

New Anglia Transport Board

Connecting the East, Accessing the World

Agenda

9.30-11.00am, Tuesday 25th August 2020 – Virtual Teams

9.30	1.	Welcome and introductions	Chair
9.30	2.	Minutes and matters arising	Chair
9.35	3.	New Anglia LEP Recovery Plan <ul style="list-style-type: none"> • Restart plan published • Rebuild plan timeline 	Laura Waters
9.40	4.	Strategic Connections <ul style="list-style-type: none"> • What are the recovery and rebuild opportunities? • How do we improve perception of the region? • What do we need to do to deliver quicker and reliable connections? 	All
10.25	5.	Ely Communications Actions <ul style="list-style-type: none"> • Progress to date • Key messages • Next actions 	Hayley Mace
10.45	6.	Transport East update <ul style="list-style-type: none"> • Strategy development progress 	Andrew Summers
10.55	7.	Any other business <ul style="list-style-type: none"> • Forward Plan and items for next meeting • Date of next meeting – TBC 	All

Officer Contact

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

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New Anglia Transport Board

Assessing impact and Recovery Plan **Meeting Note**

9.30-11.00am, Tuesday 2nd June 2020 – Virtual Teams meeting

Board attendance:

Ali Clabburn
Andrew Chillingsworth
Andrew Harston
Andrew Reid
Andrew Summers
Andy Walker
Carmen Szeto
Carolyn Barnes
Chris Soule
David Cumming
Doug Field
Graeme Mateer
Cllr Graham Plant
James Bradley
Jonathan Cage
Jonathan Denby
Jonathan Rudd
Karen Chapman
Laura Waters
Cllr Martin Wilby
Nova Fairbank
Paul Ager
Paul Davey
Paul Horne
Paul Martin
Cllr Phil Smart
Richard Pace
Richard Perkins
Simon Amor
Steve Bryce
Suzanne Buck

Liftshare
GT Railway
AB Ports
Suffolk County Council
Transport East
Suffolk Chamber of Commerce
Sustrans
East Suffolk
CLA
Norfolk County Council
New Anglia LEP
Suffolk County Council
Norfolk district representative
Network Rail
Norfolk Chamber of Commerce
Greater Anglia
New Anglia LEP
Suffolk Growth Programme Board
New Anglia LEP
Norfolk district representative
Norfolk Chamber of Commerce
Associated British Ports
Hutchison Ports
Suffolk County Council
First Buses
Suffolk district representative
Norwich Airport
Suffolk Chamber of Commerce
Highways England
Ipswich Buses
Suffolk County Council

Apologies:

John Dugmore
Jonathan Oates
Patrick Ladbury
Sara Noonan
Steve Wickers
Stuart Clancy

Suffolk Chamber of Commerce
MAG
GT Railway
West Suffolk
First Buses
Norfolk district representative

2. Minutes and matters arising

The previous minutes were accepted as a true record.

An update was provided on the action from the February meeting to develop an influencing strategy for Ely. The Strategic Outline Business Case has been submitted to Government with a decision on funding to progress to next stage likely to be announced in July. Communications is on the agenda to be discussed at the next Ely taskforce meeting and the New Anglia LEP and Transport East will also be attending the next meeting of the Ely communications working group. Network Rail are working with the DfT on making the case to the treasury but there is a need for coordinated pressure over the summer to accelerate activity.

3. Impact of Coronavirus

LW presented paper summarising the impacts Covid-19 has had on various modes of transport, which will help in understanding the most critical areas and identify interventions for restart and rebuild phases of recovery planning.

Key updates and feedback:

Transport will need to adapt to how businesses operate differently with working from home and staggered working hours with the need to understand new commuter patterns. We need to balance the reopening of the economy with maintaining the benefits seen during the lockdown such as improved air quality.

Increased working from home has demonstrated need for better broadband. Market towns and cities are implementing measures to reopen safely on June 15th including guides/helpers to give confidence to shoppers. NCC received £400k towards these measures and Local Authorities have also received funding.

All three ABP ports at Ipswich, Lowestoft and Kings Lynn have operated normally throughout the period since the end of March and this had also been the case at Felixstowe.

Major issue for airports is the 14-day quarantine restriction, lobbying is taking place to refine the parameters of this including air bridges and testing on arrival. Domestic flights restarting in July. Opportunity around regional connectivity, currently public service obligation routes are focussed around London, but this is an opportunity to connect all regions.

Bus operators are facing challenges, number of passengers reduced to 10-15% of normal levels and services have been reduced to reflect this. Key routes for employment and access to hospital have been maintained. Peak services will be increased to align with easing of lockdown restrictions. Social distancing measures do significantly decrease capacity and will now have to see if buses can cope with passenger numbers.

All that can be done in terms of funding and support for buses is being undertaken and similar to other operators in not knowing what patterns will look like as lockdown restrictions are eased. Difference between rail and buses, government has an obligation in worst case to step in support rail, but this is not the case for buses. Based on this we should lobby for grants and support for buses.

Can the bus and rail operators be financially supported until such a time when passenger numbers make services viable? There is a definite need for a rural transport network in our area, but could some modelling work be undertaken to understand the level of support needed? Reports that businesses may want to relocate from London to areas such as Norfolk and Suffolk. As noted above it is a positive that cycling has increased but with cars returning to the roads a communication/safety campaign is needed around cycling safety on the roads.

Active travel will be a key part of recovery; Ipswich needs improved cycle lanes which has been discussed with Transport East.

Minimal rail services at the start of lockdown these have now increased since Mid-May. Similarly, to buses social distancing at its current levels does create a capacity issue. Since February, all new trains in place which has provided increased capacity. Once the restrictions are lifted there is a shift from discouraging anything but essential travel to encouraging journeys, these journeys are going to involve public confidence measures such as face masks. DfT acted quickly for rail with all operations since March on emergency arrangements with the provision to extend, working with DfT to anticipate changing patterns and take the opportunity to plan positively.

Thameslink and Great Northern lines: minor step-up in service on 15 June and bigger increase in services from early July.

Need increased uptake of broadband, Government has bought in grants for businesses/homes for full fibre to premises, which the county councils will lead on. A focus on strategic road projects and more improvements are needed on smaller roads to support businesses in these areas. Norfolk County Council just received £22m from the Pothole Fund which will be used to improve all our roads including rural ones.

Given the reduced capacity on public transport and messages about its usage, it is likely that increased car use at least temporarily is likely during the recovery period. Currently the safest option to maintain social distancing is to use your own car and a strong communications strategy is needed to get people using public transport again. The communications will also need to stress that short trips can be undertaken by walking/cycling, especially in towns.

Social distancing has also had a big impact on viability of services and airlines have no direct support from government. Agree with the opportunity mentioned earlier about the draw from London to Norfolk and Suffolk and promoting the Norwich to Amsterdam gateway.

Liftshare has undertaken a survey of members which found: a significant increase in working from home, car use returning to 60% of normal levels and in longer term up to 80%, public transport usage not picking up until later in the year and car sharing levels have remained steady. Liftshare are working with businesses in getting staff back to work using data to mobilise the workforce.

Action: ACI to circulate Liftshare commuter survey

The Chair welcomed these comments and how these will feed into the New Anglia LEP recovery plan work.

4. Transport East Update

AS briefly introduced himself and his role as strategy director of Transport East. AS summarised the Transport East 100-day plan, four proposed work packages and next steps for activity. The priority is to get a strategy in place, which clearly sets out the uniqueness of the East to government.

Need to focus on delivery, authorities have campaigned and successfully secured funding for road schemes, but these are not being delivered. The A47 schemes are a priority for HE and this was reaffirmed in the RIS2.

The County Council is frustrated about the lack of delivery of committed schemes and that no new priorities were allocated in RIS2. Positively £100m has been recently announced to progress development of Western Link scheme. In securing the funding and delivery of schemes we need to be one strong voice.

The number one objective should be to secure funding for this region and Transport East needs to be outward looking and strategic in its thinking. This region needs its share of the levelling up debate. Need to ensure businesses are aware of Transport East and the Chambers can help promote its role and activities to the wider business community. We are clear on the rail priorities for the New Anglia area but need constructive and effective pressure to get projects delivered.

Engagement with Transport East on airports would be welcomed.

AS: Welcomes this feedback and the investment/delivery part of the strategy will be key and agrees Transport East needs to project itself as a substantial body, increasing its profile with ministers to focus on this region.

Action: Transport East to be added as a standing update item

5. New Anglia LEP Recovery Plan

LW presented paper setting out the approach to preparing the plan and the phases of response, restart and recovery. The economic recovery plan will be circulated the 8th June and due to tight timescales comments will need to be received by mid-day on the 11th June.

In the evidence base section, it sets out that the statistical impact on the economy will not be available for some time

and baseline data will start to be available from Spring 2021. Can we gather data sooner than this to inform recovery plan? New Anglia LEP are utilising Metro Dynamics to provide a small amount of specialist support, particularly to look ahead to how emerging trends but will check when this will be available.

Board supports the development of the plan.

Action: LW to check with economic impact lead when emerging trends data will be available and what it will cover

Action: LW circulate economic recovery plan on the 8th June

Action: All to provide comments on the plan by mid-day 11th June to LW

6. New Anglia LEP Sub Board Reporting

LW presented paper on the New Anglia LEP Sub Board reporting process and proposed updates on activity.

Needs to be updated to include Transforming Cities Fund bid was resubmitted last Friday, seeking £32m in funding and should hear if successful in July.

Board agreed (once updated to reflect updates from today's meeting) to the table of activities and actions.

7. Any other business

Forward plan - Connecting the East, Accessing the World: Ports and airports, Strategic road network and Strategic Rail.

Date of next meeting – 9.30am, 25 August 2020, virtual meeting or at Endeavor House

New Anglia Transport Board
Tuesday 25th August 2020

Agenda Item 3

New Anglia LEP Recovery Plan

Author: Laura Waters

Summary

This paper provides a summary of the New Anglia LEP economic recovery plan work, with the recently published [Restart Plan](#) being the first of a two-stage economic recovery plan for our area.

The restart plan is focussed on the short-term actions required for the next six months, agile and evolving as the full impacts of lockdown become clear and has been developed by a range of partners. The restart plan was published in June and in the autumn, this plan will be followed by our Renew Plan – a longer-term plan for jobs and sustainable growth which will also serve to support the Government national recovery plan.

The renew plan looks to a longer-term horizon of 3-5 years and will include activities to rebuild the economy which builds on the Economic Strategy and Local Industrial Strategy and responds to long term changes brought about by the pandemic.

Recommendation

The Transport Board is asked to:

- Support the development of the renew plan and consider the opportunities and actions for the rebuild phase of recovery.

Aim

Develop a plan that accelerates the economic recovery from the impacts of Covid-19 across Norfolk and Suffolk which builds upon the Economic Strategy and Local Industrial Strategy.

Approach

This Restart Plan is the first of a two-stage economic recovery plan for our area. It will support businesses, individuals, communities, anchor institutions and further and higher education providers to start trading and living life with confidence, in an environment dominated by social distancing and economic uncertainty, as quickly and safely as possible. The Restart Plan is:

Short-term – It focuses on actions for the next six months. It outlines measures to help those who lose their jobs, young people seeking work and businesses and entrepreneurs who require support, assisting the different sectors which make up our economy – especially those hit hardest by the crisis.

Agile and evolving – Our approach will evolve as the full impacts of the lockdown become clear. Actions will be regularly reviewed to ensure they remain relevant and further measures will be developed where necessary.

Multi-partner, multi-level – This plan has been developed and will be delivered by range of partners. It complements local public sector recovery plans and those being developed by other institutions as well as individual businesses and sectors. Many actions will be funded from existing budgets, re-prioritising where necessary. However, we are clear that the scale of the task will require further Government investment, alongside private sector, and local funding.

We are determined to rebuild a better future for our economy, working with government and focusing on more sustainable and inclusive economic growth. In the autumn, this plan will be followed by our Renew Plan – a longer-term plan for jobs and sustainable growth which will also serve to support the Government national recovery plan.

Evidence Base

The New Anglia LEP and the Norfolk and Suffolk Offices of Data Analytics (NODA and SODA) have worked to gather data sets and other statistical evidence to support the plan. This has been supplemented by Metro Dynamics, which has helped to develop an [evidence base](#), which is predominantly based on an analysis of the sectors which are the focal point of the Economic Recovery Plan. It covers:

1. What we know so far – information on the national context
2. Assessing local impacts – information on what is happening at a local level, split by local authority where possible
3. Impacts on businesses – information on what is happening in Norfolk and Suffolk's businesses
4. Scenario modelling – projections of what may happen to Norfolk and Suffolk's economy and labour market in best / middle / worst case scenarios, and assessments of major risks and implications for the sectors included in the Recovery Plan.

Key findings from this evidence include:

- Unemployment has the potential to peak at 202,150 (26.1%) in the worst-case scenario, whereas in the best case, the peak will be around 50,200 (6.5%)
- The use of transit stations decreased at its lowest point to 60% of normal levels in Norfolk and Suffolk. Suffolk has seen levels recover to around 40% of normal levels in June 2020 whilst Norfolk was at around 50% of normal levels.
- 18% jobs at risk in the transportation and storage sector across Norfolk and Suffolk
- The sectors most able to work from home are the smaller sectors within Norfolk and Suffolk. Those larger sectors within the region have found it more difficult to adapt.
- Norfolk and Suffolk's largest sector in terms of employment, wholesale and retail trade and repair of motor vehicles is set to be hit hard with a 50% fall in projected output in Q2 2020. The large manufacturing sector is also set to be one of the hardest hit, with a 55% fall.

Renew Phase

The renewal phase of recovery will need to consider how we can future proof and adapt infrastructure to the new economic “normal” and ensure we are resilient to any future similar shocks. The evidence suggests in the best-case scenario the renew phase will begin in the autumn of 2020 however if recovery takes longer in a worst-case renewal planning may not begin until the end of 2021.

A large proportion of the feedback on the restart plan related more to rebuild which has provided a really good base in the development of the rebuild plan. Key areas of consideration include:

- Clean growth – electrification of transport, capturing benefits of active travel and shifting more freight from road to rail
- Improved connectivity - securing investment in strategic routes, accessing global markets through our ports and airports
- Innovation and technology - complete superfast broadband coverage and the delivery of ultra-fast broadband, deliver 5G coverage and promote the East as being ‘open’ to innovative new technologies, particularly where change could facilitate growth
- Visitor economy - making whole journey reliability and attracting visitors with “easy” journey planning

Governance

It is proposed that an officer led Economy Recovery group (which will be based on a similar structure to the Economic Strategy Delivery Coordinating Board) will form and take on the role of Steering Group for the day to day development. This would report into the LEP Board, the Local Authority Leaders groups and the Norfolk and Suffolk Local Resilience Forum recovery groups.

The LEP Board, LA Leaders and Sector Chairs will be engaged during the development and is proposed to be done through a series of briefings and existing meetings to ratify direction and test the emerging plan.

Recommendation

The Transport Board is asked to:

- Support the development of the recovery plan in two phases Restart and Rebuild as outlined in the paper

New Anglia Transport Board

Tuesday 25th August 2020

Agenda Item 4 Strategic Connections

Norfolk and Suffolk priorities

Author: Laura Waters

Summary

This paper outlines the strategic transport connections identified in the Norfolk and Suffolk Economic Strategy (NSES), Local Industrial Strategy (LIS) and Integrated Transport Strategy (ITS) and the measures included in the recently published Covid-19 Economic Recovery Restart Plan. The meeting is asked to consider opportunities to develop our strategic connections in the context of the “new normal” environment and what actions would help both the local, regional, and national economy rebuild stronger.

Questions for discussion

The Board are asked to:

- Discuss the priorities for strategic connectivity and what will have the greatest impact on recovery?
- Consider how can the momentum for improved digital connectivity, active travel and green recovery be utilised for transport improvements?
- Consider how clean growth can be incorporated into the development of these strategic opportunities and the ongoing work of the Transport Board?

Background

The NSES sets out that infrastructure improvements underpin all our priority places and themes and identified strategic connections:

- Felixstowe to Nuneaton rail freight corridor and A14 - Core to the UK's freight and logistics system
- Ports at Felixstowe, Ipswich, Great Yarmouth, Lowestoft and King's Lynn and airports at Norwich and Stansted
- Rail routes to London and Cambridge
- A14, A47, A11 and A12 road connections could further drive growth opportunities for Norfolk and Suffolk
- Strengthening the reliability of high-quality mobile coverage and complete the provision of high-speed broadband.

The LIS expands on this, exploring the productivity and clean growth gains that can be delivered along these strategic connections through integrated transport. Highlighting the need to improve accessibility between our economic centres to provide better access to jobs, education, and healthcare, encourage the clustering benefits of development and services, and attract inward investment.

The LIS identified opportunities for our strategic transport corridors:

- Electrification of transport
- Last mile connectivity
- Wider innovation in engineering, technology, and business models
- Encourage modal shift and active travel
- Network efficiency and flexibility
- improved digital connectivity

The ITS set out several socioeconomic trends in 2018 that presented both challenges and opportunities for the East, impacting on 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 generation.
- **Environmental** - Impacts of climate change, particularly in low-lying and coastal areas, scarcity of resources and the role of renewable energy.
- **Technological** - 'Big Data', Artificial Intelligence (AI) and cognitive thinking, automation and robotics, propulsion and energy decarbonisation, cheaper and more functional materials, 3D printing and shared mobility.
- **Economic** – The rise of the gig economy and local manufacturing
- **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 ITS focussed on making the most of our advantageous location with respect to accessing global markets whilst meeting the needs of varied geography: urban centres, market towns, rural and coastal communities. To achieve these advantages transport needs to:

- Improve capacity and journey times, as well as reliability and resilience in times of stress
- Support our competitive clusters
- Drive social inclusion and skills uplift – access to employment hubs, skills opportunities through electrification of transport
- Adapt to environmental challenges – achieve modal shift, improve air quality
- Accommodate ageing population – integrating digital technology

As discussed at the previous Transport Board whilst it is difficult to predict the impact of the pandemic on transport demand in the longer term, the scale of change that has taken place over the last few months has presented challenges and uncertainties but also opportunities for new pathways to deliver transport. The objectives are still those required to develop transport in the East but have morphed as a result of the “new normal” environment and we need to assess how the changes to transport during the pandemic have impacted our strategic corridors, what activities will best support the rebuild phase of recovery and how we can maximise government funding opportunities.

In response to the pandemic the government announced various measures to support the economy:

Supporting Jobs

- Introduction of a Job Retention Bonus to help firms keep furloughed workers.

- New £2 billion Kickstart Scheme will be launched to create fully subsidised jobs for young people.
- Businesses will be given £2,000 for each new apprentice they hire under the age of 25.
- £111 million investment to triple the scale of traineeships in 2020-21.
- £17 million of funding to triple the number of sector-based work academy placements in 2020-21.
- £900 million to double the number of work coaches in job centres to 27,000.
- A £32 million investment in the National Careers Service.

Creating Jobs

- £8.8 billion to be spent on new infrastructure, decarbonisation, and maintenance projects (as announced in his March Budget and more recently by the Prime Minister last week).
- £3 billion green investment package to support around 140,000 green jobs.
- £2 billion Green Homes Grant scheme to enable homeowners and landlords to make energy efficient improvements to their properties.
- £1 billion programme to improve energy efficiency in public sector building such as hospitals and social housing.

Protecting Jobs

- The Government will introduce an Eat Out to Help Out discount scheme.
- VAT will be cut on most tourism and hospitality-related activities from 20% to 5% from 15 July until 12 January 2021.
- The stamp duty threshold will rise from £125,000 to £500,000 until 31 March 2021.

We need to consider how our strategic transport connections can support these measures and deliver clean, smart, sustainable, and resilient growth by:

- Securing commitment to delivering strategic road, rail and digital improvements that increase reliability and resilience – strong narrative supporting recovery, clean growth, levelling up and Brexit.
- Utilising improved digital connectivity and the working from home shift
- Improving access to employment hubs for young people
- Identify training and apprenticeship opportunities – development and construction of major infrastructure projects, skills for electrification of transport
- Where can we most effectively decarbonise our transport network – alternative fuels across all transport modes, digital solutions, freight to rail, electric vehicle infrastructure, incentivising public transport
- How we can maximise the active travel funding to improve strategic connectivity – linking to last mile connections in urban centres
- Identify how we link our transport connectivity to support visitor economy – improve perceptions and setting out “easy” travel options for visitors

Ely Area Capacity Enhancement programme

**What can Norfolk and Suffolk
do to strengthen the case for
investment?**

Ely is strategically located in the West Anglia region and serves routes to and from Ipswich, Norwich, King's Lynn and Peterborough. The location is a key interchange for busy commuter and leisure travellers using the West Anglia Main Line from London Liverpool Street and Stanstead Airport, as well as Freight routes alongside Cross-Country commuters.

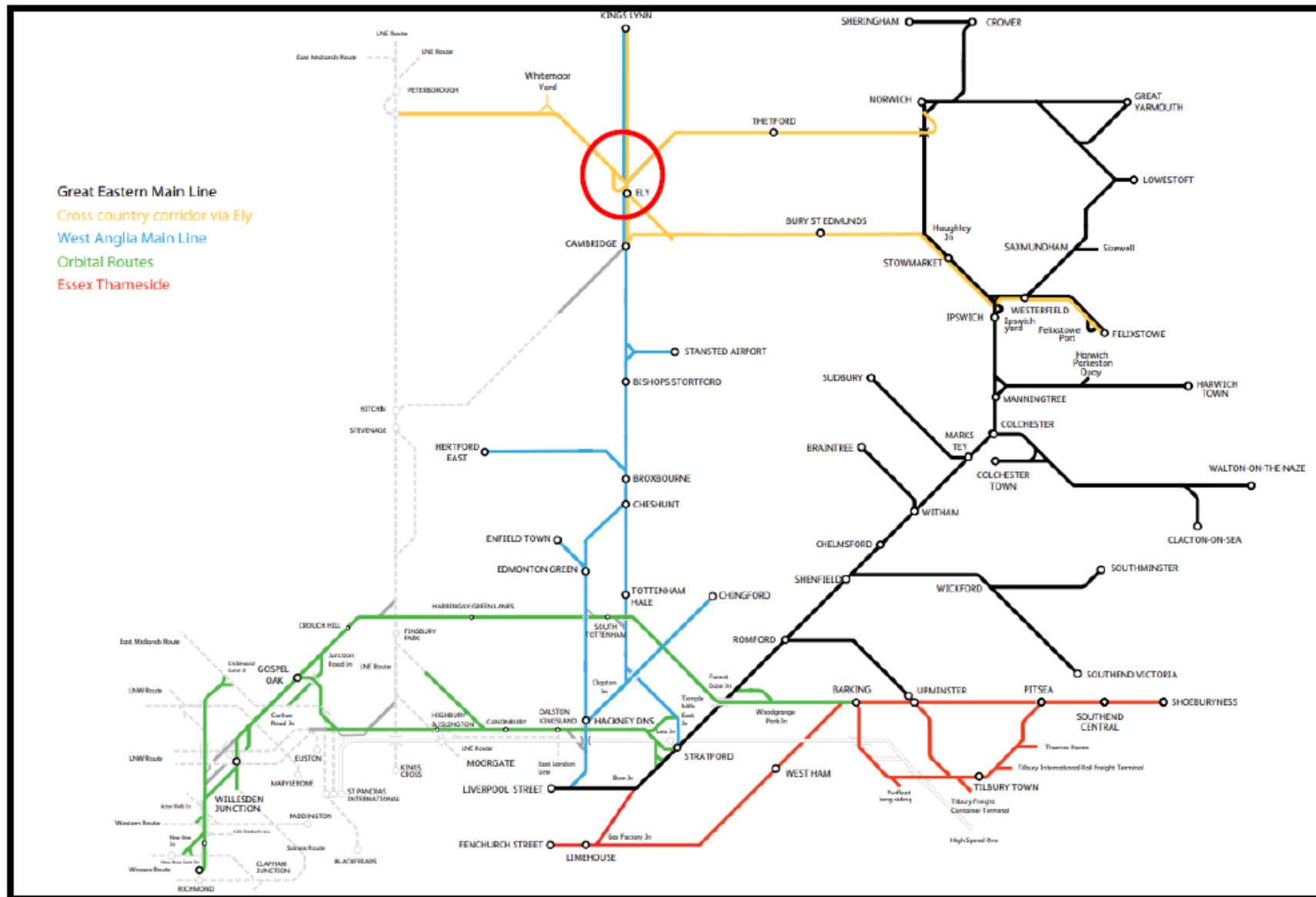


Figure 1 Wider Context of where Ely Sits

What role can we play?

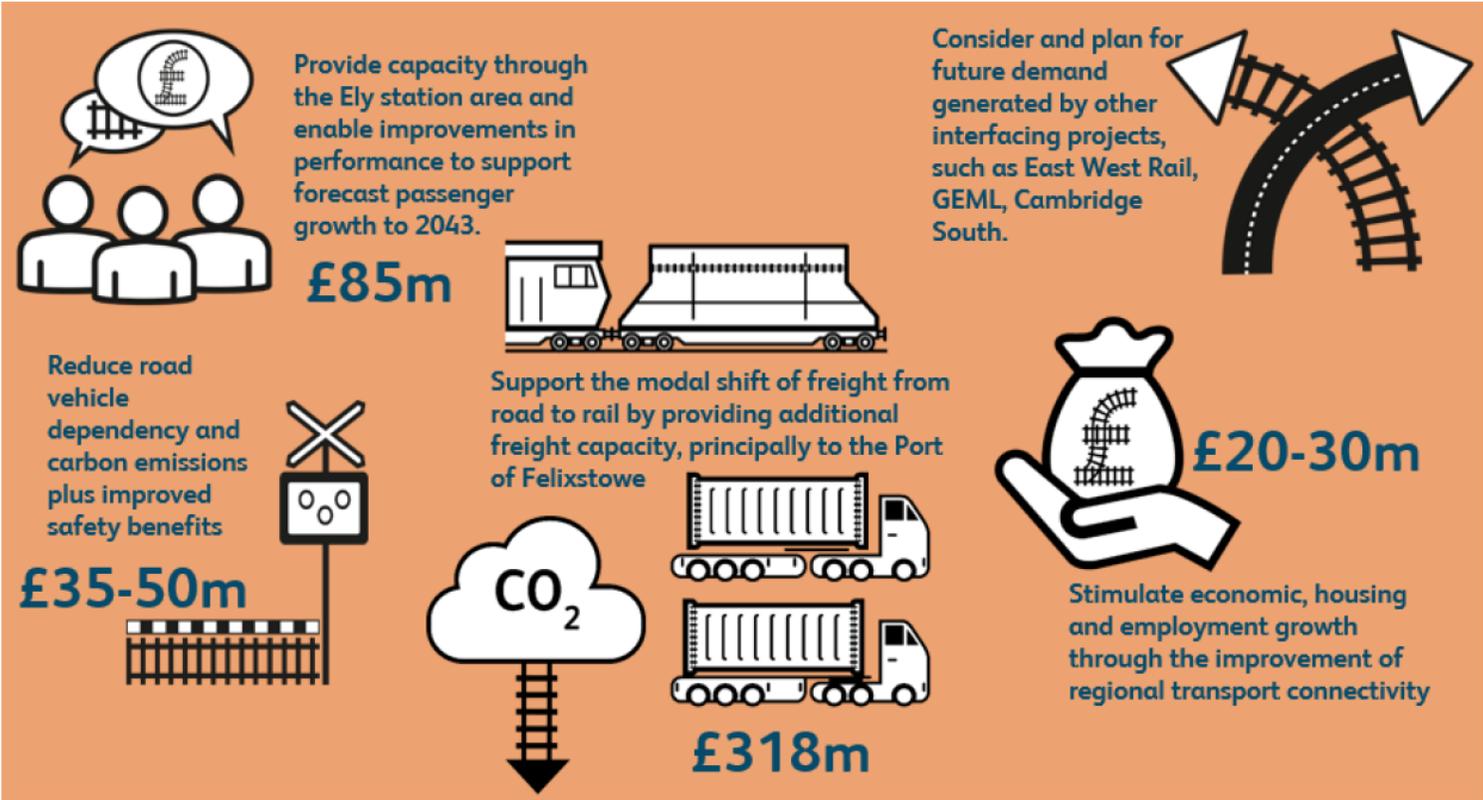
- We have our own story to tell – why is this important to our region? Which priority projects rely on investment at Ely?
- The LEP has invested time and money into the SOBC and continues to support the Ely taskforce, so our own strong messages can be part of the wider picture
- We want businesses, MPs and other stakeholders to understand our message and the full case for investment
- Feeding up into Taskforce and Transport East comms

Why is it important that we promote the programme?

- Ely capacity directly linked to UK's growth. We can highlight the national benefits
- Integral to freight and passenger strategy to 2043, current infrastructure can only support 2019 levels
- Ely is the artery of the UK's highest priority rail freight corridor and supply chain
- Ely dictates the capacity of the entire route – improvements elsewhere will not increase capacity
- 70% of containers that arrive at Felixstowe are delivered to Midlands, Manchester, Liverpool and Yorkshire.
- Felixstowe port is committed to rail with an existing 28% modal share, the highest of any UK port
- 301,859 minutes lost at Ely – equivalent of playing 3,354 football matches or 629 work days lost
- Ely is the enabler of government levelling up the north, hitting carbon target and Brexit

Actions...1

- Create infographics highlighting importance of the work (from previous bullet points – example below)



Actions...2

- Produce a simple factsheet / brochure which we can share with our MPs, businesses and stakeholders
- Produce short bulletin update for key partners
- Identify which projects or opportunities will be impacted by or enhanced by investment in Ely



Timeline for activity

- Announcement expected in autumn 2020 if DfT awards £13.1m for Ely Core Work
 - Announcement from DfT that Ely project can move to Outline Business Case expected autumn 2020
 - Network Rail Ely consultation begins in early autumn 2020
 - Communications ahead of Autumn Statement
 - Next potential milestone is to push for the renewal of level crossings between Ely and Ipswich
-