

New Anglia Transport Board

Agile to Change

Agenda

9.30-11.00am, Monday 30th November 2020 – Virtual Teams

9.30	1.	Welcome and introductions	Chair
9.30	2.	Minutes and matters arising	Chair
9.35	3.	Brexit and Covid intelligence <ul style="list-style-type: none"> • Impact • Trends 	James Allen
9.50	4.	Connected Places Catapult New Mobility Technologies	Steve Turner
10.20	5.	New Anglia LEP Clean Growth Taskforce <ul style="list-style-type: none"> • Purpose • Governance – group mapping and gap analysis • How can the Board support the clean growth initiative? 	Laura Waters
10.45	6.	Transport East update <ul style="list-style-type: none"> • Strategy development progress • Forum 	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 – 15th March 9.30-11 Teams meeting 	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

Connecting the East, Accessing the World Meeting Note

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

Board attendance:

Alan Kirkdale
Andrew Summers
Andy Walker
Carolyn Barnes
Chris Soule
David Cumming
Doug Field
Hayley Mace
James Bradley
Jonathan Cage
Jonathan Denby
Kerry Allen
Laura Waters
Cllr Martin Wilby
Nova Fairbank
Patrick Ladbury
Paul Ager
Paul Davey
Paul Martin
Cllr Phil Smart
Richard Perkins
Suzanne Buck

Highways England
Transport East
Suffolk Chamber of Commerce
East Suffolk
CLA
Norfolk County Council
New Anglia LEP
New Anglia LEP
Network Rail
Norfolk Chamber of Commerce
Greater Anglia
Suffolk County Council
New Anglia LEP
Norfolk County representative
Norfolk Chamber of Commerce
GT Railway
Associated British Ports
Hutchison Ports
First Buses
Suffolk district representative
Suffolk Chamber of Commerce
Suffolk County Council

Apologies:

Andrew Harston
Andrew Mower
Cllr Andrew Reid
Caroline Parish
Karen Chapman
Jonathan Rudd

ABP
FSB
Suffolk County representative
First Buses
Suffolk Growth Programme
New Anglia LEP

2. Minutes and matters arising

The previous minutes were accepted as a true record and all matters covered in the agenda.

The LEP business resilience and recovery fund scheme of £3m has been launched with 47 awards to date. The 47 awards total £1.8m creating 33 full time positions and protecting 1,200 jobs. Demonstrates the LEPs role and the importance of working together with partners to support businesses.

3. New Anglia LEP Recovery Plan

LW presented paper on the New Anglia LEP recovery plan work, updating that the [restart plan](#) has been published and is available online with an accompanying [evidence base](#) document. 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. The next agenda item seeks view on the strategic transport connections the renew plan should be considering.

It was asked if any of the projects put forward to the Governments recent Getting Building Fund were for transport? Given the criteria that projects had to be delivered within 18 months this meant transport projects were not put forward to this fund as they take longer than this time period to deliver. The list of projects to be delivered through this fund can be found [here](#).

There has been increased intervention in major highway schemes, would DfT be able to set out what the level of intervention has been across Norfolk and Suffolk?

Action: LW to follow up with DfT

At the July Transport East Forum, the themes endorsed for the transport strategy complement those set out in the paper and the Transport East and New Anglia LEP priorities are in alignment.

Highways England strategy has been published and schemes in this region are going through statutory processes. There are increased amounts of funding for maintenance with £800m available for the next five years meaning there will be a lot of activity on the network.

4. Strategic Connections

LW presented paper outlining 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 Board was 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.

Transport East has similar themes and the connections set out in the paper align with the priorities included in the draft Transport East Investment and Delivery Plan. This plan sets out the priorities in each of the Local Authority areas and groups these into corridors. Transport East has also set up active travel and passenger transport subgroups to challenge how DfT allocate funding to this region, ensuring lobbying/influencing activity is aligned with the LEP so we do not lose out. Transport East have worked with KPMG on a decarbonisation report and the draft was presented at the recent forum, this will set out recommendations for the region. The LEP is working closely with Transport East on active travel and has been attending the subgroup, learning from local authorities about the key issues and providing support where appropriate.

Action: AS to circulate final version of decarbonisation report to the Board.

The meeting asked what are the priority corridors for the investment and delivery plan? There are 7 corridors identified across the Transport East region with 4 being in the New Anglia area: A47 from coast to Midlands, King's Lynn to Cambridge, East West Rail, A11 and Felixstowe to Nuneaton.

Connecting our Energised Coastal Communities: Midlands – King's Lynn – Norwich – Great Yarmouth
Connecting the Heart of East Anglia: London – Chelmsford – Colchester – Ipswich – Norwich & Suffolk Coast
Cross-country connectivity: Norwich and Ipswich/Felixstowe - the Midlands and South-West
Connecting Thameside South Essex corridor (south): London – Thurrock – expanding Thameside ports
South Essex corridor (north): London / Chelmsford – Basildon - Southend – Shoeburyness
East-West growth corridor: Manningtree – Basildon – Harlow. Connections to Felixstowe / Harwich and Stansted
UK Innovation Corridor: King's Lynn – (Cambridge) – Harlow – London

For the East West rail corridor Transport East are working with neighbouring Sub National Transport Bodies to ensure strategies and lobbying messages are aligning.

We need to ensure the £800m maintenance funding mentioned earlier is planned most effectively to reduce impact on those who live and work here but also visitors to the region. Highways England are currently assessing the best way

to deliver this programme and will be engaging with the highway authorities.

It was noted that when considering recovery planning, we need to be flexible and proactive to respond to funding opportunities as they present themselves.

Growth programme is set up to create a pipeline of projects and to also be aware of funding opportunities and being ready to lobby.

5. Ely Communication Actions

HM presented slides setting out what the case for Investment at Ely is for Norfolk and Suffolk and proposed actions that the Transport Board could undertake. The LEP has been working with Transport East and the Ely Taskforce to identify what the key messages are for the New Anglia area. Ely is in a strategic position and investment there maximises the capacity of investments made elsewhere on the network. The communication materials need to be clear so MPs, businesses and stakeholders understand the story for Norfolk and Suffolk but that is part of the wider strategy to deliver Ely and how it is an enabler of growth for the whole of the UK. The proposed actions can be undertaken quickly and will be a clear visual representation of our messages and case.

The Board were then asked to feedback on the key messages proposed and suggest any further communications activities:

- The 28% rail modal share figure is based on all goods that come into Felixstowe, could this figure be revised to what percentage of goods that come on to the inland transport network are then transported by rail? This figure will be higher and strengthens the case around the goods that are currently transported by road but could be by rail, but the rail network doesn't have the capacity currently to do this. Message needs to be clear if you increase capacity at Ely you will increase rail freight, taking vehicles off the road and these vehicles will be in the north. This project isn't for the east region but contributes to levelling up agenda and decarbonises the North.
- Further statistics could include that currently 50% of goods traffic is to the north and all future growth will be through Ely. Need strong message that this project is for the benefit of the North, levelling up and decarbonisation.
- Investment of public money in relating projects cannot be realised without improvements at Ely.
- Need to include existing passenger commitments such as improving the Ipswich to Peterborough service, half hourly Norwich to Cambridge service and further aspirations cannot be achieved without improvements at Ely. Improved rail services will also contribute to increased modal shift from cars. Could also include the rail passenger benefits for London.
- Whilst approvals are likely to be announced in the autumn the speedy delivery of the project needs to be a key message with current delivery not planned until late 2020's.
- Network Rail are very hopeful of a successful announcement from the Treasury shortly and welcome the strong support from the LEP. The challenge is demonstrating that rail investment is the best value for the taxpayer. Need to be clear that whilst the Ely Area Enhancement Programme is a significant part of the solution it is part of a wider group of solutions needed to achieve the full outputs for the area. Network Rail are currently developing a Strategic Outline Business Case setting out what additional interventions are required beyond the current proposal and what these will deliver.
- Do we need to be cautious when widening the programme and should focus on what the project does deliver? The further interventions are an added dimension to the case, which whilst already significant the additional interventions and the benefits they will bring will only strengthen this.
- Need to ensure all these messages are framed in the language that reflects the Government and Chancellors priorities – job creation and job retention.
- Communications through the Growth Hub have been short videos, case studies and graphics to share messages, can we consider presentation methods to engage with key players.
- Financial costs of this scheme are large, and the benefit side of the equation needs to be significant to demonstrate the value of the project.
- 3 neighbouring SNTBs sent a joint letter to the treasury lobbying for the investment at Ely so we have partners that will join us.
- Need to ensure messages are reaching the right people: Transport ministers, Network Rail, DfT,

Action: HM/LW to produce infographic using feedback above

6. Transport East update

AS updated that Transport East held their forum in July setting out the increased capabilities and capacity to progress their work programme. 4 key items were covered: Transport East as a functional body, Investment and Delivery Plan, Strategy development and communications.

Strategy development: KPMG Decarbonisation report will be finalised shortly. Covid planning is underway with school travel meeting held with DfT and active travel meeting planned with DfT in September. Consultants are being procured to develop the wider strategy and engagement with stakeholders likely to begin end of September. Whilst modal shift and rail are mentioned in the KPMG report the specific opportunity to increase rail capacity and linking to Ely could be brought out more explicitly in the report. There will be further deep dives into areas of the KPMG report.

Investment and Delivery Plan: existing priorities have been included in the Transport East investment programme; draft plan was presented to the July forum with feedback being used to inform the finalised version. The final version will be submitted as part of the comprehensive spending review submission.

DfT sent letter shortly after July forum confirming £425k of funding for this financial year to take the 4 workstreams listed above forward, Transport East have been invited to a meeting with Baroness Vere alongside the other SNTBs to set out the vision for the future. Recruitment is also underway for a communications manager and assistant who are hopefully going to be in place by September.

7. Any other business

Greater Anglia update: Back to full timetable, with exception of Stansted Express and monitoring capacity. New trains have created additional capacity meaning extra space for social distancing.

Forward plan next meeting theme – Agile to change: Mobility as a Service, Electric vehicles and Use of data

DF introduced Steve Oliver as the new Transport Board chair and his contact details will be circulated.

Date of next meeting – meeting invite will be circulated shortly.

New Anglia Transport Board
Monday 30th November 2020

Agenda Item 5

New Anglia LEP Clean Growth Taskforce

Author: Laura Waters

Summary

This paper provides a summary of the [New Anglia LEP establishing a clean growth taskforce](#), whose members will be ambassadors for the 'UK's Clean Growth Region' and help drive forward and embed the clean growth framework across Norfolk and Suffolk and beyond. The taskforce will sit below the LEP Board and have representatives from existing LEP groups and others who would act as clean growth advocates.

The Transport Board needs to consider the actions and activities it is best placed to lead that supports the clean growth initiative. Members have been asked to provide suggestions for initiatives, projects or successful case studies we can promote (summarised in table 1), which will inform the actions for key workstreams for the Board to progress.

Alongside the Taskforce there will be a Norfolk and Suffolk Clean Growth action plan, which builds on the evidence of the Local Industrial Strategy and the Climate Change Adaption and Carbon Reduction Scoping Report to outline the areas that Norfolk and Suffolk should consider with respect to delivering clean growth. The existing and future actions of the Board will help inform the action plan.

Recommendation

The Transport Board is asked to:

- Discuss and consider the suggested actions summarised in Table 1 that the Board can lead activity on.
- Agree the key workstreams the Board will undertake to support the clean growth initiative.

Aim

To set out the purpose of the Clean Growth Taskforce, to discuss how the proposed workstream activities best support this initiative and agree actions for the Transport Board to take forward.

Purpose of Taskforce

To embed clean growth in the development and delivery of actions and decisions which deliver the Economic Strategy, and Local Industrial Strategy and Renewal Plan. To drive the shared ambition for a low carbon and inclusive economic recovery that tackles the challenges and opportunities of climate change.

Key functions:

- Further develop the clean growth action plan for Norfolk and Suffolk engaging relevant partners to securing their buy in to deliver the action plan, through respective groups and networks.
- Create a clean growth evidence baseline that identifies and recommends to the LEP board the areas of focus that the biggest gains can be achieved, and which actions will be focused on.
- Promote Norfolk and Suffolk as the UK's Clean Growth Region helping to raise the profile of the major contribution the area plays in the UK's transition to a post carbon economy, representing the area national, regionally and locally.
- Ensure clean growth is embedded in the discussion, actions and decision of your respective group, reporting back to the taskforce as appropriate.
- Recommend or source appropriate experts to inform certain aspects of the action plan, convene working groups as appropriate and consult with sector peers as agreed within the Taskforce under the direction of the Chair.
- Oversee the development and agree robust ways of measuring and monitoring the impact of interventions and actions, making recommendations to the LEP board on any relevant targets or pledges.
- Annually, bring together the wider network of clean growth champions to share knowledge and best practice.

The New Anglia LEP strategy team are currently:

- Reviewing the terms of reference for the taskforce to reflect the changes seen since February 2020
- Assessing the draft action plan
- Mapping the existing partnerships, boards and groups who are already working in this area to understand their focus/priorities, work programme, delivery actions, communications activity and governance. This will help us explore opportunities to work together and inform a gap analysis to identify the areas where the taskforce could lead.

Transport Board potential workstreams

Clean growth sits at the heart of the New Anglia Local Industrial Strategy with Norfolk and Suffolk positioned as the UK’s clean growth region. The LIS states our ambition to be:

A globally recognised, technology-driven and inclusive economy which is leading the transition to a post-carbon economy through sustainable food production and sustainable energy generation.

Norfolk and Suffolk’s key strengths and assets make it well placed to be at the forefront of the clean growth revolution

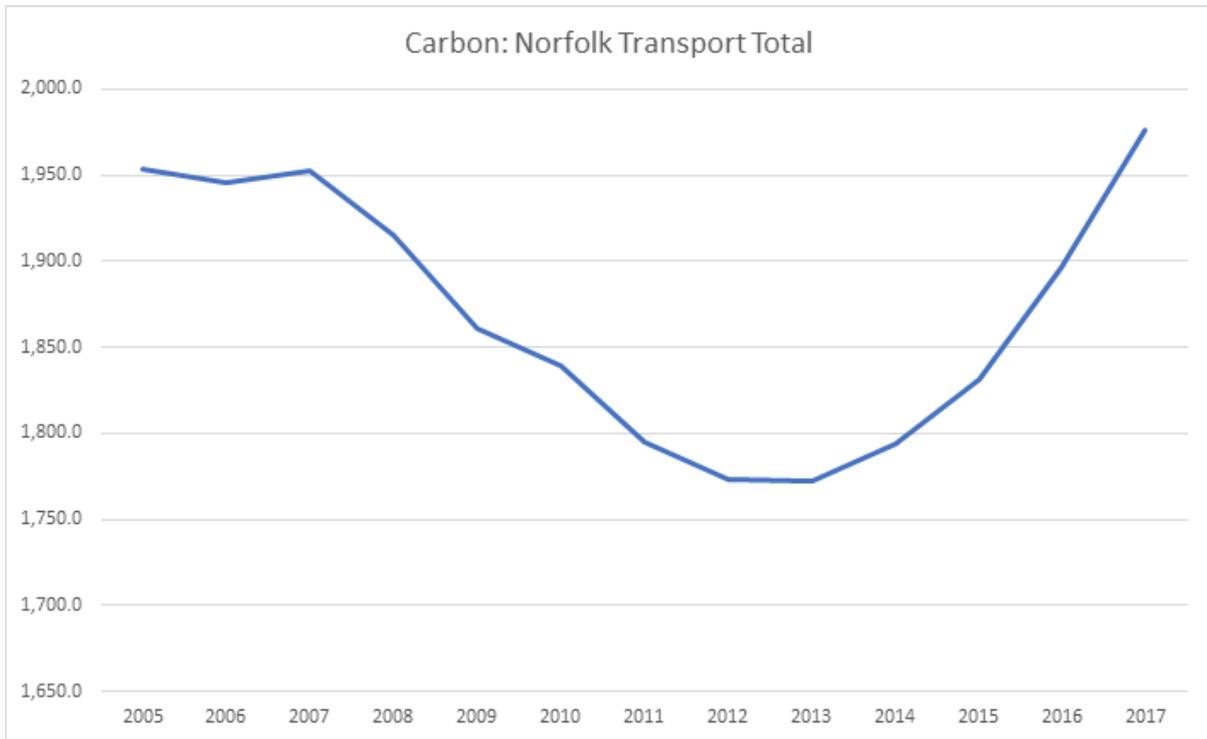
- As the UK’s leading producer of renewable and low carbon energy and a significant producer of low carbon goods and services.
- As a testbed for innovation in industries such as farming and food production, transportation and construction which need to reduce their carbon footprint and adapt to a changing climate.
- As an area with an outstanding natural environment and natural resources which are particularly vulnerable to climate change but where innovative new mitigation measures and technologies are being pioneered.
- As an area with a wealth of world class innovation and thinking, and exportable skills. Along with many award-winning businesses, that are on the leading edge of a low-carbon future.

The Integrated Transport Strategy identified four priority themes with proposed actions:

Theme	Actions
Connecting the east, accessing the world	Ensuring a resilient Strategic Road Network Ensuring a better-connected rail network Challenging perceptions about connectivity Influencing peak demand requirements Making whole journey reliability a priority Encouraging the development of more regional air services
Regional connectivity and priority places	Deliver a reliable Major Road Network Make public transport the ‘go to’ option Facilitate better connectivity Ensure the success of our Enterprise Zones, Food Enterprise Zones and key sectors Improving public realm Joined up cycling and walking networks Develop and promote local freight centres
Agile to change	Complete superfast broadband coverage and the delivery of ultra-fast broadband Ensure the delivery of 5G technology Promote the East as being ‘open’ to innovative new technologies Shape collaborative future mobility Encourage the use of data Encourage behaviour and cultural change
Local and coastal	Complete superfast broadband coverage and the delivery of ultra-fast broadband Ensure the delivery of 5G technology

	Prioritising local road improvement schemes Cost-effective, on-demand public transport services Support community rail partnerships Encourage walking and cycling
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The graph below illustrates that in Norfolk total carbon emissions are rising and 38% of carbon emissions in Norfolk and Suffolk are from the transport sector, in 2005 this proportion was only 29%. While transport emissions have reduced over time, other sectors have observed greater reductions hence the proportion of emissions from transport has increased.



Given the significant contribution the transport sector plays in emissions it is critical that we consider what actions the Board can undertake that can reduce its contribution over time.

Table 1: Proposed action suggestions by Members

Title	Action	Timescale	Clean Growth Outcomes	Covid Recovery Outcomes
Electrification of the railways in East Anglia	Publicly respond to the Network Rail Traction Decarbonisation Network Study and call for early progress in East Anglia.	10 years for electrification but proposed actions before next board?	Post diesel traction options and identifies electrification as the core option with hydrogen and battery power. Felixstowe to Nuneaton is listed as one of the obvious examples where electrification is justified.	Creates jobs, increases business confidence to invest in the region, and consistent with 'build back better' objectives
Zero Carbon Commuting by 2040	<p>Set the goal to halve commuting emissions by 2030 and to get to zero by 2040.</p> <p>Invest in understanding the current commuting travel patterns and emissions.</p> <p>Devise a strategy by March 2021 to achieve the goals.</p>	<p>Set the ZCC goal November 2020 – propose a 5% reduction per year every year to hit Zero carbon commuting in New Anglia LEP by 2040.</p> <p>Gather high level data November 2020 – February 2021</p> <p>Publish the high-level strategy April 2021.</p>	<p>Save 5 million tons of CO2</p> <p>Save the local economy and individuals £10bn</p>	<p>Save the local economy and individuals £10bn</p> <p>Help avoid gridlock as city centre offices reopen and then transform them into livable cities.</p>
Support A47 Alliance	Support communications program raising awareness and support for the A47 Alliance and	January to November 2021	NCC has written to DfT asking that we work with them on the long-term role of the A47, and how it can fulfil its function in the context of amongst other things	A47 supports clean growth, in the form of supporting offshore energy activities from Gt Yarmouth and Lowestoft.

	the need to improve the A47.		carbon reduction, which could then be used as a model for other major roads across the area.	
New Train roll out case study	Publish case study on the successful roll out of new trains	November to December 2020	Supports the shift to rail Promotes the improved transport connectivity	Raises profile of benefits rail for travelling and attracts customers to use rail.
Norfolk and Suffolk unlimited branding	Board contribute to living in Norfolk webpage focusing on connectivity	November to December 2020	Challenges perceptions of connectivity to the region and can raise profile of transport projects.	Improving perceptions of what it is like to live, work and visit the region to help attract businesses, workers and visitors to the region.

New Anglia Transport Board

Monday 30th November

Agenda Item 7

Transport Board Forward Plan 2021

Author: Laura Waters

Summary

This paper seeks the Board's input on the 2021 Forward Plan for the Transport Board with the view of successfully delivering the Integrated Transport Strategy and aligning with the core themes of the Transport East Investment and Delivery plan.

Recommendation

The Board:

- offers suggested input to the Transport Board Forward Plan 2021

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 and agree the forward plan for 2021.

Link to the Integrated Transport Strategy and Transport East

Outlined above and in Appendix A.

Recommendation

The Board:

- offers suggested input and agree to the Transport Board Forward Plan 2021.

Appendix A

Appendix A – Transport Board Forward Plan

New Anglia Transport Board Forward Plan

Date	Venue and Theme	Forward Looking	Transport East Core Themes
February 2021	Virtual meeting <i>Local and Coastal</i>	<ul style="list-style-type: none"> • Boosting accessibility by sustainable modes • Release network pinch-points • Utilising data for public transport • Maritime Cluster development • Transport East update 	<ul style="list-style-type: none"> • Energising coastal communities • Supporting a year-round tourist industry • Potential unlocked through transport investment • Reliable A47, A12 and A14 corridors
June 2021	Virtual meeting -TBC <i>Regional Connectivity and Our Priority Places</i>	<ul style="list-style-type: none"> • Deliver a reliable Major Road Network • Integrated ticketing/public transport • Better connect Enterprise Zones, Food Enterprise Zones, and key sectors • Develop and promote local freight centres • Transport East update 	<ul style="list-style-type: none"> • Multi-centred growth • Creating links between our high growth clusters • Better connected and mobile workforce • Supporting new settlements • Improved public spaces and access to town centres
August 2021	Virtual meeting -TBC <i>Connecting the East, Accessing the World</i>	<ul style="list-style-type: none"> • Ports and airports • RIS beyond 2025 • Rail • BREXIT • Transport East update 	<ul style="list-style-type: none"> • Global gateways, connecting the country to world markets • Better connected ports and airports • Raising our profile as a place of rapid regional economic growth
November 2021	Virtual meeting -TBC <i>Agile to Change</i>	<ul style="list-style-type: none"> • Mobility as a Service • Electric vehicles • Use of data • Transport East update 	<ul style="list-style-type: none"> • Resilient and low carbon transport network • Early adoption of emerging technologies • Expansion of infrastructure to support the growth of EVs