

New Anglia Local Transport Board Agenda

9.00am – 11.00am Tuesday 27th November 2018
Cranworth Room, Norfolk County Council, Martineau Lane, Norwich, NR1 2DH

9.00am	1.	Welcome and introductions	Chair
9.05am	2.	Minutes and matters arising Tuesday 18th September <ul style="list-style-type: none"> • Transport Systems Catapult follow up 	Chair
9.15am	3.	Future direction of the Board – verbal <ul style="list-style-type: none"> • Feedback from LEP Board on 21 November 	Chair
9.25am	4.	Updates – verbal <ul style="list-style-type: none"> • Chambers of Commerce – A14 study • Road (Highways England, DfT) • Air (Norwich, Stansted) • Rail (Network Rail, Greater Anglia, East Midlands, East West Rail, GEML, Ely area) • Ports (Great Yarmouth, Felixstowe) • Buses (First, Ipswich) • Liftshare • Sustrans 	All
9.40am	5.	Lower Thames Crossing consultation	Ellen Goodwin
9.55am	6.	Ely area improvements – presentation	Network Rail
10.25am	7.	Transport East update: <ul style="list-style-type: none"> • Transport Strategy • Major Road Network • Transport East summit - 17 December 2018 • Strategic narrative 	David Cumming Graeme Mateer Ellen Goodwin
10.40am	8.	Monitoring the Integrated Transport Strategy Delivery Plan	Ellen Goodwin
10.55am	9.	Any other business <ul style="list-style-type: none"> • Future business • Date of next meeting – 9-11am, 12 February, Wherstead Park, Suffolk 	All

Officer Contact

If you have any questions about matters contained on this agenda, please get in touch with:

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Local Transport Board Meeting Note
10.30-1.15 Tuesday 18th September 2018
Transport Systems Catapult, The Pinnacle, 170, Midsummer Blvd, Milton Keynes, MK9 1BP.

Board Attendance:

Sue Roper	Suffolk County Council
Cllr Mary Evans	Suffolk County Council
Graeme Mateer	Suffolk County Council
Nick Burfield	Suffolk Chamber of Commerce
Ellen Goodwin	New Anglia LEP
Paul Davey	Felixstowe Port
Sam Hunt	Liftshare
Cllr Martin Wilby	Norfolk County Council
Jonathan Rudd	New Anglia LEP
Richard Taylor	Network Rail
Richard Perkins	Suffolk Chamber of Commerce
Laura Etheridge	East Midlands Trains
David Manning	Highways England
Phil Stanier	Highways England
Ali Clabburn	Liftshare
Doug Field	New Anglia LEP
Dominic Keen	New Anglia LEP
Hannah Grimes	Norfolk County Council
David Cumming	Norfolk County Council

Apologies:

Emily Manser	New Anglia LEP
Jamie Burles	Greater Anglia
John Dugmore	Suffolk Chamber of Commerce
Jonathan Cage	Norfolk Chamber of Commerce
Larry Heyman	Gt Railway
Lee Sambrook	DfT
Lindsay Bailey	Hutchison-westport
Nova Fairbank	Norfolk Chamber of Commerce
Ollie Starbuck	East Midlands Trains
Paul Horne	Suffolk County Council
Richard Pace	Norwich Airport
Ricard Tunnicliffe	Confederation of British industry
Steve Wickers	First Group
Paul Martin	First Group
Cllr Stuart Clancy	Norfolk County Council
Phil Langley	Norwich Airport
Chris Soule	Country Land Owners and Business Associations
Simon Amor	Highways England

1. Welcome and introductions

Doug Field welcomed the Board and thanked Cllr Evans for chairing the last meeting.

2. Minutes and matters arising Tuesday 19th June

The minutes from Tuesday 19th June were agreed.

Richard Taylor informed the Board that Haughley junction is being developed as part of the overall programme for Ely and the outline business case is due to be published in May 2019.

The next Transport East meeting is on Monday 17th December which will be used to engaged with wider stakeholders.

3. Lower Thames Crossing presentation

David Manning from Highways England presented to the Board. There will be a 10 week consultation commencing in October. Please contact Phil Stanier if you have any questions at Phil.Stanier@lowerthamescrossing.co.uk

Nick Burfield invited Highways England to the Chambers next transport meeting and Cllr Wilby asked if Highways England would meet with Norfolk Chamber.

ACTION: HG to circulate the presentation.

4. Tour of Transport Systems Catapult

Welcome, overview and SME activity

Alex Weedon (SME Strategy Director, TSC)

How Milton Keynes has embraced innovation

Geoff Snelson (Director of Strategy & Future, MK Council)

TSC Project Overviews involving Local Authorities:

UK Artificial Driver & HumanDrive projects (MK & Coventry)

Liam Singleton (Connected & Autonomous Vehicles Communications Manager, TSC)

Flourish (Bristol)

Alan Nettleton (Senior Technologist, TSC)

Autonomous and Connected vehicles for Cleaner Air (Leeds)

Marcus Blackmore (Project Manager, TSC)

MaaS Connected & Autonomous Vehicles (Oxford)

Richard Holland (Principal Technologist, TSC)

Viz lab visit - Using virtual & augmented reality in transport innovation

ACTION: HG to circulate the presentation.

5. Any other business

It was agreed that future Local Transport Board meetings will begin at 9am and will be organised by the New Anglia LEP to be around three weeks before the Transport East meetings.

Cllr Evans stated that Cllr Holdcroft asked that the boroughs and districts involvement be considered and that Transport East be a standing item on future agendas.

Organisational updates (received outside of the meeting)

Ely Taskforce

The Outline Business Case work for the Ely area improvements continues and is due to be complete by May 2019.

Great Eastern Main Line Rail Taskforce

The Taskforce last met on 2nd July and Network Rail has commenced work on a Rail Study for the Great Eastern Main Line. The purpose of this study is to determine what the new baseline for economic growth is, given the introduction of a new fleet of trains and a revised timetable coming into operation during 2019.

Network Rail's study will feed into the development of a wider economic study and a Strategic Outline Business Case which will be published in Spring 2019. The Business Case will comply with the Department for Transport's new enhancements funding process. New Anglia LEP is contributing towards the cost of employing consultants to undertake the wider economic study and develop the Strategic Outline Business Case. The LEP will also lead a programme of stakeholder engagement in support of the revised business case early in the New Year working closely with Network Rail and the train operator.

Country Land Owners and Business Associations

There are ongoing issues around the minor/ local roads in Norfolk and Suffolk which are problematic for farmers and links between market towns. Post Brexit as the pressure to innovate and diversify grows so will the pressure on these roads grow. There is a back road near Diss which is frequently used as a cut through which is in a very poor state and in need of repair.

New Anglia Local Transport Board

Tuesday 27th November 2018

Agenda Item 5

Lower Thames Crossing Consultation – Draft Response

Author: Ellen Goodwin

Summary

This paper outlines the draft response to Highway's England's consultation on the Lower Thames Crossing project which was presented to the Board on 18 September 2018.

Recommendation

The Board are asked to consider the draft response at Appendix A and agree that it be submitted on behalf of the Board.

Background

At the last meeting of the Local Transport Board Highway's England gave a presentation on the Lower Thames Crossing.

Since that meeting a consultation on the Crossing has been launched by Highway's England. This consultation will run from 10 October 2018 to 20 December 2018.

Given the strategic nature of the project it seems appropriate to draft a response to the consultation and outline our thoughts on its development.

Appendix A outlines a draft response for the Board's consideration. Those questions that it is proposed we answer are highlighted. It is proposed that all other questions be responded to as neutral.

Link to the Integrated Transport Strategy

The Integrated Transport Strategy recognises the importance of improving strategic connections with London and other key centres as it is essential to enabling businesses to have strong links to customers and supply chains. It also notes the importance of fast and reliable links for business-to-business connectivity, realising new opportunities and future economic performance and competitiveness of the East and UK plc.

Recommendation

The Board are asked to consider the draft response at Appendix A and agree that it be submitted on behalf of the Board.

Appendix A – draft response

APPENDIX A

1. Do you agree or disagree that the Lower Thames Crossing is needed?

Strongly agree

Please let us know the reasons for your response to Q1a and any other views you have on the case for the Lower Thames Crossing.

We believe the new Lower Thames Crossing will ease congestion, reduce journey times and boost the wider economy by facilitating the delivery of new homes and jobs which will in turn drive productivity.

2. Do you support or oppose our selection of the preferred route for the Lower Thames Crossing?

Agree

Do you support or oppose the changes we have made to the route since our preferred route announcement in 2017?

Support

Please let us know the reasons for your response to Q2a-Q2b and any other views you have on our selection of a preferred route for the Lower Thames Crossing.

The proposed scheme appears to effectively balance Highway's England's objectives of delivering value for money, moving traffic effectively and reducing the impact on local communities and the environment.

We do have some concerns about the resilience of the smart motorway standard the scheme proposes and want to ensure that robust planning is in place to keep traffic moving in all circumstances wherever possible. Resilience is critical to the success of the project.

3. Do you support or oppose the proposed route south of the river?

Neutral

Please give us your comments or any other views you have on the proposed route south of the river, including structures such as bridges, embankments and viaducts.

No comment

Please give us your comments on the tunnel, the north and the south tunnel entrances and any other feedback you have on this part of the proposed route.

No comment

Do you support or oppose the proposed route north of the crossing?

Neutral

Please give us your comments or any other views you have on the proposed route north of the river, including structures such as bridges, embankments and viaducts.

No comment

4. *Do you support or oppose the proposed junction between the Lower Thames Crossing and the M2/A2?*

Neutral

Please let us know the reasons for your response to Q4a and any other views you have on the relationship between the Lower Thames Crossing and the existing road network south of the crossing, including new bridges, underpasses and diversions.

Neutral

Do you support or oppose the proposed Tilbury junction?

Neutral

Do you support or oppose the proposed junction between the Lower Thames Crossing and the A13/A1089?

Neutral

Do you support or oppose the proposed junction between the Lower Thames Crossing and the M25?

Neutral

Please let us know the reasons for your response to Q4c-Q4e, indicating which junction or junctions you are referring to, and any other comments you have on the proposed connections of the route north of the crossing.

No comment

5. *Do you support or oppose our proposals in relation to public rights of way?*

Neutral

Please let us know the reasons for your response to Q5a and any other views you have on our plans in relation to public rights of way, including the new routes we have proposed.

No comment

6. *Do you agree or disagree with the proposed measures to reduce the impacts of the project?*

Neutral

Please let us know the reasons for your response to Q6a and any other views you have on the environmental impacts of the Lower Thames Crossing as set out in the Preliminary Environmental Information Report, including our approach to assessing and reducing the impacts of the project.

No comment

7. *Do you support or oppose the proposed area of land we require to build the Lower Thames Crossing?*

Neutral

Please let us know the reasons for your response to Q7a and any other views you have on the land we require to build the Lower Thames Crossing.

No comment

8. *Do you support or oppose our proposals for a rest and service area in this location?*

Neutral

Do you support or oppose our proposals for the maintenance depot in this location?

Neutral

Please let us know the reasons for your responses to Q8a and Q8b, and any other views you have on our proposals for a rest and service area, and for the maintenance depot.

No comment

9. *Do you agree or disagree with the view that the Lower Thames Crossing would improve traffic conditions on the surrounding road network?*

Neutral

Please let us know the reasons for your response to Q9a and any other views you have on the Lower Thames Crossing's impact on traffic.

As well as local modelling we would be keen to see how the Lower Thames Crossing will impact on roads within Norfolk and Suffolk.

10. *Please give us your views on our proposed approach to charging users of the crossing.*

No comment

11. *Do you support or oppose our initial plans for how to build the Lower Thames Crossing?*

Neutral

Please let us know the reasons for your response to Q11a and any other views you have on our initial plans on how to build the Lower Thames Crossing.

Wherever possible construction should limit disruption to the current strategic and local road network.

12. *Please let us know any views you have on the proposed changes to utilities infrastructure.*

No comment

13. *We would like to know what is important to you. Please let us know if you have any other comments about the Lower Thames Crossing.*

We are keen to ensure the project is resilient to future changes in the way in which people choose to travel as well as changing technologies including electric vehicles. We assume

the new crossing will have robust digital connectivity to allow for the current and future needs of business to be met while on the move.

14. Information – was the information clear and easy to understand?

Good

Events – were the events of good quality?

Very good

Events – were the events suitably located?

Very good

Promotion – was the consultation promoted well and to the right people?

Very good

Please let us know the reasons for your response to Q14a-Q14d and any other views you have on the delivery of this consultation.

We have been really pleased with the level of engagement that has occurred in Norfolk and Suffolk. Highway's England colleagues have attended several events locally including our transport and construction boards. They have also engaged with the county level Chambers of Commerce.

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New Anglia Local Transport Board
Tuesday 27th November 2018

Agenda Item 8

Monitoring the Integrated Transport Strategy Delivery Plan

Author: Ellen Goodwin

Summary

This paper seeks the Board's thoughts on how it wishes to monitor the Delivery Plan for the Integrated Transport Strategy. It is proposed that this be taken theme by theme to align with the Forward Plan being considered at Item 9.

Recommendation

The Board agree to monitor the Delivery Plan for the Integrated Transport Strategy by themes in accordance with the Forward Plan.

Background

The Integrated Transport Strategy was adopted by the LEP Board on 23 May 2018.

One of the key themes of the Strategy was 'Making it Happen: an accompanying Delivery Plan for Norfolk and Suffolk to help gain the momentum needed to unlock and deliver, through innovative means, the key strategic interventions identified by new and existing partners'

A draft version of the Delivery Plan was presented at the June meeting of this Board. Since then the formatting of the Plan has altered to align with that of the Norfolk and Suffolk Economic Strategy's.

Appendix A outlines the current working draft of the Integrated Transport Strategy Delivery Plan. Text highlighted features in the Norfolk and Suffolk Economic Strategy Delivery Plan. The Board are asked to consider how it might like to monitor progress moving forward. It is proposed that this be taken theme by theme to align with the Forward Plan being considered at Item 9.

Link to the Integrated Transport Strategy

Outlined above.

Recommendation

The Board agree to monitor the Delivery Plan for the Integrated Transport Strategy by themes in accordance with the Forward Plan.

Appendix A – Integrated Transport Strategy Delivery Plan – Working Draft

Appendix A - Integrated Transport Strategy Delivery Plan

<p>Theme: Connecting the East, Accessing the World</p> <p>High Level Objective: Ensuring the ongoing success of the Port of Felixstowe as the country's largest container port, and our other ports, including the Ports of Ipswich, King's Lynn, Great Yarmouth and Lowestoft, to maximise future import/export and bulk cargo opportunities for the East and UK plc. by making the case for and securing investment in strategic routes, and their facilities, and in maritime connectivity, to improve freight accessibility and ensure the UK remains relevant to international markets, capitalising on the recent DfT study of England's Port Connectivity.</p>	<p>What does success look like?</p> <p>World's largest container ships able to access the Port of Felixstowe more flexibly</p> <p>Better freight facilities for drivers</p>		
	<p>What is the output of the activity for 2018/19</p>	<p>What is the output of the activity for 2019/20</p>	<p>What is the output of the activity for 2020/21</p>
<p>Ensure the Port of Felixstowe continues to be the country's largest container port and that our other ports maximise future import/export and bulk cargo opportunities</p> <p><i>SRN improvements, Ipswich Northern Route(s) and F2N improvements as elsewhere</i></p>	<p>Engage DfT on England's Port Connectivity Study</p> <p>Respond to UK Shared Prosperity Fund consultation</p>	<p>Consider freight facilities on A14</p> <p>Consider maritime connectivity funding</p>	<p>River Orwell dredging project complete</p>
<p>Deliver River Orwell deep water dredging project by early 2020s to enable flexible access to all ports on the estuary</p>	<p>Respond to UK Shared Prosperity Fund consultation and include project in response</p> <p>Apply for consents</p>	<p>Continue to work up project and consider wider funding package</p> <p>Permission granted</p>	<p>Deep dredging complete</p>
<p>Understand freight facility requirements along the A14 in the next 48 months as part of the wider work of the A14 East West growth corridor</p>	<p>No action</p>	<p>Include item on working group agenda for discussion</p>	<p>Tbd</p>
<p><i>Strategic Road Network improvements as elsewhere</i></p>			
<p><i>Ipswich Northern Route(s) as elsewhere</i></p>			
<p><i>F2N improvements as elsewhere</i></p>			
<p>Theme: Connecting the East, Accessing the World</p> <p>High Level Objective: Ensuring greater choice for international air travel by encouraging the development of additional services and good connectivity to and from London Stansted and Norwich Airports and other international hubs outside the region, and the UK, through road and rail improvements from Norwich, Ipswich and our other Priority Places, ensuring future agility.</p>	<p>What does success look like?</p>		
	<p>What is the output of the activity for 2018/19</p>	<p>What is the output of the activity for 2019/20</p>	<p>What is the output of the activity for 2020/21</p>
<p>Deliver better connectivity and encourage additional services to and from London Stansted and Norwich Airports and other international hubs outside the region, and the UK</p> <p><i>SRN improvements, Norwich Western Link as elsewhere</i></p>	<p>Engage train operators and airlines</p> <p>Engage with Transport East</p>	<p>Consider regional kick starter opportunities if and when available</p>	<p>Tbd</p>

Secure 1/2 hourly rail connections to Stansted via Cambridge from Norwich and Ipswich by xxx	tbd	Tbd	tbd
A120 dualling (A12 to Braintree) delivered as part of Highways England's RIS programme as elsewhere			
Norwich Western Link as elsewhere			
Strategic Road Network improvements as elsewhere			
<p>Theme: Connecting the East, Accessing the World/ Making it Happen</p> <p>High Level Objective: Ensuring a resilient Strategic Road Network (SRN) that is agile to future opportunities, the timely delivery of already committed schemes and certainty that the A11, A12 (south of Ipswich), A14 and A47 feature prominently in future Roads Investment Strategies by strengthening relationships with Highways England. In doing so, the importance of the SRN and Major Road Network (MRN) outside the East (like the A120 and A1307) and the integration with the local road network will be highlighted and championed.</p> <p>Work with other regions on regional, national and international opportunities through Transport East</p>	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
Deliver a well-integrated Strategic Road Network (SRN) with improved journey time reliability across the East and beyond	<p>Engage with Highways England regarding RIS1 projects</p> <p>Engage with DfT and MPs on RIS 2 to elevate the East's status</p> <p>Consider SRN pilot opportunities</p> <p>Engage with Transport East</p> <p>Engage Highways England on technology deployment wrt performance and operation</p>	<p>Engage with Highways England regarding RIS1 projects</p> <p>Positive announcements regarding RIS 2</p> <p>Consider how better data and new technology could be used on local roads</p>	<p>Engage with Highways England regarding RIS1 and RIS2 projects (if successful)</p>
Ensure the delivery of RIS 1 projects on the A47 by the end of the programme working closely with Highways England	GY junction improvements begun	Thickthorn improvements begun	Dualling schemes begun
Continue to build evidence to support the inclusion of A14 junction improvements, major maintenance schemes and full-route Feasibility Study in RIS 2	<p>Increased engagement and sharing of evidence, particularly with DfT and MPs, building on the success of the 'No More A14 Delays in Suffolk' campaign, emphasising growth potential</p> <p>Consider opportunities and challenges regarding Expressway status including piloting new technologies, elevating status within DfT and agricultural use</p> <p>Consider longer-term resilience</p>	Positive announcements regarding the A14 in RIS 2	If successful: Engage with Highways England to ensure delivery

Continue to build evidence to support the inclusion of A47 junction improvements capacity improvements and dualling in RIS 2	Increased engagement and sharing of evidence, particularly with DfT and MPs, building on the success of previous A47 Alliance campaign, emphasising growth potential	Positive announcements regarding the A47 in RIS 2	If successful: Engage with Highways England to ensure delivery
Continue to build evidence to support the inclusion of junction improvement schemes on the A11 Cambridge-Norwich growth corridor in RIS 2	Increased engagement and sharing of evidence, particularly with DfT and MPs, emphasising growth potential	Positive announcements regarding the A11 in RIS 2	If successful: Engage with Highways England to ensure delivery
Continue to build evidence to support the inclusion of capacity and junction improvement schemes and whole route technology on the A12 south of Ipswich in RIS 2	Increased engagement and sharing of evidence, particularly with DfT and MPs, emphasising growth potential	Positive announcements regarding the A12 in RIS 2	If successful: Engage with Highways England to ensure delivery
Work with Transport East, the Cambridge and Peterborough Combined Authority and the Wider South East groups to see improvements to/from the East including but not limited to M11, M1, M6, A1, A428, A421, A120 included in RIS 2	Develop relationships and actively engage in Transport East's work programme	Positive announcements on key strategic connections to/from the East in RIS 2	If successful: Engage with Highways England to ensure delivery
Theme: Connecting the East, Accessing the World/ Local and Coastal			
<p>High Level Objective: Ensuring a better connected rail network to London, Cambridge, Peterborough and the rest of the country that is resilient to future changes, through the delivery of schemes like Felixstowe to Nuneaton and the North (F2N) and the Eastern Section of East West Rail (to leverage the benefits from investment in the Oxford – Cambridge – Milton Keynes arc), key upgrades such as Trowse Bridge, Ely Area Enhancements, Haughley junction, loops south of Colchester, the introduction of digital signalling as well as improved regional route journey times through infrastructure upgrades by strengthening relationships with Network Rail, franchise operators and potential third party funders.</p> <p>Support community rail partnerships for rural and coastal branch lines to identify capacity and station improvements (including parking) and differentiate individual offers, to promote to a wide audience and encourage use and provide evidence for possible service expansion.</p>	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
Deliver a resilient and integrated rail network with improved journey times and capacity to increase patronage	<p>Commitment to Haughley delivery</p> <p>Ely area OBC complete</p> <p>Engage partners to find solutions for Trowse</p> <p>GEML SOBC started and stakeholders engaged</p> <p>Engage in EW Rail consortium</p> <p>Engage franchise operators regarding commitments</p>	<p>Haughley work programmed</p> <p>Ely area design ongoing</p> <p>GEML SOBC complete and lobbying for investment begun</p> <p>Evidence to support EW Rail Eastern section</p> <p>Community Rail Partnerships engaged to understand opportunities</p>	<p>Haughley under construction</p> <p>Commitment to Ely area delivery</p> <p>Shorter journey times on GEML and investment advanced</p> <p>Commitment to EW Rail Eastern section in overall programme</p> <p>LONGER TERM: digital signalling and electrification</p>

Ensure the delivery of Haughley junction by end of 2024	Commitment to Haughley delivery	Haughley work programmed	Haughley construction to be complete by end of 2024
Ensure the Ely area road and rail improvements scheme is advanced to deliverable stage by April 2022	Ely Outline Business Case complete and funding secured for next phase	Ely design work ongoing to 2021/22	Commitment to Ely delivery as soon as project is shovel ready
Ensure the Trowse Swing Bridge project is advanced towards delivery	Continue to engage with relevant partners to discuss solutions and funding mechanisms		
Undertake a refresh of the evidence base for the Great Eastern Main Line and develop a Strategic Outline Business Case for publication in March 2019. Gain stakeholder buy-in through stakeholder engagement January – March 2019.	Appoint consultants to undertake a refresh Wider stakeholder 'buy in' to SOBC adds weight to lobbying for investment.	SOBC published which defines infrastructure investment priorities to improve journey times. Taskforce and regional MPs lobby Government and third parties for investment.	Secure regular rail service between London and Norwich of 90 minutes and London to Ipswich in 60 minutes, working closely with the Taskforce before 2024. Secure investment to upgrade the infrastructure from 2024 to take maximum advantage of new fleet.
Commitment to the programming of the Eastern section as part of the overall East West Rail project by 2021 to enable the delivery of additional services from Ipswich to Cambridge and Norwich to Cambridge and onward to Peterborough, the ECML and Liverpool	Further engagement in East West Rail consortium to ensure the prominence of Eastern section well understood	Evidence gathering to support the ongoing feasibility work of the Eastern section of East West Rail	Commitment to the inclusion of the Eastern section in overall delivery programme
Ensure the timely delivery of Thameslink franchise commitment for half-hourly services between King's Lynn and King's Cross	Liaise with operator ongoing		
In the next 2 years engage with each of the Community Rail Partnerships to understand potential future opportunities	No action	Engage with Community Rail Partnerships to understand potential opportunities	
LONGER TERM: Ensure the delivery digital signalling and electrification on the railway			
<p>Theme: Connecting the East, Accessing the World</p> <p>High Level Objective: Making the East a more attractive proposition to inward investors by challenging perceptions about connectivity and influencing peak demand requirements to improve network capacity and reliability.</p>	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
<i>Place branding to include connectivity perception as elsewhere in the Economic Strategy Delivery Plan</i>			
Influence peak transport demand to improve network capacity and reliability by 2023	Gather evidence	Consider flexible solutions and monitoring framework	Deliver projects and programmes and promote
<i>Major Road Network as elsewhere</i>			
<i>High speed broadband and mobile connectivity as elsewhere</i>			

<p>Theme: Connecting the East, Accessing the World</p> <p>High Level Objective: Making whole journey reliability a priority by improving timetabling, access to and facilities, including parking, at transport hubs, by all modes.</p>	<p><u>What does success look like?</u></p>		
<p>Tbd</p>	<p>What is the output of the activity for 2018/19</p>	<p>What is the output of the activity for 2019/20</p>	<p>What is the output of the activity for 2020/21</p>
<p>Theme: Connecting the East, Accessing the World</p> <p>High Level Objective: Encouraging the development of more regional air services to and from Norwich Airport to improve direct, fast connectivity with other parts of the UK.</p>	<p><u>What does success look like?</u></p>		
<p>Bid for kickstarter funding opportunities if and when available</p>	<p>Watching brief</p>	<p>Watching brief</p>	<p>Watching brief</p>
<p>Theme: Regional Connectivity and our Priority Places</p> <p>High Level Objective: Deliver a reliable Major Road Network (MRN) with improved journey times between our Priority Places, through the creation of an integrated MRN Action Plan for delivery, that includes the Ipswich Northern Routes and the Norwich Western Link, connecting the new Broadland Northway from the A1067 to the A47 west of Norwich, to improve the flow of traffic around our growing communities and ensure the network is kept in a good state of repair.</p>	<p><u>What does success look like?</u></p> <p>Reduced congestion</p>		
<p>Deliver an integrated Major Road Network (MRN) with improved journey times and reliability between our Priority Places, through the creation of an MRN Action Plan with priorities for delivery, aligned with funding timescales, ensuring the network is kept in a good state of repair.</p>	<p>What is the output of the activity for 2018/19</p>	<p>What is the output of the activity for 2019/20</p>	<p>What is the output of the activity for 2020/21</p>
<p>Theme: Regional Connectivity and our Priority Places/Local and Coastal</p> <p>High Level Objective/s: Make public transport the 'go to' option for our Priority Places by encouraging a consistent, affordable, smart-ticketed, integrated public transport network (including the use of innovative and community solutions where appropriate) with high quality, multi-modal interchanges, real-time, predictive and personalised information and more frequent services.</p> <p>Encourage service providers to provide cost-effective, on-demand public transport services by using better data, to meet rural and coastal needs and improve economic and social inclusion.</p>	<p><u>What does success look like?</u></p>		
	<p>What is the output of the activity for 2018/19</p>	<p>What is the output of the activity for 2019/20</p>	<p>What is the output of the activity for 2020/21</p>

Encourage an affordable, smart-ticketed, integrated public transport network with high quality, multi-modal interchanges and innovative information to meet the needs of all to improve economic and social inclusion.	Evidence gathering – best practise, gap analysis, current provision Engage stakeholders	Identify options for delivery with partners	Implement
In the next 3 years, consider how best practise for innovative and community transport models could be rolled out across the East to offer flexible services on a potentially commercial basis	Evidence gathering – best practise, gap analysis, current provision	Work with partners to determine potential action plan	<i>If successful: deliver action plan as necessary</i>
Develop a pilot for affordable smart-ticketing in the East by 2021	Best practise evidence gathered	Options developed	Delivery partner agreed
Ongoing delivery of higher quality, multi-modal interchanges that are easy to access and facilitate network integration including new stations when related to growth	Discussions with relevant partners	Identify priorities	<i>If successful: implement</i>
Improve the commercial viability of park and ride services where possible to encourage operators to grow services and extend opening hours	Gather evidence and discussions with stakeholders	Identify potential options	<i>If successful: implement</i>
<i>Other modes as elsewhere</i>			
<p align="center">Theme: Regional Connectivity and our Priority Places/Local and Coastal</p> <p>High Level Objective: Facilitate better connectivity which provides more reliable and resilient journey times within and between our Priority Places through making the strategic case for and the delivery of infrastructure investment including new river crossings (in Great Yarmouth, Ipswich and Lowestoft), orbital links and relief roads (including the Ipswich Northern Route(s) and the Norwich Western Link, connecting the new Broadland Northway from the A1067 to the A47 west of Norwich), and junction improvements, prioritising infrastructure that will facilitate the delivery of significant housing and jobs growth.</p> <p>Cater for the growth aspirations and development plans in market towns by identifying and prioritising local road improvement schemes to release pinchpoints, recognising the network's importance to the agricultural sector.</p>	<p><u>What does success look like?</u></p> <p>Reduced congestion Better journey times between Priority Places</p>		
	<p>What is the output of the activity for 2018/19</p>	<p>What is the output of the activity for 2019/20</p>	<p>What is the output of the activity for 2020/21</p>
<p>Deliver quicker and more reliable journey times in and around our Priority Places by ensuring the strategic case for infrastructure improvements is well evidenced and aligned with relevant funding streams.</p> <p><i>Ipswich Northern Route(s) and Norwich Western Link as elsewhere</i></p>	<p>DCOs submitted and funding contributions identified and secured for new crossings.</p> <p>Beccles Relief Road open</p> <p>Haverhill Relief Road construction</p> <p>Support delivery of West Winch Housing Access Road</p> <p>Support delivery of Norwich East-West Link Road</p> <p>Suffolk's Local Transport Plan reviewed and updated</p> <p>Norfolk Market Town Network Improvement Strategies ongoing</p> <p>EZ and sector groups to consider barriers and develop actions</p>	<p>Work undertaken to deliver new crossings on time and budget</p> <p>Bury St Edmunds Relief Roads ?</p> <p>Mildenhall Relief Road ?</p> <p>Further Norfolk Market Town Network Improvement Strategies</p> <p>Priority schemes identified and evidence built to secure funding and delivery</p> <p>Consider local freight challenges and opportunities</p>	<p>Prioritised market town and local pinchpoint schemes funded</p> <p>Local freight options developed.</p>

Theme: Regional Connectivity and our Priority Places High Level Objective: Ensure the success of our Enterprise Zones, Food Enterprise Zones and key sectors by working to resolve infrastructure constraints	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
In the next 12 months ensure Enterprise Zone and Sector Group meetings have agenda items that identify transport and connectivity barriers to growth and develop appropriate actions to address them.	Attend meetings and facilitate discussions	Ongoing	Ongoing
Theme: Regional Connectivity and our Priority Places High Level Objective: Develop and promote local freight centres to reduce the impact of local deliveries in our Priority Places.	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
Tbd			
Theme: Regional Connectivity and our Priority Places/Local and Coastal High Level Objective/s: Facilitate place-making by improving public realm, tackling air quality and other environmental issues and delivering joined-up cycling (including e-bikes) and walking networks in our Priority Places to ensure flexible access to services, to suit the changing needs of our populations and encourage a safe, active and healthy lifestyle. Encourage walking and cycling by developing Walking and Cycling Investment Plans and through the delivery of projects on the National Cycle Routes and those such as the Greater Broads Cycling Country project, to benefit public health and well-being and the environment.	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
By 2021, deliver a behaviour change initiative aimed at encouraging greener and active travel, by expanding on similar successful projects and initiatives to improve public realm and air quality and to increase walking and cycling	Evidence gathering and stakeholder engagement – strategic policy objectives	Ongoing engagement and refinement of options – business case development	Initiative agreed and delivery programmed
Continue to tackle AQMAs in Bury St Edmunds, Great Barton, Ipswich, King's Lynn, Newmarket, Norwich, Sudbury, Swaffham and Woodbridge			
Continue to deliver public realm improvements where supported by policy and where compelling business cases and funding opportunities exist			
Theme: Agile to Change High Level Objective: Ensure complete superfast broadband coverage and the delivery of ultra-fast broadband, firstly in our Priority Places, but also in our rural areas, and 5G technology, as soon as possible, to provide excellent and reliable digital capacity, to meet the region's needs.	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21

Deliver 100% superfast broadband by 2023 across Norfolk and Suffolk by continuing to work through the Better Broadband for Norfolk and Better Broadband for Suffolk programmes and working with BDUK and service providers to secure delivery of the final 5%	Successful RDPE bid	At least 95% superfast broadband across the East	Programme of final 5% begun for delivery by 2023
Deliver ultra-fast broadband in our Priority Places by 2025	Evidence gathered and gap analysis complete	Programme for delivery agreed and prioritised based on economic impact	Rollout begins for delivery by 2025
Deliver FTTP for all places and businesses in Norfolk and Suffolk by 2028 as identified in the National Infrastructure Assessment	Engage relevant bodies to discuss potential	Evidence gathered	Programme for delivery agreed to be delivered by 2028
Deliver a 5G pilot in the East by 2023 by working with DCMS and network providers	Engage relevant bodies to discuss potential	Agree potential locations for pilot delivery	Agree pilot for delivery to be delivered by 2023
Consider options for home/hub working/learning/access to services/employment by 2021	Gather evidence as needed (Joseph Rowntree Foundation)	Consider options for SMEs and isolated learners	<i>If successful:</i> roll out pilots
<p align="center">Theme: Agile to Change</p> <p>High Level Objective/s: Promote the East as being 'open' to innovative new technologies, particularly where change could facilitate growth in our key sectors, by encouraging the take up of low/zero emission vehicles (including hydrogen), recognising the need to ensure the appropriate electricity network infrastructure, and the trial of autonomous vehicles and drones for commercial and freight services, where appropriate, ensuring the necessary supporting infrastructure both at home and on the move, with particular opportunities focussed along the A11 and A14 corridors.</p>	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
Over the next twelve months the LEP will work with its sector groups and the Transport Catapult to map the needs of its key sectors and identify potential opportunities (including Electric Vehicles and MaaS facilitated by systems and infrastructure) to facilitate growth across these sectors and along key transport corridors.	Promoting the East as being 'open' to innovative new technologies, focussing on opportunities to facilitate growth in our key sectors and along the A11 and A14 corridor using the marketing materials and online portal. EV ambitions reflected in LEE Strategy Delivery Plan and GSE Energy Hub	Opportunities have been identified and exploited which will help our communities travel smarter and live better.	
<p align="center">Theme: Agile to Change/Local and Coastal</p> <p>High Level Objective: Establish the East as a location for remote home and hub working, providing access to education and health services as an alternative to travelling particularly in 'hard to reach' areas.</p> <p>Improve hub and home working to help offer innovative, flexible and/or remote digital alternatives for post-16 transport strategy and access to healthcare and social care services, ensuring opportunities and access for all.</p>	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
Consider options for work/study hubs across Norfolk and Suffolk by 2021	Gather evidence as needed	Consider options for SMEs and isolated learners	<i>If successful:</i> roll out pilots

Improved digital connectivity as elsewhere to improve access to services in 'hard to reach' areas			
<p align="center">Theme: Agile to Change</p> <p>High Level Objective: Encourage the use of data to enable the more intelligent operation of our networks and the adoption of connected, self-monitoring technologies for roadside infrastructure to improve network reliability and performance.</p>	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
Work with Highways England to understand how technologies will be deployed and how we might use similar methods on local roads over the next 3 years	Initial engagement with DfT	Consider options with highways authorities	<i>If successful:</i> Action Plan agreed for delivery
In the next 3 years establish how we might utilise data better to assist with real time journey planning	Gather best practise evidence	Consider options for Norfolk and Suffolk	<i>If successful:</i> Action Plan agreed for funding and delivery
<p align="center">Theme: Agile to Change</p> <p>High Level Objective: Encourage behaviour and cultural change so that shorter journeys are made actively wherever practicable and that sustainable choices are easy to access and use, to the benefit of health and well-being.</p> <p>Shape collaborative future mobility by encouraging new business models, led by evidence, to increase personal autonomy through affordable, convenient and digitally enabled business and personal travel plans to boost journey-sharing opportunities and the blending of traditional public and private transport modes and provide the widest accessibility offer.</p>	<u>What does success look like?</u>		
	What is the output of the activity for 2018/19	What is the output of the activity for 2019/20	What is the output of the activity for 2020/21
By 2021, deliver a behaviour change initiative aimed at encouraging greener and active travel, by expanding on similar successful projects and initiatives	Evidence gathering and stakeholder engagement	Ongoing engagement and refinement of options	Initiative agreed and delivery programmed
LONGER TERM: consider the delivery of MaaS in Norfolk and Suffolk			

New Anglia Local Transport Board

Tuesday 27th November 2018

Agenda Item 9

Local Transport Board Forward Plan 2019

Author: Ellen Goodwin

Summary

This paper seeks the Board's input on the 2019 Forward Plan for the Local Transport Board with the view of successfully delivering of the Integrated Transport Strategy.

Recommendation

The Board agree the Local Transport Board Forward Plan 2019.

Background

The Integrated Transport Strategy, adopted by the LEP Board in May 2018 has the following themes:

- Connecting the East, Accessing the World: Quicker, more reliable and resilient strategic connections to boost our contribution to UK plc., encouraging improved perceptions, economic participation and inward investment for our key sectors and competitive clusters.
- Agile to Change: Embracing new technologies and digital connectivity to enable remote access to services and opportunities to facilitate Mobility as a Service (MaaS).
- Regional Connectivity and Our Priority Places: Keeping people and products moving in and around our growing Priority Places and Enterprise Zones through new investment, placemaking, maintenance and an integrated public transport network with opportunities for walking and cycling.
- Local and Coastal: Innovative on-demand transport solutions and improvements to facilitate local sustainable growth, walking and cycling, recognising local distinctiveness, and offering access to services and opportunities through digital means.

Appendix A outlines a draft forward plan for the Board's consideration. The Board are asked to consider what items it would like to consider during the next year.

Link to the Integrated Transport Strategy

Outlined above.

Recommendation

The Board agree the Local Transport Board Forward Plan 2019.

Appendix A – draft Local Transport Board Forward Plan 2019

Appendix A

Local Transport Board Forward Plan

Date	Venue	Forward Looking	Governance & Delivery
19 June 2018	Suffolk County Council	● Pros and Cons of Automated Vehicles	● ITS Delivery Plan ● Transport East update ● Major Road Network ● Ports and Logistics Sector Skills Plan
18 September 2018	Transport Systems Catapult, Milton Keynes	● Transport Catapult tour ● Lower Thames Crossing	●
27 November 2018	Norfolk County Council	<ul style="list-style-type: none"> Ely – Network Rail 	<ul style="list-style-type: none"> Future direction Transport East update including MRN ITS delivery Lower Thames Crossing consultation
12 February 2019	Wherstead Park, Ipswich	<ul style="list-style-type: none"> Connecting the East, Accessing the World – ports and airports BREXIT Future funding opportunities Local Industrial Strategy – New Anglia LEP 	<ul style="list-style-type: none"> Review of terms of reference Transport East update ITS delivery – how?
June 2019	Norfolk	<ul style="list-style-type: none"> Agile to Change– innovation, future mobility, use of data – Transport Systems Catapult Behaviour change – Liftshare 	<ul style="list-style-type: none"> Transport East update ITS delivery
September 2019	Suffolk	<ul style="list-style-type: none"> Regional Connectivity and Our Priority Places – Major Road Network, public transport, thriving Priority Places 	<ul style="list-style-type: none"> Transport East update ITS delivery
December 2019	Norfolk	<ul style="list-style-type: none"> Local and Coastal – walking and cycling, on-demand access to services 	<ul style="list-style-type: none"> Transport East update ITS delivery