

**Transport East Forum  
Monday 6<sup>th</sup> March 2023  
Via Teams**

Core Members		TESOG Officers		Additional Forum Members and Guests	
Cllr Kevin Bentley (Chair)	Essex County Council	Andrew Summers	Transport East	Cllr Alexander Nicoll	Suffolk County Council
Cllr Lesley Wagland	Essex County Council	Esme Yuill	Transport East	Joanne Baldwin	CPCA
Cllr Richard Smith	Suffolk County Council	Rebecca Rangì	Transport East	Liz Smith	DfT
Cllr Norman Brooks	Suffolk Districts	Suzanne Buck	Transport East	Robert Baker	DfT
Cllr Graham Butland	Essex Districts	Dan Johnson	Transport East	Kier Wilkins	DfT
Nova Fairbank	Norfolk Chambers of Commerce	Alastair Southgate	Essex County Council	Andy Rhind	DfT
Paul Simon	Suffolk Chamber of Commerce	Karen Gearing	Southend City Council	Andrew Cook	Suffolk County Council
		Karen Chapman	Suffolk Growth Partnership	Nick Harris	National Highways
		Luke Barber	Suffolk County Council	Richard Leonard	National Highways
		Graeme Mateer	Suffolk County Council	Phil Bibby	Hertfordshire County Council
		Mat Kiely	Thurrock Council	Heather Watkinson	City Science
		Richard Doleman	Norfolk County Council	Daniel Quan	WSP
		Howard Davies	SELEP	Richard Bates	Network Rail
		Matt Taylor	National Highways		
		David Glason	Great Yarmouth District Council		
		Adam Thorp	EEGLA		
		Louise Flavell	Essex District Rep		

**Apologies**

Nicola Beach	Chief Exec Suffolk County Council	Mark Lucas	UK Innovation Corridor
Cllr Graham Plant	Norfolk District Council	Cllr Steven Wakefield	Southend City Council
James Bensly	Norfolk County Council	Cllr Mark Coxshall	Thurrock Council

<p><b>1 Welcome and apologies, and Declarations of Interest</b> Cllr Kevin Bentley, Chair of Transport East</p> <p>Minutes approved from December 2022.</p> <p>Cllr Bentley announced change of position title for Andrew Summers from Strategic Director to Chief Executive of Transport East to align with Chief Officers from other English Sub-National Transport Bodies.</p>	Action
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## 2. Business Plan 2023/24 Endorsement

Andrew Summers presented the draft Business Plan for endorsement by the Forum and submission to DfT. The plan will focus on four key areas (below):

- Be a transport Centre of Excellence for the region.
- Plan the next generation of transport projects.
- Accelerate delivery of our transport projects in the East.
- A single voice – put the East transport priorities on the UK map.

Within this, key priorities include developing TE's own analytical capability for use by partners in a series of connectivity studies to identify the next generation of strategic investment to 2050, the completion of the Rail Plan and supporting our Rural Mobility Centre of Excellence to help partners tackle accessibility challenges.

DfT have asked TE to plan for a range of DfT funding scenarios; Including a base case using the indicative guidance, a 20% reduction from the indicative allocation, and an enhanced work programme that TE could deliver if further funding were to become available.

The Business Plan was endorsed for submission to DfT.

## 3. Communications Update

Esme Yuill confirmed the Transport Strategy has been submitted to DfT and summarised quarterly engagement activities. See slide embedded below.



20230306 Comms  
slides.pdf

### Comments and discussion

- Andy Rhind, DfT commended the progress Transport East has made over the last year.
- Essex County Council reported on their work on delivering National Strategic Infrastructure Projects, with focus on policy to secure contributions from developers to those schemes. This has now been considered as best practice.

#### 4. Roads Investment Strategy

##### **National Highways Presentation on RIS3**

Nick Harris, Chief Executive of National Highways, provided a summary of the RIS3 approach (2025-2030) and outcomes it will aim to achieve through investment in the strategic road network.

Two years remain on the current programme (RIS2) with work rapidly increasing on the next generation of schemes to be delivered through RIS3.

The next phase will be a public consultation on key RIS3 documents. National Highways are currently awaiting ministerial approval for (1) the Initial Report, (2) Connecting the Country long-term strategic plan, and (3) Route Strategy initial overview reports (x 20). A decision is expected by the end of the month. Following publication, an 8-week consultation period will be conducted, and NH will be issuing a timetable of events setting out key dates.

Further details on RIS3 are expected through the March budget. Key outcomes will include complying with carbon budget 6 and Net Zero 2050, in addition to other environmental outcomes set, including for Biodiversity and air quality. Delivering the next stage of connectivity will need to have a positive impact on the environment, and RIS3 will therefore need to consider smaller road safety schemes, alongside facilities to help customers and partners transition, e.g. HGV Facilities, electric charging points and hydrogen vehicle refuelling.

##### **Comments and discussion**

- Members set out the importance of working more closely in collaboration with NH on projects in the East, to ensure the current schemes in the pipeline are successfully delivered. This include ensuring the business cases and scheme designs fully capture and maximise the wider economic and strategic benefits of each scheme, ensuring alignment with local plans and strategies. LTAs and TE are best placed to provide this local information, and it was acknowledged a recent officer meeting between TE, LTAs and NH set a range of actions to focus on meaningful collaboration going forwards.
- Members requested that NH approach LTAs and STBs as partners, not statutory consultees. LTA have incredibly detailed and real time knowledge about issues affecting their communities and a closer working relationship with national transport agencies can realise the benefits that they can bring.
- NH want a strong collaboration with STBs; and acknowledged that the STBs are at different places within their evolution.

- The Chair of Transport East suggested we develop a joint MoU between National Highways and Transport East signed by either Chairs/Chief Executives.

**ACTION: Officers to meet to take forward proposal for MoU between NH and Transport East**

## Transport East Strategic Advice to Government on RIS3 (private paper)

Suzanne Buck summarised the key points from the paper below.



20230306 TE Forum  
RIS3 Report (1).pdf

Members endorsed the paper without further comment.

## 5. A Plan for Electric Vehicles in the East of England

Dan Johnson, Senior Transport Planner, gave a brief introduction to two presentations on increasing Electric Vehicles take-up in the East, a key ambition set out in our transport strategy. Whilst reduction of vehicle kilometres and mode shift are key steps on our pathway, many journeys by private within our region will remain and will need to be decarbonised. Currently transport related emissions comprise 42% of all carbon emissions in our region, which affects people's health and contributes to climate change.

The government has set clear commitments to cut transport related carbon emissions to net zero, and the East is committed to leading the way in decarbonizing transport. Transport East in partnership with England's Economic Heartland have led on to complementary projects to support the accelerated uptake of electric vehicles across the two STB regions.

### A. Demand Mapping - The future demand for Electric Vehicle Charging Infrastructure in the East

Dan Quan, WSP, presented the new interactive tool that shows the forecast EV uptake and charge point requirements across the region under several scenarios, and the scale of charge points needed to support the transition to EV. It identifies appropriate locations by type of charger, and whether or not they may be likely to be attractive to private sector investment. This tool can allow local authorities and government to prioritise investment where it will deliver most benefit.

**Dan Quan, WSP, Presentation**



20230603 WSP EV  
Ready Tool.pdf

## **B. Unlocking Electric Vehicles in the East**

City Science were commissioned to provide an understanding of the current maturity of EV infrastructure deployment and delivery across the two STB regions, the infrastructure pipelines for both private and public sector bodies, and the blockers barriers and opportunities that need to be addressed. Heather Watkinson presented the outputs that will assist our public sector partners in enabling and encouraging private sector investments.

**Heather Wilkinson, City Science**



20230306 City  
Science ELVIS present

### **Discussion and Questions**

- Members raised significant issues with on-street parking chargers, given its not a viable solution for many people. City Science explained there is a long way to go to ensure the public are comfortable with on-street, with two main options:
  - Chargers on-street in a designated Bay.
  - Lamp column charging so every lamp column on the street will have a charger and you plug in a cable to that charger.
- Other types of charging are needed. The next generation of grid serve type electric forecourts will be proliferating across the network in the not-too-distant future and they will have rapid charging capabilities that mean the public be able to charge their batteries within 10-15 minutes, an increasingly comparable alternative to fuelling up a traditional combustion engine.
- Forecourt charging is available in Essex and Norfolk. This type of initiative will give the wider public additional options to charging at home as a sole enabler to having an electric car. It's clear that far more ultra-rapid chargers will need to be available.

- Members raised the discussion needs to be framed in the broader context of the wider alternative fuels and the understanding that electric vehicles are not the ‘silver bullet’ to decarbonizing transport. Other options to private vehicle ownership need to be pursued in the EV space, for example community EV car hubs.
- Members suggested that developing a partnership with energy companies should be pursued to support the installation of chargers.
- More broadly, we need to tackle other forms of sustainable transport. For passenger transport, a key barrier outlined is the legal framework governing transport outside of London, which holds back the development of an inclusive multi modal transport system.
- Collectively, the presentations and outputs were welcomed. These projects enable us as a region and local authority partners to understand the current rate of electric vehicle charge point deployments and the forecast demand and supply requirements, in addition to blockers and opportunities to address that will both optimise and accelerate the transition to electric vehicles.

## 6. AOB

### **Network Rail Update**

The Network Rail Suffolk Connectivity Strategic Advice to be published on the website (<https://www.networkrail.co.uk/running-the-railway/long-term-planning/>) by end of March

**Technical Programme update**, paper provided for information only.

No further business recorded