

# New Anglia Transport Board

## *Connecting the East, Accessing the World*

### Agenda

9.00am – 11.00am, Tuesday, 12 February 2019  
**George Hines Room, Wherstead Park, Suffolk, IP9 2BJ**

9.00am	1.	<b>Welcome and introductions</b>	<b>Chair</b>
9.05am	2.	<b>Minutes and matters arising:</b> <ul style="list-style-type: none"> <li>• <i>Lower Thames Crossing response submitted</i></li> <li>• <i>Transport East strategic narrative comments requested</i></li> <li>• <i>Invites to Chambers from Transport East sent</i></li> </ul>	<b>Chair</b>
9.10am	3.	<b>Terms of reference and purpose</b> <ul style="list-style-type: none"> <li>• <i>Are we achieving our aims and objectives?</i></li> <li>• <i>How do we measure progress against them?</i></li> </ul>	<b>Chair</b>
9.20am	4.	<b>Suffolk Chamber of Commerce view</b>	<b>Richard Perkins</b>
9.40am	5.	<b>BREXIT and the Local Industrial Strategy</b> <i>Presentation</i>	<b>James Allen</b> <i>New Anglia LEP</i>
10.10am	6.	<b>MEMBER ROUNDTABLE: how are <u>you</u> 'Making the Integrated Transport Strategy Happen'?</b>	<b>ALL</b>
10.40am	7.	<b>Strategic rail update – verbal</b>	<b>Graeme Mateer</b>
10.50am	8.	<b>Transport East update – verbal</b>	<b>David Cumming</b>
10.55am	9.	<b>Any other business:</b> <ul style="list-style-type: none"> <li>• <i>New Anglia Transport Board Forward Plan</i></li> <li>• <i>Date of next meeting – 9.30-11.30am, Norwich</i></li> </ul>	<b>All</b>

### Officer Contact

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

**Ellen Goodwin**

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# New Anglia Local Transport Board

## Meeting Note

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

### Board Attendance

Simon Amor	Highways England
Jamie Burles	Greater Anglia
Ali Clabburn	Liftshare
David Cumming	Norfolk County Council
Cllr Mary Evans	Suffolk County Council
Doug Field (Chair)	New Anglia LEP
Jonathan Cage	Norfolk Chamber of Commerce
Paul Davey	Hutchison Ports
Ellen Goodwin	New Anglia LEP
Hannah Grimes	Norfolk County Council
Rizwaan Hanid	Network Rail
Paul Horne	Suffolk County Council
Graeme Mateer	Suffolk County Council
Richard Pace	Norwich Airport
Jonathan Rudd	New Anglia LEP
Rajinder Sharma	Transport Systems Catapult
Chris Soule	Country Landowners Association
Cllr Martin Wilby	Norfolk County Council
Helen Wilton	New Anglia LEP

### Apologies

Duncan Cale	EM Trains
Nova Fairbank	Norfolk Chamber of Commerce
Martin Fellows	Highways England
Larry Heyman	GT Railway
Richard Perkins	Suffolk Chamber of Commerce
Oliver Starbuck	EM Trains
Richard Tunnicliffe	CBI

### 1. Welcome and Introductions

Doug Field welcomed Board Members to the meeting

### 2. Minutes and matters arising Tuesday 18th September

The Minutes of the meeting held on 18<sup>th</sup> September 2018 were confirmed.

### 3. Future Direction of the Board

Doug Field updated the meeting on the decision made at the LEP Board to amalgamate the Local Transport Body and Board into a single Board tasked with developing and implementing the Integrated Transport Strategy Delivery Plan. Decisions regarding funding will be made by the Investment and Appraisal Committee.

There were no questions and it was agreed that the Terms of Reference would be updated to reflect the change and reported back to the next meeting **EG**

#### **4. Updates**

The meeting was provided with updates on major issues and developments. Key points are as follows:

Norfolk CoC: met with Greater Norwich Local Plan team – concern about integration of transport. NCC reassured that the work of the Local Plan and the Norwich Area Transportation Strategy was aligned.

Suffolk CoC:

- Campaign continuing in build up to RIS2 announcement in mid-2019;
- HoC meeting with Roads Minister Jesse Norman MP to press case;
- A14 Strategy Board under Mark Pendlington as new chair held;
- New marketing material being prepared: 'Britain's Premier Trade Route';
- Liaised with Suffolk MPs' on autumn budget ask;
- HoC reception planned for 23 January 2019; and
- A14/rail corridor study being developed.

A47 Alliance pushing the case for two schemes in RIS2: Acle Straight and Tilney to East Winch dualling.

Current NCC consultation on the Norwich Western Link.

RIS2 response in autumn budget.

Norwich Airport Masterplan still in development. Working with the City Council and making wider infrastructure links including public transport.

It was suggested that Transforming Cities ought to be wider than the Greater Norwich area given commuting patterns<sup>1</sup>

Rail - The first new Greater Anglia train has been received in Norwich and testing is due to begin shortly with 56 more to follow. The service will start in May 2019 and is a major step in the Norwich in 90 campaign. The new trains will see a significant quality uplift for regional routes in particular. Current bid in for digital signalling which would deliver further benefits.

Ports – concern was noted about business skills to complete Customs Declarations post-BREXIT. The meeting discussed the matter and it was agreed that this was not for LTB to pursue and members should contact their MPs with any concerns.

Now the Felixstowe branch line is almost complete the number 1 infrastructure priority of the Port of Felixstowe is Ely.

Liftshare – update on funding applications and the Board was advised that

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<sup>1</sup> <https://www.norfolk.gov.uk/roads-and-transport/major-projects-and-improvement-plans/norwich/transforming-cities-application>

Norwich would be designated as a sharing city from early 2019. The meeting discussed the challenges of lift sharing for under 18s due to safeguarding.

**5. Lower Thames Crossing Consultation**

Ellen Goodwin advised that the consultation is now underway and a draft response for review and comment was presented. Board members agreed the draft response be submitted without amendment.

**EG**

It was noted that a response is also being prepared by Transport East which will reflect our response.

**6. Ely area improvements – presentation**

Rizwaan Hanid from Network Rail presented to the Board detailing the issues faced in the Ely area and the proposed solution for addressing them in particular around level crossings and the issues of building in an area of environmental significance.

It was noted that landowners in the area faced different issues and these were being addressed in consultation.

The meeting discussed the improved capacity targets and was advised that the work was focussing on the capacity in the Ely area only as there were other areas outside of the control of the project which would also affect capacity i.e. Haughley.

Presentation to be circulated

**EG**

**7. Transport East update**

David Cumming updated the meeting on the progress of the Transport East programme and advised that work has begun on the production of a transport strategy with a view to the strategy and the implementation plan being finalised in mid-2020.

Graeme Mateer advised that an announcement on the Major Road Network was expected from DfT before the end of the year. Norfolk County Council has put forward the Long Stratton Bypass as an early scheme for consideration. Work is ongoing to develop the supporting evidence base and views of major stakeholders are being sought. The aim is to complete by June 2019.

Ellen Goodwin advised that the Transport East Strategic Narrative to support our economic offer was included in the papers and asked for comments from the Board at the meeting or at the summit on 17<sup>th</sup> December at Trinity Park.

**ALL**

The Board raised concerns that Transport East had limited communication with other stakeholders. EG confirmed that this issue had been stressed at the meetings and that the communications process was at an early stage.

Formal representation to be made from the body to Transport East to improve communications and ensure modal integration.

**EG**

**8. Monitoring the Integrated Transport Strategy Delivery Plan**

Doug Field asked if there were any questions on the paper included in the pack. It was proposed that a different theme would be reviewed at each meeting in the future. This was agreed by the Board.

**9. AOB**

No formal AOB

Date of next meeting – copies of ITS to be distributed

**EG**

9.00-11.00 am, 12 February 2019

George Hines Room, Wherstead Park, Ipswich, IP9 2BJ

Future meeting dates to be secured

**EG**

DRAFT

# New Anglia Transport Board

## Tuesday 12<sup>th</sup> February 2019

### Agenda Item 3

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#### New Anglia Transport Board Terms of Reference and Purpose

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Author: Ellen Goodwin

#### Summary

This paper looks to update the terms of reference of the Board in line with the LEP's governance review as outlined at the previous meeting – see item 2 for more detail.

#### Recommendation

The Board are asked to:

- consider the Board's purpose, aims and objectives;
- approve the revised terms of reference for the Board; and
- consider how the Board will monitor progress against the identified aims and objectives.

#### Background

At the meeting on 27 November 2018 Doug Field outlined the future direction of the Transport Board. The draft meeting note states that:

*Doug Field updated the meeting on the decision made at the LEP Board to amalgamate the Local Transport Body and Board into a single Board tasked with developing and implementing the Integrated Transport Strategy Delivery Plan. Decisions regarding funding will be made by the Investment and Appraisal Committee. There were no questions and it was agreed that the Terms of Reference would be updated to reflect the change and reported back to the next meeting.*

Since the meeting, the previously agreed terms of reference have been amended and are attached at Appendix A for the Board's consideration.

This paper seeks comments from the Board on the proposed purpose:

*The New Anglia Transport Board will ensure current & future transport networks meet the needs of both businesses and residents in order to support economic development & growth.*

It also seeks comments on the proposed objectives and expected outcomes:

#### Objectives:

*The New Anglia Transport Board will provide strategic direction on transport issues by:*

- *Acting as a forum for information and expertise sharing, discussion and debate*
- *Acting as a powerful advocate for Norfolk and Suffolk on behalf of the New Anglia LEP*
- *Maintaining, executing and monitoring the Integrated Transport Strategy Delivery Plan, reporting to the Economic Strategy Co-ordinating Delivery Board*

- *Directing the formation and work programmes of Task and Finish Groups to tackle specific topics*
- *Producing and executing a stakeholder management plan*
- *Producing a high-level work programme summarising individual scheme progress*
- *Offering recommendations for prioritisation of projects for delivery and subsequent monitoring of outcomes*

**Expected outcomes:**

- *A reliable, resilient and integrated transport network with improved capacity and journey times, providing good connectivity both within and around New Anglia, and to other UK, European and worldwide destinations*
- *A Delivery Plan for the Integrated Transport Strategy for Norfolk and Suffolk, current and valued by transport bodies*
- *Central government understanding of the transport infrastructure needs and priorities of Norfolk and Suffolk businesses and residents to support inward investment and growth*

Finally, this paper seeks the Board's view on how they wish to monitor progress against their agreed aims and objectives.

**Link to the Integrated Transport Strategy**

The New Anglia Transport Board will provide a strong voice for Norfolk and Suffolk to ensure that the best is secured for the area. It will also help to deliver the ambitious objectives set out in the Norfolk and Suffolk Economic Strategy and the Integrated Transport Strategy for Norfolk and Suffolk.

**Recommendation**

The Board are asked to:

- consider the Board's purpose, aims and objectives;
- approve the revised terms of reference for the Board; and
- consider how the Board will monitor progress against the identified aims and objectives.

**Appendix A – draft terms of reference**

## Appendix A

# New Anglia Transport Board – Terms of Reference

### Introduction

New Anglia LEP (NALEP) is the Local Enterprise Partnership covering the geographical area of Norfolk and Suffolk.

NALEP have ambitious plans for driving business growth and productivity in our diverse economy, for communicating our offer to the world and for driving inclusion and skills. Norfolk and Suffolk are leading places in the competitive global economy, with a large number of world leading competitive clusters already based here.

A modern and efficient transport system is key to our future success. A mobile and accessible world-class economy will ensure that New Anglia retains this enviable position, and will benefit thousands of businesses of all sizes and open significant opportunities in our extensive supply chain network.

The New Anglia Transport Board will provide a strong voice to ensure that we can secure the best for the area and deliver the ambitious objectives set out in the Norfolk and Suffolk Economic Strategy and the Integrated Transport Strategy for Norfolk and Suffolk.

### Purpose

*The New Anglia Transport Board will ensure current & future transport networks meet the needs of both businesses and residents in order to support economic development & growth.*

The New Anglia Transport Board brings together key transport specialists, pooling transport expertise across the region to help shape the future transport system. It will:

- Understand the partners' transport ambitions
- Ensure the transport network satisfies the needs of business and residents both now and in the future
- Assess how NALEP and partners can best deliver the Integrated Transport Strategy for Norfolk and Suffolk

### Specific Activities/Objectives

The New Anglia Transport Board will provide strategic direction on transport issues by:

- Acting as a forum for information and expertise sharing, discussion and debate
- Acting as a powerful advocate for Norfolk and Suffolk on behalf of the New Anglia LEP
- Maintaining, executing and monitoring the Integrated Transport Strategy Delivery Plan, reporting to the Economic Strategy Co-ordinating Delivery Board
- Directing the formation and work programmes of Task and Finish Groups to tackle specific topics
- Producing and executing a stakeholder management plan
- Producing a high-level work programme summarising individual scheme progress
- Offering recommendations for prioritisation of projects for delivery and subsequent monitoring of outcomes

### Expected outcomes

- A reliable, resilient and integrated transport network with improved capacity and journey times, providing good connectivity both within and around New Anglia, and to other UK, European and worldwide destinations
- A Delivery Plan for the Integrated Transport Strategy for Norfolk and Suffolk, current and valued by transport bodies
- Central government understanding of the transport infrastructure needs and priorities of Norfolk and Suffolk businesses and residents to support inward investment and growth

## **Governance and administrative methods**

### **Powers**

The role of the Board is an advisory one, bringing expertise and transport knowledge. It will feed into the Investment and Appraisal Committee to enable them to devise, deliver and manage the relevant programmes.

### **Composition of the Transport Board (Membership)**

- ABP
- CBI, East of England
- Country Land Owners and Business Association
- Department for Transport
- East Midlands Trains
- Federation of Small Businesses
- First Group
- Govia Thameslink Railway
- Greater Anglia
- Highways England
- Hutchison Ports
- Ipswich Buses
- Liftshare
- Network Rail
- New Anglia LEP
- Norfolk Chamber of Commerce
- Norfolk County Council
- Norwich Airport
- Peel Ports
- Stansted Airport
- Suffolk Chamber of Commerce
- Suffolk County Council
- Sustrans
- Transport Systems Catapult

### **Format and Frequency of Meetings**

- Meetings will be generally be open to the public
- Meetings will take place quarterly and will take place ahead of Transport East Forums. Venues will alternate between Ipswich and Norwich
- Format of meetings – Chaired by NALEP
- Meetings are formally minuted, with agenda, papers and minutes to be published via the NALEP website
- Secretariat – New Anglia LEP will supply secretarial services, and meeting support in terms of accommodation will be hosted/facilitated by Norfolk and Suffolk County Councils
- Papers to be circulated one week prior to Board meetings
- The Board will work together by consensus

# New Anglia Transport Board

## Tuesday 12<sup>th</sup> February 2019

### Agenda Item 6

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#### Making the Integrated Transport Strategy Happen

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Author: Ellen Goodwin

#### Summary

This paper seeks the Board's thoughts on how their organisation is contributing to the delivery of the Integrated Transport Strategy.

#### Recommendation

The Board are asked to consider:

- how their organisation is contributing to the delivery of the Integrated Transport Strategy; and
- what high-level actions the Transport Board should collectively take a lead on.

#### 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'

Appendix A outlines a high-level extract from the current working draft of the Integrated Transport Strategy Delivery Plan.

The Board are asked to consider the following with respect the to delivery of the Integrated Transport Strategy:

- Why does it matter?
- How strong is our evidence?
- What would success look like?
- What are we missing?
- What are the barriers we may face?
- What have we tried already?
- What do we keep coming back to?
- What is ripe for reinvention?
- What might we collectively prioritise?
- What do we want to go big on?

#### Link to the Integrated Transport Strategy

Outlined above.

## **Recommendation**

The Board are asked to consider:

- how their organisation is contributing to the delivery of the Integrated Transport Strategy; and
- what high-level actions the Transport Board should collectively take a lead on.

**Appendix A** – Integrated Transport Strategy Delivery Plan – Extract

**Appendix B** – Integrated Transport Strategy

## Appendix A

Theme: Connecting the East, Accessing the World/ Local and Coastal	What is the output of the activity for 2018/19	Owner/ Lead	Action Required	Target date
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	Engage DfT on England's Port Connectivity Study Respond to UK Shared Prosperity Fund consultation			
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	Engage train operators and airlines Engage with Transport East			
Deliver a well-integrated Strategic Road Network (SRN) with improved journey time reliability across the East and beyond	Engage with Highways England regarding RIS1 projects Engage with DfT and MPs on RIS 2 to elevate the East's status Engage with Transport East Engage Highways England on technology deployment wrt performance and operation			
Deliver a resilient and integrated rail network with improved journey times and capacity to increase patronage	Commitment to Haughley delivery Ely area OBC complete Engage partners to find solutions for Trowse GEML SOBC started and stakeholders engaged Engage in EW Rail consortium Engage franchise operators regarding commitments			
Influence peak transport demand to improve network capacity and reliability by 2023	Gather evidence			

Theme: Regional Connectivity and Our Priority Places/ Local and Coastal	What is the output of the activity for 2018/19	Owner / Lead	Action Required	Target date
<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>Norwich Western Link: preferred route &amp; potential funding identified</p> <p>Ipswich Northern Route(s): SOBC and consultation complete</p> <p>A12 Suffolk Energy Gateway: programme entry</p> <p>A1307 Haverhill-Cambridge: options appraisal including Mass Rapid Transit</p> <p>Eye Airfield: planning and construction started</p>			
<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.</p>	<p>Evidence gathering – best practise, gap analysis, current provision</p> <p>Engage stakeholders</p> <p>Transforming Cities Fund bid – round 2 - Norwich</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>Sudbury Congestion Relief Scheme: OBC complete</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/sector groups to consider barriers &amp; develop actions</p>			
<p>By 2021, deliver a behaviour change initiative aimed at encouraging greener and active travel, by expanding on similar successful projects &amp; initiatives to improve public realm and air quality and to increase walking and cycling</p>	<p>Evidence gathering and stakeholder engagement – strategic policy objectives</p>			

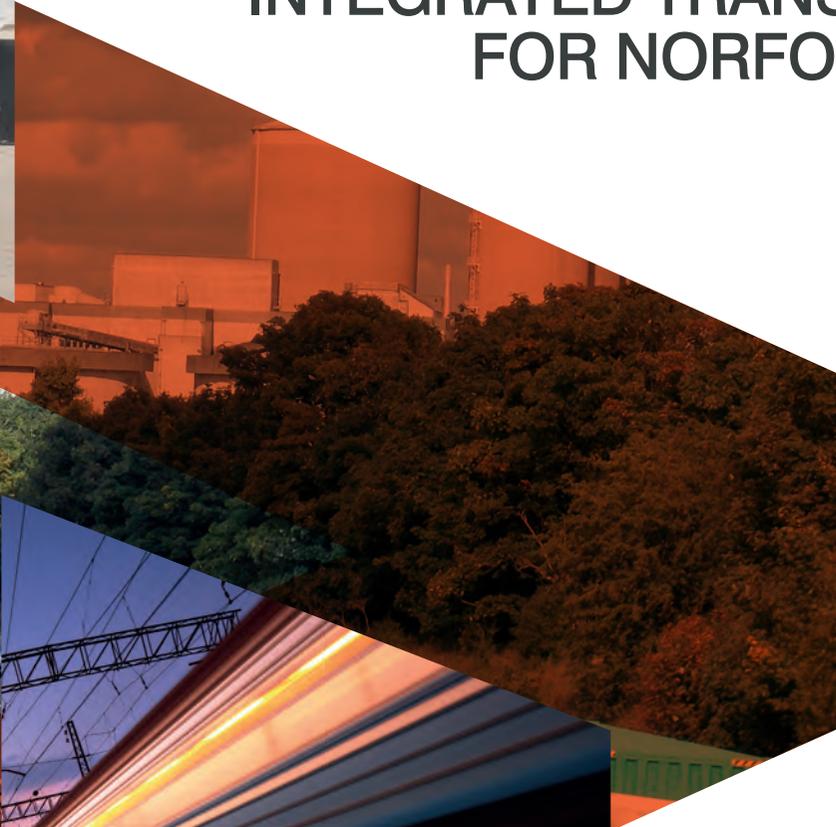
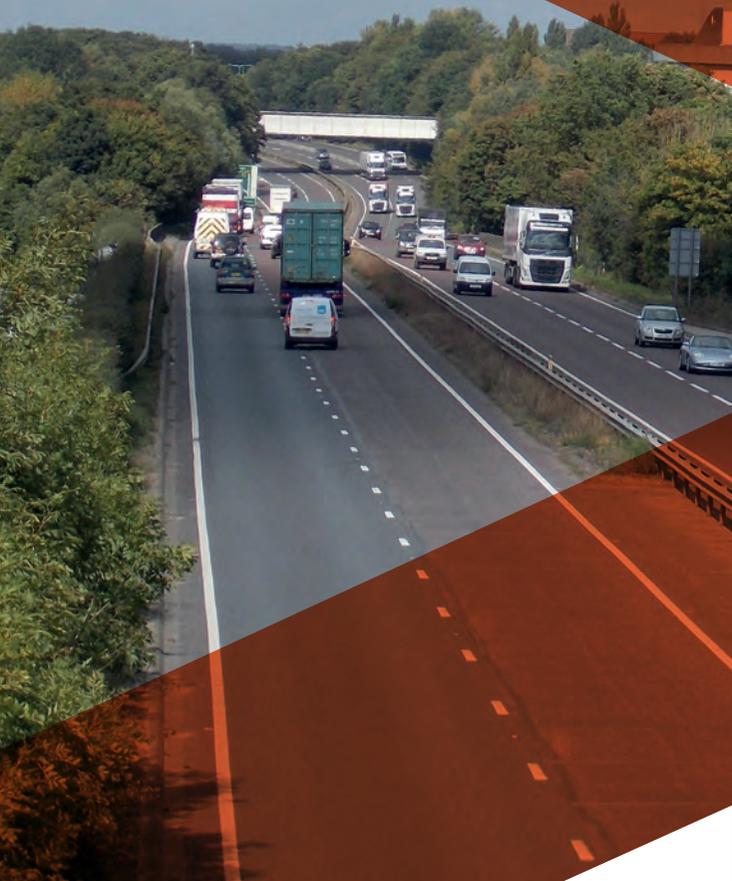
Theme: Agile to Change/Local and Coastal	What is the output of the activity for 2018/19	Owner/ Lead	Action Required	Target date
Deliver 100% superfast broadband by 2023 across Norfolk and Suffolk by continuing to work through the Better Broadband for Norfolk and Better Broadband for Suffolk programmes and working with BDUK and service providers to secure delivery of the final 5%	Successful RDPE bid			
Deliver ultra-fast broadband in our Priority Places by 2025	Evidence gathered and gap analysis complete			
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			
Deliver mobile connectivity improvements working with the Chamber of Commerce's 'No More Not Spots' campaign	Gather evidence			
Deliver a 5G pilot in the East by 2020 by working with DCMS and network providers	Agree potential locations for pilot delivery			
Consider options for home/hub working/learning/access to services/employment by 2021	Gather evidence as needed (Joseph Rowntree Foundation)			
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.	<p>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.</p> <p>EV ambitions reflected in LEE Strategy Delivery Plan and GSE Energy Hub</p>			





# THE > EAST

## INTEGRATED TRANSPORT STRATEGY FOR NORFOLK AND SUFFOLK



A STRATEGY FOR  
GROWTH AND OPPORTUNITY

**MAY 2018**

# OUR PLACE

**KEY**

- Trunk Road
- Proposed MRN
- Local MRN priorities
- Wind Farm
- Gas Terminal
- Nuclear Power Station
- Airport
- Shipping Port
- - - Rail



# FOREWORD

To create an environment where **businesses continue to flourish**, we need to further improve our transport infrastructure. Effective transport networks can help to **boost inward investment and enterprise creation**, as well as **increase productivity** by improving access to markets and increasing value for money. They can also help to unlock **opportunities for balanced and inclusive growth** and offer people better and **safe access** to services, products and opportunities.



Doug Field: © Pagepix

*Douglas Field*

**DOUG FIELD**

Chair of  
New Anglia Local  
Enterprise Partnership

The future is changing rapidly. These changes will affect our networks and the way in which we use them. It is vital that our networks are innovative in their response to these changes to ensure we embrace the opportunity they present, to the benefit of everyone.

Reliable and resilient networks are a fundamental building block to the ongoing success and growth of our £35.5bn economy and in ensuring the East realises its future ambitions as set out in the

## Norfolk and Suffolk Economic Strategy.

However, our potential is sometimes constrained by journey times and capacity, which compound the perception that our area is a 'long way' from the rest of the country.

The New Anglia Local Transport Board partners have developed this Integrated Transport Strategy. It sets out our ambition, our collective goals for delivery and how we might see them brought to fruition. It also provides a robust foundation for the newly formed sub-national transport forum: Transport East.

Most importantly, it sets out how our transport network can help to continue to make Norfolk and Suffolk a great place to trade, live, work, visit and learn. For the East to continue to thrive, we must work together to develop a network that meets our aspirations both now and in the decades to come. If implemented successfully future businesses will benefit from better connected opportunities for growth, a wider pool of accessible skilled labour and the opportunity to engage in more markets than ever before.



## THE STRATEGY

Our Strategy looks ahead to the 2040s but focuses on the actions we need to take over the next three to five years to help secure the foundations for long-term success. It is a dynamic and living blueprint to guide the work and investment of many interested partners. Together we have:

- **Examined the evidence**, making sure we understand our transport networks and modal needs in detail and how we can remain agile to future opportunities and challenges
- **Set challenging but achievable ambitions**, based on evidence, that describe the place and transport solutions we want for Norfolk and Suffolk
- **Agreed the themes** under which we will prioritise action and investment in transport improvements
- **Identified actions and measures for success** with partners, to drive delivery and measure success



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# NORFOLK AND SUFFOLK TODAY<sup>1</sup>

The East is a geographically and **economically diverse area**, with an established, **growing** and ageing population of more than 1.6 million people.

Exploiting an advantageous geographic position, Norfolk and Suffolk retain a **strong commercial relationship** with the rest of the world. **The Port of Felixstowe** is the UK's major container gateway to the world, handling some 28m tonnes of imports and exports per year (42% of the country's container traffic). East-west links and maritime connectivity continue to be crucial to the ongoing movement of freight into and out of the country from both Felixstowe and the other ports including **Ipswich, King's Lynn, Great Yarmouth and Lowestoft**.

Also looking outward, **London Stansted Airport**, within an hour's reach of many parts of Norfolk and Suffolk, provides access to many national and international destinations. It currently serves 26m passengers a year (set to rise to 35m before 2023). It is also the country's third busiest freight airport handling in excess of 220,000 tonnes per annum. **Norwich Airport** provides access for more than 0.5m passengers a year to a number of regional airports and the many energy installations in the North Sea, as well as Europe and beyond, usually via Amsterdam Airport Schiphol. Easy access to these international hubs, both by public and private transport methods, will help to ensure their ongoing success. The recently completed **Broadland Northway** demonstrates the collaborative local delivery of a project of national significance and has the potential to provide jobs, help businesses and bring more than £1bn of economic benefits to Norfolk, as well as a high-quality link to Norwich Airport.

The area has important strategic connections with London, Cambridge, Peterborough and beyond. Key rail routes include the Great Eastern Main Line (GEML), the West Anglia Main Line (WAML), and the Felixstowe to Peterborough route which connects into the East Coast Main Line. The Strategic Road Network (SRN), via the A11/M11, A12/A120, A14/M6, A47/A1 and A428/A421 and beyond to Oxford, provides connectivity to these locations as well as to the Midlands, the North and the rest of the country. Our economy will continue to rely on making sure that there is good connectivity to and from the East.

In addition, priority corridors have been identified as the **Cambridge-Norwich Growth Corridor**, with an abundance of high tech businesses; the **A14 growth corridor**, between Felixstowe and Cambridge; the **A47 growth corridor** between Lowestoft and Peterborough (projects included in the first Roads Investment Strategy); and **King's Lynn** and the **A10 growth corridor** to Cambridge. Ensuring reliable and resilient connections will be critical to driving business growth and productivity in the East.

**Ipswich** and **Norwich** are the largest economic centres for our area with specialisms in the **financial services and insurance** sector and **ICT, tech and digital creative** at Adastral Park and Norwich. Coastal towns such as **Great Yarmouth** and **Lowestoft** are also important centres of activity, particularly in the globally competitive energy sector. Together, they form part of the **Norfolk and Suffolk Energy Coast** along with Sizewell, Bacton and the offshore windfarm clusters as part of the East of England Energy Zone. In addition, Norfolk and Suffolk has a thriving **life sciences and bio-tech** sector clustered around Norwich Research Park, the National Stud (the home of horseracing)

in Newmarket and CEFAS (Centre for Environment, Fisheries and Aquaculture Science) in Lowestoft. Each of our key sector clusters, together with our other sector strengths, need to be well connected in order to continue to be catalysts for innovation and opportunity and to drive our strong and growing economy.

Other significant centres, including but not limited to, **Bury St Edmunds, Haverhill, King's Lynn and Thetford**, are the focus for our local economies. Each has their own successful economy and uniqueness and this diversity must be maintained in order to secure our ongoing economic success. Transport and connectivity to larger economic centres including Cambridge remains a key facilitating factor for their local economies.

However, our transport networks can suffer from **reliability and resilience issues**, particularly during periods of bad weather. They also have a number of pinch-points that can contribute to the perception that Norfolk and Suffolk are a 'long way' from the rest of the country. Transport in the East must do all it can to reduce these barriers to **inward investment, business creation and productivity**, recognising business needs, whatever their size.

## SOCIAL INCLUSION AND SKILLS

We must also consider how transport can drive social inclusion and skills, using innovative and digital means, as well as more traditional methods, so that people can access education, training and labour market opportunities and are able to meet their full potential. This raises living standards and social mobility and rebalances the economy.

# NORFOLK & SUFFOLK PROFILE AT A GLANCE



**101** REGULAR SCHEDULED FLIGHTS DEPARTING FROM NORWICH AIRPORT PER WEEK

**3,300** DEPARTURES PER WEEK FROM STANSTED

50 MINS FROM NORWICH TO AMSTERDAM



STANSTED HANDLES **220K** TONNES OF FREIGHT PER YEAR



**28M** TONNES OF FREIGHT PER YEAR

FELIXSTOWE PORT IS THE BUSIEST CONTAINER PORT IN THE UK AND 7TH BUSIEST IN EUROPE



**NORWICH** 10,000 PASSENGERS PER WEEK

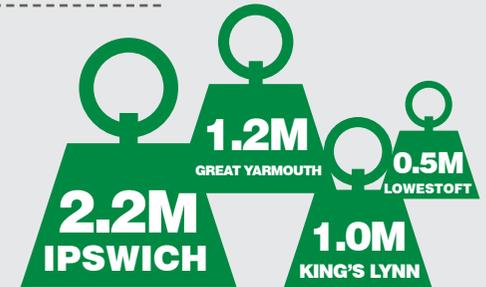
COMPARED TO

**STANSTED** 490,000 PASSENGERS PER WEEK

STANSTED IS 4TH BUSIEST AIRPORT IN THE UK

**70%**

OF CONTAINERS COMING THROUGH FELIXSTOWE ARE DELIVERED TO THE 'GOLDEN TRIANGLE'



TONNES HANDLED PER YEAR VIA OUR PORTS



SECURED RAIL SERVICE IMPROVEMENTS WILL INCREASE CONNECTIONS



**60** MINS IPSWICH TO LONDON

▼ 5 MINS

**90** MINS NORWICH TO LONDON

▼ 15 MINS

**75** MINS CAMBRIDGE TO IPSWICH

**90** MINS PETERBOROUGH TO NORWICH

**330** RAIL FREIGHT MOVEMENTS



INTO AND OUT OF THE PORT OF FELIXSTOWE PER WEEK





## SEVERE CONGESTION

### A14

- J55-J58 SOUTH OF IPSWICH
- BURY ST EDMUNDS AND NEWMARKET (J36-J38 AND J42-J44)

### A47

- GREAT YARMOUTH TO ACLE

## REGULAR CONGESTION

### A11

- BETWEEN MILDENHALL AND THETFORD (CAN BE SEVERE TOO)

### A47

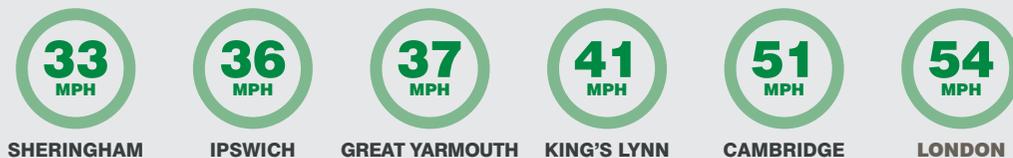
- BETWEEN NORWICH AND HONINGHAM
- AT KING'S LYNN



## SPEEDS FOR REGIONAL JOURNEYS SLOWER THAN TO MAJOR NATIONAL CENTRES

FUNDING AND DELIVERY OF PLANNED IMPROVEMENTS NEEDS TO BE SECURED TO IMPROVE THESE AVERAGE SPEEDS

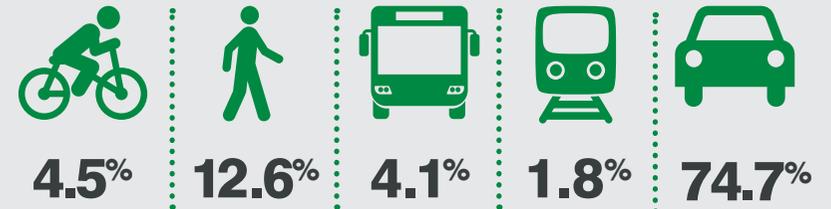
BY CAR, FROM NORWICH TO:



BY CAR, FROM IPSWICH TO:



## % MODE SHARE TRAVELLING TO WORK

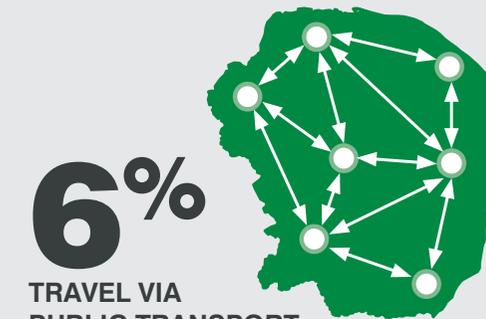


### ENGLAND AVERAGE:



COMMUTING PATTERNS ARE PRIMARILY CONCENTRATED ON

**NORWICH IPSWICH**  
**A14 CORRIDOR**  
**KING'S LYNN**



6%

TRAVEL VIA PUBLIC TRANSPORT IN NORFOLK AND SUFFOLK



COMPARED TO  
**10%**

UK AVERAGE IN ALL NON-METROPOLITAN AREAS

# PLANNING FOR THE FUTURE

There are a number of significant socio-economic trends which present various challenges and opportunities for the East. These will impact how, when and why we access and use our transport network:



## DEMOGRAPHIC

A growing and ageing population, many of whom may work longer, the impacts of net migration and the ongoing trend of urbanisation.



## SOCIAL

The rise of the sharing economy and the growth in immediacy expectations will impact the traditional models of transport access, ownership and use, particularly in younger generations.



## ENVIRONMENTAL

Impacts of climate change, particularly in low-lying and coastal areas, scarcity of resources and the role of renewable energy.



## TECHNOLOGICAL

Significant and rapid future change, which will alter how, when and where infrastructure and services are provided and accessed:

- **'Big Data', Artificial Intelligence (AI) and cognitive thinking and self-learning systems** will improve transport operations and services and how customers engage with them
- **Automation and robotics** have the potential to improve maintenance and safety - The most visual aspect of this change will be Autonomous Vehicles
- **Propulsion and energy decarbonisation** will have air quality benefits but could negatively impact energy distribution networks
- **Material science** improvements will mean cheaper, more functional and sustainable use within vehicles and infrastructure
- **3D printing** techniques have the potential to allow local production of components and products that will likely impact traditional supply chains
- **Shared mobility** will provide agile alternatives to traditional fixed public transport routes and car ownership models, particularly in urban areas



## ECONOMIC

The rise of the gig economy, local manufacturing (including 3D printing) and the 'just-in-time' culture on business models, e-commerce, freight and last-mile delivery.



## POLITICAL

Devolution of decision-making, future economic uncertainty regarding national political decisions, changes in legislation, the impacts of globalisation and the protectionism of markets.

The way the economy responds to these future challenges and opportunities will have important implications for the area's land use and transport strategy. Indeed, global trends will impact our key sectors in different ways and it is important to recognise how to maximise the associated economic and transport opportunities effectively. We have considered some future scenarios for technological and mobility changes on pages 12 and 13, while recognising that their availability, application and social adoption is difficult to predict, especially considering the speed at which these developments may occur.

# CHALLENGES AND OPPORTUNITIES

**Improving strategic connectivity** across the East, especially London, Cambridge, Peterborough and beyond, will help to open up as yet untapped opportunities and help drive business growth and productivity.

Making the most of our advantageous location with respect to **accessing global markets** is another key opportunity for our area. Ensuring the ongoing success, access to and growth of the Port of Felixstowe and our other ports at Ipswich, King's Lynn, Great Yarmouth and Lowestoft, as well as airports at London Stansted and Norwich, will help to improve our Offer to the World, plus boost enterprise formation and inward investment in the region.

Capitalising on our geographic diversity and meeting the needs of our significant urban centres and market towns, as well as our rural and coastal communities, will ensure that the needs and aspirations of all our communities and businesses, no matter their size, are realised. Our road and rail networks can help to achieve this by **improving capacity and journey times**, as well as **reliability and resilience** in times of strain.

We must also help to ensure that the East continues to **increase its contribution to UK plc**. In doing so our economic diversity must be maintained and enhanced and our transport network can help to support our **world-leading competitive clusters** in clean energy, financial services and insurance, ICT, tech and digital creative and life sciences and biotech to thrive. Our other key sectors, for which Norfolk and Suffolk has a competitive advantage, will also contribute to this ambition. We must ensure that our transport network

supports each of these clusters to continue to drive our competitive advantage.

Contributing to **driving social inclusion and skills** uplift is another opportunity for the East. Transport and digital connectivity can help to improve access to learning, both now and in the future. This means people will have the right qualifications and improved access to opportunities, helping boost social mobility and living standards in turn. In addition, we must also help to achieve modal shift, improve air quality, reduce the impact of flooding and ensure we mitigate and adapt to **environmental challenges**.

Our network must accommodate an ever **growing and ageing population**. Digital technology will have a part to play to help us reduce overall demand, thus improving access to services outside the more traditional forms of transport.

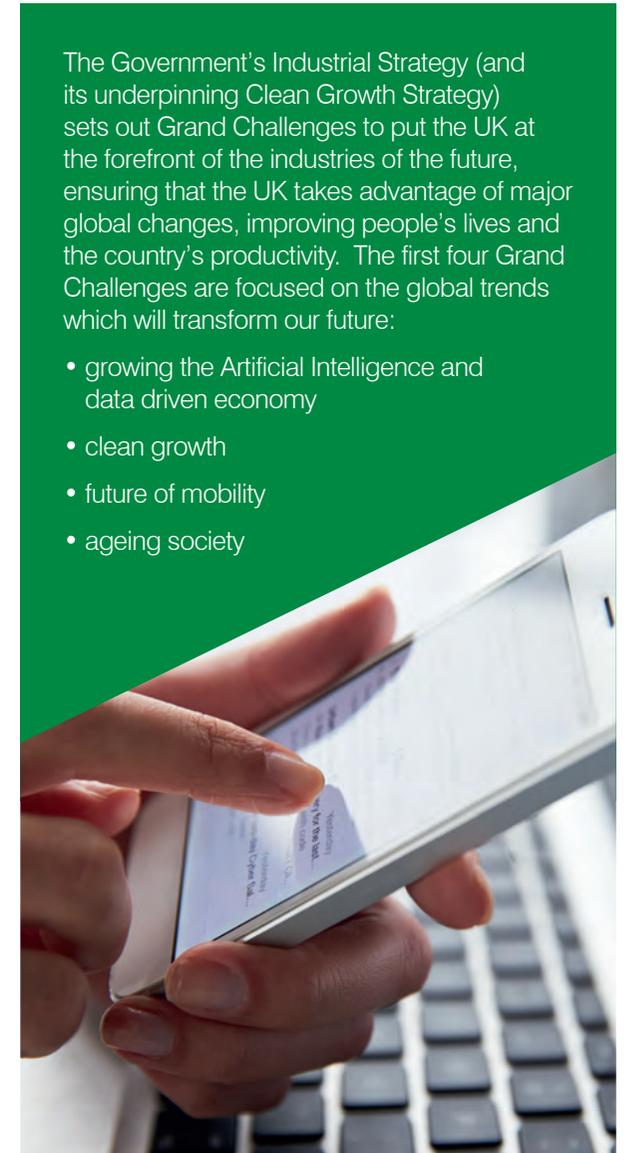
We must stand ready to ensure our strategic ambitions are realised. We must be agile, encourage innovation and look to exemplars to help guide the development of robust, **viable solutions** to these changes. In doing so we will **develop relationships** with new and existing partners in relevant and growing sectors to understand their needs and drivers and clearly **articulate our vision** for transport in the East, with Transport East, in the short, medium and longer-term.

**Transport and digital connectivity** is an integral part of the East's economy, helping to unlock the area's substantial resources in land, labour and capital. It is therefore a significant driver of productivity. Addressing connectivity issues is a crucial building block to our future growth and economic success. Working with our partners we have a **strong track record** of

addressing constraints through targeted investment. However, more needs to be done to make sure our transport network is truly integrated and agile to future changes.

The Government's Industrial Strategy (and its underpinning Clean Growth Strategy) sets out Grand Challenges to put the UK at the forefront of the industries of the future, ensuring that the UK takes advantage of major global changes, improving people's lives and the country's productivity. The first four Grand Challenges are focused on the global trends which will transform our future:

- growing the Artificial Intelligence and data driven economy
- clean growth
- future of mobility
- ageing society





# INDICATIVE TIMELINE



## EARLY 2020s

- Autonomous vehicles coming to market
- 3D printing cheap, fast and readily available
- Electric vehicles re mainstream
- E-bikes widely and cheaply available
- Populations over 65 increasing

## LATE 2020s

- Sharing economy expanding rapidly<sup>3</sup>
- Hydrogen powered vehicles becoming widespread
- Fully autonomous vehicles are available

## MID 2030s

- Hypersonic airliners and hyperloop enter service
- Diminishing natural resources
- Warmer and wetter winters and hotter and drier summers
- Petrol and diesel propulsion being phased out

- 5G wireless becoming the standard
- Connected vehicles are the norm
- Offshore wind supplies 4m homes
- Urbanisation continuing
- Mobility as a Service solutions available
- Robotic technology assisting humans

## MID 2020s

- Web 4.0 mobility networks
- On-demand manufacturing more cost-effective and commonplace
- Drone and droid delivery commonplace

## EARLY 2030s

- Quantum computing is commonplace
- Autonomous mobility is the norm

## LATE 2030s

### 2030s

- Digital connectivity improved, allowing people to access opportunities from home and on the move
- Key pinchpoints addressed and improved network capacity and operation makes journeys more reliable and resilient
- Better access to information leads to 'peak' travel spread and allows people to make choices with more certainty

### MID 2040s

- Norfolk and Suffolk population exceeds 2 million...  
...migration a big influence

### LATE 2040s

- Robots and automation widespread in society...  
...more than 30% of jobs now completed by them

### BEYOND...

- Digital access to services (health and social care) and opportunities (education and training) helps people be more productive
- New service models reduce costs and provide for hard to reach communities
- Direct rail access between key centres with faster journey times and higher capacity...Local rail services have more reliable rolling stock and improved customer experience
- On-account, seamless, barrier-less payment technologies facilitate Mobility as a Service (MaaS)...A priority for our communities

### 2040s

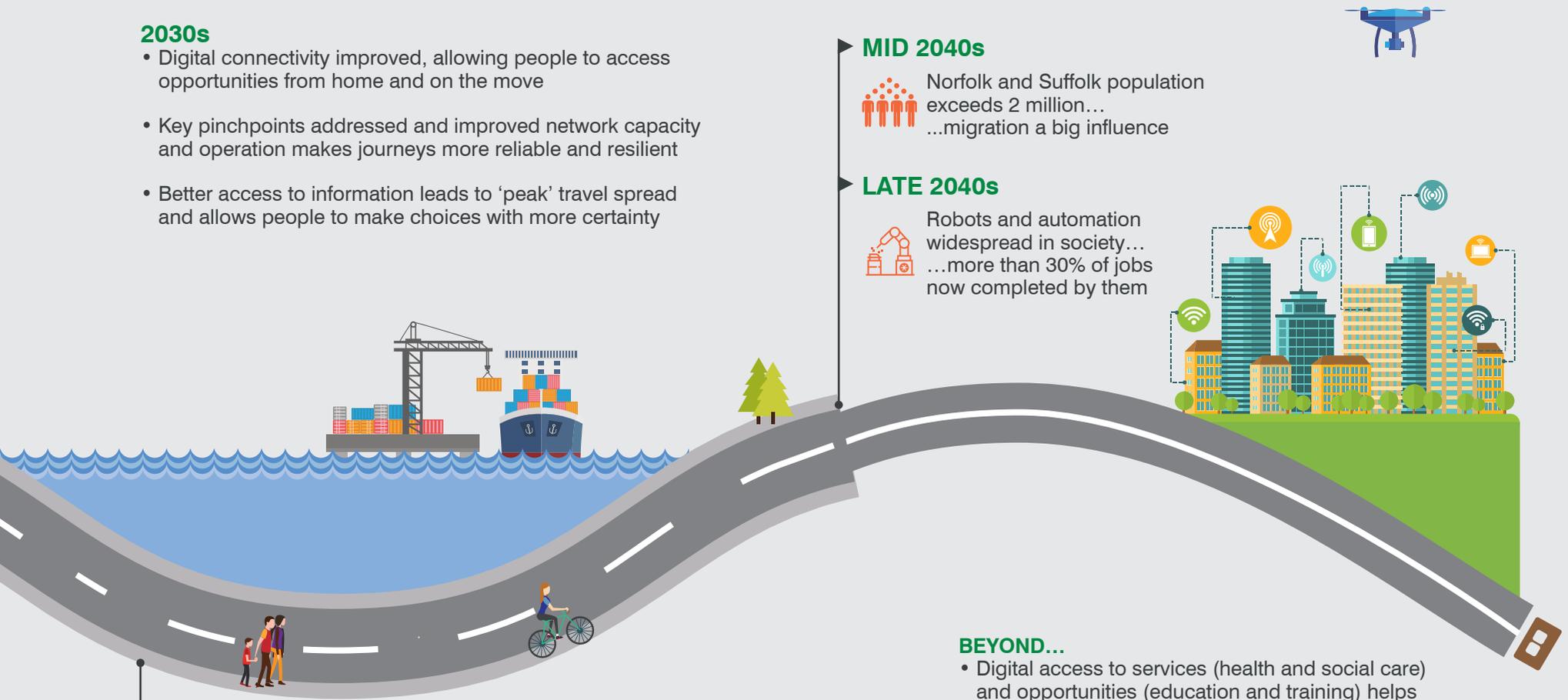
- Connected vehicles the norm, improving safety and smoother running of the network
- Agile, on-demand, responsive transport services offer more choice and efficiencies
- Decarbonisation largely complete, supported by alternative generation and storage solutions, plus air quality benefits

 Artificial 'energy islands' developed

 Increased global communication reach

 Global democracy growing in strength

### EARLY 2040s



# PRIORITY THEMES AND PLACES<sup>2</sup>

The Norfolk and Suffolk Economic Strategy considered what future success looks like for the East. We have mapped our Economic Strategy themes to our key transport themes below.



**Our Offer to the World / Competitive Clusters close to Global Markets**

## 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.



**Driving Business Growth and Productivity**

## 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.



**Driving Inclusion and Skills**

## 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.



**Collaborating to Grow**

## 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.

## OUR PRIORITY PLACES

Our Priority Places are the areas where the evidence shows there are significant opportunities and commitment for continued growth:

- Ipswich and the surrounding area
- Norwich and the Greater Norwich area
- The Norfolk and Suffolk Energy Coast, including Bacton, Great Yarmouth, Lowestoft and Sizewell, with assets on and offshore
- The Cambridge-Norwich growth corridor – connecting two global centres of research
- The critical east-west growth corridors along the A47 from Lowestoft and Great Yarmouth to King's Lynn, plus the A14 from Felixstowe through Ipswich, Stowmarket, Bury St Edmunds, Newmarket and Haverhill to Cambridge and Peterborough
- King's Lynn - and the A10 and rail corridor to Cambridge

<sup>2</sup><https://newanglia.co.uk/our-economic-strategy/>

# OUR STRATEGY

We aim to provide the foundations for an integrated, total transport solution which serves our growing economy, links our people and their activities with our developing Priority Places and is fit for agile digital, socio-economic and transport developments.

With our partners, we will drive business growth and productivity, improve inclusion and skills, benefit health and well-being and do so in an environmentally sustainable way, with safety at its core.

From our Priority Places, ports, airports and the strategic corridors that link them, to our rural and coastal communities, transport needs vary greatly. Therefore there are a myriad of both short and longer distance journeys for every one of our businesses, residents and visitors. It is critical that we consider how we best serve all levels of our community with a reliable and resilient integrated transport network. In order to rise to the challenges and opportunities presented previously, we have grouped our Strategy priorities under the following themes, based on the different unique market opportunities they present to the East.

- ▶ **Connecting the East, Accessing the World**
- ▶ **Regional Connectivity and Our Priority Places**
- ▶ **Agile to Change**
- ▶ **Local and Coastal**
- ▶ **Making it Happen**

This integrated approach will not only increase access to opportunities irrespective of circumstances. If successful, it will consider the use of digital data to help balance supply and demand across all transport networks delivering significant benefits across the economy.



## CASE STUDY

### THE GREAT EASTERN MAIN LINE TASKFORCE

*Successful partnerships in action*

Launched in summer 2014 the Great Eastern Rail Campaign demonstrates the drive, enthusiasm and ability of our partners in the East to deliver our collective aspirations. More than 100 of the region's most senior business and education leaders, representing more than 111,000 employees and students, pledged their support and more than 1,600 commuters and rail users joined the campaign to deliver significant improvements to rolling stock, infrastructure and journey times between Norwich and London, known as 'Norwich in 90'.

Delivered to government in 2014, the Great Eastern Rail Report set out our aspirations, subsequently forming part of the re-franchising specification. Last year it was announced that Greater Anglia was successful with its bid, which will deliver a major package of improvements for rail services in the region. This includes replacement of the entire fleet of trains with 1,043 new carriages which will start to come into service from 2019; journey times to be cut by up to 10%; delivery of at least four 90-minute services between London and Norwich and two 60-minute services between London and Ipswich each weekday; providing up to 32,000 more seats by 2021 and free Wi-Fi for all passengers.

# CASE STUDY

## THE PORT OF FELIXSTOWE

Keeping UK trade moving

The Port of Felixstowe is Britain's biggest and busiest container port, and the seventh busiest in Europe.

The port handles more than 4 million TEUs (Twenty-foot Equivalent Units) and welcomes about 3,000 ships each year, including the largest container vessels afloat today. Crucially the port provides some of the deepest water close to the open sea of any European port. About 30 shipping lines operate from Felixstowe, offering about 90 services to and from 400 ports around the world.

Road and rail connect it to distribution hubs in the Midlands and elsewhere across the UK. Felixstowe plays a pivotal role in keeping the UK's trade moving and delivers real benefits to customers, the community and industry.



# CONNECTING THE EAST, ACCESSING THE WORLD: OUR OFFER TO THE WORLD

The world is 'getting smaller' and competition in global markets is more intense, meaning that businesses that rely on international trade for raw materials and import/export markets will need stronger connections to international gateways in the East to remain competitive.



Improved access to international markets will also help business-to-business connectivity in terms of realising opportunities and encourage inbound and outbound tourism directly to and from the East.

International access is a key strength and opportunity for the East. Access to the Port of Felixstowe as the nation's largest container gateway and our other ports, as well as airports at London Stansted and Norwich are clear priorities for our area.

To capitalise on our position, we will work together with partners in the port and airport sectors to improve our offer to the world by:

- Ensuring the ongoing success of the **Port of Felixstowe** as the country's largest container port, and our other ports, including **Ipswich, King's Lynn, Great Yarmouth and Lowestoft**, to maximise future import/export and bulk cargo opportunities for the East and UK plc. We will do this by making the case for and securing investment in strategic routes, and their facilities, plus in maritime connectivity, to improve freight accessibility. This will ensure the UK remains relevant to international markets capitalising on the recent DfT study of England's Port Connectivity.
- 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.

Connectivity between the East and the rest of the UK is essential to enabling businesses to have strong links to customers and supply chains. Fast and reliable links to London, Cambridge, Peterborough and beyond are key to business-to-business connectivity, realising new opportunities and future economic performance and competitiveness of the East and UK plc. With the Midlands Engine and Northern Powerhouse strengthening their reach and influence, the strategic case for better east-west connections through East West Rail and the Oxford to Cambridge Expressway is ever greater, both in terms of international freight and passenger movements. Strong national links are also crucial for access to the Norfolk and Suffolk Energy Coast and our unique tourism offer.

Importantly, we recognise that many of our partners also have aspirations outside the region which may

have a reliance on the accessibility and connectivity of the East.

We will work together with our partners to drive business growth and productivity and connect the East by:

- 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.
- Ensuring a **better connected rail network** to London, Cambridge, Peterborough and the rest of the country that is resilient to future changes. This will be done 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.
- 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.

- Making **whole journey reliability** a priority by improving timetabling, access and facilities, including parking, at **transport hubs**, by all modes.

- Encouraging the development of more **regional air services** to and from Norwich Airport to improve direct, fast connectivity with other parts of the UK.



## CASE STUDIES

*Hardwick Roundabout, King's Lynn*

### NO MORE A14 DELAYS IN SUFFOLK

*Working together to promote improvements*

Suffolk Chamber is leading the multi-partner 'No More A14 Delays in Suffolk' campaign to secure:

- Improvements to key junctions on the A14 at Ipswich, Bury St Edmunds and Newmarket
- Major maintenance schemes on the A14 between Haughley and Woolpit and between Copdock and the Orwell Bridge
- A comprehensive feasibility study of the A14 from the M11 at Cambridge to Felixstowe, to address remaining concerns about the A14 and the impact of future growth in the county and across the UK

The 'No More A14 Delays in Suffolk' campaign has the backing of many partners including businesses, all of the county's MPs and local authorities, plus New Anglia and the Cambridgeshire and Peterborough Combined Authority.

### THE A47 ALLIANCE

*Making it happen through collaboration*

The A47 Alliance is a very successful lobbying group which is pushing for full dualling of the A47 between Peterborough and Lowestoft. The dualling of the A47 has cross-party, cross-county support and in 2014, the government awarded a £300m funding package for dualling and junction improvement schemes along the A47. The A47 Alliance brings together the Chambers of Commerce, local authorities, LEPs and MPs along the route and is also supported by other stakeholders including the RAC, Eastern Daily Press and local businesses.

The Eastern Daily Press, Norfolk Chamber of Commerce and Norfolk County Council are currently spearheading the 'Just Dual It' campaign to push government to invest further in the A47 and get a commitment for full dualling of the A47 by 2030.

# REGIONAL CONNECTIVITY AND OUR PRIORITY PLACES:

## DRIVING BUSINESS GROWTH AND PRODUCTIVITY

Improving accessibility between our economic centres is essential to the realisation of our future aspirations. It provides better access to jobs, education and healthcare, encourages the clustering benefits of development and services and attracts inward investment. A strong digital and transport network across the East will link businesses and suppliers to markets and provide the backbone for the East to thrive.



Improved digital and transport connectivity between areas within the region will support the growth of specialist clusters of economic activity such as clean energy, finance and insurance, digital and life sciences and biotech. These clusters strengthen the economic interactions between Ipswich, Norwich, Bury St Edmunds, Great Yarmouth, Haverhill, King's Lynn, Lowestoft and Thetford, as well as Cambridge.

In order to enable a more connected region we will work together with our partners to:

- 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. This will include the **Ipswich Northern Route(s)** 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.
- Make **public transport the 'go to' option** for our Priority Places. This will be done 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.

Our local transport networks are the lifeblood of our communities. Improving access to, from and within them is essential so we can capitalise upon the strengths of our economic centres to serve those that live, work, learn and do business there. Our Priority Places and their transport networks need to be truly integrated in order to serve growing and changing

populations in a sustainable way, supporting new and existing communities alike. They must also be agile to the changing shape of private (including passenger and freight), public and shared transport to adequately link people and places both now and in the future.

Recognising this we will work together with our partners to:

- **Facilitate better connectivity** which provides more reliable and resilient journey times within and this will be between our Priority Places. This will be through making the strategic case for and the delivery of infrastructure investment. It will include 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.
- Ensure the success of our **Enterprise Zones, Food Enterprise Zones and key sectors** by working to resolve infrastructure constraints.
- 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.
- Develop and promote **local freight centres** to reduce the impact of local deliveries in our Priority Places.

# CASE STUDY

## CYCLE INFRASTRUCTURE

'Pushing Ahead: Your Journey Your Way'

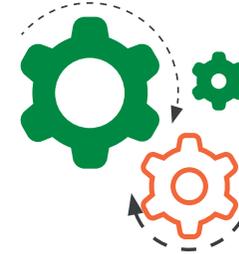
Sustainable transport and multi modal partnership has been supported across the region through initiatives using the Sustainable Transport Transition Year (STTY) funding, particularly the Pedalways in Norwich, the "A to Better" travel planning programme, Lowestoft Local Links project and Local Growth Funding.

The Access Fund award in 2017 of £1.488m for Pushing Ahead will enable revenue funding to build on the previous capital investments and expand the impact of sustainable active travel for commuting and recreation. It will help the region to move towards the ambition to double the modal share for walking and cycling to 10% by 2025.



# AGILE TO CHANGE: DRIVING BUSINESS GROWTH AND PRODUCTIVITY

To respond to the future challenges and opportunities we must remain agile to change.



We will ensure that connectivity is not a barrier to making the most of these opportunities by working together to:

- Ensure **complete superfast broadband** coverage and the delivery of **ultra-fast broadband**. This will firstly be in our Priority Places, but also in our rural areas. We will ensure the delivery of **5G technology**, as soon as possible, to provide excellent and reliable digital capacity to meet the region's needs<sup>4</sup>.
- Promote the East as being '**open**' to **innovative new technologies**, particularly where change could facilitate growth in our key sectors. This will be 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. We will also ensure the necessary supporting infrastructure both at home and on the move, with particular opportunities focused along the A11 and A14 corridors.

<sup>4</sup><https://www.betterbroadbandnorfolk.co.uk/> and <http://www.betterbroadbandsuffolk.com/>

<sup>5</sup>Transport Catapult – Mobility as a Service – July 2016

- 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.
- **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. This will boost journey-sharing opportunities and the blending of traditional public and private transport modes and provide the widest accessibility offer.
- 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.
- 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.

## MOBILITY AS A SERVICE (MaaS)<sup>5</sup>

Traditionally our mobility has been provided for by managing fleets of vehicles around networks, framed by strategic transport planning objectives. MaaS, as a service model, turns this on its head by putting the customer first and framing the mobility systems around customer preferences. MaaS offers an opportunity to improve how people and goods move, both from the perspective of the policy maker and for travellers themselves.

# CASE STUDY

## MARKET TOWNS

A vital part of the East

The market towns of Norfolk and Suffolk are diverse in their activities, economies and transport provision. They are a vital part of our economy, being home to countless businesses providing local employment opportunities for thousands of people as well as providing many distinctive retail and tourism offers. Norfolk County Council is embarking on a number of Market Town Network Improvement Strategies. Many of Norfolk's market towns and larger villages have a considerable amount of planned housing and employment growth identified. Addressing the transport pressures this growth will bring is vital to facilitate the economic prosperity of these towns and villages and, as such, planning this ahead of growth allows Norfolk County Council to respond accordingly. These transport strategies will identify the most effective transport improvements to support future planned growth and help address transport issues such as congestion, enhancements to safety and access to public transport.



## LOCAL AND COASTAL: DRIVING INCLUSION AND SKILLS

The Norfolk and Suffolk Energy Coast is a significant contributor to our economy and serves Sizewell nuclear power station, Bacton Gas Terminal and the significant offshore energy sector as part of the wider East of England Energy Zone.



Indeed, our smaller local and coastal communities are also a vital part of the East's economy, providing some of the UK's most attractive places to live and work. Transport has a key role to play in providing access to services and opportunities in these areas. Our local and coastal communities need strong, reliable and resilient networks to help encourage sustainable access to our local markets as well as our unique tourism and culture offer.

Working together with our partners we will:

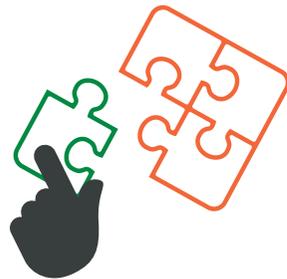
- Ensure **complete superfast broadband** coverage and the delivery of **ultra-fast broadband**. This will firstly be in our Priority Places, but also in our rural areas. We will ensure the delivery of **5G technology**, as soon as possible, to provide excellent and reliable digital capacity to meet the region's needs.

- Cater for the growth aspirations and development plans in market towns by identifying and **prioritising local road improvement schemes** to release pinch-points, recognising the network's importance to the agriculture sector.
- 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.
- Improve **hub and home working** to 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.
- Support **community rail partnerships** for rural and coastal branch lines. We will 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.
- Encourage **walking and cycling** by developing Walking and Cycling Investment Plans. The delivery of projects on the National Cycle Routes and those such as the Greater Broads Cycling Country project, will benefit public health and well-being and the environment.

# MAKING IT HAPPEN:

## COLLABORATING TO GROW

We are at the start of our journey and we are **ambitious**. Local and collaborative delivery is important, having the potential to make a real difference and we need the skills, experience and resources from a number of new and existing partners to help bring our ambitions to fruition.



One of our first actions will be to broaden our dialogue and engagement to develop the momentum necessary for delivery. We will **collaborate with partners** to determine our strategic priorities for delivery, with this dialogue being informed by the Norfolk and Suffolk Economic Strategy. We will collaborate with informal stakeholder groups to stimulate specific issue debates and encourage **innovative and creative partnerships** to help accelerate delivery. We must bring forward strategic investments, through collaboration, to not only unlock growth in the corridors and places they serve but to act as a catalyst to other interventions for further, integrated improvements.

Together with partners we will:

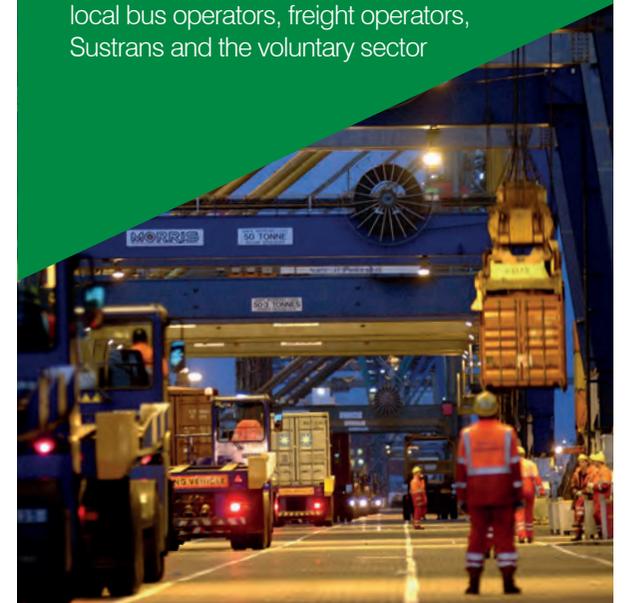
- Work up and publish a **three-year Delivery Plan**, in line with strategic funding timescales, to support this strategy. It will show what we propose to deliver, how we propose to do this, and by when.
- Work across sectors to enable collaboration on increasingly common requirements for technical know-how and **access to new markets and techniques** that might once have been more distinct, such as telecoms and logistics.
- Work between public and private sectors to explore **innovative approaches to funding and finance**, driving returns on investment in infrastructure.
- Work with other regions on regional, national and international opportunities through **Transport East**.

Our Delivery Plan will not start from scratch. While development of this strategy has enabled us to take a long-term look at the interventions required, it has also confirmed the value of many of the projects we have already been working on. The Delivery Plan will also detail how we will measure success considering delivery against key, relevant ambitions in the Economic Strategy, assessing how emerging transport outcomes contribute to those aims.

We will be successful when our transport network, in all its existing and future forms, is recognised as a seamless enabler, helping our business and communities thrive and helping to make the East one of the UK's most attractive places to do business, live, learn, work and visit.

### PARTNERS WILL INCLUDE:

- Transport East
- Government including HMT, DfT, BEIS, DCMS, MHCLG and GO Science
- Members of Parliament
- Network providers including Highways England, Network Rail and communications companies
- Highway Authorities
- Local Planning Authorities
- Norfolk and Suffolk Chambers of Commerce, the Federation of Small Businesses and the wider business community including the tourism sector
- Others including Norwich Airport, London Stansted Airport, Hutchison Ports, Associated British Ports, Peel Ports, Greater Anglia, Govia Thameslink Railway, the East Midlands franchise operator, local bus operators, freight operators, Sustrans and the voluntary sector



THE > EAST

NEWANGLIA

Local Enterprise Partnership  
for Norfolk and Suffolk



January 2019



# EASTERN SECTION

## prospectus for growth



Suffolk Coastal & Waveney District Councils



**in partnership**

[eastsuffolk.gov.uk](http://eastsuffolk.gov.uk)



**CAMBRIDGESHIRE & PETERBOROUGH**  
COMBINED AUTHORITY



**NEWANGLIA**  
Local Enterprise Partnership  
for Norfolk and Suffolk



South  
Cambridgeshire  
District Council



Cambridgeshire  
County Council



**NORWICH**  
City Council

Forest Heath & St Edmundsbury councils

**West Suffolk**  
working together

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Front row, from left to right: Sara Noonan (West Suffolk councils), Patrick O'Sullivan (East West Rail Consortium), Cllr Alexander Nicoll (Chair of East West Rail Eastern Section Group, Suffolk County Council), Cllr Philip Smart (Vice Chair of East West Rail Eastern Section Group, Ipswich Borough Council), Kerry Allen (Suffolk County Council), Cllr Andy Smith (East Suffolk Council)

Back Row, from left to right: Chris Poultney (Cambridgeshire County Council), David Cumming (Norfolk County Council), Stuart Morris (Cambridge City and South Cambridgeshire District Council), Tony Jones (Norwich City Council), Carolyn Barnes (East Suffolk Council)



# Foreword

The East West Rail link is a strategically important rail route connecting Norfolk and Suffolk (the Eastern Section) with Cambridge and Bedford (the Central Section) and beyond to Oxford and the South West (the Western Section). The Eastern Section is an integral part of the overall strategic East West Rail (EWR) project and presents an opportunity to unlock major benefits for the entire EWR network and beyond.

Local authorities in Norfolk, Suffolk and Cambridgeshire are working with the East West Rail Consortium to make the case for a strategic rail connection between Cambridge and Oxford. Now that development of the Central and Western sections are progressing, the local authorities have come together to form the East West Rail Eastern Section Group. Together, with the Local Enterprise Partnerships, local transport bodies and other stakeholders, the Eastern Section Group will seek to improve the rail link between Norwich, Ipswich and Cambridge to better serve passengers and the Port of Felixstowe. This rail prospectus sets out our vision for the Eastern Section and demonstrates the significant opportunities that can be realised by enhancing passenger and freight rail services between Norfolk, Suffolk, Cambridge and beyond.

Passenger and freight rail services already operate on the Eastern Section (passenger services operate between Cambridge and Ipswich and Cambridge and Norwich; freight services operate between Chippenham Junction and Ipswich, as well as through Ely). However, there is significant scope and demand for more frequent services and better rail connectivity. Despite significant growth from the advent of hourly services in the last 20 years on both the Ipswich to Cambridge and on Norwich and Cambridge routes, additional growth is constrained by train capacity and infrastructure limitations. New trains on Greater Anglia services will provide some additional capacity, but to realise the full potential of the lines requires increased frequency which is dependent on infrastructure upgrades and additional trains (as well as the associated funding to deliver both of those outcomes). East-West rail travel is restricted to shorter distance journeys over the existing rail links, as longer-distance trips experience high journey times. Passengers who wish to make longer trips west of Cambridge are often required to travel on crowded routes via London involving multiple changes or have no option but to travel by car on congested road networks.

We therefore see rail improvements to the Eastern Section, and its rail link west of Cambridge and beyond, as an early win to unlock and drive growth. **The Eastern region is a net contributor to the national economy (contributing £35bn GVA to the UK economy\*), and its economy is strong, growing by 9% over 8 years since 2010.** The Eastern region would like to deliver more, but realising our full potential is being hampered by infrastructure constraints, notably transport.

**Norfolk, Suffolk and Cambridgeshire will be experiencing significant housing, population and economic growth over the next few years. Critical to this growth is the linking of new housing and the counties' key industries and high technology clusters.** Bringing together the potential workforce with the employment opportunities in our high value industries will support the economies of a 'golden triangle' (the neighbouring economies of Norfolk, Suffolk and Cambridge). The enhanced link will create new business and investment opportunities reaching out to Milton Keynes, Bedford and Oxford. An effective East West rail link suitable for passenger and freight services right through to Ipswich will also create significant opportunities to increase our national and international economic potential. This potential will be further strengthened by enhancing rail freight services from Felixstowe (one of three of the UK deep water ports), and neighbouring ports. It will also provide another direct freight route to the rest of the UK, reducing demand on the already congested A14, A11, Great Eastern Main Line and London rail network. In addition to this, improved rail connectivity can enable the Eastern region to foster better economic links with the Midlands, the North and Scotland.

Our growth ambitions mirror those set out in the National Infrastructure Commission (NIC) report\*\* which makes the strong case for rail infrastructure (including links to Norfolk and Suffolk) to support growth in the East West corridor. An East West rail link could therefore realise a transformational level of growth within its major economic centres - **tripling economic output by 2050.**



**Councillor Alexander Nicoll**  
**Chair of East West Rail Eastern Section Rail Group**

\*New Anglia Local Enterprise Partnership Economic Strategy <https://newanglia.co.uk/our-economic-strategy/>

\*\*National Infrastructure Commission: Partnering for Prosperity: a new deal for the Cambridge - Milton Keynes - Oxford Arc (November 2017)

Norwich Market



University of Suffolk, Ipswich



Bury St Edmunds Abbey



King's College, Cambridge

# Our objectives

The establishment of the East West Rail Eastern Section Group (EWRESG) was endorsed by the East West Rail Consortium. The Group consists of Norfolk, Suffolk and Cambridgeshire County Councils along with West Suffolk Councils, Babergh and Mid Suffolk District Councils, Ipswich Borough Council, East Suffolk Council, Norwich City Council, South Cambridgeshire District Council and New Anglia Local Enterprise Partnership.

The EWRESG will work together to ensure that the Eastern Section is 'Central Section ready' (the link between Cambridgeshire and Bedford). The enhanced operation of services between Ipswich and Cambridge and Norwich and Cambridge will be crucial to the successful operation of Central Section services west of Cambridge. It will also be crucial for the strategic economic link between East and West.

Together, we are working to:

- Improve East West public transport connectivity.
- Provide faster, more frequent and more reliable rail links from the west to Cambridge, Norwich, Ipswich and beyond.
- Reduce journey times and increase reliability of intra-regional and local journeys.
- Increase capacity for inter-regional journeys.
- Enhance capacity for rail freight, especially from Felixstowe.
- Reduce car dependency and carbon emissions from car and road haulage use.

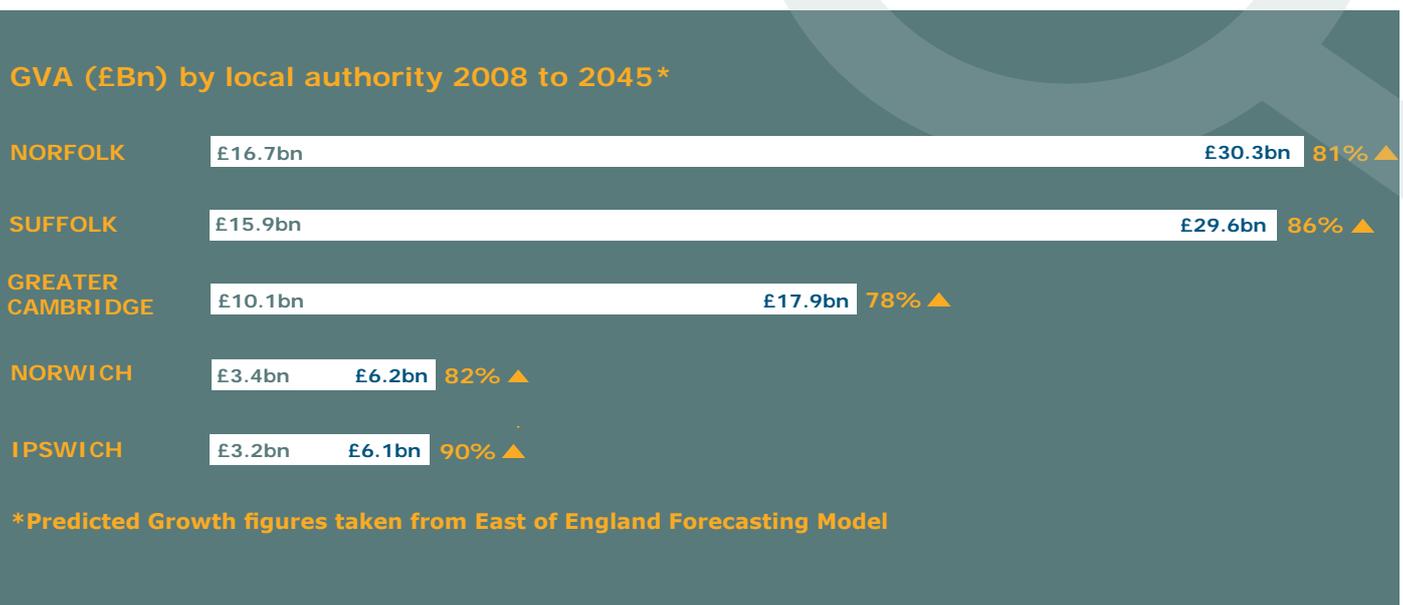
# Our offer

The combined economy of Norfolk and Suffolk is a £35bn GVA economy, which has grown by 9%\* since 2010. The two counties have over 82% of their working population in employment, which is higher than the national average.

In Cambridge, GVA per head grew by 21% over a five-year period, with jobs expected to grow by 11.6% over the next 10 years. Within the Cambridgeshire and Peterborough Combined Authority area, GVA is expected to increase from £22bn to over £40bn during the next 25 years.

Improving the Eastern Section will help unlock benefits for the UK. This will be achieved by:

**Getting the most value out of East West Rail: The Eastern region is one of three UK regions that generates more in taxes than it receives in public money.** Investment in rail infrastructure, improving the rail link between key economic growth locations, can realise the growth ambitions set out in the Norfolk and Suffolk Economic Strategy. It will also support key sectors identified in our Local Industrial Strategy: ICT, agri-food and clean energy. Without Eastern Section improvements, rail journey times and frequencies from east of Cambridge to west of Cambridge and vice versa will remain poor, causing people to continue to travel by car to Cambridge and beyond. Improved rail services would also encourage a modal shift from the car onto rail for short and long-distance commuter journeys thereby reducing city centre congestion and allowing housing and economies in key growth locations to grow more sustainably.





Newmarket Racecourse

**Connecting areas of key growth:** GVA in Norfolk, Suffolk and Cambridgeshire is growing significantly. Investment in rail will accelerate growth and enable the three counties to achieve a higher potential. Norfolk and Suffolk have the potential to grow the economy by **£17.5bn GVA growth by 2036\***. Ipswich has been identified as being one of the fastest growing city economies, with Cambridge topping the leader board. Whereas Norwich has joined with Cambridge, Milton Keynes, Oxford and Swindon to form the Fast Growth Cities group – a group established to overcome shared challenges and drive opportunities for developing high-knowledge, high-growth economies.

A study on the Eastern Section was commissioned by the East West Rail Consortium to understand the economic value of improving rail links to key areas of growth in the Eastern, Central and Western Sections. The study identified a range of high value rail links, which included connectivity between Ipswich and Cambridge and Norwich and Cambridge, and the rail service improvements required to unlock them. Assessment of shorter distance journeys (30 – 60 minutes) shows that Cambridge, Norwich, Newmarket, Bury St Edmunds, Ipswich, and Felixstowe are key locations for population, employment and GVA growth. Medium distance journeys (60 – 90 minutes) show that rail travel between Reading, Oxford, Milton Keynes, Cambridge, Ipswich and Norwich provide high-value links.

### HIGH VALUE RAIL LINKS: KEY JOURNEY PAIRINGS

Source:  
Atkins Eastern Section Study

#### SHORT DISTANCE (30 TO 60 MINUTES)

- NORWICH - CAMBRIDGE
- IPSWICH - CAMBRIDGE
- BURY ST EDMUNDS - CAMBRIDGE
- NEWMARKET - CAMBRIDGE
- FELIXSTOWE - CAMBRIDGE

#### MEDIUM DISTANCE (60 TO 90 MINUTES)

- READING - OXFORD - AYLESBURY - MILTON KEYNES - CAMBRIDGE - NORWICH
- READING - OXFORD - AYLESBURY - MILTON KEYNES - CAMBRIDGE - IPSWICH

#### LONG DISTANCE (OVER 90 MINUTES)

- READING - OXFORD - AYLESBURY - MILTON KEYNES - BEDFORD - PORTS IN EAST SUFFOLK

\* New Anglia Local Enterprise Partnership Economic Strategy <https://newanglia.co.uk/our-economy-strategy/>



Norwich Research Park  
image courtesy of Norwich Research Park

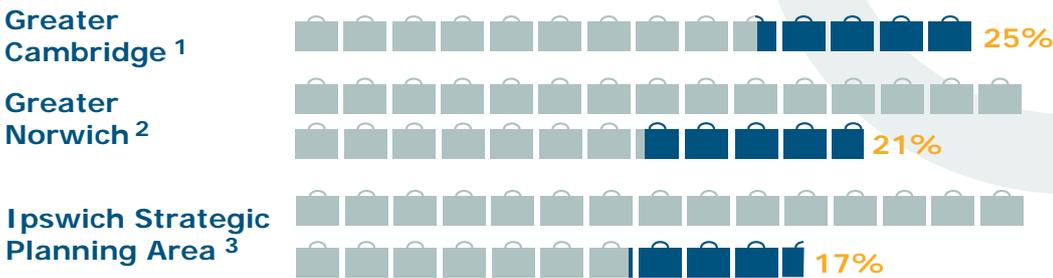


**Supporting and unlocking job growth:** By 2036 Norfolk and Suffolk are predicted to see the start-up of **30,000 new businesses\***. Cambridgeshire and Peterborough also have strong and growing economies, combined they will provide over 90,000 jobs by 2036. A recently commissioned report also shows that the Cambridge life science sector could contribute an additional £1bn per annum\*\* to the economy and an additional 6,000 jobs by 2032 if it could grow unimpeded.

\* New Anglia Local Enterprise Partnership Economic Strategy <https://newanglia.co.uk/our-economy-strategy/>  
\*\*Cambridge: driving growth in life sciences. Exploring the value of knowledge-clusters on the UK economy and life sciences sector (MedImmune, AstraZeneca)

## JOBS GROWTH

- 1 Greater Cambridge (contains administrative areas of Cambridge City and South Cambridgeshire)
- 2 Greater Norwich (contains the administrative areas of Broadland, Norwich and South Norfolk)
- 3 Ipswich Strategic Planning Area (contains administrative areas of Ipswich, Suffolk Coastal, Babergh and Mid Suffolk)



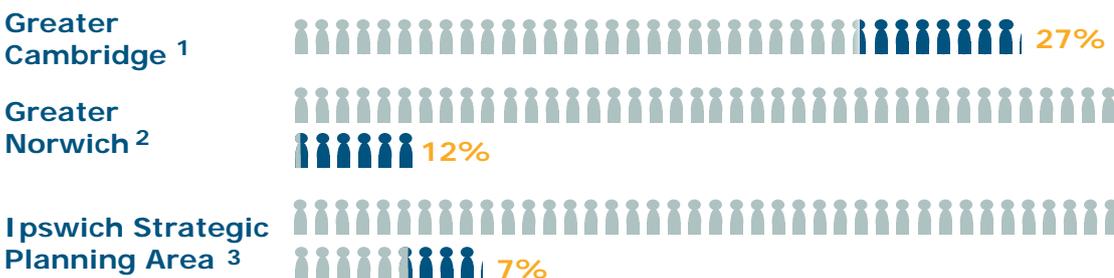
## NET INCREASE IN JOBS

**44,000\***  
(2011 to 2031)

**45,000\*\***  
(2015 to 2036)

**37,070\*\*\***  
(2016 to 2036)

## POPULATION GROWTH TO 2031



## TOTAL POPULATION

**351,100**

**453,100**

**491,000**

7

\*Source: Cambridge City Local Plan (2018) and South Cambridgeshire Local Plan (2018)  
\*\*Source: The Greater Norwich Local Plan Consultation  
\*\*\*Source: Lichfields, 2017, Ipswich Economic Area Sector Needs Assessment



Bridge of Sighs, Cambridge

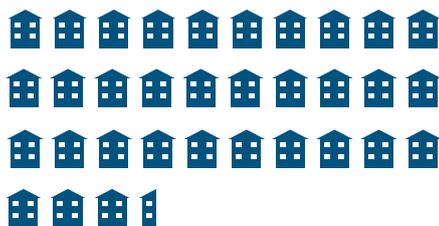
**Provision for housing growth:** Norfolk and Suffolk will provide **140,000 new homes** over 16 years\*, most of which will be located close to railway stations or be sustainably linked to a railway station. Much of the housing growth will be located along the A14 in Suffolk and the A11 in Norfolk, as well as alongside the existing Eastern Section railway line. Cambridgeshire and Peterborough will also be delivering 100,000 homes by 2036.\*\*

\* New Anglia Local Enterprise Partnership Economic Strategy <https://newanglia.co.uk/our-economy-strategy/>

\*\* Cambridgeshire and Peterborough Strategic Spatial Framework

## HOUSING GROWTH

### Greater Cambridge



**33,500 by 2031**

*Greater Cambridge Housing Strategy*

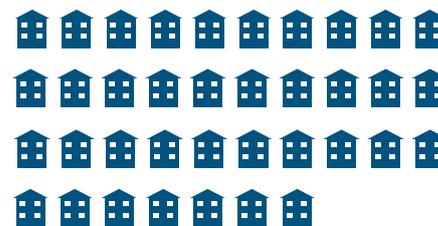
### Greater Norwich



**43,000 by 2036**

*Greater Norwich Local Plan*

### Ipswich Strategic Planning Area



**37,000 by 2036**

*Ipswich Local Plan Review*

**Freight Growth:** Suffolk and Norfolk play key roles in the global economy. East Suffolk is the home of The Port of Felixstowe, the UK's largest container port. It provides a vital service and accounts for 40% of all containers coming into the UK. The port deals with 'mega vessels' and has increased its cargo capacity by 18% over a five-year period. In 2017, the Port of Felixstowe handled 4 million Twenty-foot Equivalent Units (TEU). Felixstowe sits alongside the ports of Great Yarmouth, Kings Lynn, Lowestoft and Ipswich, all of which have particular specialisms including servicing the off-shore wind industry. The port and logistics sector includes key employers, employing 47,364 people and providing **£2.4bn in GVA\*\*\***.

Rail takes 29% of all container units from the Port of Felixstowe (removing 750,000 lorries annually from the highway) and by 2030 is expected to grow from the current 33 to 47 freight trains per day.

\*\*\*Port of Felixstowe

Port of Felixstowe



Norwich Research Park  
*image courtesy of Norwich Research Park*



Norwich Forum

# Our ask

To realise our full economic and housing growth potential, services from Norfolk and Suffolk to Cambridge must be more frequent and journey times improved. This will be crucial for Cambridge and West Suffolk, as West Suffolk forms part of the housing sub-region for the Cambridge workforce. The rail improvement recommendations from the Eastern Section Rail Study forms our ask to Government:

## Rail Service Improvements

### *Short-term (pre-Central Section)*

- Improved journey times between Ipswich and Cambridge and between Norwich and Cambridge.

### *Medium-term (at opening of Central Section)*

- Direct half-hourly passenger rail service between Ipswich, Bury St Edmunds, Newmarket and Cambridge.
- Direct half-hourly passenger rail service between Norwich, Wymondham, Attleborough, Thetford and Cambridge.
- Potential for alternate hourly East West services to serve Ipswich and Norwich (i.e. two hourly through services from each location).

### *Long-term (post-Central Section)*

- Direct hourly service between Ipswich, Bedford, Milton Keynes and Oxford, achieving a journey time of 120 minutes.
- Direct hourly service between Norwich, Bedford, Milton Keynes and Oxford, achieving a journey time of 120 minutes.
- Improved journey times between Ipswich and Cambridge and between Norwich and Cambridge. Achieving a rail journey time of under 60 minutes.
- A rail route through to Oxford and beyond that is attractive for freight.

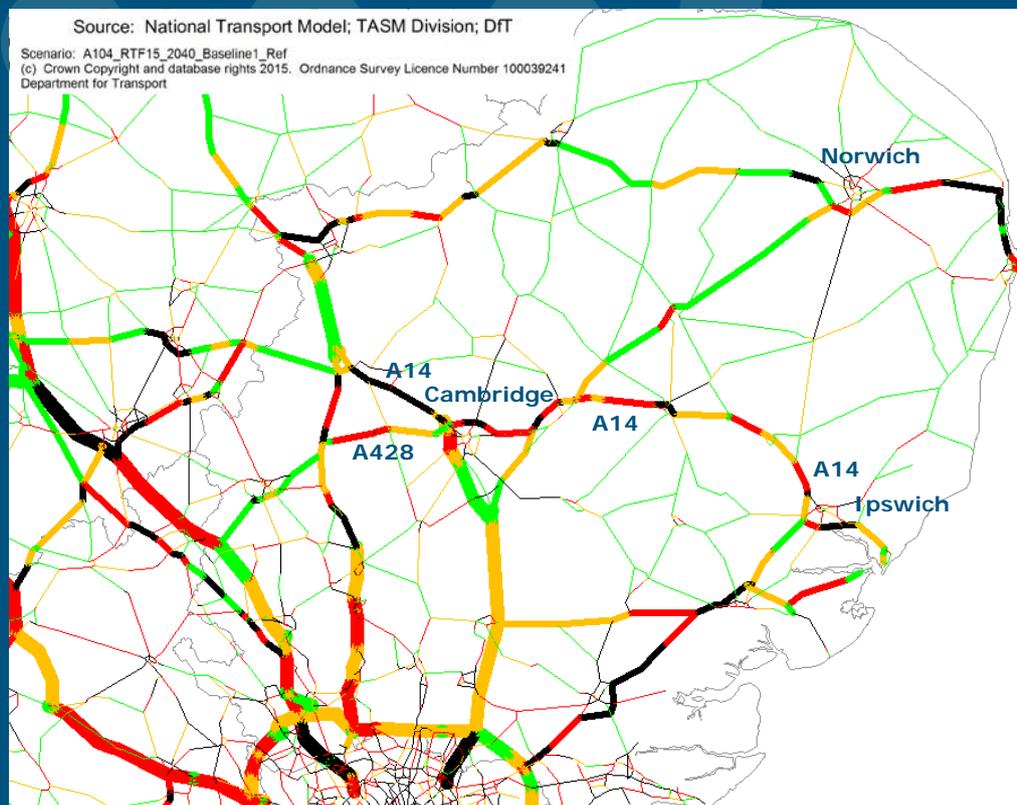
# How rail improvements will unlock growth

The National Infrastructure Commission report states that although a series of separate labour markets exist in the East West rail corridor, commuting between key hubs is almost non-existent, exacerbated by poor East-West transport connections. Improving connectivity will enable intra-urban connectivity between growth locations in the Eastern Section – acting as a catalyst for growth. We believe that improved rail connectivity will help to address the following key transport challenges to growth:

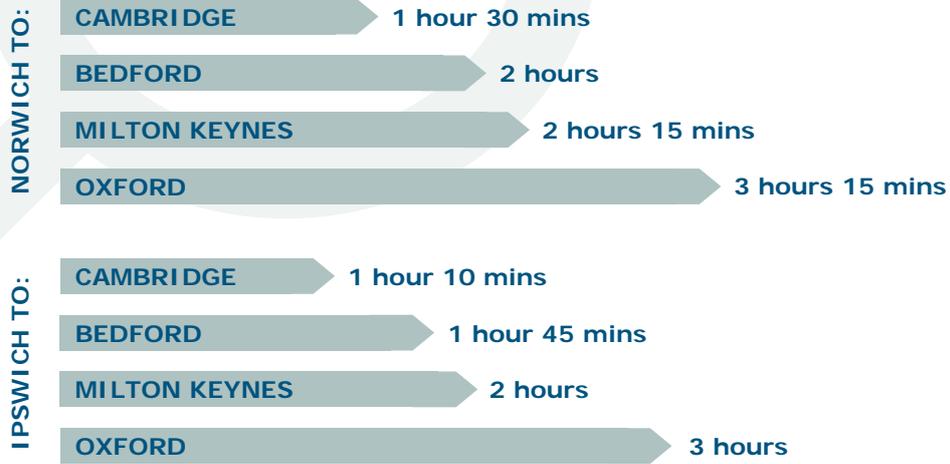
## Congestion on highway network

Delays on the A14 alone are estimated to cost business £360m per annum\*. The congestion makes journeys unreliable and presents a major barrier to growth. Congestion on trunk roads in the Eastern Section (the A14 and A11) will be exacerbated with additional housing growth creating a barrier to economic growth. The A14 Challenge was launched by business leaders and the public sector to boost economic growth and support new housing. Addressing highway capacity is one element of the work: the £1.5bn A14 improvements between Cambridge and Huntingdon have commenced, but other transport solutions are sought east of Cambridge, to reduce demand on trunk and local roads.

**Map showing predicted stress on the road network 2040 levels based on volume to capacity ratios in peak periods**  
*(map courtesy of DfT)*



## Existing road journey times from Norwich and Ipswich



## Forecast increase in road demand TO 2026\*



\* Atkins Eastern Section Study

Cambridge North  
Railway Station



#### **Long journey times on road and rail**

Car journey times from Ipswich and Norwich to Cambridge, Milton Keynes, Bedford and Oxford are unpredictable and slow with average journey speeds of around 45mph. Rail journey times between Ipswich, Norwich and Cambridge are also too long at approximately 1 hour 20 minutes. Rail journeys to Oxford take 3 to 4 hours with an interchange required at London.

#### **Inadequate rail service frequency**

Hourly services from Ipswich and Norwich to Cambridge are frustrating for passengers, making rail journeys impractical for business users or for passengers travelling further afield and when needing to connect with other rail services.

#### **Passenger rail services at capacity**

Network Rail's Anglia Route Study states that the Great Eastern Main Line is at capacity and that by 2043 an additional 5 to 6 trains will be required in the peak period between Norwich, Ipswich and London Liverpool Street to meet demand. Rail services using cross country routes via Ely are also at capacity. Additional services cannot be provided without further investment in infrastructure, in particular at Ely.

#### **Seating capacity**

Network Rail's Anglia Route Study also states that by 2019 the amount of seating capacity is constrained on cross country routes from Ipswich to Cambridge/Peterborough, Norwich to Cambridge and King's Lynn/Ely to Cambridge. It is important that these issues are addressed. Passenger experience is key to encouraging more people to use the train, with frequency, seating capacity and punctuality crucial to potential passengers' propensity to try rail travel. We also wish to see commitments and associated funding to improve rail travel experiences written into every rail operators franchise promise to passengers, as without the relevant funding or incentives (usually linked to infrastructure and rolling stock enhancements), it is difficult to fulfil such commitments.

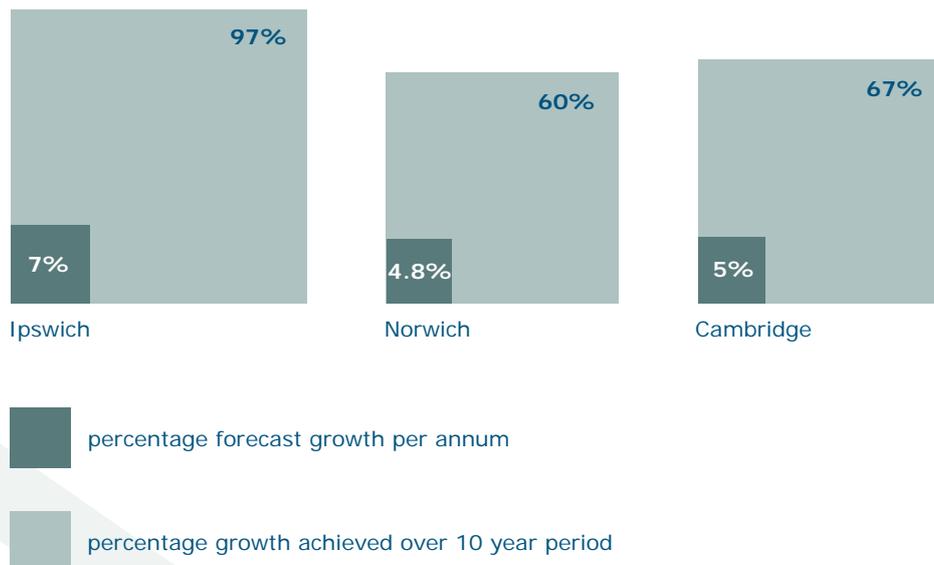


Cambridge North  
Railway Station

### Rail demand is growing

Rail passenger demand on cross country routes via Ely is growing. Housing growth and the use of mobile technology for work on the train have increased the volume and range of commuting. Passenger demand to and from Cambridge has grown by more than 5% in the last 10 years (increasing passenger footfall by over 66% over a ten-year period) - greater than any other UK city. Network Rail's Anglia Route Study predicts increasing demand on the Norwich and Ipswich routes which can only be met by further improving frequency.

#### Passenger footfall growth demand\*



\* Forecast demand developed by Network Rail, based on demand trends and predicted housing growth



# Moving forward...

The Eastern Section forms an integral part of East West Rail. The improvement of the Eastern Section will support growth and enable East West Rail to be a strategic and resilient rail link, which will be vital for the successful operation of the Central Section and beyond.

Over the next 2 years, the East West Rail Consortium will build on the strong business case that has already been presented in this rail prospectus. The Consortium will work with Network Rail, Greater Anglia, Local Enterprise Partnerships, Transport East and the Department for Transport to identify funding streams and rail solutions to improve rail links between Norfolk / Suffolk and Cambridge.

The East West Rail Consortium will accelerate job and housing growth in areas that are served by railway stations – working with business leaders, communities and developers. It will also work with the East West Rail Company, Local Enterprise Partnerships, Chambers of Commerce and partners in the Central and Western sections. This work will strengthen business links and ensure that the rail service connects with areas of current and future growth, supporting our key industries. Where there are areas of growth that are not located close to stations, the Consortium will work with public transport operators to ensure good links and transport is provided to the railway stations – as well as improving rail accessibility for villages in Norfolk and Suffolk. Our work with public transport operators will extend to ensuring railway stations provide the necessary facilities and accessibility for all.

The Consortium will build on global connectivity by working with the ports and airports, strengthening supply chains through demonstrating fast and reliable links to London, Cambridge, South West, Peterborough and beyond. Through the development and promotion of local freight centres we will reduce the impact of local deliveries on the highway network.

With the necessary support, the Eastern Section rail improvements could be in place during the early and mid-2020s. As indicated in this prospectus, the Eastern Section already exists and is therefore an early win with enhancement work. Such investment provides an excellent financial return to the UK economy and communities.



For further information  
contact the East West Rail Consortium:

E-mail: [info@eastwestrail.org.uk](mailto:info@eastwestrail.org.uk)

## Report on the Transport East Summit held on 17 December 2018

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### Purpose

This report provides a summary of the key messages and discussion from the East of England Transport Summit on 17 December 2018 to inform the development of the Transport East Strategy.

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## 1. Background

- 1.1 Transport East is the local response to the proposals contained within the Cities and Local Government Devolution Act (2016) and reflects the need for a Forum in which strategic transport issues and proposals can be addressed in a timely and efficient way.
- 1.2 The area covered by Transport East, which currently includes Norfolk, Suffolk, Essex and Southend-on-Sea, is already successful:
  - The area's £71bn economy has the potential for further economic growth, both within our towns and cities and along our revitalised coast.
  - It is a global gateway with an important role in connecting our nation to world markets.
  - It is home to some of the fastest growing places in the UK, as well as having a strong link to the important UK economies of London, the Midlands and Cambridge.
  - It has internationally important strengths in advanced manufacturing, ICT and biosciences and financial industries, as well as being a leading centre of UK energy production.
  - It has a strong visitor economy and important places steeped in the UK's rich history.
- 1.3 The ambition is to support the region to continue to thrive. Through stronger collaboration, Transport East offers the opportunity to deliver a transport network that meets ambitions and aspirations for decades to come.

## 2. Introduction

- 2.1 A Transport East Summit took place on 17 December 2018 to bring together partners to explore the challenge and opportunities, and set the priorities and ambitions for the Transport East Strategy to ensure that the transport network in the region is fit for the future.
- 2.2 The timetable for the development of the Transport East strategy as follows:
  - December 2018 – Transport East narrative
  - March 2019 – Strategic context and evidence base
  - September 2019 – Draft Transport East Strategy
- 2.3 The Summit was attended by representatives from transport authorities, district planning authorities, Local Enterprise Partnerships and business, transport providers, representatives from infrastructure agencies and transport services. An attendance list is included as **Appendix A**.
- 2.4 A story board was developed during the event to capture the outcomes for the day and is included as **Appendix B**.

### 3. Opportunities and Challenges for Transport East

3.1 As part of the Summit a panel were asked to consider the economic challenges and opportunities for the region that require a strategic transport infrastructure response and how this might be delivered. The panel included:

- Adam Bryan, Managing Director, South East LEP
- Cllr Mary Evans, Deputy Leader, Suffolk County Council
- Doug Field, Chairman, New Anglia LEP
- Jonathan Oates, Corporate Affairs Director, London Stansted Airport
- Anita Thornberry, Executive Director, Haven Gateway Partnership
- Richard Taylor, Head of Strategic Planning, Anglia, Network Rail

3.2 A summary of the key messages from the debate is included below:

- Articulate a **cohesive, consistent and compelling offer** to government through a strong narrative
  - Net contributor
  - Potential to be the real energy driver for UK PLC
  - The East is global market place open for business
- Limited and **clear priorities/asks**, with partners collaborating not competing
- Demonstrate our economic strength (as net contributor) and assets (our ports, airports, and centres of excellence, including our energy coast)
- Demonstrate how Transport East will provide benefit and **work beyond its boundaries**:
  - Trading routes and supply chains through the area; inwards to the Midlands/North/London and outward globally via the ports and airports.
  - Opportunities to meet climate change treaties – could Transport East take a carbon progressive approach to development by taking advantage of its R&D and innovation expertise.
- Need a **strong collaborative partnership**, with effective representation from business, to create an authoritative body for government to engage with.

### 4. Establishing the Transport East Narrative

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

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

4.2 In order to achieve this Transport East's role will be to:

- **Connecting people and communities:** Creating faster, more reliable and resilient, and better connected transport infrastructure both within, and out of our region.
- **Connecting industry and business:** Supporting commerce by improving national and international connections into, out of and across the region.
- **Moving goods:** Improving connectivity between our ports and airports to enable freight, goods and people to move more efficiently.

4.3 Partners attending the summit were invited to identify the partners, frictions, opportunities, and priorities for each of the three themes which will be fed into the narrative and strategy development. This is included as **Appendix C**.

## 5. The Desired Future: Looking to 2050

5.1 The Transport East Strategy will set out the long term vision for the region to 2050, delegates identified the following priorities for the desired future which the strategy will seek to deliver:

- **Multi-modal access** to transport networks, such as seamless ticketing, intraoperative regulations and cost effective choice for users
- **Innovative transport and infrastructure solutions**, including electric roads, delivery drones, air taxis, driverless cars/pilotless ships and digitised rail, as well as technology to reduce the need for travel
- **Increased sustainability**, including 24 hours use of roads for business, reduction in empty trucks, and carbon neutral/progressive solutions (with an ambition to sell carbon allowance to other areas who can't meet their reductions)
- **New and improved transport schemes**, such as HS3 into East Anglia, completion of Oxford /Ipswich/Norwich corridor, better connections to sea ports/airports, better east/west connections
- **Improved local economic opportunities**, including better urban transport networks which tackle bottlenecks and connections between towns and cities to build mutual opportunities.

5.2 Considerations raised for Transport East in achieving these ambitions included a need to:

- **engage with younger people** on how they view travel in the future and understanding their priorities.
- explore how Transport East can capitalise on its priority around the energy coast by working towards a **carbon neutral approach**; focusing on future innovations in travel and providing good alternatives to car use.
- understand the potential **impact of technology on the travel needs of the future**, eg virtual schooling, changes to logistics via air, greater focus on leisure etc.

5.3 The full feedback from the roundtable discussions is included as **Appendix D**.

## 6. Conclusions and Next steps

6.1 The Summit was aimed as the starting point for a strong ongoing relationship with partners throughout the development and delivery of the Transport East Strategy. A strong public/private sector partnership is at the heart of Transport East achieving its ambitions.

6.2 Following the Summit, some initial actions have already been agreed by the Transport East Forum to respond to the points raised at the Summit these included:

- Establishing an approach to engage with younger people in the development of the strategy
- Inviting a representative of the Essex, Norfolk and Suffolk Chamber of the Commerce to attend the Transport East Forum to strengthen the business voice on the Forum
- Exploration of the opportunities for developing a statement of intent on a carbon neutral or progressive approach.

6.3 The outcomes of the panel session and the roundtable discussion will feed into the initial stages of the strategy development, and the Transport East Forum will ensure that there are consistent and ongoing opportunities for partners to engage at all stages of the strategy process.

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## Appendix A: Transport East Summit Attendance List

First Name	Last Name	Job Title	Company
Simon	Amor	Head of Planning and Development	Highways England
Nigel	Aves	Contracts Manager	Jackson Civil Engineering
Stephen	Baker	Chief Executive	Suffolk Coastal and Waveney District Councils
Lewis	Banks		Peterborough City Council
Dr Carolyn	Barnes	Transport & Infrastructure Manager	Suffolk Coastal & Waveney District Councils
Nicola	Beach	Chief Executive	Suffolk County Council
Cllr Kevin	Bentley	Chairman	Transport East
Cllr Gerard	Brewster	Cabinet Member for Economy	Mid-Suffolk District Council
Cllr Anthony	Brown	Councillor	Central Bedfordshire Council
Adam	Bryan	Managing Director	South East LEP
Suzanne	Buck		Suffolk County Council
David	Burch	Director of Policy	Essex Chambers of Commerce
Nick	Burfield	Policy Director	Suffolk Chamber of Commerce
Cllr Graham	Butland	Leader	Braintree District Council
Mark	Carroll	Executive Director for Place and Public Health	Essex County Council
Karen	Chapman		Suffolk Growth Programme Board
Andrew	Cook	Director of Highways & Transportation	Essex County Council
David	Cumming	Interim Team Leader Transport	Norfolk County Council
Paul	Davey	Head of Corporate Affairs	Hutchison Ports
Francesca	Day	Public Affairs Manager	Essex County Council
Jonathan	Denby	Head of Corporate Affairs	Greater Anglia
Cllr Mary	Evans	Deputy Leader and Cabinet Member for Highways, Transport and Rural Affairs	Suffolk County Council
Nova	Fairbank	Head of Policy, Governance & Public Affairs	Norfolk Chamber of Commerce
Doug	Field	Chair	New Anglia LEP
Peter	Geraghty	Director of Planning & Transport	Southend on Sea Borough Council
Perry	Glading	Director	Glading Consultancy Ltd
David	Glason	Director of Development	Great Yarmouth Borough Council
Ellen	Goodwin	Infrastructure Manager	New Anglia LEP
Cllr Martin	Goss	Portfolio Holder for Waste, Environment and Transportation	Colchester Borough Council
Ewan	Green	Corporate Director (Planning & Regeneration)	Tendring District Council
Alison	Hall	Commercial & Marketing Manager	Port of Tilbury London Limited
Roger	Harborough	Director of Public Services	Uttlesford District Council
Dave	Hodgson	Elected Mayor	Bedford Borough Council
Cllr Geoff	Holdcroft	Deputy Leader	Suffolk Coastal District Council
Phil	Hutchinson	Head of Strategic Planning	Govia Thameslink Railway
Trevor	Hutchinson	Head of Planning	London Gateway Port Limited
Cllr Gary	Jones	Deputy Leader	East Hertfordshire Council
Dominic	Keen	Board Member	New Anglia LEP
George	Kieffer	Vice Chair	South East Local Enterprise Partnership
Mat	Kiely	Transportation Services Strategic Lead	Thurrock Council

Jennifer	Lau	Principal Client Development Coordinator	Jackson Civil Engineering
Ian	Lewis	Programme Manager	Opportunity South Essex
Mark A. G.	Lucas	Consultant Transport Adviser to the LSCC	LSCC / The U.K.'s Innovation Corridor
Graeme	Mateer		Suffolk County Council
John	McGill	Director at London Stansted Cambridge Consortium	LSCC
Phil	Mileham	Strategic Planning Manager	Breckland District Council
William	Nunn	Leader of Breckland Council	Breckland Council South Holland District Council
Jonathan	Oates	Corporate Affairs Director	London Stansted Airport
Kate	O'Driscoll	Policy and Programme Manager	East of England LGA
Sheila	Oxtoby	Chief Executive	Great Yarmouth Borough Council
Richard	Pace	Managing Director	Norwich Airport Ltd
Annie	Richardson	Policy Officer	East of England LGA
Hannah	Shah	Senior Manager	East of England LGA
Rajinder	Sharma	Business Engagement Manager	Transport Systems Catapult
Cllr Phil	Smart	Portfolio Holder: Environment & Transport	Ipswich Borough Council
Jeremy	Smith	Group Manager, Transport Strategy and Funding	Cambridgeshire County Council
Alastair	Southgate	Head of Future Transport Strategy	Essex County Council
John	Stevenson		Port of Tilbury
Matthew	Taylor	Senior Network Planner	Highways England
Richard	Taylor	Head of Strategic Planning	Network Rail
Anita	Thornberry	Executive Director	Haven Gateway Partnership
Jon	Tiley	Head of Spatial Planning	Hertfordshire County Council
Martin	Tugwell	Programme Director of the Strategic Alliance programme	England's Economic Heartland
Ian	Vipond	Strategic Director - Policy and Place	Colchester Borough Council
Kevin	Ward		West Suffolk Council
Peter	Ward	Commercial Director	Port of Tilbury
Cllr Martin	Wilby	Chairman EDT at NCC	Norfolk County Council
Russell	Williams	Chief Executive	Ipswich Borough Council
Andy	Wright	Chief Executive	Braintree District Council



**Appendix C: Roundtable Discussion “Collating the key features of the three priority themes”**

**Theme 1: Global Gateways**

Partners	Frictions
<ul style="list-style-type: none"> <li>• Ports and airports in the region and in neighbouring areas (including, Schipol as the nearest hub).</li> <li>• Government and local MPs</li> <li>• Local authorities and neighbouring authorities: including Thurrock Council, Cambridgeshire and Peterborough Combined Authority and the Greater London Authority.</li> <li>• LEPs and neighbouring LEPs</li> <li>• Neighbouring Sub-National Transport Bodies, include Transport for London</li> <li>• International trade partners/organisations: role of LEPs, Stansted role in enabling business access to UK and UK business East access.</li> <li>• Business community</li> <li>• Transport Taskforces and consortium: such as the A47 alliance, East/West Rail Consortium</li> <li>• Airline carriers</li> <li>• Network Rail</li> <li>• Academic institutions</li> <li>• Telecommunications organisations</li> <li>• Freight organisations</li> </ul>	<ul style="list-style-type: none"> <li>• Brexit</li> <li>• Lack of integrated transport system and interconnectivity</li> <li>• Competing priorities eg EW Rail versus Ely / F2N, Norwich airport versus Stansted airport, freight trains delaying passenger trains</li> <li>• Competition for the same funding eg with other STBs, Government view that Heathrow is the only priority</li> <li>• Lack of confidence in longer term funding - more than 5 years</li> <li>• Lack of consensus, eg long term / short term, Local politics / political boundaries</li> <li>• Smaller operators, ports, airports need to be heard</li> <li>• Infrastructure that serves expansion plans might limit scope</li> <li>• Quality and reliability of infrastructure</li> <li>• Equitable investment eg whoever goes first pays and others will benefit</li> <li>• Rail links</li> <li>• Freight operation pathway for freight / passengers</li> <li>• Competitors of business - focus on 1 sector each</li> </ul>
Opportunities	Priorities
<ul style="list-style-type: none"> <li>• Brexit - global trade, increased movement.</li> <li>• Clarity of what is our 'growth message'</li> <li>• east / west connections essential to global connectivity: Yarmouth to West Midlands; Cambridge to Oxford, A47 upgrade, surface access, East/West Rail connectivity - link to Stansted.</li> <li>• International trade and foreign direct investment, including links to the East and in particular Far East, China etc.</li> <li>• Supporting expansion plans of ports and airports</li> <li>• Opportunity to develop the clusters around ports and airports</li> <li>• Energy coast investment: offshore, wind, nuclear Offshore, Sizewell C</li> <li>• Strengthen visitor / tourism economy</li> <li>• Jobs including the supply chain</li> <li>• Wider business voice regardless of administrative / local political buy in</li> <li>• Proximity to London, Heathrow etc</li> <li>• To get external partners to support out case</li> <li>• Changing agenda - local significance of global warming in the East</li> <li>• Digital / technology - link to London and Cambridge and how it could improve links internationally.</li> </ul>	<ul style="list-style-type: none"> <li>• Roads; Rail - quicker journeys, higher frequency, earlier / later, more resilience; and freight - by rails and road.</li> <li>• East West connectivity</li> <li>• Specific schemes: including, Ripple Rail Yard / Gospel Oak, A47 upgrade, F2N - full route solution: Haughley &amp; Ely, West Anglia mainline, J8 M11 rebuilding, Rail capacity to Stansted NSEW</li> <li>• Capacity to improve national links to the rest of the country from Thames ports</li> <li>• Agreed vision across localities and priorities, top 10, top 5, top 3. Value added priority messaging - quick wins and more credibility in central government</li> <li>• Government clarity - 3rd party funding and liabilities associated.</li> <li>• Brexit infrastructure</li> <li>• Low carbon transport</li> <li>• Investment opportunities - keep up to date with existing and new</li> </ul>

**Theme 2: Multi-Centred Connectivity**

Partners	Frictions
<ul style="list-style-type: none"> <li>• Ports and airports</li> <li>• Wider South East Partners - EELGA collaboration</li> <li>• Transport operators and providers ie., bus, rail companies, Cab companies, Uber, cycle groups</li> <li>• Business community and LEPs</li> <li>• Public sector: Local authorities, Government and MPs</li> <li>• Neighbouring Sub-National Transport Bodies Developers</li> <li>• Universities</li> <li>• Network Rail</li> <li>• Highways England</li> <li>• Public engagement</li> <li>• Developers</li> </ul>	<ul style="list-style-type: none"> <li>• Cities and Towns: Relatively smaller urban centres (compared to the rest of the country); Each county has the same main centre; old towns and limitations/constraints but positive in creating an attractive place to live; Urban densification / more homes; Inter-urban problems. Otherwise getting more people into cities and towns leads to more congestion; and rural connections - ripple out from urban.</li> <li>• Friction between passengers and freight</li> <li>• Funding: complex, takes too long; Private sector investment offer; and business case challenge.</li> <li>• Infrastructure: Congestion and overcrowding; network needs to be able to deal with new demands such as electric vehicles; future proofing</li> <li>• Delivery timescales</li> <li>• Conflict in messaging and lobbying across the region; need to balance individual requirements versus universal benefit.</li> </ul>

<ul style="list-style-type: none"> <li>• International relationships</li> <li>• Broadband</li> </ul>	<ul style="list-style-type: none"> <li>• Roads: SRN / MRN / local roads.</li> <li>• Rail: Major rail routes and other routes.</li> <li>• The 'wider East' - Cambridge?</li> <li>• Managing the need to travel.</li> <li>• Re-allocation of road space: White vans, online retail</li> <li>• Local connections versus speed for longer distance.</li> <li>• View of BCR - lack of focus on strategic case; constraints on making a case for funding.</li> <li>• Broadband: Variable internet speeds.</li> <li>• Uncertainty around nuclear agenda and timetable to skill building.</li> <li>•</li> </ul>
<b>Opportunities</b>	<b>Priorities</b>
<ul style="list-style-type: none"> <li>• Opportunity to identify what infrastructure you need for 21st Century: New modes of transport - autonomous vehicles, drones etc; innovation and digital connectivity; physical and virtual connectivity</li> <li>• Collaboration: whole picture messaging and overview of where we are - rail patronage / housing/ jobs; coherence ask; public /private collaboration; articulate our own needs rather than being told what others think we need; Start with business - understand connectivity needs/supply chains and required infrastructure</li> <li>• Better outcomes: Integrated; improve quality of Life; flexibility and longevity; journey times; keeping young graduates in the region.</li> <li>• Address bottlenecks to realise full benefit of strategic connections.</li> <li>• City growth</li> <li>• Energy Coast: Linking major energy projects with infrastructure; operation and maintenance of off shore wind for local, nationally and internationally.</li> <li>• Increasing uptake of ULEV.</li> <li>• East West connectivity; roads and other modes, East/West rail - Ipswich to Cambridge to Midlands.</li> <li>• Use London transport model to cross subsidise public transport.</li> </ul>	<ul style="list-style-type: none"> <li>• Capacity: airspace; navigation</li> <li>• Make best use of existing infrastructure; increase capacity without new infrastructure.</li> <li>• Build in infrastructure at outset of new development.</li> <li>• Multi modal interchanges; public transport, rail etc.</li> <li>• Strategy and priorities: clarity of message; coherent and scalable; clear performance measures / objectives; productivity gains; narrative to engage local people.</li> <li>• Align priorities with wider organisations / campaigns, ie., other STBs / LTC.. What do we want?</li> <li>• Better business representation.</li> <li>• Mobility as a service.</li> <li>• Digital infrastructure and new technology; 5G, autonomous vehicles etc.</li> <li>• Schemes: A47; East West public transport via Stansted.</li> <li>• Carbon friendly / neutral.</li> <li>• Wider utilities eg., water, broadband etc.</li> <li>• Skills.</li> </ul>

### Theme 3: Energised Coastal Communities

<b>Partners</b>	<b>Frictions</b>
<ul style="list-style-type: none"> <li>• Local authorities, Government and MPs</li> <li>• Marine management organisations</li> <li>• Coastal concordat: Defra, Natural England, Environmental Agency</li> <li>• Port authorities, ABP, Peel etc</li> <li>• Airports</li> <li>• Tier 1 contractors eg., Siemens.</li> <li>• Visit East of England ie., the cultural and heritage offer on the coast</li> <li>• Suppliers</li> <li>• Residents</li> <li>• Technology &amp; Research sector</li> <li>• Energy companies; Offshore wind industry council; Nuclear energy</li> <li>• Universities</li> <li>• Freight</li> <li>• Neighbouring Sub-National Transport Bodies Developers</li> <li>• International relationships</li> <li>• Fishing industry</li> </ul>	<ul style="list-style-type: none"> <li>• Growth: positives and negatives; communities have to accept growth to maintain positions / services; Energy cores ashore in Norfolk and Suffolk, but there is no direct economic benefit; Rural dispersion versus urban (higher density) centres; Deprivation within communities; Narrow/limited employment base; Coastal business cases challenging; Distribution of wealth; Place to live versus place to do business; Trickle down economic benefit for coastal communities.</li> <li>• Skills: Sizewell C and wider infrastructure development.</li> <li>• Coastal defence policy. Managed retreat and need for growth.</li> <li>• Competition: for capital investment in the roads / rail network; challenge of aligning priorities across the piece; Competition between different communities.</li> <li>• Delivery of new sources: Electric charging; Green energy - sub stations to deliver create local conflict</li> <li>• Energy distribution network.</li> <li>• Dormitory settlements.</li> <li>• Carbon footprint and travel to work.</li> <li>• Inward migration.</li> <li>• Integration with fishing.</li> <li>• Ex Clacton, Tendring - moving people out of London - increased crime. Could move to Norfolk / Suffolk.</li> <li>• Aging population particularly in Suffolk and Essex.</li> <li>• Extent / connectivity of rail - reliable and affordable.</li> </ul>
<b>Opportunities</b>	<b>Priorities</b>
<ul style="list-style-type: none"> <li>• Forum for creating a long term 'future proofer' vision for the region.</li> <li>• Ports: Small ports and their ability to support the local economy and jobs; Southern ports (Southampton etc) have a shared narrative, collaboration etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Economic: Higher value opportunities all year round, ie., not reliant on tourism; Connections to employment;</li> <li>• Local businesses play a role in the supply chain of freight, energy etc.</li> <li>• Technology: Better digital infrastructure eg., 5G and universal high speed broadband</li> </ul>

- Energy sites construction: Unused infrastructure eg ex airfields, to provide sites for growth.
- Energy investment should bring local benefits, jobs, training, community investment.
- Sustainability: UK priority - clean growth, industrial strategy; Off shore renewables.
- Major energy projects.
- Fishing industry: Fisheries and infrastructure to support, eg processing; Opportunity with Brexit for fishing.
- Economic growth: Develop the opportunities for coastal communities to benefit; Tourism, particularly for rural communities; Ring fence revenue from energy projects and direct into coastal communities
- Improving connections and supply chain (Local businesses play a role in the supply chain of freight, energy etc.)
- Energy portfolio - opportunity to be less dependent on fossil fuels and foreign providers.
- Electric charge.
- Public engagement: Remove 'be done to' mentality.
- Digital/Technologies: Spin off technologies; digital link; Smart ports and FoT technology etc. - Autonomous shipping can local Universities play a role in this?
- Skills: Energy skills centre; Tech skills and jobs into coastal communities; Re-skill to develop opportunities.
- Retirement places.
- San Francisco model?
- Change in view about transport. Is it about one way or people coming to or coming from places?
- Rail connectivity.
- Combine rail with localised car hire to reach rural / remote communities.
- Ability to transport cycles by rail to improve connectivity and investment of tourism.

- Infrastructure investment not transport.
- Transport Schemes: A47;
- Access to public transport: Better bus services; Frequency and reliability.
- Tourism: Coastal paths / walking.
- Clarity of message: local benefits.
- Sustainability: Electrification of transport.
- Funding opportunities / partners: Need for investment - some are the most deprived in the country.
- Investment in port infrastructure; land available in quays and Ro Ro
- Rail connectivity long term - freight, tourism, communities.

In your vision of the future, in 2050 what strategic infrastructure has been delivered?	In your vision of the future, in 2050 what impact has this had on the prosperity of the region?
<ul style="list-style-type: none"> <li>• <b>Multi modal pricing:</b> <ul style="list-style-type: none"> <li>○ cost effective</li> <li>○ across all modes of transport, rail, bus, cycle hire, autonomous vehicles etc,</li> </ul> </li> <li>• <b>Multi modal infrastructure:</b> <ul style="list-style-type: none"> <li>○ Frictionless travel</li> <li>○ cross ticketing ability to UK</li> <li>○ interoperability</li> <li>○ choice and options for users</li> <li>○ accessible.</li> </ul> </li> <li>• <b>Transport schemes:</b> <ul style="list-style-type: none"> <li>○ Dualling A47</li> <li>○ East / West Rail</li> <li>○ HS2 and HS3 to the East</li> <li>○ Eastern loop line</li> <li>○ A14 Expressway</li> <li>○ A120 dualling</li> <li>○ Cambridge underground</li> <li>○ Felixstowe to Nuneaton</li> <li>○ Norwich to London (4 lines)</li> <li>○ Sheffield feed into Londo</li> <li>○ Lower Thames Crossing</li> <li>○ Seaport / airport full connectivity</li> <li>○ Crossrail</li> </ul> </li> <li>• <b>Funding:</b> <ul style="list-style-type: none"> <li>○ Better funding of local infrastructure</li> <li>○ A vehicle to allow greater influence over what is delivered locally.</li> </ul> </li> <li>• <b>Stronger local economies:</b> <ul style="list-style-type: none"> <li>○ Inclusive growth</li> <li>○ Higher value jobs locally and reduce need for travel (especially in new settlements)</li> <li>○ Identifying key hubs and have integrated transport model, ie., Ipswich &amp; Cambridge</li> <li>○ Tackling urban bottlenecks</li> <li>○ First / last mile integrated solutions</li> <li>○ Rural needs to be through about.</li> </ul> </li> <li>• <b>Move to sustainability:</b> Carbon neutral as a region.</li> <li>• <b>Transport innovations and new technology:</b> <ul style="list-style-type: none"> <li>○ More intelligent use of the network</li> <li>○ Drones</li> <li>○ Air taxis (Uber of the air)</li> <li>○ Hypersonic connectivity</li> <li>○ Pilotless ships / convoys</li> <li>○ Dial up transport</li> <li>○ Driverless vehicles</li> <li>○ Digitalised railway - auto train operation; digital signalling; improved performance; sustainable network</li> <li>○ Smart intelligence to cope with freight / passengers</li> <li>○ Grid enhancement and sustainable to cater for electric / hybrid vehicles</li> <li>○ Autonomous vehicles</li> <li>○ Mass Rapid Transit</li> <li>○ Battery technology</li> </ul> </li> <li>• <b>Changes to logistics:</b> <ul style="list-style-type: none"> <li>○ Remove trucks running empty</li> <li>○ Encourage 24 hour road usage - bonus 24/7 benefit</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Closer match growth aspiration.</li> <li>• Reduce congestion, more connectivity, more capacity. Maximise options and existing network.</li> <li>• Different 'drivers' for movement: Less travel for work; less peak hour travel; Technology may drive a reduction in the demand for travel as we know it.</li> <li>• Inclusive growth: Socially stronger and more cohesive communities; the ability to work in your communities; Wealth distribution; District economic offering and regional economy - not fuelling London; Intra / Inter connectivity and wealth.</li> <li>• More people will choose to locate out of London into regions.</li> <li>• Greater productivity; ability to work on train</li> <li>• Future skills.</li> <li>• Social responsibility; electric vehicles over diesel and petrol; Sustainable; Cleaner / healthier; Carbon neutral. Integrated hubs.</li> <li>• Digitised railway.</li> <li>• Movement of freight and people barrier.</li> <li>• Local understanding supported by good trunk roads.</li> <li>• Busier ports and airports.</li> <li>• Ability for remote development - residential and commercial for delivery of reduced traffic.</li> <li>• What does it mean to how communities/ families live?</li> </ul>

- Drone deliver
- Higher proportion of freight traffic on rail
- 3D printing
- Distribution centres.
- **Infrastructure innovations and new technology:**
  - Adaptive street lighting
  - High broadband speed delivering without hardware
  - Potential to combine rail and cars on the same network
- **Changing travel needs:**
  - Digital connectivity
  - AI / robotics (leisure & work)
  - Education provision change
  - Behaviour change in society, ie., work and leisure patterns
  - Virtual technology to enable remote working.



# New Anglia Transport Board

Tuesday 12<sup>th</sup> February 2019

## Agenda Item 9

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### Transport Board Forward Plan 2019

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Author: Ellen Goodwin

#### Summary

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

#### Recommendation

The Board:

- offers suggested input to the Transport Board Forward Plan 2019; and
- considers moving the summer 2019 meeting date.

#### 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 input. 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:

- offers suggested input to the Transport Board Forward Plan 2019; and
- considers moving the summer 2019 meeting date.

#### Appendix A – Transport Board Forward Plan 2019

## Appendix A

### New Anglia Transport Board Forward Plan

Date	Venue and Theme	Forward Looking	Governance & Delivery
<del>27 November 2018</del>	<del>Norfolk County Council</del>	<del>• Ely – Network Rail</del>	<del>• Future direction • Transport East update including MRN • ITS delivery • Lower Thames Crossing consultation</del>
12 February 2019	Wherstead Park, Ipswich <i>Connecting the East, Accessing the World</i>	<ul style="list-style-type: none"> <li>• Ports and airports</li> <li>• East West Rail – eastern prospectus</li> <li>• RIS2</li> <li>• BREXIT</li> <li>• Local Industrial Strategy – New Anglia LEP</li> </ul>	<ul style="list-style-type: none"> <li>• Review of terms of reference</li> <li>• Transport East update</li> <li>• ITS delivery – how?</li> </ul>
21 May 2019	Norfolk <i>Agile to Change</i>	<ul style="list-style-type: none"> <li>• Innovation, future mobility grand challenge, use of data – Transport Systems Catapult</li> <li>• Behaviour change – Liftshare</li> <li>• Future funding opportunities including the Spending Review</li> <li>• On-demand access to services</li> </ul>	<ul style="list-style-type: none"> <li>• Transport East update</li> <li>• ITS delivery</li> <li>• Growth Deal</li> </ul>
28 August 2019	Suffolk <i>Regional Connectivity and Our Priority Places</i>	<ul style="list-style-type: none"> <li>• Major Road Network, public transport, thriving Priority Places</li> <li>• Walking, cycling and user priority</li> </ul>	<ul style="list-style-type: none"> <li>• Transport East update</li> <li>• ITS delivery</li> <li>• Growth Deal</li> </ul>
19 November 2019	Norfolk <i>Connecting the East, Accessing the World</i>	tbd	<ul style="list-style-type: none"> <li>• Transport East update</li> <li>• ITS delivery</li> <li>• Growth Deal</li> </ul>
26 February 2020	Suffolk	tbd	tbd