commuting to work).

Testing these scenarios has given Transport East confidence that the vision and strategic priorities set out in Chapter 2 are the most appropriate for the region, and flexible to adjust to any of the 12 scenarios arising.

Whatever the future holds, the Transport East Transport Strategy has been designed to be agile and resilient to uncertainty.

1.4.1: Results of Transport East's bespoke travel perceptions survey (December 2020 - January 2021, 652 responses)

How do you expect your travel patterns will change in the future?	Fewer journeys	Work from home more	Will use car more	Walk more
Likely or Very Likely	57%	52%	29%	30%
Unlikely or Very unlikely	23%	25%	47%	47%
Undecided	12%	7%	13%	10%
No Answer	6%	16%	11%	13%

2.0 THE CASE FOR ACTION

2.1 | The East's unique contribution to the UK

The Transport East region makes a significant, unique contribution to the UK economy, summarised in Figure 3.11. It is home to 3.5 million people and 1.7 million jobs.

It is essential for the UK's global trade with more international gateways than any other region: 13 ports and 3 international airports. Half of the UK's containerised goods are moved through the region, with port operations alone contributing over £7.6 billion in GVA in 2015. Stansted Airport carries 10% of the nation's air passengers, and the air freight sector in the region is worth £8.1 billion in GVA. This activity is critical to the national economy, to supply chains and to hundreds of thousands of businesses based across the UK.

The region also has a nationally significant clean energy sector, generating 60% of the UK's offshore wind energy, and is home to the Sizewell nuclear power station.

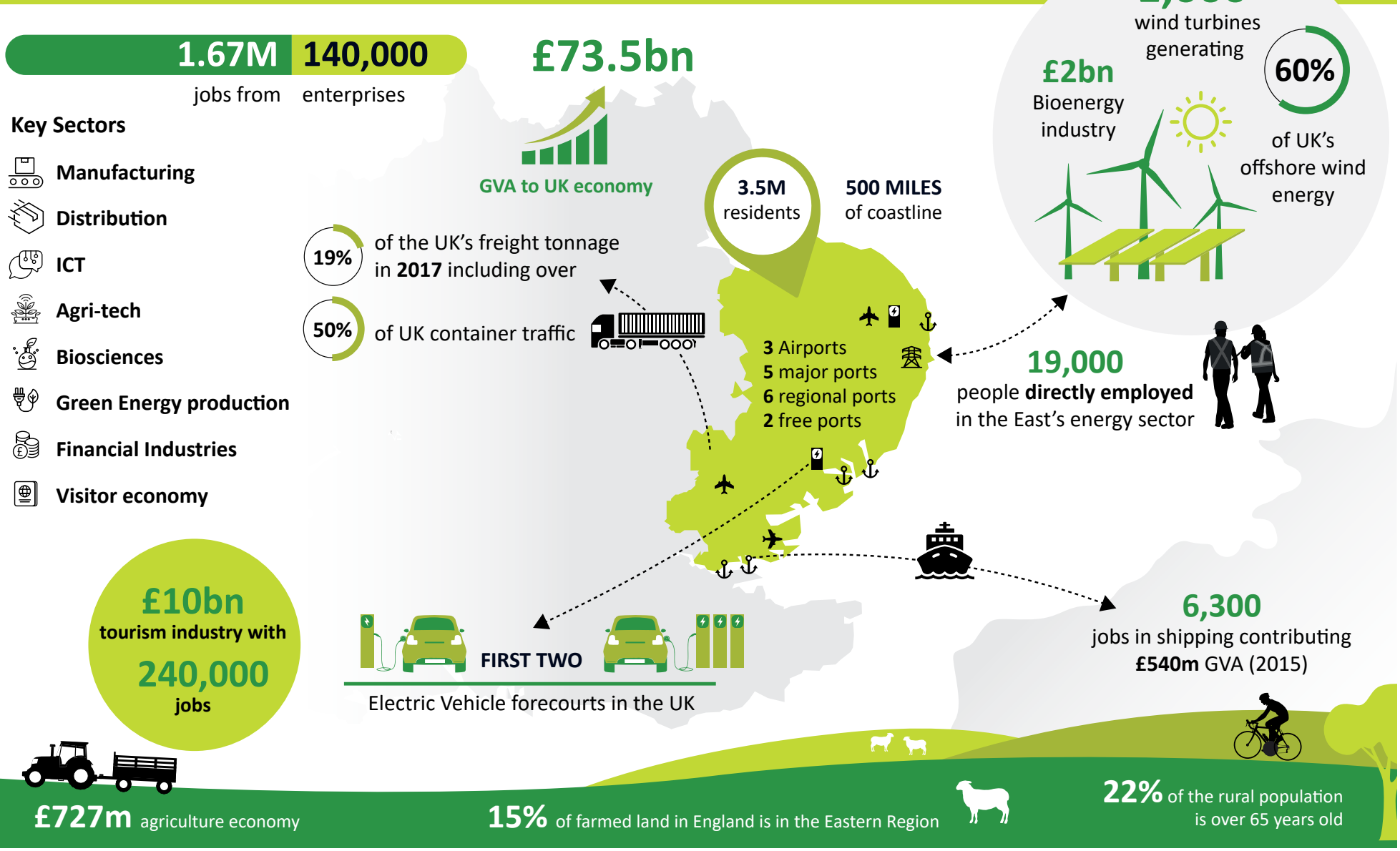
The tourist industry, centred largely around rural and coastal areas and including the Norfolk & Suffolk Broads National Park, is worth £8.8 billion and supports 240,000 jobs. The region also has major strengths in distribution, manufacturing, information and communications technology (ICT), life-sciences, digital and creative industries, financial services, construction, agriculture and food. It also provides a significant labour market for external business hubs like London and Cambridge.

Image: Tom Juggins from Unsplash

TRANSPORT EAST'S **SIGNIFICANT FEATURES**

Figure 2.1.1: Significant features of the Transport East economy

A rapidly growing region with a vibrant economy.
We are crucial to a sustainable and outward-looking future for the UK.



Significant growth is expected in the coming years, with the population forecast to increase by up to half a million by 2041, and 319,000 new homes and 167,000 new jobs planned for delivery in the next 15 years.

Some of our towns and cities are among the fastest growing in the country. Ipswich is ranked 7th of 46 towns and cities by the 2020 UK Powerhouse rankings in terms of GVA growth[1]. Norwich is part of the Centre for Cities Fast Growth Cities group and increased its local share of skilled residents at twice the rate of the UK as a whole between 2014 - 2018[2]. Basildon is ranked 9th in the country for number of businesses per 10,000 residents and is the fastest growing economy in Essex[3/4] with a long history of providing a base for international advanced engineering and manufacturing firms. Major development is taking place to drive growth along the Cambridge-Norwich Tech Corridor and the UK Innovation Corridor between Cambridge and London. The Thames Estuary area is also earmarked for substantial homes and jobs growth, with extended links to Kent via the proposed Lower Thames Crossing.

In recognition of the region's long-standing role as a gateway between the UK and the world, we have two designated Freeports – Thames Freeport and Freeport East. The Freeports will support innovative, net zero technologies and clean energy generation through support for capital investment, skills development and regulatory flexibility. Their status will help to drive economic growth and regeneration around the ports, boosting business activity and creating skilled, high-paying jobs.

The region can therefore play a major role in helping the Government deliver its ambitions to level up the country, achieve net zero, and drive global Britain forward. Increasing our contribution to the Treasury at the same time. However, without critical investment in our transport networks, current challenges will worsen and prevent the region, and country, from reaching its full potential, environmentally, socially, and economically.

These challenges are set out in the remainder of this chapter, which is structured around the four strategic priorities highlighted in Chapter 2:

Decarbonisation to net-zero

Connecting growing towns and cities

Energising coastal and rural communities

Unlocking international gateways

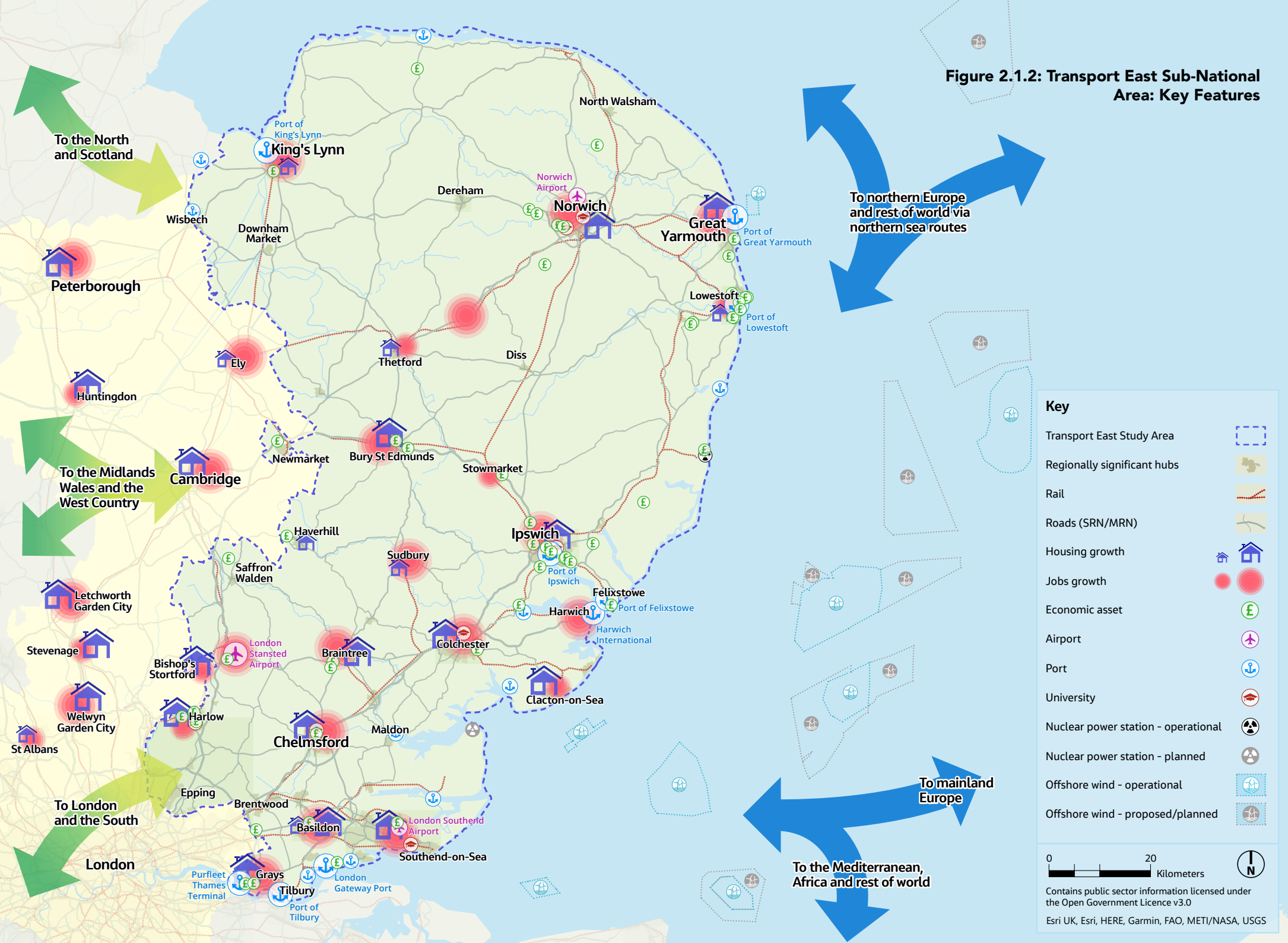
1 Irwin Mitchell UK Powerhouse Table 2020: https://irwinmitchell.turtl.co/story/uk-powerhouse-january-2020/page/6/4 (accessed August 2021)

2 Centre for Cities Fastest Growing Cities 2021: https://www.centreforcities.org/wp-content/uploads/2021/03/fast-growth-cities-2021-and-beyond.pdf (accessed August 2021)

3 Basildon for Business Why Businesses Chose Basildon: https://www.basildon.gov.uk/article/6386/Basildon-For-Business-Why-Businesses-Choose-Basildon (accessed August 2021)

4 Basildon Economic Growth Plan 2020 – 2024: https://basildon.gov.uk/media/10297/Basildon-Council-Draft-Economic-Growth-Plan-BEGP-2020-24/pdf/Basildon_Council_-_Draft_Economic_Growth_Plan_(BEGP)__2020-24.pdf?m=637395816147700000 (accessed August 2021)

Figure 2.1.2: Transport East Sub-National Area: Key Features



2.2 | The decarbonisation challenge

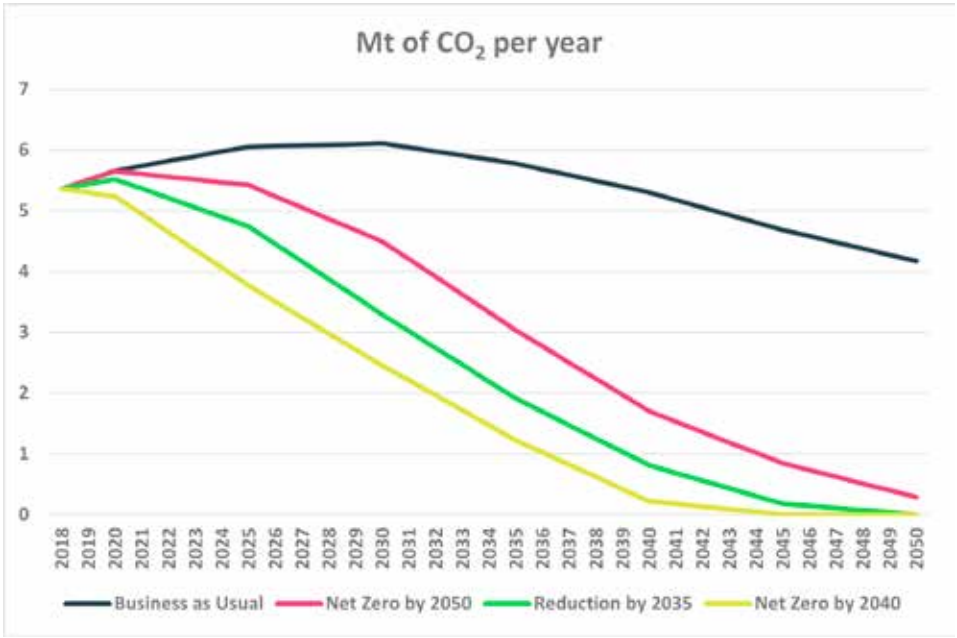
Action is required across the UK to meet the Government's ambition for net zero carbon emissions by 2050. Without it, the impact of climate change will be acutely felt. Extreme heat and heavy rainfall are likely to become more frequent and sea levels will continue to rise. The disruption is likely to be significant, particularly for our low-lying and coastal areas that are highly susceptible to flooding.

Growth in the Transport East region means carbon emissions are heading in the wrong direction, increasing by around 200 kilo-tonnes per year before the pandemic. Transport is responsible for 42% of CO2 emissions in the region (well above the national average), with 96% of those emissions generated on our roads.

The root cause is three-fold. First, partly due to its dispersed geography and low population density, the region is dependent on private transport: 67% of commutes are made by car or van, and bus commuting is only half the national average.

Second, the take-up of zero emission vehicles has lagged behind other regions, in part because the infrastructure is not yet in place to effectively support a transition. Finally the region's roads also carry a disproportionate volume of freight traffic due the presence of nationally significant ports and logistics businesses along with a constrained rail network. Additionally, zero emission technology for Heavy Goods Vehicles is less advanced than it is for smaller vehicles.

Figure 2.2.1 and 2.2.2: Graphs showing the reduction in CO2 emissions needed to reach net zero transport and the cumulative CO2 saved depending on how quickly we reach net zero transport



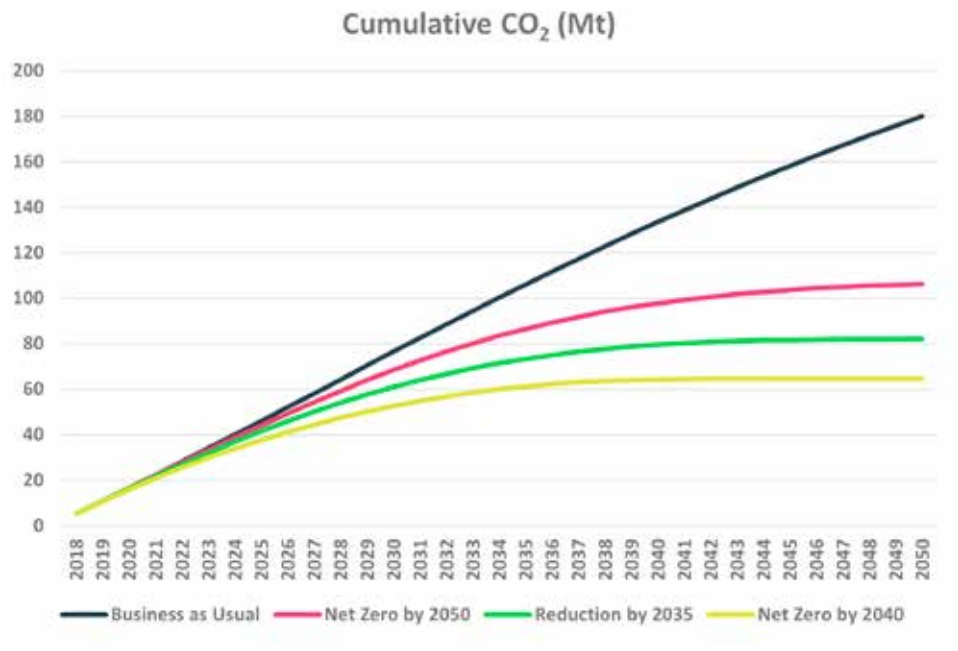


Image: Energy Systems Catapult

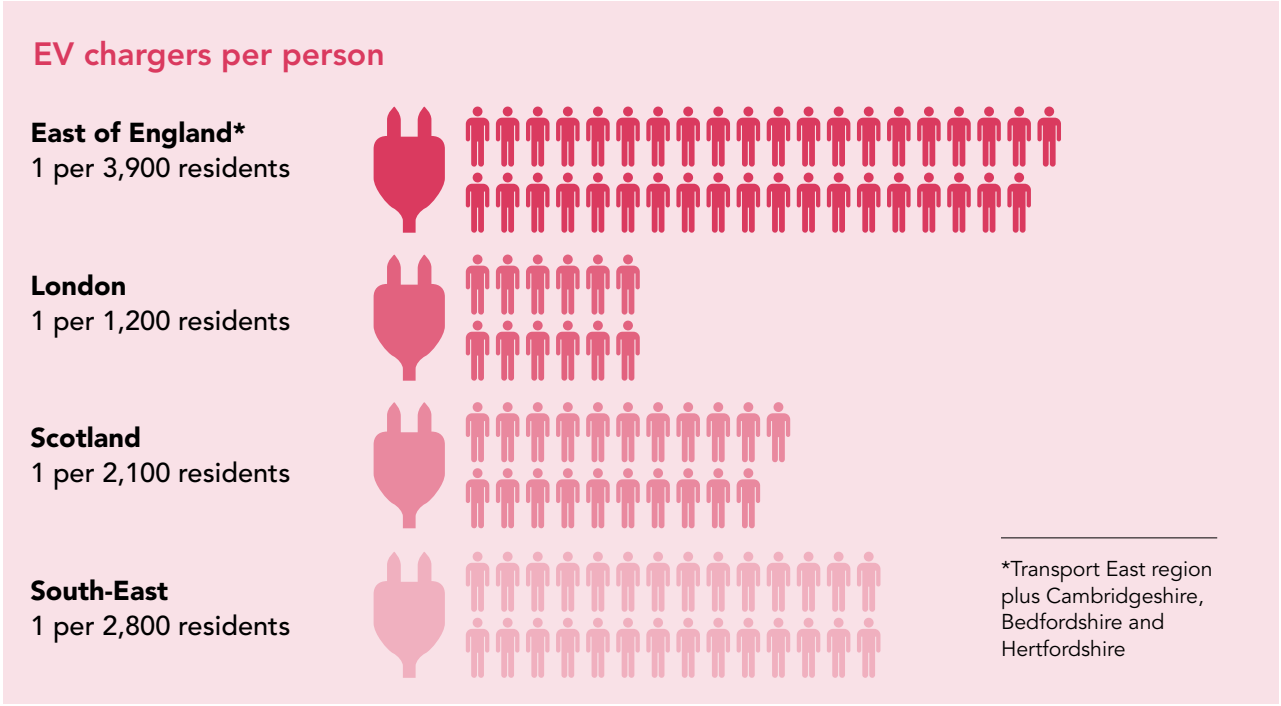
Image: Mike from Pexels

Transport East commissioned Energy Systems Catapult to understand the path to net zero transport for the region more clearly. They established a baseline of CO2 emissions and modelled the reduction in emissions required to achieve net zero by 2040 and 2050, and a reduction of 78% by 2035 (compared to 1990).

The work also looked at the differences in the production of carbon emissions in urban areas, rural areas and market/ coastal / larger rural towns.

The overall conclusion is we need a rapid and substantial change in our transport systems if we are to reach net zero in the next 30 years. The faster we can bring down transport carbon emissions the bigger the reduction in mega-tonnes of carbon released. (Figures 2.2.1 and 2.2.2)

Getting to net zero transport by 2040 is a huge challenge and will take commitment and action from everyone and at every level in the region. This strategy sets out a pathway for the region to follow.



2.3 | Growing towns and cities

Dependence on the private car causes other problems beyond carbon emissions. Many of our growing towns and cities suffer from severe traffic congestion - Southend, Ipswich, Norwich, Chelmsford, Colchester, King's Lynn and Grays are among the most heavily congested urban areas in the country outside London, according to the National Infrastructure Commission. While they may be growing, the size and density of our towns and cities are much smaller than major metropolitan areas like Birmingham or even Nottingham, where creating strong walking, cycling and public transport networks is more straight forward.

Growth in these towns and cities has occurred in parallel with a decline in the use of more sustainable forms of transport. Between 2009/10 and 2017/18, the total number of bus journeys made in the region fell by 6%. Bus operating costs have also been rising and the commercial viability of many services was an increasing challenge even before the pandemic reduced passenger numbers further.

A downward spiral is occurring, with increasing journey times leading to more passengers abandoning the bus for the car, which in turn increases congestion, reduces operator revenues, and leads to bus service reductions. Before the

pandemic, 28% of people in urban areas in the region did not have an hourly or better weekday daytime bus service within 500 metres of their home.

The picture is similar across the county and the government has recognised the need for fundamental reform of bus services, setting out a new approach in *Bus Back Better* – a national bus strategy.

The pandemic has created opportunities to improve sustainable transport in our congested urban areas. On some days during the first COVID-19 lockdown levels of cycling increased by over 300% as motorised vehicles stayed off the roads. However, significant investment is needed, to lock in that shift.

Our growing towns and cities are also limited by pinch-points on connecting roads. Significant congestion hotspots are evident on motorways and main A-roads. In 2019, an average delay of 11.3 seconds per vehicle mile was recorded on the Strategic Road Network in the East of England, significantly higher than the national average of 9.5 seconds . Over half-a-dozen coastal towns in Essex, including Southend, are among the 10% worst connected urban areas in the UK by road .

Figure 2.3.1

Case Study: **Growing towns sustainably - Norwich**

An example of our many growing urban areas is Norwich and its surrounds. The Greater Norwich area has a population of 409,000 (2018), and 50,000 new homes planned by 2038. The city of Norwich draws on a large hinterland for its economic success, a pattern similar to many of the region's major towns and cities.

The city has a labour-market catchment of over 30 miles, including rural areas and market towns. Cars are the dominant mode of transport and over 90% of cars in the morning rush hour are single occupancy, resulting in congestion, noise and air pollution in the centre and on key access routes.

Norwich has already taken positive and innovative steps to tackle this challenge including a bike hire scheme, new bridges and routes for people walking and cycling, and bus priority schemes. Norwich City and Norfolk County Councils are committed to transforming the city's transport.

Image: Suzy Hazelwood from Pexels

The emerging Transport for Norwich Strategy includes a vision for an integrated transport system to support all residents and businesses with making sustainable travel choices, reducing congestion, improving health and supporting growth. Significant transport investment will be required in Norwich, and other major growing areas such as Ipswich, Chelmsford, Colchester, Southend and Thurrock, to realise their potential as major growth hubs in the East, and make sure this growth is zero carbon.

Rail networks were also at capacity before the pandemic. At peak times, the Great Eastern Main Line (GEML) operated at maximum capacity without the ability to run any additional trains into London Liverpool Street. C2C trains on the Essex Thameside Line were similarly busy and there are significant signalling constraints on the line between Upminster and London Fenchurch Street, severely restricting the opportunity to increase capacity. Network Rail is currently developing an in-depth study of the West Anglia Main Line (WAML) to address significant constraints on that line.

Limited east-west rail connections across the region adds a further challenge. The Ipswich–Ely Line via Bury St. Edmunds currently carries a passenger service that runs every two hours. The Norwich-Cambridge route via Thetford is hourly. These services link some of our major economic centres with key business destinations. Further south, there is a gap in cross country rail routes.

High levels of urban congestion and constraints on the transport networks between urban centres contribute to social and economic challenges in our towns and cities. One specific challenge is attracting and retaining businesses and highly-skilled residents to drive economic growth and boost productivity. The graduate retention rate across the region is just 53.3%, one of the lowest in England.

2.4 | Challenges in our rural and coastal areas

Transport constraints are also a significant challenge for rural and coastal areas. Over 38% of the population within the region live in rural areas and 21% live on the coast, both significantly higher than the national average. Car dependency is particularly high in these areas. The proportion of the rural population who can access employment and services by walking, cycling or public transport is lower than the rural average for England. A disproportionately high number of people in these areas are over 65 years, creating challenges around isolation and access to healthcare for those who do not have easy access to a vehicle.

Limited transport connections in rural areas are compounded by limited digital connections. Only a small proportion of rural areas currently have access to ultrafast broadband, which contributes to the levels of people who can work remotely - just 33% of the region's residents can work from home, compared to 46% nationally. As well as hindering people's access to the jobs market, this also restricts the potential for bringing services and goods to them, adding to traffic congestion.

While some coastal areas in the region are relatively affluent, poor connectivity is a significant contributor to high levels of embedded deprivation in other coastal places. High unemployment, low wages, low productivity and poor health are prevalent in these areas and can all be linked to inadequate transport, exemplified by towns like Jaywick on the Essex coast (see Figure 2.4.1). These challenges in some coastal areas have been exacerbated by the impact of the pandemic on important economic sectors such as tourism.

Figure 2.4.1

Case Study: **Transport challenges on the coast**

Jaywick, a coastal town in Essex, has been identified as England's most deprived neighbourhood. 57% of residents are either not in employment or require benefits to top up low wages. The town also ranks poorly in terms of health deprivation.

Poor transport is a factor driving these outcomes. The town does not have the economic strength to support local jobs, so residents must travel outside for work and services. The nearest rail station is in Clacton-on-Sea, accessible only by road. 33% of households have no access to a car and only two bus services operate in the town. Journey time to the nearest hospital is over an hour.

So poor transport limits residents' opportunities to access education, training and employment.

Image: Essex County Council

2.5 | Constraints at our international gateways

Many of the challenges affecting our growing towns and cities (as set out in section 2.3) also restrict the movement of goods and people to nationally significant ports and airports in the region.

On the road network, the A13 experiences some of the worst delays in the region, of 40 seconds per vehicle mile. This is a major artery serving the Port of Tilbury, London Gateway, and London Southend Airport (via A127). The A12, A120 and A14 are the main roads between the ports of Felixstowe and Harwich and distribution hubs in the Midlands and around London. All suffer notable congestion. Poor capacity on these routes is compounded by a lack of network resilience, with few viable alternative routes for Heavy Goods Vehicles.

Rail freight services travelling to and from major ports such as Felixstowe, Harwich, Tilbury and London Gateway also suffer from constrained capacity. While there have been some capacity improvements on the Felixstowe Branch Line, there remain significant constraints on the Felixstowe to the Midlands and North route outside the Transport East region, which forces trains to travel to and from the Midlands via north London adding unnecessary freight services onto the North London Line.

Our ports at Ipswich and King's Lynn play a crucial role in moving non-containerised cargo especially for the agricultural industry. The ports of Great Yarmouth and Lowestoft are well-established major centres for serving the offshore energy industry including the large concentration of offshore wind projects in the North Sea. Both are reliant on the A47 which there has been a long campaign to upgrade junctions and dual to increase safety and provide more reliable journeys.

UK container and roll-on/roll-off freight are both expected to grow by 130% between 2016 and 2050, which will place further strain on the transport networks serving our ports. Our expanding offshore wind farms power 1.8m homes with commitments to 40GW by 2030. The designation of two Freeports in the region will stimulate significant economic activity (see Figure 2.5.1) but will require further transport investment in the very near future for capacity to accommodate the additional demands.

If global Britain is to thrive, an ambitious plan is needed to address these challenges and allow our gateways to reach their potential as catalysts for international trade and foreign investment.

Figure 2.5.1

Case Study: **Unlocking transport access to our Freeports**

In March 2021, the Government announced two Freeports in the Transport East region: Freeport East (Felixstowe and Harwich) and Thames Freeport (London Gateway, Port of Tilbury and Ford Dagenham site). Freeports will provide businesses in the zone with tax and rates reductions, and a streamlined planning environment. This will help to drive economic growth and regeneration around the ports, boosting business activity and creating skilled, high-paying jobs.

However, while of huge benefit to the regional economy, the additional activity needs to be accompanied with better surface access to markets across the UK. Significant transport challenges already exist in connecting the ports.

Road access to Felixstowe and Harwich is hindered by significant bottlenecks on the A12, A120 and A14 and a lack of resilience.

In terms of rail, there are significant capacity constraints on the Felixstowe to the Midlands and North route both within and outside the Transport East region, including Haughley Junction and around Ely.

Access to London Gateway and Tilbury is reliant on the A13 and M25. Both routes are heavily congested with unreliable journey time.

Both ports have rail freight terminals, but these link into the Essex Thameside Line which is at capacity and heavily used by passenger trains, limiting the potential to move freight by rail. Investment is needed to electrify the spur to London Gateway and at Ripple Lane Yard to manage train paths through north London. Finally, current plans for the Lower Thames Crossing do not include the Tilbury Link Road, hindering connectivity to the Freeport and constraining the economic growth potential for the region.

Image: Port of Felixstowe

3.0 OUR VISION

A thriving economy for the East, with fast, safe, reliable, and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come.

3.1 | Our vision

Our vision for this Transport Strategy was developed following a comprehensive review to identify current and future opportunities and challenges faced by the region up to 2050. This review, which is set out in Chapter 3, along with conversations with local authorities, business leaders and other partners, identified important wider outcomes that the Strategy should contribute to delivering, our four strategic priorities and six core movement corridors. Resulting in this full strategy and single voice for the investment needed for the region to deliver for its communities and the wider UK.

3.2 | Strategic priorities

The Strategy sets out a series of pathways to follow to deliver this vision, focused on the following four strategic priorities for transport, unique to the Transport East region.

Priorities

Decarbonisation to net-zero

Working to achieve net zero carbon emissions from transport by 2040, building on our status as the UK's premier renewable energy region.

Connecting growing towns and cities

Enhanced links between our fastest growing places and business clusters. Improving access for people to jobs, supplies, services, and learning; enabling the area to function as a coherent economy and improving productivity.

Energising coastal and rural communities

A reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round.

Unlocking international gateways

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

3.3 | Core Corridors

To apply the strategic approach to our unique region, our partnership has identified six core corridors crucial to the movement of people and goods, shown in Figure 3.3.1. These road and rail corridors linking growing urban areas, ports, airports with each other and the rest of the UK, will remain critical throughout the life of this strategy. Further investment will be needed along these if the region is to reach its potential as a thriving, connected, multi-centred economy, whilst reducing carbon emissions.

The strategic priorities and core corridors set the framework for the Strategy. Our strategic approach is set out in Chapter 4.

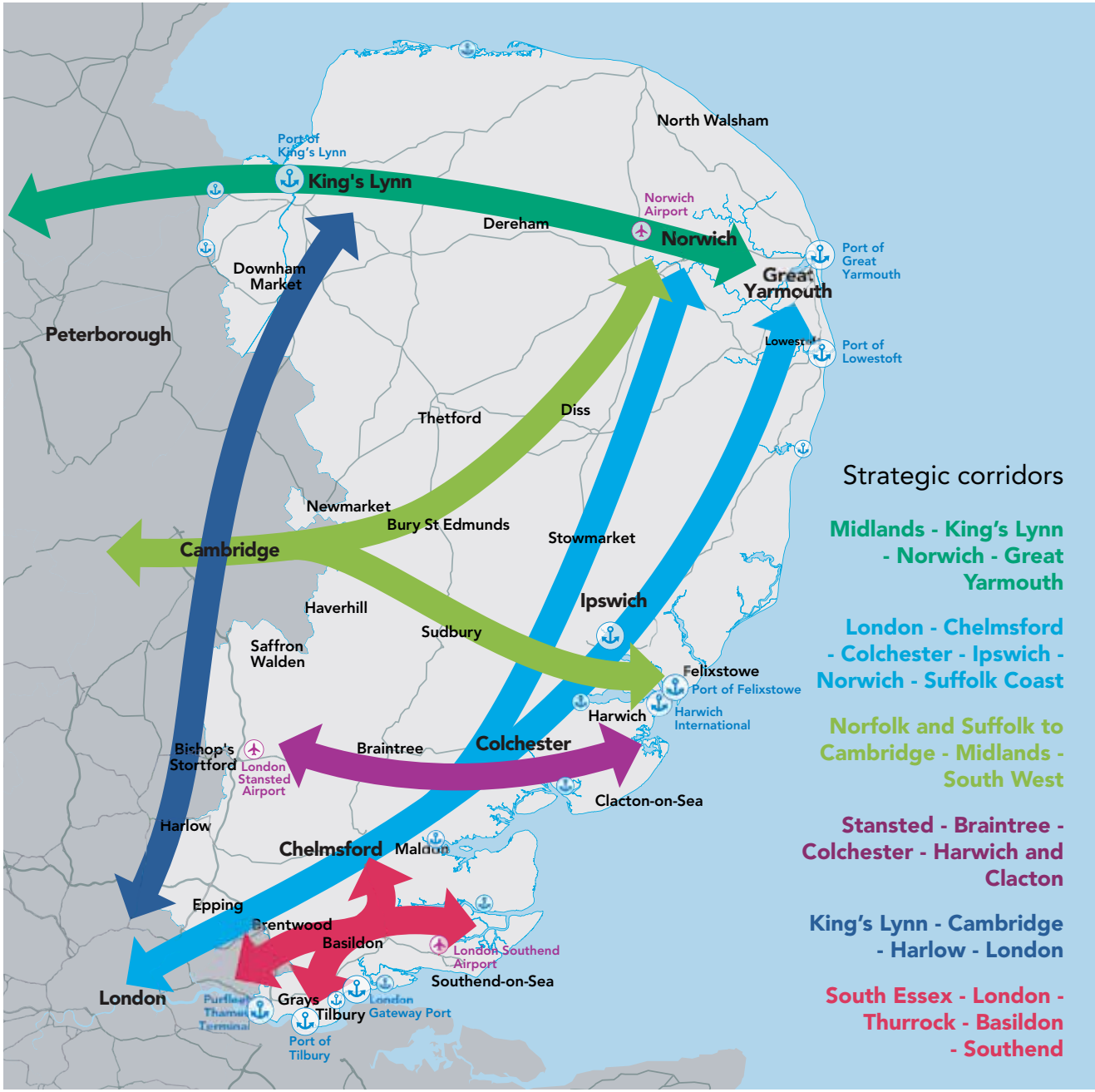


Figure 3.3.1: Strategic corridors in the Transport East region

3.4 | Delivering the Strategy across the region

Delivering the Strategy will require a tailored approach sensitive to the unique characteristics of different areas of the region, as set out in section 1.4. Examples of what our vision and the strategic priorities mean for people in different parts of the region are set out in Figure 3.4.1

Figure 3.4.1: How our vision will be experienced by people and businesses in different parts of the Transport East region

Rural and coastal communities

- A comprehensive electric vehicle charging network.
- A flexible public transport network providing accessible, reliable connections to the nearest urban centres.
- An efficient, safe and well-maintained local road network providing good connections to important local destinations.
- High-quality, inclusive walking and cycling networks to local centres, public transport hubs and for leisure purposes.
- A high-quality public realm in and around villages, town centres and visitor attractions.
- Ultra-fast broadband and 4/5G mobile connections for all.

Larger urban areas

- High quality, accessible, fast and efficient urban public transport networks, e.g. buses, supported by dedicated infrastructure.
- Comprehensive, safe, high-quality, inclusive urban walking and cycling networks.
- Seamless interchanges to sustainable modes for 'last mile' trips into and out of urban areas (e.g. Park and Ride/ Park and Pedal).
- Faster, more reliable, road and rail links between towns and cities within the region and with important external destinations.
- Places and streets in towns and cities focussed on the needs of people rather than vehicles.
- Sustainable development concentrated around existing and new public transport hubs.

Ports and airports

- High speed, high-capacity strategic road and rail links providing reliable freight journeys between gateways and major distribution centres.
- Faster, accessible and more reliable road and public transport links for passengers between gateways, major urban centres within the region, and important external destinations.
- Efficient and well-maintained local transport networks connecting to nearby urban areas and local tourist attractions, providing access to local labour markets and encouraging visitors to stay in the region.
- Infrastructure to decarbonise the movement of goods.

4.0 STRATEGIC APPROACH

4.1 | Overview

This chapter sets a strategic approach to deliver the vision and objectives over the next 30 years. This approach is informed by our technical evidence base and engagement with hundreds of our regional partners, allowing us to understand the region's transport challenges and how we should tackle them.

Our approach is fully aligned with Government priorities to promote global Britain, deliver net zero and level up our country after the COVID-19 pandemic. It will boost the economy by increasing productivity and support the delivery of new housing. And it will do so in a way that preserves our unique built and natural assets for future generations.

This chapter sets out four pathways to deliver our strategic priorities:

- Decarbonisation to net zero;
- Connecting growing towns and cities;
- Energising rural and coastal communities; and
- Unlocking international gateways

The four pathways overlap and together form an integrated strategy for the region. The projects required to deliver this strategy will be developed through our investment pipeline and delivered by Transport East, Local Transport Authorities and national partners.

Our approach to managing this process is set out in the Investment and Delivery Programme document. This is a live and agile process to develop a continuous portfolio of projects to deliver our outcomes. Allowing us to remain flexible to changing circumstances, and embed new technologies and innovations as they emerge.

Our local authorities, businesses groups and regional partners have been with us every step of the way towards developing the pathways and the Investment and Delivery Programme.

A Strategy for everyone

Throughout this Strategy we have conscientiously considered the needs of people with protected characteristics under the Equality Act and those who suffer deprivation. Those with protected characteristics include:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

People do not experience the transport network and services equally, and we are committed to implementing changes across the region to make accessing and using our networks more equitable.

4.2 | Decarbonisation to Net Zero

Net zero carbon emissions from transport by 2040, building on our status as the UK's premier renewable energy region

Transport is responsible for 42% of all carbon dioxide emissions in the Transport East, well above the national average. Decarbonising our whole society is crucial to minimise climate change and we need urgent action to decarbonise our transport network. Our decarbonisation pathway underpins the other three pathways in the Strategy.

By decarbonising transport, we can make life better for everyone in the region. By reducing emissions we can improve people's health, as poor air is linked to asthma, strokes and dementia. Streets designed for people rather than vehicles will make it safer, and more pleasant for everyone to move around. Increasing people's activity through more walking and cycling can rapidly improve people's health and wellbeing. Reducing congestion will speed business journeys and deliveries, and make it easier for emergency services to get to people who need them.

The Government's *Transport Decarbonisation Plan* sets clear direction for everyone in the transport industry to meet net zero carbon. Locally, many authorities in the region have declared a climate emergency and have committed to council operations being carbon neutral by 2030. However, more needs to be done if net zero is to be delivered.

Our decarbonisation pathway sets out an overall aim of achieving net zero transport emissions by 2040. It promotes a four-step approach, building on the Royal Town Planning Institute's framework, interpreted for the East of England's unique situation. For the movement of both people and goods it applies the principles of:

1. plan for zero carbon
2. reduce demand for trips
3. shift modes
4. switch fuels

Image: Mike from Pexels

Figure 4.2.1

Decarbonisation Pathway

Achieving net zero emissions from our transport system at the earliest opportunity

Goal 1
Zero Carbon Growth

by supporting authorities and developers to plan, locate and design new development that reduces the need for people to make carbonintensive transport trips in the future

Goal 2
Reduce demand for carbon intensive transport trips

through local living by making it easier for people to access services locally or by digital means

Goal 3
Shift Modes

by supporting people to switch from private car to active and passenger transport, and goods to more sustainable modes like rail

Goal 4
Switch Fuels

with all private, passenger transport, fleet and freight vehicles switching to net zero carbon fuels at the earliest opportunity

Net Zero
emissions from the regios's surface transport system by 2040

Decarbonisation Pathway

Goal 1

Zero carbon growth

Where people live in relation to their place of work, education or the services they regularly access, is a major factor in how they chose to travel and how goods get delivered to them. The Transport East region is planning 319,000 new homes and 167,000 new jobs over the next 15 years. If our goal to decarbonise the transport system is to be achieved, new developments must prioritise sustainable transport choices.

Building homes in places that help people travel sustainably

We will work to provide planning authorities with evidence needed to support new development in areas with the most potential to support sustainable travel, for example urban areas and locations around existing public transport hubs or in other areas where access to local jobs can reduce the need for longer distance commutes. This approach is supported by our scenario testing which indicates the location of regional development has a notable impact on the ability to decarbonise the transport system.

Through a transport decarbonisation framework, we will work with local authorities and national government to strengthen the evidence, guidance, funding structures and assessments to make sure planned new developments lock-in sustainable travel behaviour from day one.

This evidence framework will support local authorities to create robust Local Plans, Local Transport Plans (LTPs), Local Cycling and Walking Infrastructure Plans (LCWIPs) and public transport plans.

This strengthens planning guidance for developers, making sure they create robust plans to deliver ambitious and quantifiable carbon reduction measures, including reducing conventional private vehicle use and promoting sustainable modes of transport. These plans should be clearly set out in Transport Assessments and Travel Plans supporting planning applications. Our work will help strengthen national and local guidance for these documents so net zero is a central factor in decisions to grant planning permission.

Where new homes and places of employment are located also drives the movement of goods. We will work with partners to increase the efficiency of freight trips, for example through consolidation centres and shared vehicles for deliveries.

Designing places to encourage people to walk, cycle and use passenger transport

Integrating sustainable transport hubs should be a core element of the design of new developments. The design of the public realm should maximise opportunities for people to walk or cycle to sustainable transport hubs and local destinations. This means making sure routes are direct, inclusive, safe and secure at all times, a pleasant environment, provide plenty of space for prams and wheelchairs, and prioritise people walking and cycling over people driving including restricting through traffic.

High-quality and secure cycle parking should be provided, integrated with sustainable transport hubs. Parking for motor vehicles should be limited in places that are easily accessed by public transport. Infrastructure to support electric vehicle charging should be provided in new developments from day one, with on-site parking provision for alternative fuelled vehicles prioritised.

To help our partners deliver zero carbon transport developments, Transport East will:

- Create an East of England 'future network plan' and lead 'strategic corridor connectivity studies' to support local authorities with new evidence to:
  - Deliver new housing close to local jobs and essential services, and in areas with high levels of sustainable transport accessibility.
  - Complete reviews of planning applications to make sure associated transport proposals maximise opportunities supporting the use of alternatives to conventional motor vehicles, including electric vehicles and sustainable modes.
- Deliver a Future of Freight Plan for the East, to inform planning authorities, logistics businesses and their supply chains of the potential for consolidating freight transport at a strategic scale.
- Through our Decarbonisation Pathway and analytical framework, provide evidence and guidance to support local authorities and national government to strengthen carbon reduction requirements of Transport Assessments and Travel Plans for new developments in the East, including measures to reduce car dependency.

Decarbonisation Pathway

Goal 2

Reduce demand

Reducing the need for people to travel or dramatically shortening their journey is an important lever in decarbonising transport. The greenest journey is one that is not made. Here we focus on reducing the need to regularly travel long distances by encouraging a switch to more localised trips, through closer services or via digital means.

Providing digital connectivity as an alternative to travel

While not within Transport East's remit, we fully support local authorities, government, Ofcom and telecoms providers' existing strategies for all homes and workplaces in the region to have access to ultra-fast broadband and comprehensive, reliable 5G mobile coverage. This includes rural and coastal areas where good sustainable transport connections are more challenging to provide. Our partnership will work with these bodies to align their plans and this transport strategy, and support plans for digital connectivity to be built into new developments from the outset.

Digital highways

We will also work with government agencies, including National Highways and Network Rail, to embed digital connectivity in transport infrastructure and new transport schemes. This can boost productivity by helping people to work on the move and future-proof our transport network for emerging technology such as connected and autonomous vehicles.

Digital technology can also be harnessed to discourage travel at certain times of day, reducing pressure on transport networks at peak times. Private sector innovation should be encouraged to further develop existing applications that support optimal use of transport networks; for example, those that provide real-time travel information highlighting disruption, crowding, and congestion. These platforms can be used by individuals to travel at less congested times and by logistics businesses to plan freight transport.

Bringing services closer to people

Enabled by digital technology, local authorities are exploring innovative ways of bringing essential services closer to the people who need them. We support this approach as it reduces demand for transport and will work with councils to facilitate new approaches, for example, village clusters or community hubs which also improve access to transport.

To reduce the demand for travel, Transport East will:

- Work in partnership with government, National Highways and Network Rail to improve digital connectivity along main roads and railways, using evidence from our strategic network and corridor studies.
- Partner with the region's private sector to foster digital innovation, to make the best use of transport networks and discourage unnecessary travel at peak times.
- Coordinate with partners to make sure our Transport Strategy and Investment Programme fully aligns with and supports:
    - the Government and telecommunications providers' plans to roll-out ultra-fast broadband and 5G mobile in the region.
    - the work of our local authorities, developers, and telecommunications providers to embed improved digital connections in new developments across the region.

Decarbonisation Pathway

Goal 3

Shift modes

One of the biggest areas we can influence is creating a transport network that encourages people to walk, cycle and use public and shared transport instead of the private car (particularly single occupancy). Better services and infrastructure would mean more people can travel sustainably more often.

While we recognise not everyone will be able to shift to more sustainable modes of transport, more people using public transport, walking and cycling will also make journeys easier, safer and more reliable for people who have no other option than to travel by car.

Breaking down barriers to sustainable travel

We want our communities and visitors to feel safe, secure and confident in using low carbon modes, and to experience the economic, health and social advantages from doing so. This requires a unique approach in traditionally car-dependent region such as the East, tailored to our urban, rural and coastal places and the diverse needs of our residents and visitors.

Understanding our residents and businesses' challenges and barriers to mode shift will be critical to helping them reduce dependency on the private car. Our public survey in 2021 showed our residents need frequency, affordability, connectivity and safety to be addressed before they can realistically consider alternatives.

Our approach puts people at the centre, prioritising the efficient, safe, inclusive and sustainable movement of people, rather than the traditional focus on vehicle movements.

Supporting behaviour change

Changing mass behaviour is challenging as it requires individuals to be willing to change and for the wider environment to facilitate the change. Different groups of people respond to different environmental factors, based on their own circumstances. We must look at the transport system as a whole to support and empower people to choose journeys by low carbon modes.

For example, commuting by car accounts for a significant proportion of transport emissions in our region, and despite a shift to working at home through the COVID-19 pandemic, over 70% of people cannot do their job at home. A central component of our behaviour change approach will be delivery of the national Commute Zero programme with leading companies and large employers, promoting the use of sustainable modes being delivered and increasing initiatives such as car-sharing schemes to reduce single occupancy private vehicle trips.

These positive measures will encourage more people in the region to use sustainable modes of transport. However, delivering meaningful change will in some cases require a 'carrot and stick' approach. In larger urban areas, schemes to deliver improved infrastructure and services for people walking, cycling and using public should be developed in tandem with plans to reduce traffic volumes.

Re-balancing car use can take many forms, from reallocating road space to prioritise low-carbon modes of transport, to changing the price of parking or the number of parking spaces available, to charging to access particular areas at particular times of day. Holistic multi-modal strategies will be required, taking account of the unique characteristics of individual places and considering how new development can support a transition away from private car use.

To encourage people to shift modes Transport East will:

- Lead sub-national Active Travel, Bus and Rail action groups, and implement the recommendations of our bus and active travel strategies, to make sustainable transport easier to use and more attractive to people.
- Work with local authorities, government and businesses to deliver effective regional level public travel behaviour change campaigns, including Commute Zero.
- Create a new regional level analytical and modelling function to enhance the region's understanding of the barriers our communities face in shifting modes, where there is greatest potential for shift, and test new solutions.
- Lead the East's input into the future UK national approach to paying for transport so it delivers the best outcomes for the region. Build an evidence base and co-ordinate a regional level approach to traffic demand management measures to reduce private car use.

Decarbonisation Pathway

Goal 4

Switch fuel

We need to rapidly increase the proportion of net zero carbon vehicles on our roads at the earliest opportunity. Equally, we need to transition the rail network to clean fuels. Agriculture is also an important sector for the region which has unique and notable challenges in cleaning fuel. As the UK's leading clean energy region, but one of the highest emitting carbon regions, we have a unique opportunity to lead by example, using our own clean energy production to power our future transport. Reducing emissions from fuel not just reduces carbon but will also dramatically improve air quality in our 46 Air Quality Management Areas.

An electric car revolution

The public take-up of Electric Vehicles (EVs) is accelerating but the Transport East region continues to lag behind others in the UK. Our region is large and regular journeys take longer than in other parts of the UK, plus we also have relatively fewer charging stations. These both contribute to range anxiety for many drivers.

There needs to be a step-change in the provision of electric charging infrastructure in the places where people need it – at home, at work, in depots and on the road. There are many national, regional and local bodies that need to work together very closely to make sure the roll-out of charging infrastructure keeps pace with the take up of EVs, is equitable across communities and geographies and works for the customer.

Our region is at the forefront of clean energy generation but power supply is a constraint. Transport East has a strong role to play to align transport and energy infrastructure planning and delivery at the regional level. We will support National Grid, UK Power Networks and local energy suppliers to accelerate their improvement plans, so clean energy from our coastline can power EVs in the region.

As the take-up of EVs accelerates, we will work with local authorities to explore gradually increasing restrictions on carbon fuelled cars in larger urban areas and places with significant air quality issues, including the option for low emission zones.

Figure 4.2.2

Case Study: **Innovation in alternative fuels**

The Transport East region is leading the way in innovating to reduce carbon emissions from transport. The first electric vehicle charging forecourt in the UK – Gridserve – is in Braintree, Essex. It updates the traditional petrol station model for the EV age. The forecourt can charge 36 electric vehicles at the same time, with high-voltage charges delivering 200 miles of electricity in 20 minutes. The facility is powered exclusively by solar energy and includes food and drink outlets, a waiting lounge, toilets, a children's play area, a fitness centre and business meeting space.

The region is also home to Hydrogen East. At the forefront of hydrogen technology, this body focuses on bringing together organisations with an interest in hydrogen in the East of England. It researches new hydrogen markets, raises awareness of existing hydrogen opportunities in the region and promotes technology developments.

Image: Gridserve

It has identified Bacton on the Norfolk coast as a potential Energy Hub, harnessing its pipeline connections to Europe and to offshore gas and wind energy production sites. The site would have significant potential to provide hydrogen fuel for the transport sector as part of the drive towards net zero. Our Freeports are also exploring opportunities for expanding hydrogen production, storage and distribution.

Switching to cleaner passenger and fleet transport

Switching to electric cars is part of the strategy, but we must also clean all other vehicles. Our strategy embraces other fuels such as hydrogen, which could be a good solution for fleets and larger vehicles like buses and agricultural vehicles, for longer distance services in rural areas and for some rail lines.

We support our local authorities and businesses leading the way to accelerate plans to clean their vehicle fleets. We will also work with local authorities to develop regulation to support the transition of taxis and private hire vehicles in the region to zero emission technology.

Transport East is fully committed to working with local authorities and bus operators in the region to accelerate the transition to zero emission bus services. Greening the bus fleet in our region to zero emissions will play a key role in delivering net zero and should be cheaper to operate than petrol and diesel vehicles. They also create less engine noise and vibration, providing customers with a smoother ride. Plans for this transition should be included in Enhanced Partnerships and local Bus Service Improvement Plans (see section 4.3).

As with smaller vehicles, high upfront costs for zero emission buses presents a barrier to take-up.

We will collaborate with local authorities, bus operators and government to secure the financial support needed to adopt new zero emission buses, building on the promises in *Bus Back Better*.

On rail, electrifying lines is essential to decarbonising journeys. This can be done in stages with benefits to local areas being realised as sections of line are completed. Bi-mode trains which can switch between electric and diesel are already running in the region and coastal routes could be well suited to pilots of hydrogen trains.

The use of hydrogen for freight and port activities is also vital, and this is discussed in section 4.5 Unlocking international gateways.

To support the region to switch fuels Transport East will:

- Lead a region-wide Electric Vehicle infrastructure task force in collaboration with the Office for Zero Emission Vehicles, local authorities, neighbouring regions and other partners to accelerate the roll-out of inclusive charging infrastructure and identify the sub-regional actions need to unblock and speed delivery.
- Create a partnership with National Grid and UK Power Networks to make sure the roll-out of charging infrastructure in the East aligns with plans for upgrading electricity supply networks and is powered by clean energy sources.
- Coordinate partner organisations including Net Zero East, Hydrogen East, National Highways, Network Rail and local authorities to elevate and make the case for investment in the East to decarbonise vehicle fleets and networks, including operational fleets, buses, taxis, private hire, trains and freight.
- Accelerate the roll-out of ultra-rapid EV charging points on the Strategic Road Network, working with National Highways and using evidence from our strategic corridor connectivity studies.
- Work with government and partners to identify barriers to people and businesses switching fuels across our region and make the case for solutions that will work best in the East – potentially including plug-in grants for cars and financial incentives to support zero emission buses, taxis, private-hire and freight vehicles.

4.3 | Connecting growing towns and cities

Enhanced links between our fastest growing places and business clusters, improving access for people to jobs, suppliers, services and learning; and enabling the area to function as a coherent economy with improved productivity

The East has vibrant, successful places which attract people to live, work, learn, visit, invest, and do business. We want our growing towns and cities to be better places for people to do all this. To be easier to get between and around centres, to be safer and more pleasant for people, to be cleaner and help people live healthier lives.

Strategic transport networks in the East are slow, congested and overcrowded. Places like Southend, Ipswich, Norwich, Chelmsford, and Colchester are among the most heavily congested urban areas in the country outside London. With 319,000 new homes and 167,000 new jobs planned over the next 15 years, this will only get worse unless we work with government to tackle it.

We do not have one dominant metropolitan centre. Our £74bn economy functions through the connections between our 75 towns and cities, and neighbouring destinations such as London, Cambridge and the Midlands. Our market towns are also essential local hubs for surrounding rural areas. This means major roads and railways are critical arteries supporting the regional and national economy and are under significant pressure.

The region already has extensive infrastructure providing and supporting routes within and between towns and cities. This includes more than 645,000km of road, 17,000km of footways and shared paths, together with public rights of

Strategic Road Network
> 620Km

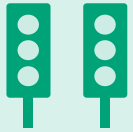
All other roads
> 25,500km

Footways/shared cycle paths
> 16,800km

Public ROW
> 12,200km

Bridges & structures
> 3,000

Street lighting
>21,800



Signals/controlled crossings
> 1,200

way, bridges and structures, street lighting. A sustainable approach to transport includes the need to look after these assets, to ensure they are maintained at a level that encourages people to walk and cycle and ensures that roads are safe to use.

Effective asset management needs funding certainty. A programme of work that delivers value for money, requires a multi-year approach to improvements, which can only be delivered with multi-year funding certainty. New infrastructure investment will also increase the level of assets to be maintained.

The Strategic Road Network (SRN) of motorways and main A-roads in the East of England has an average delay of 11.3 seconds per vehicle mile, significantly higher than the national average of 9.5 seconds. Journey times by rail are slow, for example train travel to Norwich from London takes nearly 2 hours, compared to London to Birmingham – a further distance - in 80 minutes.

Figure 4.3.1 set outs our current challenges, specifically high car mode share in urban areas and constraints on our major rail and road routes.

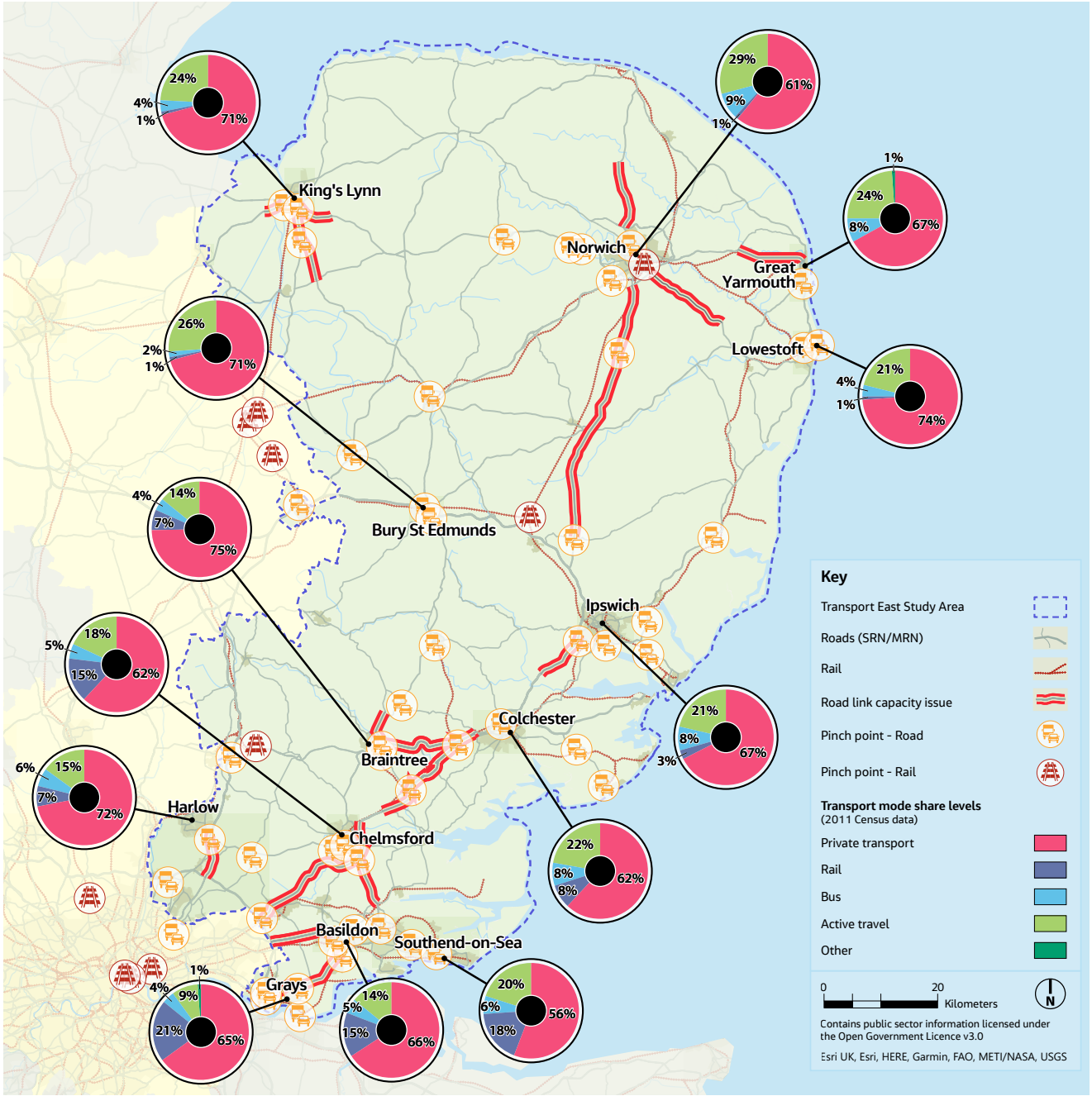


Figure 4.3.1 Urban Mode Share and Inter-Urban Transport Constraints

Figure 4.3.2

Connecting our growing towns and cities Pathway

Connecting our growing towns and cities Pathway

Goal 5

Better connections within towns and cities

Many of our towns and cities are built on historic foundations with limited road space, particularly in the centre. The forthcoming transition to EVs will help reduce, but not eliminate, carbon emissions and improve air quality, but not reduce congestion, reduce road danger or improve people's health.

Tackling this needs a coordinated approach to deliver new infrastructure and services which encourage and prioritise walking, cycling and public transport, alongside measures to reduce traffic volumes in busy town and city centres. The benefits will not only be transport related - if we get this right, we can also boost local economies, and improve the quality of life of our 3.5 million people.

Physical inactivity is responsible for 1 in 6 deaths in the UK. Greater levels of regular exercise can reduce the impact of many health conditions relatively quickly. Building exercise into journeys through active travel like walking and cycling is one of the easiest ways people can increase their activity, improving health and quality of life and reducing the costs and resources required to treat poor health. The East has an older and aging population, so it is even more important that our transport systems and built environment make it as easy as possible for people to stay active as they get older.

What are the health benefits of physical activity?

Regular physical activity **REDUCES** your risk of....

Dementia by up to **30%**

Hip fractures by up to **68%**

Depression by up to **30%**

Breast cancer by **20%**

Colon cancer by **30%**

Type 2 diabetes by up to **40%**

Cardiovascular disease by up to **35%**

All-cause mortality by **30%**

Data: DfT Gear Change 2020

A walking and cycling revolution

Government has set a target of 50% of all trips in urban areas to be made by walking and cycling, and we share that ambition. There is significant potential for more people to walk and cycle in our towns and cities. However, they are prevented from doing so by safety and security concerns, lack of infrastructure, poor information, and other barriers. This results in people making a rational, or habitual choice to drive.

Successful walking and cycling improvements come from good data and analysis alongside meaningful community engagement. We must fully understand current walking and cycling activity and exactly where there are opportunities for more, to target future infrastructure investment. This should include harnessing new technology (for example using mobile phone data) to understand how people move, expanding conventional means of data collection including surveys, and using audits to understand the quality of existing routes and facilities.

All urban areas should have a Local Cycling and Walking Implementation Plan (LCWIP) to identify long-term urban walking and cycling networks and the supporting infrastructure and behaviour change activity required to create a transformation in the numbers of people walking and cycling. These will prioritise local investment tailored to the characteristics of the areas they cover. We will champion the development of these plans, ensuring a consistent quality standard across the region.

People will only walk and cycle if the facilities are safe and well maintained. We will work with local authorities in the region to develop a toolkit to help planners design roads and streets with a greater emphasis on accommodating sustainable modes. Transport for London's 'Healthy Streets' initiative and Streets Toolkit provides a potential starting point that can be tailored to the unique characteristics of towns and cities in the Transport East region. The public realm in urban areas should be designed inclusively, considering issues such as safety and security after dark and the needs of parents with pushchairs and people with mobility impairments.

Our urban areas should also accommodate emerging micro-mobility trends where it is safe to do so, for example the increasing popularity of e-scooters, e-bikes, and dockless bike hire schemes. Building on the existing schemes and trials in the region like the Beryl bike hire in Norwich and Spin scooter trials in Basildon, Chelmsford and Colchester, and Park and Pedal scheme in Ipswich.

Image: Visit East of England

Figure 4.3.3

A step-change in Active Travel

We share government's goal for doubling walking and cycling. For this to be successful it requires improvements to infrastructure which work for local places. Best practice in walking and cycling design tends to come from large metropolitan areas. We commissioned a study with Sustrans to demonstrate how government's ambitious targets could be achieved in a region like ours, with large rural and coastal areas as well as smaller towns and cities.

Image: Gemma Evans from Unsplash

Our local authority partners have a strong track record in developing and implementing plans across the region to create high-quality walking and cycling routes, making it easier, safer and more accessible for everyone to travel actively. Sustrans recommended the following priorities for investment:

- **Inclusive Design:** Active Travel infrastructure designed for all types of users
- **Urban Infrastructure:** Extensive Active Travel networks in all our towns and cities
- **Inter-Urban Infrastructure:** High-quality traffic-free network of routes between urban areas and market towns
- **Rural Infrastructure:** High-quality traffic-free rural network of routes between villages and their nearest urban centre
- **User-friendly support infrastructure:** Inclusive cycle parking, wayfinding, places to rest, Cycle Friendly Places
- **Data Collection:** Step-change in quality and quantity of data collected on Active Travel modes across the region
- **Supporting Policies:** All land-use, development planning and transportation policies across the region aligned with *Gear Change* and UK Government Local Transport Note 1/20 (LTN 1/20)
- **Governance and Funding:** Sustained, consistent funding and effective cross-boundary cooperation are vital to successfully deliver improvements for walking and cycling
- **Behaviour Change:** Extensive, wide-reaching programmes to lock-in benefits of new infrastructure investment
- **Maintenance:** Significant uplift in spend on maintenance of Active Travel infrastructure
- **Supporting Technologies:** Partnerships with private sector to develop integrated complementary technologies

Improving the urban bus network

Buses are a flexible and sustainable option, forming an important piece of the public transport network. However, bus services in large parts of the region are limited. Before the COVID-19 pandemic, 28% of people in urban areas still did not have an hourly or better weekday daytime bus service within 500 metres of their home. Dependency on the private car is exacerbated by uncertainty about fares and tickets, and unclear information on routes, services and operating hours. The bus network is a complicated patchwork of services run by different operators, each setting their own routes and fares.

The COVID-19 pandemic has made this situation worse, significantly reducing bus passenger numbers resulting in severe financial impacts on bus operators.

Aside from walking, the bus is the most space-efficient mode of urban transport and is an essential mode of transport for much of society including older people, those on lower incomes, women and students. It can carry the most people in the smallest amount of road space and caters for everyone. Buses are vital for solving urban congestion.

Transport East supports the approach set out in the government's *Bus Back Better* Strategy. This would see Enhanced Partnerships between local authorities and operators to set Bus Service Improvement Plans to improve customer experience, journey times and reliability locally.

At the regional level, Transport East can support local improvements by leading on strategic issues around integrating buses with other transport modes including customer information, fares and ticketing and cross-boundary services along our core movement corridors,

Within our towns and cities, buses will only be successful if priority measures are also provided to segregate buses from congested general traffic to make journeys quicker and more reliable, attracting people away from driving private cars. We will support local authorities to maximise the opportunities for bus travel by reviewing parking provision and cost within their areas, to make bus journeys as attractive as possible.

Image: Super Straho from Unsplash

Figure 4.3.4

Improving urban buses

Buses will play a crucial role in developing sustainable transport networks in urban areas. The national Bus Strategy *Bus Back Better* sets out a vision for improving bus services in England to encourage passengers back to buses. It defines the outcomes needed for passenger transport to become more accessible and a more attractive alternative to the car, including making services greener, cheaper, more frequent, more reliable, and faster. The strategy also identifies the need to improve passenger information and integration with other modes and enhance journey quality and accessibility for all.

The strategy requires local authorities and local bus operators to work together with their local communities to deliver fully integrated services. Bus Service Improvement Plans set out the vision, ambition and delivery for each local authority in delivering the step-change in bus services through Enhanced Partnerships or franchising.

Transport East partners are driving forward plans for Enhanced Partnerships with local bus operators to work towards ambitious networks able to compete with the car.

A report by Transport East into bus passenger transport in the region in 2021 set out several recommendations:

- Stable and increased government funding for bus services, particularly those in rural areas
- More flexibility for councils and operators to run new types of service, such as mini-buses booked on-demand through apps
- More coordination of different public transport options to make journeys easy to plan and take, including customer information and payment
- Prioritising bus services at congestion hotspots to keep journeys quick and reliable
- Work regionally to improve cross-boundary services

Image: VHS from Pexels

Prioritising sustainable modes in urban areas

Walking, cycling, buses and general traffic networks are all interconnected and cannot be planned separately. To enable people to choose walking, cycling and bus services in our space-constrained towns and cities, these routes should be planned together on a network, corridor or area basis, alongside measures to manage general traffic.

We will work with local authorities to promote measures that reduce traffic levels in urban areas and develop measures to restrict car use in crowded centres, in tandem with plans to improve access by sustainable modes. The right solutions will depend on the characteristics of each place, but could include working closely with schools, employers, businesses and other destinations to manage the demand for travel and adjustments to road space allocation, parking provision and pricing.

To provide better connections within towns and cities Transport East will:

- Increase the capacity and capability of local authorities in urban areas to deliver a step-change in urban connectivity through:
  - Commissioning and providing enhanced regional level data and evidence to strengthen co-ordinated multi-modal transport plans
  - Developing a toolkit to help planners in the East design urban roads and streets prioritising sustainable modes, reflecting our region's unique features
- Make the case for increased and stable funding for the development, construction, and maintenance of comprehensive walking and cycling networks in the East, supported by dedicated safe and inclusive infrastructure, high quality signage and wayfinding, and priority over traffic.
- Lead an action plan to identify and drive forward regional-level projects to complement Local Transport Authorities' local Bus Service Improvement Plans, accelerating the delivery of comprehensive networks of accessible, high frequency 'turn up and go' bus services supported by real-time information and integrated cashless ticketing.
- Lead our sub-national Active Travel, Bus and Rail action groups, and implement the regional recommendations of our bus and active travel strategies, to make sustainable transport more accessible, easier to use and more attractive to all people.

Connecting our growing towns and cities Pathway

Goal 6

Better connections between towns and cities

With 75 growing towns and cities spread across the region it is critical people can travel efficiently between places to access jobs, training and education, and businesses have reliable connections to their customers and supply chains.

Poor connectivity in the region is a significant barrier to attracting and retaining firms and workers and to overcoming issues such as lower than average skill levels. It is also an obstacle to maximising the potential of high-value business clusters that capitalise on the region's strengths.

We also need strong connections beyond our boundaries. London and Cambridge particularly, have strong economic and leisure centres which are supported by people, businesses and goods from across the East.

Building a world-class rail network

The rail network in the region is oriented towards London, based on three core radial routes; the West Anglia Main Line (WAML), Great Eastern Main Line (GEML) and Essex Thameside Line. East-West connections are provided from Cambridge to Ipswich and Norwich. Additional branch lines connect to our coastal communities, including Great Yarmouth, Lowestoft, Felixstowe and Harwich. The network in the Transport East region is summarised in Figure 4.3.5.

Our rail network is slow compared to other parts of the UK. Investment by Network Rail and the train operating companies has made incremental improvements over recent years. The new train carriages being rolled-out on the Greater Anglia managed routes increased capacity and improved customer experience. However, travel time on our constrained network is unacceptable when compared to journey times on similar routes elsewhere in the country.

Frequency of passenger services and the movement of freight is affected by constrained capacity on our rail lines across the region. This is exacerbated by a very significant number of level crossings and a need to expand digital signalling. Balancing the need to access local communities by road and improvements to safety, frequency, capacity and reliability for the railway is challenging and we will work with Network Rail to strike that balance. Investment in rail is vital for decarbonisation and our contribution to UK prosperity and so is a core priority for this strategy.

Before the COVID-19 pandemic, passenger services on the main routes into London were heavily crowded during the peak. The longer-term implications of the pandemic on rail demand are uncertain, however, the extent of capacity constraints combined with the scale of development envisaged along parts of the network (particularly in the Thames Estuary) suggests even a modest rebound in rail usage over the next few years is likely to require major investment.

A further rail challenge in the region, evident from the plan in Figure 4.3.5, is that orbital east-west connections are very limited. The Ipswich-Ely Line via Bury St. Edmunds currently carries a passenger service that runs every two hours. The Norwich-Cambridge route via Thetford is hourly. These services link some of our major economic centres with key business destinations. Capacity improvements along these corridors, both inside and outside our boundaries are crucial to unlocking the potential of rail within the East.

Our partners have produced detailed plans for improving our network and we are committed to working with local authorities, deliver bodies, business partners, and government to drive these forwards. We propose establishing a Transport East Rail Group to make sure the East is at the forefront of UK rail investment. Working with Network Rail and Great British Railways to create an overarching approach to strategic rail investment in the East, the Rail Group will support the excellent progress already made by our constituent Taskforces, and make sure the wider contribution of a world-class rail network in the East to UK prosperity can be fully understood.

Specific rail challenges have been identified in our Strategic Corridor chapter (5). Our strategy also supports the reopening of new lines and stations through the Restoring your Railway programme, including Maldon to Witham, Kings Lynn to Hunstanton, and Wymondham to Dereham.

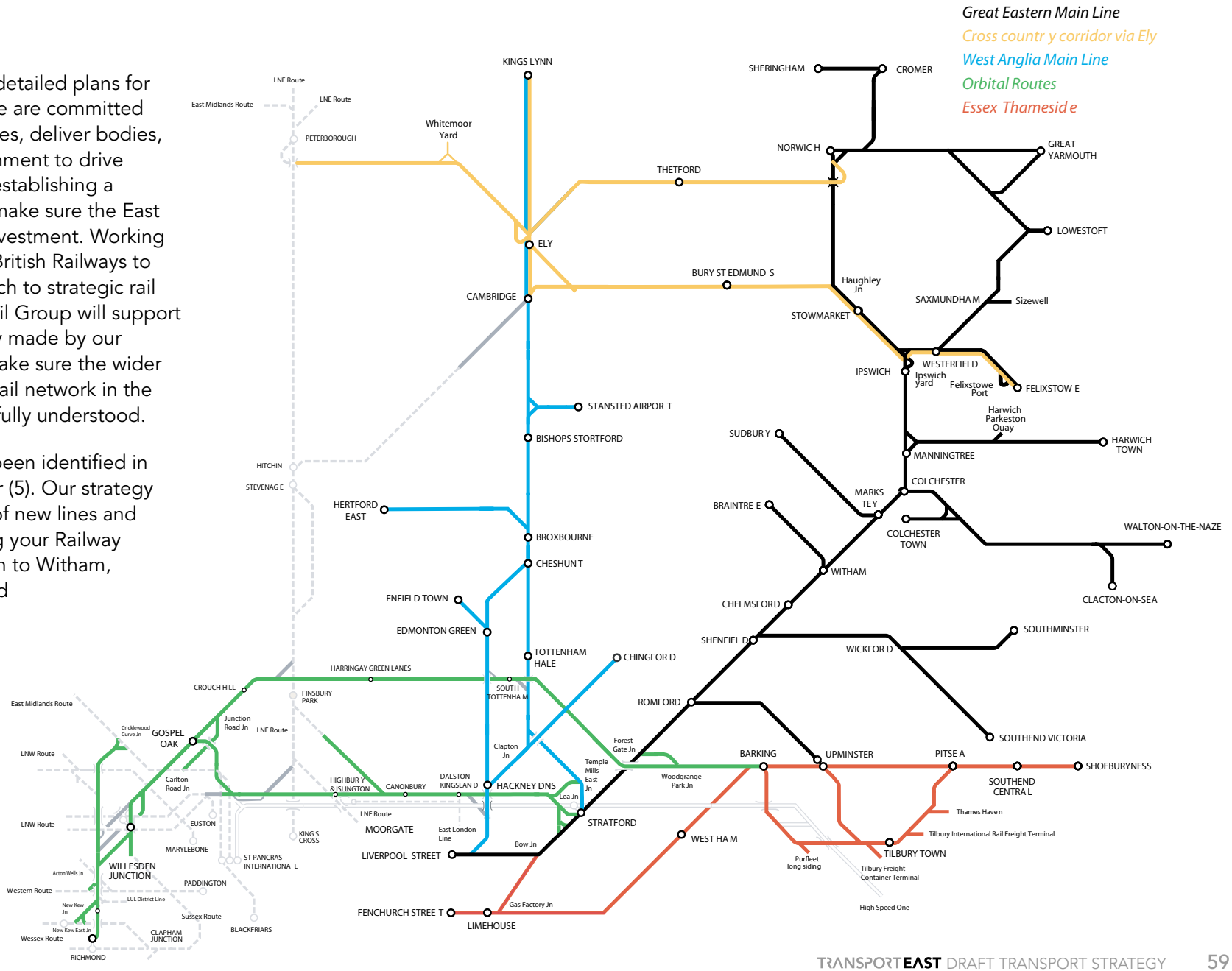


Figure 4.3.5: Anglia Route rail network

Source: Network Rail Anglia Route Study, 2016

Figure 4.3.6

Case Study: **East-West Rail**

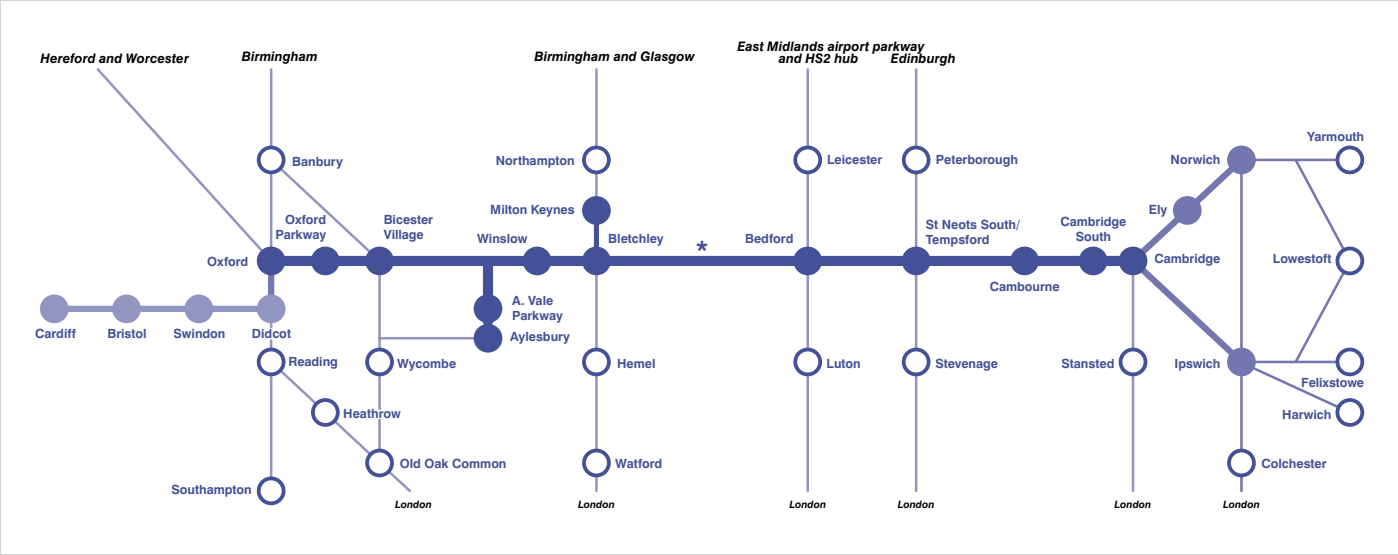
East-West rail connections in the Transport East region are very limited, consisting of two branch lines. The Ipswich–Ely Line via Bury St. Edmunds currently carries a passenger service that runs only every two hours. The Norwich-Cambridge line via Thetford is hourly. Journey times are unacceptably slow, typically 75 minutes between Cambridge and Ipswich (around 45 miles as the crow flies) and 80 minutes between Cambridge and Norwich (57 miles).

Improving rail connections between Cambridge, Norwich and Ipswich would support the growth potential of these cities and development along key corridors such as the Norwich-Cambridge Tech Corridor and connect with wider UK economic centres.

There are well developed plans to improve East-West connections between Oxford and Cambridge – known as East West Rail. Transport East strongly supports the proposal to extend East West Rail with an Eastern Section, connecting Norwich and Ipswich to growth centres at Cambridge, Milton Keynes, and Oxford, and onwards to Wales, Scotland, the South West and the North.

The EWR Eastern section would significantly reduce rail journey times between key urban areas, and relieve crowding on rail services via London and congestion on the strategic road network. It would also unlock major development sites with sustainable transport connections to help the Government fulfil its ambition to deliver more homes across the UK.

The Eastern section could also open-up opportunities for direct connections to Stansted and Colchester along with onward improvements for coastal locations in Norfolk and Suffolk.



Source: East West Mail Line Partnership

Alongside rail infrastructure, Transport East will make the case to revolutionise the customer experience of public transport, working with operators to improve services, accessibility, ticketing and fare options for passengers. Integrating rail services with other modes is also vital, to ensure end-to-end customer journeys are easy and seamless.

The Rail Group will support the rail industry and local authorities to ensure sure major new developments are connected to the rail network through new stations where appropriate and better links to existing stations.

Finally, the electrification of the railway is vital – both in delivering additional capacity to support improved services, move increasing amounts of goods, as well as the drive towards net zero. We will fully support and make the case for the rapid rollout of Network Rail's Traction Decarbonisation Strategy in the East, including the use of hydrogen fuels on branch lines.

A new approach for our roads

The strategic road network has underpinned the Eastern region's economy for the last millennium by moving people and goods, and that fact will not change. What will change within the lifetime of this strategy is how roads are used by people.

Nearly 80% of all miles travelled by people in the East are made by car or van, and roads will continue to transport most people and goods between our towns and cities in future. Our challenge is to develop a zero-emissions road network fit for the 21st century that provides reliable, fast, safe and efficient connections between our growing places, offering a range of journey choices – bus, mass rapid transport, bike, coach, shared vehicle or electric car for people, or clean freight to move goods.

Starting with the infrastructure, this means improving both the Strategic Road Network (SRN) managed by National Highways and the Major Road Network (MRN) and local road network both managed by local authorities (shown in Figure 4.3.7). Our partners have identified core roads along our six strategic corridors that are vital to connect our region to the UK economy, including the A11, M11, A12, A13, A14, A47, A120 and A127.

We will work with local authorities, other sub-national transport bodies and National Highways to review priorities and develop plans to improve road connections between our growing towns and cities and key places outside the region, building on the projects already in the region's Road Investment Strategy and MRN investment programme. Our focus will be on providing fast, reliable, safe journeys and creating a well maintained and resilient network, while improving environmental outcomes and meeting the needs of all users.

A major proposed road link for the region is the Lower Thames Crossing which connects the M25 near South Ockendon through Thurrock, with the A2 south of Gravesend on the other side of the river. The primary objective for the scheme is to provide resilience to the M25 around the Dartford Crossing. While the scheme will improve onward connections into Kent, they do not include the Tilbury Link Road, hindering connectivity to the Thames Freeport and constraining the economic growth potential for the region.

We must explicitly tackle the challenge to deliver net zero carbon emissions. Roads create 96% of our region's transport carbon emissions. We must improve how we manage our roads and how people use them, integrating roads planning with our rail plans by focusing on strategic people movement.

Experience has shown that it is not always possible to build our way out of congestion problems. New roads can relieve congestion in the short-term but in the longer-term tend to result in more drivers wanting to use them. New links may be required in specific circumstances (for example to provide access to new developments in areas of high growth or to fix significant network gaps) but the overall approach should be to create reliable journeys by identifying existing congestion hotspots and pinch-points and developing targeted interventions to provide more consistent capacity.

We support the development of a mass rapid transit network using our road network and integrated with our rail network. The Government's *Bus Back Better* Strategy encourages the development of high frequency 'superbus' networks in areas with patchworks of small towns and large villages. There is significant potential for the development of this type of network in parts of the region.

Many of our local authorities are already leading the way on this, including proposals for the South Essex Bus Metro covering Southend, Thurrock and parts of South Essex (see Figure 4.3.8), the KenEx route connecting Kent and Essex, a North Essex Rapid Transit (NERT) connecting Braintree and Colchester, and proposals to connect with Hertfordshire via the Herts-Essex

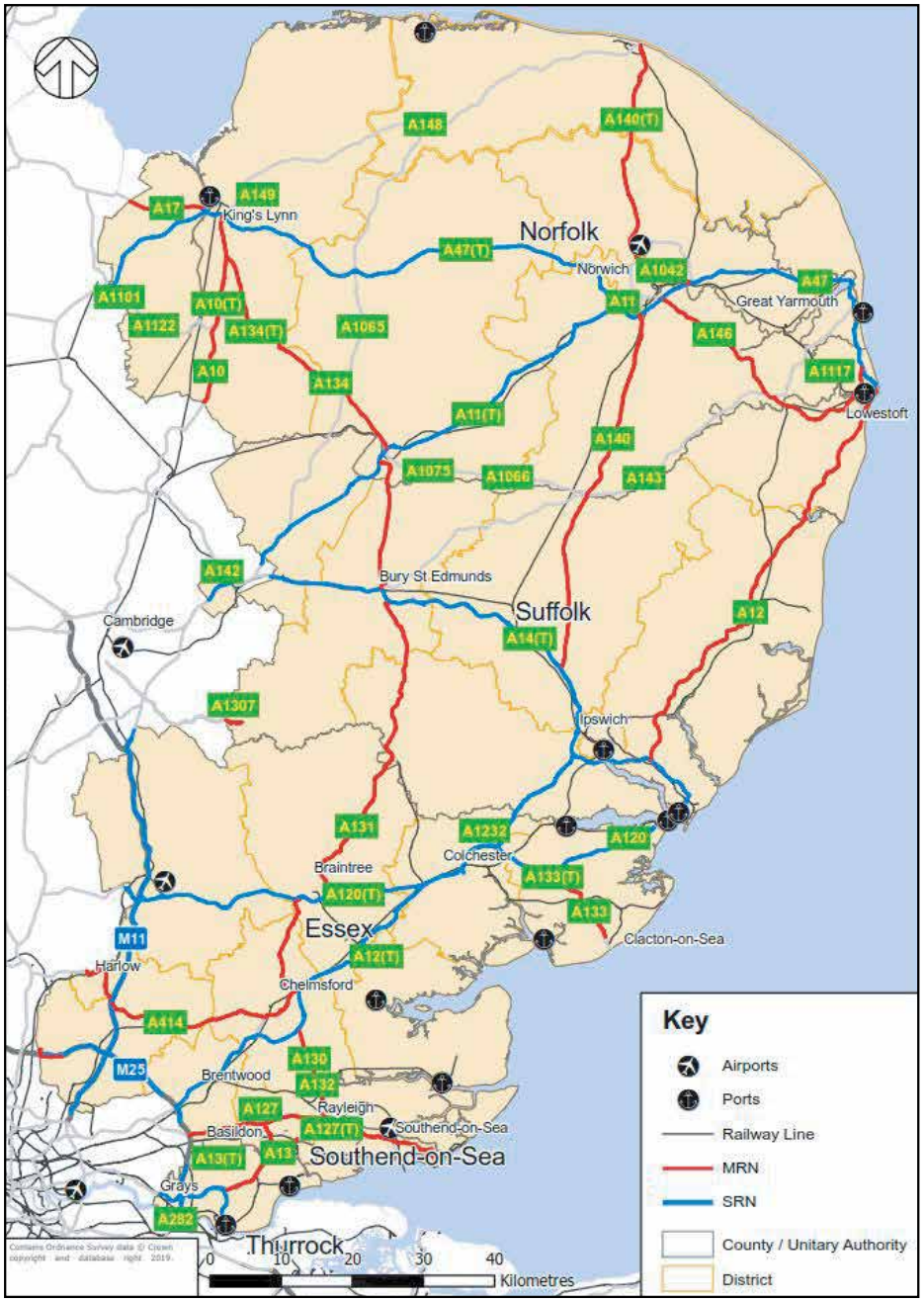


Figure 4.3.7: The SRN and the MRN in the Transport East region

Source:
Transport East regional evidence base, 2019

Rapid Transit (HERT). Together with emerging Enhanced Partnerships for buses and existing coach networks, the start of a regional passenger network is forming using strategic roads. The Transport East partnership will scope a sub-national passenger transport network further with our partners.

For people who need to use private vehicles, we will support the accelerated roll-out of ultra-fast EV charging infrastructure along the SRN and MRN to maximise the use of sustainable vehicles on our major roads.

Figure 4.3.8

Case Study: **South Essex Bus Metro**

The South Essex Bus Metro is a proposed state-of-the-art Bus Rapid Transit network connecting key destinations in Southend-on-Sea, Thurrock and south Essex.

Zero emission buses would run separated from general traffic and the network would be designed to attract a wide range of users, with real-time information, a tap-in payment system and accessible, safe stops. Planned alongside walking and cycling improvements to make it as easy as possible for people to use sustainable travel for their whole journey, it would be integrated with demand responsive services to connect with communities further afield.

The scheme is currently under development and an indicative network is illustrated below.

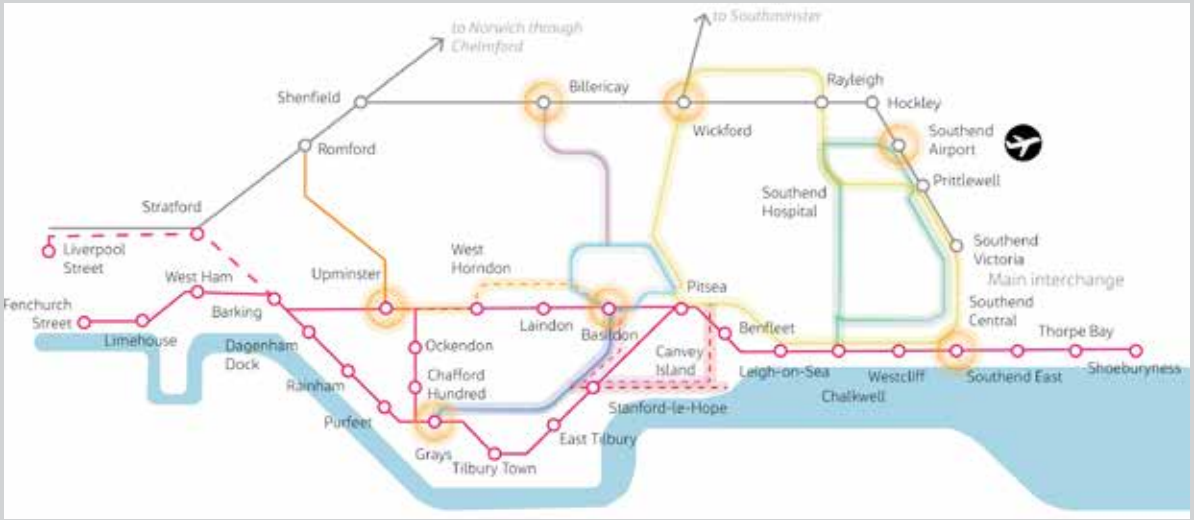


Image: Essex County Council

While our strategic roads can manage large numbers of vehicles, this is not true of streets within our towns and cities. We need to make sure trips made between our towns and cities do not contribute to congestion within urban areas. Initiatives such as Park & Ride and Park & Pedal are critical to intercepting journeys and supporting a smooth transition to sustainable modes of transport within our urban areas.

Longer-term measures to manage road demand

The take-up of electric vehicles will have significant consequences for how roads are managed and funded nationally in future. The upfront cost of an electric vehicle is currently higher than a petrol or diesel-powered vehicle, but this is changing rapidly as mass-production of electric vehicles accelerates. Electric vehicles are also already cheaper to run, partly because of the fuel duty paid at the pump when filling up with petrol or diesel.

As electric vehicle technology improves, the cost of motoring will reduce further and people are likely to use their EV more as cost of fuel becomes less of a factor. This means nationally that new demand management measures are likely to be required to reduce congestion and delay at peak times. The government will also need to find new ways of raising revenue to invest in and maintain roads as fuel duty decreases.

We are committed to working with government to explore options for maintaining our road network and managing demand to use it in the age of the electric vehicle. The implications of any national proposals would need to be carefully considered and consulted on widely to understand how any detailed policy would affect communities in the East.

To better connect our growing towns and cities with each other and the rest of the UK Transport East will:

- Lead regional network analysis and corridor connectivity studies to present a new and compelling case for investment in existing and future priorities on our strategic corridors.
- Lead strategic thinking on the enhanced role of rail in the East to 2050, through the formation of a Transport East Rail Task Group.
- Enhance the business cases for investment in our rail priorities in the East and accelerate delivery of our priorities, including proposals to deliver faster and more capacity on the Great Eastern Main Line, West Anglia Main Line, Thameside Line, and the Eastern Section of the East West Main Line between Oxford and the Transport East region.
- Work with National Highways and local authorities to enhance the case for investment in and maintenance of our high priority road network connections to deliver reliable, fast and safe journeys, including the A47, A14, A11, A120, A12, A13, A127, M25 and M11.
- Lead new thinking on the future use of roads in the region, including unlocking game-changing Rapid Passenger Transit networks, autonomous vehicles, shared transport and integration with other modes and technologies, to ensure users of our road network are collectively achieving our decarbonisation and economic growth goals..

Connecting our growing towns and cities Pathway

Goal 7

Integrated transport networks with customers at the heart

Here we focus on integrating our urban and inter-urban transport networks to provide a world-class customer experience, including ensuring a safe network and tackling road danger is at the heart of decision-making.

Putting the customer first

Our Strategy seeks to set an approach to transport planning and delivery with the user at the centre. This means understanding how, why and when people are making journeys in different parts of the region, considering the differing circumstances of everyone including school children, commuters, carers, visitors and older people. Recognising that door-to-door journey quality is as important as how long it takes.

Creating a transport network where sustainable journeys are the easiest choice for people requires interventions at every level. We have already set out many of the building blocks to reducing people's car dependency – the provision of new infrastructure and services for sustainable modes of transport is in Goals 5 and 6 of this section. Goal 1 in decarbonisation also sets out the importance of an integrated approach to land-use and transport planning and the roll-out of improved digital connectivity as tools for encouraging the use of sustainable modes, as well as reducing people's overall need to travel. Goal 3 in decarbonisation highlights the importance of measures to encourage behaviour change.

Fundamentally, all modes of transport in the region need to be better integrated to deliver a truly user-centric Strategy. This applies both physically in the form of better and more accessible stations, bus stops and active travel facilities to allow smooth interchange; and through improved coordination of services, for example through real-time multi-modal travel information, integrated ticketing on public transport services, better payment options (including cashless ticketing), the alignment of timetables and ensuring our network is safe and harassment free.

Our user-centric Strategy also recognises the critical role transport plays in creating pleasant and attractive public spaces, supporting community cohesion, allowing businesses to thrive, and boosting the quality of life of our residents.

This approach represents a step change from 'business as usual' in the region and we recognise the importance of demonstrating its benefits. We will work with local authorities to identify suitable locations for pilot projects to showcase a user-centric and multi-modal approach to transport planning, involving the coordination of initiatives including Low Traffic Neighbourhoods, 'Dutch-style' cycle networks, and bus priority measures. In this context, we will also support the introduction of restrictions on car use in urban centres to demonstrate the benefits to the environment and the public realm, for example 'car free' days in market towns or seasonal restrictions to support sustainable tourism.

Eliminating road danger – the Vision Zero approach

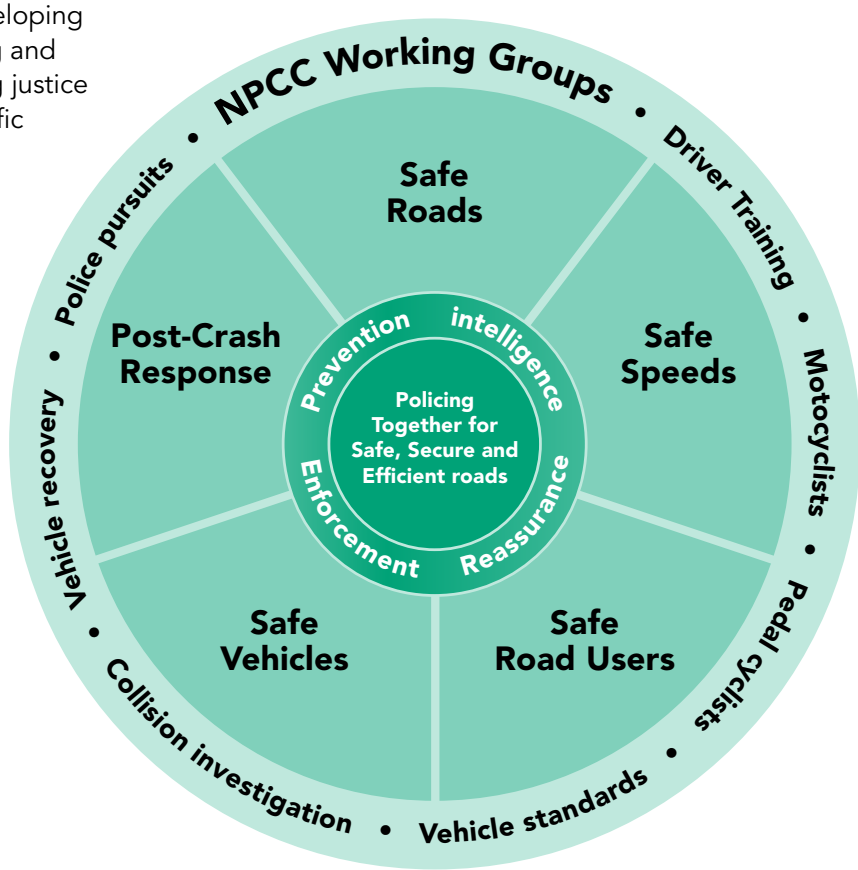
In 2019, 1,611 people were killed or seriously injured on our transport network, with a further 4,312 suffering slight injuries. This is not acceptable, nor is it inevitable. Cities and regions around the world are taking a stand to end the toll of deaths and injury seen on their roads and transport networks by committing to Vision Zero.

When we leave our homes each day, we should feel safe and confident about the journey ahead. Our strategy seeks to eliminate deaths and serious injuries on the transport network by 2050. This ambition aligns with the 'Safer Systems' approach adopted by the National Police Chiefs' Council, our regional Road Safety Partnerships and our own local police services. The approach focuses on five areas:

1. **Safe speeds:** Encouraging speeds appropriate to the place and people living there, through the widespread introduction of new lower speed limits.
2. **Safe roads:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of scheme design.
3. **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing improved standards for Heavy Goods Vehicles, buses and other vehicles.
4. **Safe road users:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders.
5. **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

We also need to consider the needs of other emergency services regarding access to and issues around the transport network.

We will work with local authorities, the police, other emergency services and wider partners to deliver this vision.



To create an integrated and customer focussed transport network in towns and cities, Transport East will:

- Work with local authorities to make sure their multi-modal transport plans are developed with users at the centre, considering the needs of different groups, provision of services, door-to-door journeys, and the role of transport in creating high-quality, safe public spaces.
- Coordinate with partners, including the police, to promote and make the case for greater investment in a Vision Zero 'safer systems' approach to eliminating road danger across the region.
- Lead our sub-national Active Travel, Bus and Rail action groups, and implement the regional recommendations of our bus and active travel strategies, to make sustainable transport easier to use, more accessible and more attractive to people.

4.4 | Energising rural and coastal communities

A reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round

Across the Transport East region, 21% of people live on the coast and 33% live in rural areas, both significantly higher than the national average. These areas are home to nationally significant agricultural, tourism, and energy sectors, alongside rich ecological and heritage landscapes.

We want everyone in rural and coastal areas to be able to do more, more easily. We want young people to be able to spend time with friends without worrying how to get home. We want older people to be able to travel independently for as long as possible. We want rural and coastal businesses to grow and thrive by accessing new markets and talent. We want people to be able to access skilled jobs without having to struggle with long, unreliable commutes.

Two thirds of our rural residents live in a 'transport desert' where there is no realistic alternative to the private car (see Figure 4.4.1). Digital connectivity is limited, as is public transport, reflecting the challenge of providing services to dispersed populations. People are highly dependent on the private car to get around, with long distances to access work and services. Limited electric charge points mean rural communities lag behind on the take up of EVs, adding to carbon emissions and increasing air quality issues.

The East's coastal communities are special places. Situated along 500 miles of our coastline, they host the UK's premier offshore renewable energy sector, 13 ports, attract millions of visitors each year and host a diverse economy. There are urban coastal communities, small towns and villages; there are areas of relative affluence and places suffering significant deprivation.

Rural and coastal areas in the region are home to a disproportionately high number of people over the age of 65, which creates challenges related to isolation and access to healthcare. Poor accessibility is also a key factor for those areas of embedded deprivation. Better connectivity both along and to our coast is vital.

This Strategy champions transports' contribution to levelling up our rural and coastal places. Figure 4.4.2 summarises our pathway for energising our rural and coastal communities, setting out overall aims of eliminating 'transport deserts', supporting access for every person to ultra-fast broadband, and improving connections to energise local economies.

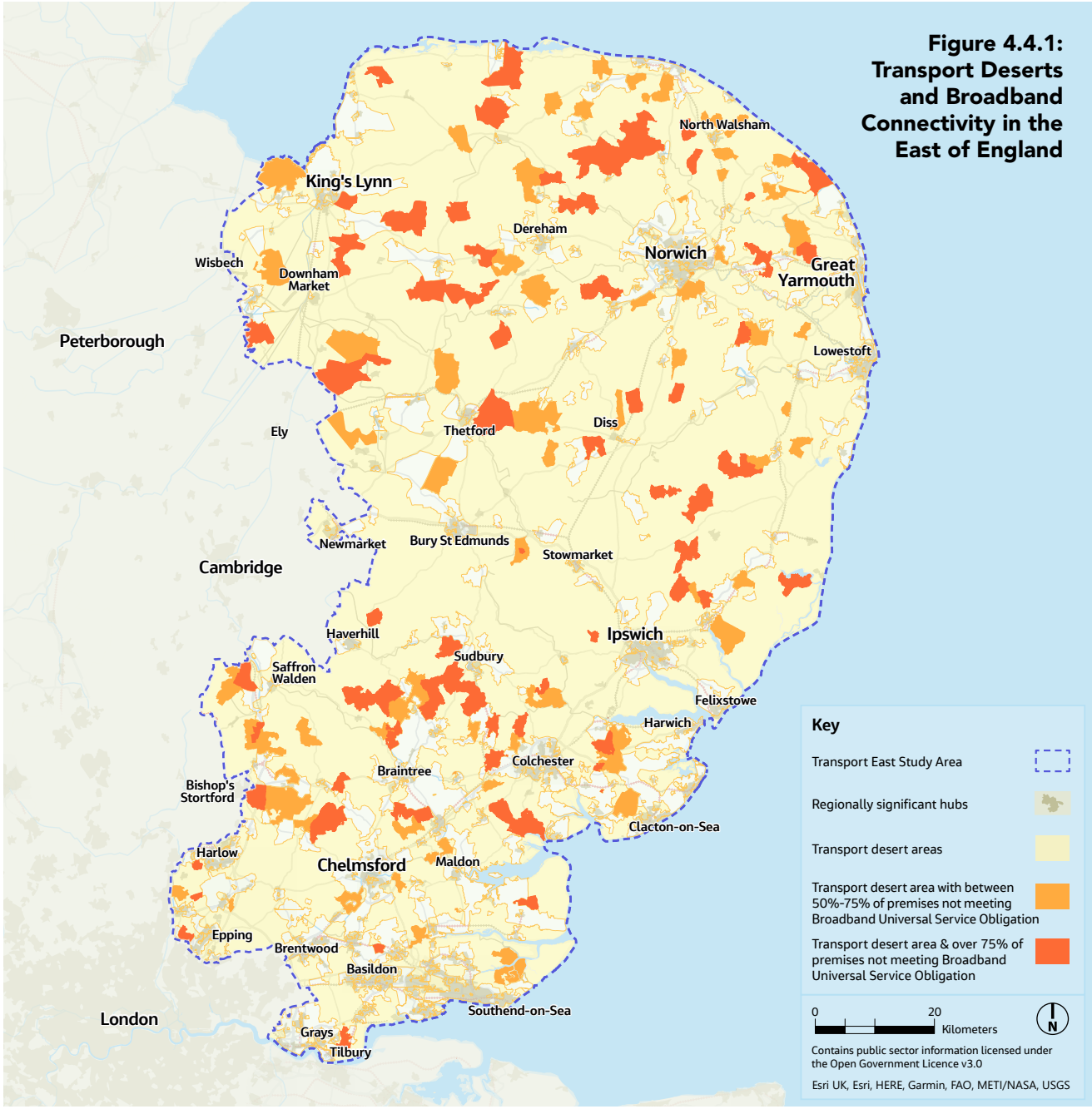


Figure 4.4.1: Transport Deserts and Broadband Connectivity in the East of England

Figure 4.4.2

Energising rural and coastal communities Pathway

Energising rural and coastal communities Pathway

Goal 8

Increasing access for rural and coastal communities

With many people living and working in rural and coastal communities across the region, it is crucial to increase access to regular services and destinations by sustainable means. This can be done by shifting to more innovative types of transport and the use of cleaner vehicles, and reducing the need to travel via improved digital connectivity and switching to more local trips.

Improving sustainable access in our rural and coastal communities will require a mix of investment. Encouraging a significant mode shift in sparsely populated and dispersed rural and coastal communities will be challenging. Road transport is an important part of everyday life for many people and is likely to remain so in future.

A rural mobility Centre of Excellence for the East

Given the priority our partners place on tackling rural mobility, Transport East has taken the role as lead Sub-national Transport Body in England on Rural Mobility. We lead a national work programme to support better outcomes for rural areas, bringing together data, case studies, innovation and best practice across England, and developing a compelling case for investment in rural areas.

We propose to build on this to establish a Centre of Excellence for Rural Mobility, bringing together our partners, academia and interest groups to drive forward transport innovation in our rural region, to benefit the whole of the UK.

Decarbonising rural trips

The transition to Electric Vehicles needs to happen quickly in rural areas. Most people in rural locations do not have charging infrastructure and we should prioritise delivering EV infrastructure in these locations, given the immediate lack of alternatives.

Decarbonising business transport within rural economies is also vital, for example agriculture. Transport East will work with local authorities, the energy sector and bodies such as Hydrogen East to explore the potential for establishing pilot areas in rural and coastal locations to develop and test innovative transport decarbonisation solutions.

Reinventing rural passenger transport

Adopting clean fuels in rural areas will go a significant way towards reducing carbon emissions and air quality issues in the region. However, the dominance of the private car in rural and coastal areas creates other challenges related to traffic congestion, inequalities, social isolation and public health. Targeted investment to encourage other modes of transport will have a significant role to play.

An innovative approach to rural passenger transport is needed. Our partners know traditional models do not work for rural communities and are not financially viable for operators seeking to serve schools, colleges, major employment sites, tourist destinations and town centres.

As a strong advocate for enhanced bus services for rural people, Transport East will support our local authorities' Bus Service Improvement Plans (BSIPs) to deliver a high-quality approach in rural areas across the region. We will work with government to secure further investment, greater flexibility and the removal of regulatory and other constraints.

We will also work with local authorities, bus operators and the government to ensure bus fares are attractive to people and support measures to encourage disadvantaged groups to use services more frequently, recognising the critical 'lifeline' routes that serve many people in isolated areas but are not commercially viable.

Diversifying the customer base for rural bus services is vital. They should be integrated into tourism strategies and with urban and suburban bus networks, putting customers at the centre of improvements (as set out in Goal 7 in Connecting Towns and Cities), as well as providing seamless interchange between other transport services such as rail and walking networks.

A significant improvement will be the expansion of innovative solutions such as Digital Demand Responsive Transit (DDRT) to complement the conventional bus networks. Services like this (see Figure 4.4.3) will provide flexible accessibility for key groups including school children and students, older people, and shift workers.

Figure 4.4.3

Case Study: **Digital Demand Responsive Transport (DDRT) in Essex and Katch in Suffolk**

Local authorities and communities are pioneering innovative approaches to improve sustainable transport in rural areas, where large distances and low population density has resulted in challenges maintaining conventional bus services. Two examples include the development of Digital Demand Responsive Transport (DDRT) in Essex and Katch in Suffolk.

DDRT

Essex County Council (ECC) set up two Digital Demand Responsive Transport (DDRT) pilots in 2019-2020, focusing on home-to-school journeys. The 'Uber-style' transport service provided mini-bus journeys booked through a digital app.

These two pilots established a high level of confidence in the technology and helped refine the approach. ECC then secured £2.6million from the Department for Transport's Rural Mobility Fund in 2020 to roll-out two further schemes in the county. The aim is to provide a new, viable mode of public transport in rural areas and encourage people to use DDRT for the start or end of their journeys, leaving their cars behind.

Image: Suffolk County Council

Katch

Katch is a joint pilot scheme between Suffolk County Council and Cab/Cars Smart that operates electric vehicles as a shared taxi-service, serving Framlingham, Wickham Market and Wickham Market Railway Station which is about 2 miles away from the town. Similar to the Essex DDRT, Katch services can be booked over the phone or via a dedicated app where the service can also be tracked.

Promoting active travel in rural areas

Walking and cycling has a unique role to play in rural areas. Investment in rural and coastal areas can help people walk and cycle to key destinations, for example schools, colleges, village and town centres, business parks, and public transport hubs.

By filling gaps in existing strategic networks through the provision of footways alongside roads and dedicated road crossings; providing high-quality, secure cycle parking at key destinations; and considering requirements for emerging micro-mobility trends – the region can transform rural walking and cycling from largely leisure activities to day-to-day journeys. For example, schemes encouraging the use of e-bikes could provide a sustainable alternative to the private car for longer journeys that are more challenging to complete on a pedal bike.

The provision of a high-quality regional walking and cycling network building on existing routes and Public Rights of Way would help to support this ambition. The development of the National Cycle Network provides a model, with clear online route maps, distinctive branding, and a minimum standard of provision for wayfinding, signage and facilities.

Investment should also be targeted to reduce road danger where paths and cycle routes cross busy roads and provide seating to make it easier for older people and others who need regular breaks. Wherever possible, the network (both new and existing) should incorporate traffic-free paths or quiet-ways. Local authorities should make long-term plans to incrementally replace existing on-road provision where feasible and desirable.

Improving cycle and walking networks in the East could increase tourism to the region, including outside the summer peak. It would also help increase the access of our own communities to green and blue spaces, extending public health benefits. We support innovative and ambitious plans such as the SEE Park, connecting and greening space through Thurrock and Southend-on-Sea linking the Thames with enhanced parks by improved cycling and walking routes.

We will work with tourism bodies to integrate regional walking and cycling plans with tourism strategies so routes, facilities and destinations can be promoted through targeted visitor information.

Providing an alternative to transport in rural areas

This strategy does not aim to restrict the movement of people, however it does advocate providing alternatives to travel where appropriate.

A priority is the accelerated delivery of ultra-fast digital connectivity for all rural residents across the region, where people and businesses are dispersed and current provision is poor. Currently many people in rural and coastal locations have a double barrier of poor transport connections and poor digital connections.

Improved digital connections will give people greater opportunities for flexible and remote working and bring a wider range of online services (including healthcare, education, training, and shopping) into their home. It will also connect businesses with customers, supply chains and each other to drive economic growth. This should encourage people to remain in the area, breaking a cycle where younger people feel they must move to larger urban areas to access education and jobs.

It will also enable a wider range of Mobility as a Service (MaaS) options that can be booked through mobile applications, including Digital Demand Responsive Transport, car clubs, and delivery hubs from which businesses can coordinate deliveries using shared vehicles.

Transport East will engage with local authorities, businesses and key service providers in the region, including the NHS and higher education providers, to maximise the opportunities to align digital and transport connections to reduce need to travel, or the length of journeys. We will also support the development of digital training to help people in rural and coastal areas, particularly older people, to become digitally literate and make the most out of improved online connections.

To increase access for rural and coastal communities to education, training, essential services and employment, Transport East will:

- Create a Centre of Excellence for Rural Mobility in the East, to make the case for investment in our rural and coastal communities and tackle regional and national blockers to better, more inclusive rural transport services.
- Lead and co-ordinate the English Sub-national Transport Bodies to champion rural outcomes with national government.
- Establish a sub-national EV task force to support local authorities across the East to unblock and accelerate the roll-out of charging infrastructure in rural and coastal communities, powered by clean energy.
- Lead an action plan to drive forward regional projects to maximise the benefits from Local Transport Authorities' local Bus Service Improvement Plans – tackling integrated ticketing, cross-border travel, and financial sustainability.
- Showcase our local authorities' and LEP transport innovation in rural communities through a best practice guide and develop a strategic business case to scale-up, fund and roll-out more rural transport innovation across the region.
- Through our Sub-national Active Travel Strategy, set out the East's unique case for investment and investment in walking and cycling infrastructure for all people in rural and coastal areas, encouraging more active lifestyles and integrating with regional tourism and health strategies.
- Lead strategic co-ordination with local authorities to plan and make the case for investment in regional active travel networks (walking, cycling and rights of way).

Energising rural and coastal communities Pathway

Goal 9

Improving coastal connections

Coastal areas by their nature and history are often poorly connected by land. Improved coastal connections are required at the strategic and local level to help attract and retain businesses and highly skilled employees - high priorities for our partners. We must support the transport and connectivity needs of businesses and employees in key coastal sectors such as energy, agriculture and tourism.

Connecting our coast to the rest of the UK

Connecting coastal towns is a priority for the six regional strategic corridors set out in Goal 6 of Section 4.3 Connecting growing towns and cities. All six of our corridors have a start or end point at the coast. The A47, A12 and A14 / East-West Rail corridors are vital for connecting the coastal towns in the north of the region to the Midland. The A120, A13 and A127 / Thameside rail corridors are vital for connecting our coastal towns to the south into London and the rest of the south-east.

Connecting our coastal communities

Improving connections along the corridors also needs to be complemented with targeted schemes to better connect coastal areas together, tie them into strategic networks, and provide better links to nearby urban centres. This will include bringing the local road network up to a set standard and filling in gaps to reconnect communities.

Transport East supports a strategic approach to growing the rail network to coastal destinations. Building on the success of existing branch lines to coastal towns such as Great Yarmouth and Harwich, the reintroduction of further rail lines where the business case is strong would support mode shift. This includes potential locations from the Wash Coast, all the way round to Maldon where proposals are in place to revitalise railways to support communities and encourage sustainable tourism.

Our 500 miles of coastline and extensive network of waterways also creates the potential to expand water-based transport in the region to improve connections and reduce vehicle miles where severance is caused by natural geography. We will work with Local Authorities to explore the challenges and opportunities around water-based transport alongside complementary land transport routes, including the East of England coastal path.

To improve connections to our coastal communities Transport East will:

- Evaluate and promote the transport needs of our coastal towns as part of our strategic network plan and corridor studies, to improve sustainable connections from our coast with the rest of the region and the UK.
- Through our new Rail Group, work with government and Network Rail to prioritise investment in rail to better connect our coastal communities with the rest of our region and the UK.
- Co-ordinate our partners and local authorities to establish an investment programme to tackle severance and level-up communities along our 500-mile coastline, identifying the best value and most sustainable projects potentially including water-based transport for coastal communities and the East of England coastal path.

4.5 | Unlocking international gateways

Better connected ports and airports to help UK businesses thrive, boosting the nation's economy through better access to international markets and facilitating foreign direct investment

The Transport East region has more international gateways than any other region in the UK. Thirteen ports, including two Freeports, and three international airports. Ports in the region are of international significance and collectively carry over half of the UK's containerised freight Stansted Airport is the third largest airport in the country, and Southend and Norwich airports provide important connections for regional markets, supporting business and leisure travel across the region.

All international gateways have faced significant challenges in recent years. The COVID-19 pandemic grounded flights, dramatically reducing both air passenger numbers and airport revenue. This coincided with the end of the Brexit transition period, which required ports and airports to adapt to additional customs requirements for goods and passengers.

These challenges have added to pre-existing issues. Traffic congestion is a problem on many of our major roads, exacerbated by the lack of viable alternative options for HGVs. There are also significant pinch points on the rail network, limiting the potential for moving freight by rail. Local sustainable connections to airports are in need of improvements, with most routes carrying tourists directly out of the region rather than encouraging them to spend time here.

If global Britain is to thrive, we must enable our gateways to reach their potential as catalysts for international trade and foreign investment. Figure 4.5.1 sets out our pathway for unlocking our international ports (the pathway for airports is covered later in this section), including aims to improve capacity, journey times and reliability for freight and passengers travelling to and from ports, support the decarbonisation of port and freight transport activity, and encourage a mode shift of freight to more sustainable modes.

Image: Stansted airport, MAG

Figure 4.5.1

Unlocking international gateways Pathway: ports

Better connecting our 13 ports and 3 airports, helping UK businesses thrive and boosting the nation's economy

Goal 10
Improve capacity, journey time and reliability

for freight and passenger surface access to ports

Goal 11
Support our ports and the freight sector to increase their use of alternative fuels

through supporting infrastructure, electrified / hydrogen-powered rail routes and road vehicles, and supporting innovation in new and emerging fuels

Goal 12
Modal shift of freight

from road to rail or short sea shipping, and increase sustainable mode share of employees and passenger using port facilities

Connecting the UK to international markets and attracting ForeignDirect Investment post-Brexit.

100% electrification of all rail routes to ports in the East of England.

Zero carbon port side operations.

Improved journey time reliability for surface access to ports.

Unlocking international gateways Pathway: ports

Goal 10

Improving capacity, journey time and reliability

The reliability of services and overall journey time to key destinations, notably distribution centres in the East Midlands and the North, is vital to ports and their customers. Freight to and from ports is particularly vulnerable to major delays and incidents which result in temporary road or rail closures. These can lead to missed slots inland or missed sailings at the ports, adding significant costs for hauliers and shippers. This challenge is exacerbated when there is a lack of suitable alternative freight routes.

Tackling road reliability for freight

The Transport East region's Strategic Road Network (SRN) and Major Road Network (MRN) are vulnerable to resilience and reliability issues particularly at peak times. Challenges are created by the varying levels of infrastructure, lack of hard shoulders, rest facilities and diversion options, with navigation limited through city centres and at capacity junctions. When incidents happen on our SRN, they have a notable impact on a wide area.

Through this Strategy, we propose to tackle journey time reliability by improving the resilience and reliability of major roads serving our ports, working with National Highways to ensure gaps, junctions and pinch-points on routes such as the A12, A13, A14, A47 and M25, are prioritised through programmes such as the Roads Investment Strategy.

We will also work with National Highways and policing partners to make sure the resourcing is in place to respond rapidly to incidents on our SRN, to keep the network moving and using the Safer Systems approach to reduce incidents, keep people safe and learn from every collision.

Image: Wolfgang Hass from Unsplash

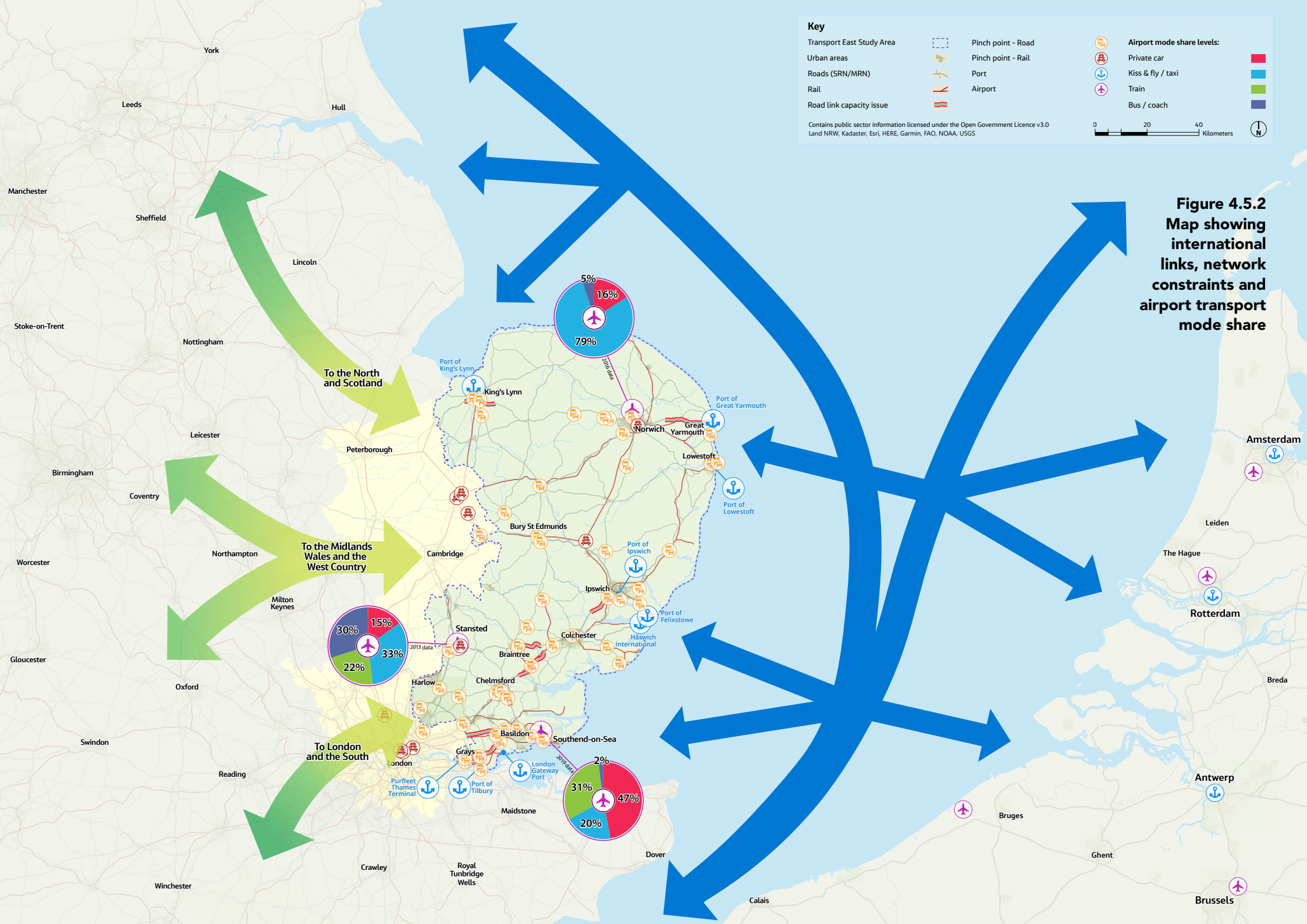


Figure 4.5.2 Map showing international links, network constraints and airport transport mode share

A joint freight plan for the East

More generally we will work with the freight industry and local authorities on a Future of Freight Plan for the East. Along with identifying improvements to the transport network for freight, this will tackle the availability of high-quality facilities for trucks and drivers along port access routes, and give recommendations on improving journey time, resilience, and diversionary routes for road and rail serving ports on a corridor basis.

The plan will also consider options for reducing freight demand on the road network, including the scope for digital technology to support more efficient logistics planning, and for planning policies including Local Plans to encourage more, and more coordinated, distribution activity in the region. Better digital connectivity will improve the transfer of accurate real-time traffic information, enabling logistics businesses to plan their operations more efficiently and deliver goods more quickly.

The requirement for additional border checks also creates the potential for congestion caused by HGV roll-on, roll-off cargo, particularly at ports such as Harwich. We will support ports to develop freight parks to better manage the flow of HGVs and reduce congestion on roads.

To improve capacity, journey times and reliability for freight and passenger services Transport East will:

- Make the case for investment to ensure road improvement projects facilitating freight flows are prioritised through programmes such as the Roads Investment Strategy.
- Lead the development of a regional Future of Freight plan to identify sustainable solutions for goods movement, high priority network improvements and options for reducing freight demand on the road network.
- Produce key corridor studies to support the development of freight parks to better manage the flow of HGVs and reduce congestion on roads.

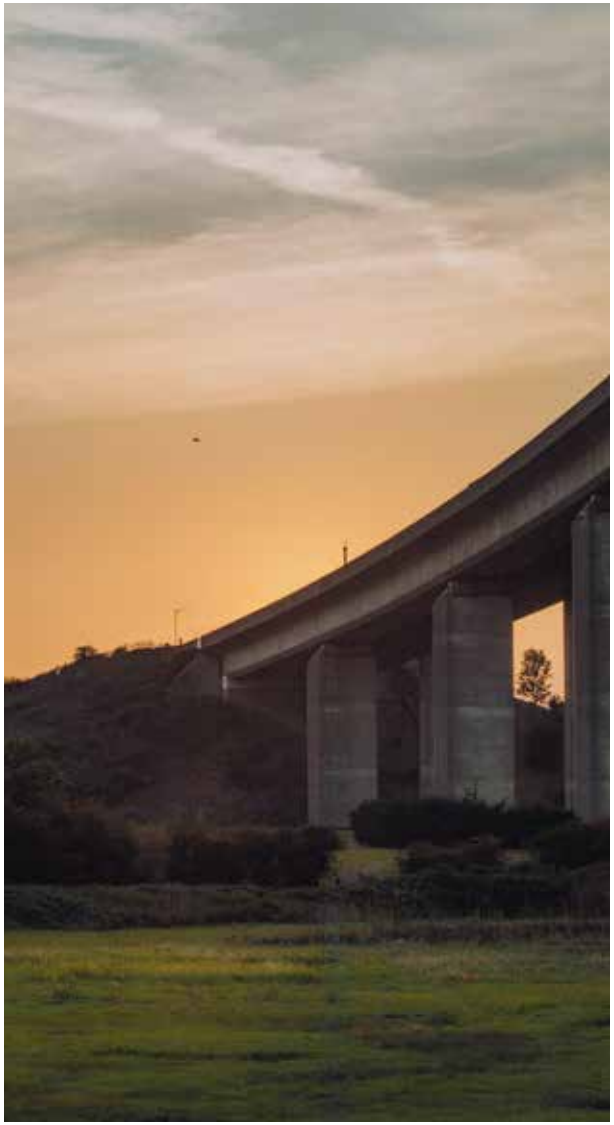


Image: Super Straho from Unsplash

Unlocking international gateways Pathway: ports

Goal 11

Alternative fuel for freight vehicles and port operations

Heavy Goods Vehicles (HGVs) make a disproportionately high contribution to transport emissions in the region. The presence of nationally significant ports at Felixstowe, Tilbury and London Gateway creates very high HGV flows on roads such as the A12, A13 and A14, leading to localised but significant air quality issues.

Supporting our ports on the net zero journey

Through our freight plan, we will engage extensively with logistics businesses, port and airport owners, and other HGV operators to understand and tackle the barriers to decarbonising freight transport. We will work to identify the key infrastructure and incentives to encourage a transition to zero emission freight.

The freight plan will be integrated with wider energy infrastructure plans and will consider the best choice of zero emission technology for road freight in different circumstances. While hydrogen is emerging as a strong contender for the low-carbon HGV fuel solution, there is still a considerable amount of work to be done to develop the technology and infrastructure to support the transition away from diesel. Battery powered HGVs remain a potential solution our strategy for rolling out EV charging infrastructure across the region must not overlook charging requirements for larger vehicles. We will work closely with the industry to make sure the infrastructure needs of low-carbon freight are embedded into our transport networks.

High upfront costs for zero emission HGVs remain a barrier at present to take-up, as is the case with cars and buses. We will collaborate with local authorities, the freight industry, and government to secure further financial support to incentivise operators to transition to new zero emission vehicles.

We will also work with local partners to support innovation in the field of alternative fuels and promote trials and testbed projects for low carbon electricity, biomass and hydrogen, building on existing initiatives in the region. Supporting businesses with exporting best practice in this field to boost the regional economy will also be a priority, capitalising on our close links with European ports.

To increase the use and uptake of alternative fuels for port freight Transport East will:

- Lead strategic thinking and develop evidence to accelerate hydrogen and EV infrastructure across the East.
- Engage regionally and nationally with logistics businesses and HGV operators to promote the transition to low carbon freight.
- Collaborate with local authorities, the freight industry, and government to provide a regional voice at national level, to make the case for further financial support to incentivise operators to transition to new zero emission vehicles.
- Collaborate with local partners to promote the acceleration of research and development into alternative fuels for ports and freight transport, supporting the export of best practice to boost the regional economy.

Unlocking international gateways Pathway: ports

Goal 12

Moving passengers, employees and freight to sustainable modes

The location of ports on the edge of towns means it is often harder to access them by sustainable options. Improving transport services and routes to these locations is important to maximise employment opportunities along with delivering net zero.

Supporting a shift to rail freight

Rail freight must play a greater role in removing HGVs travelling to and from ports in our region. We will work in partnership with government and other Sub-national Transport Bodies to secure improvements to the rail network serving major ports (particularly the Haven and London ports) to allow more freight train paths to operate and to reduce journey times between the ports and key distribution centres.

Felixstowe, Ipswich, Harwich, London Gateway and Tilbury all have rail connections, with Felixstowe, Ipswich, London Gateway and Tilbury having specific port rail infrastructure. The following constraints to these routes have been identified:

- Single track branch line between Felixstowe and Westerfield, Ipswich and junction with the East Suffolk Line is operating at capacity.
- Capacity constraints on the Felixstowe to the Midlands and North route including at Ely, Leicester, Haughley Junction and Ely to Soham.
- Sections in need of electrification including Felixstowe Branch Line, the Felixstowe to the Midlands and North route and the rail spur serving London Gateway, affecting acceleration of trains and increasing capital costs for transporting freight. Trains are often routed through London and back to the Midlands along an electrified route.
- Constraints along the North London Line to support continued efficient movement of freight, especially with growth expected.
- Bottlenecks and capacity constraints along the route from London ports along the Thames Haven Line and Essex Thameside corridor.
- Long journey times on all routes due to freight trains waiting for passenger services to pass.
- Freight services impacting on passenger service reliability due to capacity constraints on more direct freight routes.
- Transport East will work closely with Network Rail, local ports, the rail freight sector and government to tackle these as a priority. Unlocking these constraints will provide a catalyst for shifting]freight to rail, opening up economic opportunities for local businesses and removing freight from regional road routes. It would also provide an opportunity for the creation of rail freight hubs, supporting a network of smaller ports and businesses to access rail freight facilities.

Growing short-sea shipping

Small volumes of freight are already moved around the country and to smaller ports via short-sea and coastal shipping. The River Thames is also used extensively to transport freight and passengers to and from London.

Many of our partners support the growth in short-sea shipping, and we will work with ports and logistics businesses both within the region and around the UK (particularly along the north-east coast) to understand and promote an expansion of short-sea and coastal shipping as part of achieving a mode shift to sustainable modes through the freight strategy.

Sustainable passenger access to ports

The need to improve rail services is clearly set out in this strategy. This must include better access for ferry and cruise passengers to our ports, particularly at Tilbury and Harwich which have dedicated cruise terminals. As well as more frequent and faster services, we support initiatives such as integrated rail-sea ticketing to make rail access more attractive for customers.

Supporting our freight work force

Plans to improve walking, cycling and bus connectivity (set out in Goal 5 of Section 4.3 Connecting growing towns and cities) will also need to consider the requirements of staff travelling to and from ports. We will work with local authorities and port operators to support improved sustainable connections to ports for staff, alongside initiatives to encourage uptake among port employees and demand management measures to reduce traffic impacts on the local road network.

To support modal shift of port freight and passenger/staff access Transport East will:

- Through the Transport East Rail Task Group, work in partnership with government, Network Rail and other Sub-national Transport Bodies to secure improvements to the rail network serving major ports, tackling constraints affecting our region.
- Work with major ports with existing rail connections to establish rail freight hubs to help improve sustainable connections for local businesses and smaller ports to support mode shift.
- Work with ports and logistics businesses both within the region and around the UK (particularly along the north-east coast) to scope the case for, and promote, an expansion of short-sea and coastal shipping.
- Promote the improvement of passenger rail services to ports with significant ferry/cruise services including accessibility enhancements, and support initiatives to better integrate rail-sea travel.
- Work with local authorities and port operators to improve sustainable and inclusive connections to ports for staff, alongside initiatives to encourage take-up and manage demand on the local road network.

Figure 4.5.3

Unlocking international gateways Pathway: airports

Better connecting our 13 ports and 3 airports, helping UK businesses thrive and boosting the nation's economy

Goal 13
Improved passenger and employee connectivity to airports

through better connected and more sustainable surface access options

Connecting the UK to international markets and attracting Foreign Direct Investment post-Brexit.

Goal 14
Support the government

and aviation industry through the Jet Zero approach and other mechanisms to deliver net zero emissions from aviation by 2050

Goal 15
Shift modes

by supporting people and employees to switch from private car to passenger and active transport to access international airports

Significantly increase mode share by rail, bus, coach and other sustainable modes to and from our three international airports.

Achieve Net Zero carbon emissions from aviation in the East of England by 2050.

Unlocking international gateways Pathway: airports

Goal 13

Better connections to airports

Airports have similar challenges to ports in terms of sustainable connections to and from both their terminals and surrounding businesses. Located away from town centres, they need dedicated connections from multiple directions to maximise the opportunities for sustainable travel.

Enhancing rail connections to our airports

Both Stansted and Southend Airports have dedicated rail stations providing direct services to and from London with relatively high frequencies during the day and journey times of less than an hour. However, rail connections to other parts of the region are very limited, as are early morning and late-night rail services to London, reducing sustainable options for passengers. Norwich Airport has no dedicated rail connection at all. This means many passengers and staff are dependent on cars and other road-based transport for access.

We will collaborate with government, airport operators and local authorities to strengthen rail connections to both Stansted and Southend airports, considering the potential for increasing the hours of operation of services to cater for passengers catching early or late flights. We will also promote initiatives to realise the West Anglia Task Force aspiration to reduce journey times between London and Stansted to 40 minutes and improve rail connections between the airport and destinations to the north.

In the longer term, extending East West Rail to Norwich and Ipswich could create the potential to incorporate improved connections to both Stansted and Norwich airports. Options for this should be explored within the wider context of proposals to extend East West Rail.

Enhancing the network of buses and coaches

Good road connectivity to all three airports will remain important in future, not least to support better bus and coach connections. Stansted has a significant coach offer, with 20% of air passengers travelling to and from the airport by bus and coach. We will work with airport operators and local authorities to improve bus and coach networks to support staff and passenger trips to airports in our region, exploring the potential for fast, high-quality Rapid Transit or centre-to-centre bus connections. Road pinch-points

To improve the capacity and reliability for passengers, employees and freight to and from airports Transport East will:

- Collaborate with government, airport operators and local authorities to strengthen accessible rail connections to all our airports including upgrades to the West Anglia Main Line and extending East West Rail east of Cambridge.
- Work with airport operators and local authorities to improve bus and coach networks to support staff and passenger trips to and from airports.
- Support initiatives to address significant road network pinch-points around airports, exploring the potential for incorporating more bus priority in the process.
- Work with government, the airport operator and local partners to explore ways of improving rail freight capacity at Stansted Airport.

Unlocking international gateways Pathway: airports

Goal 14

Net zero airports

Aviation is a very challenging area to decarbonise with the effort needing to come from airlines, airport operators, national and international governments. We will focus on increasing the use of alternative fuels for airport surface transport and ground operations to support the transition to net zero.

Electrified airport surface access

Our objectives to develop a regional EV strategy and freight decarbonisation plan are set out in Section 4.2 Decarbonisation to net zero. Through these plans we will support the decarbonisation of surface access to airports. This will involve working with airport operators and local authorities to ensure measures are in place at airports to encourage the use of EVs (both private cars and taxis), including providing charging facilities in parking and taxi-ranking areas. We will also work with bus and coach operators and logistics businesses through these plans to promote the use of clean fuels for vehicles serving airports.

Supporting net zero aviation

The government's net zero target includes decarbonising the aviation sector by 2050. The main responsibility for delivering this will rest with airport operators and airlines, with the government supporting the process through the Jet Zero programme. We will promote research and development of clean fuels in the region as part of our role in helping to deliver net zero. Research and development should cover aircraft and ground operations as well as innovations such as carbon capture and storage.

To increase the use and uptake of alternative fuels for airports Transport East will:

- Work with airport operators and local authorities to support measures at airports to encourage the use of EVs powered from clean energy sources.
- Work with bus and coach operators and logistics businesses to promote the use of alternative fuels for vehicles serving airports.
- Support the government's Jet Zero approach to eliminate carbon emissions from aviation, and promote research and development of alternative fuels in the region, including for aircraft and ground transport operations.

Unlocking international gateways Pathway: airports

Goal 15

Sustainable airport journeys

Shifting passengers, employees and airport operations to more sustainable modes of transport overlaps substantially with Goal 13, which focuses on improving sustainable connections to airports, including rail and bus services, and walking and cycling links for employees.

Supporting mode shift strategies for airports

All airports, through their Airport Transport Forums, are required to produce an Airport Surface Access Strategy (ASAS) in line with guidance set out in the Aviation Policy Framework 2013. The policy framework suggests that each ASAS sets out short and long-term targets for increasing the proportion of journeys made to the airport by sustainable modes by air passengers and employees.

We will work with airport operators and local partners to support the development of strategies that set ambitious targets for mode shift. These strategies should dovetail with regional tourist strategies to encourage a higher proportion of visitors to stay in the region, and with wider regional plans to improve walking, cycling, and public transport networks.

Airport strategies should seek to apply a wide range of measures to encourage mode shift among passengers alongside the provision of new connections. Including considering demand management measures such as car park pricing and forecourt charging to dissuade 'kiss and fly' pick-up and drop-off trips, which generate significant and disproportionate traffic impacts. Measures to better inform air passengers of the travel options available to them should also be considered, using digital technology. Options should also be explored for initiatives such as integrated air-rail or air-bus tickets to encourage passengers to make the switch.

We recognise that significantly influencing passenger mode share can be challenging given the wide catchments areas and dispersed origins of air passengers around airports, and the fact they are time limited and often carrying luggage. In many cases there is more scope to significantly reduce single occupancy private car use among airport employees through local walking, cycling and bus services (considering the needs of shift workers), the provision of active travel hubs, fare incentives, and car sharing schemes. Measures to reduce traffic impacts generated by employees should be given equal priority to those targeted at passengers in airport strategies.

These approaches would benefit from airports working closely with their surrounding networks of businesses to maximise the effectiveness and impact of interventions, recognising the 'hub' role the airport plays in connecting the business cluster with the wider transport network.

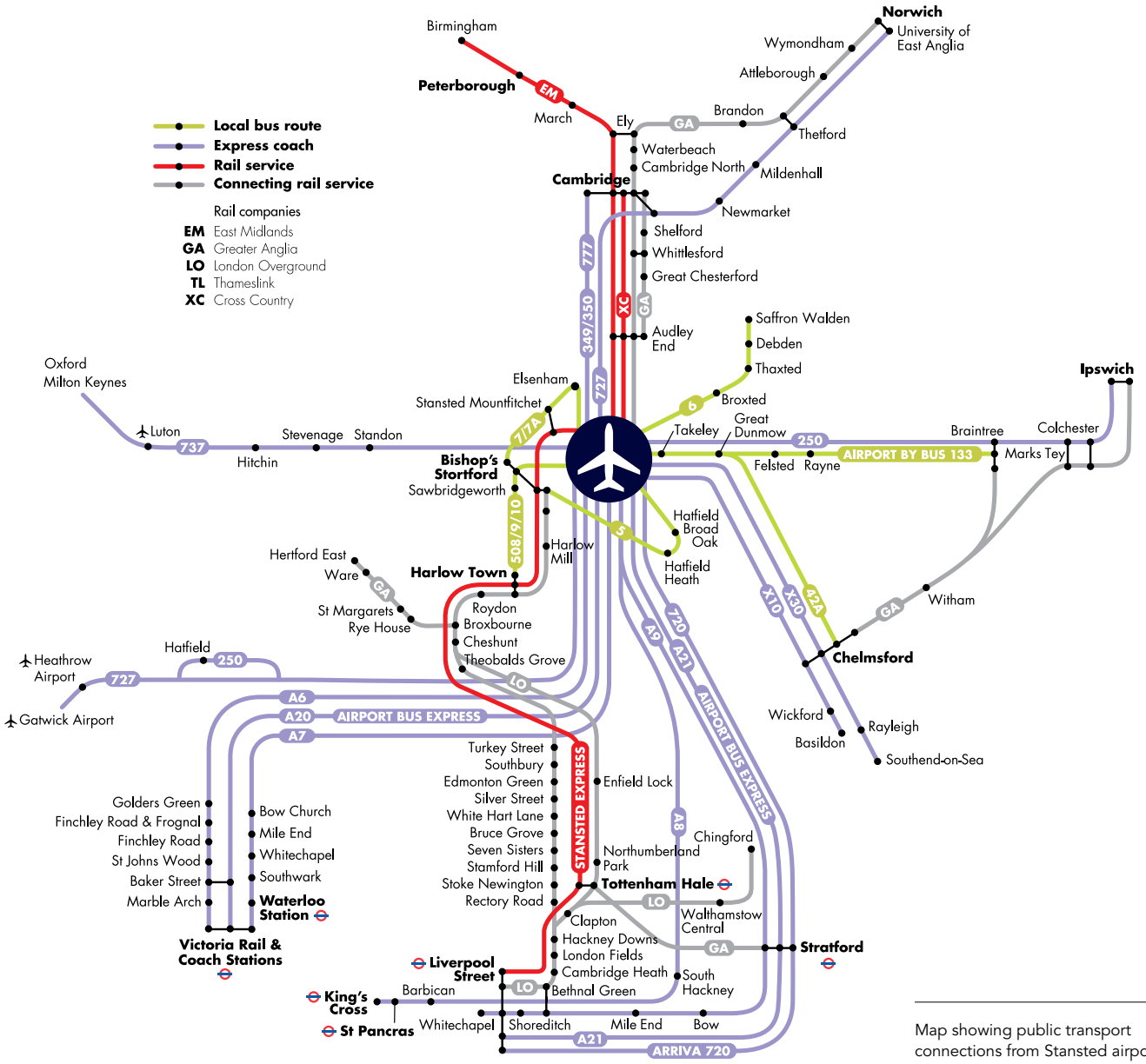
Fig 4.5.4 Improving surface access to airports

Case Study: **Improving surface access at Stansted**

London Stansted Airport provides a model for the successful implementation of an Airport Surface Access Strategy (ASAS) to increase the use of sustainable modes to and from the airport.

Initiatives to create partnerships with transport operators, develop a modern bus/coach facility, support the introduction of new public transport services, and introduce measures to manage car demand has resulted in 51% of air passengers travelling to and from the airport by rail, bus or coach (DfT 2018), one of the highest sustainable mode shares of any airport in the UK.

Further investment is required to support the airport with encouraging more passengers and employees to choose sustainable modes of transport as demand recovers after the pandemic. This includes measures to improve coach travel times and reliability on the strategic road network serving the airport, and improvements to the West Anglia Mail Line to increase capacity and reduce rail journey times.



Map showing public transport connections from Stansted airport

To support modal shift of passengers and employees to airports and surrounding businesses Transport East will:

- Promote the improvement of public transport services and infrastructure to and from our airports to provide more, and more accessible travel options for passengers.
- Work with local authorities and airport operators to provide better and inclusive active travel and low-emission bus routes connecting airports, and their business clusters, with nearby residential areas, to encourage employees to shift modes.
- Support airport operators with developing Airport Surface Access Strategies with ambitious mode share targets, considering the potential for complementary measures to encourage all people to shift mode.

Air freight mode shift

Stansted is ranked third in the country in terms of volume of air freight carried, and it has the potential to expand its air freight offering to better compete with East Midlands and Heathrow. In Goal 11 of the ports pathway we set out our approach to improving rail freight connectivity to ports. We will work with government, the airport operator and local partners to explore ways of improving rail freight capacity to Stansted to reduce reliance on road transport and important links like the M11 to move freight in and out of the airport.

Image: Visit East of England

5.0 PRIORITY CORRIDORS

5. Priority Corridors

Our Strategy sets out interventions across the whole region. However, to reflect our place-based approach, we have identified six core strategic corridors linking key destinations within, and beyond the Transport East region which require particular focus.

These corridors, essential for the movement of people and goods, are shown in Figure 5.1.1. They include our growing urban areas, ports, airports and the road and rail connections between them and the rest of the UK. They will remain critical throughout the life of this strategy, and further investment will be needed on these if the region is to reach its potential as a thriving, connected, multi-centred economy, whilst reducing carbon emissions.

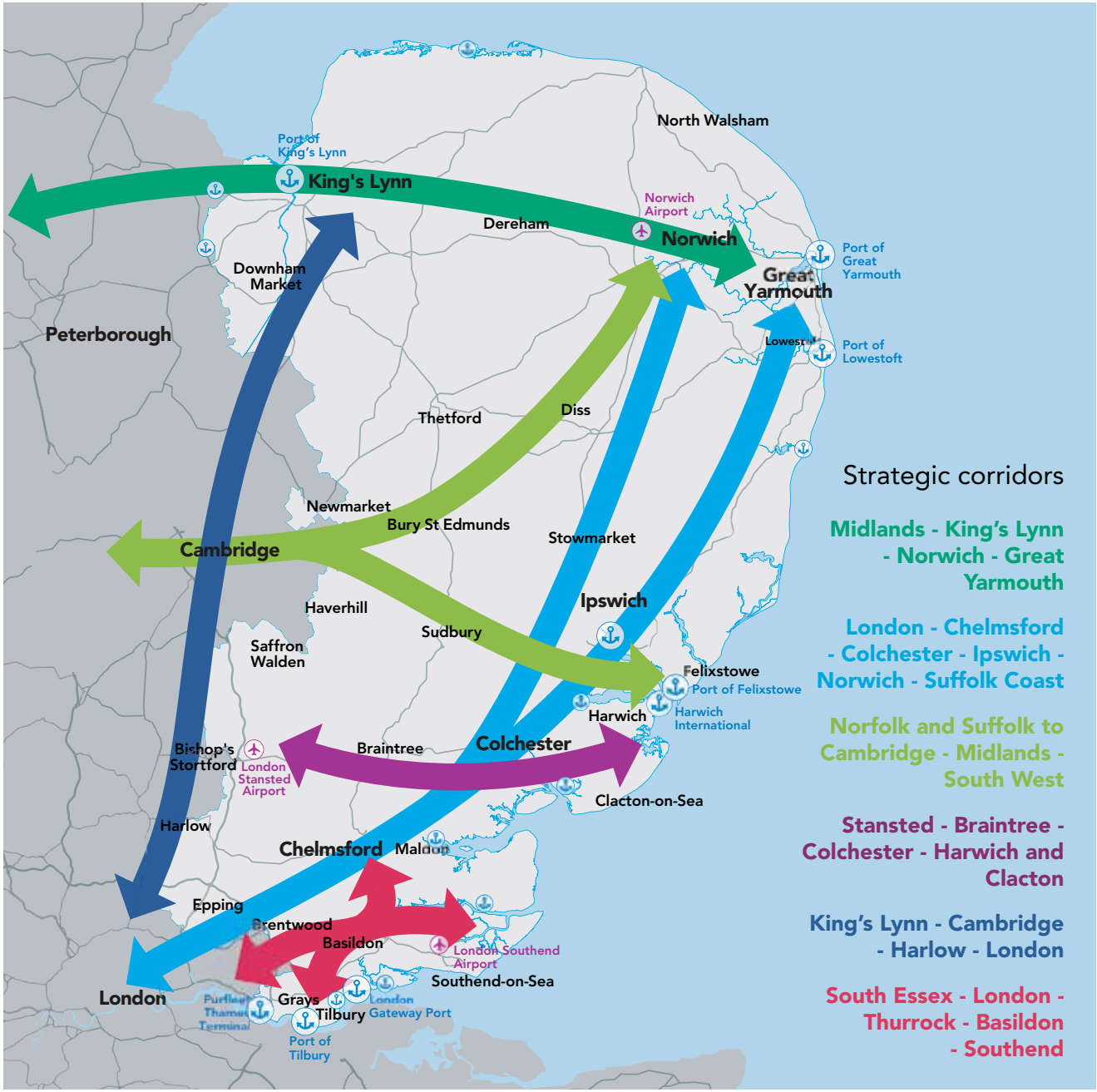


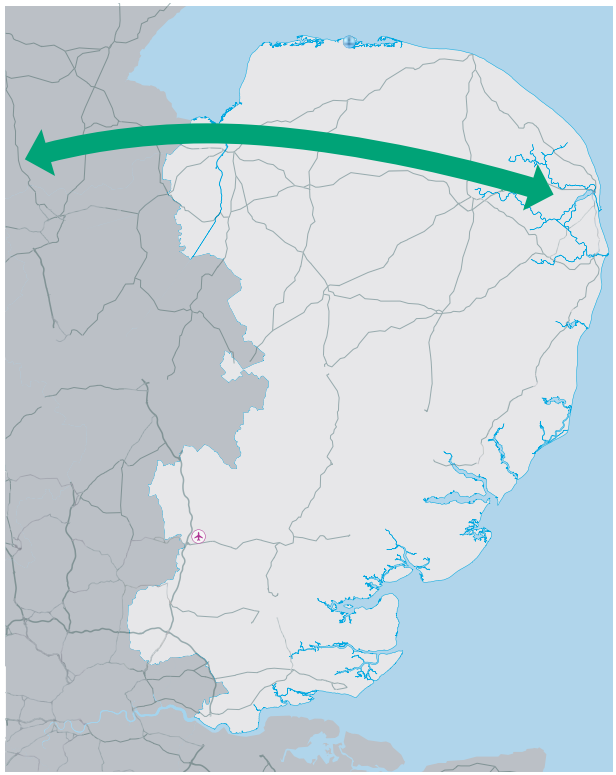
Figure 5.1.1: Strategic corridors in the Transport East region

5.1 | Midlands – King's Lynn – Norwich – Great Yarmouth (B)

This corridor, focused on the A47 and with no direct rail alternative for much of its length, connects the Midlands to internationally significant offshore wind energy clusters at Great Yarmouth and Lowestoft, as well as connecting multiple growth centres at Norwich and King's Lynn. Norwich is one of the two fastest growing cities in the region and one of the three fastest expanding economic hubs in the country – together with Cambridge and Ipswich.

Currently, the remaining sections of single carriageway on the A47 are frequently blocked by congestion, slowing longer distance bus services, adding business freight transport costs each year estimated at £25m, creating a barrier to inward investment and economic development, and hampering progress on the 'levelling up' of deprived communities.

Delivering investment in a reliable and efficient way to tackle issues on the A47 corridor will support economic expansion, helping unlock over £50bn of inward investment over the next 20 years and creating of 9,000 jobs and a further 4,500 supply chain jobs in the Lowestoft and Great Yarmouth Enterprise Zone by 2025. It is critical to the expansion and regeneration of Norwich, King's Lynn Port, and coastal communities and visitor attractions including Cromer, Sheringham and the Norfolk and Suffolk Broads. In total, the corridor, extending into Cambridgeshire and Peterborough, will support 125,000 new homes and 75,000 new jobs.



5.2 | London – Chelmsford – Colchester – Ipswich – Norwich & Suffolk Coast (C)

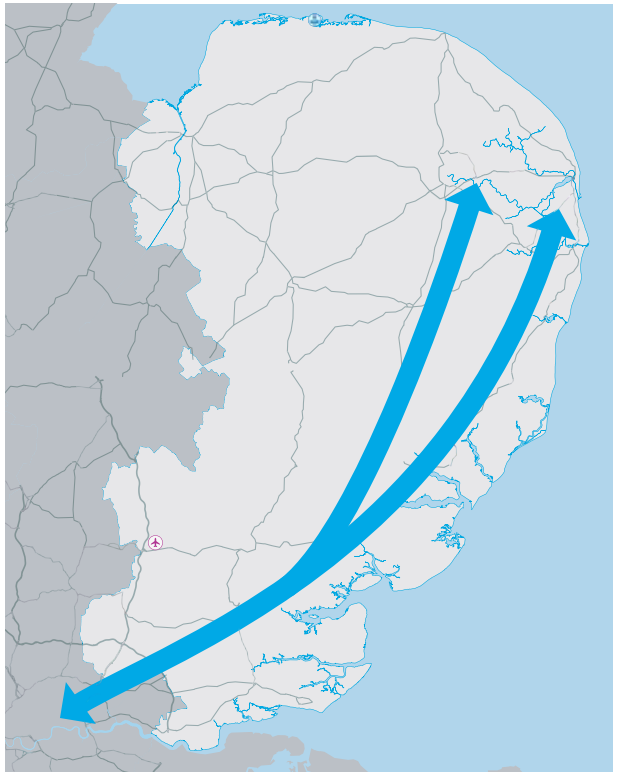
This corridor running north-south through the 'Heart of East Anglia' provides the connections to important and fastest-growing towns and cities and serves some of our major gateway ports. It includes onward connections by rail and road (specifically the A12 and A140) to the energy coast along East Essex, Suffolk and Norfolk and connects with our most important strategic corridors.

World-class connectivity on this corridor is essential to the projected £4bn growth and delivery of 10,000 jobs in the region. Rail and road improvements are both vital. For rail, unlocking constraints on the Great Eastern Main Line, both for passengers and freight are vital.

Currently, even with new rolling stock, passenger and station capacity are inadequate, limiting prospects for modal shift. Haughley Junction is a major pinch-point on the Felixstowe to Nuneaton freight corridor and Great Eastern Main Line. Trowse Bridge limits improvements to services in and out of Norwich. Capacity enhancements including passing loops will be needed to enable higher line speeds and 90-minute Norwich to London journey times.

Similarly, on the roads, the A12 carries over 100,000 vehicles per day through Essex and suffers congestion at key points around its intersection with the M25 and between the M25, Colchester and Ipswich.

Delivering a multi-modal package will support the sustainable development of the Essex, Suffolk and Norfolk economies, providing cross-regional links and better connecting the region's towns and cities. The corridor will improve connections to the Suffolk and Essex coast, with improvements along the A12 road/rail corridor supporting the recovery of the visitor economies, local growth and delivery of energy projects such as Sizewell C.



5.3 | Norfolk and Suffolk to Cambridge – Midlands – South-West (D)

This 'forked' corridor includes Gateways at Felixstowe and Ipswich Ports, Norwich Airport and growing towns and cities at Norwich, Thetford, Bury St Edmunds and Ipswich. This is a gateway corridor of national importance for both rail and road.

For rail, the Ipswich Chord, completed in 2014, enabled the expansion of services between Felixstowe and the rest of the UK from just 28 trains per day in 2011 to 36 today. To maximise the contribution of our ports to post-Brexit UK economic growth, in addition to relieving the road network of 750,000 lorries by 2030 and supporting decarbonisation, we need to significantly enhance rail capacity further on what is Britain's premier rail freight corridor

The Ely area and Haughley railway junctions are the main constraints, where investment is needed. These essential junction capacity improvements, paired with double-tracking, electrification, resolving crossing issues and traction power increases are vital components of this package.

Passenger connectivity is also vital, and the East West Rail Eastern Section is a nationally significant project as part of the wider East West Rail (EWR) project linking our towns and cities to the Oxford to Cambridge Arc, directly connecting to the Central Section of EWR.

Strengthening infrastructure along the Cambridge to Norwich Tech Corridor, linking two of the UK's powerhouse cities, will help realise its full potential. For road, improvements to the A11 were completed in 2014 when the last single carriageway stretch between Thetford and Barton Mills was dualled by National Highways. However, the pinch point at the Mildenhall Fiveways Junction still acts as a constraint.

The A14 forms the road component of the UK's premier freight corridor but is not expressway standard along its length. There are already 5,000 lorry movements out of Felixstowe per day, and the corridor is constrained at seven pinch-points, the most notable at Bury St Edmunds and Ipswich, the A14/A12 Copdock interchange and poor resilience at Orwell Bridge.

5.4 | Connecting South Essex – London – Thurrock – Basildon – Southend (E)

Our South Essex corridor is a major location for economic growth, and existing proposals will unlock the further expansion of our global gateways. The corridor comprises growing urban areas across Thurrock, Southend and South Essex including Basildon, connecting to neighbouring areas including London and across the Thames to Kent. Transport East fully supports the work of the Thames Estuary Growth Board, Opportunity South Essex and the Association of South Essex Local Authorities to drive forward progress in this vital area for UK prosperity.

Thurrock is home to several major international ports of strategic national economic importance, including London Gateway and Tilbury (now Thames Freeport) and Purfleet.

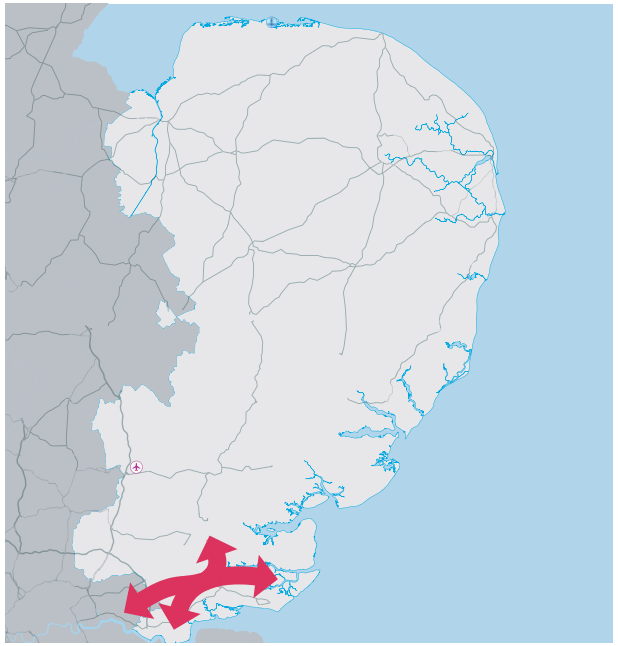
Further east along the corridor is some of the most densely populated settlements in the region, featuring major high-value and expanding industries covering digital, creative, ICT, vehicle automation and aerospace sectors. Investment in this area will unlock expansion of growing towns, principally Southend-on-Sea and Basildon, and the important international gateway at Southend Airport, which handles 1.5 million passengers per year and has permission to grow.

Basildon has a local economy worth £3.7bn – the largest in Essex - and employs 97,000 people, with ambitious plans to redevelop its central area. Southend-on-Sea is the centre of the largest urban area in the east with 65,000 jobs and welcoming over 6.5 million visitors per year.

This part of the South Essex corridor experiences the worst traffic congestion in Essex, with a significant proportion of residents driving to work. To cater for economic and population growth, investment in both the road, passenger rail and the bus network is required.

London Gateway, comprising a deep-sea container port and logistics park is one of the fastest growing ports in the world. When fully constructed the port shall have a capacity of up to 3.5 million containers (TEU), whilst the park will provide up to 830,000sq.m of commercial floorspace. As the largest of its kind in Europe, it has potential to directly and indirectly provide c.36,000 new jobs once fully developed.

Alongside London Gateway, Tilbury and Purfleet are major gateways. The Port of Tilbury has ambitious expansion proposals, whilst Purfleet Thames Terminal handles approximately 250,000 trailers, containers and tanks per year.



The expansion of this economic gateway as a powerhouse for future UK trade and innovation is restrained by the capacity of the rail and road network. The A13 along its entire length already carries 64,000 vehicles (including cars and lorries) daily, and junction 30 of the M25 also plays a significant role in enabling traffic movement through the South Essex corridor. Continued congestion and delays will affect network capacity and act as a barrier to growth.

5.5 | Stansted – Braintree – Colchester – Harwich and Clacton (F)

This corridor provides vital resilience for freight to our East Coast ports, whilst also supporting growth. Currently, the A120 suffers from increasing unreliability due to the single-carriageway section, which also has adverse impacts on communities and homes along its length. With the planned population and jobs growth, this situation is expected to become critical.

Unlocking constraints for people and goods moving between Braintree and the A12 will boost our connectivity between growing towns and cities and link the M11 UK Innovation Corridor with gateways at London Stansted Airport, Freeport East and the Port of Ipswich. Improved connectivity and capacity on this corridor will support adjoining corridors, including links to the A414 corridor and Hertfordshire.

Tackling constraints on the A120 corridor will support the creation of garden communities, to the west of Colchester and at Gilston, north of Harlow. It extends to Harwich and Clacton-on-Sea, supporting the regeneration of these communities. This corridor also supports the provision of essential high-capacity public transport and cycleways linking the existing and new communities.

5.6 | King's Lynn – Cambridge – Harlow – London (G)

The UK Innovation Corridor growth partnership is working closely with Transport East, promoting development, transport and better infrastructure, next-generation science and technology powered by London and Cambridge.

The West Anglia Main Line railway and A10 northwards to King's Lynn is a natural extension of this, encapsulating a growing economy based around medical and agri-tech, life sciences and bio-sciences. The corridors include gateways at London Stansted Airport and King's Lynn Port and multi-centred growth at King's Lynn and Harlow.

Network Rail has, in sections within London and Broxbourne, scoped track and station capacity increases on the West Anglia Main Line to bring forward 20,000 homes and 10,000 jobs sooner than 2030. This clearly has positive implications for growth in the UK Innovation Corridor, benefiting Harlow and King's Lynn. Also proposed (currently GRIP2/3) are capacity and other improvements at Ely to allow to allow additional train movements and improve the connection between Felixstowe and the Midlands (see also Corridor C above).

Significant constraints on the road network include the M11 junctions (particularly junction 8 for Stansted Airport) and the A10 limiting proposed growth at West Winch.

6.0 DELIVERY APPROACH

6.1 | How we will prioritise investment and accelerate delivery

Transport East has been tasked by Government to set a Transport Strategy for the region and advise on investment priorities. However, our partnership is already thinking beyond that, to proactively put in place capability, capacity and systems to accelerate delivery of our strategy and investment programme.

This Strategy document is accompanied by our 'Approach to investment and delivery programme' document which sets out our proposals, summarised in Table 6.1.1, for how our partnership will deliver better transport outcomes in the East of England.

Table 6.1.1: Transport East approach to investment and delivery planning

1. What is our PURPOSE?

- To deliver our strategic priorities in our Transport Strategy.
- To identify the best projects and programmes required for the four pathways and six strategic corridors in the strategy.
- To improve and maximise delivery of transport outcomes in rural, coastal and urban places in the region, and on each of our six strategic corridors.

2. What is our PROCESS for better prioritisation and faster delivery?

- Create and manage an Investment Pipeline for the East, supporting progression of new ideas from our partners through scheme development to making the case for delivery, and identifying and tackling resulting gaps in our portfolio.
- Adopt the draft Strategic Assessment Framework – to identify our pan-regional and corridor priorities aligned with our 4 strategic pathways, and enable regional and national partners to ensure their projects align with the region's single voice set out in the Transport Strategy.
- Support our partners to accelerate business case development to get our projects funded and delivered quicker.
- Regularly review of our programme to ensure continued alignment with our priorities and to respond to changing circumstances.

3. How will we maximise PERFORMANCE?

- Work with government to improve the conditions for better delivery including funding certainty for new projects and programmes as well as maintenance for existing infrastructure, greater transparency of decision-making, reduction of risk, and increased 'lock-in' to other delivery bodies.
- Deliver a technical work programme agreed annually by our members through our Business Plan to 'improve capacity, capability, intelligence and expertise in the region to drive forward our strategy, projects and programmes'.

6.2 | Funding the strategy

One of the crucial elements to delivering the strategy is the availability of funding to local authorities and other bodies responsible for infrastructure in the East. In 2018 the East of England saw the lowest per capita government spend on public transport nationally, and the fourth lowest across transport overall. In the Investment and Delivery Programme (IDP) we have mapped prior, current and future funding streams as well as exploring new innovative funding opportunities to deliver this strategy.

Funding and prioritising schemes is part of a wider, inter-linked process. Transport funding and the priority status of schemes are often linked to external decisions on delivering infrastructure beyond the remit of transport itself. The funding approach we put forward is intentionally flexible; identifying potential future funding streams so we can pivot to meet changing needs and alternative funding approaches as opportunities arise. The IDP sets out in more detail how we will secure funding for our future projects.

Transport East advocates for multi-year funding for the East. Multi-year funding provides a more stable income stream that can be used to launch a long-term programme of works, allowing for the longer-term planning and development of schemes. This supports the more efficient delivery of investment projects, the ability to effectively plan maintenance programmes to maximise our existing extensive assets, thereby delivering greater value for money.

6.3 | How we will measure success

It is important we can measure the success of interventions in achieving the aims of the strategy and against our four strategic priority pathways. The IDP sets out more about how we will monitor our performance and a full Monitoring and Evaluation Plan will be developed to accompany this strategy in the future.

6.4 | Encouraging innovation

A central component to Better Delivery across all four pathways is a focus on encouraging innovation and harnessing new technology to overcome challenges and remove barriers.

Improvements to electric vehicle technology are needed to overcome psychological barriers to take-up, for example 'range anxiety'. Connected and autonomous vehicles offer the potential to improve accessibility and connectivity, but further testing and refinement is needed before these vehicles can be introduced on our roads. More work is needed to develop viable alternative fuels in the aviation and shipping sectors. Digital mobility apps can be improved through the collection and utilisation of richer data.

Transport East is committed to supporting research and development across the transport sector as part of delivering this Strategy. We will become the regional horizon scanners; working with academia and business to understand the future of transport and technology innovation to determine the best solutions for our unique region.

We will work with private sector-led initiatives and collaborate with local authorities and other Sub-national Transport Bodies to pilot new initiatives and make sure that the region is at the cutting edge of technological innovation. We will also act as an advocate for research and development projects, working in partnership with government to increase funding and allow for longer trial periods to test new technologies.

6.5 | Delivering for everyone

Throughout this Strategy we have conscientiously considered the needs of people with protected characteristics under the Equality Act and those who suffer deprivation. People do not experience the transport network and services equally, and we are committed to implementing changes across the region to make accessing and using our networks more equitable. Transport is not an end, but a means to access employment, education, services and experiences.

The Integrated Sustainability Appraisal of the Strategy has reviewed our approach against equality and socio-economic outcomes. We will work with local experts, groups and organisations to understand the needs and experiences of users more fully and seek to make positive change as we deliver the Strategy.

6.6 | Delivering for our environment

It is important new transport infrastructure is planned with as much sensitivity to the wider environment as possible. As new projects come through the pipeline we will support promoters to optimise designs for climate change resilience, bio-diversity net gain and minimise embedded carbon and operational carbon emissions.

The Integrated Sustainability Appraisal has reviewed our approach against environmental and heritage outcomes. We will work with local experts to understand the strategic opportunities for improving our environment as we deliver the Strategy.

Image: Ryan Grice from Unsplash

7.0
NEXT STEPS

7.1 | How the Strategy will be used

This strategy sets out an approach for improving transport and delivering wider societal and economic benefits in the Transport East region over the next three decades to 2050.

Further work is underway to develop the individual projects and programmes that will be key to implementing the Strategy. Our framework for assessing new initiatives is summarised in our Investment & Delivery Programme (IDP), which sets out the investment necessary for the delivery of the Strategy. The IDP will be reviewed regularly to ensure there is a pipeline of identified investment to continue delivering the pathways, goals and actions within the Strategy.

The Transport Strategy will also drive our own programme of work which is set out annually in our Business Plan.

We will continue to work with government, other regions, our local authority partners and the private sector to deliver existing commitments in the region, and to explore innovative solutions to transport challenges harnessing emerging technologies. We remain open to trialling new initiatives and technologies in collaboration with government agencies and private enterprise to deliver a step-change in transport outcomes both within the region and nationally.

We are also committed to improve collaboration and partnership working with delivery agencies such as Network Rail, Great British Railways, Active Travel England, the Department for Transport, other Sub-National Transport Bodies, and National Highways.

7.2 | How the Strategy will be updated

Progress in delivering the Strategy will be monitored and reported regularly. The strategy will be updated periodically to remain relevant to the evolving transport challenges the region faces. This flexible approach will position the region effectively to continue to support the government in achieving wider national aspirations for new homes and jobs, levelling up, boosting international trade, and achieving net zero as we recover from the COVID-19 pandemic.

We are committed to maintaining transparency and accountability as the Strategy is updated. All versions of the Strategy and associated Investment and Delivery Programmes will always be publicly available on the Transport East website with a clear direction to the up-to-date version of each.

TRANSPORTEAST

DRAFT TRANSPORT STRATEGY 2021

Email: transporteast@suffolk.gov.uk
Web: www.transporteast.org.uk
Twitter: @transporteast
LinkedIn: Transport East

Hosted by:
Suffolk County Council
Endeavour House, 8 Russell Road, Ipswich, IP1 2BX

TRANSPORT EAST

DRAFT INVESTMENT AND DELIVERY PROGRAMME

November 2021

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1. Introduction

1.1 Overview

This document sets out our proposed approach to an Investment and Delivery Programme to enable delivery of the Transport Strategy.

It is intended as a proposal for public consultation, to accompany the public consultation on the draft Transport Strategy.

1.2 The role of Transport East

Transport East is the Sub-National Transport Body that acts as one voice for the future of transport in Essex, Norfolk, Suffolk, Southend-on-Sea, and Thurrock.

OUR VISION

A thriving economy for the East, with fast, safe, reliable, and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come.

As a partnership, we bring together local transport and planning authorities and business leaders with Government (including the Department for Transport, Network Rail and National Highways) to speak with one voice and identify the transport investment needed to fully support our members' shared ambitions for economic growth, quality of life, development, and prosperity in the region.

We aim to do this through the broad activities set out in figure 1, with specific actions agreed annually in the Business Plan.

Figure 1.1- Transport East Role: Core activities

Lead Strategic Thinking	Strategic Co-Ordinator	Elevate work of partners	Influencer	Intelligence
Strategic direction and thought leadership for the East Lead regionally wide studies and strategies People centric approach: • Integrated • Multi Modal • Accessible Lead national and regional STB thinking on specific topics	Coordinate strategic investment pipeline • Assessing and prioritizing schemes/projects • Monitoring scheme/projects delivery • Challenging outcomes where necessary to deliver strategic outcomes • Lead business case development for sub national scale projects Coordinate partners on regional and national priority issues	Enable local partners to deliver at the local level Enable strategic bodies to deliver better strategic projects Accelerate outcomes by unblocking / speeding progress Adding capacity and capability to partners	Champion the East and Transport East Partnership Listening and understanding across local, sub national and national partners Make the case for investment in the East Influence delivery bodies (Govt, NH, NR) Single regional voice at a national level Collaborate to shift behavior across the region	Strategic transport expertise and capacity / capability Monitoring industry trends and innovation Lead a robust regional data, analysis, and monitoring function Sets standard and outcomes

1.3 Transport East Strategy

Transport East has been tasked by its' partners and Government to set a Transport Strategy for the region and advise the Secretary of State for Transport on the East of England's transport investment priorities.

Our draft Strategy recognises that good transport is a means to an end, and not an end itself. Improving transport will help reduce carbon emissions and lead to a better quality of life for people in the region, levelling up by providing better access to more opportunities for work, learning and leisure. It will support businesses and drive economic growth by reducing costs, increasing productivity, and providing access to more markets and workers. It will also enable new development and housing.

The draft Strategy for the region has been published for consultation and sets out four strategic priorities for transport in the East of England:

- Decarbonisation to net-zero – working to achieve net zero carbon emissions from transport, building on our status as the UK's premier renewable energy region.

- Connecting growing towns and cities – enhanced links between our fastest growing places and business clusters. Improving access for people to jobs, supplies, services, and learning; enabling the area to function as a coherent economy and improving productivity.

- Energising coastal and rural communities – a reinvented sustainable coast for the 21st century which powers the UK through energy generation. Supporting our productive rural communities and attracting visitors all year round.

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

The draft strategy proposes a delivery pathway for each of the four strategic priorities, which sets out the types of projects and schemes that are needed to achieve them.

1.4 The Investment and Delivery Programme

This document outlines the **purpose** of the Investment and Delivery Programme, the **process** of how it was formed and will develop over time, and how its' **performance** will be monitored and the programme updated.

Transport East will not deliver individual projects. The role of Transport East, within the context of the IDP, is to;

- manage the Investment and Delivery Programme;

- advise government on priorities; and

- develop and deliver a programme of technical work and business cases, in partnership with local and national partners, to development; to improve and maximise delivery of transport outcomes in the region.

2. Purpose of the Investment and Delivery Programme

2.1 Overview

The Investment and Delivery Programme (IDP) will enable the partnership to identify and prioritise the strategic projects we need to deliver, and accelerate their development and delivery.

We propose that the IDP comprises a **regional transport investment pipeline** to assess and prioritise strategic transport projects in the East of England and **supporting mechanisms** to identify and help progress projects through the pipeline, from early ideas to business case development to delivery.

The proposed IDP approach builds on and expands our existing Investment Plan published in 2020[1], that primarily comprised our existing strategic road and rail projects, by identifying and accelerating new ideas to ensure the future investment pipeline continues to expand and evolve to deliver our vision.

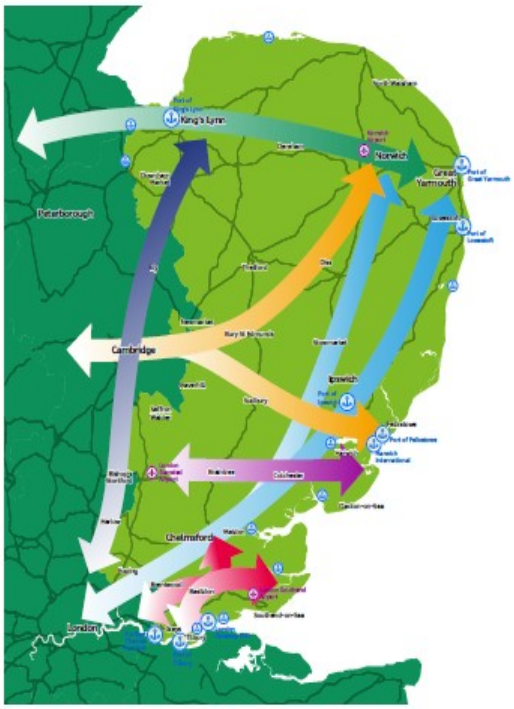
With a focus on the four strategic priorities, the IDP identifies strategic pan-regional packages and projects that address regional issues, as well as projects within our six core strategic movement corridors (Figure 2.1). These corridors comprise growing urban areas, economic centres, ports and airports, and the road and rail connections between them and the rest of the UK. These corridors are critical to this strategy and further investment will be needed along them if the region is to reach its potential as a thriving, connected, multi-centred economy, whilst reducing carbon emissions.

The IDP mechanism has been developed to be flexible to align with Government's established national programmes to deliver major road and rail investment in the East of England. It will also align to emerging national mechanisms to fund other types of projects, including active travel, passenger transport, freight and electric vehicles. Projects coming through our pipeline will be designed to align with national and local funding sources by using a Strategic Assessment Framework.

The assessment process is set out in section 3. The Transport East technical work programme will support scheme promoters to progress constituent projects through the pipeline and drive forward our strategy. The technical work programme is reliant on continued close working with partners, and the resourcing of our capacity, capability, data intelligence and expertise to perform this vital role.

[1] Transport East Interim Investment and Delivery Plan 2020 , https:/ / www.transporteast.org.uk/ wp-content/ uploads/ Investment-and-Delivery-Plan-1 .0-1 .pdf

Figure 2.1 – Transport East core strategic corridors



Midlands - King's Lynn - Norwich - Great Yarmouth

This corridor connects the Midlands to internationally significant offshore wind energy clusters at Great Yarmouth and Lowestoft, as well as connecting multiple growth centres at Norwich and King's Lynn.

London - Chelmsford - Colchester - Ipswich - Norwich and Suffolk Coast

This corridor running north-south through the 'Heart of East Anglia' provides connections to important and fastest-growing towns and cities and serves some of our major gateway ports.

Norfolk and Suffolk to Cambridge - Midlands - South-West

This 'forked' corridor includes Gateways at Felixstowe and Ipswich Ports, Norwich Airport and growing towns and cities at Norwich, Thetford, Bury St Edmunds and Ipswich.

Stansted - Braintree - Colchester - Harwich and Clacton

This corridor provides vital resilience for freight to our East Coast ports, while also supporting growth.

King's Lynn - Cambridge - Harlow - London

The UK Innovation Corridor focuses on next-generation science and technology powered by London and Cambridge. The corridor includes Gateways at London Stansted Airport and King's Lynn Port and multi-centred growth at King's Lynn and Harlow.

South Essex - London - Thurrock - Basildon - Southend

Our South Essex corridor is a major location for economic growth and comprises growing urban areas across Thurrock, Southend and South Essex, including Basildon, connecting to neighbouring London and Kent.

3. Process

3.1 Overview

This section provides a high-level summary of the process undertaken to develop the Investment and Delivery Programme.

This IDP builds upon an interim plan published in September 2020 by incorporating additional place-based and region-wide projects and programmes, in addition to road and rail projects on strategic corridors. All the proposals in the programme have been identified and prioritised with reference to the four strategic priorities that underpin the Strategy. The successful management, monitoring and delivery of the programme will be supported by contributions from the constituent members of Transport East and proposals included within the current Spending Review ask of government.

3.2 Alignment with policy and existing delivery mechanisms

Our proposal for the IDP and the longer-term Strategy have both been developed in line with existing national transport policy. In particular, the Government's target to deliver Net Zero by 2050, the ambition to 'Level Up' left-behind areas of the country, the Walking & Cycling Investment Strategy and 'Bus Back Better'. It has also been developed to align with Government programmes to deliver major road and rail investment in England, notably the Roads Investment Strategy (the five-year programme for improving the Strategic Road Network delivered by National Highways) and Network Rail's Rail Network Enhancement Programme (RNEP).

3.3 Engagement

Our current proposals for the IDP approach have been developed following extensive pre-consultation engagement with hundreds of partners across the region and refinement through the Transport East Forum and Senior Officers Group. Partners have been engaged at every stage of the process from the identification of strategic priorities to the development and prioritisation of individual schemes and projects, and formal views are now sought through this consultation. This consultation is critical in ensuring that the programme approach is widely supported and endorsed within the region, including by all the local authorities.

3.4 Project identification

Following the definition of the vision and strategic priorities for the draft Transport Strategy, a long list of potential projects, programmes and actions was collated, informed by research and engagement with partners. These were strategic scale projects, or packages of smaller interventions that collectively became strategic in scale. This process did not replicate or include more local projects that would be considered and funded as part of the Local Transport Authorities' Local Transport Plans.

Individual projects on the long list are naturally at different stages of development and the assessment was therefore based on varying levels of information. Each individual project was categorised based on its stage of development, using a similar approach to that adopted by National Highways and the DfT to develop the Roads Investment Strategy.

The categories used in this case are as follows:

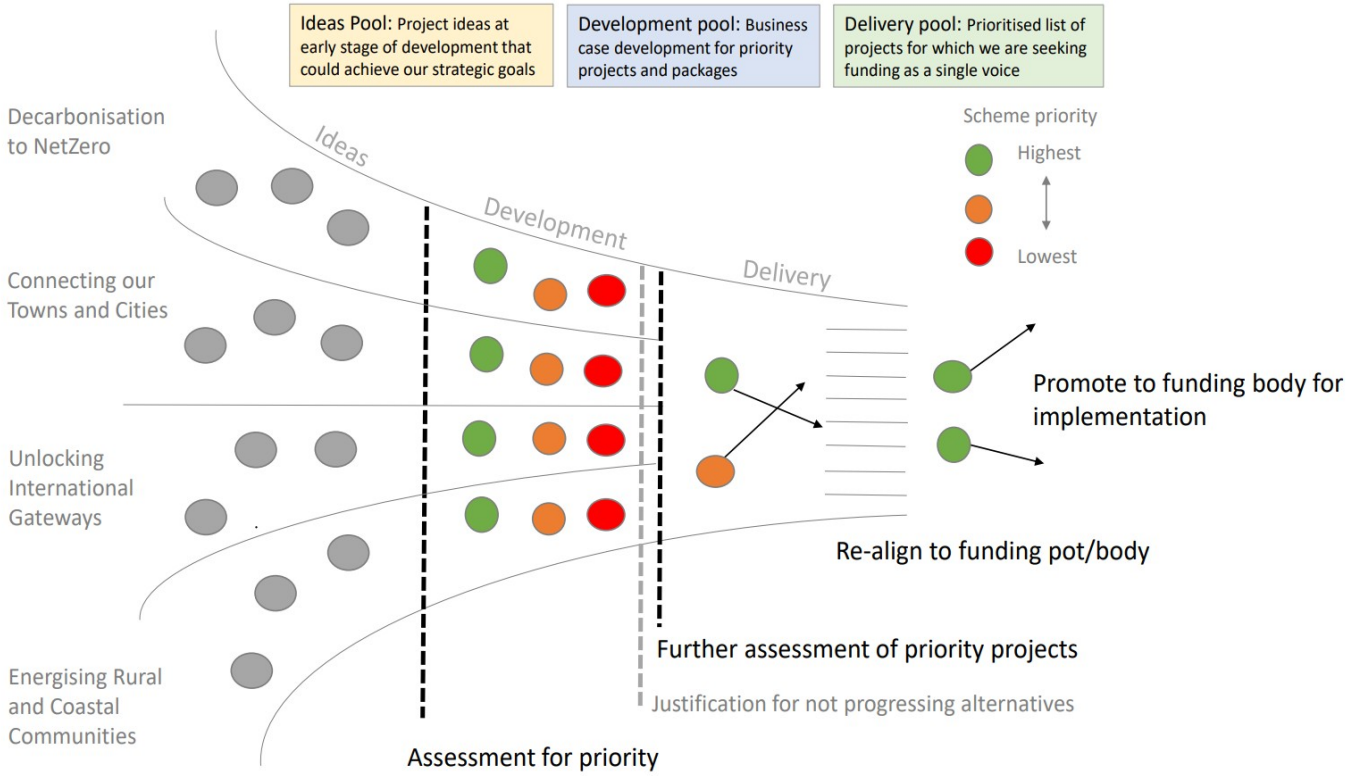
- 'Ideas pool' – projects that could deliver identified strategic priorities but are not yet sufficiently advanced. These will include concepts, early feasibility studies and pre-Strategic Outline Business Cases. Although these will have considered options and alternatives, they will not have been subject to any in-depth assessment.

- 'Development pool' – projects that are in development and have already been subject to a feasibility study or are currently developing or have completed a Strategic Outline Business Case that compares a short-list of alternative options for delivering the project.

- 'Delivery pool' – projects where the development of a business case has achieved programme entry for delivery funding; acknowledging that planning consent may still be required. For these projects a preferred option has already been identified.

These categories collectively comprise the proposed Transport East Pipeline (summarised in figure 3.1), which will be adopted as our programme management approach to help promoters progress projects from ideas to delivery, and ensure they maximise their contribution to the Transport East strategic priorities.

Figure 3.1: pipeline progression

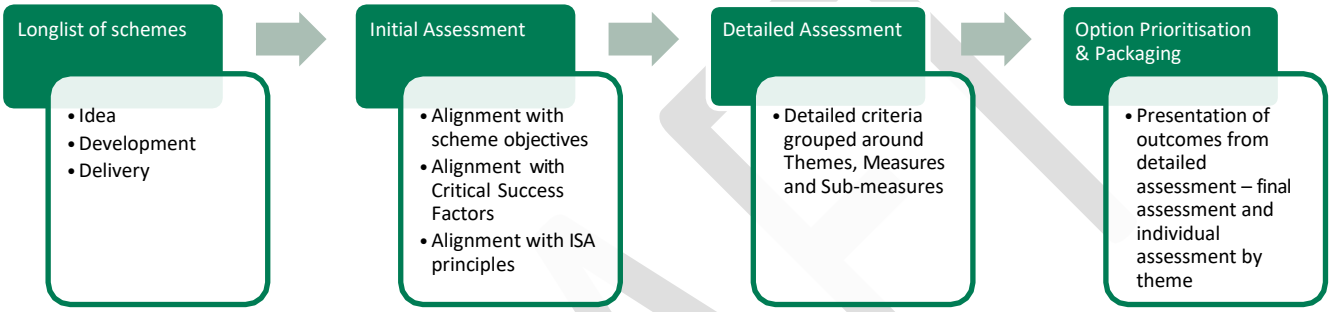


3.5 Option assessment

The long list of projects was assessed using a bespoke multi-criteria assessment framework, which was designed in line with Government guidance and our draft strategic priorities. The assessment framework enables the performance of each project to be assessed against the four strategic priorities and a wide range of additional criteria.

This was undertaken in several stages using a holistic approach to ensure that a range of high-value projects are brought forward for delivery. The process is summarised in Figure 3.2., recognising that new ideas from Transport East and its partners will continue to be added to the long list, which will then be assessed as part of the annual IDP management and review.

Figure 3.2: Summary of the Assessment Framework process



3.5.1 Initial Assessment

The initial assessment considered the extent to which projects;

- Could deliver Transport East Strategic Priorities.
- Performed against Department for Transport, (DfT), Critical Success Factors (cost, fit with Government objectives, supplier capacity/capability, and technical feasibility); and,
- Performed against a sustainability assessment, i.e. ISA principles.

A full list of the assessment criteria can be found in **Appendix A**

The sustainability assessment is an approach based on Integrated Sustainability Appraisal (ISA) principles. It considers the downstream requirements for Strategic Environmental Assessment (SEA), Habitats Regulations Assessment (HAS), and the assessment of impacts on health, equality and community safety. This process led to the identification of modifications to the long list that were needed to improve alignment with the Strategy and Government requirements.

3.5.2 Detailed assessment

The Detailed Assessment then assessed projects based on their expected impact (both beneficial and adverse) on the Strategic Priorities, Critical Success Factors and sustainability criteria; breaking each area of assessment down into more detailed components. Project assessment was undertaken in line with the DfT's Transport Analysis Guidance (TAG) and Early Assessment and Sifting Tool (EAST) Guidance.

The overall purpose of the Assessment Framework was to assess projects in a consistent and transparent way, using a methodology in line with Government guidance and recognisable to key agencies such as the DfT, National Highways, and Network Rail. The process provides clarity to Government regarding the region's priorities and assurance that those priorities have been identified in a robust manner. This method created a dashboard through which projects could be compared based on the information available. A summary of the assessment results can be found in **Appendix B**.

3.5.3 Integrated Sustainability Appraisal

Transport East is committed to improving environmental, social, and economic wellbeing of the region as indicated in the wider outcomes. As part of this commitment Transport East is undertaking an Integrated Sustainability Appraisal (ISA) to inform the development of the Transport Strategy.

An ISA is a process for assessing the social, economic, and environmental impacts of a plan in a systematic and transparent way with the aim that sustainable development principles underpin the strategy.

The ISA is based around the strategic environmental assessment (SEA) process and has five key stages (Figure 3.3), including an initial scoping stage providing context and focus for the assessment, and iterative assessment of the developing plan, followed by consultation on the assessment and draft strategy documents. Consultation responses will be taken into account in the finalisation of the strategy and IDP.

Figure 3.3: Key stages in the ISA process

The monitoring plan[2] employs a number of targets and indicators to help identify any significant effects that could arise through the implementation of the strategy, the responsibility for monitoring and reporting against these targets would sit with different organisations and scheme developers. This will inform the development of the IDP monitoring and evaluation plan.

3.6 Current pipeline programme

The identification and assessment processes identified priority projects that should be progressed as part of this IDP as a first step towards delivering Transport East's vision and strategic priorities. When identifying pipeline projects, it is recognised that some projects will score well across all criteria and others will score strongly in one area, and that only mature projects can be considered for delivery. It is envisaged that the future management of the pipeline will ensure that the combination of measures in the

[2] Ingrated Sustainability Appraisal https://www.transporteast.org.uk/public-consultation

Programme will collectively deliver all of our strategic outcomes. Projects in the ideas pool with significant potential to support our objectives will be prioritised for accelerated business case development.

The current pipeline list of projects can be found in **Appendix C** and a map showing the location of projects in **Appendix D.** These projects have been grouped in the following categories:

- **Committed projects** – these are projects that have already been identified to be in the delivery stage. They are well developed and already have some delivery funding certainty and commitment from national government within funding programmes.

- **Projects to be delivered in neighbouring authorities** – the transport network extends beyond the Transport East region, this section identifies those projects that are important to and affect transport in the East but will be delivered by others.

- **Regional strategic packages** – This category contains a mix of projects to be progressed by Transport East, the Local Transport Authorities / Local Government or other delivery bodies. These packages highlight priority areas of work, where Transport East can;

    - support the case for investment, for example for the 5G roll out;

    - make the case for long-term funding certainty to enable ambitious programmes for active travel and urban sustainable programmes; and,

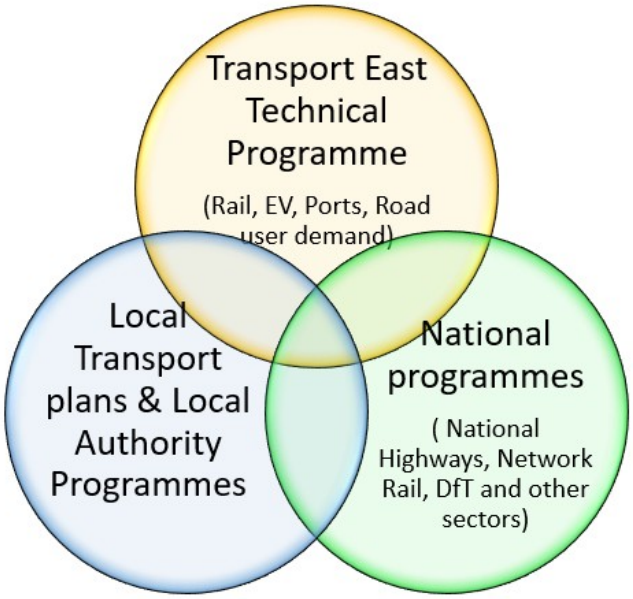
    - add to the technical programme to develop an evidence base to support future Local Government decisions, for example the road user demand management measures.

It is important to have a section in the IDP that can identify how ideas need to be supported and developed.

- **Strategic corridors** – This category identifies projects that sit along the six core strategic corridors, that will either individually or in combination deliver the strategic priorities. These are a mix of road, rail and sustainable transport measures that are either at the idea or development stage. Progression of these projects will be dependent upon the development of a satisfactory business case that will recognise the government's changing emphasis for projects to demonstrate significant contributions to decarbonisation and sustainable transport.

The IDP process is focused on strategic-scale projects and has not considered more localised projects and initiatives typically included within the Local Transport Authority's Local Transport Plans (LTPs). It should be noted however that most LTPs will also refer to strategic-scale projects of importance to that Local Transport Authority.

In categorising these projects within the IDP consideration needs to be given to the Transport East technical work programme, the Local Transport Authority's Local Transport Plans and measures being delivered by Local Authorities that have an impact on transport, reflecting the partnership approach to transport in the region. We aim to ensure alignment with the activity of partners and not duplicate it.



The Transport East technical programme focusses on outputs that will build evidence and expertise in areas of work to support the capacity and capability of its partners to evidence, identify and progress proposals. The scope and detail of this work will be informed by the gaps highlighted by the assessment process, subject to agreement by the Transport East Forum through the annual Transport East Business Planning process, and have not been identified as standalone projects in developing the IDP.

3.7 Funding

Transport funding and the relative priority of projects is complex and often linked to external decisions on delivering infrastructure. One of the crucial elements to delivering the strategy is the availability of greater levels of funding to local authorities and other bodies responsible for infrastructure in the East.

The Local Authorities in the region are fully committed to the IDP and already make a substantial contribution from existing budgets. However, significant support will be required from Government to deliver and continue to develop the IDP.

Many of the major road and rail projects will need funding to be provided by government through National Highways (via the Roads Investment Strategy) and Network Rail / Great British Railways (via Control Period settlements). Many initiatives led by local authorities will also need to be funded through a range of existing and future funding streams, in addition to the current annual capital allocations to local government, for example the Levelling Up Fund, the National Home Building Fund, and the Shared Prosperity Fund. The delivery of many transport projects requires local authorities to bid into a national competition for time-limited funding,

Figure 3.4 summarises current and future Government national funding streams that are likely to play a role in delivering the IDP. Each funding stream has different application criteria. Therefore, multiple funding applications to different sources will be required to support the delivery of the full Programme. Multi-year settlements for the region, like those currently in place for National Highways and Network Rail, could create the potential for significant funding efficiencies, especially if these funds are linked to the delivery of outcomes rather than being specific to modes of transport. In addition, the provision of multi-year revenue funding would enable the development of ambitious programmes in advance of funding

opportunities and provide greater certainty for local authorities to enable them to fully commit to long-term transport planning.

Figure 3.4: current and future national transport funding streams

Current national funding sources	Future funding sources
£4.8bn Levelling Up Fund	£10bn National Home Building Fund
£3.6bn Town Deals	£1.3bn+ p.a. Shared Prosperity Fund
National Road Fund (local roads) – no longer ringfenced	£3bn for buses (arising from the 'Bus Back Better' strategy)
£500m Reopening your Railway (project development)	£2bn for walking, cycling
Housing Deals (any local authority)	£870m Roads Investment Strategy 2 Designated Funds
£200m Community Renewal Fund (precursor to Shared Prosperity Fund)	
£150m Community Renewal Fund	
£120m Zero Emission Bus Regional Area (ZEBRA) Scheme	

In addition to government funding, Transport East will work with partners to identify appropriate funding streams and private sector investment to support the funding for our projects. Figure 3.5 shows the range of current alternative funding streams available to local authorities, these funding sources are supplementary to central government funding.

Further work is needed to develop and refine cost estimates for many of the projects and programmes. Many projects in the 'ideas pool' have not been subject to detailed feasibility studies. An indicative cost range estimate for the region's programme of projects in the 'development' and 'delivery' pools is between £4.6bn and £6.3bn. Due to the evolving nature of project development and delivery costs managed by the project promoter, details of individual project costs are not included in the IDP tables.

Transport East will support our partners to accelerate business case development to get our projects funded and delivered more quickly.

Figure 3.5: Potential third-party funding routes for the IDP

<table>
<tr><th>Developer Contributions</th><th>Borrowing</th><th>Financing</th></tr>
<tr><td rowspan="2">Section 106/278
Community Infrastructure Levy
(Government propose to change these mechanisms soon)</td><td>Public Work Loan Body
Municipal Bonds Agency
UK Infrastructure Bank</td><td>Tax Increment Financing
Direct Private Financing</td></tr>
<tr><td>User Charges</td><td>Other levies</td></tr>
<tr><td>Partnership approaches to land value capture agreement
Public land acquisition (potential with support from Homes England) with later capture land value uplift from development</td><td>Workplace Parking Levy
Road Tolling
Road User Charging</td><td>Business Rates Supplement
Council Tax Levy</td></tr>
</table>

3.8 Governance

The Transport East Forum will provide regional oversight of the Investment and Delivery Programme. The Forum will endorse Transport East advice on investment priorities coming through the pipeline to the Secretary of State for Transport. It will oversee the regional work programme to help accelerate projects and initiatives through the pipeline process, including business case development.

The Transport East Senior Officers Group will provide operational oversight of the IDP, and manage resource to ensure its efficient operation. Existing mechanisms will be utilised and enhanced to ensure wider partners are able to input and submit proposals into the annual review of the IDP.

The IDP approach provides support for project promoters to identify and develop new ideas, ensure they are aligned with the regional strategy through the strategic assessment framework, and support with business case development. Individual project business cases will continue to be the responsibility of the project promoter.

4. Performance

To deliver the outcomes identified by the Strategy, it is important to measure and evaluate performance of the IDP to inform the evolution of the programme and future IDP's and support better delivery.

4.1 Monitoring and evaluation

It is important that we can measure the success of interventions against the aims of the Strategy. Transport East will develop and implement an IDP Monitoring and Evaluation plan.

Fifteen transport goals have been identified in the draft strategy linked to the four strategic priorities. These are set out in Figure 4.1, and will form the basis of our outcome monitoring.

Figure 4.1: Strategic Priorities and Transport Goals

Strategic Priority		Transport Goal
Decarbonisation to net-zero		1. Zero Carbon Growth by locating and designing new development that reduces the need for people to make carbon intensive trips in the future
		2. Reduce Demand for carbon intensive transport trips through local living. Making it easier for people to access services locally or by digital means
		3. Shift modes by supporting people to switch from private car to active and passenger transport. To shift freight transport to rail
		4. Switch fuels with all private, passenger transport, fleet and freight vehicles switching to net zero carbon fuels at the earliest opportunity
Connecting our Growing Towns and Cities		5. Improve connectivity and accessibility within our towns and cities for walking, cycling and passenger transport to support sustainable access to services, education, training, employment and leisure
		6. Deliver faster and more reliable transport connections between our growing towns, cities and economic corridors, and to the rest of the UK, to support business growth, skills development and employment
		7. Fully integrate transport networks, services and operations across the East of England, through customer focussed approach enabling seamless and safe end-to-end journeys by sustainable modes
Energising our Coastal and Rural Communities		8. Increase accessibility to education, training, services and employment for rural communities
		9. Improve connectivity along our 500 miles of coastline
Unlocking international Gateways	**Ports**	10. Improve capacity, journey time and reliability for freight and passenger surface access to ports
		11. Support our ports and the freight sector to increase their use of alternative fuels
		12. Modal shift of freight from road to rail or short sea shipping, and increase sustainable mode share of employees and passengers using port facilities
	Airports	13. Improved passenger and employee connectivity to airports through better connected and more sustainable surface access options
		14. Support the government and aviation industry through the Jet Zero approach and other mechanisms to deliver net zero emissions from aviation by 2050
		15. Shift modes by supporting people and employees to switch from private car to passenger and active transport to access international airports.

Progress against these goals will be monitored and reported on at regular intervals throughout the life of the strategy. Where appropriate Key Performance Indicators, (KPIs) and targets, will be established that will enable impartial, measurable reflections on intervention performance. Indicative KPIs are set out in **Appendix E**.

4.2 Technical work programme

To support the IDP, we will develop and deliver our technical work programme to improve capacity, capability, intelligence, and expertise to dive forward our strategy, projects and programmes.

We will work with partners, both regionally and nationally to identify areas of work that will support the delivery of the Strategy through the evolution of projects within the pipeline and funding for delivery.

4.3 Better delivery

The role of Transport East is to bring together local authorities within the region to speak with a single voice on strategic transport issues, co-ordinate investment, and support better delivery.

To support the introduction of the IDP, the Transport East partnership has identified the following strategic delivery challenges that will need to be tackled through its wider work programme:

- The need for greater capacity and capability in the East of England for strategic transport planning, commensurate to that which is employed in other regions of similar size.
- The need for greater local accountability/influence for local and democratically elected strategic decision makers
- Better strategic integration and removal of silo-thinking in planning transport solutions
- To understand, and then achieve, the shift required to get to Net Zero, including influencing public opinion and attitudes on decarbonisation
- Better funding mechanisms, to ensure more funding certainty and reduce complexity for our local authorities and partners, to improve strategic project development
- Better strategic coordination with other sectors to deliver transport benefits
- Ensuring understanding and co-ordinating the range of challenges and ambitions across our diverse partners and geography
- Communicating our priorities clearly to government, in a challenging funding environment
- Closer partnership with national delivery agencies and alignment with the strategic transport plans of neighbouring regions
- Supporting DfT's work with other government departments to co-ordinate our transport strategy with wider government delivery in the East

4.3.1 Multi-year funding certainty

Transport East has requested a multi-year funding settlement for the East through the 2021 Spending Review. Multi-year funding provides a more stable income stream that can be used to launch a long-term programme of works, allowing for the longer-term planning and development of projects and schemes, which supports the more efficient delivery of investment projects and in turn greater value for money.

4.3.2 Innovation

Transport East is committed to supporting research and development across the transport sector as part of delivering this Strategy. We will work with both public and private sector-led initiatives and collaborate with local authorities and other Sub-national Transport Bodies to pilot new initiatives and make sure that the region is at the cutting edge of technological innovation for transport.

We will also act as an advocate for research and development projects, working in partnership with government, academia and the private sector to increase funding for trials to test new technologies.

4.3.3 Data and intelligence

Transport East will aim to develop data and modelling capabilities to enable an evidence-led approach to business case, programme and strategy development, ensuring the region has the capability and capacity to proactively capitalise on opportunities as they arise.

4.3.4 Delivery for everyone

People do not experience the transport network and services equally, and we are committed through our strategy and IDP to implementing changes across the region to make accessing and using our networks more equitable. Transport is not an end, but a means to access employment, education, services and experiences.

5. Next Steps

5.1 Public Consultation

The following draft documents will be subject to a public consultation from late 2021:

- Draft Transport Strategy
- Approach to the Investment and Delivery Programme (this document)
- Integrated Sustainability Appraisal (ISA)

The Transport Strategy will then be finalised to reflect feedback received, and the IDP approach confirmed and established alongside the strategy.

5.2 Updating the IDP

The IDP has been designed as a 'live' mechanism that will be regularly reviewed and updated, with the status of investment priorities in the programme published and regularly updated on the Transport East website.

We have established a framework for engagement with our partners, including Local Authorities, to support them with submitting new proposals into the pipeline, and accelerating existing projects.

All new proposals generated by our partners will be added to the 'ideas pool' and assessed during the annual review of the IDP. We will then work with our partners to process these ideas through the assessment framework to generate an updated priority project list to better deliver our regional vision and strategic priorities.

Appendix A – Summary of Assessment Criteria

Theme	Measure	Detail	Sub-Measure
Decarbonisation	De-carbonisation	To what extent does the option help to de-carbonise existing trips? For example through electrification	Embodied Carbon
			Operational Carbon
	Modal shift to active travel	To what extent does the option potentially increase modal shift to active travel?	
	Modal shift to PT	To what extent does the option increase modal shift from private car to passenger transport?	
	Aggregation of services / Reducing the impacts of travel	To what extent does the option reduce the need to travel? E.G. through better 'at home' provisions or co-location of services	
	Air Quality	To what extent does the option benefit air quality in the vicinity?	
	Net Environmental Gain	Are there any opportunities for net environmental gain?	
Connecting Growing Towns and Cities	Connecting our growing towns and cities	To what extent does the option connect growing towns and cities faster and more frequently?	
	Supporting homes & jobs (urban)	To what extent could the option support homes and jobs?	Directly supports
			Indirectly supports
	Pinch points	To what extent does the option impact any existing pinch points on the network where congestion or connectivity is poor	
	Viable alternative to the private car	To what extent does the option offer the potential for mode shift away from the private car by providing a comparable service?	
	Connecting people to essential social services	Could the option better connect people living in urban areas to essential social services?	Education/Skills
			Health
Accessibility and Connectivity for Rural and Coastal Communities	Energised rural and coastal communities	To what extent does the option connect people, businesses and freight in coastal or rural areas?	
	Supporting homes & jobs (rural and coastal)	To what extent could the option support homes and jobs?	Directly supports
			Indirectly supports
	Connects people in coastal / rural areas to jobs (in any area)	To what extent does the option improve people living in rural or coastal areas access to jobs (in any area)	
	Connects tourism hotspots and transport hubs	To what extent does the option connect rural and coastal tourism spots to regional transport hubs (including via active travel); encouraging tourism in the region?	
Unlocking International Gateways	Connecting people to essential social services	Could the option better connect people living in rural and coastal areas to essential social services (in any area)?	Education/Skills
			Health
	Global Gateways	To what extent does the option improve connectivity (for both passengers and freight) to global gateways?	From within the region
			From outside the region
			From towns and cities within region
	Reliability (corridor)	What are the scale of benefits expected from improvements to reliability to and from international gateways (for both passengers and freight)?	
	Increases freight capacity	To what extent does the option improve freight capacity at (and on links to and from) key gateways? EG by removing pinch points	

Theme	Measure	Detail	Sub-Measure
Wider Benefits	Health	Is the scheme likely to impact health and particularly health equality outcomes?	Through increased exercise
			Through improved air quality
			Mentally, through improved wellbeing
	Affordability	Is the scheme likely to be affordable to all (Equality)? Will different ticketing options and discounts be available? Is there a cost to using the option?	
	Safety	How likely is the option to reduce collision/ incident rates on the network?	
	Urban Realm	To what extent does the option improve placemaking or the urban realm?	
	Personal Security	How likely is the option to improve personal security and equality through either the reduction of opportunities for crime or through improvements to perceptions of security (where this perception would otherwise prevent potential users from travelling)? Consider both Staff and Travellers (including groups which may be disproportionately impacted including women, ethnic minority communities and LGBTQ+ people)	
	Trip Purposes	Does the option serve a range of trip purposes for a range of people (equality assessment)? For example local education or care trips, commuting trips and shopping trips?	
	Journey Quality	Cleanliness/ information/ crowding/ rest-rooms	
	Accessibility	Is the scheme accessible to a range of people (equalities assessment) including people with (mental or physical) disabilities and/ or those travelling encumbered with small children/ bags?	
Critical Success Factors	Political Support	What level of stakeholder support is the scheme likely to see?	Political
			Public
	Buildability	Are there any constraints which preclude construction?	
	Planning/ CPO	Does the scheme require statutory planning permissions or processes? How likely are these to be granted?	
	Engineering/ technology	Are there any major engineering or technological constraints?	
	Supplier Capability/ Capacity	What is the risk that suppliers will be unable to meet the needs of the scheme (e.g. production capability/resources/skilled labour)	
	Opportunities to support the Local Supply Chain	To what extent is the scheme likely to be constructed and operated by local suppliers?	
	Strategic Fit with Govt. priorities	How well does the option fit with wider national strategic priorities?	
	Construction Costs	How much does the option cost? State level of confidence in notes section	
	Operational Costs	Is the scheme likely to generate revenue, or will it require funds to operate? State level of confidence in notes section	
	Funding Availibility	Is funding likely to be forthcoming?	

Theme	Measure	Detail	Sub-Measure
Strategic Fit	Modal shift to active travel	To what extent does the option potentially increase modal shift to active travel?	
	Modal shift to PT	To what extent does the option increase modal shift from private car to passenger transport?	
	Levelling Up Agenda	To what extent does the option benefit areas identified within the levelling up agenda in line with the levelling up index criteria?	Productivity, Unemployment and Skills
			Journey times to employment centres (noting that car journeys are weighted more heavily than PT or cycling journeys)
			Better utilisation of existing empty employment sites and homes
	Aggregation of services / Reducing the impacts of travel	To what extent does the option reduce the need to travel? E.G. through better 'at home' provisions or co-location of services	
	Reliability	What are the scale of benefits expected from improvements to reliability?	
	Journey Times	What are the scale of benefits expected from improvements to journey times?	
	Trip Purposes	Does the option serve a range of trip purposes? For example local education or care trips, commuting trips and shopping trips? Are people transported radially into city centres or circular in more local trip patterns?	

These cells are used to create greyed out N/A boxes based on option type			Example Scoring Criteria						
			Major Beneficial / Very Low Risk	Moderate Beneficial / Low Risk	Minor Beneficial / Low - Medium Risk	Neutral or N/A	Minor adverse / Medium to High Risk	Moderate Adverse / High Risk	Major adverse / Showstopper
Idea	Development	Delivery	Score 3	Score 2	Score 1	Score 0 if neutral or N/A if not applicable	Score -1	Score -2	Score -3

Appendix B – Summary of Assessment Results

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
Reopen rail lines in rural/coastal areas (see Long list for potential lines)	Idea							
Widespread roll-out of EV charging infrastructure to increase EV take up (including HGVs)	Idea							
Implement SMART ticketing across the region	Idea							
Braintree rail branch line improvements	Idea							
A47 Tilney to East Winch dualling	Development							
East - west rail package	Development							
South Essex bus metro	Development							
A14 Package	Development							
A120 Braintree to Marks Tey dualling	Delivery							
A12 Strategic Package North	Development							
Army & Navy Sustainable Transport Package	Development							
Urban Active Travel Package	Idea							
Inter-urban Active Travel Package	Idea							
Rural Active Travel Package	Idea							

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
Ports Access Package	Idea							
Coastal Access Package	Idea							
Norwich Western Link Road	Development							
Develop an ambitious programme of traffic demand management measures across the region	Idea							
A10 West Winch Housing Access Road	Development							
A12 Strategic Package South (M25 - A14)	Development							
Southend Airport Sustainable Access Package	Idea							
Stansted Airport Sustainable Access Package	Idea							
Acle Straight Dualling	Development							
A47/A17 Pullover Junction, King's Lynn	Development							
Clacton Town Centre Action Plan	Development							
GEML strategic rail package	Development							
Rapid transit links from Cambridge to Uttlesford	Idea							
Improved Access to Canvey	Idea							

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
A12 northern section (A1152 to Lowestoft) upgrade	Development							
North Essex Rapid Transit – phase 2	Idea							
A11 Fiveways	Development							
A133 Frating to Clacton enhancements	Idea							
Southend Rapid Transit	Idea							
Widespread roll out of fibre broadband and 5G	Idea							
Essex Thameside rail improvements	Development							
A127 Outer Relief Road Southend and Essex	Idea							
A127 Northern Relief Road Southend and Rochford	Idea							
A1306 improvements and bus priority	Development							
A127 strategic package	Development							
Southend Congestion Relief Package	Development							
A140 / A1120 MRN	Idea							
Upgrade Wickford to Southminster line	Idea							
GEML Rail link to London Gateway	Idea							

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
M11 J8 Long Term Scheme	Idea							
West Anglia rail main line package	Development							
Urban Sustainable Transport Package	Idea							
Rail improvements across Suffolk	Idea							
Infill rail electrification associated with Felixstowe and Thameside	Idea							
Felixstowe Port to the Midlands and the north rail freight improvements	Development							
Haughley Rail Junction - double track (freight capacity)	Development							
Level crossing improvements not covered by the Ely/Felixstowe scheme	Idea							
Trowse Rail Bridge and Trowse lower junction double tracking	Idea							
Felixstowe branch rail line - doubling	Idea							
Harp House Roundabout Improvements	Development							
M25 junction 30 capacity enhancements	Idea							

Option	Pool	Strategic Aims	Connecting Towns & Cities	Decarbonisation	Global Gateways	Wider Benefits	Rural & Coastal	Critical Success Factors
A13/A126 east facing slips	Development							

Appendix C – Current Investment Programme

This table summarises the projects in the following categories

- CP – Committed projects. These have been identified to be at the delivery stage. They are well developed and already has some delivery funding certainty and commitment from national government
- O – Projects to be delivered in neighbouring authorities. The transport network extends beyond the Transport East region, this section identifies those projects that are important to and affect transport in the East but will be delivered by others.
- A – Regional packages. This category contains a mix of projects to be progressed by Transport East, the Local Transport Authorities / Local Government, or other delivery bodies.
- B, C, D, E, F & G – Strategic Corridors. This category identifies projects that sit along the core strategic corridors, (see Figure 2.1), that will either individually or in combination deliver the strategic priorities.

Project Ref	Projects	Stage	Timescale (years)	Brief Description
CP	**Committed Projects**			
CP1	**Beaulieu Park Station**	**Delivery**	**0 - 5**	New station on the Great Eastern Mainline to serve the growing communities in Northeast Chelmsford and South Braintree.
CP2	**A120 Millennium Way slips**	**Delivery**	**0 - 5**	Improved access by providing slip roads to the A120 in Braintree. Provides congestion relief by improving access and capacity to facilitate traffic movements and BDC Local Plan growth.
CP3	**A127 Fairglen junction short term improvements**	**Delivery**	**0 - 5**	Revised layout for Fairglen Junction on the Essex/Southend boarder. Required in an area of major growth and increased traffic movements.
CP4	**Lower Thames Crossing**	**Delivery**	**0 - 5**	
CP5	**Great Yarmouth Third Crossing**	**Delivery**	**0 - 5**	
CP6	**Gull Wing Crossing - Lowestoft**	**Delivery**	**0 - 5**	Construction of a third river crossing in Lowestoft, with an opening section to enable navigation
CP7	**Long Stratton Bypass**	**Delivery**	**0 - 5**	
CP8	**Stanford-Le-Hope station**	**Delivery**	**0 - 5**	Final approvals, funding and construction
CP9	**A13 widening (including A13/A1014 junction)**	**Delivery**	**0 - 5**	
CP10	**A13/A126 east facing slips - in doc**	**Delivery**	**0 - 5**	
CP11	**North Essex Rapid Transit**	**Delivery**	**0 - 5**	Dedicated transit system to serve growing communities in Colchester and Tendring.

Project Ref	Projects	Stage	Timescale (years)	Brief Description
CP	**Committed Projects**			
CP12	**M11 junction improvements at J7, J8 including new J7a**	**Delivery**	**0 - 5**	7A is a new Junction and J8 is revised layout. Both required to support growth in the Harlow/Stansted area.
CP13	**Harlow and Gilston Sustainable Transport Corridors**	**Delivery**	**0 - 5**	Revised prioritisation of carriageway to promote active travel and improve capacity on the network.

O	**Projects delivered by neighbouring authorities**			
O1	**A47 Wisbech to Peterborough dualling**			
O2	**A414 corridor upgrades connecting with A10 and accessing Hertfordshire**	**Idea**	**5 - 10**	
O3	**A1307 Haverhill to Cambridge - bus link**	**Idea**	**5 - 10**	Sustainable link between Haverhill and Cambridge
O4	**A14/A11 junction works**	**Idea**	**10+**	Provision of an eastern link from the A14 to/from the A11
O5	**Ely area rail capacity improvements**	**Development**	**5 - 10**	Capacity improvements between Ipswich and Ely, with capacity improvements through Ely station for passenger and freight service
O6	**Stratford Station redevelopment**	**Idea**	**5 - 10**	Improved safety and interchange at Stratford station. Includes short term proposals in development and longer-term proposals being put forward by a third party
O7	**Doubling track through Soham**	**Idea**	**5 - 10**	Providing further benefits for the Ely Junction improvements
O8	**Cambridge South Station**	**Development**	**0 - 5**	Provision of a new station at Cambridge

Project Ref	Priority Projects	Stage	Timescale	Brief Description
A	**Regional Strategic Packages**			
A1	**Re-open rail lines in rural / coastal areas**	**Idea**	**5 - 10**	To look at the potential for reinstating lines and improving rural connectivity for rail
A2	**Widespread roll-out of EV charging infrastructure to increase EV take up (incl HGV's)**	**Idea**	**0 - 5**	Charging infrastructure readily available to cater for and increase the demand for all electric vehicles including HGVs. Where possible, the electricity would be renewable and powered by the Transport East region's own energy coast source
A3	**Implement SMART ticketing across the region**	**Idea**	**0 - 5**	Greater integration of fares, ticketing, customer service and service planning for strategic and local passenger transport
A4	**Urban Active Travel Package**	**Development**	**0 - 5**	Building on existing Local Walking and Cycling Implementation Plans, a step-change in the investment in active travel measures to be implemented in urban areas across the region, in line with the recommendations from the Transport East Sustrans Report (e.g. Strategic traffic-free routes; 20-min neighbourhoods; Removed rat-running traffic from residential areas; Safe routes to schools; Clean air zones in urban centres; First-mile, last-mile integration with public transport).
A5	**Inter-urban Active Travel Package**	**Idea**	**0 - 5**	Building on existing Local Walking and Cycling Implementation Plans and the Sustrans National Cycle Network (NCN) Route Strategy, an upgrade of NCN between urban areas and implementation of new links (Strategic traffic-free routes; Integration with public transport hubs)
A6	**Rural Active Travel Package**	**Idea**	**0 - 5**	Building on existing Local Walking and Cycling Implementation Plans, this would comprise NCN upgrades in rural areas; implementation of river, road and rail crossings at key gaps in network; improved links in and between rural villages (Network of low-traffic walking and cycling routes between settlements and key attractors and transport hubs; Year-round accessibility, achieved by regular/seasonal maintenance; Integration with public transport; Biodiversity enhancement, for example natural corridors)
A7	**Develop an ambitious programme of traffic demand management measures across the region**	**Idea**	**0 - 5**	A review of strategic measures to identify those most appropriate to support the reduction of traffic demand as set out in the Government's Transport Decarbonisation Plan, which could include options such as re-allocation of road space; innovation in transport sharing; fiscal measures; parking management; increased relative attractiveness of alternative modes.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
A8	**Ports Access Package**	**Idea**	**0 - 5**	A strategic package of measures to support Freeports and expansion of other ports in the East. Measures to include addressing pinch points on road network and providing sustainable transport links to ports for workers in particular. N.B. Assumed to include King's Lynn port road access upgrade; Tilbury link road; A13/A1014 junction improvements; electrification of London Gateway; GEML rail link to London Gateway; rail freight capacity enhancements to north London lines; and access and North Tendring Access Package.
A9	**Coastal Access Package**	**Idea**	**0 - 5**	A strategic package of measures to address pinch points on key access routes to coast; implement / improve sustainable transport links to key coastal towns; implement / improve active travel links within key coastal towns. Could also include broader ideas such as a ferry link between Harwich and Felixstowe.
A10	**Urban Sustainable Transport Package**	**Idea**	**0 - 5**	A step-change in strategic investment and delivery of sustainable transport in our 75 towns and cities, to deliver goal 4 in the draft Transport Strategy.
A11	**Infill electrification of rail associated with Felixstowe and Thameside**	**Idea**	**5 – 10**	To benefit intermodal freight traffic, some "infills" are outside the Anglia region, where improvements would allow electric rather than diesel operation of freight to and from East Anglia
A12	**Widespread roll out of fibre broadband and 5G**	**Idea**	**0 – 5**	To enable greater level of home working and remote access to services, reducing the need to travel. Including expanding provision into rural areas

Project Ref	Priority Projects	Stage	Timescale	Brief Description
B	**Connecting our Energised Coastal Communities**			
B1	**A47 Tilney to East Winch dualling**	**Idea**	**5 - 10**	Reduce congestion, reduced delay, more reliable journeys, improved connectivity, improved road safety, removes traffic from settlements. Supporting housing and job growth. Improved pedestrian and cycling facilities
B2	**Norwich Western Link**	**Development**	**0 - 5**	Improving connectivity, accessibility and journey times on key routes in Greater Norwich while reducing existing traffic impacts in western Norwich and improving conditions for walking and cycling.
B3	**Acle Straight Dualling**	**Development**	**5 – 10**	The Acle Straight forms part of a strategic corridor between the two key growth areas of Norwich and Great Yarmouth. It is a single carriageway road approximately 11.5km in length which passes through the Broads National Park. The aim of the proposed scheme is to reduce overall journey times, congestion and delay along this section of the A47. It is also expected to also improve the resilience of the local road network, improve journey time reliability to and from Great Yarmouth, and reduce numbers of road accident casualties on the road.
B4	**A47/A17 Pullover Junction, Kings Lynn**	**Idea**	**0 – 5**	The A17/ A47/ Clenchwarton Road roundabout, known as the “Pullover Roundabout” is a large roundabout located to the south-west of King's Lynn. The idea is to provide a grade separated junction with a bridge/flyover and slip roads to ease congestion and improve reliability.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
C	**Connecting the Heart of East Anglia**			
C1	**GEML strategic rail package (Improvements in London, Essex, Suffolk and Norfolk)**	**Development**	**0 - 5**	Improving frequency and journey time of passenger rail services between Norwich and London (outside of region also includes Bow Junction (Stratford) remodelling and facilitate better use of lines and platforms at Liverpool St to give improved services on Anglia services
C2	**A12 strategic package South**			Broken into the following sections; M25 – Chelmsford, Chelmsford bypass, Marks Tey to Colchester, Colchester to A14, the overall aim of the scheme is to improve capacity on the A12 between London and Ipswich, removing / reducing congestion to improve journey times and journey time reliability.
	M25 to the A14, including a bypass of Chelmsford	**Idea**	**5 - 10**	
	J19 - J25 (Chelmsford to Marks Tey)	**Development**	**0 - 5**	
C3	**Army and Navy Sustainable Transport Package**	**Development**	**0 - 5**	Junction improvement, new P&R and expanded P&R, improved walking, cycling and passenger transport facilities
C4	**A12 strategic package North (A14 to A1152)**	**Development**	**0 - 5**	Opens up opportunities for growth around Ipswich and on the corridor. Provides mitigation for the significant energy projects on the Suffolk Coast, including Sizewell C. Comprises a number of schemes from A12 junction with A14 to A1152
C5	**A12 northern section (A1152 to Lowestoft) improvements**	**Idea**	**5 - 10**	A1152 – Lowestoft. To identify solutions to current constraints along this section of the A12. There are currently plans associated with the Sizewell C proposal to provide a two-village bypass from Stratford St Andrew to the A12/A1094 Friday St Junction
C6	**A140/A1120 MRN**	**Development**	**0 - 5**	New bypass local to Earl Stonham, to address congestion and safety issues at this junction. This will support future local planned growth in the district.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
D	**Cross-country connectivity**			
D1	**East-West rail package (enhanced Norwich and Ipswich connectivity and capacity to Cambridge as Eastern section of national East-West Rail project)**	**Development**	**5 – 10**	To deliver benefits of improving the Eastern Section to deliver a direct rail service from Oxford to Ipswich and Norwich. Additional freight route direct to Southwest England Additional platforms needed at Cambridge station to tenable East-West services
D2	**Felixstowe Port to the Midlands and the north rail freight improvements**	**Development**	**5 – 10**	Network Rail Decarbonisation strategy and Felixstowe to Nuneaton rail study, including the electrification of the Felixstowe branch line and a wider package of schemes to boost freight service capacity to be developed/delivered in a phased approach.
D3	**Haughley Rail Junction – double track (freight capacity)**	**Development**	**0 – 5**	Creation of a full two track junction to facilitate increased numbers of freight and passenger services along with improving efficiency of the junction.
D4	**Other Rail level crossing improvements not covered by the Ely / Felixstowe scheme**	**Idea**	**5 - 10**	Replacement of remaining level crossings not covered by Ely / Felixstowe scheme with bridges to enable increased rail paths to increase freight and passenger services along with faster services.
D5	**Trowse Rail Bridge and Trowse lower junction double tracking**	**Idea**	**5 - 10**	Replacement of the existing single track swing bridge with a double track bridge and remodelling of the Trowse lower junction. This will improve capacity and journey times to / from Norwich and unlock housing growth.
D6	**Felixstowe rail branch line - doubling**	**Idea**	**10+**	Improve capacity to accommodate increased freight services and support decarbonisation
D7	**A11 Fiveways**	**Development**	**5 - 10**	Upgrading the A11 fiveways junction, a roundabout where the A11 meets the A1065 and the A1101 near Barton Mills in Suffolk. To address capacity and safety issues.
D8	**A14 package - junctions 37 A14/A412 (Newmarket), 43 and 44 (Bury St Edmunds), A14 to Expressway standard and improved interchange at Copdock (also see A12 corridor)**	**Development**	**5 - 10**	Improvements to junctions 37 A14/A412 (Newmarket), 43 and 44 (Bury St Edmunds) to provide more capacity, upgrade of the A14 to Expressway standard improving journey times and reliability and improved interchange at Copdock to help facilitate freight movements to Felixstowe.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
D9	**Rail improvements across Suffolk**	**Idea**	**5 - 10**	East Suffolk and Newmarket line speed improvements. Re-signalling to reduce headways in the Bury St Edmunds area to accommodate proposed service increases. Electrification of sections including between Haughley Junction and Peterborough. Network Rail is leading on a Suffolk Connectivity Study, due for completion 2022

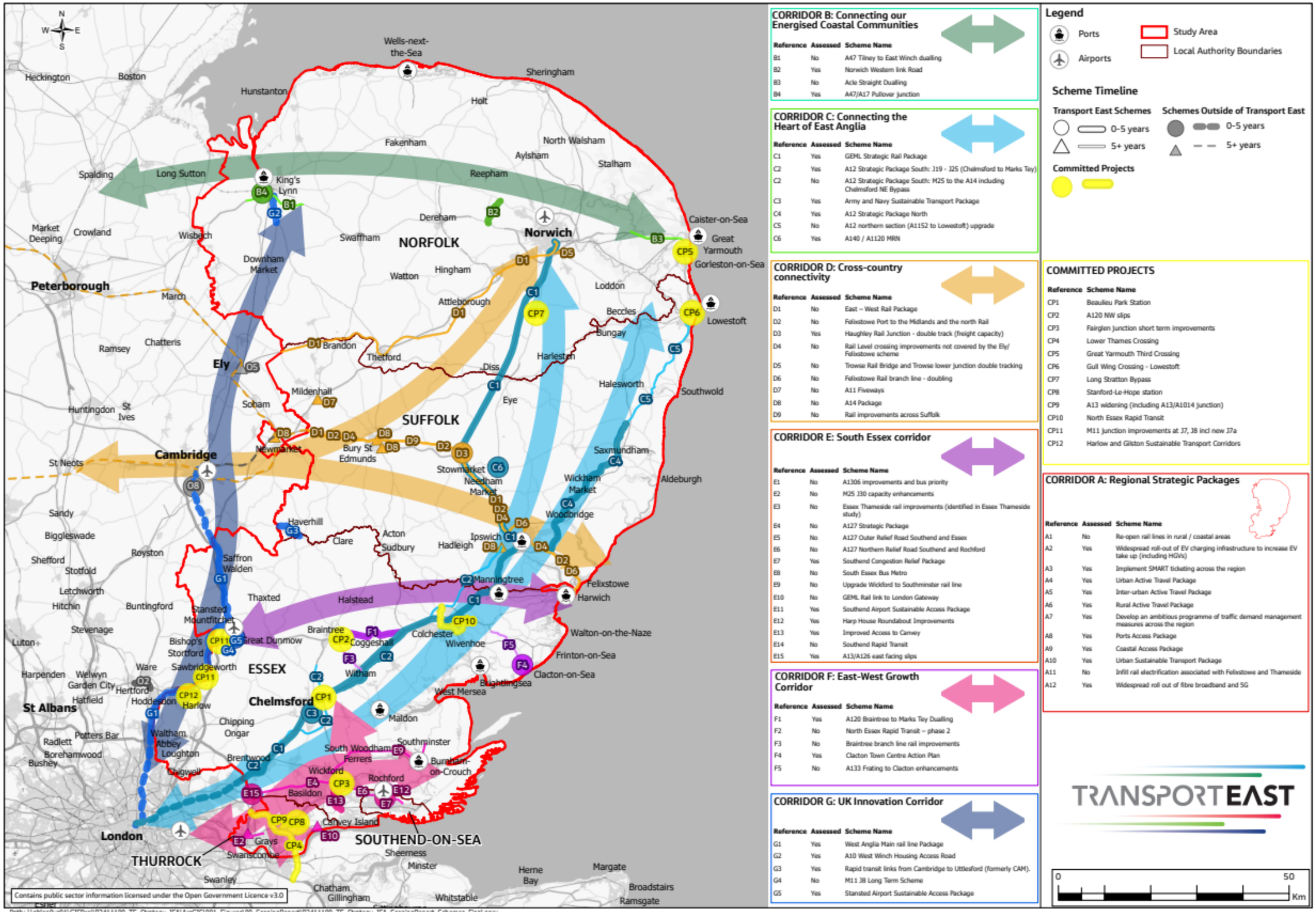
E	South Essex corridor			
E1	**A1306 improvements and bus priority**	**Development**	**0 - 5**	Reducing congestion and rat-running on local roads. Providing bus priority and walking and cycling infrastructure
E2	**M25 junction 30 capacity enhancements**	**Idea**	**5 - 10**	Major capacity enhancements at J30, potentially a grade separated link from the A13 to the M25 north, to address current congestion and enable future growth in Thurrock, South Essex and the Thames Estuary areas.
E3	**Essex Thameside improvements (identified in Essex Thameside study)**	**Idea**	**5 - 10**	A number of passenger and freight improvements were identified in the Essex Thameside Study. These include signalling enhancements, train lengthening, increased standing density on trains through fleet reconfiguration, improvements to stations and electrical power and capacity upgrades for freight services
E4	**A127 strategic package**	**Development**	**5 - 10**	Capacity and safety improvements including sustainable options and potential re-trunking of the A127 and schemes to address local pinch points linked to the delivery of growth along the corridor.
E5	**A127 Outer Relief Road - Southend and Essex**	**Idea**	**5 - 10**	New link from Southend Airport to Rettendon Turnpike.
E6	**A127 Northern Relief Road - Southend and Rochford**	**Idea**	**5 - 10**	New and upgraded A127 between A127 / B1013 Tesco junction towards Shoeburyness.
E7	**Southend Congestion Relief Package**	**Development**	**0 - 5**	Reduce congestion on local roads thereby improving journey times on key routes in Southend and to London Southend Airport
E8	**South Essex bus metro - rapid transit**	**Idea**	**5 - 10**	Rapid transit linking existing settlements and destinations alongside providing flexibility to extend to new areas being planned in the sub-region. Picking up Havering, Thurrock, Brentwood, Basildon, Southend and Chelmsford.
E9	**Upgrade Wickford to Southminster line**	**Idea**	**5 - 10**	Provision of passing loops and/or twin tracking to enable increased frequency of services to two trains per hour between Wickford and Southminster encouraging modal shift.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
E10	**GEML Rail Link to London Gateway**	**Idea**	**10+**	Long term proposal to remove rail freight from London.
E11	**Southend Airport Access Package**	**Idea**	**0 - 5**	Integrated package to support access to Southend Airport – could be linked into local growth proposals. Potential to develop airport as a transport hub.
E12	**Harp House roundabout improvements**	**Development**	**0 - 5**	Pinch point Scheme to improve congestion and access to Southend Airport. Delivery timescale March 2024
E13	**Improved access to Canvey**	**Idea**	**0 - 5**	Improved or new access to Canvey Island including improved sustainable transport links.
E14	**Southend Rapid Transit**	**Idea**	**5 - 10**	Tram network linking to Rochford, Rayleigh, Shoeburyness and Hadleigh.
E15	**A13/A126 east facing slips**	**Development**	**0 – 5**	The scheme aims to achieve a step-change in connectivity, improve the operation of the highway network by reducing congestion, achieve environmental improvement for local communities and to provide capacity for planned growth. The scheme seeks to address the lack of a direct east facing connection from the strategic A13 towards the major Lakeside Basin commercial and retail area in West Thurrock. Access is currently along congested local roads, or by using the west facing access at the A13/A126 interchange and U-turning at M25 Junction 30, increasing congestion at that location.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
F	**East-West Growth Corridor**			
F1	**Dualling the A120 between Braintree and the A12**	**Delivery**	**0 - 5**	The section of the A120 between Braintree and the A12 is stifling economic growth. Unreliable journey times, congestion-related delays and safety issues affect tens of millions of journeys every year. These existing issues will only worsen over time if left unaddressed as the demand for travel on the A120 corridor grows. The scheme is likely to have a positive impact on the RIS Performance Specification key performance indicators set out by Highways England. These include making the network safer, supporting the smooth flow of traffic and encouraging economic growth.
F2	**North Essex Rapid Transit – phase 2**	**Idea**	**5 - 10**	Additional to HIF funded scheme - Expansion of RTS beyond initial urban corridor to QBP & routes (including operations) further across Colchester Urban Area and expanding out to Clacton, Braintree and Stansted.
F3	**Braintree Rail Branch Line improvements**	**Idea**	**5 - 10**	Provision of a passing loop on Braintree branch line to increase service frequency from 1 train per hour to 2 trains per hour encouraging modal shift and reducing rail heading to Witham and potentially Beaulieu Park Station in future.
F4	**Clacton Town Centre Action Plan**	**Development**	**0 - 5**	Scope includes parking, access and travel, streetscape and public realm, digital technology and date
F5	**A133 Frating to Clacton enhancements**	**Idea**	**5 - 10**	Longer term corridor improvement of A133 to dual carriageway standard for multi modal use.

Project Ref	Priority Projects	Stage	Timescale	Brief Description
G	**UK Innovation Corridor**			
G1	**West Anglia main line rail package**	**Development**	**0 - 5**	Stansted Line capacity works, journey time improvements, station and local access improvements, and improvements to customer experience. There is an expectation for the delivery of Crossrail 2.
G2	**A10 West Winch housing access road**	**Development**	**0 - 5**	An effective bypass of West Winch relieving congestion and delay for strategic A10 traffic and providing environmental and community relief to the village
G3	**Rapid Transit - Cambridge to Uttlesford**	**Idea**	**0 - 5**	Linking growth locations in North Uttlesford with employment opportunities in Cambridge
G4	**M11 J8 Long Term Scheme**	**Idea**	**5 - 10**	Junction improvements to provide capacity, resilience and improve journey times and reliability to support airport growth and new homes.
G5	**Stansted Airport Sustainable Access Package**	**Idea**	**0 - 5**	Package of investment to support sustainable access to Stansted. Development of Stanstead as a transport hub.

Appendix D – Map of committed and pipeline projects



Appendix E – Monitoring and Evaluation Key Performance Indicators

Strategic Priority	Transport Goal	Draft Indicators
Decarbonisation to net-zero	General	Reduce carbon emissions from transport Reduce the number of AQMA's where transport is identified as the primary source
	1. Zero Carbon Growth by locating and designing new development that reduces the need for people to make carbon intensive trips in the future	Increase in % development locations close to public transport hubs Increase access for and provision of passenger transport services
	2. Reduce Demand for carbon intensive transport trips through local living. Making it easier for people to access services locally or by digital means	Increase in % population with access to superfast broadband A net reduction in the number of trip kilometres undertaken per person each weekday
	3. Shift modes by supporting people to switch from private car to active and passenger transport. To shift freight transport to rail	Increase in passenger transport patronage Increase in % mode share of sustainable modes of travel Increase in the % of freight containers transported by rail
	4. Switch fuels with all private, passenger transport, fleet and freight vehicles switching to net zero carbon fuels at the earliest opportunity	Increase % electric vehicles registered as a proportion of total vehicles Increase % non-ICE HGV's, buses and taxis as a proportion of the total fleet Increase % of our own transport network and vehicles to be powered by energy from the East of England's own renewable energy sources

Strategic Priority	Transport Goal	Draft Indicators
Connecting our Growing Towns and Cities	5. Improve connectivity and accessibility within our towns and cities for walking, cycling and passenger transport to support sustainable access to services, education, training, employment and leisure	Increase mode share of sustainable modes for trips to and within urban centres particularly for shorter journeys (2 miles for walking and 5 miles for cycling) Increase numbers of people undertaking 20 minutes of active travel a day Increase patronage and mode share for passenger transport modes including rail and bus
	6. Deliver faster and more reliable transport connections between our growing towns, cities and economic corridors, and to the rest of the UK, to support business growth, skills development and employment	Faster journey times for inter-urban journeys within the region and to other parts of the UK Increased reliability of journey times on our strategic transport network Increase rail patronage for trips between our towns and cities Increase bus patronage
	7. Fully integrate transport networks, services and operations across the East of England, through customer focussed approach enabling seamless and safe end-to-end journeys by sustainable modes	Reduce the number of people killed or seriously injured on the transport system Increase the number of cross-modal interchanges and ticketing options, and increase the % of people using integrated ticketing Reduction in people experiencing threats to their personal security on our transport network
Energising our Coastal and Rural Communities	8. Increase accessibility to education, training, services and employment for rural communities	Reduction in percentage of areas classified as a "transport desert"
	9. Improve connectivity along our 500 miles of coastline	Reduction in journey time between our coastal towns and cities, and the region/UK's other major economic centres. [might need better definition]

Strategic Priority		Transport Goal	Draft Indicators
Unlocking international Gateways	**Ports**	10. Improve capacity, journey time and reliability for freight and passenger surface access to ports	Reduced delay due to accidents and incidents by improving response times Faster journey times for passengers and freight accessing our ports on the road and rail network. Increased reliability of journey times for freight and passenger accessing our ports via road and rail.
		11. Support our ports and the freight sector to increase their use of alternative fuels	Increase % of alternative fuels for freight vehicles Increase % of alternative fuelled on-site vehicles
		12. Modal shift of freight from road to rail or short sea shipping, and increase sustainable mode share of employees and passengers using port facilities	Increase % freight transported by rail and short sea shipping Increase % sustainable access to ports by employees and passengers
	Airports	13. Improved passenger and employee connectivity to airports through better connected and more sustainable surface access options	% reduction in average passenger transport journey time from our 75 towns and cities to our 3 international airports
		14. Support the government and aviation industry through the Jet Zero approach and other mechanisms to deliver net zero emissions from aviation by 2050	Increase % air side transport using alternative fuels
		15. Shift modes by supporting people and employees to switch from private car to passenger and active transport to access international airports.	Increase % sustainable access to airports by employees and passengers