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Executive Summary

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

Its role is to develop and deliver a collective vision for the future of transport in the East, and work with other bodies to deliver cross-boundary schemes.

A regional Transport Strategy is needed to help guide transport investment in the East over the next 30 years. The strategy will set priorities for better transport for everybody living, working, and learning in the region up to 2050. It will also help ensure that strategic transport projects are prioritised based on their ability to help meet national and regional objectives.

A consultation for the draft Transport Strategy ran for eight weeks from Thursday 2nd December 2021 to Sunday 30th January 2022.

A consultation brochure and online questionnaire were produced and available online for the duration of the consultation period. Stakeholders were also able to request hard paper copies and alternative formats of all consultation materials through a Freepost address or from Transport East by email.

The consultation was publicised via Transport East's own channels and paid advertising, as well as the supporting local authorities and other delivery partners across the region. The consultation was fully digital, with a virtual event space and live web events scheduled for people to find out more about the plans.

A total of 590 consultation responses were received, with 514 responses to the online questionnaire and a further 76 responses received by email.

Responses to the online questionnaire were received from 80 different areas from 143 different postcode groups, showing strong geographical coverage. The greatest number of responses came from addresses within the Norwich (71 responses from 15 postcodes) and Colchester (47 responses from 7 postcodes) postcode districts, accounting for 14.1% and 9.3% responses respectively.

From both the email responses and online questionnaire, there was a wide mix of different stakeholders including: county councils, unitary councils, borough and district councils, town councils, parish councils, political groups, transport operators, transport groups, transport user groups, statutory bodies, environmental and community groups, business groups and businesses.

The 514 online responses received via the online questionnaire provided responses to quantitative questions around the level of support for key aspects of the Transport Strategy.

- We asked respondents whether they supported the Vision.
 - 74.3% (382 respondents) either supported or strongly supported the Vision laid out in the draft Transport Strategy
 - 10.5% (54 respondents) either opposed or strongly opposed the Vision
 - 14.2% (73 respondents) were neutral, and 1% (5 respondents) had no opinion.

- We then asked whether respondents whether the Transport Strategy identifies the right overall approach to transport development across the region.
 - 55.4% (285 respondents) either agreed or strongly agreed
 - 18.3% (94 respondents) either disagreed or strongly disagreed
 - 25.3% (130 respondents) were neutral, and 1% (5 respondents) had no opinion.

- Most respondents supported or strongly supported the strategic priorities:
 - 79% supported decarbonisation to net zero
 - 79% supported connecting growing towns and cities
 - 81% supported energising coastal and rural communities, and
 - 62% supported unlocking international gateways (ports and airports).
 This showed strong overall support for the priorities with only 9%, 6%, 6%, and 12% opposing or strongly opposing to the priorities respectively.
- Within each Strategic Priority, we asked respondents to rank the goals we had identified.
 - For decarbonisation to net zero: 34.6% (178 respondents) rated their first-choice goal as ‘Shift modes’
 - For connecting towns and cities: 37.5% (193 respondents) rated their first-choice goal as ‘Enhanced sustainable transport’
 - For energising rural and coastal communities: 32.3% (166 respondents) rated their first-choice goal as ‘Increase access to education, training, service and employment for rural communities’
 - For unlocking global gateways 47.3% (243 respondents) rated their first-choice goal as ‘Shift modes’ for ports. 32.1% (165 respondents) rated their first-choice goal as ‘Net zero aviation emissions’ for unlocking international gateways (airports) – but this also had the largest number of respondents ranking it last.
- We asked respondents if they agreed the Investment and Delivery Programme sets out the right approach for delivering the Transport Strategy.
 - 45% of respondents either agreed or strongly agreed
 - 30% of respondents were neutral
 - 18% indicated they either disagreed or strongly disagreed
 - 5% of respondents had no opinion and the remaining 2% chose not to provide a response to the question.

Respondents were provided the opportunity to provide written comments about the Transport Strategy, Investment and Delivery Programme and Integrated Sustainability Appraisal. Within these comment sections several themes recurred.

- **Positive role of public transport:** Many respondents highlighted the role of public transport in improving connections across the region and the benefits this brings, particularly to more isolated rural and coastal communities. Respondents made several suggestions on how to improve infrastructure and services across the region that would support the aims of the Transport Strategy.
- **Road investment and decarbonisation:** Several respondents highlighted the emphasis given to road related improvements within the Transport Strategy. Comments on this theme often raised how road improvements conflict with the strategic priority of achieving transport decarbonisation. Growth aspirations for the region were also identified as an area of concern, with growth often seen as a risk to sustainable development.
- **Overall ambition:** Some respondents asked for more ambition, for the Investment and Delivery Programme to identify new projects and prioritise existing projects that deliver decarbonisation. Respondents are keen for the improvements to be challenging and bold enough to achieve the desired ambition and facilitate the necessary change required to level up the capability of the region.
- **Funding and Delivery:** Responses questioned how the projects are to be funded and asked for more detail on delivery proposals and timescales for project implementation.

- **Scheme or location specific comments:** Respondents took the opportunity to share support for or concerns around a local scheme or to highlight a particular transport problem. These were often road related, although EVs, Active Travel and Freight were also commented on frequently.
- **Comments from stakeholders:** These often aligned with those from public respondents, but frequently identified specific points in the documentation suggesting changes.

3.1 Next steps

Following the analysis carried out on responses to the consultation, the strategy will be reviewed and updated. The aim is to achieve formal endorsement from regional local authorities in summer 2022. The final strategy will then be published on the website and submitted to the Secretary of State for Transport. Once an agreement has been made on the Transport Strategy, it will be used to help plan transport improvements up to 2050.

1. Introduction

1.1 Purpose of the consultation

This public consultation report has been prepared by Jacobs UK Ltd on behalf of Transport East to support the consultation exercise carried out on the draft regional Transport Strategy, Investment and Delivery Programme (IDP) and Integrated Sustainability Appraisal (ISA).

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

Their role is to develop and deliver a collective vision for the future of transport in the East, and work with other bodies to progress strategic transport projects in the region.

A regional Transport Strategy is needed to help guide transport investment in the East over the next 30 years. The strategy will set priorities for better transport for everybody living, working, and learning in the region up to 2050. It will also help make sure strategic transport projects are prioritised on their ability to help meet national and regional objectives.

The Investment and Delivery Programme (IDP) identifies an evolving programme of investment priorities to support the delivery of the Transport Strategy. The IDP outlines a framework for assessing their performance, with a full monitoring and evaluation plan to be developed, building upon the feedback received from this consultation.

The Integrated Sustainability Appraisal (ISA) has been carried out to inform and improve the Transport Strategy. The ISA is a process for assessing social, economic and environmental impacts of strategies and projects; helping to ensure sustainable development principles underpin the strategy.

Transport East held a consultation exercise for a period of eight weeks between 2nd December 2021 and 30th January 2022 to understand the views of key stakeholders and the wider public on the draft Transport Strategy, Investment and Delivery Programme and Integrated Sustainability Appraisal. Having analysed the responses, these will be used to improve the draft Transport Strategy.

The aim is to achieve formal endorsement from councils across the region in early summer 2022. Once agreed, the final strategy will be published and submitted to the Government in summer 2022. The final Transport Strategy and Investment and Delivery Programme will be used to help the Government, local councils, and our other partners to plan and deliver transport improvements in the area up to 2050.

1.2 Strategy Background

The Eastern region provides a unique contribution to the United Kingdom and its economy. It is home to 3.5 million people and 1.7 million jobs. The region prides itself on providing a strong and diverse economy across several different industries.

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

The region also plays an essential role for the UK's global trade, with 13 ports and 3 international airports. Half of the UK's freight containers are moved through the region and there are plans to grow these gateways.

Following planned investment in renewables and nuclear power generation, the region will also be the leading supplier of renewable energy to the UK, providing power to 58% of the UK's homes. This will result in the region playing a crucial role in delivering the Government's ambitions to level up the country, achieve net zero and drive global Britain forward.

However, there are challenges facing the East. The region covers a large area, with no major hub city. This means the web of transport connections are particularly important in supporting the regional economy, by getting people to work and goods to businesses.

Many journeys are difficult to make other than by car. This results in high transport related emissions and poor air quality in our local areas, affecting people's health and contributing to climate change. Poor connections are a particular challenge for many people living in our rural and coastal areas, making it difficult to access jobs, education, and essential services, with communities cut off further by poor broadband provision.

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

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

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

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

Our draft Transport Strategy sets out a series of Pathways to follow to deliver the vision, focused on four strategic priorities for transport. These pathways are made up of Goals and Transport East have identified the Actions required to deliver against these goals.

Decarbonisation to net zero

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

The pathway to decarbonisation

Goal 1

Zero carbon growth

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

Goal 2

Reduce demand for carbon intensive trips

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

Goal 3

Shift modes

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

Goal 4

Switch fuels

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

Figure 1 -The pathways to decarbonising

Connecting growing towns and cities

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

The pathway to better connected towns and cities

Goal 5

Enhanced sustainable transport

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

Goal 6

Faster and more reliable transport connections

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

Goal 7

Fully integrated transport

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

Figure 2 - The pathway to better connected towns and cities

Energising coastal and rural communities

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

The pathway to energised coastal and rural communities

Goal 8

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

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

Goal 9

Improve connectivity along our coastline

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

Figure 3 - The pathway to energised coastal and rural communities

Unlocking international gateways – Ports

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

The pathway to unlocking our international ports

Goal 10

Better access

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

Goal 11

Alternative fuels

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

Goal 12

Shift modes

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

Figure 4 - The pathway to unlocking our international ports

Unlocking international gateways – Airports

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

The pathway to unlocking our international airports

Goal 13

Enhanced connectivity to airports

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

Goal 14

Net zero aviation emissions

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

Goal 15

Shift modes

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

Figure 5 - The pathway to unlocking our international airports

Core corridors

Transport East have identified six core corridors which play a vital role in the movement of people and goods in the East. These corridors are the road and rail links between the region’s growing urban areas, ports and airports, and the rest of the UK. Figure 6 below displays the corridors considered. Further investment in these corridors is required if the region is to reach its potential as a thriving, connected and multi-centered economy.

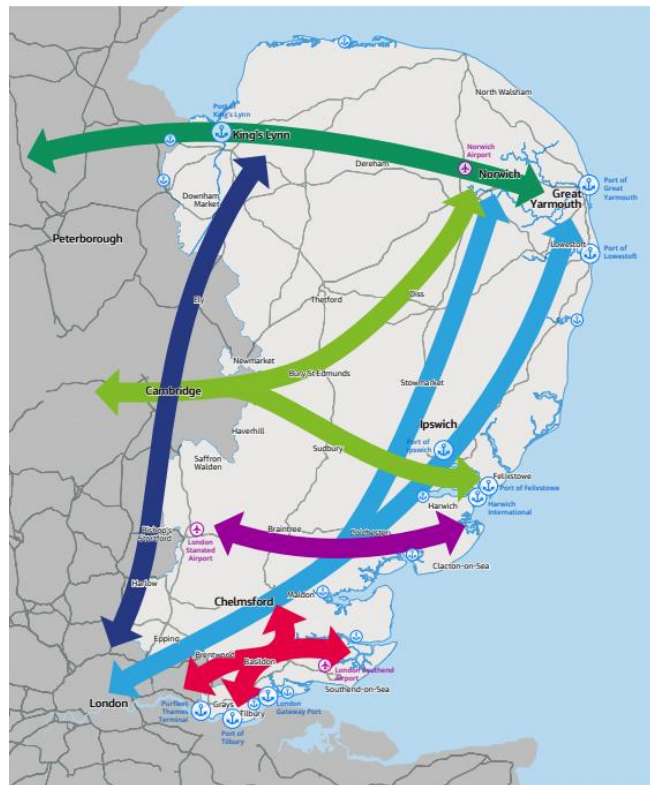


Figure 6 - Strategic transport corridors

1.3 Report structure

The next section of the report summarises the engagement, consultation and publicity carried out to encourage stakeholders to participate. The remainder of the report analyses the responses to the questionnaire, including a breakdown of individual questions, to identify the main themes and issues raised by respondents. The final section concludes the report and summarises how Transport East intends to act on the issues raised by respondents.

2. Strategy Consultation

2.1 Summary of consultation

An eight-week consultation was launched on 2nd December 2021 to gather opinions from the region and interested sectors to the draft Transport Strategy, Investment and Delivery Programme and Integrated Sustainability Appraisal.

Due to the ongoing global pandemic caused by the outbreak of Covid-19 the consultation was held digitally hosted on the Transport East website: www.transporteast.org.uk

The consultation included layers of information about the contents of the draft Transport Strategy and supporting technical evidence documents. A Virtual Event Space was developed to help people navigate the information. To cater for people who wanted to ask questions of the Strategy development team, online webinars were held, and people were able to email queries.

Feedback was collected through an online survey formed of quantitative questions to understand the level of support for the draft Transport Strategy and Investment and Delivery Programme, and qualitative questions to understand more detailed views about both documents, and for comments about the Integrated Sustainability Appraisal. The survey also included demographic questions including postcode, age, gender and disability and questions about travel behaviour.

Respondents were encouraged to complete and return the consultation survey, either online through the consultation website or by emailing the project inbox via transporteastconsultation@jacobs.com

All consultation materials, including the consultation booklet and consultation survey, were published online and available on the website throughout the consultation period. People wishing to respond by post were able to request a printed hard copy of the materials via the Transport East email and return the consultation survey via the Freepost address provided.

2.2 Website

The Transport East website was used as the central point of information about the public consultation and was updated at the start of the consultation period to provide key details about the consultation, the online consultation events and links to the consultation survey, virtual exhibition and various consultation materials. A series of questions and answers were also developed and made available on the website.

Over the consultation period, the main consultation web page was viewed 4,510 times.

2.3 Supporting documentation

Support documents were created and provided on the Transport East website, including a consultation brochure, strategy and programme reports, engagement reports, and technical evidence. To ensure accessibility, documents could also be provided as hard copies upon request and the brochures and boards could be downloaded and printed. An easy-read consultation brochure was also provided along with an audio read-through recorded by Chelmsford Talking Newspaper. The consultation materials could also be translated and/or made available in alternative formats upon request.

2.4 Online events and virtual exhibition

In place of in-person consultation events, a Virtual Event Space, designed as a digital version of a traditional event, was setup and made available for people to view 24/7 for the duration of the consultation. The virtual space contained a series of 15 exhibition boards and a supporting video animation outlining the information that would be typically presented at a traditional face-to-face consultation event. The information presented included the background of the strategy, the vision set out by Transport East, further detail surrounding the strategic priorities, as well as the Investment and Delivery Programme and Integrated Sustainability Appraisal. Over the course of the consultation period 2,160 visitors engaged in the Virtual Event Space. Appendix 1 contains the exhibition boards presented within the Virtual Event Space.

An online stakeholder consultation event was held on 30 November to brief partners who had been involved in the development of the draft Transport Strategy and Investment and Delivery Programme. This was attended by approximately 120 people.

Two online public consultation events were held to enable people to find out more about the draft Transport Strategy. The video call-style live webcasts on Microsoft Teams took place during the consultation; with the first held on 14th December 2021 between 14:00 -15:30 and the second on 11th January 2022 between 19:00- 20:30. The links to the sessions were provided through marketing activity and members of the public could join through mobile or desktop using the link at the given time. These events included a short presentation and a question-and-answer session, where stakeholders were given the opportunity to submit written questions to the project team. The supporting presentation can be seen in appendix 2.

There were 75 people in attendance at the live webcast events, with table 1 below providing the breakdown of attendees for each session and the number of questions received.

Table 2-1 - Live webcast events

<u>Number of attendees</u>	<u>Number of questions submitted</u>
<u>14th December 2021</u>	
36 attendees	11 questions
<u>11th January 2022</u>	
39 attendees	12 questions

2.5 Publicity

Advertising and communications toolkit approach

With limited channels owned and managed by Transport East, a communications toolkit was developed to encourage local authorities and other partners to support us in promoting the consultation by sharing information across their channels. The toolkit included suggested social media posts, e-newsletter content, Q&As, and visual assets, including an animation video and a series of images.

Social media

Transport East's Twitter and LinkedIn pages were used regularly to help promote the virtual event space, public consultation and survey.

Twitter	37 posts	41,224 views	917 engagements
LinkedIn	5 posts	1,137 views	134 engagements

Emails

Email communications were used at the start of the consultation period to encourage participation from a list of around 2,500 identified stakeholders across the region. Further reminder emails were then sent later in the consultation. A project inbox (transporteastconsultation@jacobs.com) was also created so people could contact the project team directly or provide any comments and feedback as an alternative to the survey.

Digital advertising

A mixture of online advertorial, social media and digital advertising were booked with media groups in the region, including Essex Live, Suffolk Live, Norfolk Live, Southend Echo, Thurrock Gazette, Colchester Gazette and the East Anglian Daily Times.

These were programmed in two bursts, one at the launch of the consultation and one in early January to remind people to have their say before the consultation closed.

Print advertising

Printed advertisements were published in various newspapers across the region to reach a different audience and create a broad awareness of the consultation. This included the Essex Chronicle, Brentwood Gazette, Southend Echo, Thurrock Gazette, Colchester Gazette, Norwich Evening News, Eastern Daily Press, East Anglian Daily Times and Ipswich Star.

Again, these were programmed in two bursts to align with the digital advertising campaign.

Press releases

Press releases were issued both at the start of the consultation and towards the end of the consultation period, resulting in media coverage in a variety of different publications across the region.

3. Data analysis and interpretation

This section presents the results from the consultation survey responses. This includes analysis of the main themes and issues raised in the responses, and a summary of who responded.

3.1 Sample

The consultation was open to all interested parties, targeting the Eastern region.

In total, 590 responses were received.

It should be noted that respondents to a consultation are a self-selecting sample made up of those who have chosen to respond, therefore a non-scientific sample. Responses reflect the views of *only* those who responded. This provides an invaluable insight into the concerns, themes and issues surrounding the strategy presented but should not be considered a fully representative sample of the population.

3.2 Analysis of the responses

A total of 514 responses were received to the consultation response form, with a further 76 respondents submitting direct email responses. The analysis in Chapter 4 and 5 reflects only the responses to the online questionnaire, with the direct email responses reported in Chapter 6.

From both the email responses and online questionnaire, there was a wide mix of different stakeholders including: county councils, unitary councils, borough and district councils, town councils, parish councils, political groups, transport operators, transport groups, transport user groups, environment groups, statutory bodies, businesses and business groups. The full list of stakeholders who responded to the consultation can be found in appendix 3.

The online questionnaire comprised a mix of questions, including some closed ‘tick-box’ questions, and open questions allowing for longer, written answers.

To effectively analyse the written responses to the open questions, a code frame was developed comprising wider themes and, within these, individual codes or issues. This allows for all concerns, opinions and suggestions to be captured and understood.

4. Responses to the online consultation survey

The graphs and charts below summarise the responses to the questions in the questionnaire. In total, 514 online consultation survey responses were received. Demographic information about who responded can be found in section 4.4.

To note, some of the percentages within the tables do not add up to 100% due to rounding. Also the percentages for Thurrock responses are from a small number of responses.

4.1 Views on the draft Transport Strategy

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

Respondents were asked to indicate to what extent they supported the vision set out in the Transport Strategy. The results below show that of the 514 online responses received, almost three quarters of respondents indicated they were supportive of the vision set out within the Transport Strategy. Results showed 42% of respondents were in strong support of the vision, with an additional 32% of respondents supportive. A further 14% of respondents were neutral in regard to their support of the vision, while 6% opposed the vision, 4% strongly opposed the vision and the remaining 1% had no opinion.

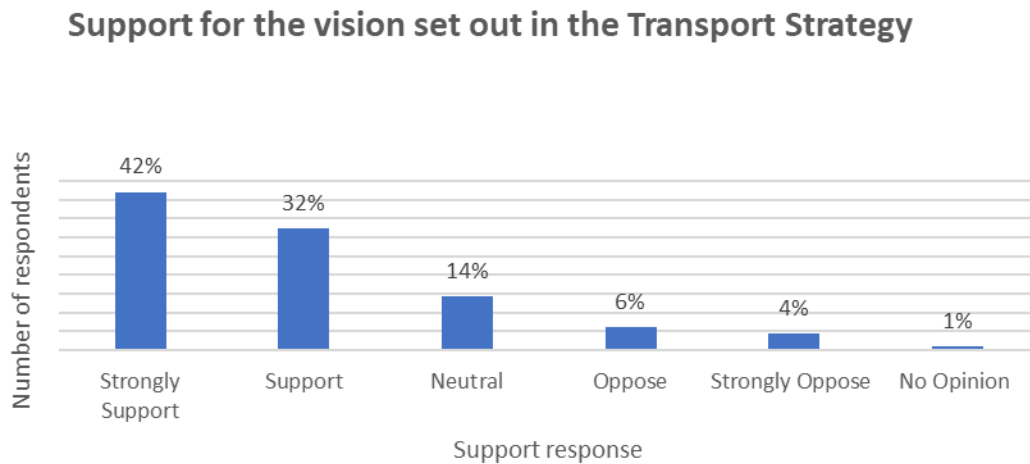


Figure 7 - Chart showing the support for the vision

Of the respondents who provided responses with postcodes linked to Essex, 75% of respondents noted their support of the vision set out within the Transport Strategy. 65% of respondents with postcodes associated with Norfolk also indicated their support for the vision. Analysis also indicated that 79% of respondents from Suffolk associated postcodes indicated some level of support for the vision outlined within the strategy. Out of the 514 responses received 68% of respondents from Southend-On-Sea associated postcodes noted their support for the vision set out in the Transport Strategy, whilst 75% of respondents from the Thurrock area noted their support. Those outside the region also indicated their support for the vision, with 56 respondents from the Cambridge area, noting their support.

On the contrary, 20% of respondents from Norfolk related postcodes indicated their opposition to the vision set out within the Transport Strategy, while 11% of respondents who provide postcodes linked the Essex part of the region noted their opposition. Going further afield, 9% respondents from Suffolk associated postcodes indicated their opposition, as well as 9% of respondents from Southend-On-Sea.

Table 4-1 - Geographical support of the vision

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	No Opinion
Southend on sea	21	17	13	4	1	0
	38%	30%	23%	7%	2%	0%
Norfolk	33	36	13	10	10	2
	32%	35%	13%	10%	10%	2%
Essex	68	51	23	10	8	0
	43%	32%	14%	6%	5%	0%
Suffolk	38	35	11	6	2	0
	41%	38%	12%	7%	2%	0%
Thurrock	2	1	1	0	0	0
	50%	25%	25%	0%	0%	0%
Cambridgeshire	36	20	7	1	1	0
	55%	31%	11%	2%	2%	0%
Other areas	12	4	3	1	0	0
	60%	20%	15%	5%	0%	0%

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

The following question asked respondents to what extent they agreed with a statement that the Transport Strategy identifies the right overall approach to develop transport across the region. The results show the majority of respondents were in support of the statement and believed the Transport Strategy identified the right overall approach to transport development across the region. Of the 514 responses received, 55% of respondents either supported or strongly supported the approach, 25% were neutral, 19% either opposed or strongly opposed the transport strategies approach and 1% had no opinion.

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

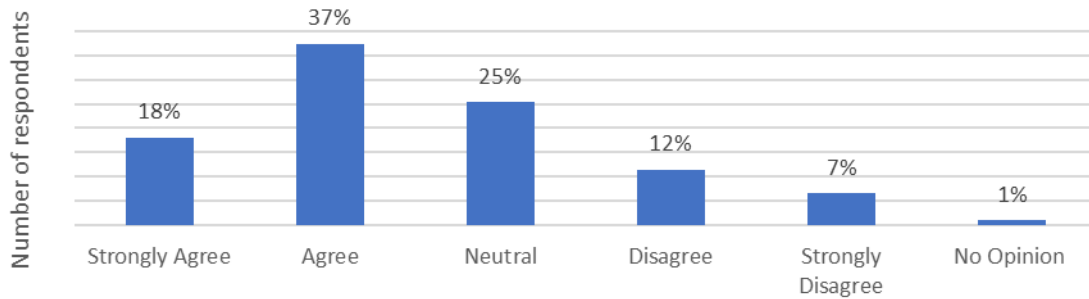


Figure 8 - Chart showing the agreement to the statement

Further analysis indicated 55% of respondents who provided postcodes linked to the Essex part of the region either strongly support or supported the statement. 54% of respondents from the Suffolk area indicated their agreement and 54% of respondents from postcodes associated with Norfolk. Furthermore, 51% respondents from the Southend-On-Sea area indicated their support. 50% of respondents who provided postcodes linked to the Thurrock area also noted their agreement that the Transport Strategy identifies the right overall approach to the development of transport across the region.

On the other hand, 27% of respondents from postcodes linked with Norfolk indicated their opposition with the statement in question. 16% of respondents from the Essex area, 16% of respondents from Suffolk, 20% respondents from Southend-On-Sea and 50% of respondents from Thurrock also indicated their opposition.

Table 4-2 - Geographical support of the statement

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	No Opinion
Southend- On-Sea	8	21	17	10	1	0
	14%	37%	30%	18%	2%	0%
Norfolk	12	44	19	14	15	0
	12%	42%	18%	13%	14%	0%
Essex	27	62	43	20	7	4
	17%	38%	26%	12%	4%	2%
Suffolk	15	35	28	8	6	0
	16%	38%	30%	9%	7%	0%
Thurrock	2	0	0	1	1	0
	50%	0%	0%	25%	25%	0%
Cambridgeshire	22	17	18	4	3	1
	34%	26%	28%	6%	5%	2%
Other areas	3	10	3	3	1	0
	15%	50%	15%	15%	5%	0%

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

The four strategic priorities were presented to respondents, giving them the opportunity to indicate their level of support for each one individually. Results from the online consultation responses are displayed below.

a. Decarbonisation to net zero

Over three quarters of respondents indicated their support for the strategic priority in relation to decarbonisation to net zero. Results indicated that 52% of respondents indicated strong support for this priority and a further 27% noted their support. Of the remaining respondents, 12% were neutral, 5% opposed this priority, 4% strongly opposed the priority and the remaining 1% had no opinion.

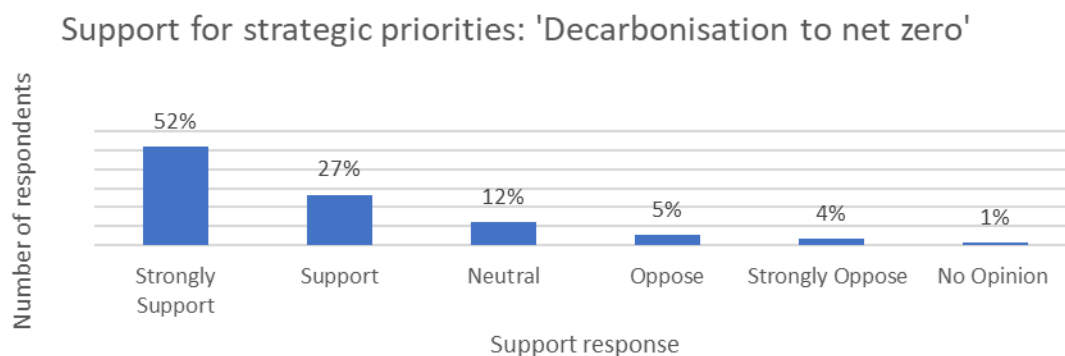


Figure 9 - Chart showing the support for Decarbonisation to net zero

Further analysis was conducted to determine respondent support from the five areas that make up the Transport East region. The data collated indicated that 76% of respondents from the Essex area either strongly supported or supported the strategic priorities associated with decarbonisation to net zero. 81% of respondents were from postcodes associated with the Norfolk part of the region. A further 77% of respondents who chose to provide a response to the question from a Suffolk related postcode indicated their support of this strategic priority. Out of the 56 respondents who chose to provide a response from postcodes linked to Southend-On-Sea, 75% of respondents indicated their support for this priority. 100% of respondents who provided postcodes linked with the Thurrock area identified as supporting this priority. Results also suggested 82% of respondents who chose to provide a response to this question from a postcode linked to Cambridgeshire supported this priority.

Even though there was a good level of support for this strategic priority, further analysis indicated that 10% of respondents from an Essex related postcode area opposed this priority. Of the 92 respondents who chose to answer this question from a Suffolk related postcode, 10% opposed this priority. Out of the 104 respondents who provided a response from a Norfolk related postcode, 8% indicated their opposition to this priority. Analysis further suggested that of the 56 respondents from Southend-On-Sea associated postcodes, 12% of respondents opposed the priority of decarbonisation to net zero.

Table 4-3 - Geographical support for decarbonisation to net zero

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	No Opinion
Southend- On-Sea	27	15	7	3	4	0
	48%	27%	13%	5%	7%	0%
Norfolk	56	28	11	5	3	1
	54%	27%	11%	5%	3%	1%
Essex	80	44	18	10	7	4
	49%	27%	11%	6%	4%	2%
Suffolk	47	24	11	6	3	1
	51%	26%	12%	7%	3%	1%
Thurrock	4	0	0	0	0	0
	100%	0%	0%	0%	0%	0%
Cambridgeshire	33	20	11	1	0	0
	51%	31%	17%	2%	0%	0%
Other areas	13	5	1	0	1	0
	65%	25%	5%	0%	5%	0%

b. Connecting growing towns and cities

Over 45% of respondents highlighted their strong support for the strategic priority related to connecting growing towns and cities. A further 34% indicated their support, while 14% of respondents were neutral in their support. On the other hand, 6% of respondents either opposed or strongly opposed this priority, while 1% had no opinion.

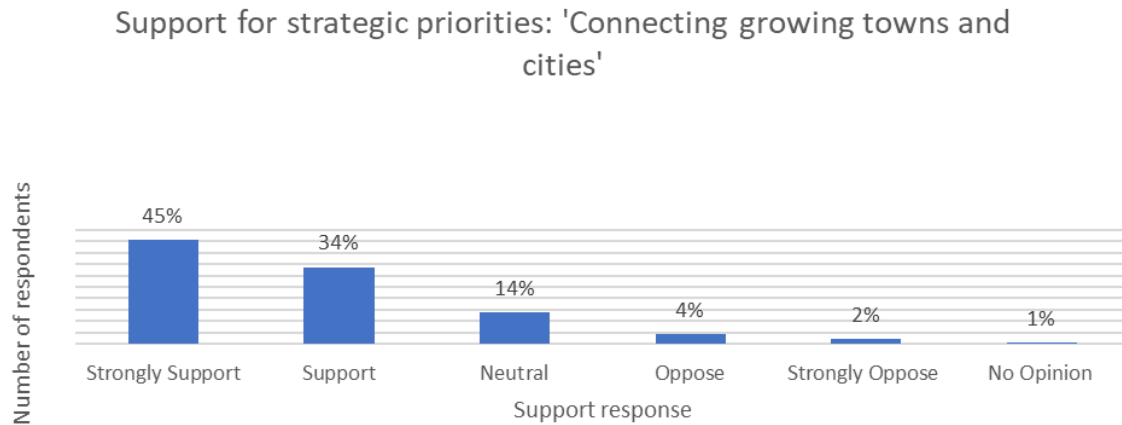


Figure 10 - Chart showing the support for connecting growing towns and cities

Whilst initial analysis indicated 79% of respondents highlighted their support for the priority linked to connecting growing towns and cities, further analysis indicated 124 respondents came from postcodes within Essex, of those 124 respondents 77% specified their support for this particular priority. An additional, 104 respondents who provided a response were from Norfolk related postcodes, 74% of these respondents indicated their support for this priority. Of the 92 responses from Suffolk related postcodes, 82% of respondents emphasised their support for the priority. A total of 56 respondents provided a response from postcodes linked to Southend-One-Sea, 84% of these respondents supported the priority for connecting growing towns and cities. Of all the responses received from postcodes associated with Thurrock, 75% of respondents noted their support of the priority. Although outside the Transport East region 65 respondents were from postcodes linked with the Cambridgeshire area; of these 65 respondents, 81% supported the priority presented.

While there was strong support for this priority, respondents also noted their opposition. Out of all the responses received from postcodes linked to Norfolk, 15% were in opposition to the priority in question. 7% of respondents from Essex related postcodes opposed the priority. Furthermore, 3% of responses received from postcodes linked with the Suffolk area were identified to oppose this priority.

Table 4-4 - Geographical support for connecting growing towns and cities

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	No Opinion
Southend- On-Sea	26	21	8	1	0	0
	46%	38%	14%	2%	0%	0%
Norfolk	37	39	13	9	6	0
	36%	38%	13%	9%	6%	0%
Essex	71	53	26	6	5	2
	44%	33%	16%	4%	3%	1%
Suffolk	42	33	13	2	1	1
	46%	36%	14%	2%	1%	1%
Thurrock	2	1	1	0	0	0
	50%	25%	25%	0%	0%	0%
Cambridgeshire	38	15	9	3	0	0
	58%	23%	14%	5%	0%	0%
Other areas	12	7	1	0	0	0
	60%	35%	5%	0%	0%	0%

c. *Energising coastal and rural communities*

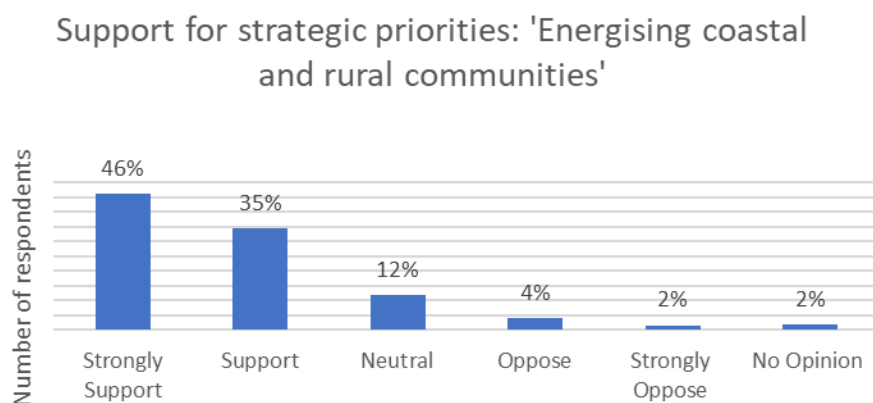


Figure 11 - Chart showing the support for energising coastal and rural communities

The results above show that of the 514 responses received, 81% of respondents either strongly supported or supported the strategic priority in relation to energising coastal and rural communities, 6% of respondents either opposed or strongly opposed this strategic priority, 12% were neutral and the remaining 2% had no opinion.

Further analysis was conducted to determine respondent support from the 5 areas that make up the Transport East region. The data collated indicated that 163 respondents from postcodes linked with Essex

provided a response to this question, of these 163 respondents 78% of respondents either strongly supported or supported the strategic priority associated with energising coastal and rural communities. 79% of respondents with postcodes linked to Norfolk were in support of the priority. Additionally, 74% of respondents from postcodes linked to Suffolk also noted their support for the priority. 86% of respondents from the Southend-On-Sea area supported this priority. 100% of all the responses to this question from postcodes linked to Thurrock supported the priority. Results also suggested 65 of responses to this question came from outside the region within Cambridgeshire. Out of these 65 responses, 88% supported this priority.

Even though there was a good level of support for this strategic priority, further analysis indicated that 9% of respondents who provided responses from Suffolk postcodes opposed the priority. Furthermore, 8% of responses from postcodes linked to Norfolk opposed the priority. Finally, 7% of respondents from Essex postcodes opposed the priority. Alternatively, of the responses associated with postcodes from the Cambridgeshire area, 2% opposed the priority, whilst 5% of respondents from postcodes outside the Transport East geographic boundary opposed the priority related to energising coastal and rural communities.

Table 4-5 - Geographical support for energising coastal and rural communities

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	No Opinion
Southend- On-Sea	27	21	7	0	0	1
	48%	38%	13%	0%	0%	2%
Norfolk	42	41	13	3	5	0
	40%	39%	13%	3%	5%	0%
Essex	72	55	20	10	1	5
	44%	34%	12%	6%	1%	3%
Suffolk	39	29	14	6	2	2
	42%	32%	15%	7%	2%	2%
Thurrock	3	1	0	0	0	0
	75%	25%	0%	0%	0%	0%
Cambridgeshire	39	18	6	1	0	1
	60%	28%	9%	2%	0%	2%
Other areas	10	7	2	1	0	0
	50%	35%	10%	5%	0%	0%

d. Unlocking international gateways (ports and airports)

Of the 514 responses received, 62% of respondents either strongly supported or supported the strategic priority in relation to unlocking international gateways, 12% of respondents either opposed or strongly opposed this strategic priority, 24% were neutral and the remaining 2% had no opinion.

Support for strategic priorities: 'Unlocking international gateways (ports and airports)'

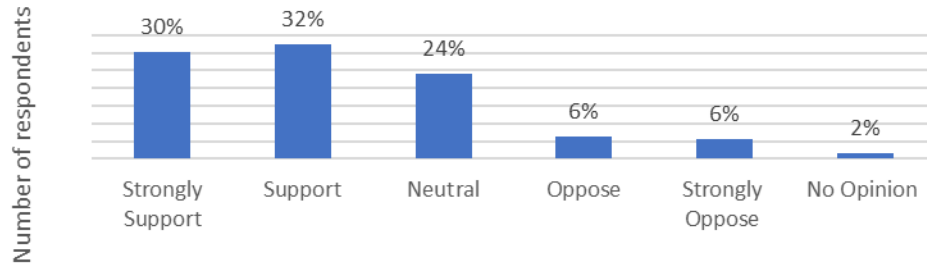


Figure 12 - Chart showing the support for unlocking international gateways (ports and airports)

Unlocking international gateways through ports and airports is a key for the Transport Strategy. Out of the 62% of respondents who supported this priority, 163 respondents originated from the Essex area, of these 163 respondents, 65% of respondents from postcodes linked to the Essex part of the region supported the presented priority. Going further, of the 104 responses received from postcodes associated with Norfolk, 57% noted their support for the priority. Of the 92 responses from Suffolk related postcodes, 58% supported this priority. Of the responses received to this question from postcodes linked to Southend-On-Sea, 64% of respondents supported this priority. 63% of responses from postcodes linked to the Cambridgeshire area noted their support. 75% of respondents from postcodes linked to the Thurrock area also supported this priority. Responses were also received from further afield, with 70% of responses obtained from postcodes outside of the region supporting the priority.

While over half of respondents supported this priority, 12% of the total respondents were opposed. Of these, 11% of respondents were from postcodes linked with Essex. 15% of the total respondents from Norfolk expressed their opposition to the priority. Additionally, 14% of the total responses received from postcodes linked to Suffolk opposed the priority. A further, 6% of responses from postcodes linked to the Southend-On-Sea area expressed their opposition to the priority. Whilst 25% of respondents who provided a response from Thurrock related postcodes noted their opposition. Although outside the Transport East region, of the 65 responses received to the question from the Cambridgeshire area, 9% of those who responded opposed the priority presented.

Table 4-6 - Geographical support for unlocking international gateways (ports and airports)

	Strongly Support	Support	Neutral	Oppose	Strongly Oppose	No Opinion
Southend- On-Sea	17	19	15	2	1	2
	30%	34%	27%	4%	2%	4%
Norfolk	26	33	30	4	11	0
	25%	32%	29%	4%	11%	0%
Essex	47	59	35	9	8	5
	29%	36%	21%	6%	5%	3%
Suffolk	28	26	25	8	5	0
	30%	28%	27%	9%	5%	0%
Thurrock	3	0	0	0	1	0
	75%	0%	0%	0%	25%	0%
Cambridgeshire	22	19	17	4	2	1
	34%	29%	26%	6%	3%	2%
Other areas	9	5	1	3	1	1
	45%	25%	5%	15%	5%	5%

Overall, the results indicated respondents were most in support of the priority related to energising coastal and rural communities, with 81% of respondents showcasing their support for this priority. 79% of total respondents indicated their support for connecting growing towns and cities and 78% of respondents indicating support for decarbonisation to net zero. The priority related to unlocking international gateways (ports and airports) was the least supported among total respondents, with 63% of total respondents showcasing support for the priority.

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

Respondents were asked to rank the goals outlined to support each strategic priority in level of importance. The results have been segmented according to each strategic priority.

Decarbonisation to net zero

For this question 485 responses were received. More respondents ranked ‘Shift modes’ as their first-choice goal (37%, 178 respondents) ‘Reduce demand for carbon intensive trips’ as the second choice for most respondents (30%, 147 respondents), ‘Zero carbon growth’ as most respondents third choice (28%, 135 respondents), and ‘Switch fuels’ was rated by most respondents as their last choice (44%, 213 respondents).

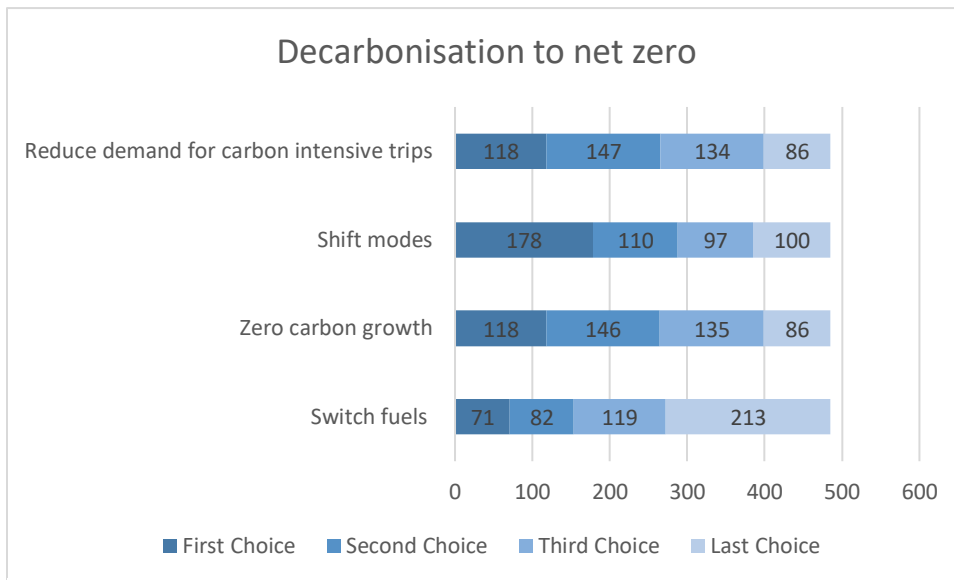


Figure 13 - Chart showing the ranking of goals for decarbonising to net zero

Connecting growing towns and cities

For this question 473 responses were received. Most respondents rated ‘Enhanced sustainable transport’ as their first-choice priority (41%, 193 respondents), ‘Fully integrated transport’ was rated by most as their second choice (49%, 230 respondents), and ‘Faster and more reliable transport connections’ was rated by most as their last choice (48%, 226 respondents).

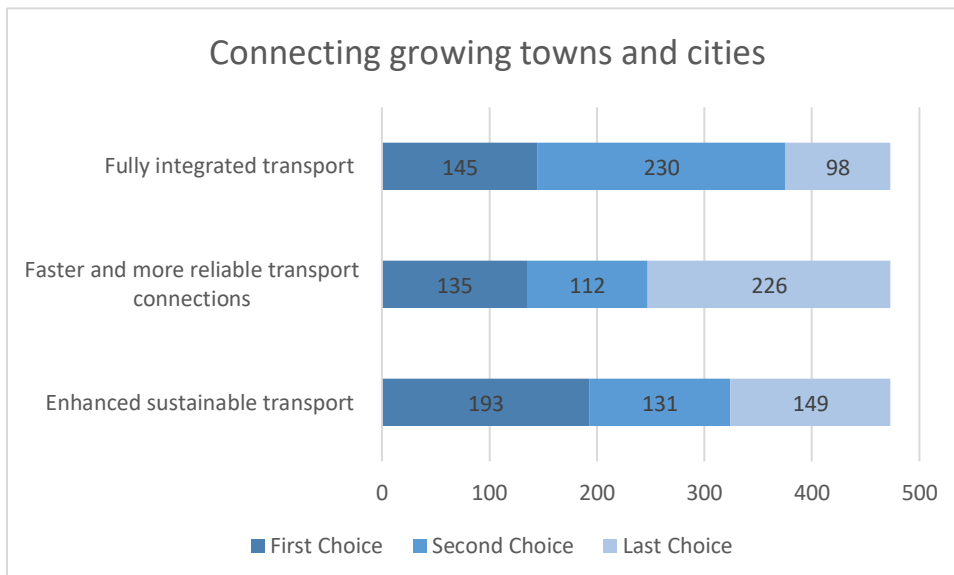


Figure 14 - Chart showing the ranking of goals for connecting growing towns and cities

Energising coastal and rural communities

For this question 323 responses were received. The ranking of the two choices offered was fairly evenly split. The majority of respondents rated ‘Increase access to education, training, service and employment for rural communities’ as their first-choice goal (51%, 166 respondents), with the majority rating ‘Improved connectivity along our coastlines’ as their second choice (51%, 166 respondents).

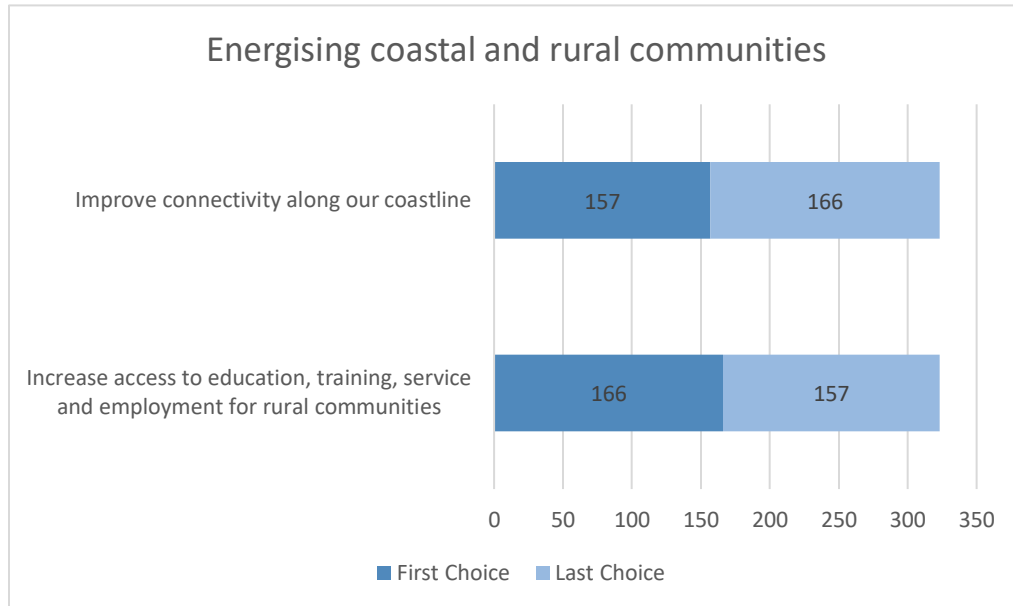


Figure 15 - Chart showing the ranking of goals for energising coastal and rural communities

Unlocking international gateways (ports)

For this question 461 responses were received. ‘Shift modes’ was the most supported goal with 53%, 243 respondents ranking this option as their first-choice goal, and 16%, 75 respondents ranking the goal as their last choice. On the other hand, ‘Alternative fuels’ was the least supported goal overall, receiving the least number of votes for first choice and the highest number of votes for last choice (50%, 230 respondents).

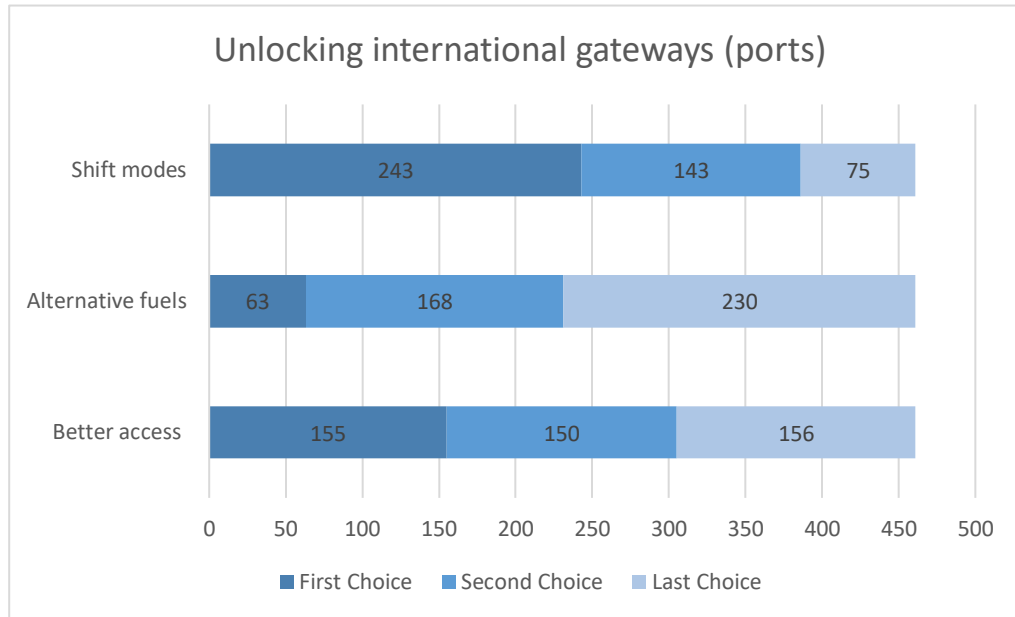


Figure 16 - Chart showing the ranking of goals for unlocking international gateways (ports)

Unlocking international gateways (airports)

For this question, 459 responses were received. The priority ‘Net zero aviation emissions’ gained the most votes for first choice out of the three options (36%, 165 respondents) and ‘Shift modes’ received the most for second choice. However, ‘Net zero aviation emissions’ also received the greatest votes for last choice (41%, 187 respondents). ‘Enhanced connectivity to airports’ did not receive the greatest votes for any of the choice ratings out of the three goals, although most rated it as last choice (38%, 174 respondents) in comparison to second (33%, 150 respondents) and third choices (29%, 135 respondents).

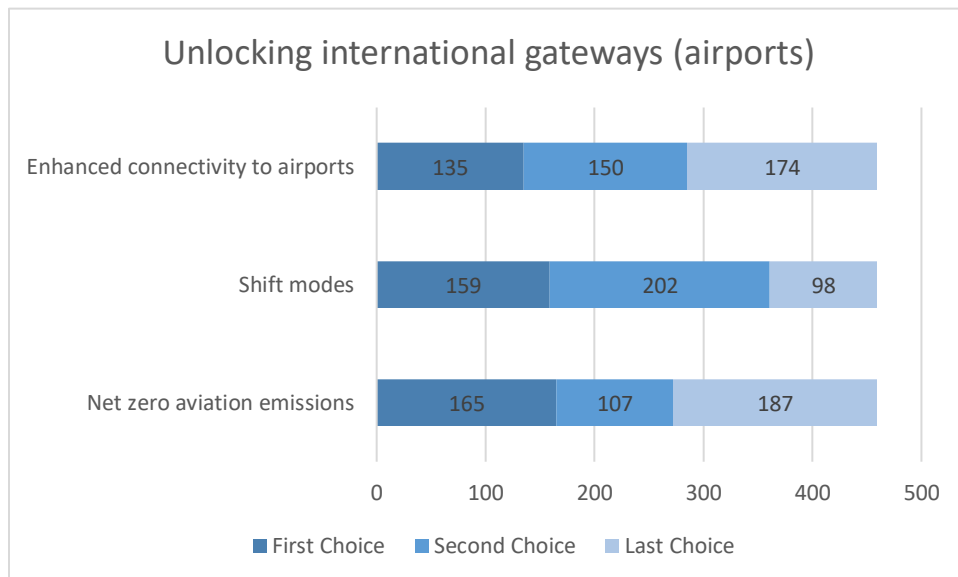


Figure 17 - Chart showing the ranking of goals for unlocking international gateways (airports)

Question: Do you have any comments about the Transport Strategy?

Respondents were offered the opportunity to provide further commentary in relation to the Transport Strategy proposals presented.

Of the 514 online responses received to the consultation, 330 responses provided additional comments which were coded and analysed. The comments received were categorised according to the below themes. These were then separated into sub-themes to provide more detailed understanding of the comments made.

Table 4-7 Transport Strategy related themes

Theme	Number of mentions
Public Transport	147
Transport Strategy Specific	125
Concerns/critiques	121
Suggested improvements	103
Considerations	57
Active Travel	48
Carbon/net zero	35
Benefits	27
Further developments	23
Environment	21
Freight	17
Consultation specific	16
Other	8

A table showing a full breakdown of results can be found in Appendix 5.

Public Transport

The most prevalent theme mentioned by 147 respondents was in relation to public transport within the region. 80 respondents provided comments in relation to **suggested public transport improvements**. Some of these suggested improvements included **increased public transport frequency/reliability, integrated public transport services, improved timetabling to enable weekend and evening use, improved public transport capacity; as well as improving public transport connectivity between rural locations/ villages and the major towns and cities within the region**. Typical responses received included:

“More emphasis on integration and better connection for public transport ” TS0222

“Yes, look at rural bus services, they desperately need improving. Also, reinstate the Kings Lynn to Norwich train line ”

TS0230

“We need to be enhancing the rail network and improving bus services to create a fully integrated public transport network ”

TS0065

“If decarbonisation is truly the goal, then more focus on providing reliable effective public transport to rural areas ”

TS0120

“Put in bus services that run when people need them not when the operators decide they will provide them, using electric buses and linking in with rail ”

TS0127

“Rural villages need regular bus services to access Market Towns and to connect with busses and trains to cities within their County ”

TS0238

“Increase frequency / accessibility / reliability of public transport [especially buses] ” TS0050

Respondents also highlighted some of their **current public transport challenges**. This issue was mentioned by 34 respondents, with typical comments including:

“Public transport is hopelessly inefficient and uneconomic for 1/3 of people who live in villages or even worse in remote areas ”

TS0012

“The lack of affordable frequent public transport provision is a major barrier to low carbon travel & causes transport poverty ”

TS0124

“Public transport outside of our larger towns can be restricted, especially after a certain time in the evening ”

TS0293

“From Thurrock we cannot go anywhere without going into London on a train ” TS0324

“Providing improved public transport connections for local people to access inland facilities such as the airport, train links etc. is vital. North Norfolk has very good coastal links but poor links from coastal communities inland ”

TS0236

“Public Transport is too inaccessible - trains are very expensive, more so than cars, preventing use of public transport. Trains are also too infrequent to many towns ”

TS0210

There was a desire amongst respondents for **cheaper/affordable public transport** provision. Some respondents went further to suggest that improving public transport affordability will support the mode shift aspirations of the region. 17 comments were received in association with this request. Comments received included:

“Bus must be cheap and reliable connecting communities regularly ”

TS0282

“Cheap, efficient, frequent public transport to get people out of cars ”

TS0122

“Public transport needs to be much cheaper so that it can compete with the convenience of private transport. If it only cost £1 to travel from say Wickham Market to Ipswich, then this would encourage many to leave the car at home ”

TS0325

Online responses highlighted the need for **investment/funding to be directed towards public transport improvements**. Of the 7 responses associated with this aspiration, typical responses received included:

“Instead of flogging the most polluting form of transport of all we should invest in cheaper trains, train and ferry connections, connections to continental trains such as Eurostar ”

TS0139

“Investment in walking and cycling and public transport should be prioritised ”

TS0330

“I support investment in public transport ”

TS0277

5 respondents also suggested the **reopening of railway lines** as an additional suggested improvement. Typical comments included:

“Focus on rail rather than road. There are many disused lines that could be reopened rather than carving up established countryside ”

TS0145

“Reopen train lines I.e., Kings Lynn to Norwich and King's Lynn to Hunstanton ”

TS0246

“Reopen closed railway lines especially west to east ”

TS0036

Other comments in relation to public transport included:

- Alternative public transport options
- Encourage public transport use
- East-West rail improvements

- Delivery of public transport
- Prioritisation of public transport
- Public transport (bus/rail) to cover more rural/coastal communities/villages
- Poor transport infrastructure
- Public transport access key services/ employment
- Reference to public transport best practice

Transport Strategy specific

Comments were made in relation the Transport Strategy specifically. Of the 330 responses received, 125 mentioned the Transport Strategy in some capacity. The strategy received **critique** from 34 respondents, typical responses included:

“I feel it is far too general and not coming up with specific ways of improving public transport use/cycling/walking ”

TS0108

“The scope of the strategy comes across as very high level and too much of a vision maker. Does not appear to address recognise fundamental issues such as the long-term traffic congestion which has been plaguing Ipswich ”

TS0217

“The strategy is totally flawed, as well as lacking any innovation. It ignores many options that should her been included - busways not railways for instance ”

TS0284

“The Transport Strategy seems to be flawed. It doesn't mention Haverhill at all, despite it being the fourth largest town in Suffolk, fast approaching 30k population projected to 40k+ in the next ten years ”

TS0015

29 comments were also made **supporting the strategy**. Some of the responses received included:

“A commendable effort , let's hope at least some action results! ”

TS0063

“We are strongly supportive of the objectives that the Strategy sets out to achieve ”

TS0293

“We support all form of transport decarbonisation and can enable the transition set out in the strategy by investing in energy infrastructure to move from fossil fuel to electricity and hydrogen ”

TS0296

“We support the Transport Strategy, in particular the focus on energising rural and coastal communities, and improving access to ports ”

TS0327

“We welcome the publication of the Strategy and are appreciative of the opportunity to comment ”

TS0172

12 comments mentioned the need for further clarity on **funding/investment** for the proposed improvements in the region. Comments received included:

“Issues around funding are skimmed over ” TS0149

“I have my doubts that the finance will be available to achieve these goals ” TS0237

“The need to identify potential strategic funding to achieve the objectives of the strategy along with public consultation for each major scheme ” TS0080

“I would wholeheartedly support the intentions of this strategy but please see the next page about the lack of clarity about the sources of funding (and how much it will all cost) ” TS0129

8 comments mentioned the **timescales of delivery**. Some of the responses received included:

“I think it is a very expensive and was probably resource intense and time-consuming process with no action plan or datelines ” TS0206

“I don’t see the required urgency in your plan ” TS0312

“Efforts to move people from using private cars to public transport are laudable but will take time and in any event these roads are vital for commercial traffic and will be long into the future” TS0276

Concerns/critique

Responses relating to concerns/critiques of the proposed Transport Strategy was mentioned by 121 respondents.

Further critique was provided in relation to the strategy, with 36 respondents mentioning the strategy being **road related critique/concern**. Responses received included:

“It is still very road heavy ” TS0041

“We have gone from an excellent transport infrastructure in the 50's/60's to a very short sighted one that focuses on road transport ” TS00117

“My reason for opposing this strategy is that the focus is still on road building and car dependency ” TS0306

“Roads are identifier as being worst for decarbonisation in the Draft Investment and Delivery Programme, so surely roads should receive the least priority of investment compared to sustainable modes of transport ”

TS0216

Further critique was provided in relation to the strategy, with 20 respondents providing **comments relating to Electric vehicles and the supporting infrastructure**. Comments included:

“Suitable EV charging infrastructure is unachievable, particularly at home ”

TS0136

“Currently, those living in rural areas without the option of installing their own EV charging point have to drive to their nearest town (sometimes 30+ minutes ’ drive away) to access an EV charging point, which can then take 2+ hours to charge a car, based on the average charging time of most affordable EV cars available currently. This is a major barrier to switching to EV cars for many ”

TS0034

“Electric cars are good, but that "good" has a huge caveat. E-cars reduce local pollution, but they do little else for public health (diabetes, obesity, heart disease) and still gum up the roads and the economy, often with one person at the wheel. They do nothing to reduce road violence and intimidation. In terms of CO2 emissions, they only move ahead of petrol/diesel cars after 50,000 miles (source: Volvo). These limitations need to be borne in mind as the consultation progresses ”

TS0095

“At present time there is not enough infrastructure to support the number of electric vehicles required ”

TS0241

Respondents provided critique in relation the proposed **growth** aspirations for the region. Some of the 12 comments which mentioned this topic included:

“I am concerned about words such as fast and growing. These do not always help ”

TS0146

“Growth means more consumption which is incompatible with sustainability ”

TS0178

“Zero carbon growth or sustainable growth. These descriptions betray the reality that growth is fundamentally unsustainable and locks in carbon production for evermore ”

TS0266

“The proposed vision, “A thriving economy for the East, with fast, safe, reliable, and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come ”, is too focused on growth and the economy, instead of transport, and does not reflect the desired outcomes ”

TS0261

Additional critique/concerns related to the Transport Strategy proposals included:

- Challenges of rural/coastal communities
- Overpopulating rural towns

- Healthcare related impact
- Difficulty travelling with mobility issues
- Town centre related critique/concern
- Does not address current/major issues
- Current transport challenges
- Delivery of plans in region
- Airport/aviation development/ expansion
- Does not understand needs of ageing population
- Parking related costs
- Broadband critique
- Impact of motor vehicles
- HGV related concerns/ critiques

Suggested improvements

Respondents presented additional suggested improvements to be considered within the proposals, with 103 respondents mentioning some form of improvement within their response. 37 respondents provided suggestions in relation to **Road improvements**. Comments received included:

“Upgrade A14 to Felixstowe Docks. Alternative northern corridor stopping trucks having to go around Ipswich when Orwell Bridge is shut either by high winds or police. Improve A12 from Ipswich to Lowestoft, the road at present is awful. Improve A140 Ipswich to Norwich another awful road ”

TS0247

“Road improvement is key. The strategic roads (A120, A140, A12, A14) need dualling throughout the region and elimination of the issues at junctions such as Copdock and Braintree which cause great pollution when they are congested ”

TS0053

“The A13 Sadlers Farm/ A130 to Canvey needs improvement to relieve congestion in the area ”

TS0104

“Prioritise the A120 link Braintree to A12 Kelvedon ”

TS0182

“The A14 and A12 are key strategic routes in Suffolk which must be improved to help relieve pressure on minor roads ”

TS0276

“Also, money does need to be spent on resurfacing the dangerously potholed stretch of the A11 near Wymondham ”

TS0306

Although the lack of electric vehicle infrastructure was raised as a concern and mentioned by 20 respondents, 11 respondents highlighted some **electric vehicle related improvements** they would like to see implemented. Suggested improvements included:

“Add car charging points to lamp poles this will allow more residents to switch to electric vehicles ”

TS0107

“The infrastructure to allow for the use of Electric vehicles in the area will need to be very quickly improved as there are very few EV charging stations available at present and servicing them if there are problems takes far too long ”

TS0256

“However, for a rural and coastal community with a population dispersed between towns and villages, it is important to recognise the role of a car in offering fast and cost-effective transport, and that private vehicles running on renewable electricity rather than fossil fuels should form an important part of the strategy, with the need for a coordinated approach to charging infrastructure, as set out in A2 of the investment programme. This should include charging stations on major routes such as the A120 and the A133, either new station or existing providers offering charging. ”

TS0327

“Unless convenient and reliable charging points are provided nationally electric cars will remain an aspiration. ”

TS0082

Online responses received emphasized respondents ambition for **air travel within the region to be reduced/discouraged**. Some of the 9 responses received in relation to this topic included:

“Don't agree with airports we need to stop flying we are in a climate and ecological emergency and need to drastically change the way we live ”

TS0102

“Flying needs to be discouraged as a transport mode, especially domestic flying ”

TS0262

“Air travel is not sustainable, so should not be encouraged (by building more links to airports) ”

TS0161

Other suggested improvements included:

- Tram lines
- EV buses
- Park and ride
- Road access charging
- Car clubs/ car sharing
- Rapid Transit Systems
- Parking related improvements
- Strong broadband/ telephone connections
- Mode shifts related improvements
- HGV related improvements
- Energy infrastructure
- Digital connectivity
- Traffic management restrictions
- Transport integration
- Policy related improvements

Considerations

Whilst respondents identified a number of suggested improvements in relation to the Transport Strategy proposals presented; 57 respondents mentioned some **further considerations** to take into account when developing the strategy. Of those 57 considerations mentioned, 9 were in relation to making jobs and services more accessible and attractive. Comments received included:

“Needs to be more radical and discourage travel by making it attractive to live and work locally”

TS0041

“Employment, education and other services have to be provided locally ”

TS0153

“Transport links are important, but ultimately we need to reduce ALL travel by making jobs and services more accessible locally or online ”

TS0001

“Would love a reliable bus service to access local market towns and a way to access service to Norwich for my children for school and apprenticeship ”

TS0234

Further consideration was requested towards the **incentivisation and prioritisation of sustainable transport and/or travel**. 7 comments mentioned this suggestion, with typical comments received including:

“As a driver, user of public transport and cyclist, the 'priorities' presented here do not do enough to encourage sustainable methods - i.e., no mention of improving cyclist safety, particularly for those who need to use the rural road network. This (and other sustainable methods) should be the absolute priority over motor vehicles, even if zero/low carbon ”

TS0191

“This is all positive, however, it depends on people recognising the absurd level of short distance journeys by road. In conjunction with incentivising those who walk, or cycle or use sustainable public transport - There ultimately needs to be far more joined up thinking. At the moment I do not see that being prioritised. ”

TS0299

“More rewards for people that switch to low carbon. More tax on transports that use carbon. ”

TS0201

Other respondents emphasised the work to be done to reduce **car ownership/travel**. Some of the 6 comments received included:

“If decarbonisation is truly the goal, then more focus on providing reliable effective public transport to rural areas, thereby reducing reliance on cars/Motorcycles is needed ”

TS0120

“Not enough emphasis on giving up cars. ”

TS0688

“We should look at whether the 20th century model of car ownership (rather than sharing or hiring) should continue not having a car on hand will discourage short car trips, while

sharing/hiring will enable car journeys for business and pleasure when needed ”

TS0099

Active Travel

This theme was mentioned within 48 responses. 11 of the 48 responses received focused on **pedestrian and cyclists safety**. Comments received included:

“There needs to be a cyclist with input as so-called cycle lanes are either dangerous or not practical. ”

TS0174

“We are currently failing young people, who are disproportionately affected (particularly under 17s) by the inability to move freely and cheaply (or literally for free where they can't even safely walk or cycle from their home to important destinations for them - which are likely quite different from important destinations for older people ”

TS0031

“It ’ s does recognise that rural roads are in a very poor state of repair and are often very narrow and dangerous for cyclists/ pedestrians ”

TS0105

8 comments mentioned the **need to improve active travel infrastructure or noted that active travel infrastructure was currently not maintained**. Typical comments included:

“Improve footpaths / develop more viable cycle paths ”

TS0050

“Basildon has good cycling infrastructure with cycle paths across the town, separate from the roads, but many are in a poor state of repair ”

TS0137

“I agree with plans to improve rails and bus services, but do not agree with road projects which pretend to be for the benefit of cyclists when they clearly have no major cycle infrastructure whatsoever ”

TS0308

“There are appear to be no plans at all for major cycle infrastructure in the area ”

TS0308

7 comments mentioned the consideration of **linking active travel with public transport** to enable multi-modal travel. Comments received included:

“Urgent need to increase each trains capacity 10-fold to full size cycles there is a clear link between cyclists and cycling and trains ”

TS0028

“Better rolling stock and increased frequency would be welcome, with greater provision of cycle connections to our railway stations to increase connectivity to surrounding villages. ”

TS0172

“Rail & E-bike (last-mile E-cargo bike) should be prioritised through infrastructure and immediate action to disincentivise private car usage ”

TS0322

“It would be better to concentrate on connectivity to the East Suffolk Line with cycle ways and greater cycle carrying capacity on the trains ”

TS0325

Carbon/net zero

This theme was mentioned within 35 responses. 6 responses focused on the need to **prioritise reduced carbon emissions and net zero**. Comments received included:

“There needs to be a much clearer focus on and prioritisation of reducing carbon emissions, to which, as you correctly point out, transport is the biggest contributor in the region. ”

TS0303

“Carbon emission reduction must be prioritised ”

TS0097

“The strategy should prioritise all transport developments which work towards net zero carbon”

TS0311

5 comments emphasized concern in relation to **net zero practicality/ deliverability**. Comments received included:

“Not happy with this obsession for net carbon zero. It won't work, not convenient, too expensive, not practical ”

TS0155

“The drive for net-zero is unrealistic until public transport is made more readily accessible when people need it not just when its profitable ”

TS0228

“I noted "oppose" to the "net zero" part of Q9 because my view is that it is overly dominating the agenda making effective solutions to immediate challenges either heinously costly or simply not practicable. ”

TS0204

A further 2 responses highlighted that **targeting carbon/net zero is not enough**. Some comments received included:

“Targeting Carbon Net Zero as the target is probably not enough to sufficiently mitigate the damaging effects of climate change ”

TS0004

Benefits

Desired and observed benefits associated with proposals outlined within the Transport Strategy were mentioned by 27 respondents. **Benefits associated with active travel** was the most mentioned, with 7 respondents providing comments in relation to this. Comments received included:

“Some of the many quiet lanes need to be closed to traffic to preserve them for safe use by walkers, horse riders and cyclists to create new opportunities for Norfolk as a leisure county and to benefit health ”

TS0042

“We need this region to become the cycling and walking capital of Britain, where people come (by train and bus) to enjoy the greenery, the clean air and the sparkling chalk streams ”

TS0209

“Economic benefits of active travel. A government study[1] into the economic benefits of walking & cycling calculated health benefits, alongside other benefits such as savings in travel time, congestion and accidents. It found that the typical benefit-cost ratios are considerably greater than the threshold of 4:1 which is considered by the Department for Transport as ‘very high’ value for money. The study supports the conclusion that small-scale transport schemes can really deliver high value for money ”

TS0261

An additional 6 responses mentioned the **benefits associated with the suggested road improvements**. Typical comments received included:

“The focus should not be on the carbon footprint, it should be on connecting rural areas, improving public transport and improving road access. Such as ensuring the main roads A1,A11, A12, A47 etc are 3 lanes wide in all areas, traffic lights at roundabouts are eliminated (there is no need for lights at a roundabout) restricting HGV's from minor roads to allow free moving traffic and improve the longevity of the road surface.”

TS0253

“Can we not turn some of the single-track country roads in the region to green lanes that are no longer maintained as surfaced roads. This would reduce the traffic on them and make pedestrians who walk these a lot safer ”

TS0265

“Roads are the most efficient way to maximise journey opportunities.”

TS0078

“Build more roads and improve public transport to reduce pressure on roads.”

TS0187

Public transport related benefits were mentioned by 6 respondents. Comments received included:

“There should be something about the easy win in reducing carbon emissions by electrifying the rail network ”

TS0058

“Improvements and enhancements to the rail network, particularly on branch lines, will have massive positive impacts on both passenger and freight services, and will be a huge boost to levelling up and providing access to/from coastal communities ”

TS0010

Further developments

23 responses mentioned further developments in some capacity. 10 of these responses focused on the **impact of the further/new developments**. Comments received included:

“Locally in Southend huge housing proposals being pushed - but on the far side of a major road bottleneck ”

TS0177

“There is little reference in the strategy to the improvement of the health and welfare of existing local residents which may be impacted by future developments ”

TS0313

“The existing roads in the area are already congested and any increases in housing or commercial operations in the area will only exacerbate the problem unless major road repair and betterment works are carried out ”

TS0256

6 responses highlighted the role developers need for **further consideration to be given towards planned developments**. Typical comments received included:

“In Essex, most bus and rail stations are already surrounded by housing, not much land is available nearby for new developments. Shouldn ’ t new housing be the Garden City / Town / Village model with good connections planned in place rather than in villages with a poor bus service being the excuse for building houses with inadequate on plot car parking ”

TS0315

“New housing developments should start with green technology built in (fully insulated houses with solar panels, heat pumps or green district heating) as well as green transport (frequent, reliable electric or hydrogen powered buses), cycle and foot ways, as well as preferably near a railway, building a new station if necessary ”

TS0169

Alternatively, 3 respondents mentioned the **strategy failed to reference proposed developments**. Comments included:

“I think that the strategy should also reference development planning ”

TS0064

Environment

Consideration was given towards the environment within 21 responses. 6 of these responses focused on **air quality and pollution**. Typical responses received include:

“Air pollution will be no better because I doubt people will have incentive to change their habits”

TS0013

“Airports cause pollution as well as CO2 emissions ”

TS0176

“Air quality in towns and villages surrounding major road networks such as A14 should be monitored, and logistics companies should not be allowed to access minor roads to gain fast access to A road networks ”

TS0258

Some respondents emphasised the impact of proposed developments on habitats. 2 comments received stated:

“I am opposed to the proposed Wensum Link Road development near Norwich, which would destroy important habitats and species ”

TS0144

"I strongly oppose the idea of building new roads - like the disastrous Wensum Link. Any strategy that encourages increased traffic and destroys precious habitats is unfit for purpose"

TS0279

2 respondents provided suggestions in relation to **environmental mitigation**. Suggestions included:

"Provide bunding or barriers alongside all main roads / plant trees and bushes to reduce effects of noise and pollution "

TS0050

"A12 Witham must have sound deadening barriers even now on cold mornings tyre noise is horrendous since meadows next to a12 built on , tall trees used to deflect and absorb noise and fumes , we need noise containment as it amplifies across roof tops and cause stress , even when double glazing shut "

TS0193

Freight

Commentary in relation to freight was mentioned by 17 respondents. The majority of responses came from respondents stating their **support for freight to utilise the rail network**. Of the 10 responses which supported this ambition, comments received included:

"We need to be enhancing the rail network and improving bus services to create a fully integrated public transport network as well as shifting freight to rail as much as possible "

TS0065

"There needs to be a real focus on shifting freight from road to rail "

TS0117

"I strongly support the strategies that will deliver a shift from private car and road freight to rail and bus transport "

TS0305

Although, there is a desire for the movement of freight to be shifted from road to rail, 4 respondents still noted the **impact of freight/logistics on the region**. Comments received included:

"Rail - be it freight or passenger - must be the priority. Almost ALL major delays and accidents on our motorways are caused by Lorries "

TS0090

"Road networks are totally overused by logistics companies who have no focus on targets of reducing carbon, only increasing profits "

TS0258

"Decarbonisation to Net Zero is too passenger transport focused and pays insufficient attention to freight and logistics. The latter is far more challenging to decarbonise than the former due to the weight of vehicles and loads"

TS0307

A further 3 respondents mentioned the opportunity for freight to use cleaner fuel/energy. Responses received included:

"Strong action to move freight from diesel power road transport to electrical or hydrogen powered rail must be the target "

TS0082

“Surely the key matter here is enabling HGV and van transport to convert to electrical/hydrogen systems ”

TS0323

“Less consumerism & waste as well as cleaner fuel/ energy for freight transporters ”

TS0068

Consultation specific

Comments relating to the consultation were mentioned by 16 respondents. Of these 16 responses, 6 were from respondents stating their **comments have been provided via email**. As a result of this, these comments have been analysed as part of the written responses section of this consultation report.

Some respondents commented on the **Consultation format** Comments received included:

“Who on earth designed this meaningless nonsense? This questionnaire is impossible to follow, and the results must surely be worthless ”

TS0047

“The on-line survey form has been designed so that it appears that I support goals with which I disagree ”

TS0287

Other

Comments associated with this theme were mentioned within 8 responses. Attitudes associated with **travel related education** was mentioned by 2 respondents. Comments included:

“Educating people is a waste of time as transport decisions are driven by cost and the availability of regular and reliable sustainable transport options ”

TS0005

The impact of Brexit was also referenced, with 2 respondents mentioning this consideration within responses. Responses included:

“A lot of people who voted Brexit voted for increased opportunity for fair work and products that are produced as locally as possible...We want to work hard within our communities, not toil up and down the country or haul stuff in from abroad or fight to find a chink in the overseas market. Especially not now we are on the backfoot and have alienated Europeans ”

TS0214

“The impact of transport plans on quiet spaces and clear skies not overtly been considered. Neither has the role of Brexit as an impediment to quality of life etc. ”

TS0302

4.2 Views on Investment and Delivery Programme

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

Respondents were asked to indicate to what extent they agreed the Investment and Delivery Programme (IDP) set the right approach for delivering the Transport Strategy. The results show that of the 514 online responses received, 45% of respondents either agreed or strongly agreed that the Investment and Delivery Programme sets out the right approach for delivering the Transport Strategy. An additional 30% of respondents were neutral, and a further 18% indicated they either disagreed or strongly disagreed. 5% of respondents had no opinion and the remaining 2% chose not to respond to the question.

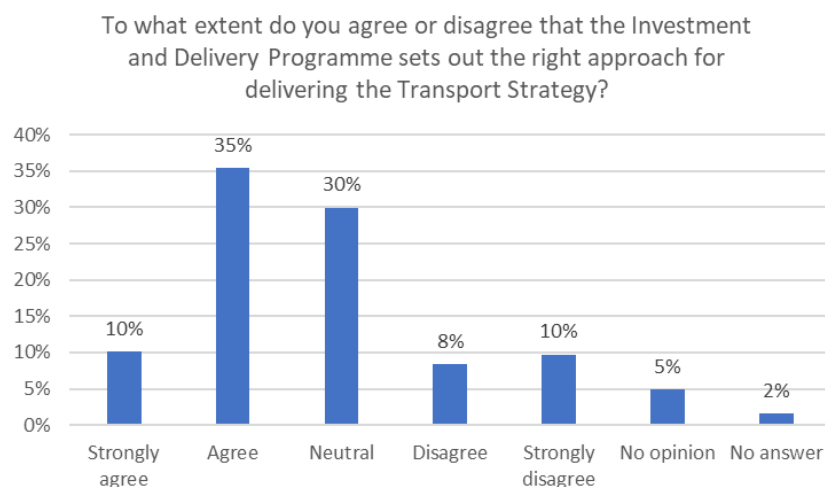


Figure 18 - Chart showing the agreement of the IDP approach

Responses were further analysed to determine the level of agreement for the Investment and Delivery Programme from the five areas that make up the Transport East region. Of the 497 responses to the question, 157 were from postcodes within Essex. Out of the 157 Essex responses received, 45% indicated their agreement for the IDP's approach. Going further, 118 responses were received from postcodes linked with Suffolk, of those 118 responses, 41% agreed the IDP set out the right approach. 64 respondents were from postcodes within the Norfolk area, 49% of those were in agreement with the IDP's approach. 53% of responses from postcodes linked with Southend-On-Sea agreed with the IDP's approach to delivering the Transport Strategy and 75% from Thurrock agreed too. Responses were also received from further afield, with 76 responses from Cambridgeshire, of which 42% of respondents agreed with the approach.

On the other hand, 18% of respondents disagreed with the IDP setting out the right approach. Of those 18 percent, further segmentation of the data indicated 20% of respondents with Southend-On-Sea related postcodes disagreed with the IDP approach. 14% of respondents from postcodes linked to the Norfolk area disagreed with the approach presented. A further 14% of respondents from the Essex area also disagreed along with 22% of responses from postcodes linked to Suffolk. 25% of responses linked to the Thurrock area indicated their disagreement. Although the strategy focused on the Transport East region, responses were also received from a wider geographic area, with 18% of the responses received from the Cambridgeshire area indicating their disagreement.

Table 4-8 - Geographical support of the IDP approach

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No Opinion
Southend- On-Sea	2	27	15	7	4	0

	4%	49%	27%	13%	7%	0%
Norfolk	10	21	22	3	6	2
	16%	33%	34%	5%	9%	3%
Essex	18	53	50	14	15	7
	11%	34%	32%	9%	10%	4%
Suffolk	6	42	34	9	17	10
	5%	36%	29%	8%	14%	8%
Thurrock	0	3	0	0	1	0
	0%	75%	0%	0%	25%	0%
Cambridgeshire	10	22	28	8	5	3
	13%	29%	37%	11%	7%	4%
Other areas	4	9	4	1	2	3
	17%	39%	17%	4%	9%	13%

Question: Please explain your response

This question was included so respondents could expand on their response in relation to the IDP' s approach in delivering the Transport Strategy.

Of the 514 online responses received, 65% of respondents answered, so 335 respondents provided comments.

Table 4-9 – Response explanation themes

Theme	Number of mentions
IDP specific	140
Concerns/critiques	95
Suggested improvements	73
IDP delivery	58
Priorities	34
Benefits	26
Further investment suggestions/considerations	24
Current challenges	26

Net zero/Carbon	20
Consultation specific	19
General comments	11

*The full breakdown of the codes received can be seen in appendix 6

IDP specific

This theme was mentioned by 140 respondents. Among these, 21 respondents expressed a desire for **more information or the need for further detail** within the proposals presented, with typical comments including:

<i>"More granular detail is required"</i>	IDP0064
<i>"The details and sub-measures included are however fairly broad"</i>	IDP0327

14 respondents highlighted that the proposals presented were either **not bold or challenging** enough. Typical comments included:

<i>"Not sure that it goes far enough or really looks at alternative ideas and remains stuck in traditional thinking "</i>	IDP0316
<i>"No consideration of the environmental disaster road building represents. Too conservative in the thinking. "</i>	IDP0295
<i>" There could be a little more ambition with the proposed ideas "</i>	IDP0094

10 respondents indicated they either **supported or agreed** with the proposals set out within the IDP, with typical comments including:

<i>"We need to have a robust plan- so this is why I agree with the IDP"</i>	IDP0197
<i>"Fully support the ideas "</i>	IDP0278
<i>" The Council strongly supports that the Investment and Delivery Programme sets out the right approach for delivering the Transport Strategy "</i>	IDP0305

Some respondents voiced their support for the IDP; however, they noted their **support came with some reservations** or were for **specific proposals** mentioned. Typical comments included:

<i>"The Council agrees but have reservations on how the aims will be delivered "</i>	IDP0250
<i>"Our agreement is qualified, not unconditional / 'strong "</i>	IDP0324

“I fully support the rail projects in the investment and delivery programme ”
IDP0318

“I strongly support Active Travel Packages and proposals to improve public transport links. ”

IDP0310

A further 10 respondents highlighted the **reasonable and/or logical** nature of the proposals presented within the IDP. Typical responses received included:

“Well thought through. Seems to cover all the angles

IDP0248

“ Seems to be logical approach ”

IDP0330

“Logical, long-term strategy ”

IDP0052

6 respondents expressed the view that the **IDP proposals supported the Transport Strategy**. Typical comments received included:

“I believe that the IDP appears to address many factors that will deliver against the strategy ”
IDP0040

“ The investment and delivery programme sets out the right approach for delivering the Transport Strategy ”

IDP0144

7 respondents noted their **disagreement/ lack of support** towards the IDP proposals. As part of these responses, some went on to note that they were **unconvinced** by the proposals presented or felt they were **unrealistic**. Some of the responses received included:

“Lacks reality.”
IDP0284

“Not convinced you have it right, but time will tell”
IDP0049

“Unrealistic and uneconomic”
IDP0215

While a reasonable level of support was given to the proposals by respondents, 5 respondents stated the need for the **IDP to align with other strategies**. Comments received included:

“The effort does need to be region-wide and fully integrated with Government strategies. ” IDP0117

“Your Investment and Delivery programs would be most effective if they were to align with other projects outside your region ”
IDP0262

Concerns/critiques

This theme was mentioned by 95 respondents. 22 of these responses related to respondents suggesting the proposals presented **do not provide desired outcomes, address current challenges, or provide enough improvement**. Typical responses received included:

"It doesn't address the issues at all and fails to recognise the modal change away from crowded public transport and busy places." IDP0106

"Practical issues have not been referred to. There is no mention about preserving archaeological and environmental aspects including the impact on water supply etc. There is not enough integration between areas or cross city/town links." IDP0270

"None of the strategies will work unless we deal with the increase in residential dwelling and so traffic" IDP0309

Of the 95 responses received within this theme, 13 respondents noted their concern on the emphasis placed upon **road improvements and/ or development**. Typical comments received included:

"Too much emphasis on new roads" IDP0263

"Too much concentration on roads" IDP0321

Connecting growing towns and cities was cited as one of the strategic priorities within the Transport Strategy; however, 11 respondents were of the belief that some **parts of the region had been forgotten/ isolated by the strategy/ locations disadvantaged** and even went further to suggest that **specific routes were not mentioned**. Some of the comments received included:

"I'm disappointed to see Sudbury and Bury St Edmunds seem to be being isolated even more by the transport strategies"
IDP0006

"East Anglia is bottom of the pile I'm afraid when it comes to infrastructure investment"
IDP0057

"The needs of the predominantly rural population are, as usual completely ignored"
IDP0130

"The anomaly that Ely Junction is not in the Transport East Area is very worrying"
IDP0294

A further 9 respondents highlighted their concern in relation to the **further growth/ development** aspirations of the region. Comments received included:

"Our area cannot sustain more development." IDP0007

"The emphasis is on economic development and growth of the region"
IDP0218

One of the responses received within this category suggested that by limiting further development, some of the challenges currently experienced within the region will be alleviated.

“By stopping over development of housing, ruining the countryside and wildlife habitat, influx of people will slow, and traffic will ease ”

IDP0125

The feedback received highlighted some of the critique/concerns amongst respondents in relation to **public transport**. Seven responses in relation to these concerns were noted, with comments provided including:

“The strategy does not sufficiently address the barriers to use of public transport ”

IDP0043

“There are too few projects in the pipeline, particularly those that would boost use of rail ” IDP0142

Aviation related concern/critique was mentioned by 6 respondents. Typical comments mentioned included:

“I am concerned about aviation industry support ”

IDP0017

“No further expansion of... airport capacity ”

IDP0100

“Don't agree with increasing air travel ”

IDP0093

Suggested improvements

This theme was mentioned by 73 respondents, with **public transport related improvements** being suggested in 33 responses. Typical responses included:

“Could look further into projects which enhance rail branch lines (Felixstowe, East Suffolk line, Bury-Ely) to improve freight and passenger services and improve coastal ”

IDP0011

“There is an urgent need to increase each trains capacity 10-fold to accommodate cyclist and cycling ”

IDP0032

“Unless we have a 24-hour public transport system people will still use cars to and from work ”

IDP0184

“Please focus more on transport for rural villages. More regular buses ”

IDP0236

“In terms of rail infrastructure, we share the view that improvements to the Ely junction should be a key focus ”

IDP0297

While some respondents noted their disagreement with the emphasis placed upon road improvements and development as part of the strategy, 15 respondents provided **suggestions in relation to the road improvements** they would like to see within the region. Respondents suggested improvements such as:

“A further road - linking Southend with Chelmsford and Colchester is absolutely essential for health and safety reasons. ”

IDP0311

“We need the A120 dualling before any of this twaddle.

IDP0213

“In regard to the A11, it is good to see that the Fiveways pinch-point has been identified as a key issue that needs addressing. However, the junctions along the A11 at Thetford and Attleborough will also be problematic, especially due to the rapid growth occurring in the towns. A similar aspiration to the A14 ‘expressway’ should be sought

IDP0297

“Improving the A17/A47 Pullover roundabout junction through completing the flyover to connect the A17 to the A47 Kings Lynn bypass.

IDP0325

The need to consider **alternative scenarios/options** were suggested by 8 respondents. Respondents provided responses such as:

“Maybe more could be said about alternative scenarios should there be future radical changes in our lifestyle e.g., if most work becomes home-based and/or the mobility we've grown accustomed becomes restricted or limited ”

IDP0020

“How about opening up shipping to transport resources around the British Isles? ”

IDP0143

Respondents were in support of the aspirations to enhance electric vehicle capability across the Transport East region and expressed the desire for improved **infrastructure to support electric and low carbon vehicles**. Suggested responses included:

“Charging points for electric vehicles across the region, placed to allow the travel patterns that already exist to be undertaken by electric vehicles would be a win”

IDP0299

“Low carbon cars also need to be supported ”

IDP0279

IDP delivery

To support the delivery of the Transport Strategy, respondents noted the need for consideration to be given towards **funding and investment**. 22 respondents provided commentary in relation to this consideration, with suggested responses including:

“It has to be accurately funded - so many schemes become a problem as their budget gets out of control such as Cross Rail and HS2 ”

IDP0239

“I would support most of the strategy wholeheartedly, but it is all going to cost a great deal of money and it is not at all clear where the required funds will come from ”

IDP0140

“Not enough research has been done in various areas to ascertain exactly what investment should be made and how a delivery programme could be delivered for Transport Strategy ”

IDP0331

Respondents sought to gain further clarity on the proposed **delivery action plan** for the transport plan and how the region aims to achieve the outlined objectives. Typical responses from the 12 respondents who provided this commentary included:

“I can't see any actual ACTIONS planned to deliver the strategy ”

IDP0091

“I see little scope or funding how to make it happen. For example, how does the unsustainable and exponential growth in cars and other vehicles clogging our roads be tackled? ”

IDP0303

“The identification of pipeline projects is the right route to achieve/ deliver the Transport Strategy. However, many are noted as idea stage projects with no clear mechanism identified to take them from idea to development ”

IDP0170

As well as the need for further consideration given towards the IDP delivery plan, 8 respondents requested further clarity on the **implementation timescales** for the delivery of planned improvements within the region. Some of the responses received included:

“We've not been given any substantive information about the timescale for this ”

IDP0148

“Regarding the decarbonisation to net-zero - this section could benefit with timelines which align to Government ambitions and legislated targets e.g., petrol / diesel car sale ban in 2035 ”

IDP0300

“In general, the theory is good. However, how it is delivered is crucial, how much it costs, and the timescale is important ”

IDP0235

Priorities

Although the Transport Strategy highlighted four key priorities, respondents went on to provide commentary on the priorities they felt was important to them and should be considered further. **Public transport related priorities** were perceived to be the most popular amongst respondents, with 7 respondents discussing this topic. Typical responses included:

“The Investment and Delivery Programme focuses on road schemes. Where are the rail improvement schemes that the region so desperately needs? ”

IDP0178

“Priority should be rail and bus service provision, some of which needs ongoing revenue support ”
IDP0289

“Need a stronger emphasis on affordable public transport in rural areas ”
IDP0044

Whilst respondents provided commentary on their preferred and suggested priorities, some felt that the priorities outlined within the strategy conflicted with the objectives related to the future of transport within the region. An additional 7 responses were noted in relation to **conflicting priorities**. Example responses included:

“I am concerned that proposals to increase road capacity and improve airport access (hence increasing flights) are incompatible with the objective of reducing carbon emissions ”
IDP0310

“I can't understand how decarbonisation to net zero ideas have been classed behind a road scheme (embedding more carbon/car use) as a strategic priority for the region? ”
IDP0286

“Insufficient seriousness is given to the need decarbonise transport. There is simply no question that reducing car-use and lorry freight is a priority. No consideration therefore should given to inducing MORE motor traffic, by building more roads or creating new development that assumes ongoing mass car ownership ”
IDP0329

Respondents further emphasised the need to **prioritise active travel improvements**. This priority was supported and mentioned by 6 respondents, with responses including:

“The emphasis is still on road building and car dependency and this needs to switch urgently to cycle infrastructure ”
IDP0315

“Prioritise active travel over any motorised option ”
IDP0200

“We should be focusing on helping them make active travel choices ”
IDP0027

Other consideration in relation to the priorities suggested by respondents included the following:

- Priorities to be customer focused
- Road related priorities
- Freight related priorities
- Connectivity/connected development focused

Benefits

The benefits of suggested improvements were identified within 26 responses received. 9 responses related to the proposed **benefits associated with public transport improvements**. Responses received included:

“It ’ s really important to link Southend with Chelmsford by direct rail this would relieve huge pressure on the A127”

IDP0145

“We need greater investment in public transport services, to remove private vehicles from roads, thus reducing our carbon emissions ”

IDP0209

“It's easier to provide new capacity with good public transport ”

IDP0022

“In terms of rail infrastructure, we share the view that improvements to the Ely junction should be a key focus. Capacity improvements combined with the other components will increase connectivity between our District and the rest of the country ”

IDP0180

Respondents went on to identify **benefits associated with the proposed road improvements** identified within the strategy. Typical respondents received included:

“East West A120 improvements that will unlock growth across the coastal communities , Colchester and the M11 corridor including Stansted Airport ”

IDP0031

“We are pleased to see the proposals relating to the dualling of the single carriageway sections of the A47, this is of vital importance to our region and will help to reduce congestion and unlock investment. ”

IDP0180

“The road that can connect this is the A47 and the Broadlands Northway. this can and will encourage growth and jobs while keeping transport to a minimum in more city and town centres”

IDP0076

Respondents also identified generic benefits associated with the suggested improvements within the strategy. Of the 26 benefits mentioned, 2 respondents provided further insight into these associated benefits, with comments including:

“I think having a solid pipeline of projects to promote/campaign for is a very good idea and perhaps the best/most effective way of achieving change ”

IDP0094

Additional benefits were also identified, with the following categories perceived to offer benefits because of the proposed improvements:

- Delivers efficient transport to communities
- Benefits growing towns
- Considers community
- Electrification of ports provide benefits
- Environmental benefits
- Benefits of active travel
- Benefits of freight
- Benefits of private car use
- Benefits of further development
- Road investment benefits

- Park and Ride related benefits
- Tourism related benefits
- Drives economic growth

Current challenges

Respondents highlighted some of the current challenges experienced by those living and working within the Transport East region. Of the 336 responses received to this question, 26 respondents highlighted these challenges. Of the 26 mentions to this issue, 15 respondents highlighted **public transport related challenges**, with typical responses including:

“I would like to give up my car and use buses but the service either doesn't exist (on many possible routes) or is infrequent and unreliable. Buses are poorly used because people can't rely on them ”

IDP0044

“At the moment, the system is not geared up for public transport ”

IDP0227

“Probably wishful thinking particularly being in Uttlesford which has a population density one quarter that of the Essex as a whole. Public Transport is scant and distances between significant towns great meaning considerable use of a private car ”

IDP0323

“The rail link between Norwich and Great Yarmouth is not competitive with the parallel A47, so more and more journeys will be undertaken by car/truck ”

IDP0298

Management of existing road infrastructure/current road conditions within the region was another challenge identified by 2 respondents. Responses received included:

“We cannot manage existing road surface maintenance ”

IDP0039

Traffic related challenges was also mentioned by 2 respondents, with suggested responses including:

“80% of traffic issues I experience are due to drivers not leaving enough space to the car in front meaning unnecessary braking, see A130 canvey and A127 for worst examples. ”

IDP0066

“It is obvious that the Southend-On-Sea area is overwhelmed with traffic and the A127 carries far too heavy a load ”

IDP0311

Other observed challenges included:

- Lack of integrated ticketing
- Parking related challenges
- Condition of active travel infrastructure

Further investment suggestions/considerations

Further commentary was provided in relation to **further road investments**. 6 comments were observed in relation to this topic, with comments including:

“Road investment needs to be lower priority ”
IDP0077

“The majority of current investment is in roads. ”
IDP0135

Public transport related investment suggestions were highlighted by 6 respondents. Typical comments received included:

“We need massive investment in public transport in we are to cater for 0.5 million more residents ”
IDP0221

“We need greater investment in public transport services ”
IDP0209

“Investment needed in rail ” IDP0158

Respondents also expressed their desire for **further investment to be directed towards active travel improvements**. 4 respondents provided comments such:

“They seek a strategy that: prioritises funding for cycling, walking ”
IDP0271

“In my opinion investment should be concentrated on small scale local projects to enable mode shifts away from cars, with a particular focus on active travel ”
IDP0132

Net zero/Carbon

Net zero and carbon related comments were mentioned by 20 respondents. The most popular comment was in relation to the importance of **reduced emissions and the avoidance of carbon emitting investment**, a topic mentioned by 4 respondents. Typical comments received included:

“The need to reduce carbon emissions is paramount ”
IDP0166

“They seek a strategy that: puts a freeze on new carbon-emitting, traffic-inducing road-building ”
IDP0271

“Need to reduce carbon emissions much more ”
IDP0281

Respondents expressed their desire for **net zero to be at the core** of the proposed improvements. Typical responses suggested included:

“Logical, long-term strategy with Carbon Net Zero at its core.”

IDP0052

Although respondents noted the desire for net zero to be at the core of the strategy, others noted the challenge associated with **net zero and its dependency on other factors**. 2 responses were received in relation to this notion. Comments included:

“Your stated goal is to deliver zero carbon transport yet there are still too many road capacity expansion projects in the pipeline and not enough investment in bus, train, cycling and walking infrastructure. Road capacity needs to be reduced in order to reach zero carbon, not increased”

IDP0174

“Firstly, the drive for carbon neutral or net zero is a fallacy that will not work until many of the other strategies are in place”

IDP0245

General comments

Some general comments were mentioned by respondents for further consideration. 2 respondents mentioned **previous proposals** that had been presented within the region and are yet to materialise or been mentioned within the current proposals. Comments received included:

“I had previously seen proposals for another bridge to drastically cut transport times/congestion but nothing in this plan”

IDP0188

“For instance, when the current rail franchise was awarded, about 3/4 years ago to the rail company, Anglian Trains, there was a commitment to increase services between Ipswich and Peterborough from two hourly to one hourly. This has failed to materialise”

IDP0234

An additional 2 comments mentioned the **importance of transport links**. These responses included:

“Transport links are crucial for the region”

IDP0034

“Transport is the modern answer to a thriving economy and must, therefore, be strongly supported.

IDP0210

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

This question was included to enable respondents to further expand on their opinions on the Investment and Delivery Strategy.

For this question we received 158 responses, however 34 were classed as no comments, so the remaining 124 were coded.

A separate coding framework was created for this question to ensure that these comments about the Investment and Delivery Strategy were captured in detail. The following themes were drawn:

Theme	Number of mentions
Location specific	54
Transport	46
General comments	35
Proposal specific	34
Roads and routes	30
Financial comments	27
Urban and rural environments	23
Consultation specific	15
Accessibility and safety	7

**The full breakdown of the codes received can be seen in appendix 7*

Location specific

This theme consisted of 16 different codes. 30 responses were identified that included this theme with a total of 54 mentions of the codes in this theme.

11 responses mentioned the strategy’ s **focus on one specific location/ should be extended**. Example responses included:

“Towns like Sudbury and Bury St Edmunds separately need more sustainable transport options as the Beeching Report has isolated them and businesses are suffering as a result ”

IDP003

“...public transport 'buses' need to be re-install, which helps with climate change as it seems more money is spent in towns and cities while rural areas and villages are left and forgotten ”

IDP021

“More needs to be done to build bypasses around towns like Long Stratton and cities like Norwich where there is still no outer ring road (NDR) ”

IDP046

7 respondents mentioned **Ipswich** in their response. Example responses included:

“If I was younger and worked in Ipswich, I would look for a safe direct cycle route to go to work. I don't think I would be able to identify one given the rush hour travel ”

IDP006

“Suffolk failed to support city status for Ipswich. Suffolk failed to support unitary status for Ipswich. Ipswich has been Suffokated! ”

IDP010

“Consideration should be given to other forms of electrified local transport beyond buses and cars. Re-establishment or construction of tram systems in Ipswich ”

IDP065

7 respondents mentioned **Norwich** in their response. Example responses included:

“There has been a political drive to get "Norwich in 90" trains. Frankly as someone who's commuted on this line, I'd prefer reliable and sustainable train service over a fast but fragile one! ”

IDP119

“Be realistic, Norwich & Southend airports are never going to be more than they are ”

IDP105

Transport

This theme consisted of 10 different codes. 34 responses were identified that included this theme with a total of 46 mentions of the codes in this theme.

16 responses mentioned that they **need increased/ further improved public transport**. Typical responses included:

“Definitely need public transport in rural area and villages, has we have been for many years now without any, and there is more and more traffic and busy road country roads now because of no other way to get to town, so public transport buses need to be re-install, which helps with climate change as it seems more money is spent in towns and cities while rural areas and villages are left and forgotten ”

IDP021

“Cambridge and/or has a place alongside Cambridgeshire ’ s public transport improvement proposals. Currently, because of the lack of frequency, it can be quicker to go from Cambridge to Ipswich via Ely than via Newmarket ”

IDP050

6 responses specifically referred to the **investment in public transport**. Typical responses included:

“We need to be honest that years of underinvestment in rail and track infrastructure means will mean a long hard effort required to get that reliability....hence my questions of whether the demand is now there?” IDP119

*“More investment in rail infrastructure and active travel is needed
IDP028*

“It is imperative that the link between transport investment and housing growth set out in the evidence base is broken. High investment in the region ’ s transport must not be dependent on high housing growth. Previous reliance on this approach has led to the Housing Infrastructure Fund approach which results in 'unlocking infrastructure', usually road-based, for thousands of new homes, instead of addressing the transport needs of the region as a whole ”

IDP080

5 respondents mentioned the need or ways to **reduce/ control car use**. Typical responses included:

“Private car use needs to be controlled by pricing structures and costs used for alternative public transport provision ”

IDP005

*“Reduce numbers and speed of private cars to encourage cycling ”
IDP039*

“Sustainable modes of transport need to be less expensive and more convenient than using the car - particularly for groups of people: i.e., families or people travelling to work. There is also a need to confirm the maximum achievable railway capacity ”

IDP079

General comments

This theme consisted of 8 different codes. 32 responses were identified that included this theme with a total of 35 mentions of the codes in this theme.

9 respondents provided **comments on other schemes** in their response. Example responses included:

“The £3 billion Bus Back Better is an example, half already spent, and £6.5 billion already requested under BSIP plans ”

IDP012

9 respondents provided **general oppose comments** as a response. Typical responses included:

*“Demonstrates a lack of joined up thinking ”
IDP116*

“It seems like a roundabout way of sugar coating the fact that we ’ re going to have to put up with major development everywhere with no choice! ”

IDP113

“Not based on anything except a pipe dream at present ”

IDP111

4 respondents provided comments which suggested that **other schemes need to be mentioned**. Example responses included:

“You need to add more schemes other than those only already in the development pipeline, otherwise left wondering what purpose of strategy is about ”

IDP071

“It looks as if the only schemes that have been considered are traditional, transport infrastructure schemes, more in keeping with a 1980's Transport Strategy document rather than a strategy trying to address the current challenges we as a society face ”

IDP083

Proposal specific

This theme consisted of 10 different codes. 32 responses were identified that included this theme with a total of 34 mentions of the codes in this theme.

11 comments mentioned the **proposals are overdue/ timing concerns**. Example responses included:

“This needed to be done 10 years ago and now we have to play catch up ”

IDP011

“I am concerned that the pipeline is vast and some of these have been on the table without funding for 15 Years or more ”

IDP016

“Long running junction improvements which deliver minimal benefit ”

IDP029

7 comments provided related to **suggested priorities**. Example responses included:

“A12 to M25 and the health connections I've mentioned are the top practical priorities for real people now ”

IDP109

“Proper representation at government level - Never heard state of A120 brought to parliament - Freeport needs this road prioritised ”

IDP064

“Surely the focus should have been on improving the A12 first ”

IDP094

4 comments suggested the **need for more to be done**. Typical responses included:

“Needs to be more ambitious on active travel ”

IDP015

“More needs to be done to build by passes around towns like Long Stratton and cities like Norwich where there is still no outer ring road (NDR) ”

IDP046

“Currently our towns and villages are clogged with parked cars, with drivers who seem to think that the pavement is an extension to the road, disregard the highway code and who seem to believe that pedestrians and cyclists are second or even third-class citizens. This needs more than mere encouragement for such folk to change their habits ”

IDP124

Roads and routes

This theme consisted of 6 different codes. 24 responses were identified that included this theme with a total of 30 mentions of the codes in this theme.

11 comments mentioned **route improvements needed** in their response. Typical responses included:

“1) Re-instate the line from Beccles to Haddiscoe and the 'Norwich Curve' to join the Lowestoft to Norwich line, allowing trains from Ipswich to Norwich via the East Suffolk Line. 2) Re-instate the Reedham East Curve, allowing, with item 1, through trains from Great Yarmouth to London, avoiding Norwich. 3) Re-instate the line from Braintree to Bishop's Stortford, allowing rail access to Stansted Airport from Colchester and Ipswich ”.

IDP037

“Bring back the 23A from Eastwood to Leigh Town and station”

IDP062

“Please look into a train service between Norwich and Kings Lynn ”

IDP066

7 respondents provided comments relating to their **concerns about road conditions**. Typical responses included:

“There has been very little work or thought by the bodies responsible for delivering safe roads for all users for years in the area and the same people are in charge of this strategy ”

IDP077

“Change the road design standards, so that all new or updated roads have wheelchair accessible footpaths bridges. Do not allow any road or rail changes to make footpaths and pedestrian / cycle / horse / wheelchair / mobility vehicle access more difficult ”

IDP091

“Improve roads ”

IDP013

6 respondents mentioned **greater connectivity is needed** across the region. Typical responses included:

“Connectivity between Ipswich and Norwich needs to be improved and upgrades to the A140 are long overdue ”

IDP007

“More focus needs to be made on delivering high quality LCWIP strategic cycle networks, as well as developing more RTS systems across the region ”

IDP022

“Stansted's passenger rail connectivity is in need of significant improvement ”

IDP050

Financial comments

This theme consisted of 4 different codes. 25 responses were identified that included this theme with a total of 27 mentions of the codes in this theme.

6 mentioned that there is **under investment/ more needed**. Typical responses included:

“There have been decades of under investment in road and rail infrastructure in Essex, Norfolk and Suffolk, and we need all our MP's joined up demanding we get our fair share of funding ”

IDP094

“Meanwhile in Suffolk, its political and business leaders and New Anglia LEP failed to secure a penny for Ipswich & Felixstowe ’ s major highways ”

IDP010

“More investment in rail infrastructure and active travel is needed ”

IDP028

6 comments mentioned that it is a **waste of money**. Typical responses included:

“Wish list that will waste money and deliver naught ”

IDP026

“Don ’ t waste money on long running junction improvements which deliver minimal benefit as capacity is quickly consumed and the bottleneck is just moved on somewhere else ”

IDP029

“Sit back and do nothing. It will have the same effect as this. Total waste of money ”

IDP099

4 comments mentioned the **cost to the public**. Typical responses included:

“Reduce the cost and make 24 hour integrated public transport system for buses and trains ”

IDP052

“Remember - it's our money that you keep spending!”

IDP114

“Private car use needs to be controlled by pricing structures and costs used for alternative public transport provision ”

IDP005

Urban and rural environments

This theme consisted of 7 different codes. 16 responses were identified that included this theme with a total of 23 mentions of the codes in this theme.

4 respondents mentioned **air pollution/ quality** as part of their response. Example responses included:

“Projects like dualling the A47 Acle Straight and the A120, dualling part of the A12 near Woodbridge, would fail if you tested each project for ...3. Externalities (e.g., illness or death from air pollution; illness caused by noise pollution, road deaths per mile) ”

IDP048

“As mentioned, the missing M25 J5 slip roads are a critical value-added benefit in reducing air pollution and reducing road traffic accident risk to people ” .

IDP082

“We do need the infrastructure improvements and they need to be greener, reducing our carbon footprint and improving air quality ”

IDP120

4 respondents mentioned **new homes and buildings** in their response. Example responses included:

“The government demand for new housing should be more closely linked with transport requirements ”

IDP002

“Too many houses are being built in the region and they are generally situated so that the only access is by private car. This must stop, otherwise no amount of wishful thinking about "sustainability" will solve the problem ”

IDP047

“We draw attention to the key role of the West Winch Housing Access Road (WWHAR) in the potential delivery of up to 4,000 new homes ”

IDP123

3 comments mentioned the **growth of an area**. These responses included:

“Do the residents of the region actually want growth and development? ”

IDP059

“The proposed vision, “A thriving economy for the East, with fast, safe, reliable, and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come”, is too focused on growth and the economy, instead of transport, and does not reflect the desired outcomes ”

IDP080

Consultation specific

This theme consisted of 4 different codes. 13 responses were identified that included this theme with a total of 15 mentions of the codes in this theme.

5 responses mentioned **little detail/ more detail needed**. Responses included:

“I would have liked to see more ideas and more info. For instance, there are no details on any of the schemes mentioned within the document ”

IDP001

“It is vague and aspirational rather than an active response to a crisis ”

IDP104

“There is very little in the delivery programme to get excited about. It needs much more substance, especially on the carbon reduction elements ”

IDP106

5 respondents mentioned there was **missing information** from the consultation. Responses included:

“For instance, there are no details on any of the schemes mentioned within the document ”

IDP001

“No real figures attached to any scenario ”

IDP098

3 respondents provided general **negative consultation comments** in their response. Typical responses included:

“Yep, spending too much on talking and consultancy rather than actually delivering solutions ”

IDP095

“As stated, before too wordy & not SMART enough ”

IDP096

Accessibility and safety comments

This theme consisted of 4 different codes. 6 responses were identified that included this theme with a total of 7 mentions of the codes in this theme.

2 respondents mentioned **safety concerns for pedestrians**. Responses included:

“There are places (e.g., Felixstowe, Martello Park) where cyclists and walkers come into conflict and in these cases, cyclists need to reduce speed and give way to walkers, especially if young children, dogs, and people with disabilities are involved ”

IDP006

“Do not allow any road or rail changes to make footpaths and pedestrian / cycle / horse / wheelchair / mobility vehicle access more difficult. For example: The new single lane in each direction ring road around Bedford, for example, has signs pointing across the road saying, 'foot path'. But as the traffic is continuous in both directions, doing over 50 mph and with no pedestrian lights or crossings, it would be suicide for a pedestrian to attempt to cross ”

IDP091

2 comments mentioned **safety concerns for cyclists**. Responses included:

“The main usage will be on quiet country roads and off-road routes. More work needs to go into identifying and signing suitable routes. Most such routes should identify those cycles have priority over motor vehicles. Currently delivery vehicles running to tight schedules are a danger to cyclists ”

IDP006

“Any road investment schemes should be restricted to improving safety at junctions for vulnerable road users and improving infrastructure for walking, cycling and local buses ”

IDP093

2 comments mentioned **concerns for the disabled**. Responses included:

“Make sure the elderly and disabled are catered for, we have a high percentage in this area ”

IDP035

4.3 Views on Integrated Sustainability Appraisal

Question: Do you have any comments about the Integrated Sustainability Appraisal?

This question received 129 responses. A separate code framework was created for this question to allow responses related to the Integrated Sustainability Appraisal specifically could be analysed in depth.

From the comments received from this question, the following themes were drawn:

Theme	Number of mentions
Consultation specific	57
General	45
Environmental	43

Suggestions	41
Transport and routes	38
Proposal specific	16
Location specific	15
Financial	14
Health and safety	5

**The full breakdown of the codes received can be seen in appendix 8*

Consultation specific

This theme consisted of 7 different codes. 48 responses were identified that included this theme with a total of 57 mentions of the codes in this theme.

16 respondents expressed **negative consultation and documentation comments** with typical comments including:

“Very little detail in the main document, which advises the reader to go to the main website ”
ISA001

“Questions 20 and 21 are almost the wrong questions - what you need to ask people is what kinds of modes of transports they WANT to use over a typical month, if the infrastructure was there ”
ISA007

“Some of the questions and statements had conflicting choices with in them so how to agree or disagree? e.g., 9. yes, I agree with connecting towns and cities but only by public transport and traffic free routes NOT more road, same goes for energising costal and rural communities yes but not by more roads ”
ISA023

12 respondents provided **ways to improve/ consultation specific suggestions**. Typical comments include:

“Direct links from the PDF to supplementary info would have been more helpful”
ISA001

“This is a very large document and probably a bit too much to digest and consider at one time. Perhaps subdividing it would be beneficial ”
ISA078

“One result is that the subjective, box-ticking approach used rests on some implausible assumptions about major road schemes generating benefits for carbon emissions, health or social cohesion ”

ISA077

11 comments mentioned **missing information** in the consultation. Typical comments include:

“5.9 on air quality falls short of stating that some levels are actually illegal. Quite important to highlight surely!! ”

ISA091

“There is almost no consideration on working from home and the change to flexible working hours as a result of Covid. Also, there is no discussion of autonomous vehicles, which are expected to be ubiquitous within 10 years, undermining the cost of both private car ownership ”

ISA027

“No mention of the HM TREASURY GREEN BOOK ?? ”

ISA034

General

This theme consisted of 4 different codes. 41 responses were identified that included this theme with a total of 45 mentions of the codes in this theme.

15 respondents expressed **general oppose comments** with typical comments including:

“Not easy to digest ”

ISA083

“Just a sticking plaster ”

ISA088

“Actions will speak much louder - where are they? ”

ISA097

However, 12 comments within this theme mentioned **general supportive comments**. Typical comments include:

“I think it ’ s pretty great! ”

ISA119

“This is important”

ISA118

11 respondents made comments relating to **sustainability**. Typical comments include:

“I would feel inspired to see our Transport Strategy bringing in the notion of ‘Regenerative’ approaches ... where we build better than we have ever before seen. You may like to see this explanation that sustainability is not enough ... we need regenerative cultures ”

ISA122

“Maybe does not reflect the ‘sustainability’ of household incomes and expenditure in the light of April's tax and energy price increase ”

ISA053

“Define sustainable as there are so many definitions which are manipulated by whomever is writing about it. From planning to transport to energy ”

ISA036

Location specific

This theme consisted of 9 different codes. 6 responses were identified that included this theme with a total of 15 mentions of the codes in this theme.

4 responses mentioned the **A14** in their comments. Comments include:

“A large number of lorries use this route and the roads from Thetford to the A14 are particularly unsuitable for this traffic, let alone the cars traffic using this route ”

ISA002

“It is the C624, and it has become a busy HGV route for the simple reason that it is a shortcut between the A11 at Mildenhall and the A14 at Junction 40 ”

ISA011

“Encourage increased passenger use of efficient, convenient and regular public transport, rail network which is electrified and the A11/A14 pinch point of making freight traffic use minor roads to circumvent the inability for A14 traffic from Felixstowe to turn north into Norfolk and vice versa ”

ISA109

2 comments mentioned **Ipswich** in the consultation. These were:

“We really need improvements to the route from Ipswich/Thetford/Kings Lynn ”

ISA002

“Ipswich sustains 250,000 people, 20,000 businesses, 4m TEUS of freight p.a. and a £8bn pa GVA. However, we are an urban island surrounded by rural seas. The integrated and sustainable transport we have is based on the A14, A12 and our creaking road system ”

ISA003

2 comments mentioned it **doesn't include certain areas/ locations**. These were:

“As previous, disappointing to see Sudbury and Bury St Edmunds not feature more prominently ”

ISA079

“Takes an urban centric approach and ignores the countryside ”

ISA080

Financial

This theme consisted of 4 different codes. 12 responses were identified that included this theme with a total of 14 mentions of the codes in this theme.

5 respondents provided comments that mentioned **funding not identified**, with typical comments including:

“ISA does help to inform but not to deliver, it may prioritise certain schemes based on a scoring but does not identify funding only desire ”

ISA009

“Unfortunately, many bus operators are struggling to survive and are not in a position to invest in alternate fuel vehicles, we need to consider how this can be funded ”

ISA018

“The “sustainability appraisal ” for each project does not include...Funding available for transport projects if a workplace charging scheme or road-pricing is implemented ”

ISA042

3 respondents provided comments that focused on **cost effectiveness**. These were:

“We needed a full orbital; we needed the northern bypass. This is actually the most cost effective and cleanest solution to equip the region for the next 50 years. You simply cannot offer Ipswich a fully integrated transport system because the town is too far spread ”

ISA003

“The combination of both bus and rail travel to allow an alternative to the car. at an affordable price with through ticketing available ”

ISA010

“A Government study shows the typical benefit – cost ratios for active travel, alongside other benefits such as savings in travel time, congestion and accidents are considerably greater than the threshold of 4:1 which is considered by the Department for Transport as ‘very high ’ value for money ”

ISA042

2 comments mentioned a general **need for investment**. These were:

“To switch to zero carbon fuels will require a lot of investment! ”

ISA112

“In my opinion investment should be concentrated on small scale local projects to enable mode shifts away from cars, with a particular focus on active travel ”

ISA031

Transport and routes

This theme consisted of 12 different codes. 24 responses were identified that included this theme with a total of 38 mentions of the codes in this theme.

6 respondents provided comments that mentioned **concerns about the traffic**, with typical comments including:

“ It needs to focus on real issues that are important to the public. As an example, the village of Tuddenham St Mary in West Suffolk has one road through the village . It is the C624 and it has become a busy HGV route for the simple reason that it is a shortcut between the A11 at Mildenhall and the A14 at Junction 40 . Environmentally, it has a huge impact on residents, both in terms of traffic levels, their speed (in a 30-mph zone) and air quality and pollution . It is a "green route" in terms of the Suffolk C.C. lorry network plan , and as such not for purposes other than local lorry journeys. A by-pass would sort this issue , or a simple ban on HGV's using it as a shortcut , and have a sustainable impact on quality of life for the residents. ” ISA011

“The health and NHS cost saving benefits of using active travel infrastructure to reduce congestion rather than road capacity expansion ”
ISA042

“No one will take any notice because developers will do exactly what they like causing congestion and grid locking roads, you only got to look at galleys corner to see that! ”
ISA103

5 comments mentioned it **doesn't consider all journeys and transport modes**. Typical comments include:

“I want to be able to travel from A to B in any manner I choose not be forced to take "sustainable" (whatever that actually means) alternatives decided by eco zealots ”
ISA089

“Equality of travel options for work, education, medical facilities etc. is important and has to focus on those without access to the private car ”
ISA018

“Unless mobility scooters are included it is of no use to me!!! ”
ISA094

5 comments mentioned **transport improvements**. Typical comments include:

“I can see the need for it and its popularity with government and some of the public, but personally prefer transport improvements to be the priority with environmental considerations being subordinate to those ” ISA037

“Public transport is vital for work and for families visiting. Provides a vital link ”
ISA061

“The focus is on emissions and should be on the public, as can be seen by the answers to the following questions, I cannot use public transport to get anywhere from my home as none is available. If it was available, then it would be used ”
ISA065

Proposal specific

This theme consisted of 4 different codes. 16 responses were identified that included this theme with a total of 16 mentions of the codes in this theme.

9 respondents provided comments that mentioned **proposals overdue/ timing concerns**, with typical comments including:

“Maybe ideas not all good take too long to implement ”

ISA013

“It took the Netherlands from stating in 1970 they were going the cycle route to then from 1980s to develop a fully integrated cycle system. Start planning that now and do not mess about trying to squash cycle roots onto the existing road network. We need dedicated cycle routes and after 40 years you will have a system like the Dutch! ”

ISA015

“It's very good but actions are needed to come to fruition we have heard so many plans before but are they delivered? Still waiting for Crossrail!! ”

ISA028

5 comments mentioned **greater ambition or changes needed**. Typical comments include:

“Needs to be more ambitious. Improve rail infrastructure to be truly integrated ”

ISA022

“Look at other countries and what they are achieving, be brave and go for a total radical change in strategy that de-prioritises private motorised travel ”

ISA032

“The strategic plan appears to be tinkering at the edges rather than making radical changes that would benefit down through the decades ”

ISA041

Environmental

This theme consisted of 6 different codes. 32 responses were identified that included this theme with a total of 43 mentions of the codes in this theme.

14 respondents provided comments that mentioned the **countryside/ environmental concerns**, with typical comments including:

“Environmentally, it has a huge impact on residents ...It is a "green route" in terms of the Suffolk C.C. lorry network plan, and as such not for purposes other than local lorry journeys ”

ISA011

“Heavy on environmental impacts ”

ISA012

13 respondents provided **zero or low carbon comments**. Typical comments include:

“Carbon zero in rural areas is a pipedream ”
ISA081

“We need more Electric cars and busses and to cut carbon output by 10% year ”
ISA049

“Net Carbon goals has become a fixation and is not going to benefit many folks for many years to come ”
ISA093

7 comments mentioned **climate change/ crisis**. Typical comments include:

“From the point of view of the critical aim of mitigating climate change the impacts of the SEA and NCA are most important Too much emphasis on EqlA and CSA could give rise to unacceptably high cost: benefit ratios ” .
ISA021

“What are the practical steps for “improving resilience to climate change for the transport network”?
ISA044

“I suspect there has not been a broad enough representation of people qualified and interested in COP 26 objectives. Climate change is bringing lots of huge problems to our regions and I see nothing but sunshine and never never land in these ambitious, 'build, build, build' plans ”
ISA054

Health and safety

This theme consisted of 2 different codes. 5 responses were identified that included this theme with a total of 5 mentions of the codes in this theme.

4 respondents provided comments that mentioned **public health**, with typical comments including:

“it needs to make public health a priority ” .
ISA004

“It is self-evident that the centralised, remote-working scenario will be cheapest to service from a transport perspective. Given that this scenario revolves around a 15-minute neighborhood model, it indicates an active population. That population will be healthier and will require less support from the NHS ”
ISA066

Suggestions

This theme consisted of 16 different codes. 36 responses were identified that included this theme with a total of 41 mentions of the codes in this theme.

7 respondents provided comments that mentioned **priority suggestions**, with typical comments including:

“First and final mile logistics for FMCG and passengers should be a priority. There are too many locations where due to infrastructure constraints integration is not possible; how will you overcome these barriers?” ISA017

“The loss of habitats and future expansion of population must be a number one priority”
ISA093

“Caution should be given to the prioritisation of roads schemes, which although may improve safety compared to current levels, surely improved safety would come about by modal shift and reduction of private cars on the road in the first place”
ISA056

5 comments mentioned that **route improvements are needed**. Typical comments include:

“I live in a new development on the outskirts of Chelmsford. The council has put in a crossing across one major busy road, but the resulting cycle/pedestrian provision does not link up to enable travel through to the local schools and to the town centre making the car the only viable option”
ISA031

“There is the potential to easily reinstate much of the region's former railways and this would knit together communities”
ISA033

“No real emphasis on the use of bicycles and integrated cycle routes. It took the Netherlands from stating in 1970 they were going the cycle route to then from 1980s to develop a fully integrated cycle system” ISA015

5 comments mentioned the need to **monitor/ measure outcomes**. Typical comments include:

“The essential issue with the ISA is that the central objective of the strategy needs to be to reduce carbon emissions from transport to a sustainable level and this is not measured, monitored and tracked to the extent that it needs to be”
ISA077

“There should be a robust way of measuring resident satisfaction with actions being proposed and of the outcomes as they happen”
ISA051

4.4 Postcode analysis

The consultation survey asked respondents to provide postcode data to allow the geographical distribution of responses to be analysed, 510 respondents responded to this question, although only 504

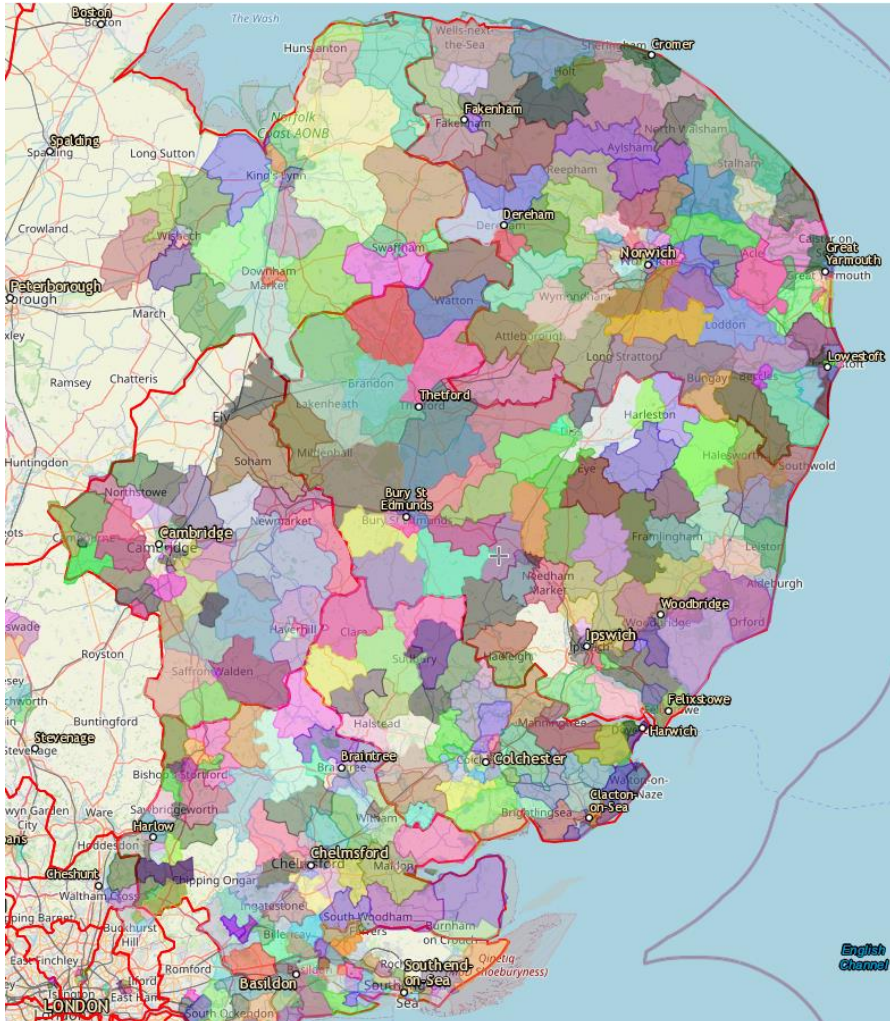


Figure 19 - Geographical area coverage of responses

provided postcode information.

During analysis, area postcodes were grouped together by the same first half of the postcode. Responses were received from 80 different areas with 143 different postcode groups, showing strong geographical coverage. Figure 8 below shows the geographical coverage, and the table in appendix 4 shows the responses received from each area, including a breakdown of the postcodes in each of these areas.

The greatest number of responses came from addresses within the Norwich (71 responses from 15 postcodes) and Colchester (47 responses from 7 postcodes) postcode districts, accounting for 14.1% and 9.3% responses respectively.

Following Norwich and Colchester, large numbers of responses also came from Ipswich (40 responses from 8 postcodes), King's Lynn (35 responses from 5 postcodes), and Braintree (28 responses from 2 postcodes), followed by Chelmsford (19 responses from 3 postcodes), Witham (15 responses from 1

postcode), Westcliff-On-Sea (14 responses from 2 postcodes) and Bury St. Edmunds (14 responses from 6 postcodes).

4.5 Demographics

The following demographic questions were presented to respondents to provide answers as part of the Public Sector Equality Duty (PSED). These questions were optional.

Question: Respondent type

Of the 514 online responses received, 441 of the respondents completed the questionnaire in an individual capacity. A further 73 responses were provided on behalf of an organisation, group, or club.

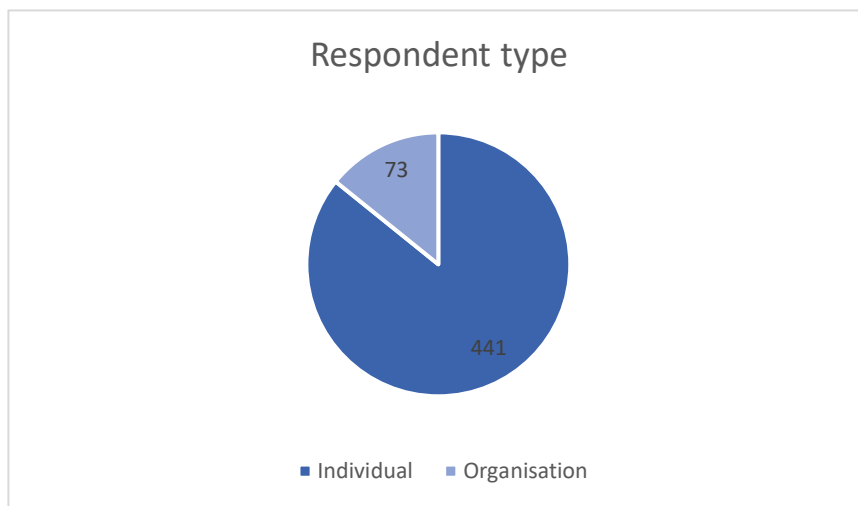


Figure 20 - Chart showing the respondent type

Question: Gender

Of the 514 online responses received, 57% of respondents identified their gender as male, 32% identified as female, 5% preferred not to say and the remaining 5% chose not to answer the question. Two respondents preferred to self-describe.

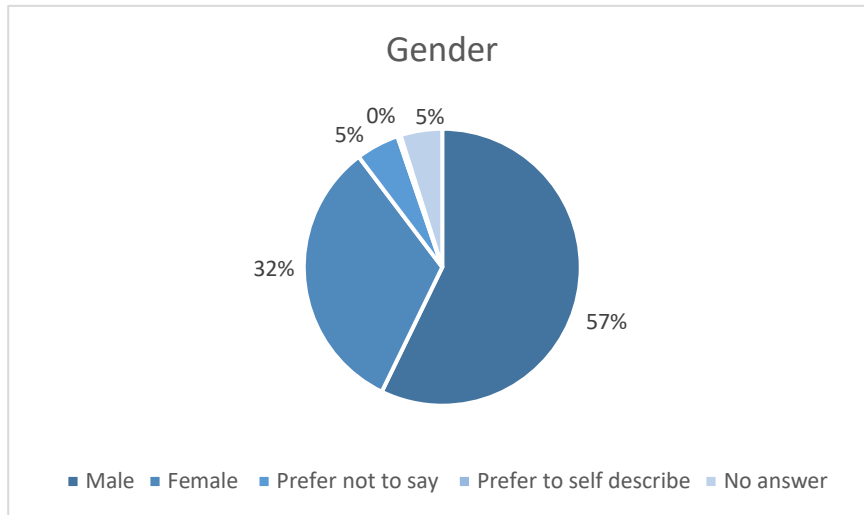


Figure 21 - Chart showing the gender of respondents

Question: Age

Of the 514 online responses received, 26% of respondents were between the ages of 65-64, 23% were aged 55-64, 13% of respondents were age 45-54. Of the remaining responses received, 9% were age 35-44, a further 9% were 75+, 6% were between the ages of 25-34, 5% preferred not to disclose this information, an additional 5% provided no answer and the remaining 2% of respondents identified as being between the ages of 16-24.

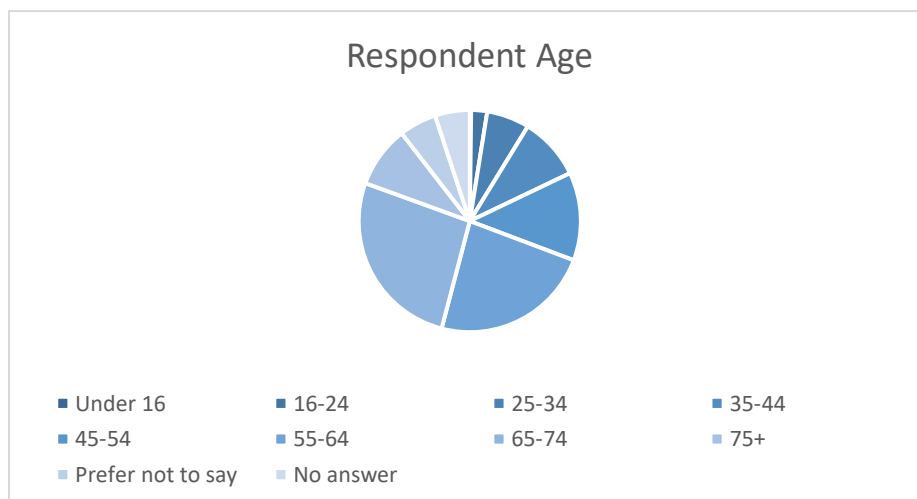


Figure 22 - Chart showing the age of respondents

Question: Disability or long-term health condition

Of the 514 responses received to the online consultation survey, 75% of respondents did not consider themselves to have a disability, 14% selected 'Yes', while 6% preferred not to say and the remaining 4% choosing to leave the question unanswered.

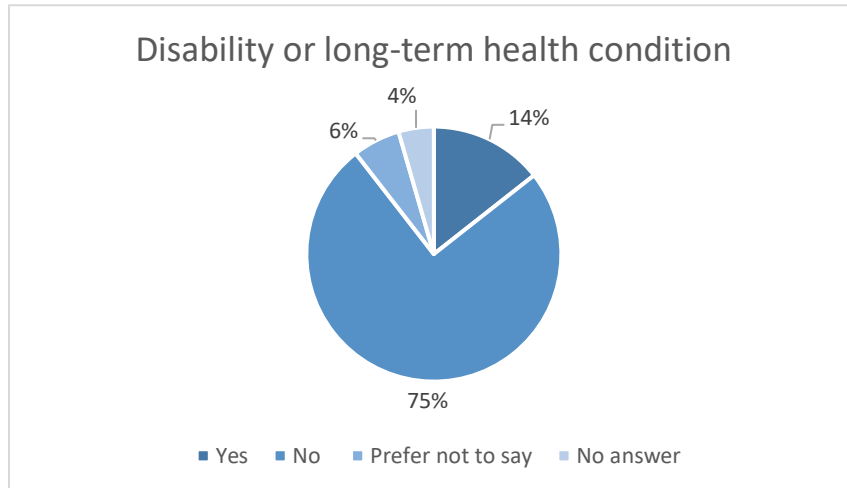


Figure 23 - Chart of number of respondents with disabilities or long-term health conditions

4.6 Travel behaviours

Respondents were asked to provide insight into their travel behaviours, indicating how often they used the presented modes of transport to get to work or education, and separately leisure journeys, in a typical month. These questions were asked to help build a picture of travel behaviour and are similar to questions asked in a public survey run in winter 2020-21 by Transport East.

The results below show that, of the 514 online responses received, the most frequently used form of transport was via private car or van, with 25% of respondents indicating they use this mode of transport every day, and a further 23% using this mode at some point during the course of the week. Active travel was identified as the second most used mode of transport to get to work or education, with 24% of respondents indicating that they walk and 6% cycling to their destination daily. Motorcycle or moped was the least used mode of transport by respondents, with 83% of those who provided a response to this question indicating that they do not use this mode to access their work or education in a typical month.

Additionally, 77% of respondents noted that they never use cars or vans provided by their employer to get to work or education. Park and ride provision was another mode of transport that was not well used by respondents to get to work or educational facilities, with 72% of respondents indicating they never use this mode. Responses to this question highlighted that public transport was not a regular mode of transport for respondents with 12% of respondents noting they use bus services at some point during the course of the week and only 11% of respondents using the train to get to work or education.

To note, table percentages may not total 100% due to rounding.

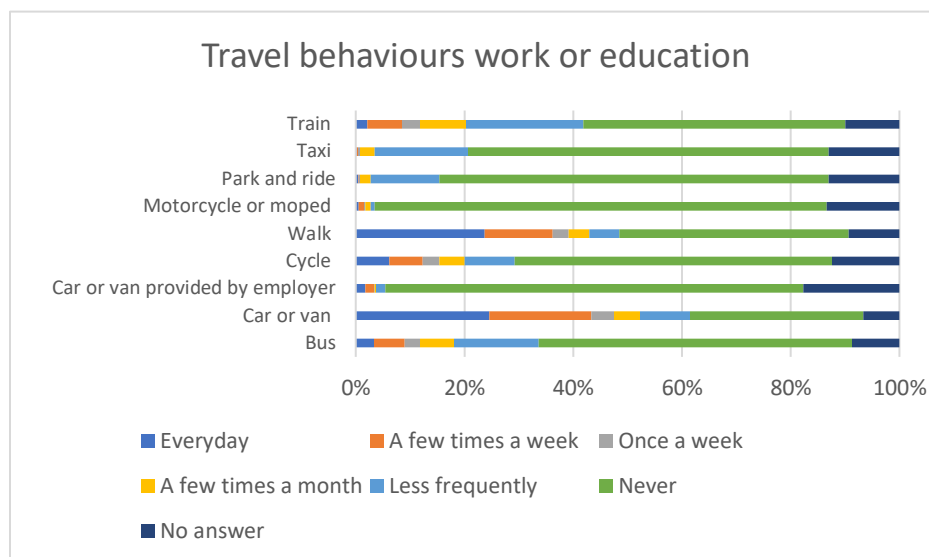


Figure 24 - Chart showing travel behaviours work or education

Table 4-10 –Travel behaviours work or education

	Every day	A few times a week	Once a week	A few times a month	Less frequently	Never	No answer
Bus	3%	6%	3%	6%	16%	58%	9%
Car or van	25%	19%	4%	5%	9%	32%	7%
Car or van provided by employer	2%	2%	0%	0%	2%	77%	18%
Cycle	6%	6%	3%	5%	9%	58%	12%
Walk	24%	12%	3%	4%	5%	42%	9%
Motorcycle or moped	1%	1%	0%	1%	1%	83%	13%
Park and ride	0%	0%	0%	2%	13%	72%	13%
Taxi	0%	0%	0%	3%	17%	66%	13%
Train	2%	6%	3%	8%	22%	48%	10%

Respondents were asked to provide further insight into their travel behaviours and indicate how often they used the presented modes to get to non-work or education destinations in a typical month. This captures journeys for leisure, care, errands or appointments.

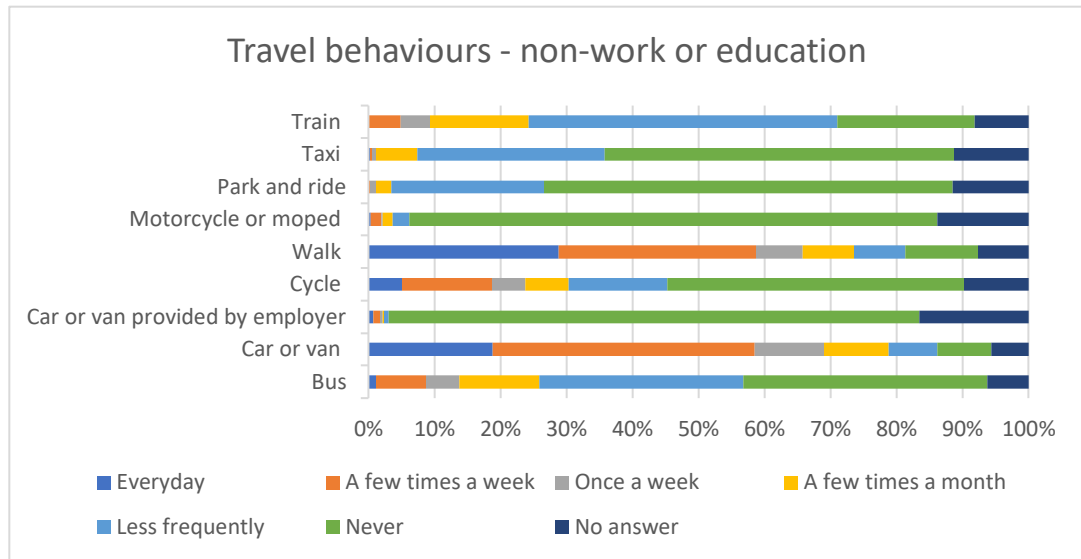


Figure 25 - Chart showing travel behaviours non-work or education

Table 4-11 - Travel behaviours non-work or education

	Everyday	A few times a week	Once a week	A few times a month	Less frequently	Never	No answer
Bus	1%	8%	5%	12%	31%	37%	6%
Car or van	19%	40%	11%	10%	7%	8%	6%
Car or van provided by employer	1%	1%	0%	0%	1%	80%	17%
Cycle	5%	14%	5%	7%	15%	45%	10%
Walk	29%	30%	7%	8%	8%	11%	8%
Motorcycle or moped	0%	2%	0%	2%	3%	80%	14%
Park and ride	0%	0%	1%	2%	23%	62%	11%
Taxi	0%	0%	1%	6%	28%	53%	11%
Train	0%	5%	4%	15%	47%	21%	8%

Unlike the results provided for travel behaviours to access work or education, walking led as the most used mode of transport to access non-work or education destinations in a typical month. Responses indicated that 29% of respondents chose to walk every day to access these destinations, while a further 30% chose to walk to non-work or education destinations a few times a week and some 7% choosing to do so approximately once a week.

Of the 514 responses received, 19% of respondents noted that they use their car or van every day, an additional 40% noted they use this mode at least a few times a week and a further 11% indicating they

use this mode at least once a week. Additionally, the third most used mode of transport to access non-work or education destinations was identified as cycling, with 5% of respondents indicating they used this mode of transport daily. A further 14% of respondents chose to cycle to non-work or education destinations a few times a week and some 5% choosing to so approximately once a week. As with transport to access work or education destinations, motorcycle or moped and a car or van provided by an employer were the least used mode, and tied jointly amongst respondents, with 80% of respondents indicating that they never use this mode of transport. Once again, park and ride was noted as an infrequent option for transport, with 62% of respondents indicating that they never use this mode to travel. Bus and train services were used less frequently to access non-work or education destinations, with 31% of respondents using bus services less frequently and 47% of respondents using train less frequently.

5. Written responses

There were 76 written responses received via email in relation to this consultation. Responses were received from the following stakeholder groups: county councils, unitary councils, borough and district councils, parish councils, transport groups, statutory bodies, enterprise and community groups, environmental groups, businesses, and members of the public.

Some stakeholders chose to respond through the online survey. Those responses have been analysed in section 4.

A separate code framework was created for analysis of the responses received by email.

Transport East has duly considered all the responses received and the following key themes have been identified.

Theme	Number of mentions
Road and travel	227
General comments	136
Location specific	139
Environmental	89
Community focus	77
Vision and strategy specific	70
P4 - Unlocking international gateways (Ports and Airports)	59
Consultation specific	56

P2 - Connecting growing towns and cities	56
P3 - Energising coastal and rural communities	59
P1 - Decarbonising to net zero	47
IDP specific	24

*The full breakdown of the codes received can be seen in appendix 9

Road and travel

This theme consisted of 12 different codes. 66 responses were identified that included this theme with a total of 227 mentions of the codes in this theme.

38 email responses in this theme mentioned **public transport improvements**. Typical comments included:

“The Council has recently adopted strategies relating to bus services and cycling and walking and would welcome joint working to deliver public transport and active travel improvements along these corridors”

E022

“Rural bus services in my experience are very poor and need drastic improvement. Public transport is the future for most people ”

E054

“Efforts must be made to reduce car use by improving the local bus services and cycling and walking routes. In particular, bus frequencies should be increased as well as access to new developments where appropriate. The train service from King ’ s Lynn to King ’ s Cross is an hourly service and is used by many people working in Cambridge and London. The frequency of service needs to be increased to every 30 minutes. Also, the proposed, but postponed, improvements at Ely are needed to speed up travel times ”

E060

33 emails mentioned they **need other routes or links/ greater connectivity**. Typical comments included:

“Connecting South Essex - London - Basildon - Southend (E) presents a very London centric focus. Extending the west facing arrow to point further to the midlands and north and perhaps rebadging it as Connecting the North Thames estuary to the rest of the UK ”

E053

“Great Yarmouth to Lowestoft: - A light rail link of these coastal towns could bring powerful regeneration to the whole area ”

E027

26 responses mentioned **congestion/ traffic**. Typical comments included:

“Consideration must be included within the strategy for the promotion of light freight movements, given increased activity and interest, and potential to reduce congestion and support sustainable logistics movements in/out of London ”

E052

” While conversion of road vehicles, public and private to electric traction, will indeed lead to a drop in toxic emissions, it will completely fail to reduce the non-exhaust emissions (NEEs), the PM2.5 particulates that are especially injurious to human health. These form the greatest threat where high population density coincides with the heaviest and congested traffic, that is along major traffic arteries in urban areas ”

E041

General comments

This theme consisted of 9 different codes. 59 responses were identified that included this theme with a total of 136 mentions of the codes in this theme.

32 respondents made **mentions of other work or schemes** in their response. Typical comments included:

“There needs to be reference to the Thames Estuary Hydrogen Route Map published in October 2021. The Route Map has identified that there is a density of transport related demand that exists in the Thames Estuary, which is potentially unique in the UK, with implications for the wider region ”

E050

“Transport East should have regard to the Natural Cambridgeshire Local Nature Partnership ’ s ambition to double the area of rich wildlife habitat and natural greenspaces by 2050. Including space for nature should be incorporated into the development of all transport schemes and transport infrastructure management”

E022

“The connecting Project East West Rail, whilst just outside your direct area of interest, is a major part of the delivery of your Goals as they relate to Core Corridor 3; the EWR proposal is in the critical stages of planning, and you need to join up somewhere”

E029

29 of the email responses mentioned the need for alignment with **other governing bodies and authorities** in relation to Transport East proposals. Typical comments included:

“The Strategy will inform the plans of both Government and local/regional partners and therefore it is important that the document reflects key national policy areas ”

E056

“The Council strongly supports this priority but advocates the need for a whole systems approach, to provide consistency across Government departments, regional, district and local transport bodies ”

E006

25 responses mentioned the need for **collaboration/ working with partners** throughout the scheme. Typical comments included:

“To reduce demand, efforts will include working with government, National Highways and Network Rail to improve digital connectivity among main roads and railways and partnering with the private sector to encourage digital innovation to make best use of transport networks and discourage unnecessary travel at peak times ”

E046

“It will be key to work with the region ’ s Highway Authorities, including National Highways, to ensure they are seized of the need to facilitate the operation of attractive, reliable bus services ”

E068

“We would encourage Transport East to consider our proposals and - we hope - get behind and support them in collaboration with your neighboring authorities in Cambridgeshire ”

E013

Location specific

This theme consisted of 11 different codes. 51 responses were identified that included this theme with a total of 139 mentions of the codes in this theme. Example comments included:

“In respect of the Norwich to Cambridge link the Council considers that it is important to acknowledge the importance of Wymondham station as an interchange that can provide fast and direct links between key sites within the Cambridge to Norwich Tech Corridor. In particular between Cambridge, the advanced engineering cluster at Hethel, Norwich Research Park, the Norwich and Norfolk University Hospital and the University of East Anglia”

E071

“...Further clarity is required to what constitutes an economic asset. Numerous locations are identified around Ipswich and Lowestoft, whereas in locations such as Chelmsford and Colchester only one asset is identified. In addition, Chelmsford has two separate universities, but the plan does not show one..”

E015

“...Essex is the home to several successful and growing towns. Ensuring that this growth can happen sustainably and ensuring that our towns are linked to each other and to the rest of the United Kingdom is essential. There are also a number of new garden communities in Essex. These new communities will be designed around sustainable living and could act as exemplars for development in the East...” E025

“...There is also significant lack of public transport connection between towns located on the Essex Thameside Corridor and those on the Great Eastern Main Line. This discourages sustainable transport in favour of car trips which have existing better road connections...” E061

“Section 2.3 refers to traffic congestion in towns and cities, including Ipswich, and goal 3 focuses on shifting modes away from use of the private car. Of relevance to this, is the need within the Ipswich Strategic Planning Area to secure a significant level of modal shift to address potential impacts of traffic congestion arising from planned growth in and around Ipswich ”

E023

“West Suffolk Council has declared a climate emergency, including an aspiration to work towards a carbon neutral Suffolk by 2030, and is very supportive of this priority. Given the amount of activity underway at District, County and Regional level it will be important that actions are well aligned with the Suffolk Climate Emergency Plan (SCEP) to avoid duplication and ensure maximum progress to net-zero ”

E071

Environmental

This theme consisted of 11 different codes. 42 responses were identified that included this theme with a total of 89 mentions of the codes in this theme.

18 emails provided comments on **air quality/ pollution/ atmosphere**. Example comments included:

“Support to switch to greener fuels is essential to improve air quality and achieving our carbon neutral goals ”

E022

“Because of its location on the Wash, King ’ s Lynn is unfortunate in having limited access roads into the town which results in traffic congestion and the consequent air pollution problems ”

E060

“ We are concerned that your document treats this very serious health problem as an afterthought to your decarbonisation policies - “Tackling carbon emissions will also improve our air quality. ” While conversion of road vehicles, public and private to electric traction, will indeed lead to a drop in toxic emissions, it will completely fail to reduce the non-exhaust emissions (NEEs), the PM2.5 particulates that are especially injurious to human health. ”

E041

14 emails provided comments that focused on **general environmental concerns**. Example comments included:

“Some considerable concerns about environmental and biodiversity impacts; these are not considered in any depth. For example, has there been any thought around how new transport links might further fragment/degrade habitats? How does this fit with environmental spatial priorities? Are they considering how biodiversity net gain can be planned in from the beginning to make it meaningful, worthwhile and integrated?”

E010

“Potential effects on the significance of heritage assets, or appreciation of that significance, include physical destruction, visual intrusion, noise and light impacts and loss of or severance of an asset from its setting. Other environmental factors which might affect setting or lead to the degradation of historic fabric/features, include increased atmospheric pollution, vibration, ground movement/settlement, changes in hydrology, etc ”

E035

17 email responses focused on **climate emergency or issues**. Typical comments included:

“The District Council has declared a Climate Emergency and providing alternatives to the private car ”. E022

“The Council declared a climate emergency in 2019 and developed a Climate Change Strategy in 2021. Within this Climate Change Strategy, our target date is to achieve carbon neutral, as far as practical by 2030, however TE’s TS has a target date of 2050. Whilst we appreciate the decarbonisation of transport is complex and challenging, we would request an earlier approach than the 2050 target date ”

E006

Community focus

This theme consisted of 5 different codes. 41 responses were identified that included this theme with a total of 77 mentions of the codes in this theme.

29 email responses mentioned **growth** as a key focus. Typical comments included:

“Improved transport infrastructure will support local growth and enable our residents to live and work locally ”

E022

“We are currently finalising work on a freight, logistics and gateways strategy for our region. This strategy provides a route map to enable the growth of the industry to keep up with the growing population and economy ”

E069

22 of the emails in this theme mentioned **house building / new housing**. Example comments included:

There are particularly strong links between Transport East’s strategic priorities and SELEP’s activities in relation to Housing and Development, Clean Growth and our Major Projects Group. Across the SELEP area we will be delivering 25% of the Garden Communities housing in the UK ”

E056

“We particularly want to see active travel options incorporated into a multi-modal offer to link growth and new jobs to people and new housing. Our new Local Plan, expected to be adopted in 2022, contains proposals for thousands of new housing units, and a significant new 48ha employment zone at Burnt Mills, that can only be brought forward once suitable transport links are in place ”

E005

14 email responses mentioned the **effects on for businesses and work**. Example comments included:

“Most of the jobs that are created over the lifetime of the plan can be expected to be located within existing planned sites, and most residents will live in existing housing stock or stock that is already planned ”

E059

“Although the footprint of Stansted is small compared to other core areas it likely contains by far the highest density of jobs anywhere in the region with approximately around 5,000 jobs per km2 putting it at the top of the table for the location of jobs in the region ”

E070

“The package of improvements we’re asking for has the potential to create 5,100 new jobs in Norwich, 5,400 jobs in Ipswich, 10,000 jobs in Colchester, 8,400 jobs in Chelmsford, and 3,700 new

jobs in Southend. The financial benefit of journey time savings is estimated at £6m annually. Over a 30-year period, journey time savings would equate to a total of £179m ”

E030

Vision and strategy specific

This theme consisted of 5 different codes. 46 responses were identified that included this theme with a total of 70 mentions of the codes in this theme.

32 email responses were coded as **supports strategy**. Typical comments included:

“We support your strategic priorities and note with interest the Core Strategic Corridors, especially the Norfolk and Suffolk to Cambridge/Cross Country corridor and the UK Innovation Corridor ”

E012

“National Highways (formerly Highways England) welcomes the opportunity to respond to the consultation on the Draft Transport East Strategy, Investment and Delivery Programme, and Integrated Sustainability Appraisal. These documents provide us with greater clarity on your priorities for strategic transport and we support the strategic aims to enable: Decarbonisation to Net Zero; Connecting Growing Towns and Cities; Energising Coastal and Rural Communities; and Unlocking International Gateways”

E045

“Essex County Council (ECC) welcomes the publication of the Draft Transport East Transport Strategy and is fully supportive of the strategy ”

E025

“Great Yarmouth Borough Council strongly supports the draft vision and agrees that the Transport Strategy identifies the right overall approach to transport development across the region. The Council strongly supports the draft Strategic Priorities set out within the Transport Strategy and recognises the importance of implementing each of the identified goals under the draft Strategic Priorities in order to deliver effectively the vision of the strategy.”

E032b

13 of the email responses in this theme were coded as **supports goals/ aims**. Typical comments included:

“Support the goal which aims to support people to switch their journeys from private car to walking, cycling and passenger transport... Support the aim of the goal to improve connections to coastal communities, including the references to identifying best value projects, potentially including water-based transport for coastal communities and the East of England coastal path ”

E052

“We are supportive of the...Goals you set out and provide the following observations which we hope will be helpful to you ” – E068

12 of the email responses in this theme were coded as **supports vision**. Typical comments included:

“Great Yarmouth Borough Council strongly supports the draft...vision and agrees that the Transport Strategy identifies the right overall approach to transport development across the region ”

E032

“East Cambridgeshire District Council supports Transport East ’ s vision of a thriving economy for the East, with fast, safe, reliable and resilient transport infrastructure driving forward a future of inclusive and sustainable growth ”

E022

P4 – Unlocking international gateways (Ports and Airports)

This theme consisted of 6 different codes. 35 responses were identified that included this theme with a total of 59 mentions of the codes in this theme.

19 emails mentioned **port freight**. Typical comments included:

We need to plan for future patterns of distribution of consumer goods. Imports via the major ports are mostly conveyed to Strategic Freight Interchanges in the ‘golden triangle ’ in the Midlands or North of England ”

E053

“Welcome the inclusion of support for the freight sector to increase their use of alternative fuels and to increase sustainable transport by port employees and passengers within Goals 11 and 12 which will potentially make a big contribution to the decarbonisation priority”

E056

15 comments in this theme mentioned **rail freight**. Typical comments included:

“The Case Study East West Rail (figure 4.3.6) omits any reference to freight. It is important that this new railway has capability and capacity for freight as an alternative route to the south midlands ‘ Golden Triangle ’ , and the route could also support a greater use of rail freight in the construction of homes and infrastructure along the Arc”

E053

“One freight container train uses one seventh of the energy that an equivalent number of HGVs carrying the same load. The Committee should be concentrating their energies on getting as many HGVs off the area's roads and onto rail transport ” .

E027

11 email responses in this theme mentioned a **specific airport focus**. Typical comments included:

“Norwich Airport is a key regional link to the international hub at Schiphol as well as a domestic connection as described ”

E047

“Over half (53%) of MAG ’ s passengers drive less than an hour to park at Stansted Airport. This should mean that the majority of users would not need to charge whilst parked in order to complete their journey both ways. Given the location of our airports on, or close by the strategic road network, those passengers making longer journeys should be able to access the motorway or major A-road service area charging ”

E062

Consultation specific

This theme consisted of 5 different codes. 43 responses were identified that included this theme with a total of 60 mentions of the codes in this theme.

28 emails mentioned **missing information/ not enough information**. Example comments included:

“Further, there appears to be no mention of the current RIS2 investment pipeline or the need to facilitate and influence this 5-yearly funding allocation ”

E045

“No specific reference to Uttlesford District as a locality or as a partner organisation, and no reference to the scale of proposed growth in the district ”

E070

“We note that in this section of goals, unlike in the airports section, there is no mention of ambition to reach net zero in regard to ports, and question why this is the case ”

E065

20 email responses mentioned a particular **emphasis/ focus on a specific part**. Example comments included:

“We suggest there could be more emphasis on the National Highways Route Strategies process and influencing future Road Investment Strategies (RIS) in general ”

E045

“In general, we believe that it would be helpful if greater emphasis is given the delivery of garden town growth and the principles that underlie these projects in terms of sustainable transport ”

E025

“Goal 2 - Reduce demand – support but this should emphasise that the focus should be on people being able to make more local journeys without access to a car...Equally, while we support the proposed reviewing of planning applications, we would like to see a stronger emphasis on maximising modal shift to active travel and public transport ”

E067

6 email responses provided **positive consultation/ documentation comments**. Example comments included:

“In general, the documents have brought together a valuable and useful set of facts and figures to support the proposals which seem well thought out and in accordance with our own analysis ”

E040

“There is a positive reception of the document as it broadly aligns with Thurrock ’ s own vision to have a transport system that: is fully inclusive, meeting the social needs of residents; is integrated to provide seamless multi-modal journeys; is accessible for everyone, safe and attractive to use; delivers sustainable community regeneration and growth; and reflects the exceptional circumstances of Thurrock as an international centre for logistics and commercial development ” .

E066

“These documents provide us with greater clarity on your priorities for strategic transport ”
E045

P2 - Connecting growing towns and cities

This theme consisted of 9 different codes. 31 responses were identified that included this theme with a total of 56 mentions of the codes in this theme.

14 email responses provided **other routes to consider**. Example comments included:

“When looking at the Core Corridors we urge you to consider separating the two east-west corridors leading from our region to Cambridge. We believe that they are independently and uniquely significant at a regional level and support not only the ports and logistics sector via the Felixstowe/Ipswich/Cambridge corridor but also the advanced manufacturing and engineering innovation sector via the Cambridge Norwich Tech Corridor ”

E047

“Mentions the limited east-west rail connections across the region e.g., Ipswich – Ely and Norwich-Cambridge, but misses the limited south-north rail connections in the Southeast, in particular in Thurrock, where east-west rail connections towards London or Southend are relatively good, but to the rest of the East region are non-existent, e.g., connections to Brentwood, Chelmsford and beyond ”

E066

11 email responses provided comments which showed they **support the corridors**. Example comments included:

“The connections to London, Cambridge and the Midlands identified within the core corridors provide important links between Suffolk and key economic centres in surrounding regions and improvements to these connections will support Suffolk ’ s key priorities. The County Council broadly agrees with the core corridors set out within the draft strategy ”

E064

“The council notes the identification of seven strategic corridors for priority investment and is in broad agreement with them ”

E005

Only 6 of the responses mentioned **issues with corridors / improvements needed**. Example comments included:

“In considering impact on historic church buildings the potential for harm to their significance should be considered in relation to both harm to the individual buildings or to their settings, and harm from environmental factors such as noise and light pollution. The potential that existing places of community significance might be disrupted should be fully evaluated, and due weight be given to it in the final decision on corridors ”

E035

“Rapid transit links from Cambridge to Uttlesford. These were predicated on a development strategy identified in an Uttlesford Local Plan which has since been found unsound. This and other such options between Uttlesford and Cambridge need to be consistent with the emerging Uttlesford Local Plan ”

E012

P3 - Energising coastal and rural communities

This theme consisted of 9 different codes. 33 responses were identified that included this theme with a total of 59 mentions of the codes in this theme.

15 emails mentioned **greater connectivity needed in rural areas**. Example comments included:

“Improving connectivity in rural and coastal communities is another key priority identified in your strategy. Action is needed to level up these areas through better connections, enabling deprived areas to prosper ” E069

“Relevant to Goals 8 and 9, future transport solutions and interventions need to tackle rural mobility issues, improve connectivity and accessibility, increase low carbon travel options, and deliver more integrated transport services ”

E068

11 responses in this theme mentioned that they **need further transport improvements/ connections for coastal areas**. Example comments included:

“A regular, reliable, and timely service is essential for the delivery of much needed new homes and to enable our businesses to deliver employment and prosperity. Good rail services will also provide essential connectivity for our coastal communities, enabling access to wider opportunities and supporting these areas to level up ”

E030

“Better access to the coast for people living in the Midlands and South to promote the tourism industry ”

E040

10 comments were coded as **support improvements for rural areas**. Example comments included:

“The Council supports the recognition of the significant transport issues that are faced by rural residents and the ambition of eliminating rural “transport deserts ” and supporting ultra-fast broadband access for all. The Council also supports the ambition to provide sustainable transport to rural areas by supporting innovative types of transport ”

E059

“West Suffolk supports the Decarbonising of rural trips and the creation of a Centre of Excellence 3. for Rural Mobility in the East working to ensure rural transport deserts have passenger services and digital connectivity ”

E071

“High quality, safety and reliability of transport, particularly in these rural areas, is a vital provision to maintain access to important amenities and services. BDC strongly supports this priority but advocates the need for a whole systems approach, to provide consistency across Government departments, regional, district and local transport bodies ”

E006

P1 – Decarbonising to net zero

This theme consisted of 4 different codes. 31 responses were identified that included this theme with a total of 47 mentions of the codes in this theme.

18 of the emails were coded as **supports the importance of decarbonisation**. Typical comments included:

“East Cambridgeshire District Council (ECDC) supports the priority relating to decarbonisation ”
E022

“Rail Freight Group (RFG) is pleased to see the emphasis given in the strategy to the key themes of Decarbonisation to Net Zero ”
E053

16 email responses mentioned **concerns about achieving carbon goals/ decarbonisation**. Example comments included:

“They have repeatedly said they want to reach zero carbon by 2030. Their proposed strategy, as part of Transport East, contains lots of fancy words about sustainable goals but look closely and the proposed actions and spending are mainly about road building to encourage more driving, more use of airports and more house building ”
E057

7 of the email responses for this theme mentioned **suggestions to achieve decarbonisation**. Example comments included:

“There is scope for the South Essex bus metro rapid transit to substantially increase the ability of residents in Castle Point to travel to work by public transport contributing towards modal shift and the priority of securing decarbonization ”
E014

“What the region desperately requires is a plan that moves away from roadbuilding and focuses on an integrated rural and urban public transport service and safe cycling routes for school children and commuters. That, perhaps funded by workplace charging, as introduced with great success in Nottingham, will be the only way that we can cut carbon emissions and improve air quality for the people of Essex, Suffolk and Norfolk ”
E057

IDP specific

This theme consisted of 3 different codes. 19 responses were identified that included this theme with a total of 24 mentions of the codes in this theme.

13 email responses were **supportive of the IDP and projects**. Typical comments included:

“RFG supports the approach taken by Transport East and its Assessment Criteria ”
E053

“Councillors are supportive of the strategy and in particular are supportive of the projects highlighted in the delivery programme and hope that this will be a way of bringing those important projects

forward for the benefit of residents ”

E031

“We strongly agree that the IDP sets out the right approach for delivering the Transport Strategy. The process used to identify the project pipeline is sensible and has been developed using well developed procedures, including the regions many partner groups, organisations and stakeholders ”

E056

9 email responses mentioned that **other projects should be included in the IDP**. Typical comments included:

“Future iterations of the Investment and Delivery Programme be closely aligned to the strategy and the current version may need to be reviewed in light of any developments to the strategy. The County Council would like to encourage Transport East to include an active travel link between Lowestoft and Beccles as a replacement for the Major Road Network scheme that was originally envisaged ”

E064

“surprised that Haughley Junction does not achieve a better score for decarbonisation and wider benefits as it is part of the Felixstowe to Midlands and North scheme which scores well on both. We are pleased to note the reference to freight in project D1 (see Goal 6) but suggest it has a broader application than as a route to the southwest only ”

E053

“it is considered that there are potentially a number of specific projects which do not appear within the appendices, such as potential riverbus services and riverside developments at Purfleet, Grays and Tilbury in Thurrock. Consideration should be given to the potential inclusion of these kind of projects/developments within the IDP ”

E052

6. Conclusion and next steps

6.1 Summary of the feedback received

Draft Transport Strategy

Of the 514 online responses received, 74% of respondents supported or strongly supported the vision with 10% indicating a level of opposition to the vision outlined. Furthermore, 55% of responses received via the online consultation survey indicated they agreed the Transport Strategy identified the right overall approach to developing transport across the region, with 19% of respondents opposing the approach presented.

Four questions were asked about Transport East's four strategic priorities. Results highlighted support for each of the priorities outlined:

- Decarbonisation to net zero; 79% supported or strong supported, with 9% opposing
- Connecting growing towns and cities; 79% supported or strongly supported with a further 6% opposing
- Energising coastal and rural communities; 81% of respondents indicated support or strong support, with 6% opposing
- Unlocking international gateways (ports and airports); 62% noted their support or strong support and 12% indicated opposition

Respondents were then asked to rank the goals in each strategic priority by importance. The top ranked goal in relation to the Decarbonisation to net zero priority was identified as 'Shift modes', with 37% of respondents selecting this option as their first-choice goal. For Connecting growing towns and cities, most respondents rated 'Enhanced sustainable transport' as their first-choice priority (41%). For Energising coastal and rural communities, the split was fairly even with a small majority rating 'Increase access to education, training, service and employment for rural communities' as their first-choice goal (51%). For Unlocking international gateways (ports), most respondents rated 'Shift modes' as their first-choice goal (53%). For Unlocking international gateways (airports), most respondents rated 'Net zero aviation emissions' as their first-choice goal (36%), although this goal also had the highest number rating it as their last choice.

Respondents were provided the opportunity to provide further commentary in relation to the Transport Strategy proposals presented. Of the 514 online responses received to the consultation, 330 responses were coded and further analysed. The key themes identified included:

- Public Transport (147 mentions)
- Transport Strategy Specific (125 mentions)
- Concerns/ critiques (121 mentions)
- Suggested improvements (102 mentions)

With Public Transport being the most observed theme within the consultation responses, many respondents highlighted the role of public transport in improving connectivity across the region, as well as the opportunity it presents to energise coastal and rural communities. Respondents presented several suggested public transport improvements that will help enhance the public transport capability across the region, as well as support the strategic priorities outlined.

Respondents emphasised the need for public transport improvements, while several respondents highlighted the emphasis given to road related improvements within the Transport Strategy. Respondents raised that these improvements were in conflict with the strategic priority of achieving transport decarbonisation. Growth aspirations for the region was also identified as an area of concern, with growth often seen as a risk to sustainable development.

Investment and Delivery Programme

Of the 514 online responses which were received, 45% either agreed or strongly agreed that the Investment and Delivery Programme (IDP) sets out the right approach for delivering the Transport Strategy, with 18% either disagreeing or strongly disagreeing.

Respondents were then asked to explain their response, with 65% of respondents answering (335 respondents). The top themes which came out of this analysis included:

- IDP specific (140 mentions)
- Concerns/ critiques (95 mentions)
- Suggested improvements (73 mentions)
- IDP delivery (58 mentions)

Respondents were also asked if they had any other comments about the Investment and Delivery Strategy. A total of 158 responses were received for this question Key themes identified included

- Location specific (54 mentions)
- Transport (46 mentions)
- General comments (43 mentions)
- Proposal specific (34 mentions)

Respondents generally agreed that the IDP supported delivery of the Transport Strategy, however the need for further information on how it be achieved was emphasised in some views. Comments asked for the IDP to be more ambitious in its approach to achieve maximum benefit. Those opposed to the IDP proposals emphasised how the proposals presented are unlikely to deliver the desired Strategy outcomes or provide enough improvement. Like comments on the Transport Strategy proposals, responses emphasised how road improvements remain a concern; as well as the importance given to aviation related growth. These improvements are seen as a challenge to achieving transport decarbonisation.

Respondents highlighted how projects which support reducing carbon emissions should be prioritised. Attention was also drawn to the IDP' s role in delivering the Transport Strategy. Responses questioned how the projects are to be funded and investment acquired, and asked for more detail on delivery proposals and timescales for project implementation.

Integrated Sustainability Appraisal

For this section, respondents were asked if they had any comments on the Integrated Sustainability Appraisal. 129 responses were received for this question and the following top themes were extracted:

- General (45 mentions)

- Consultation specific (57 mentions)
- Suggestions (41 mentions)

Respondents reiterated the need for public transport improvements; however, highlighted how the source of funding to facilitate these improvements needs to be more clearly identified. As with the other proposals set out within the Transport Strategy, respondents are keen for the improvements to be bold enough to achieve the stated ambitions. Comments were also made about specific improvements that could be made to the appraisal approach and evaluation and monitoring of the Transport Strategy goals.

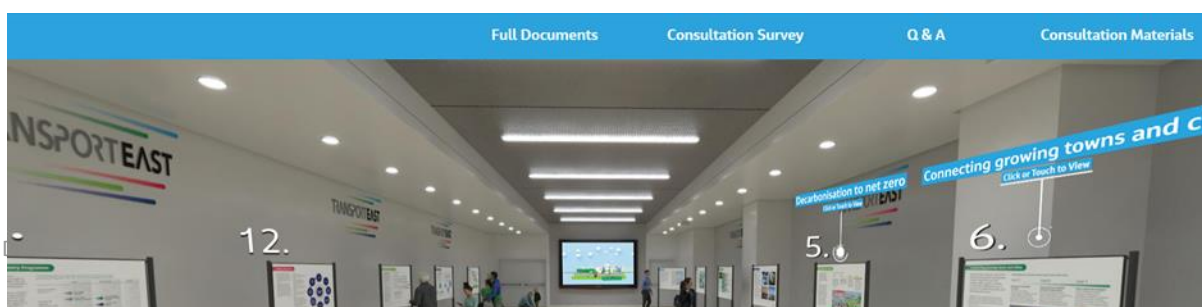
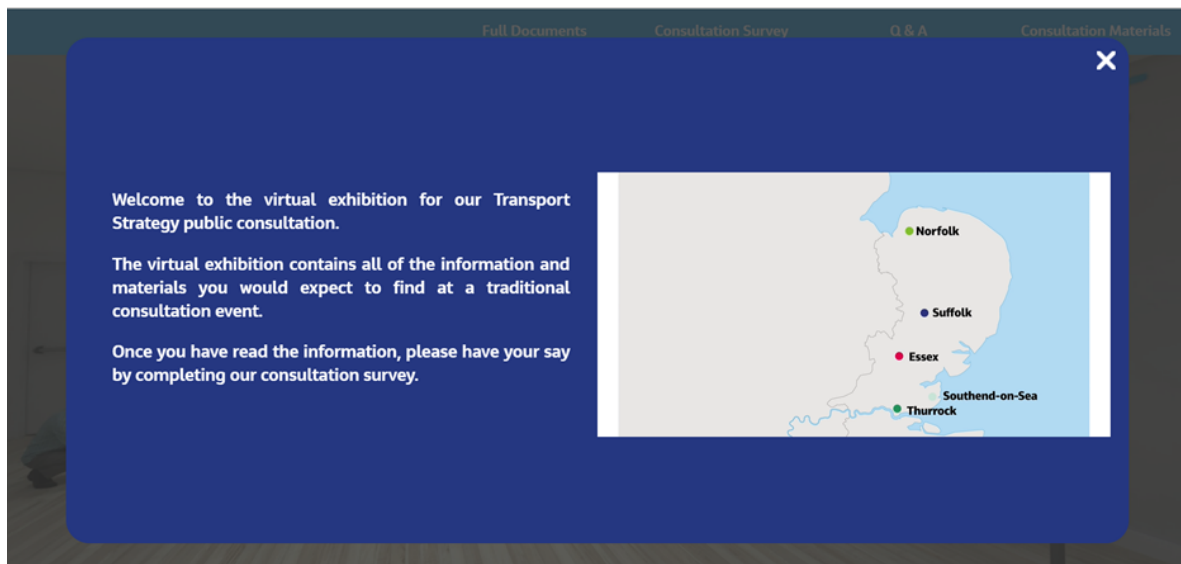
To achieve the ambitions set out in the Strategy and IDP, it is fundamental the aspirations of the region are aligned both local transport policy and the wider national objectives. Further engagement will be required with key partners to ensure Transport East can deliver the overall Strategy.

6.2 Next steps

Following the analysis carried out on responses to the consultation, the strategy will be reviewed and updated. The aim is to achieve formal endorsement from regional local authorities in summer 2022. The final strategy will then be published on the website and submitted to the Government. Once an agreement has been made on the Transport Strategy, it will be used to help plan transport improvements up to 2050.

Appendices

Appendix 1 - Exhibition boards



Full Documents Consultation Survey Q & A Consultation Materials

Introduction

Welcome to our consultation on the draft regional transport strategy for the East.

We are Transport East, the sub-national transport body for Norfolk, Suffolk, Essex, Southend-on-Sea and Thurrock.

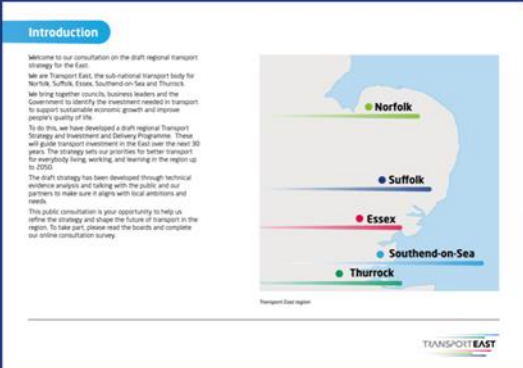
We bring together councils, business leaders and the Government to identify the investment needed in transport to support sustainable economic growth and improve people's quality of life.

To do this, we have developed a draft regional Transport Strategy and Investment and Delivery Programme. These will guide transport investment in the East over the next 30 years. The strategy sets our priorities for better transport for everybody living, working, and learning in the region up to 2050.

The draft strategy has been developed through technical evidence analysis and talking with the public and our partners to make sure it aligns with local ambitions and needs.

This public consultation is your opportunity to help us refine the strategy and shape the future of transport in the region. To take part, please read the boards and complete our online consultation survey.

Download Survey



Click or Touch the image to enlarge

Full Documents Consultation Survey Q & A Consultation Materials

Our vision

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

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

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

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

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Background and challenges

The Transport East region is already home to 3.5 million people and 1.7 million jobs and helps drive the economy.

It is essential for the UK's global trade, with more international gateways than any other region: 13 ports and 3 international airports. Half of the UK's freight containers are moved through the region.

Significant growth is expected, with the population forecast to increase by up to half a million by 2041, and 566,000 new homes and 295,000 new jobs predicted by 2050.

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

The transport challenges facing the region include:

Rising emissions - Carbon emissions in the region are going up - by around 200 kilotonnes per year before the COVID-19 pandemic. Transport is responsible for 42% of all emissions in the region (well above the national average), with 96% of those emissions generated on our roads. Emissions also create poor air quality, affecting our health.



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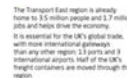
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Dispersed communities

The East has many different communities with different needs. Over 30% of the population within the region live in rural areas and 22% live on the coast. Car dependency is particularly high in these areas. The proportion of the total population who can access employment and services by walking, cycling or public transport is also lower than the total average for England.



Growth and congestion

We have 75 towns and cities spread across the region. The connections between and within growing places drive our economy. Many of these towns and cities suffer from severe traffic congestion, contributing to road damage, poor air quality and adding costs to businesses. Our rail networks are focused towards London, making it difficult to get between many places by train.



Accessing international gateways

Many challenges affecting our growing towns and cities also restrict the movement of goods and people to our ports and airports. Many of the major roads serving ports and airports suffer regular delays. Rail freight services travelling to and from major ports such as Felixstowe, Norwich, Tilbury and London Gateway also suffer from constrained capacity.

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Strategic priorities

Our draft strategy sets out a series of pathways to follow to deliver the vision, focused on the following four strategic priorities for transport:

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

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

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

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

Our approach is aligned with Government priorities to promote global Britain, deliver



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

Our approach is aligned with Government priorities to promote global Britain, deliver net zero and well up our country after the COVID-19 pandemic.

We want to know if you think this is right approach to planning for future transport needs.

Have your say by completing our online survey.



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Decarbonisation to net zero

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

Transport is responsible for 42% of all carbon emissions in the Transport East region – more than any other source and well above the national average.

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

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

The pathway to decarbonisation:

Goal 1
Zero carbon growth - Support authorities and developers to plan new development that reduces the need for people to make carbon-intensive transport trips.

Goal 2



Decarbonisation to net zero

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

The pathway to decarbonisation:

Goal 1	Goal 2	Goal 3	Goal 4
Zero carbon growth Support authorities and developers to plan new development that reduces the need for people to make carbon-intensive transport trips.	Reduce demand for carbon intensive trips Make it easier for people to access services locally or online.	Shift modes Support people to switch their journeys from private car to walking, cycling and passenger transport.	Switch fuels Support residents and businesses to switch all private passenger transport, fleet and freight vehicles to net zero carbon fuels as quickly as possible.

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Connecting growing towns and cities

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

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

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

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

Journey times by rail are also slow. For example, Norwich - London by train takes nearly 2 hours, compared with London - Birmingham, which is further and takes 80 minutes.

With 566,000 new homes and 295,000 new jobs planned by 2050, this will only become worse unless action is taken to tackle it.



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With 566,000 new homes and 295,000 new jobs planned by 2050, this will only become worse unless action is taken to tackle it.

The pathway to better connected towns and cities

Goal 5	Goal 6	Goal 7
Enhanced sustainable transport Improve access and connectivity for walking, cycling and passenger transport to create sustainable travel for education, training, employment, leisure and access to services.	Faster and more reliable transport connections Deliver improved transport connections between our growing towns, cities and corridors, and the rest of the UK to support business growth, skills development and employment.	Fully integrated transport networks Fully integrate transport networks, services and operations through a customer-focused approach, enabling seamless and safe end-to-end journeys by sustainable modes of transport.

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Full Documents Consultation Survey Q & A Consultation Materials

Energising coastal and rural communities

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

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

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

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

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

The pathway to energised coastal and rural communities:

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Unlocking international gateways – Ports

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

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

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

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

The pathway to unlocking our international ports:

Goal 10

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Unlocking international gateways - Airports

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

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

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

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

The pathway to unlocking our international airports:

Goal 13
Enhanced connectivity to airports - Improve connectivity to airports for passengers and employees through better connected and more sustainable transport options.

Goal 14
Net zero aviation emissions - Support the Government and aviation industry to deliver net zero emissions by 2050.

Goal 15
Shift modes - Support passengers and employees to access our airports by sustainable transport, such as by bus or train.

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Core corridors

We have identified six core corridors which play a vital role in the movement of people and goods in the region.

These corridors are the road and rail links between growing urban areas, ports and airports in the region, and the rest of the UK.

Further investment in the corridors is needed if the region is to reach its potential as a thriving, connected and multi-centred economy.

As well as cross-region initiatives, we will be looking to deliver the four strategic priorities along these core corridors, as part of our framework for future transport investment in the East.

Midlands – King's Lynn – Norwich – Great Yarmouth

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

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

Click or Touch the image to enlarge

Investment and Delivery Programme

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

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

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

The full IDP is available within the exhibition and on our website at: www.transporteast.org.uk

We want to know if this is the right approach to developing our Investment and Delivery Programme. What do you think?



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

Idea	Development	Delivery
Decarbonisation for east area	Active travel measures (England)	
	Four-stage programme	
Connecting growing towns and cities	Smart parking programme	Stuffed Lo-Prop Cycle Hire Scheme
	Low cost fuel programme	
Emerging coastal and rural communities	East Area Strategic Growth Route	
	Southland Road Tunnel	
Unlocking international gateway	Go Greater Deal of 18 projects	ALICE Airport Hub
	Ports Access Programme	
West coast - Connect regional centres for the future that could improve connectivity in all of the region	Development pool - Projects that are in development and where a business case has been developed but has not been started	Delivery pool - Projects where a business case has been developed and is ready to be funded

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Working with partners

Our role at Transport East does not stop at developing and adopting a Transport Strategy. We will continue to bring together partners across the region to realise our collective vision for the future of transport in the East.

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

This includes:

- Identifying the best projects for the four strategic priorities and six core corridors
- Creating and managing an investment pipeline, supporting the progression of new ideas and development of schemes
- Adopting a Strategic Assessment Framework to help our partners align their projects with the Transport Strategy
- Supporting our partners to accelerate business cases to help projects secure funding



Download



Survey

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Integrated Sustainability Appraisal

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



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


The ISA includes:

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

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

The ISA is available within the exhibition and on our website at www.transporteast.org.uk

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Public consultation

We would like to hear your views on our proposed Transport Strategy, Investment and Delivery Programme and Integrated Sustainability Appraisal. This is your opportunity to tell us what you think about the draft strategy and make any comments that may help us improve it before it is finalised.

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

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

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



Live webcast events


We are holding two online public consultation events where you can find out more about the draft Transport Strategy and ask any questions you may have.

The video call-style live webcasts on Microsoft Teams will include a short presentation about the Transport Strategy, as well as a question and answer session, where you will be able to submit written questions to the project team. Anyone can attend and you can join via the Microsoft Teams app, online or by phone, but attendees will not be able to use their microphones or web cameras.

• Tuesday 14 December 2021 - 2pm - 3.30pm
 • Tuesday 11 January 2022 - 7pm - 8.30pm

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

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Appendix 2 - Supporting presentation



Welcome to the Transport East Strategy consultation webinar

Agenda

- Transport Strategy Presentation
- Q&A
- Next steps and close

Have your say

TRANSPORTEAST



Transport Strategy Consultation

2

Contents

- Background
- Draft Transport Strategy
- Consultation & next steps



What is Transport East?

Our Sub-national Transport Body, formed in 2018 covering Norfolk, Suffolk, Essex, Thurrock and Southend:

- Five** transport authorities
- 24** district authorities
- Two** LEPs
- Three** Chambers of Commerce
- Highways England, Network Rail and **DfT** (observer)

Our role:

- Speak with **one voice** for our sub-national area on transport
- Develop our **transport strategy to 2050** to secure investment for our priorities
- Accelerate and improve delivery – including partnership with neighbouring STBs and bodies

Sub-national Transport Bodies in England



What are we doing?

Regional Transport Strategy: Setting the direction for transport for the next 30 years

Investment and Delivery programme: Identifying a pipeline of projects to deliver that strategy and what is needed to get them funded and delivered

Integrated Sustainability Appraisal: Testing both of these documents through an Integrated Sustainability Appraisal – to meet national environmental, social and equality objectives

A 30-year transport strategy for the East
Public Consultation

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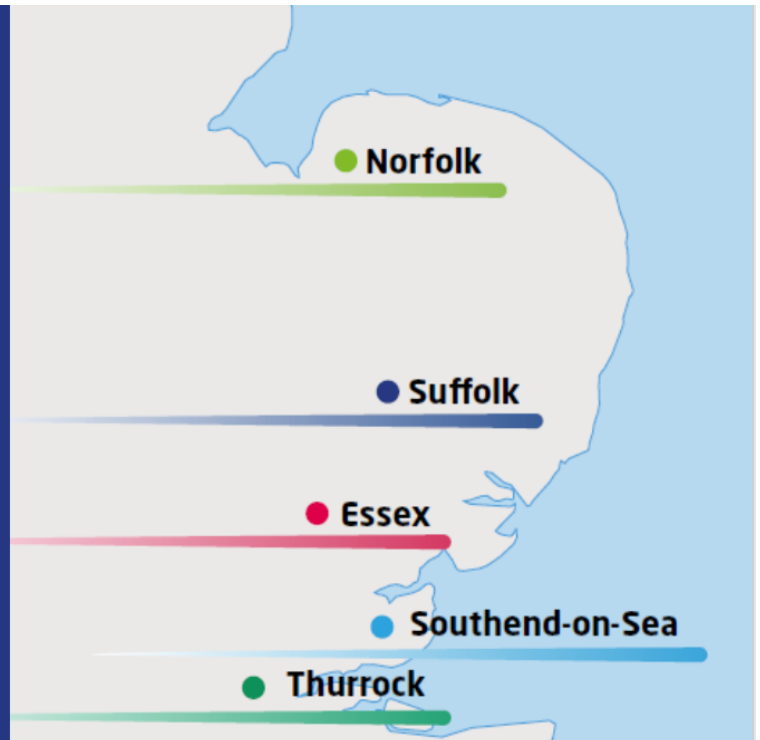


TRANSPORTEAST

DRAFT INVESTMENT AND DELIVERY PROGRAMME
November 2021

Transport Strategy: Purpose

- A **single voice** for better transport in the East
- A strategic case for **investment**
- Strategic **priorities**
- An **integrated approach** to transport planning and delivery



Transport Strategy: Timeline



Engagement summary



Transport East Forum & Senior Officers Group

15 partner strategy workshops

Transport Summit 2021 workshops

Public Survey of 600+ respondents

MP roundtable and East of England APPG

Ports roundtable

150+ meetings with 400+ partners

15+ Local authority and LEP, Leaders and Chief Executives meetings

8

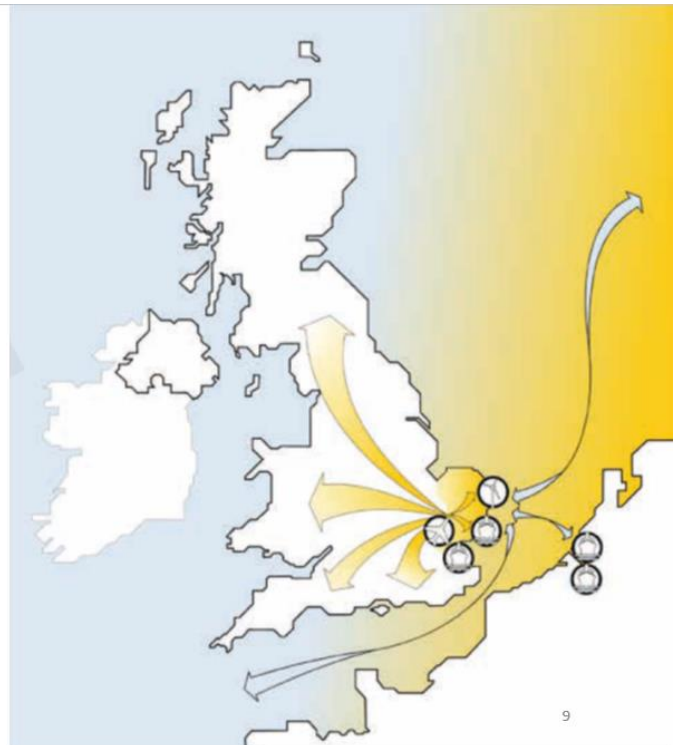
Engagement: Feedback

The East helps drive the UK economy:

- Strong, innovative and diverse economy
- Global gateway for trade
- Energy sector powering the country
- Major housing and jobs growth

But has major transport challenges:

- Rising emissions
- Poor connectivity and congestion
- Rural and coastal accessibility
- Accessing international gateways



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Aligning with regional priorities

A full review of local, regional and national strategies and plans was undertaken.

A series of wider objectives were developed that align with regional ambitions.

Regional wider outcomes our Transport Strategy will help deliver:

- Reducing carbon emissions to net zero by 2040
- Promoting active, healthy and safe lives for all
- Promoting and supporting a productive, sustainable and diverse economy
- Supporting access to education, training and employment opportunities for all
- Helping our growing areas to develop sustainably to create high quality, inclusive, distinctive and resilient places to live, work and visit
- Facilitating the sustainable energy sector
- Protecting and enhancing the built and natural environment

Vision and priorities

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



Strategic priorities

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

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Decarbonisation to net zero

The pathway to decarbonisation

Goal 1

Goal 2

Goal 3

Goal 4

Zero carbon growth

Reduce demand for carbon intensive trips

Shift modes

Switch fuels



12

Connecting growing towns and cities

The pathway to better connected towns and cities

Goal 5

Goal 6

Goal 7

Enhanced sustainable transport

Faster and more reliable transport connections

Fully integrated transport



13

Energising coastal and rural communities

The pathway to energised coastal and rural communities

Goal 8

Goal 9

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

Improve connectivity along our coastline



14

Unlocking international gateways - Ports

The pathway to unlocking our international ports

Goal 10

Goal 11

Goal 12

Better access

Alternative fuels

Shift modes



15

Unlocking international gateways - Airports

The pathway to unlocking our international airports

Goal 13

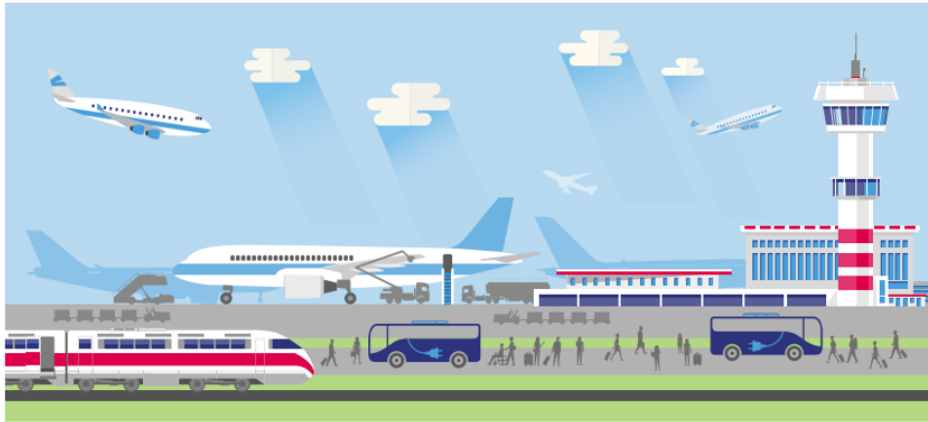
Goal 14

Goal 15

Enhanced connectivity to airports

Net zero aviation emissions

Shift modes



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Strategic Corridors

Midlands - King's Lynn - Norwich - Great Yarmouth

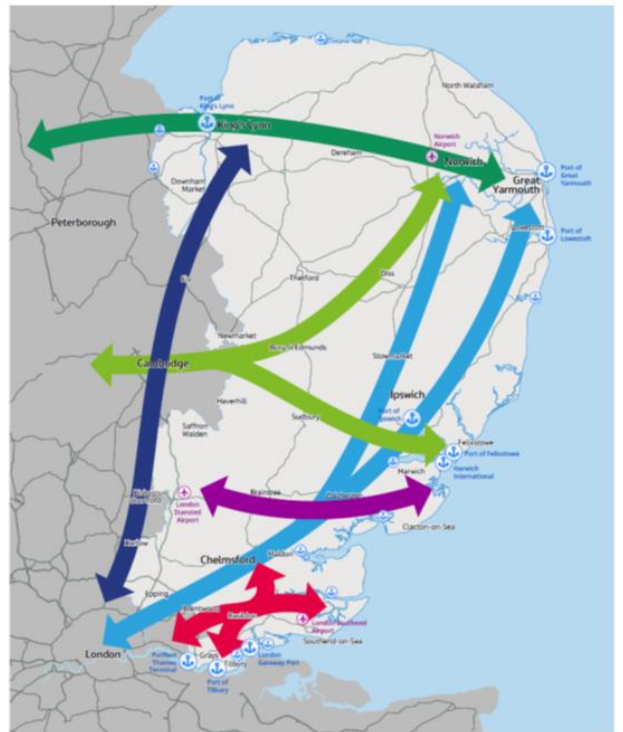
London - Chelmsford - Colchester - Ipswich - Norwich and Suffolk Coast

Norfolk and Suffolk to Cambridge - Midlands - South-West

Stansted - Braintree - Colchester - Harwich and Clacton

King's Lynn - Cambridge - Harlow - London

South Essex - London - Thurrock - Basildon - Southend



Investment and Delivery Programme

A strategic transport investment pipeline for the East of England

- c.55 **Strategic projects and packages** assessed by our new **Strategic Assessment Framework**
- **Three groups of scheme** for Transport East partnership to accelerate:



- Programme includes **existing priorities** plus a **new generation of projects**
- ‘Live programme’ – **new projects** can be added and **existing projects** improved
- **Directly inform region’s advice to Secretary of State** and **delivery bodies** (e.g. National Highways and Network Rail)

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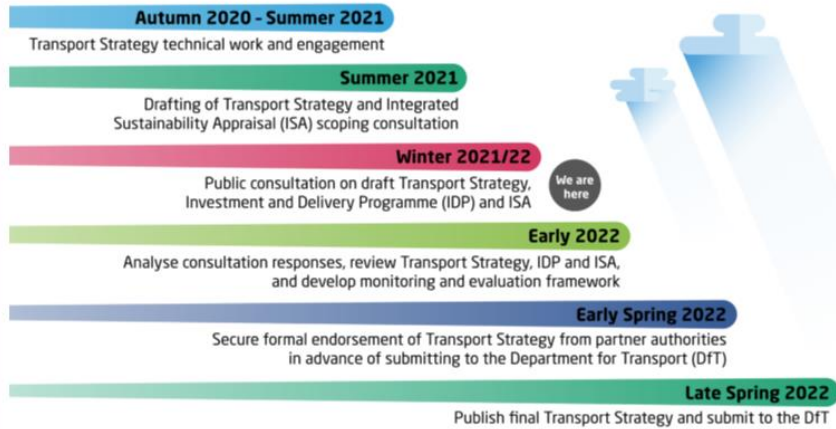
Better Delivery

- ✓ More **local influence** in national level decision making
- ✓ **People-focused transport planning** – linking different services together more effectively
- ✓ Simpler and longer term **funding**
- ✓ Identifying the **next generation of high-level transport** projects
- ✓ Strategic co-ordination with **other sectors** (including digital, energy)
- ✓ Closer **partnerships** with DfT, National Highways, Network Rail (and Great British Railways)

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Next steps

Consultation open to
30 Jan 2022



Question and answer
session



TRANSPORTEAST

transporteastconsultation@jacobs.com
[Transporteast.org.uk/public-consultation](https://transporteast.org.uk/public-consultation)
[@transporteast](https://twitter.com/transporteast)
[in TransportEast](https://www.linkedin.com/company/TransportEast)

Appendix 10 - Consultation questionnaire

A 30-year transport strategy for the East
Public Consultation

Personal information

Please provide the following information

First Name:

Surname:

Postcode:

Email Address:

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

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

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

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TRANSPORTEAST

Transport Strategy

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

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose
 No opinion

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

Strongly agree
 Agree
 Neutral
 Disagree
 Strongly disagree
 No opinion

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

	Strongly support	Support	Neutral	Oppose	Strongly oppose	No opinion
Decarbonisation to net zero	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connecting growing towns and cities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Energising coastal and rural communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unlocking international gateways (ports and airports)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

30

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

Decarbonisation to net zero	Connecting growing towns and cities
<p>Zero carbon growth Support authorities and developers to plan new development that reduces the need for people to make carbon-intensive transport trips. <input type="checkbox"/></p>	<p>Enhanced sustainable transport Improved access and connectivity for walking, cycling and passenger transport to enable sustainable travel for education, training, employment, leisure and access to services. <input type="checkbox"/></p>
<p>Reduce demand for carbon intensive trips Make it easier for people to access services locally or online. <input type="checkbox"/></p>	<p>Faster and more reliable transport connections Deliver improved transport connections between our growing towns, cities and corridors, and the rest of the UK to support business growth, skills development and employment. <input type="checkbox"/></p>
<p>Shift modes Support people to switch their journeys from private car to walking, cycling and passenger transport. <input type="checkbox"/></p>	<p>Fully integrated transport Fully integrate transport networks, services and operations through a customer-focused approach, enabling seamless and safe end-to-end journeys by sustainable modes of transport. <input type="checkbox"/></p>
<p>Switch fuels Support residents and businesses to switch all private, passenger transport, fleet and freight vehicles to net zero carbon fuels as quickly as possible. <input type="checkbox"/></p>	

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

Energising coastal and rural communities	Unlocking international gateways (ports)
<p>Increase access to education, training, service and employment for rural communities</p> <ul style="list-style-type: none"> Support residents and businesses travelling in rural areas to switch modes or fuels. <input type="checkbox"/> Support communities to make more local trips by encouraging goods and services to be provided locally. <input type="checkbox"/> Support partners to provide alternative options to travel through better access to ultrafast broadband and digital communications. <input type="checkbox"/> 	<p>Better access Improve road and rail capacity, journey times and reliability for freight and passengers accessing our ports. <input type="checkbox"/></p>
<p>Improve connectivity along our coastline Connect our coastal communities to the rest of the region and the UK to support levelling-up and boost our coastal industries, such as energy, shipping and tourism. <input type="checkbox"/></p>	<p>Alternative fuels Support our ports and freight sector to increase their use of alternative fuels <input type="checkbox"/></p>
	<p>Shift modes Modal shift of freight from road to rail or short sea shipping and increase the use of sustainable transport by port employees and passengers. <input type="checkbox"/></p>

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

Unlocking international gateways (airports)

- Enhanced connectivity to airports**
Improve connectivity to airports for passengers and employees through better connected and more sustainable transport options.
- Net zero aviation emissions**
Support the Government and aviation industry to deliver net zero emissions by 2050.
- Shift modes**
Support all passengers and employees to access our airports by sustainable transport, such as by bus or train.

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

Do you have any other comments about the Transport Strategy?

Investment and Delivery Programme

Integrated Sustainability Appraisal

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

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

Please explain your response

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

Do you have any comments about the Integrated Sustainability Appraisal?

Travel behaviours

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

	Every day	A few times a week	Once a week	A few times a month	Less frequently	Never
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car/van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car or van provided by employer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle or moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	Every day	A few times a week	Once a week	A few times a month	Less frequently	Never
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car/van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car or van provided by employer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle or moped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Consultation

How did you hear about this public consultation?

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

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

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

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

- Yes
- No

Demographics

You do not have to answer these questions, but they help us develop our diversity and equality practices. The information you supply below is confidential and will be used solely for monitoring purposes.

Gender

- Female
- Male
- Prefer to self-describe (please specify):
- Prefer not to say

Age

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

38

Disabilities

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

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

- Yes
- No
- Prefer not to say

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

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

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

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Appendix 3 – List of stakeholders who responded to the consultation

County councils

Suffolk County Council

Essex County Council
Norfolk County Council
Unitary councils
Thurrock Council
Southend-on-Sea Borough Council
Borough and District Councils
Essex
Basildon Borough Council
Brentwood Borough Council
Castle Point Borough Council
Colchester Borough Council
Braintree District Council
Uttlesford District Council
Tendring District Council
Maldon District Council
Harlow District Council
Chelmsford City Council
Norfolk
North Norfolk District Council
South Norfolk Council
Great Yarmouth Borough Council
Broadland District Council
Breckland District Council
Borough Council of King's Lynn and West Norfolk
Suffolk
West Suffolk Council
East Suffolk Council
Babergh and Mid Suffolk District Councils
Neighbouring LA areas
East Cambridgeshire District Council
Local authority partnerships
Association of South Essex Local Authorities (ASELA)
Opportunity South Essex
Greater Thetford Partnership
Town councils
Felixstowe Town Council
Saffron Walden Town Council
Parish Councils
Great Notley Parish Council
Rettendon Parish Council
South Wootton Parish Council

Nazeing Parish Council
Barnham Broom Parish Council
Thaxted Parish Council
Mundon Parish Council
Cley Parish Council
Pettaugh Parish Council
Stapleford Abbots Parish Council
North Pickenham Parish Council
Walsingham Parish Council
Walsoken Parish Council
Ramsden Bellhouse Parish Council
Melton Parish Council
Danbury Parish Council
Brettenham and Kilverstone Parish Council
Little Melton Parish Council
Tiptree Parish Council
Ingatestone and Fryerning Parish Council
Political groups
Norwich, Broadland and Norfolk Green Party Groups
Green, Lib Dem and Independent Group of Suffolk County Council
MPs
Member of Parliament for Bury St Edmunds - Jo Churchill MP
Member of Parliament for Suffolk Coastal – Dr Therese Coffey
Ports and airports
Hutchinson Ports
Thames Freeport (Forth Ports Ltd, London Gateway Port Ltd, Port of Tilbury, London Gateway Port)
Stansted Airport
Port of London Authority
Other STBs
Transport for the South East
Midlands Connect
England's Economic Heartland
Transport operators
Greater Anglia
Arrow Essex and Suffolk DaRT
Blyth Valley Whizzer
Transport groups
Chartered Institute of Logistics and Transport
Rail Freight Group
Light Rail Transit Association

Transport Focus
CoMoUK
Freight 21
Great Eastern Mainline Taskforce
Cycling UK
Norfolk Local Access Forum (NLAF)
CambridgeConnect
Thames Gateway Tramlink Ltd
Transport user groups and campaigns
Colchester Cycling Campaign
Transport Action Network
Essex Rail Users Federation
East Suffolk Travel
King's Lynn Hunstanton Railway Campaign
Campaign for Better Transport
East Norfolk Transport Users Association
Railfuture Ltd
Brentwood Bus and Rail Users Association
"ONTRACK" Transport Users Tendring District
Thames Crossing Action Group
Stop the Wensum Link Campaign Group
King's Lynn Hunstanton Railway Campaign (KLHRC)
Local enterprise partnerships
SELEP
New Anglia LEP
Community and action groups
Cambridge Past, Present & Future
Sothernhay Youth Centre
EnAble Thetford
Billericay Action Group
Orwell Ahead
Statutory bodies
National Grid
National Highways
Historic England
Broads Authority
Energy and environment
Climate Emergency Policy and Planning (CEPP)
Greater South East Energy Hub
New Anglia Energy (Hydrogen East/ Net Zero East)
East Suffolk Building Preservation Trust
CPRE (Norfolk)

Norfolk Wildlife Trust
Logistics
Simarco International Ltd
Developers
Bellway Strategic Land Limited
Estates and Agency Strategic Land
Businesses
Suffolk Chamber of Commerce
Essex Chambers of Commerce
Confederation of British Industry
Richard Morrish Associates Ltd
Spirit Motorsport Ltd
Galley Beggar Press
Gleneagles Guesthouse
Prem Commercial Ltd. T/as Blast Music
Tandem
PPFMM Ltd
Somatic Health
Railway Safety & Risk Solutions Limited
GRIDSERVE Sustainable Energy Ltd

Appendix 4 - Breakdown of postcodes and responses from survey

Area Postcodes	Area	Number of responses
NR17	Attleborough	1
SS13	Basildon	4
SS15		
SS16		
NR34	Beccles	3
SS7	Benfleet	6
SG18	Biggleswade	1
CM11	Billericay	2
CM23	Bishop's Stortford	1
CM7	Braintree	28
CM77		
IP27	Brandon	3
CM15	Brentwood	3
NR35	Bungay	1
CO8	Bures	2
IP28	Bury St. Edmunds	14
IP29		
IP30		
IP31		
IP32		
IP33		
CB1	Cambridge	10
CB2		
CB4		

CB21		
CB22		
CB23		
SS8	Canvey Island	1
CM1	Chelmsford	19
CM2		
CM3		
CO15	Claton-On-Sea	4
CO1	Colchester	47
CO2		
CO3		
CO4		
CO5		
CO6		
CO7		
NR27	Cromer	3
NR19	Dereham	6
NR20		
IP22	Diss	3
PE38	Downham Market	1
CM6	Dunmow	3
CB7	Ely	2
CM16	Epping	1
IP23	Eye	3
IP11	Felixstowe	1
CO13	Friton-On-Sea	3
NR30	Great Yarmouth	1
RM16	Greys	3
RM17		
IP19	Halesworth	1
CO9	Halstead	6
CM20	Harlow	1
CO12	Harwich	1
CB9	Haverhill	4
NR25	Holt	3
PE36	Hunstanton	1
CM4	Ingatestone	3
IP1	Ipswich	40
IP2		
IP3		
IP4		
IP5		
IP6		

IP7		
IP9		
SL0	Iver	1
PE30	King's Lynn	35
PE31		
PE32		
PE33		
PE34		
LS2	Leeds	1
SS9	Leigh-On-Sea	10
IP16	Leiston	2
SG6	Letchworth Garden City	1
E7	London	8
E20		
EC1N		
N16		
NW5		
SE6		
SE25		
IG10	Loughton	1
NR32	Lowestoft	4
NR33		
CM9	Maldon	13
CO11	Manningtree	2
NR24	Melton Constable	2
CB8	Newmarket	2
NR28	North Walsham	1
NR1	Norwich	71
NR2		
NR3		
NR4		
NR5		
NR6		
NR7		
NR8		
NR9		
NR10		
NR11		
NR12		
NR13		
NR14		
NR15		

RM13	Rainham	2
SS6	Rayleigh	4
CB10	Saffron Walden	4
CB11		
TN15	Sevenoaks	1
NR26	Sheringham	3
RM15	South Ockendon	1
SS2	Southend-On-Sea	11
SS3		
CM0	Southminster and Burnham-On-Crouch	2
IP18	Southwold	1
AL1	St Albans	1
SS17	Stanford-Le-Hope	1
IP14	Stowmarket	3
CO10	Sudbury	6
PE37	Swaffham	3
IP24	Thetford	11
IP25		
IP26		
NR22	Walsingham	1
EN9	Waltham Abbey	1
CO14	Walton-On-Sea	1
OX12	Wantage	1
CV34	Warwick	1
SS0	Westcliff-On-Sea	14
SS1		
SS11	Wickford	5
SS12		
PE13	Wisbech	3
PE14		
CM8	Witham	15
IP12	Woodbridge	9
IP13		
NR18	Wymondham	5
Total responses		504

Theme	Codes for Transport Strategy	Number of mentions
Transport Strategy Specific	Strategy specific critique	34
	Support strategy	29
	Further detail required/lacks detail	12
	Funding/investment/affordability	12
	Policy related comments	9
	Timescales of delivery	8
	Omits key locations	7
	Further engagement/ collaboration with key hubs/ councils/ communities	7
	No incentive for behaviour change/ make behaviour change easy	6
	Consideration given to alternative/additional priorities	6
	Needs to discourage travel	5
	Local strategies differ to transport strategy	5
	Supporting evidence/research	5
	Roads key	4
	Strategy should focus on zero growth/ shouldn't aspire for growth	4
	Transport East influence	4
	Focuses on key hubs	3
	Covid-19 Impact	3
	People focused	2
	Oppose/ disagree/ do not support strategy	2
Methodology	2	
Transport Strategy Specific- other	2	
Incorporates rural/coastal towns	1	

	Focus upon reducing road accidents	1
	Solutions differ between different areas in region	1
	Focus on future aspirations	1
	Highlights importance of integration to promote trade and development	1
	Holistic approach	1
	Strategy to utilise bottom up approach	1
	Review/upgrade strategy intermittently	1
	Focuses on strategic corridors	1
	Transport strategy related outcomes	1
Benefits	Active travel benefits	7
	Public transport related benefits	6
	Road improvement benefits	6
	Modal shift benefits	3
	Benefits of EV	2
	Improvements will boost coastal communities	1
	Benefits of living outside the region	1
	Improved accessibility	1
	Economic growth	1
	Benefits of net zero	1
	Improved connectivity	1
	Strategy specific benefits	1
	Concerns/critique	Road related critique/concern
EV related issues/ concerns		20

Policy related critique/criticism	12
Growth related critique/concern	12
Does not address current/major issues	9
Airport/aviation development/ expansion	8
Residential related concern/critique	8
Challenges of rural/coastal communities	7
Delivery related concerns/critique	6
Current transport challenges	5
Other major infrastructure projects critique/criticisms	5
Healthcare related impact	4
Parking related costs	4
Money/economic concern/critique	4
HGV related concerns/ critiques	4
Town centre related critique/concern	3
Mode shift concerns	3
Infrastructure related critique	3
Investment related critique/criticism	3
Energy related concerns/critiques	3
Public transport related concern/critique	2
Locations have no commonalities/ region out of balance	2
Impact of tourism	2
No improvement	2
Delays caused by school run	1
Mobility concerns	1

	Increase population and traffic will result in increased pollution	1
	Broadband critique	1
	Impact of motor vehicles	1
	Focus isn't on improving transport networks	1
	Congestion	1
	Comments relating to traffic signals	1
	Green emphasis	1
Suggested improvements	Road related improvements	37
	Improve connectivity/ transport links	17
	EV infrastructure	11
	Reduce/discourage air travel	9
	Car clubs/ car sharing	6
	Mode shift related improvements	6
	Travel/transport related choices	5
	No further road development/new roads	5
	Park & Ride	4
	Alternative fuels	4
	Strong broadband/ telephone connections	4
	Reduce cost of travel/ affordable transport	4
	EV buses	3
	Road access charging	3
	Improve transport efficiency	3
	HGV related improvements	3

	Speed limits	3
	Traffic management restrictions	2
	Digital connectivity	2
	Parking related improvements	2
	Policy related improvements	1
	Transport integration	1
	Energy infrastructure	1
	Pre-purchase ticket system	1
	Town centre to be car free	1
	Suggested Improvements other	1
Consultation	Consultation format	6
	Response provided via email	6
	Consultation visual materials	2
	Further consultations required for each scheme	1
	Cost of consultation	1
	Consultation process	1
	Consultation other	0
Public transport	Suggested public transport improvements	80
	Current public transport challenges	34
	Cheaper/affordable public transport	17
	Alternative public transport options	16
	Uneconomic/ cost of PT	13
	PT (bus/rail) to cover more rural/coastal communities/villages	13

	Integrated public transport network	9
	Funding/ Investment	7
	Electrify rail network	6
	Encourage public transport use	5
	East-West rail improvements	5
	Reopen railway lines/ services	5
	Prioritise PT	5
	Supporting PT plays a role in achieving green priorities	4
	Improve PT mobility	3
	Prioritise rail improvements	2
	Poor transport infrastructure	2
	Reference to PT best practice	1
	Buses don't provide solution	1
	Protect former railway tracks from redevelopment	1
	Regional buses damage environment	1
	PT infrastructure cost	1
	Move from private transport to PT	1
	Delivery of public transport	1
	Support public transport improvements	1
	Process for complaints/ compensation for buses	1
	Strategy undermines role of public transport	1
		0
Carbon	Prioritise reduced carbon emission/ net zero	6

	Net zero won't happen/ won't work/ practicality	5
	Emphasis on net zero	5
	Aspirations incompatible with net zero ambition	3
	zero carbon/ fossil fuel related considerations	3
	Targeting carbon/net zero not enough	2
	Increased emissions	2
	Decarbonise transport	2
	Net zero virtue signalling/ greenwashing	2
	Net zero targets/ goals	2
	Carbon related critique/concern	2
	Decarbonisation goals/targets	2
	Decarbonisation/net zero support	2
	Low carbon travel	1
	Oppose net zero ambition	1
	Net zero delivery plan	1
	Impact of freight/ logistics on carbon	1
	Decarbonisation of electricity	1
	Implications of net zero	1
	Net zero cost	1
	Companies to produce net zero plans	1
	Carbon other	1
Considerations	Jobs and services to be accessible/attractive	9
	Incentivise/ prioritise sustainable transport/ travel	7

	Reduce car ownership/ travel	6
	Discourage/ disincentivise car use/ driving	5
	Flexible working/work from home	4
	Current travel experience	4
	Improved connectivity	2
	Alternative transport	2
	Coastal communities	2
	Travel behaviours/ reasons for travel	2
	Road safety	2
	Importance of transport links	1
	Transport goods requires high speed rail	1
	Transport goods require road connectivity	1
	Rail link essential to economic growth	1
	Incentivise urban living	1
	Make transport appealing	1
	Transport choices	1
	Transport corridors to discourage HGV's rat-running through villages	1
	Logistics consolidation	1
	Personal air travel	1
	Impact of proposals on locals	1
	Consideration towards those with disabilities	1
	Shared transport	1
	Transport decisions driven by availability of reliable sustainable transport options	1

	Majority of trips taken are outside town centres	1
	Consideration for young peoples lifestyle	1
	Utilise existing funding for EV charging	1
	Increase driving age	1
	Assume all options require reduction in private vehicle use	1
	Cheaper sustainable travel encourages use	1
	Penalties for private car useage	1
	Deter littering	1
	Renewable energy focus	1
	Encourage growth in congested areas	1
	Health related impacts	1
	Infrastructure related considerations	1
Further developments	Impact of further/ new developments	10
	Further consideration for planned developments	6
	Further development suggestions	5
	Strategy to reference/incorporate/ align development planning	3
	Developers to encourage less car dependency	2
	no reference to proposed developments	1
	Emphasis on further development	1
	Comments in relation to local plan	1
	Further development other	0
Active Travel	NMU Safety	11
	Improve active travel infrastructure/ active travel infrastructure not maintained	8

	Integrate active travel with Public Transport	7
	Segregated cycle/walking routes	7
	Active travel related investment	6
	Active travel suitability	4
	Active travel for shorter journeys	3
	Active travel improvements	3
	Bike share schemes	2
	Additional cycle facilities	2
	Unable to utilise active travel	2
	No active travel improvements, discourages active travel use	2
	Prioritise active travel	2
	Improve active travel connectivity	2
	Active Travel provision	2
	Support active travel improvements	1
	Active travel users to be encouraged to use existing infrastructure	1
	Active travel training	1
	Incentivise active travel	1
	NMU other	0
Freight	Support freight on rail network	10
	Freight/logistics impact	4
	Cleaner fuel/energy freight	3
	Lorry freight can't be shifted to rail	1
	Comments relating to freight priorities	1

	Freight other	0
Environment	Air quality/pollution	6
	Environmental Impact	3
	Environmental mitigation suggestions	2
	Impact of fossil fuels	2
	Non- polluting transport essential	2
	Climate related concerns	2
	Environmental concerns associated with rural environments	2
	Impact on habitats	2
	Impact on species	2
	Environment Other	0
	Other	Travel related education
Brexit Impact		2
Financial implication of fiscal crisis (2008)		1
Reduce inward migration		1
Improve local economy		1
Commercial opportunities		1
Other		0

Appendix 5 - Comments on Transport Strategy framework and breakdown

Appendix 6 - IDP response explanation framework and breakdown

Themes	Codes for IDP	Number of mentions
IDP Strategy specific	More information/detail required	21
	Plans not bold enough/ challenging	14
	Support with reservation/ support specific improvements	13
	Support/agree	10
	Reasonable/logical	10
	Good idea/ progress	8
	Disagree/don't support/unconvinced/ unrealistic	7
	Identifies major projects/ pipeline projects	6
	Supports Transport Strategy	6
	Insufficient knowledge	6
	Expansion/growth focused	5

	No detail	5
	Neutral/ no further comment	5
	Align with other strategies	5
	Ambitious proposals	4
	Focus on car/roads	4
	Not easy to understand	3
	Cost/ economic viability	3
	IDP Strategy specific other	3
	Comprehensive document	2
	Document length	2
	Focus on existing issues/ schemes	2
	Forward look approach	2
	Strategy can't exist in isolation	2
	Projects to be aligned with priorities in strategy	2
	Further research required	2
	Relevance of strategy	2
	Comments don't make a difference	2
	Improvements overdue	2
	Methodology unclear	1

	Identifies local issues	1
	Timescales	1
	Priorities conflict strategy	1
	Follow expert advice	1
	Region wide approach	1
	Discounted options	1
	Doesn't support Transport Strategy	1
IDP delivery	Funding/ investment related	22
	Delivery action plan	12
	Implementation timescales	8
	IDP delivery specific	8
	Interdependent on other parties / factors	4
	assessment weighting/ scoring criteria	4
	To be broken down into multiple proposals	2
	Targets/ goal related	2
	Appraisal outcomes	2
	Complex process	1
	Economic climate impact	1
	Delivery requires political support	1

	IDP delivery other	1
Further investment suggestions/considerations	Comments related to further road investment	6
	Public Transport Investment	6
	Active travel	4
	Sustainable transport/ travel investment	2
	Bus infrastructure	1
	Alternative fuels	1
	Highways England investment	1
	Economic investment supported by full compensation	1
	Mention of other significant infrastructure projects	1
	Investment to be supported by plans	1
	Freight/logistics	1
	Outline of schemes to be delivered without government funding	1
	Alternative priorities	1
	Bus subsidies	1
	EV car share schemes	1
	Focus on local projects	1
Infrastructure investment	1	
Support investment	1	

	Further Investment Suggestions/ considerations other	0
Concerns/critiques	Does not provide desired outcomes/ address current challenges/ not enough improvement	22
	Emphasis on road improvements/ development	13
	Other areas forgotten/ isolated by strategy/ specific routes not mentioned/ locations disadvantaged	11
	Concern about further growth/ further development	9
	Public transport related critique/concerns	7
	Concern regarding aviation support/ expansion/ improvement	6
	Environmental impact	6
	Do not support planned improvements	5
	Active travel related concern/critique	5
	Concern about government/senior leadership	4
	Impact of growth	4
	Impacts of road improvements/ roads not needed	3
	Electricity/ energy source related concerns	3
	EV related critique/ concern	3
	Focus given to towns/cities	2
	Change related concerns/ critique	2
Policy against road investment/ road investment less prioritised	2	

	Economic impact	2
	Mode shift related concerns	2
	Supporting data	2
	Commercial related critique/concerns	2
	Impact of improvements	1
	Achieving objectives with growing population	1
	Emphasis on green ambition	1
	Limited sustainable transport options to key locations	1
	Impact of port related improvements	1
	Impact of variables	1
	Improvements don't align with strategy	1
	Investment in region not prioritised	1
	Investment concerns	1
	Impact of transport	1
	Impact of logistics	1
	Freight related concerns	1
	Concern regarding behaviour change	1
	Concerns/Critiques other	1
Benefits	Public transport related benefits	9

	Benefits of road improvements	4
	Benefits of active travel	3
	Environmental related benefits	4
	Benefits of freight	2
	Benefits of improvements	2
	Suggestion(s) given by respondent delivers efficient transport to communities	1
	Benefits growing towns	1
	Considers community	1
	Electrification of ports provide benefits	1
	Benefits of private car use	1
	Benefits of further development	1
	Road investment benefits	1
	Park and Ride related benefits	1
	Tourism related benefits	1
	Drives economic growth	1
Priorities	Public transport related priorities	7
	conflicting priorities	7
	Active Travel improvements	6
	Customer/ people focus/ most affected to be prioritised	6

	Road related priorities	3
	Connectivity / connected development	2
	Freight	2
	sustainable development	1
	Car led priorities	1
	Consider business needs	1
	Legislation to support enforcement of priorities	1
	commendable	1
	Support priorities	1
	Corridor specific	1
	Decarbonisation	1
	Environmental impact/ issues	1
	Priorities other	0
Current challenges	Public Transport related challenges	15
	Car dependency	3
	Management of existing road infrastructure/current road conditions	2
	condition of active travel infrastructure	2
	Traffic related issues	2
	Lack of integrated ticketing	1

	Parking related challenges	1
	No alternative options to get to towns	1
	Population	1
	Reliance on services	1
	Identifies critical pinch points	1
	Many jobs no longer town centre based	1
	Current challenges other	1
Suggested improvements	Suggested Public Transport improvements	33
	Suggested road improvements	15
	Alternative scenarios/ options to be considered	8
	EV infrastructure/ Low carbon vehicles	7
	Active travel improvements	5
	Improve connectivity	5
	Regeneration/ further development	4
	Logistics/ freight focused improvements	4
	Improve access to jobs/ services/ key locations	4
	Maintenance of existing infrastructure	3
	Consideration given to improve accessibility	2
	Car sharing/ reduced car journeys	2
	Consideration to other areas	2

	Utilise technology	2
	Reduce cars in urban centres	1
	Increase parking capacity	1
	Broadband related improvements	1
	P&R in key locations	1
	Further work to develop local transport network	1
	Improvements at Felixstowe	1
	Port improvements	1
	Poorly managed	1
	Transport infrastructure	1
	Coastal improvements	1
	Improved safety	1
	Improvement suggestions other	0
Consultation	Previous response suggested	12
	Email response	2
	Consultation format	1
	No prior consultation	1
	Consultation advertising	1
	Virtual event space experience	1
	Comprehensive document	1

	Previous consultation	1
	Consultation other	0
Net zero/carbon	Reduced emissions key/ avoid carbon emitting investment	4
	Net zero at core	2
	Net zero dependent on other factors	2
	Interim net zero targets required	1
	Net zero ambition commendable	1
	Not enough on net zero	1
	Proposals don't support net zero ambition	1
	Support zero emission strategy	1
	Highway investment will result in increased carbon emissions	1
	Don't support net zero goal	1
	Use of fossil fuels	1
	Carbon ambition feasibility	1
	Carbon aspiration unambitious	1
	Net zero timescales	1
	Increased emissions	1
Emphasis on net zero	1	
Comments related to carbon neutrality	1	

	Net zero/carbon other	0
General	Importance of transport	2
	Mentions previous proposals	2
	Mention of other significant infrastructure projects	1
	Nationalisation	1
	Tourism considerations	1
	Service outcomes	1
	Consideration to regional boundary	1
	Consideration to other locations	1
	Resident opinions	1
	General other	0

Appendix 7 – Comments on IDP framework and breakdown

Theme	Codes for IS	Number of mentions
General	General oppose comments	9
	Comments on other schemes	9
	General supportive comments	4
	Other schemes need to be mentioned	4
	Need collaboration with authorities and governing bodies	3
	Failure from authorities and governing bodies	3

	Sustainability	2
	Need government representative	1
Consultation specific	Missing information	5
	Little detail/ more detail needed	5
	Negative consultation comments	3
	Issues with report	2
Location specific	Focuses on one specific location only/ should be extended	11
	Ipswich	7
	Norwich	7
	A47	5
	Norfolk	5
	A12	3
	Suffolk	2
	Bury St Edmunds	2
	Felixstowe	2
	Lowestoft	2
	A11	2
	A140	2
	Sudbury	1
	Essex	1
	Martello Park	1
	A127	1
Financial	Under investment/ more needed	16

	Waste of money	6
	Cost to the public	4
	Value for money	1
Roads and routes	Route improvements needed	11
	Concerns about road conditions	7
	Greater connectivity needed	6
	Need to/ doesn't consider all journeys	2
	Clear signage/ markings needed for routes	2
	Need Northern Bypass	2
Transport	Need increased/ further improved public transport	16
	investment in public transport	6
	reduce/ control car use	5
	Cost of public transport	4
	Too much focus on particular transport/ need to consider other modes	4
	Other modes of transport need to be considered	4
	Cycles on trains	2
	Use of electric bikes	2
	Too much focus on walking and cycling	2
	Modes should be separated	1
Proposal/ scheme specific	Proposals are overdue/ timing concerns	11
	Focus/ prioritisation suggestion	7
	More needs done	4
	Access concerns	3
	Won't fix problem	2

	Focus/ prioritisation issues	2
	Will work/ deals with issues	2
	Business concerns	2
	Focus/ prioritisation importance	1
Urban and rural environments	New homes and buildings	4
	Air pollution/ quality	4
	Growth of an area	3
	Rural area concerns	3
	Ports and coastal	3
	Noise pollution	3
	General environmental concerns	3
Accessibility and safety	Safety concerns for cyclists	2
	Safety concerns for pedestrians	2
	Concerns for the disabled	2
	Safety of young children	1

Appendix 8 - Integrated Sustainability Appraisal comments framework and breakdown

Theme	Codes for IS	Number of mentions
General	General oppose comments	15
	General supportive comments	12
	Sustainability	11
	Mentions of leaders, local authorities, Councillors, gov etc.	7
Consultation specific	Negative consultation and documentation comments	16
	Ways to improve/ consultation specific suggestions	12
	Missing information	11
	Positive consultation and documentation comments	5
	Not enough detail/ little detail	5
	Unclear information	5
	Lack of emphasis/ significance	3
Location specific	A14	4
	doesn't include certain areas/ locations	2
	Ipswich	2
	Suffolk	2
	Sudbury	1
	Bury St Edmunds	1
	A12	1
	Thetford	1
	Kings Lynn	1
Financial	Funding not identified	5

	Need for investment	3
	Cost effective	3
	Higher cost	3
Transport and routes	Concerns about the traffic	6
	doesn't consider all journeys and transport modes	5
	Private car usage	5
	Transport improvements	5
	Bus and bus operators	4
	Poor connectivity	3
	Cycles on trains	2
	Access to railway stations	2
	Poor cycling / pedestrian provision	2
	Transport that handles passenger and freight	2
	Change in demand for public transport	1
	Moving of freight to other transport	1
	Proposal specific	Proposals overdue/ timing concerns
Greater ambition or changes needed		5
Won't work		1
Successful prioritisation		1
Environmental	Countryside/ environment concerns	14
	Zero or low carbon comments	13
	Climate change / crisis	7
	Doesn't consider rural areas	4
	Air quality concerns	4

	Considers rural areas	1
Health and safety	Public health	4
	Safe to mix modes	1
Suggestions	Priority suggestions	7
	Combine modes of travel/ greater integration	5
	Need to monitor/ measure outcomes	5
	Route improvements are needed	5
	Provide affordable/ cheaper/ cost effective prices/ fairs	3
	Need to put people first, what they want	3
	Provide a bypass	2
	Tax and charges on private vehicles	2
	Need more electric transport to cut carbon	2
	Start with walking and cycling	1
	Provide weightings of elements	1
	Provided safeguards	1
	Don't reduce road capacity	1
	Negotiate with the Trades Unions	1
	Greater safety for cyclists and walking on routes	1
	Greater consideration needed	1

Appendix 9 - Written Responses framework and breakdown

Theme	Codes for IS	Number of mentions
General comments	Mentions of other work or schemes	32
	Governing bodies and authorities	29
	Collaboration/ working with partners	25
	Covid effects	14
	Sustainability	11
	Insufficient investment or funding/ more needed	11
	Timing concerns / delays	6
	Need to be reviewed regularly/ monitored	5
	Needs to include measures/ be measurable	3
Vision and strategy specific	Supports vision	12
	Supports goal(s)/aims	13
	Negative vision and strategy comments	8
	ISA	5
	Supports strategy	32
IDP specific	Supportive of IDP and projects	13
	Other projects should be included in IDP	9

	IDP schemes not in Transport Strategy	2
P1 – Decarbonising to net zero	Support importance of decarbonisation	18
	Concerns about achieving carbon goals/ decarbonisation	16
	Suggestions to achieve decarbonisation	7
	Help to achieve carbon goals/ decarbonisation	6
P2 - Connecting growing towns and cities	Other routes to consider	14
	Support corridors	11
	South Essex – London – Thurrock - Basildon – Southend	7
	Norfolk and Suffolk to Cambridge – Midlands – South West	6
	Issues with corridors / improvements needed	6
	King's Lynn - Cambridge - Harlow - London	5
	London - Chelmsford - Colchester - Ipswich - Norwich and Suffolk Coast	3
	Corridors don't illustrate freight	3
	Stanstead - Braintree - Colchester - Harwich and Clacton	1
P3 – Energising coastal and rural communities	Greater connectivity needed in rural areas	15
	Need further transport improvements/ connections for coastal areas	11
	Support improvements for rural areas	10
	Support improvements for coastal areas	7
	Need coastal and rural levelling up	8
	Deprivation concerns in coastal areas	3
	Need to ensure attractiveness/ character of coastal and rural areas	2
	Deprivation in rural	1
	Rural areas will still be car dependent / won't work	2
	Port freight	19

P4 – Unlocking international gateways (Ports and Airports)	Rail freight	15
	Specific airport focus	11
	Support improvements for ports and airports	9
	Concerns about airport proposals	3
	Tourism effects on airport	2
Location specific	Norfolk	18
	Ipswich	17
	Needs to be extended/ consider other areas	16
	Felixstowe	15
	Suffolk	15
	Norwich	13
	Cambridgeshire	11
	Essex	14
	Lowestoft	9
	Ely	8
	King's Lynn	3
Consultation specific	Missing information/ not enough information	28
	Emphasis/ focus on a specific part	20
	Positive consultation/ documentation comments	6
	Negative consultation/ documentation comments	5
	Analysis comments	1
Road and travel	Public transport improvements	36
	Need other routes or links/ greater connectivity	38
	Congestion/ traffic	26
	Rail improvements or enhancements	27

	Road or junction specific	21
	Electric cars concerns/ more needed	19
	Reduce private car and road use	18
	Agree with importance of EV	14
	Walking and cycling networks	13
	Demand for transport	8
	Car parking concerns	6
	Road improvements needed	4
Community focus	Growth	29
	House building / new housing	22
	Effects on for businesses and work	14
	Access to training or opportunities	9
	Benefit to residents	3
Environment	Air quality/ pollution/ atmosphere	18
	Climate emergency or issues	17
	General environmental concerns	14
	General public health	11
	Switch to greener alternatives fuels	9
	Wildlife and habitats	5
	Safety of children	4
	Noise pollution	3
	Green sites and spaces/ parks and gardens etc	3
	Heritage/ archaeology sites and buildings	3
	Road safety	2

