TRANSPORT EAST
Board Meeting

Board Room, Sizewell C, Leiston, Suffolk
Thursday 27th March
13:45 – 15:15

1	**Welcome and apologies** *Will Quince, Chair, Transport East*	**13:45**
2	**Minutes from last meeting 20th January 2025** *(minutes attached)* *Andrew Summers, Chief Executive, Transport East*	**13:55**
3	**Department for Transport Update** *(Verbal)* *Dan Taylor, Deputy Director, Regional Partnerships and Delivery, DfT*	**14:00**
4	**Transport East Business Unit Update** *(paper attached)* *Andrew Summers, Chief Executive, Transport East* • Final Business Plan 2025/26 • 2025/26 Partner subscriptions • Annual Report 2024/25 • Business Board representation on Transport East • Devolution update and consultations	**14:10**
5	**Comprehensive Spending Review** *(paper attached)* *Esme Yuill, Head of External Affairs*	**14:45**
6	**Strategic Rail Update** *(paper attached)* *Suzanne Buck, Head of Strategy & Technical Programme* • Wider South East Rail Partnership • Rail Reform Consultation	**14:55**
7	**AOB and Meeting Close**	**15:15**
	Papers attached for information • Technical & Comms update	

Transport East Board Meeting
Monday 20th January 2025
Via Teams

Attendees

Core Members		**TESOG Officers**		**Observers**	
Will Quince	Transport East Chair	Andrew Summers	Transport East	Liz Smith	DfT
Cllr Graham Plant	Norfolk County Council (VC)	Esme Yuill	Transport East	Dan Taylor	DfT
Cllr Lesley Wagland	Essex County Council	Suzanne Buck	Transport East	Hugo Fulford	DfT
Cllr Chris Chambers	Suffolk County Council	Richard Doleman	Norfolk County Council	Robin Gisby	DfT Operations
Cllr Phil Wittam	Suffolk District Rep	Alastair Southgate	Essex County Council	Jack Weaver	Norfolk Chambers
Cllr Graham Butland	Essex District Rep	Sara Noonan	Suffolk District Rep	Paul Crick	Thurrock County Council
Cllr Cowan	Southend City Council	Luke Barber	Suffolk County Council	Neil Hoskins	Southend City Council
Cllr Holloway	Thurrock Council	Karen Gearing	Southend City Council	Richard Lumley	Southend City Council
Cllr Alexander Nicoll	East West Rail Eastern Board Chair	Nav Tung	Thurrock County Council	Chris Starkie	Norfolk County Council
		Graeme Mateer	Suffolk County Council		
		Mark Lucas	UK Innovation Corridor		
		Matthew Stewart	EEGLA		
		Trevor Wiggett	Norfolk District Rep		
		Matthew Taylor	National Highways		
		Tom Cornwell	National Highways		

Apologies

Cllr Tim Adams	Norfolk District Rep	Phil Bibby	Hertfordshire County Council

1	**Welcome & Introductions** Chair thanked everyone for attending the Summit on 16th January in Ipswich. A successful day with over 100 attendees supporting the ambitions of the East. Feedback from the Minister, Simon Lightwood MP and DfT colleagues was encouraging, and the East was well represented.	**Actions**
2	**Minutes from last meeting on 25th October 2025** No comments, all actioned are in progress.	

3	**Department for Transport Update** Dan Taylor, Deputy Director, Regional Partnerships and Delivery, DfT summary key activity. • The new Secretary of State, Heidi Alexander, has maintained her focus on rail and bus reform, and devolution. • The Integrated National Transport Strategy is continuing, with regional roadshow events planned for February. • The second phase of the Spending Review, which will set budgets for 2026-2027 and beyond is ongoing, Dan emphasizes the tight fiscal environment we are still in, however there is no plan to include new tax-raising or revenue-raising measures in the Spending Review. • The devolution and local government reform White Paper which was published in December was welcomed, and there needs to be a focus on its opportunities rather than challenges. DfT recognise there are still complex details to be addressed and that the paper is the framework for new combined authorities and local government reform. Local government reform is noted as having an impact on transport and MHCLG recognises this. STBs were noted has having a role in transport powers within the White Paper. • The Public Ownership: Railways Passenger Service Bill received Royal Assent in November and SoS launched the transition of privately owned operators into public ownership in December. Southwestern Railways and C2C will be the first to come over in mid-2025 with Greater Anglia to follow autumn 2025. • The importance of continuing to work with Transport East colleagues on transport priorities remains. • Echoes the positive feedback on the Summit, noting the good input and conversation.	
4	**Nationalisation of Rail Services: Greater Anglia and C2C** Robin Gisby, Chief Executive, Department for Transport Operator Ltd (Rail) updated colleagues on the latest developments in the Governments plans to nationalise the railways. • DfT Operations Ltd was established as an operator of last resort. It is a holding company owned by the Government to manage the transition of train operators into public ownership. Southwestern, C2C and Greater Anglia are the first train operators to move across to public ownership. DfTO are working closely with their respective management teams to ensure a smooth transition and maintain the high levels of service. • DfTO work closely with Network Rail and will be interfacing with GBRTT, STBs, Mayors and other interested parties in the coming months. • Reform will take place to ensure a more integrated accessible service for passengers with better ticketing options. • Recognised the strong performances of GA and C2C and referenced that these franchises were not in the same place as others that have been nationalised due to poor performance. • Integration does not mean destabilisation of the network in the East. The investment that has been seen over recent years by GA will remain in the East and lessons will be shared.	

	Comments & Discussion • Chair: Raised concerns about maintaining the high level of reliability in Greater Anglia's rail services, given the significant investment in new trains. Robin acknowledges the importance of retaining the management team, addressing fragile deals with drivers, and working orders. DfTO will focus on maintaining the current level of service and avoiding changes that could compromise reliability. • Robin emphasised the importance of learning from high-performing operators and applying best practices to other regions. • Cllr Nicol: Welcomed Robin's comments on the future of rail however raised concerns that they are potential shortfalls in funding for rail and there is still uncertain around Ely and Haughley Junctions. • Driver challenges remain, and further work will be undertaken to address this. • EWR is in a good place, but we must make better use of the funds we have available to us. • Broader challenges on freight remain and removing freight from commuter lines is important. • Robin noted that the construction of Sizewell C nuclear facility could pose a problem for rail. • Ticket office challenges remain, and more flexible integrated approach is needed. • Mark Lucas: raised concerns about the suitability of roll-stock and the potential challenges facing DfTO in tackling this. A rolling stock strategy is needed across the country and by the end of the year 7 out of 14 train operators will be under DfTO control, addressing this can then be done at a national level. • Cllr Wagland: There is a social value element to ticketing and staffing at train stations that need to be recognised and supported. • Paul Simon: Suffolk Chamber of Commerce manages the supply chain to Sizewell C and would welcome any support that DfTO can give to relighting communication between SCoC and Government.	Robin to facilitate a meeting between DZES and Suffolk Chamber of Commerce.
5	**Transport East Business Unit Update** *(paper attached)* Andrew Summers, Chief Executive, Transport East **PART A:** Devolution White Paper & Transport East Enabling Powers Consultation Andrew summarised the key feedback received from The Transport East enabling powers consultation. The consultation showed support for aligning with the devolution White Paper and all five local transport authorities in the region have applied to join the devolution priority program, (DPP) with approval leading to two Mayoral Strategic Authorities being created, with Mayoral elections planned for May 2026. Key Points: • The enabling powers consultation held before Christmas showed strong support for the concept of TE having more powers. • Strong support for Strategic Rail and Capital Grants	

- Fifty percent or more support for Buses, Integrated Ticketing and Strategic Roads
- General support for securing enabling powers to improve transport, support the economy, society, and environment.

Board members were asked to endorse the following.

- TE Chair to write to our sponsor DfT Minister to report the results from the consultation (a) outlining the partnership's level of support for securing the benefits of enabling powers for strategic transport in the East and (b) subsequently offer the Transport East's strategic support in co-designing strategic transport devolution in the East through MCAs and the STB.
- TE Chair contacts Local Transport Authority Leaders to offer our full support in the next phases of devolution.
- TE Chief Executive works with the Transport East Local Authority Directors Group, and local authority Chief Executives, to agree a process to co-design and develop the next stage of the TE enabling powers and long-term plans alongside the planning for MSAs and Local Government Reform.

Board agreed and a further update will be given at the Board meeting in March.

PART B: 2025/26 Business Planning scenarios submission for DfT

Andrew summarised the three funding options that Transport East have developed based the on guidance from DfT (see below table) Transport East will focus on maximizing the work already completed and amplifying the benefits in a transitional year, ahead of the 3-year CSR in the spring.
The business plan will be submitted to DfT on 21st January and a following up meeting is planned for 28th January to talk through the options.

The business plan was endorsed without comment, and we wait to hear on the funding envelope.

Activity category	(b) -20% Scenario (£755.2k)		(a) Core Scenario (£944k)		(c) +20% Scenario (£1,132.8k)	
	Outputs	Budget (£k)	Outputs (includes all -20% scenario):	Budget (£k)	Outputs (includes all -20% and core scenario)	Budget (£k)
Convening and Advocacy	• All Governance, Board functions and meeting, events, TESOG, Annual Summit, engagement with key national agencies (e.g. National Highways) • Lead all partnership engagement functions, include partner relationship development and management, Tractivity CRM tool, APPG / MP engagement, media and communications programmes. Ports and Airports focus. • Net Zero Conference, 200 years of Rail Summit.	£133,700	All outputs from -20% scenario, plus: • Additional convening capability to focus on local authority and partner engagement to secure value from the technical programme activities	£136,800	As per core scenario • With increased emphasis on convening partners on technical programme activities	£138,800
Strategic Rail	• Lead all regional rail task forces (E/W Rail, GEML, WAML, Ely, Thameside) • Lead for East in Wider South East Rail Partnership • Lead East engagement in the DfT Rail Reform and Great British Railways creation to get best value for the East • Make and develop technical case for rail priorities • Lead for East in UK Rail Industry governance	£104,600	Same as -20% scenario	£104,600	Same as -20% scenario	£104,600
Capacity and Capability	• Basic analytical support for local authorities from existing data only. • Access for all LAs to Mobile Phone travel data. • Access to professional services contract • Support local authority and national partner (National Highways, Network Rail etc) access and use of our existing evidence and tools, including the connectivity study and travel behaviour survey data.	£156,400	All outputs from -20% scenario, plus: • More comprehensive analytical support for local authorities and national partners to use existing data, and development of new analysis to support Local Authority and national partners's (e.g. National Highways, Network Rail) plans and businesses cases	£192,100	All outputs from core scenario, plus significant development of a regional analytic capability to support planning for growth, housing and development, understanding the impacts on society and carbon, using BERTIE • Vital modelling outputs to support all partners plan for growth, by operation and enhancement of the BERTIE and application of wider data. Vital to provide the value from the previous year's investments in developing the model, and prepare the region for devolution.	£340,900
Rural Mobility Centre of Excellence	• Continued leadership for our Rural Mobility Centre of Excellence, raising the profile of the East's rural needs nationally, but with reduced scope of works for: ○ Engagement on young people's accessibility ○ Strategic Recommendations for rural transport role in supporting Tourism & hospitality economy ○ Research report for local authorities to tackle shared mobility	£125,500	All outputs from -20% scenario, but with comprehensive support for our partners related to: • Engagement on young people's accessibility • Recommendations report – Tourism & hospitality • Research report – shared mobility	£147,500	All outputs from core scenario, and one additional staff resource to deliver further benefits for our partners: • Scope pilot rural transport projects across our partners and seek funding for initiation • Take Rural Transport Centre of Excellence to the 'next level', including support bids for local funding • Instigate national rural transport group to convene other regions and raise profile of rural needs further	£184,500
English STB Partnership Working	• TE lead East participation and influence in English STB groups – Chief Execs, Technical, Thematic Group, Wider South East Freight Forum, and Strategic Freight to ensure outputs benefit our local authorities. • Access and support for local authority partners to the suite of pan-STB technical tools already delivered (e.g. Carbon Assessment Playbook, Electric Vehicle Charging Infrastructure tool and others).	£189,900	All outputs as per -20% scenario, plus: • Basic capability/resource to work with other STBs to improve existing and commission new additional tools, data and capability for use by our local authorities.	£194,200	As per core scenario, plus: • Increased ability to work with other STBs to improve existing and commission new additional tools, data and capability for use by our local authorities.	£201,200
Strategic Support for Buses	None	£0	• Enhanced evidence base and analytical case for expansion of strategic bus network in the East using BERTIE model, supporting the case for investment for local authorities, Enhanced Partnership and helping preparations for long term devolution of bus services.	£123,900	All outputs as per core scenario	£117,100
Business Operations	• Independent Chair, digital tools, website, FUSE platform for partners to access our data, data licenses, contract management, legal costs, redundancy liabilities and other operational costs	£324,600	All outputs as per -20% scenario	£324,600	All outputs as per -20% scenario,	£324,600

6	**Comprehensive Spending Review** Suzanne Buck, Head of Strategic & Technical Programme summarised the draft CSR submission document which will be submitted via the HMT portal on the 7th February. The reports have two main sections. • Supporting Local People: Helping local authorities to deliver for communities and business • Supporting Growth: Deliver regionally and nationally significant housing and economic growth. The documents set out the regional asks, the advocacy approach that will be undertaken and key infrastructure projects. Work will be started to coordinate with partner bodies, including The East of England All-Party Parliamentary Group and TE neighbouring STB England's Economic Heartland. Key regional asks: • Changing the way funding is provided and governed. A multi-year funding settlement, equitable distribution of funds, and risk-sharing with government. • Funding to deliver MRN/LLM, SRN and Rail schemes. 11 priority delivery schemes were identified and a further 7 schemes identified for development funding. • Funding to support Ely area capacity enhancement and Haughley Junction: Finalise plan and progress planning consent. • Funding to support development of the region's pipeline. **Next Steps:** Board members were asked to review the document and advise Suzanne of any comments by COP on Friday 24th January.	
7	**Transport East Consultation Responses:** Suzanne Buck, Head of Strategy & Technical Programme Transport East asked the Board to approve their consultation responses to the following consultations. **East West Rail Non – Statutory Consultation: Endorsed** *(with updated wording from Cllr Alexander Nicoll)* • The report supports the vision of direct east-west coast-to-coast rail connectivity and the East West Rail Project.	

	• Recommends extending the proposed double track towards Newmarket for early benefits and the opportunity for a new station. • Emphasizes the need for full electrification and the removal of new level-crossings while maintaining walking, cycling, and wheeling connectivity. • Submission due 24th January  012025_EWR consultation response **Integrated National Transport Strategy: Call for Evidence – Endorsed** *(Submission date delayed by Government)* • The consultation outlines call for ideas, focusing on a high-level direction for transport over the next 10 years. • Emphasises the importance of cross-sector collaboration and integration with spatial planning. • Highlights the need for integrated ticketing and payment systems, multi-modal hubs, and real-time data sharing. • Discusses the importance of transport assessments, social value, and devolution of powers to the most appropriate level. • Regional DfT Roadshows planned for TE region in Ipswich on 19th February. **Transport Select Committee Call for Evidence: Buses Connecting Communities - Noted** • Emphasises the need for franchising solutions in rural areas and the resourcing required to implement them. • Highlights the importance of addressing the social and economic consequences of poor connectivity, particularly in rural areas. • Discusses the challenges faced by rural areas and the need for alternative modes of transport solutions. • Submitted 17th January 2025  2024 01 17 TE Full response.docx **Comments & Discussion** • Cllr Alexander Nicoll & Christ Starkie: EWR response updated to include how important the Eastern Section of EWR is. Further discussion and confirmation of wording to be agreed at EWR Eastern Section Board Meeting later today.	
8	**Meeting Close**	

Board Paper

Date: 27th March 2025
Item: Business Unit Update
Report by: Andrew Summers, Chief Executive, Transport East
Contact: Andrew.Summers@transporteast.gov.uk

Purpose:

To provide an update from the Transport East Business Unit.

Recommendations:

For the Board to:

- **Note the funding allocation letter from the Secretary of State (Appendix 1) and endorse the Final Business Plan (Appendix 2)**

- **Confirm the proposed partner contributions for 2025/26 and proceed with invoicing, as follows:**
    - Local Transport Authority (County): £40,247
    - Local Transport Authority (Unitary): £24,392
    - Local Planning Authority (per County Group): £36,587

- **Endorse the Annual Report for 2024/25 for publication (Appendix 3)**

- **Endorse the proposal to invite the Business Boards to nominate a representative to be an observer member of the Board.**

- **Endorse the approach for the Transport East Business Unit to respond to the MHCLG devolution consultations on Greater Essex and Norfolk/Suffolk**

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1. Introduction

1.1 This Business Unit Update provides an update on the Final Business Plan 2025/26 and proposals for County Business Board representation on Transport East, and responding to government consultation on Greater Essex and Norfolk/Suffolk Devolution.

2. Final Business Plan 2025/26

2.1 Transport East's Business Plan sets out our annual budget and proposed work programme. Our income comes from both DfT and Local Authority contributions.

2.2 On 20th January 2025, this Board approved Transport East's 2025/26 funding proposal to DfT for consideration by the Secretary of State. In accordance with DfT requirements, our proposal was presented as three funding scenarios, specifically (a) a core scenario of a rollover of 24/25 DfT funding (£0.944m); (b) a 20% uplift on 24/25; and (c) a 20% reduction on 24/25.

2.3 On 24th February 2025, the Secretary of State wrote to the Transport East Chair to confirm award of grant settlement of £1,040,667. This represents a 10% increase on the government's 2024/25 funding for Transport East. This is good news for the partnership, as not all STBs received this uplift, and the letter welcomes Transport East's progress in supporting government objectives.

2.4 The letter also confirms the Secretary of State's three core requirements of Transport East in 2025/26:

- Delivering a pan-regional approach through developing regional transport strategies.
- Focussing on pan-regional connectivity and integration.
- Supporting local authorities' capacity & capability through providing access to STB modelling and analysis tools and expertise.

2.5 The Final Business Plan in Appendix 2 subsequently presented for Board approval today, and represents the work programme and outputs which will be delivered in 2025/26. This Plan is based on delivery on all of outputs in the core scenario proposed by this Board to DfT, and furthermore the additional 10% uplift secured from DfT provides this partnership with the opportunity to secure additional in-house resource to deliver some, but not all, of the extended outputs in the uplift scenario (recognising this Board's uplift scenario was based on a 20% increase, which is not fully funded by DfT).

2.6 The other core funding for Transport East in 2025/26 will be the partner subscriptions. The funding allocation letter from government ensures Transport East continues to represent very high value for money for partners, with every pound of local authority contribution leveraging three pounds of government funding. The Memorandum of Understanding endorsed by this Forum in 2023 prescribes the following approach in respect to Subscription Fees:

Figure 1: Extract from Transport East Partnership Memorandum of Understanding 2023

> **6. Subscription Fees**
>
> 6.1 From the Commencement Date Suffolk County Council shall act as the accountable body as regards securing and managing partners annual subscription fees.
>
> 6.2 Each year Transport East shall write to partners requesting they send a purchase order relating to the subscription fees for the forthcoming financial year. Following receipt of the purchase order Transport East shall invoice partners for the appropriate level of subscription fees.
>
> 6.3 Following receipt of an invoice sent out in accordance with clause 6.2, each partner shall make payment to Transport East within 30 days.
>
> 6.4 The level of subscription fees for the financial year 2022/23 is as set out in Annex A. For the financial year 2023/24 and thereafter the subscription fees shall increase by 3.5% year on year.

2.6 Based on this agreement, the level of subscription for 2025/26 for partners will be:

- Local Transport Authority (County): £40,247
- Local Transport Authority (Unitary): £24,392
- Local Planning Authority (per County Group): £36,587

2.7 Feedback received from partners has strongly welcomed our approach adopted last year for early invoicing from Transport East to local partners for the subscription fees to aid local authority budgeting processes. We propose to repeat this for 2025/26.

2.8 Endorsement is requested from the Forum today to confirm partner subscription fees at the levels set out in paragraph 2.6, to both inform the finalisation of the Business Plan, and help local authorities process the payments in a timely manner.

3. Annual Report 2024/25

3.1 Transport East is required to publish an Annual Report to set out how it has delivered against the Business Plan. The 2024/25 Annual Report is set out in Appendix 3. The Board is asked to note the report and endorse for publication.

4. Business representation on Transport East

4.1 Transport is an enabler for economic growth, and its therefore vital that our strategy and work programme aligns with our partners' economic strategies. Representation on our Board from the business sector is therefore vital, and the initial Transport East Board established in 2018 included Chambers of Commerce and Local Enterprise Partnerships as observer - but non-funding - members.

4.2 The Chambers of Commerce continue to be vital partners on the Board, including our recent joint advocacy on transport priorities, and partnership working at events including the Transport East Summit and Party Conferences. However, the Local Enterprise Partnerships have

ceased to exist and the responsibility for Economic Strategies is led by county-based Business Boards, now established in each of Norfolk, Suffolk and Essex. This is a gap which local authorities have suggested to Transport East should be addressed quickly, to more closely align the update and delivery of the regional Transport Strategy with the county-based economic strategies.

4.3 It is therefore proposed that Transport East invite a representative from each of the Business Boards to be an observer (and non-paying) Member of the Transport East Board. If the Board are in agreement, a representative from each of the Norfolk, Suffolk and Essex Business Boards would be invited to the next meeting.

5. Devolution Update and Consultation Approach

5.1 The Ministry for Housing, Communities and Local Government has announced that both Greater Essex and Norfolk/Suffolk have been accepted on the Devolution Priority Programme. Transport East is the only sub-national transport body in England where all local authority partners will be undergoing devolution at the same time. The Board also reviewed the outcome of the Enabling Powers consultation, and agreed that there is an unique opportunity in the East to co-design the future of Transport East with the emerging plans for Mayoral Combined Authorities and Local Government Reform.

5.2 To initiate this process, this Board agreed on 20th January that:

i. The TE Chair writes to our sponsor DfT Minister to report the results from the consultation (a) outlining the partnership's level of support for securing the benefits of enabling powers for strategic transport in the East and (b) subsequently offer the Transport East's strategic support in co-designing strategic transport devolution in the East through MCAs and the STB.

ii. The TE Chair contacts Local Transport Authority Leaders to offer our full support in the next phases of devolution.

iii. The TE Chief Executive works with the Transport East Local Authority Directors Group, and local authority Chief Executives, to agree a process to co-design and develop the next stage of the TE enabling powers and long term plans alongside the planning for MSAs and Local Government Reform.

5.3 Work on these actions is underway, starting with item (iii). An LTA directors meeting was held on 19th March to initiate the co-design of Transport East's future role alongside the development of the Mayoral Strategic Authorities and Local Government Reform. An update on this work will be presented to the next meeting of the Board.

5.4 In the meantime, the Ministry for Housing, Communities and Local Government and have subsequently launched two consultations on the Norfolk/Suffolk and Greater Essex Devolution plans, for response by 13th April. It is proposed that the Transport East Business Unit provide a response to support the proposals and take the opportunity to confirm the aspirations of this Board agreed on 20th January which are summarised as follows:

- Outline this partnership's full support for the Greater Essex and Norfolk/Suffolk Mayoral Combined County Authority proposals

- Identify the specific thematic areas of strategic support this partnership can provide to the new Mayoral authorities and commit to working closely with our local authorities and DfT to co-design the Transport East role on these in more detail. To recap, these include supporting strategic connectivity (including strategic rail and roads), supporting capacity and capability, regional advocacy, and other themes set out in the regional transport strategy where cross-boundary collaboration will be vital (e.g. freight, rural accessibility and strategic passenger transport).

- Reiterate our support for performing the convening role for STBs set out in the Devolution White Paper by MHCLG, and furthermore the requirements set out for Transport East in the letter from the Secretary of State for Transport in Appendix 1.

5.5 There is not a further Board meeting prior to the consultation close, so it is therefore proposed that the Chair would sign off the final responses based on the principles in 4.4 above, incorporating the steer from LTA directors, and further comments raised today and following this meeting.

Recommendations and Next Steps

5.6 It is recommended that the Board:

- Note the funding allocation letter from the Secretary of State and endorse the Final Business Plan (Appendix 2)

- Confirm the proposed partner contributions for 2025/26 and proceed with invoicing, as follows:
  - Local Transport Authority (County): £40,247
  - Local Transport Authority (Unitary): £24,392
  - Local Planning Authority (per County Group): £36,587

- Endorse the 2024/25 Annual Report for publication (Appendix 3)

- Endorse the proposal to invite the Business Boards to nominate a representative to be an observer member of the Board.

- Endorse the approach for the Transport East Business Unit to respond to the MHCLG devolution consultations on Greater Essex and Norfolk/Suffolk

Appendices

Appendix 1: Business Plan 2025/26 - letter to Transport East from Secretary of State (24.02.25)

Appendix 2: Final Business Plan 2025/26

Appendix 3: Annual Report 2024/25

Appendix 1: Business Plan 2025/26 - letter to Transport East from Secretary of State (24.02.25)

Department for Transport

From the Secretary of State
Rt Hon Heidi Alexander MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: heidi.alexander@dft.gov.uk

Web site: www.gov.uk/dft

Will Quince
Chair, Transport East
Via email

cc: Andrew Summers, CEO

24 February 2025

Dear Will,

Transport East Funding Allocation 2025/2026

I wanted to write to confirm the funding allocation for Transport East, following the approval of your business plan for the next financial year 2025/2026 of **£1,040,667**.

This is in recognition of all the work you have done supporting the Government's Missions and the way in which you have worked collaboratively with the Department for Transport and our delivery bodies as a supportive partner.

I recognise the role Sub-national Transport Bodies (STBs) can play in supporting both local and national government priorities such as economic growth and housing. Going forward I ask that you focus on:

- Delivering a pan-regional approach through developing regional transport strategies.
- Focussing on pan-regional connectivity and integration.
- Supporting local authorities' capacity & capability through providing access to STB modelling and analysis tools and expertise.

Now that I have agreed your business plan, my officials will send you a funding and governance agreement and a Grant Determination Form for your accountable Section 151 officer to sign and return. Following this, the funding will be granted under Section 31 of the Local Government Act 2003, in the financial year 2025/2026.

Yours sincerely,



Rt Hon Heidi Alexander MP
SECRETARY OF STATE FOR TRANSPORT

Appendix 2: Final Business Plan 2025/26

Appendix 3: Annual Report 2024/25

TRANSPORT EAST

Business Plan 2025-26



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1.0 Foreword



Will Quince
Chair of Transport East

I've now been Chair of Transport East for a year and I've got to see clearly how the partnership is really adding value to the region.

The team, and wider network of local authority and other experts who support Transport East's work have established a strong framework through the regional Transport Strategy. This is now influencing policy and investment decisions within the region.

And the detailed insight, analysis, tools and modelling built over the last three years is providing additional capacity and capability to regional partners. Helping identify the right solutions and build better cases for investment.

This all puts the East in a stronger position to respond to the opportunities and challenges 2025-26 will present.

Following last year's General Election the government is bringing forward notable changes across both transport and local government. Additionally, we await the outcome of the Spending Review in June 2025.

Our regional Transport Strategy sets out unique priorities for the East:

Net-zero transport by 2040 for a greener, healthier future

Connecting our growing towns and cities

Energising our coastal and rural communities

Unlocking our global gateways

All our local authority partners are bringing forward plans for Mayoral Strategic Authorities to be in place for May 2026. We support this change as we have seen the benefits brought by Mayoralties in other areas of the country to transport – better integration, clear investment priorities, more influence and oversight of delivery.

We are working closely with our local authorities to ensure new structures add value and progress our vision of a thriving Eastern region with safe, efficient and net zero transport networks advancing a future of inclusive and sustainable growth for decades to come.

This Business Plan sets out how we will continue delivering against those strategic priorities in what will be a transitionary year for the partnership.

I look forward to working with you all this year to accelerate progress on transport for a thriving East.

Foreword



Andrew Summers
Chief Executive, Transport East

This year Transport East received a one-year settlement from the Department of Transport to support our valuable programme of work on behalf of the East.

This allows us to build on everything we have achieved through our first Corporate Plan:

- Set the future direction of transport for the region through the Transport Strategy
- Advised government on the key priorities for transport in the East
- Increased the capacity and capability of our partners
- Influenced funding and policy decisions to the benefit of the East
- Strengthened the region's evidence to drive better decisions on transport
- Raised the importance of rural transport up the political agenda
- Supported new pilot projects in the region, and;
- Aligned with regional partners to provide a single voice for transport and amplify the case for and value of the East to the wider UK.

This year we will focus on the future – working with partners to draft a new Corporate Plan and seek to agree a new multi-year settlement with the Department of Transport to ensure the East has a strong resource and representative partnership on transport issues as the region starts on its path to devolution and local government reform.

The Department for Transport has increasingly looked to Sub-national Transport Bodies to support the capacity and capability of our local authority partners and integrate transport at a pan-regional level.

This Business Plan sets out how we will fulfil these core roles by focusing on:

- Achieving operational excellence and being a devolution partner to our authorities
- Providing enhanced capacity and capability for the region in data, analysis, tools and insight
- Integrating transport at a regional-level and supporting the East to influence the emerging Integrated National Transport Stategy
- Building our 'Single Voice' for transport in the East – collaborating across the region to amplify the East's voice with decision makers.

Our success relies on the support of our partners and the wider expertise of many organisations who are committed to improving sustainable transport.

We commit to working closely with you all this year, being a positive voice on behalf of the region to ensure transport in the East supports the region's ambitions and delivers for our diverse communities.

2.0 Vision and purpose

2.1 What is Transport East?

Transport East is one of the seven Sub-national Transport Bodies (STB) that together cover all of England outside London. STBs were established through the Cities and Local Government Devolution Act (2016) to provide a single voice for transport for their sub-national areas.

Across England, STBs bring leadership on strategic transport, recognising that local partners working together are best placed to identify regional priorities.

Transport East is an independent partnership, comprising local authorities, business groupings and other partners across Essex, Norfolk, Southend, Suffolk and Thurrock. Our partnership is the single voice for transport investment in the Eastern region.

2.2 Our Vision

A thriving Eastern region with safe, efficient and net-zero transport networks advancing a future of inclusive and sustainable growth for decades to come.

2.3 Priorities

Our four strategic priorities have been set out in our Transport Strategy:

- Decarbonisation to net-zero
- Connecting our growing towns and cities
- Energising our coastal and rural communities
- Unlocking our global gateways

2.4 Our Role

We want transport in the East to be better. Better for people, better for businesses, better for communities and better for our environment.

We work with our members and partners to achieve this. We have set a clear direction for the future of transport in the East in our Government-recognised Transport Strategy. We have also identified investment priorities in our Strategic Investment Programme.

We provide a regional centre of excellence for strategic transport planning. Expanding the capacity and capability of the region through evidence, insight and tools to help partners develop and make the case for new investment that meets the Strategy goals and the region's wider objectives.

Each year we set out how we will work to meet the Transport Strategy goals and the region's wider objectives through this Business Plan.

2.0 Vision and purpose

2.5 Wider STB environment

In 2021 Transport East received an initial three-year indicative settlement from the Department for Transport (DfT). This allowed us to set our first 3-year business plan committed to growing the organisation and increasing our value and influence.

Following the General Election and the timing of the new Government's Spending Review, we have been allocated funding for one-year from the DfT for FY 25-26 and will work with them through this year to agree a longer-term settlement beyond.

The environment STBs operate in and the role they undertake has also developed over the last 3 years, with government increasingly looking to STBs to support local authority capacity and capability within their regions, inform devolution thinking and link into wider discussions on economy, land-use and infrastructure. To achieve this, we have increased the evidence, tools and insight available to our local authority partners and widened our networks.

National stakeholders are also increasingly looking to STBs to set vision and direction, innovate in the transport planning and policy space and see us as valuable thought-leaders.

2.6 Government requirements

The Department for Transport has set out core areas for STBs to fulfil, aligning with the Government Missions and the DfT's priorities, and stemming from the Cities and Local Government Devolution Action 2016:

- Delivering a pan-regional approach through developing and maintaining regional transport strategies
- Providing advice to government on the region's transport priorities
- Focussing on pan-regional connectivity and integration
- Supporting local authorities' capacity and capability through providing access to STB modelling and analysis tools and expertise

Our Business Plan for 2025-26 sets out how Transport East will meet these requirements.

2.7 Looking forward

This financial year is a transitionary year, building on our increasing voice and influence. One where we can help partners make the most of the valuable new data, tools and insight we have developed, while supporting the East plan for a new future through devolution and local government reform.

This year we will also develop our plan for the next 3-5 years, setting out how we can support our local authorities, government and wider partners to deliver better transport for everyone across the East.

3.0 Building on success to 2025



Regional Transport Strategy approved by government



Advocated for the East in Westminster and Whitehall



Enhanced tools and evidence for better policies and decisions



Launched and grew the Rural Mobility Centre of Excellence



Government funding committed to regional priorities and pilot projects



Built productive partnerships locally, regionally and nationally



Led the East's single voice at national conferences and events

4.0 National and regional context

4.1 National context

Like others in the region, Transport East is operating in a changing environment. The new Government is moving at pace to deliver their policy agenda, having clearly set their direction through the new Government Missions and aligned DfT priorities.

On behalf of the region, we made a submission to the Spending Review, making the case for ongoing investment in the East's networks and requesting longer-term and more flexible funding for our local authorities to deliver better local transport. The results of the Spending Review should be known in June 2025 setting the macro-spending picture.

It is clear the funding environment remains constrained, and investment identified will need to clearly address the Government's missions, especially growth and housing. How decisions at the Spending Review feed into further regional investment will take longer to become clear and will require close engagement with DfT policy teams and partners.

Major policy changes

There has been some big shifts in policy direction, especially in the integrated transport, rail and bus space. Equally, the announcement that Norfolk & Suffolk and Greater Essex would be included in the government's devolution priority programme will have a notable impact on the region over the next 12 months.

In November 2024, the Secretary of State for Transport announced the development of an Integrated National Transport Strategy. We have already worked to inform the development of this important policy area and will continue to support through 2025-26.

On rail, the Government has already progressed legalisation around public ownership and has announced that C2C and Greater Anglia will be some of the first franchises to move into public ownership. In February 2025 the Government also launched the consultation into the proposed Rail Reform Bill contents which will be progressed through Parliament this year.

We have joined with neighbouring STBs, England's Economic Heartland and Transport for the South East, to create a Wider South East Rail Partnership to increase our joint voice on strategic rail issues. Our rail activity this year, building on activity over the last 3 years, will be instrumental in enhancing our impact as the industry develops.
The devolution agenda is explored in more detail in 4.2. Regional Context.

Department for Transport and STBs

It is clear the DfT is also seeing increased value from us, and the wider STB community. The department is showing increasing interest in our Rural Mobility Centre of Excellence and our innovative modelling tools. They are keen to see us increase the capacity and capability of our regional partners both individually and collaboratively – becoming regional centres for transport strategy, planning and insight. Increasingly STBs are also being drawn into discussions about regional growth, land-use planning, energy planning and wider infrastructure.

The increased collaboration between STBs is also reaping benefits. Joint working has reduced costs, added value and increased outputs. We are also able to learn from the successes of other STBs, increase our own impact and access other resources, accelerating our own growth.

National and regional context

4.2 Regional context

The picture in the region is also shifting and Transport East needs to continually respond to maximise our value to our partners

Devolution and Local Government Reform

In January 2025, Norfolk & Suffolk and Greater Essex were accepted for the government's priority programme for devolution, to progress Mayoral Strategic Authorities covering all the Transport East area, with Mayoral elections planned for May 2026. Following the establishment of the MSAs, local government reform is planned to move the region to a unitary authority model.

This will result in notable changes to the way transport is planned and delivered in the East, with significant opportunities to integrate networks more fully. We are working with all our local transport authorities to inform how we can best support them through this transition.

Local Authority challenges

Funding constraints continue to impact local authorities with several forced to decrease funds for non-statutory areas within their organisations, including transport.

We have joined the voices making the case for longer-term, stable funding for local authorities for both transport capital investment, service support and maintenance.

We are also supporting local authorities with tools, evidence and resources to enhance their own capacity and capability. We are also taking the lead in some strategic transport areas including rail and freight to reduce pressure on local authority resources.

We will continue to work closely with local authorities this year to enhance their own capacity and capabilities to maximise effectiveness.

4.3 Enhanced role of Transport East

Last year we consulted our local authorities and partners to inform our thinking around an enhanced role for Transport East.

Overall, the responses indicated support for enhanced regional powers through Transport East to help deliver strategic transport improvements and strengthen the East's voice with government.

Feedback also highlighted it would be appropriate to assess any future regional powers through discussions on devolution, with the emerging Mayoral Strategic Authorities.

Areas of most interest for enhanced powers included:

- Potential for statutory status to enhance voice with government and other statutory bodies
- Enhanced role in the emerging new rail governance through Great British Railways – with freight and integration with other transport highlighted
- Enhanced role in strategic road planning, and potentially delivery
- Opportunities for increased value for money or speeding delivery through initiatives such as regional capital grants or integrated ticketing.

5.0 How we work

5.1 Our Structure

We are governed by the Transport East Board, our principal decision-making forum. It agrees our core plans and strategies. It is Chaired independently, following a competitive recruitment process, and comprises transport portfolio holders from the five transport authorities and three elected members representing the three county groups of district authorities.

Business interests are represented by the regions Chambers of Commerce. The Board also includes observer partners who provide advice and support for our work, including the Department for Transport (DfT), Network Rail, National Highways, the UK Innovation Corridor, neighbouring local authorities and STBs.

All meeting dates, papers, agendas and minutes are available at www.transporteast.gov.uk

5.2 The Senior Officer Group

The work programme is overseen by the Transport East Senior Officers Group (TESOG). The TESOG comprises officers from all transport authorities, district representatives, National Highways, Network Rail, East of England Local Government Association, UK Innovation Corridor and the DfT.

The strategic direction, work programme, and day-to-day management of Transport East is led by the Business Unit. Suffolk County Council hosts the Business Unit and is the accountable body for all grant funding from the DfT.

5.3 Our wider partnership

Our wider partnership panel includes a wide range of operators, businesses, interest groups and neighbouring regions.

The wider partnership come together at our Transport Summit, and through regular engagement opportunities, forums and workshops to shape the direction of our

5.4 Our funding and value for money

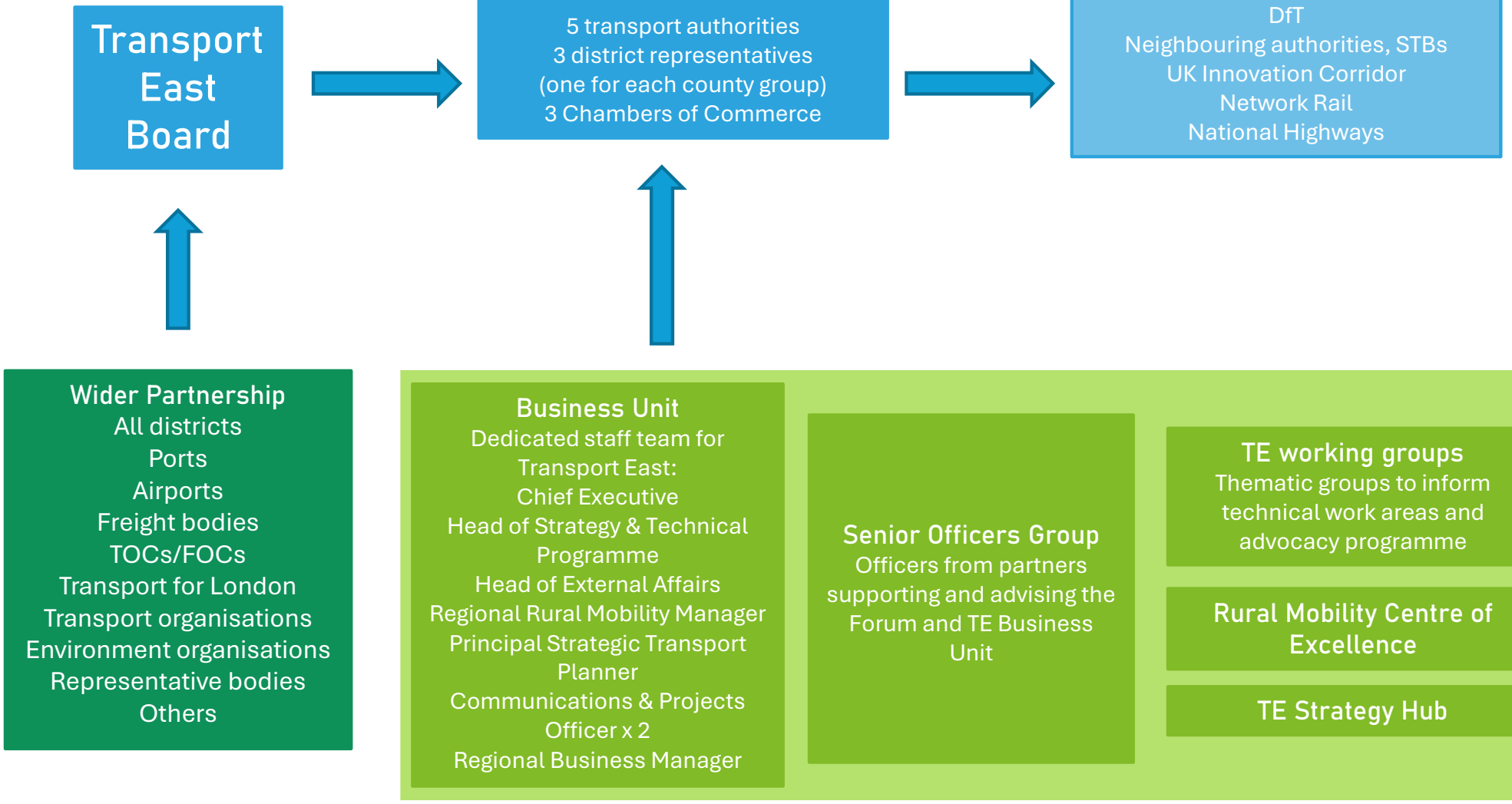
Transport East's work is funded locally and through an annually agreed allocation from the Department for Transport. Our five transport authorities and 24 district authorities provide an annual subscription which for 2025/26 totals £279,286.

The DfT grant for 2025/26 totals £1,040,667. *See section 6 for more detail.*

We will also seek to identify further areas of income to maximise the impact of our work.

How we work

5.5 TE Partnership Structure



6.0 Work programme for 2025-26

6.1 Overview

Last year saw the completion of our first three-year Corporate Plan set in 2021-22

Over the last three years we have made a step-change in the East's capacity and capability, adding value to the region. This is despite lower levels of funding than were originally set out in our initial indicative funding settlement from government and a changing remit.

With a one-year settlement for 2025-26, this year will act as a transition year as we work with the Department for Transport and partners to identify a new multi-year settlement and our next Corporate Plan.

This will reflect and be informed by the changing nature of transport governance as the devolution and local government reform changes emerge and the outcome of the forthcoming Spending Review planned for June 2025.

Over 2025-26 Transport East will focus on four core areas:

1. Operational excellence and a devolution partner	Strong business operations and good financial management	Be a devolution partner to changing local authorities	Maturing governance and partnership
2. Build regional capacity & capability	Enhance local authority capacity & capability	Expand the Rural Mobility Centre of Excellence	Enhance regional-level transport data & analytics
3. Integrate transport at a regional level	Lead regional-level policy development	Lead regional-level rail	Strategic support for passenger transport
4. Lead the East's 'Single Voice' to put our transport priorities on the UK map	Formal partnerships with national bodies to steer investment	Regional Task Forces for our transport priorities	Communications and engagement programme amplifying our single voice

6.3 Operational excellence and devolution partner

What does this mean?

Transport East to be a highly effective STB partnership for the East and respected nationally. To provide regional-level co-ordination and influence to deliver the Transport Strategy and add value to our Local Authority partners.

Work as an effective partner to our Local Authorities through the devolution process, as Mayoral Strategic Authorities are developed to inform the direction of regional transport policy, planning, delivery, structures and governance.

What does it look like?

- A Transport East team with capacity, capability and unique skillsets to deliver and manage a scaled-up work programme on behalf of the East, closely integrated with our partners.
- A mature partnership governance and work programme that directly supports the strategic transport needs of all our Local Transport Authorities, districts and other partners, transport operators, businesses and the public, working closely with neighbouring regions.
- Develop a clear direction for Transport East beyond this funding period (2025/26) aligned with greater regional devolution and national policy direction.
- Enhanced partner engagement processes and good financial and business management.

What have we done already?

- Expanded the team with new capacity and capability increasing our technical, communications and engagement expertise.
- Undertaken an Independent Review and Enabling Powers consultation to inform the future direction of Transport East considering a changing devolution environment.
- Ongoing improvement to business management, financial management, governance and oversight.
- Embedded Transport East in ongoing conversations linked to regional devolution and local government reform.

What are we doing in 2025-26?

- Provide leadership on strategic transport priorities and effective business management of Transport East operations. Lead and manage our work programme.
- Continuous improvement of governance and financial management including support for our Independent Chair and Board
- Engagement with Local Authorities to support through the establishment of Mayoral Strategic Authorities and the planning for Local Government Reform.
- Ensure the role and remit of Transport East at a pan-regional level is reflected as decisions are taken at regional and national levels
- Use opportunity to explore further activity and/or powers that could be undertaken most beneficially at a pan-regional level and to strengthen the East's role in investment decision-making
- Continuous staff improvement through training and other opportunities for all staff, including webinars and conferences.

6.4 Build regional capacity and capability

What does this mean?

To provide capacity and capability at a regional-level to add value to the work of our partners. This work is framed by an understanding that transport is a facilitator of wider social outcomes and integral to the delivery of the Government missions.

Expand our knowledge centre of valuable regional insight and analysis with new tools and data to support our local authorities, national government and infrastructure delivery bodies to increase integration and and drive better value for investment.

What does it look like?

- Detailed understanding of regional transport challenges and opportunities to inform future priorities, funding bids, policies and plans including; active travel, rail, bus, alternative fuels and freight
- An increasingly impactful Rural Mobility Centre of Excellence, providing enhanced regional insight and recommendations to government on rural issues and an increasingly important national voice for rural transport challenges and solutions
- A regional data and analytics centre, with tools and insight readily available to partners and being used to inform policy, plans and delivery.

What have we done already?

- Established a new platform for partners to access tools, modelling, data and analysis.
- Developed BERTIE, a new people-focused integrated transport model for the region that allows us and partners to test new policies and interventions
- Completed phases 1 and 2 of our Rail plan – the 'State of Rail in the East' report setting out current opportunities and challenges and the short-term priorities
- Identified the investment in EV infrastructure needed across the region to meet forecast demand and assessed how the region is progressing against those forecasts
- Set a clear direction for Active Travel investment in the East, and assessed how the region is progressing
- Invested in mobile phone travel data across the region to better assess travel behaviour
- Undertaken the first regional Travel Behaviour Survey to provide up to date evidence about the journeys people are making and their motivations
- Established the Rural Mobility Centre of Excellence, and launched the Rural Connections report,
- Established a call-off contract with ARUP and Steer to expand the expertise available easily and better value to local authorities
- Developed a Carbon Assessment Playbook in collaboration with the other STBs to give a national tool for transport decarbonisation planning

What are we doing in 2025-26?

- Maximise partner value from content on regional data and analysis platform including mobile phone travel data, travel behaviour survey data, connectivity studies
- Lead the Rural Mobility Centre of Excellence including a focus on:
  - Engagement on young people's access through transport
  - Strategic recommendations for rural transport's role in supporting tourism and visitor economy
  - Research report for local authorities to enhance shared mobility in rural areas
- Access and support for local authority partners to the suite of pan-STB technical tools and insight both new and already developed.

6.5 Integrate transport at a regional level

What does this mean?

Through the regional Transport Strategy set a strategic, integrated vision and pathway for the East's transport over the next 30years.

Identify, advocate for and progress the next generation of strategic programmes and projects to deliver our priorities set out in our Transport Strategy and the wider objectives of our partners.

The updated Strategic Investment Programme will reflect major and transformative developments in the region and underpinned by an enhanced regional evidence base and a compelling case for investment.

What does it look like?

- An evidence-led regional Transport Strategy agreed by Local Transport Authorities and approved by government.
- Develop and manage a Strategic Investment Programme for the East directly informing priorities for DfT, National Highways and Network Rail, enabling better co-ordination of investment to maximising opportunities and outcomes
- Regional Connectivity Studies identifying priority corridors and areas for investment to improve pan-regional connectivity and our connections to other UK regions.
- Better evidence for business case development, and increased capability and capacity to support partners to identify, initiate and accelerate transport business cases. This means future priorities have a better chance of progressing through higher quality submissions, consistent with DfT appraisal
- Shared resource to tackle strategic challenges – particularly rail and strategic passenger transport
- Escalation of joint issues into government and infrastructure delivery bodies to speed resolution

What have we done already?

- Created the Strategic Investment Programme for the region assessed against our Transport Strategy priorities
- Completed the first phase of Connectivity Studies to understand movement patterns across the region, now and in the future, and allowing priority areas for investment to be identified.
- Advised Ministers of our strategic and major rail and road priorities through the Spending Review 2025
- Reinvigorated the pan-regional campaign for the Ely and Haughley junction rail upgrades
- Advised National Highways on the development of Route Strategies and Road Investment Strategy 3 priorities
- Developed a strong economic case for investment in the East West Rail Eastern Section for enhanced connections east of Cambridge.
- Enhanced rail governance and influence in the region through line and area Taskforces, our Rail Leadership Group and the Wider South East Rail Partnership

What are we doing in 2025-26?

- Rail will be an area of focus for this year due to the emerging changing structures coming forward with the Rail Reform Bill:
  - Lead engagement for the region through Rail Reform to get best value for the East
  - Lead all regional rail Taskforces
  - Lead for the East on the Wider South East Rail Partnership
  - Make and develop technical case for rail priorities
- Expand our work with international gateways and freight to increase expertise
- Strategic support for passenger transport including enhancing the evidence base and analytical case for expanding the bus network in the East, using the BERTIE model and helping prepare the region for long-term devolution of bus services.

6.6 Lead the East's 'Single Voice' to put our transport priorities on the UK map

What does this mean?

A loud, sustained and credible Single Voice to government, convening our Local Authorities, Chambers of Commerce, Businesses and MPs, alongside expert stakeholders to advocate for our strategic transport priorities are embedded within the investment planning of government and transport delivery bodies.

What does it look like?

- Formalised partnerships to embed our priorities and ensure the East has directly influenced future investment including RIS3, RNEP, CP7 and other DfT and major transport investment bodies' investment programmes.
- Thematic regional Forums and Taskforces to inform our work, align activity and maximise impact.
- Public affairs programme to coordinate advocacy, providing clear messages to government and parliamentarians, aligned with regional partners
- Communications strategy and resource to build awareness, understanding and trust

What have we done already?

- Worked with multiple regional partners to amplify the voice of the East and its investment needs
- Met Transport and other Ministers to advocate for investment in the East
- Given evidence on behalf of the East at the Transport Select Committee on Rail Reform and rural transport
- Established Strategic Forums and Taskforces to inform, guide and deliver priorities – including rail, passenger transport, and rural mobility.
- Formalised partnerships and established regular senior meetings with delivery bodies to influence decision-making
- Become a strategic transport adviser to the East of England All-Party Parliamentary Group and established a wider Parliamentary engagement programme
- Initiated and supported specific campaigns on rail and road priorities, local government funding for transport, buses and supported specific funding bids from our partners
- Established a presence at Party Conferences on behalf of our members
- Held over a hundred meetings, workshops and events across the region to align our Single Voice.
- Spoken on behalf of the region at national events to demonstrate the successes and ongoing needs of transport in the East
- Expanded and delivered a programme of communications across brand, digital and social media.

What are we doing in 2025-26?

- Advocacy work this year will be focused on extending and maximising the effectiveness of our relationships with regional representatives including:
  - Supporting and advising the East of England APPG
  - Joining with regional partners to amplify the voice of the East
  - Maintaining and supporting specific campaigns on rail and road priorities, bus and active travel funding and local authority long-term funding
  - Party conference engagement
- Full programme of events including EoE Net Zero Conference, 200 Years of Rail and quarterly local authority webinars
- Wider South-East Forums for rail and freight with EEH and TfSE
- Full communications programme for the technical output including new opportunities to maximise impact of the digital centre for data and analytics.

7.0 Programme detail

7.1 Defining our programme

This section sets out the 2025/26 Business Plan, detailing the work programme for this financial year.

This year has two key focus points. Firstly, to maximise the value to partners of the increasing evidence, tools and analysis we have built over the last three years.

Secondly, to support the region through the changes that are happening both at a national and regional level. Especially those linked to devolution and rail reform.

The plan will be funded by local contributions and the DfT annual grant.

We have assessed our programme against the Secretary of State for Transport's priorities to ensure alignment:

- Improving performance on the railways and driving forward rail reform
- Improving bus services and growing usage across the country
- Transforming infrastructure to work for the whole country, promoting social mobility and tackling regional inequality
- Delivering greener transport
- Better integrating transport networks

The programme is designed to deliver across our four work areas and prepare for a future multi-year settlement:

1. Operational excellence and devolution partner
2. Build regional capacity & capability
3. Integrate transport at a regional level
4. Lead the East's Single Voice to put our transport priorities on the UK map

Work Programme

7.2 Operational excellence and a devolution partner

2025-26 Business Plan item	Description of Output	Rail reform	Improving buses	Transforming infrastructure	Greener transport	Integrating transport
Transport East Business Operations	Provide leadership on strategic transport priorities. Provide effective business management of Transport East operations. Lead and manage our work programme.					
Governance and compliance	Continuous improvement of governance and financial management. Independent Chair and Board support. Risk management. Compliance with national and host local authority process and procedures. Produce an Annual Report.					
Devolution partner	Engagement with Local Authorities to support through the establishment of Mayoral Strategic Authorities and the planning for Local Government Reform. Ensure the role and remit of Transport East at a pan-regional level is reflected as decisions are taken at regional and national levels Use opportunity to explore further activity and/or powers that could be undertaken most beneficially at a pan-regional level Use opportunity to strengthen the East's role in investment decision-making					
Staff improvement	Mandatory and statutory training through host authority. Identifying training and improvement opportunities for all staff, including webinars and conferences.					

Work Programme

7.3 Build regional capacity and capability

2025-26 Business Plan item	Description of Output	Rail reform	Improving buses	Transforming infrastructure	Greener transport	Integrating transport
Maximise partner value from content on regional data and analysis platform	Analytical support for local authorities and national partners to maximise value from existing data sources including mobile phone travel data, travel behaviour survey data, connectivity studies					
Lead the Rural Mobility Centre of Excellence	Continue raising the profile of the East's rural needs nationally including a focus on: - Engagement on young people's access through transport - Strategic recommendations for rural transport's role in supporting tourism and visitor economy - Research report for local authorities to enhance shared mobility in rural areas					
English STB Partnership working	Access and support for local authority partners to the suite of pan-STB technical tools and insight already developed including Carbon Assessment Playbook, EV Charging Infrastructure Tool and Transport Related Social Exclusion tool					

Work Programme

7.4 Integrate transport at a regional level

2025-26 Business Plan item	Description of Output	Rail reform	Improving buses	Transforming infrastructure	Greener transport	Integrating transport
Lead regional-level transport policy development	Work to embed the regional Transport Strategy into local transport plans, plans of national delivery partners, land-use and economic planning, wider infrastructure planning and delivery					
Lead regional-level rail	Secretariat for regional rail taskforces (GEML, Thameside, EWR-Eastern Section Board) and represent partner interests at Ely and WAML. Lead for the East in Wider South East Rail Partnership Lead East engagement through the Rail Reform process and with Great British Railways to get the best value for the East Make and develop technical case for rail priorities Lead for East with UK wider rail industry Work with partners to progress short-term interventions					
Strategic support for passenger transport	Enhance the evidence base and analytical case for expanding the bus network in the East, using the BERTIE model, supporting the case for investment for local authorities, Enhanced Partnerships and operators. Help prepare region for long-term devolution of bus services. Work cross-boundary to identify opportunities for enhanced pan-regional connections Lead regional Bus Forum to increase cross-East understanding, draw in learning from other regions and inform national policy development					
Support the development of the DfT's Integrated National Transport Strategy	Building on activity in 2024-25, work with the DfT's INTS team as the strategy develops to inform and refine national direction for the benefit of the East.					
Management of tools and assets	Management of legal agreements, data licences, contracts, website and digital data platforms					

Work Programme

7.5 Single Voice for transport in the East

2025-26 Business Plan item	Description of Output	Rail reform	Improving buses	Transforming infrastructure	Greener transport	Integrating transport
Convening and advocacy	Strengthened formal engagement and influence through closer relationships with DfT, other relevant government departments National Highways, Network Rail and the Great British Railways, Active Travel England and the National Infrastructure Commission and NISTA. Lead all partnership engagement functions including relationship development and management.					
English STB Partnership working	Lead East participation and influence in English STB groups – Chief Execs, Technical, Thematic Group, Wider South East Freight Forum, and Strategic Freight to ensure outputs benefit our local authorities.					
Set and deliver communications programme for 2025-26, so outputs reach the right audience and increase awareness, knowledge of and trust in Transport East	Outputs include: • Improved digital presence • Wider audience, increasing engagement with improved tools • Full programme to communicate our technical outputs including publications, presentations, webinars, events and digital products • Net-Zero Conference and speaking at national/ regional events					
Set and deliver engagement programme for 2025-26 to support parliamentary, political and sectoral representatives to speak with a single voice on transport investment in the East	Outputs include: • Extending relationships with parliamentarians and government, through briefings, events and Party Conferences • Maximising the impact of our role as transport adviser to the EoE APPG • Expanding the range of partners speaking with a single voice on transport investment in the East through briefings, meetings, webinars and events • Making the case for the East aligned with regional partners across Government departments, sectors and bodies throughout the UK					

7.6 Additional funding proposals

The DfT advised that STBs can submit areas for additional funding – with no guarantee of success. We submitted four areas for consideration and are in active conversations with DfT, national agencies and other government departments.

2025-26 Business Plan item	Description of Output	Rail reform	Improving buses	Transforming infrastructure	Greener transport	Integrating transport
Capacity & Capability	Levelling up capacity & technical support to transition to a TfSE-style Centre of Excellence platform for 2026-27. Technical and analytical support funding Developing a land-use model for regional spatial planning aligned with transport					
Enhancements to BERTIE – Agent Based Model	Update the model to reflect post-Covid travel data Options for enhancements to the model to enable - A focus on Cambridge (as a growth centre) - The development of an economic appraisal unit - Update the future growth scenarios related to NTEM					
Rural Centre of Excellence	Recognising the importance of defining the social value of measures for rural areas, to develop a Social Value Toolkit Undertake inception work for a transitioning the RMCoE to a national resource					
East-West growth and connectivity	Working with EEH to lead work on the strategic analysis of the impact of cross-boundary growth on travel demand					

7.6 Budget Summary

2025/26 Income	
Subscriptions	£ 279,286
DfT allocation	£ 1,040,667
Third party income	TBC
Total Income	**£1,319,953**

2023/24 Programme	All figures include staff time costs
Operational excellence and a devolution partner	£ 285,650
Build regional capacity and capability	£ 484,826
Integrate transport at a regional level	£ 315,577
Lead the East's 'Single Voice' to put our transport priorities on the UK map	£ 233,900
Total	**£ 1,319,953**

8.0 Funding and resources

8.1 Local contributions

The local contributions, established in 2019 and set out in the Terms of Reference, part-fund the Transport East team, all non-technical work, operations and communications activities.

It is important to maintain a local funding to ensure the ongoing growth of Transport East, ensure independence from government, and as a base to continue to leverage increased grant funding from the Department for Transport (DfT).

The current local contributions total £279,286. We have a formal Memorandum of Understanding with all local authority members including a year-on-year increase.

8.2 DfT contributions

Since 2020/21, and in response to the demonstrable financial and political commitment from local partners, Transport East has received funding from the DfT to support the delivery of our work programme.

The delivery of the 2025/26 business plan is reliant on the availability of DfT funding.

The increased collaboration between STBs has proven to add value to both the individual STBs and the DfT. We have therefore identified further priority areas for additional funding for both our own capacity and capability, and for collaborative STB activity. This year these are focused on:

- Enhancing our capacity and capability offer for local authorities
- Enhancing BERTIE – our Agent-Based Model
- Expanding the work of the Rural Mobility Centre of Excellence
- East-West cross-border growth and connectivity

8.3 Further opportunities

Transport East will continue to explore further opportunities to deliver the priorities set out in our business plan, including alternative funding sources, partnership working and commercial opportunities.

9.0 Measuring success

We will monitor the effectiveness of the work programme, using both quantitative and qualitative data, including partner feedback.

We will publish an annual report at the end of the year to report on this Business Plan.

We have developed a balanced scorecard to track our performance with measures in four categories:

- **Financial**
- **Customer**
- **Process**
- **Impact & Growth**

Performance Measures are designed to align to our core roles (slide 4) and priorities for 2024/25 (slide 10), and ensure we focus on priority behaviours and activities across the year

Measure	Indicator	Target
Good financial management (programme)	% of forecast budget spent or committed on agreed business plan outputs	100% by 31 March 2026
Good financial management (efficiency)	Maintain ratio of operational costs to income	Maintained from 2024/25 by 31 March 2026
Additional income	Income received beyond core subscriptions and DfT grant	Maintained from 2024/25 by 31 March 2026

Measure	Indicator	Target
Partner awareness of TE and services	Number of website & social media interactions	Increase on 2024/25
Partner usage of tools and services	Number of interactions/ downloads for the new data & analysis centre	Increase on 2024/25
Partner satisfaction	New satisfaction index	New measure – 2025/26 will be the baseline



Measure	Indicator	Target
Efficiency 'value added' by convening role	Number of regional co-ordinated events held on behalf of national bodies	Maintain level achieved in 2024/25
Meeting process management	Service Level achieved for core meetings*	SLA met by 31 March 2026
Staff development	Achievement of two development goals per staff member	2 x 8 staff achieved by 31 March 2026

Measure	Indicator	Target
Single Voice – advocacy to decision makers on region's strategic priorities	Meetings with the right people at the right time to make the case for the East	To cover all four of Transport Strategy priorities over the year
Single Voice – speaking to the region & UK	Total number of people attending TE led events	Maintain on 2024/25
Future of TE	2026/27 Business Plan and 3-5yr plan agreed by Board & DfT	By March 2026

* Core meetings include Board, TESOG and named others. Service Level to be determined by meeting Terms of Reference



TRANSPORTEAST

March 2025

Transporteast.gov.uk



TRANSPORTEAST

Annual Report 2024-25

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Foreword



Will Quince
Chair, Transport East

Since becoming Chair in April, it's fair to say I've witnessed a transformational year for Transport East, coinciding with significant changes for the nation.

A new government was elected, bringing with it five key transport priorities: driving forward rail reform, improving bus services and increasing usage, transforming infrastructure, promoting social mobility and addressing regional inequalities, and delivering greener transport with better integration of transport networks.

While these goals are ambitious, our well-established partnerships give me confidence that they can be achieved in the East.

The ambitions also align with our vision of a thriving Eastern region with safe, efficient, and net zero transport networks, advancing a future of inclusive and sustainable growth for decades to come.

To achieve this, Transport East had been focused on expanding our comprehensive evidence base, with up-to-date insight and new tools, to strengthen the case and advocacy for investment into the region, which in return can support the nation's growth.

As we look to the future, we remain aware that funding is needed now to address current issues. Transport East has been working with partners to advocate for investment in rail, road, bus, and active travel across the region.

Reflecting on my first year as Chair, it has been a brilliant experience. The East has so much to offer, from its clean energy and reliable food production to its vital role in supplying the nation through its ports and airports. Ultimately, it is the people who make this region shine.

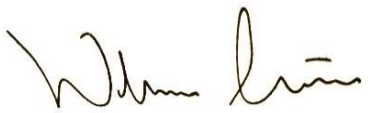
From our growing and dynamic urban centres to the picturesque rural and coastal communities across Norfolk, Suffolk, Essex, Thurrock, and Southend, this region has so much to offer.

This is why it is so important that Transport East delivers its vision - to ensure that everyone can thrive, no matter where they live.

Everyone deserves good access to jobs, education, healthcare, and leisure services, and I know the fantastic work and support from Transport East will continue to make this possible.

I would like to extend my heartfelt thanks to our many partners, stakeholders, and local transport authority leaders who have worked closely with us to champion and deliver improved transport in our region.

A special thanks also goes to the dedicated Transport East team – a small and agile group delivering genuinely valuable outcomes.



Foreword



Andrew Summers
Chief Executive, Transport East

This year has once again proven that Transport East has firmly become one of the East's prominent voices to enable a thriving region.

As a partnership, we've continued advocating for the region's transport priorities resulting in some positive funding announcements and policy influence. We've also demonstrated the value of a Sub-national Transport Body's role in facilitating the movement of people and goods, and we will continue to have a key role as the East receives devolved powers.

We began the year by welcoming our new independent Chair, Will Quince.

Will has been instrumental in fostering relationships across the region and advocating for better transport decisions.

Building on our government-endorsed Transport Strategy for the region, his work has helped us strengthen our case for investment in the region and promote a strong vision for the future of Transport East.

The year also saw the publication of the East's first large-scale behaviour change survey, engaging 4,000 people to better understand travel barriers and opportunities. This people-focused insight is now available all our partners and stakeholders to support their work.

To make it easier to find and use our expanding tools and insights we launched TRIP – our Transport Regional Insights Platform. This enables local transport officers to access a wealth of data from a single source.

This service will continue being developed over the next financial year to become a highly valuable tool for our partners.

We have continued to foster partnerships to give the East a louder, more unified voice showcasing what region offers.

Throughout the year, we have spoken at conferences, met with Ministers, MPs, government officials and councillors, and held the Transport East Summit – all with the aim of advocating for investment and enhanced transport in the East.

This is vital to achieving both economic growth and increased opportunities for communities across the region.

Looking ahead, we are well-positioned to support the Government's Missions and will continue advocating for the East, ensuring the region's voice is heard.

Together, we can drive forward the bold, innovative changes our region requires, as set out in our transport strategy.

Thank you for your continued collaboration and commitment to transforming transport in the East.



2 Year at a glance

April - June

- Will Quince announced as new Chair
- Published Transport Related Social Exclusion report
- Published Active Travel Progress Report

July - September

- Congratulated region's MPs and new Ministers following General Election
- Hosted inaugural Bus Enhanced Partnership meeting
- Co-hosted Net Zero East Conference with EELGA, EEH and CILT
- Shared outputs and recommendations from our latest EV study, REVEAL

October - December

- Welcomed funding in the Autumn Budget, including £48m for buses and £152m for road maintenance
- Attended the launch of the Government's Integrated National Transport Strategy
- Engaged with stakeholders to enhance the case for the East West Rail Eastern section
- Published finding on Enhanced Partnerships to inform national bus policy
- Represented the East at party conferences and coordinated a partner fringe event
- Week of advocacy to reignight the case for Ely and Haughley rail upgrades
- Welcomed Local Transport Minister to our Summit in Ipswich

January - March

- Published first regional Transport Behaviour Survey insight report
- Launched our Fuse platform, providing easy access to our data and tools for the East's transport officers
- Submitted the East's case for infrastructure investment to the Government's Spending Review
- Published report outlining short-term opportunities for rail in the East
- Connectivity Survey/Youth Report
- Partnership visit to Sizewell C site

2 Year at a glance

Supported the next generation of projects with 5 reports

- Active Travel Progress Report
- Regional Electric Vehicle Strategy Evaluations, Action Plans and Learning (REVEAL)
- Enhanced Partnerships: Delivering better bus services
- Transport East Travel & Behaviour Survey Report

Advocated for the East's needs at political events and briefings

- Co-hosted a Fringe event at the Labour Party Conference
- Briefed the region's MPs on our role, work and priorities
- Gave evidence at the Transport Select Committee on Draft Rail Reform Bill and on how buses connect communities
- Responded to Government and project calls for input including NPPF, integrated transport, rural buses and the East West Rail consultation

Led the East's single voice at over 8 events

Including:

- Transport East Summit
- Highways UK Conference
- Net Zero East Conference
- Interchange
- Smart Classes
- Transport Planning Day

Provided a Centre of Excellence for partners

- Launched TRIP platform to provide transport officers with easy access to regional datasets
- Ran quarterly webinars to share knowledge with local authorities
- Secured new pilot projects in the East

3 Why the East matters

Home to over 3.7m residents - and predicted to grow to 4m by 2041 – the region has 1.7m jobs from 140,000 enterprises, contributing £94bn GVA to the UK economy.

The East is a rapidly growing region with a vibrant economy. It's crucial for supporting the government's missions and growth ambitions, mainly through supplying, feeding and powering the nation.



Supplying the nation

The region's 13 ports and three airports have firmly established it as a vital gateway for people and goods.

Half of the nation's container traffic flows through key ports, including Felixstowe, Harwich, and Tilbury.

London Stansted Airport ranks as the UK's fourth busiest passenger airport and the third busiest for cargo, with Norwich and London Southend airports poised for significant growth in the near future.

Meanwhile, Freeport East and Thames Freeport are already showcasing their value by driving investment and innovation in the East.

Feeding the nation

The East is renowned for its thriving agricultural sector, ensuring a secure food supply, creating high-quality jobs, and supporting UK farmers in adopting innovative technologies.

The region holds 15% of England's farmed land, with the agricultural economy valued at £727 million. It is also home to numerous agri-tech businesses, making the East a lead innovator in the sector.

Powering the Nation

The UK is determined to achieve net-zero emissions, and the East is pivotal in achieving this ambition. The region produces 60% of the UK's offshore energy through over 1,000 wind turbines located off its coast.

In January, the Chancellor announced measures to unlock further capabilities for offshore wind development in East Anglia, securing the region's position as a leader in renewable energy.

Currently, approximately 19,000 people are employed in the East's energy sector. This number is set to grow significantly with the construction of Sizewell C, which will create thousands of local jobs and provide 7% of the nation's energy needs upon completion.

4 How we work

4.1 What is Transport East?

Transport East is one of the seven Sub-national Transport Bodies (STB) that together cover all of England outside London. STBs were established through the Cities and Local Government Devolution Act (2016) to provide a single voice for transport for their sub-national areas.

Across England, STBs bring leadership on strategic transport, recognising that local partners working together are best placed to identify regional priorities.

Transport East is an independent partnership comprising of local authorities, business groups, national agencies and other partners across Essex, Norfolk, Southend-on-Sea, Suffolk and Thurrock.

Our partnership is the single voice for transport investment in the Eastern region.

4.2 Our Vision

"A thriving Eastern region with safe, efficient and net-zero transport networks advancing a future of inclusive and sustainable growth for decades to come."



4 How we work

4.3 Structure

Board
We are governed by the Transport East Board, our principal decision-making board. It agrees our core plans and strategies. It comprises of transport portfolio holders from the five transport authorities and three elected members representing the three county groups of district authorities.

Business interests are represented by the Chambers of Commerce. The Board also includes observer partners who provide advice and support for our work, including the Department for Transport (DfT), Network Rail, National Highways, the UK Innovation Corridor, neighbouring local authorities and STBs. All meeting dates, papers, agendas and minutes are available at www.transporteast.gov.uk

Transport East Senior Officers Group (TESOG)
TESOG oversee our annual work programme. It comprises of officers from all transport authorities, district representatives, National Highways, Network Rail, East of England Local Government Association, UK Innovation Corridor and DfT.

Business Unit
The strategic direction, work programme, and day-to-day management of Transport East is led by the Business Unit. Suffolk County Council hosts the Business Unit and is the accountable body for all grant funding from the DfT.

4.4 How we're funded

We are funded by subscription fees from our five transport authorities and 24 district authorities at a total of £269,824 for 2024-25.

In 2024-25, we also secured grant funding from the DfT of £944,000. See page 25 for a breakdown of spending for 2024-25.



Transport East Business Unit and Chair, Will Quince, at the Transport East Summit 2025

5 Our Strategy

The Government-endorsed Transport Strategy is our blueprint for transport investment across the region until 2050. It sets the long-term vision and priorities for transport in the region and informs not only our work, but local transport plans, and priorities of national bodies including National Highways and Network Rail.

With endorsement from government, it puts the East in a much stronger position to secure investment. We will continue to work with our members and partners to identify investment priorities through an updated Strategic Investment Programme and embed the Strategy through Local Transport Plans.

We also provide a regional Centre of Excellence for strategic transport planning. By providing evidence, insight and tools, our partners can develop and make the case for investment that meets the Strategy goals and the region's wider objectives.

Guiding our strategy are four priorities:

Decarbonising transport: 42% of the region's carbon emissions come from transport - the largest sector. If we are to tackle our contribution to climate change and reach net zero emissions we need to act quickly.

Connecting growing places: Better links between our fastest growing places and business clusters. This helps the area function as a coherent economy and improves productivity.

Energised 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.

Global Gateways: Better connected ports and airports to help UK businesses thrive. Boosting the nation's economy through greater access to international markets and Foreign Direct Investment.

"Through the use and application of Transport East's regional data sources, enhanced capability and expertise, Suffolk will benefit from additional resource and exert greater influence on Central Government and lobby more effectively for large-scale transport funding to the benefit of residents and businesses in Suffolk"

Suffolk County Council's
Local Transport Plan

5.1 Delivering the strategy through our Business Plan

Each year we set out how we will work to meet the Transport Strategy goals and the region's wider objectives through our Business Plan and review how we've achieved those in our Annual Report.

The following pages shows the progress Transport East has made over the last 12 months against our three-year corporate plan, adding value for our partners.

6 Delivering for the region

6.1 Speaking as a single voice

We have continued to raise our profile and highlight our priorities at national and regional events. Following the General Election, we engaged with new and returning Ministers and parliamentarians to strengthen our relationships and communicate our objectives.

Additionally, we have maintained active engagement with councillors, businesses, and transport groups to better understand their perspectives on transport. By fostering stronger partnerships, we are making a more compelling case for investment in the East's transport infrastructure.

"We have to end this perpetual under-investment in infrastructure in our region if government are to realise the full potential of the East.

We're fortunate in Transport East to have a collegiate and representative voice for transport fighting our corner!"

Jack Weaver, Chief Operating Officer at Norfolk Chambers of Commerce

Transport East Summit

Our Summit brought together MPs, senior business leaders, government officials, and transport experts to discuss the vital role of transport in fostering a thriving East and demonstrating the region's role in growing the nation

The event, themed "Transport for a Thriving East," highlighted the importance of investment in transport and infrastructure to drive economic growth, enhance regional connectivity, and support national ambitions.

Discussions centred on addressing connectivity gaps, improving the movement of people and freight to and from ports and airports, reducing the climate impact of transport, and securing funding for infrastructure aligned with shared objectives.

Minister for Local Transport, Simon Lightwood MP, supported Transport East's role as the collective voice of partners amplifying the East's transport priorities, as did Jess Asato MP, Co-Chair of the East's APPG who underlined the need for a unified voice to secure funding and policy support to realise the region's potential.

Over 100 people attended the event, with delegates coming from all corners of the region to support our vision and make the case for investment in the East.



Will Quince, Simon Lightwood MP and Sarah Howard MBE

6 Regional Delivery



"To thrive, every area of the country needs a modern, sustainable and integrated transport network

That's why it was brilliant to attend Transport East's Summit and hear how transport can help the East of England grow for decades to come"

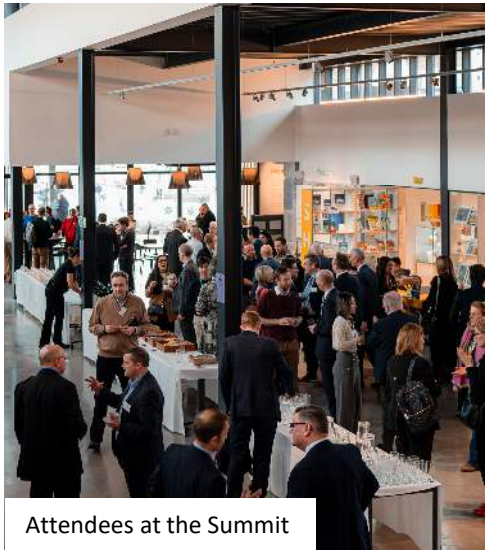
Simon Lightwood MP, Minister for Local Transport



Andrew Summers, Jess Asato MP and Will Quince



Panel at Summit



Attendees at the Summit



Discussing the role of international gateways

6 Regional Successes

East West Rail - Building the case for the Eastern Section

Throughout November, we engaged with businesses, local authorities and the freight industry from across the East to develop the case for extending the East-West Rail scheme beyond Cambridge.

The discussions underscored the strategic importance of the region's economy, demonstrating the need for a forward-thinking approach to better align transport improvements with growth and opportunities. The evidence shared emphasises why East-West Rail must make sure decisions being taken now consider onward journeys beyond Cambridge to Norwich, Ipswich and Stansted.

Continued advocacy for Ely and Haughley Rail Capacity Upgrade

MPs and partners from the East urged the Government to prioritise funding for improvements to Ely and Haughley junctions.

In collaboration with England's Economic Heartland, we published an updated *Keeping Trade on Track* report and organised a 'day of action' during a week-long campaign to highlight the benefits of this critical upgrade. These include 2,900 extra freight services, 277,000 more passenger journeys, and a £4.89 return for every £1 invested. Regional media amplified our collective call to the Government.

Comprehensive Spending Review

With support from Local Transport Authorities, we submitted key investment priorities on behalf of the East to Government through the Spending Review, aligned with national ambitions and the regional transport strategy.

These essential road and rail schemes support national growth ambitions and missions while delivering vital improvements for communities across the region.



Workshop at the Jockey Club in Newmarket, to build the case for the East West Rail scheme to go beyond Cambridge

6 Regional Successes



Enhanced Partnership meeting and report (below image)





Will Quince speaking at the Net Zero East conference

Influencing bus policy

To inform national bus policy direction, we hosted the first Bus Enhanced Partnership (EP) meeting, in collaboration with neighbouring STBs and regional partners.

The meeting focused on improving local bus services through closer collaboration between local authorities and operators, and as an alternative model to bus franchising.

Workshops provided insights into successful EPs and policy changes, which have been published in our advocacy document and shared with local authorities and ministers.

Net Zero East Conference

Alongside the East of England Local Government Association (EELGA), England's Economic Heartland (EEH) and the Chartered Institute for Logistics and Transport (CILT), we co-hosted the Net Zero East conference. Over 250 attendees discussed climate action and regional sustainability, with Daniel Zeichner MP highlighting the need for climate adaptation.

EELGA's Opportunity East report also demonstrated the region's potential to drive economic growth through green sectors.

Making the case with new and re-elected Parliamentarians

Following the general election, we commenced building strong relationships with new and re-elected MPs.

Collaborating with EELGA and the East of England APPG, we championed the region, showcasing its strengths and advocating for essential transport investment to support growth.

As part of this effort, we co-hosted a successful fringe event at the Labour Party Conference, highlighting the East's potential and the infrastructure needed to unlock it.

6 Regional Successes

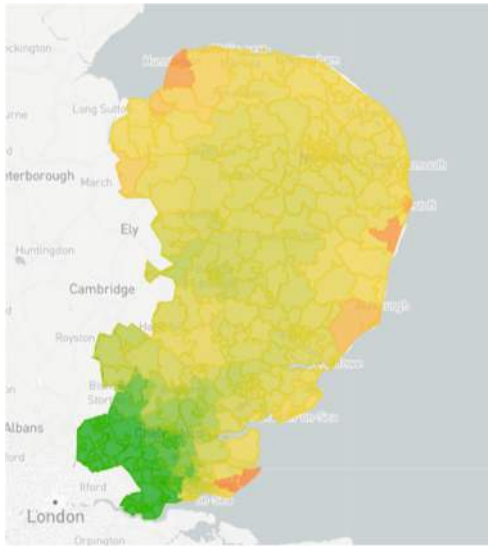
6.2 Regional Centre of Excellence

A core role for STBs is to help provide our partners, including local transport authorities, to develop and deliver effective transport strategies and plans. We achieve this by providing a single source of tools, evidence and insight

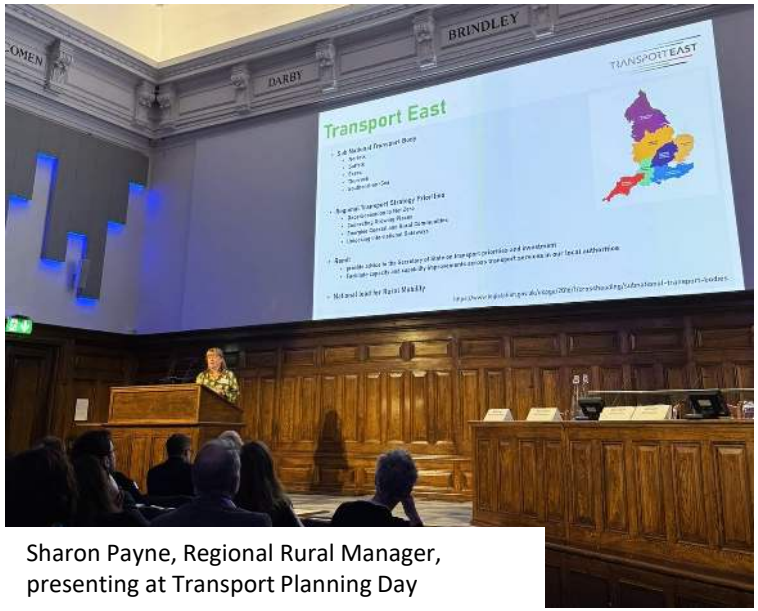
Last year we provided resources through by developing and delivering:

- Travel Behaviour Survey results
- Our Rural Centre of Excellence
- New TRIP Platform
- REVEAL, Active Travel Progress Report and Connectivity Studies

We also undertook work in looking at young people's access to education, short term opportunities in rail, supported Freeport East with their transport masterplan and delivered quarterly webinars to our local authority partners.







Sharon Payne, Regional Rural Manager, presenting at Transport Planning Day



6 Regional Successes



Data from BERTIE

Is there a quote from Basildon? I have a note which says they used Bertie for something – SUZANNE CHASING

The East's first Travel Behaviour Survey

We published the East's first travel behaviour survey, providing partners with valuable insights into regional transport trends.

With 4,000 participants from across the region's districts, the survey captured preferred modes of travel, the reasons behind these choices, and the barriers preventing people from opting for other options.

It also gathered views on sustainability and potential funding models for transport improvements.

The findings offer a comprehensive snapshot of current travel behaviour, helping to inform future policies and initiatives and provide a baseline for similar surveys in the future.

To discuss these insights further, Andrew Summers spoke to BBC radio, emphasising the survey's importance in shaping the region's transport planning and delivery.

TRIP (Transport Regional Insights Platform) – developing a single source of data and insight

Recently launched as a key piece of our centre of excellence, TRIP has been developed with ARUP to provide local authority partners with a wealth of insights and information through dashboards, data, and other tools, fostering evidence-led decision-making.

This includes our Connectivity Studies, expanding on our successful agent-based modelling tool BERTIE which is focussed on the travel options people have access to. While the Market Towns Study and Mobile Network Data provide further analytical capability.

Additionally, our EV:Ready work supports the region's decarbonisation ambitions through the transition to electric vehicles, by offering valuable data and insights in the deployment of public charging infrastructure.

6 Regional Successes

Leading the case for better Rural Mobility

Following the successful launch of the Rural Connections Report at the start of 2024, we have continued to support partners and lead the national evidence base for rural mobility.

Collaborating with Transport for the North, we explored Transport-Related Social Exclusion in the East, highlighting its significant impact on poorly connected rural communities.

Our rural work was presented at Transport Planning Day and the national STB Conference. Additionally, we delivered a webinar focused on reducing car use in rural areas.

We also supported local transport-focused pilot schemes who applied for funding through the Government's Connected Catapult Rural Accelerator Scheme, with 50% of successful projects coming from the East.

Producing evidence to enhance transport for everyone

We published the REVEAL (Regional Electric Vehicle Strategy Evaluations, Action Plans and Learnings) report, updating baseline forecasts for public EV charging points and providing each Local Transport Authority with a scorecard assessing rollout performance alongside recommendations.

We released a new **Rail Report**, complementing our 2023 State of Rail report. The latest report highlights low-cost improvements that can deliver immediate benefits to the rail network in the East.

With Sustrans, we shared an Active Travel Progress Report which rated each authority's LCWIP performance since our 2020 report.

Our Youth Travel research examined how young people travel to education facilities and barriers to other transport modes.

Additionally, we ran quarterly webinars to update officers and members across the region on our latest insights and research, ensuring they remain informed on key developments in transport and mobility.



6.3 Funding benefitting the East*

- £47m for councils' Bus Service Improvement Plans (BSIP) for 2025/26
- £152m road maintenance funding
- £3 bus fare cap until end of 2025
- £16m Active Travel Funding

*Notable funding, not comprehensive. The above amounts are in addition to core Local Transport Authority funding and maintenance allocations

6 Regional Successes

6.4 Major Schemes List

The following list of projects have been identified in our Strategic Investment Programme as bringing benefits to the region and their local areas.

The below projects are currently being, or have been, delivered:

1. Improvements along the A47, including North Tuddenham to Easton, Blofield to Burlingham and Thickthorn Junction
2. Long Stratton Bypass: construction started in 2024, with expected completion end of 2025.
3. Lowestoft's Gull Wing Bridge: opened in September 2024.
4. Colchester Rapid Transit Corridor: Northern Approach due to be completed 2025.
5. A12 Concrete resurfacing between Stanway and Marks Tey: Completed in 2024
6. Chelmsford's Beaulieu Park station: due to open 2025.
7. A127 Fairglen Interchange
8. C2C rolled out contactless payments to all 26 stations





At the start of the Long Stratton Bypass construction



Lowestoft's Gull Wing Bridge



Chelmsford's Beaulieu Park station

7 Strategic Plan: up to 2025

7.1 Overview

In 2022 we set out our three-year corporate plan following engagement with our partners, the Transport East Board, and the Department for Transport (DfT), informed by our multi-year indicative settlement from the DfT.

The plan set a direction to guide our annual Business Plan and our annual reporting tracked our progress against this three-year corporate plan. Over the last three years we have made a step-change in the East's capacity and capability, and voice.

With the plan now completed, the following section demonstrates the successes of our three-year corporate plan and how we delivered value for our partners across the four objectives set out below:

By 2025, we wanted to:

1. Be a transport Centre of Excellence for the region	Enhanced capacity & capability for partners	Established 'Next Generation' strategic analytical capability	Lead the Rural Mobility Centre of Excellence
2. Plan the next generation of transport projects	Completed Strategic Connectivity studies	Planned the next generation of transport investment	Led transport policy changes in the East
3. Accelerated delivery of our transport projects in the East	An investment pipeline for the East	Reviewed and enhanced funding mechanisms	Enhanced evidence for Business Case development
4. Be a Single Voice – put the East's transport priorities on the UK map	Formal partnerships with national bodies to steer investment	Regional Task Forces for our transport priorities	A communications and engagement programme amplifying our single voice

7 Strategic Plan: up to 2025

7.2 Be a transport Centre of Excellence for the region

What does this mean?

Transport East to be a highly effective STB partnership for the East, respected nationally, with the required capability, capacity, co-ordination and influence to deliver the Transport Strategy.

What we delivered in 2022-25

- We expanded the team to eight full-time, permanent positions, covering technical, communications, and engagement expertise. In 2024, we also recruited additional technical support through part-time secondments.
- We launched TRIP providing transport officers with a digital single source of tools and data tailored to the East.
- This platform includes insights for improving connectivity, supporting the rollout of Electric Vehicles, and will continue to evolve as a centre of excellence for the region.
- We established theRural Mobility Centre of Excellence to consolidate regional and national insights, enhance evidence and understanding of rural transport challenges, and identify opportunities to strengthen the case for rural transport improvements.
- We brought together partners, supporters, and experts through our Summits, Board, Senior Officer Group, thematic officer groups, single-issue workshops, and webinars.
  These forums enabled the sharing of knowledge and good practice, horizon scanning, and reinforced our Single Voice for transport in the East.



7 Strategic Plan: up to 2025



7.3 Plan the next generation of transport projects

What does this mean?

Work to develop plans for the next generation of strategic programmes and projects to deliver the priorities set out in our Transport Strategy and the wider objectives of our partners.

Considering major developments in the region and underpinned by an enhanced regional evidence base and a compelling case for investment.

What we delivered in 2022-25

- We developed and secured endorsement from partners and the Government for our Regional Transport Strategy. As a result, its priorities should now be considered in new policies which impact the East.
- We launched BERTIE, our Agent-Based Model of transport in the region, which is based on the realistic transport choices available to people. This model provides localised insights into journeys made and will help shape decisions on future investment.
- We provided regional partners with insights into Electric Vehicle Charging Infrastructure, including the most suitable locations, the types of public chargers needed, and recommendations to accelerate the rollout of charging points.
- We undertook significant work on rail, producing two key reports - one being the region's first State of Rail report.
- This year, we completed the Connectivity Studies including specific work on market towns.
- For buses, we established a Bus Forum and made the case for Enhanced Partnerships informing government thinking on how best to deliver their bus commitments
- On Active Travel, we supported Local Transport Authorities with the development of Local Cycling and Walking Infrastructure Plans (LCWIPs).

7 Strategic Plan: up to 2025

7.4 Accelerated delivery of our transport projects in the East

What does this mean?

Transport East to be a highly effective STB partnership for the East, respected nationally, with the required capability, capacity, co-ordination and influence to deliver the Transport Strategy.

What we delivered in 2022-25

- Created the Strategic Investment Programme for the region assessed against our Transport Strategy priorities to guide our advice to government.
- Developed formal senior-level relationships with DfT policy teams, National Highways, Network Rail and Great British Railways Transition Team.
- Published EV studies and a dashboard tool to support partners with identifying the best locations for public charging infrastructure.
- Enhanced evidence through regional travel behaviour study and regional mobile phone data.
- Advised Ministers of our strategic and major road priorities.
- Worked with Network Rail to strengthen evidence for interventions on the rail network. This year, we built the economic case for the East West Rail Eastern Section by devising a narrative for why the scheme must extend beyond Cambridge.
- We supported the case for upgrades to the Ely and Haughley Rail Junctions with partners, primarily through the Keeping Trade on Track report.



7 Strategic Plan: up to 2025



7.5 Be a Single Voice – put the East's transport priorities on the UK map

What does this mean?

A loud, sustained and credible Single Voice to government, bringing together our local Authorities, Chambers of Commerce, Businesses and MPs, with our strategic transport priorities embedded within the investment planning of government and transport delivery bodies.

What we delivered in 2022-25

- Worked with multiple regional partners to amplify the voice of the East, its offer to the nation and its investment needs.
- Met Transport and other Ministers to advocate for investment in the East.
- Given evidence on behalf of the East at the Transport Select Committee on Rail Reform, rural transport and the role of buses.
- Established Strategic Taskforces to inform, guide and progress priorities – including rail, passenger transport, active travel, and rural mobility.
- Become a strategic transport adviser to the East of England All-Party Parliamentary Group.
- Initiated and supported specific campaigns on rail and road priorities, local government funding for transport, buses and supported specific funding bids from our partners.
- Established a presence at Party Conferences on behalf of our members.
- Expanded and delivered a programme of communications across brand, digital and social media; building awareness, understanding and trust.
- Delivered a quarterly webinar for local authority partners and our monthly newsletter, receiving over 100 regular viewers.

8 Funding and Resources

Transport East is funded from two main sources, local contributions from our partners and an annually agreed funding allocation from the Department for Transport (DfT) for our technical programme.

8.1 Local contributions

The local contributions, established in 2019 and set out in the Terms of Reference, contribute to the Transport East team, non-technical work, operations and communications activities.

It is important to maintain local funding to ensure the ongoing growth of Transport East, maintain a level of independence from government, and continue to leverage increased grant funding from the DfT.

This financial year local contributions totalled £269,842.

We will continue to review the scope of funding members, considering the changing role and remit of Transport East and the external operating environment.

8.2 DfT contributions

Since 2020/21, and in response to the demonstrable financial and political commitment from local partners, Transport East has also received funding from the DfT to support the delivery of our technical work programme. In 2024/25 this amounted to £944,000 of funding for technical work, including joint work with other STBs.

Transport East has an annual indicative funding settlement from the DfT up to 2025/26. Release of this funding requires an annually agreed business plan.



8 Funding and Resources

8.3 Summary

	Amount
Income	£1,238,342
Actual & committed	£1,238,342
Reserves	£200,461.19
Balance carried into 2023/24	£0.00

8.4 Income

2024/25 Income	Amount	Notes
Local Authority Subscriptions	£269,842	
DfT Grant	£944,000	
Under-spend from 2022/23	£ 0	
Additional in-year funding	£24,500	Contribution from Local Authorities towards Mobile Phone Data, sponsorship for Transport East Summit and EWR Eastern Section Economic Case
Total Income	**£1,238,342**	

8 Funding and Resources

8.5 Expenditure*

2024/25 Spend	Amount	Notes
Business Unit		
Staff	£629,539	Full staff costs including people working on technical programme
Operational costs	£144,310	Governance, major events and conferences, HR and business management.
Technical Programme		
DfT core funding	£439,993	Technical programme
Additional funding	£24,500	Local authority contributions for mobile phone data, sponsorship for Transport East Summit and EWR Eastern Section Economic Case
Under-spend from 2022-23 grant	£0	Full staff costs including people working on technical programme
Total Spend	£1,238,342	

*Expenditure includes work we are committed to delivering in 2025/26

9 Measuring Success

In last year's Business Plan, we set out how we would monitor the effectiveness of the work programme using both quantitative and qualitative data, including partner feedback. To support this, we developed a new balanced scorecard to track our performance with measures in four categories: **Financial**, **Customer**, **Process** and **Impact & Growth**. Performance measures were designed to align with our core roles and priorities for 2024/25, and ensured we focused on priority behaviours and activities throughout the year.

Financial

Measure	Indicator	Target	Result
Good financial management (programme)	% of forecast budget spent or committed on agreed business plan outputs	100% by 31 March 2025	100% spent
Good financial management (efficiency)	Reduced ratio of operational costs to income	Reduction on 2023/24 by 31 March 2025	CHECK AT END OF FY
Additional income	Income received beyond core subscriptions and DfT grant	Increase on 2023/24 by 31 March 2025	£24,500 additional income

Process

Measure	Indicator	Target	Result
Efficiency 'value added' by convening role	Number of regional co-ordinated events held with national bodies	Increase on 2023/24	10 convening meetings
Meeting process management	Service Level achieved for core meetings	SLA met on 2023/24 by 31 March 2025	3 out of 4 meetings met SLA – central Government announcement resulted in delay to 1 set of papers
Staff development	Achievement of two development goals per staff member	2 x 8 staff achieved by 31 March 2025	All goals achieved

Customer

Measure	Indicator	Target	Result
Partner awareness of TE and services	Number of website & social media interactions	Increase on 2023/24	Followers increase: xx% Monthly website users increased
Partner usage of tools and services	Number of interactions/downloads for the new CofE	New product - 2024/25 baseline	TRIP launched in Q4 – monitoring to start from 25/26
Partner satisfaction	New satisfaction index	New measure – 2024/25 baseline	New index not established due to internal capacity. Move to 25-26

Impact and Growth

Measure	Indicator	Target	Result
Single Voice – advocacy to decision makers on region's priorities	Meetings with the right people at the right time to make the case for the East	To cover all four of Transport Strategy priorities over the year	Meetings held with decision-makers and officials on all areas of Strategy
Single Voice – speaking to the region & UK	Total number of people attending Transport East led events	Increase on 2023/24	750 attendees – increase on 23/24
Future of TE	25-26 Business Plan and 3-5 Corporate Plan agreed by Board and DfT	By March 2025	Business Plan agreed but Corporate Plan delayed due to General Election



10 Our Thanks

We cannot undertake the work of Transport East without the ongoing support of our partners. Our thanks this year go to:

- **The Transport East team members**: for their hard work, dedication and commitment to making the East better.
- **People in the East**: for giving us your views and choosing to use sustainable transport when you can.
- **The Transport East Board**: for their ongoing commitment and guidance.
- **The Senior Officers Group:** for their deep knowledge and expertise, and many, many valuable conversations.
- **Our local authority partners:** for their involvement, engagement and insight.
- **Our parliamentarians and politicians**: For helping us advocate for investment and policy changes that benefit the East.
- **Our home team at the DfT:** for championing our work in the department and across government.
- **Our regular officer contacts** at National Highways, Network Rail, GBRTT, DfT, ATE and the regions' Chambers of Commerce: for their continuing positive engagement.
- **Our consultancy team:** for close working to bring our ideas to reality
- **Our wider stakeholder community:** for your views, input, engagement and challenge.
- **The other 6 STBs:** for your collaborative, innovative approaches and your commitment to sustainable transport.

TRANSPORTEAST

March 2025

Transporteast.gov.uk



Board Paper

Date: 27th March 2025
Item: Spending Review Update
Report by: Esme Yuill, Head of External Affairs
Contact: Esme.Yuill@transporteast.gov.uk

Purpose:

To provide an update on Transport East's Spending Review related activity.

Recommendations:

For the Board to:

- **Note the Spending Review update**
- **Continue to actively support TE advocacy activity**

Business Plan area:

Corporate & Governance		Capacity & Capability	
Integration		Single Voice	

---

1. Introduction

1.1 This paper provides an update on Transport East's submissions to the Government's Spending Review and supporting advocacy activity.

2. Final Spending Review Submission

2.1 The Government asked for submissions to the Spending Review phase 2 through an online form managed by His Majesty's Treasury. The form requested a 250 summary with the opportunity to attach one supporting document.

2.2 Following Board approval to progress our Spending Review submission on 20th January 2025, we refined the final version of the supporting evidence documentation and submitted to the HMT online portal on 7 February 2025.

2.3 Transport East made two submissions directly and informed the contents of a third.
Direct submissions:

- Transport East specific submission outlining the main financial and infrastructure asks for both delivery and development on behalf of our partners and the region.
- A submission on behalf of the East West Rail Eastern Section Board, of which we provide the secretariat requesting specific support for the next phase of development work to improve East West Rail connections east of Cambridge.

2.4 Contributed to submission:

- The submission made by the Ely Taskforce seeking funding support for the development of the Ely Area Capacity Enhancement scheme and the delivery of Haughley Junction rail improvements.

2.5 Supportive material was provided for each submission. For the main TE submission, a comprehensive evidence base with strong economic and connectivity evidence was attached setting out the local authority related financial changes we are seeking on behalf of partners, alongside the regionally significant schemes we would like both delivering and developing within the SR period. The delivery schemes then had a supporting 2-page brief highlighting the case for investment focusing on associated jobs and homes growth. These are designed to be used independently by stakeholders and officers to share for advocacy purposes. The full set is in Appendix A.

2.6 For the East-West Rail Eastern Section submission a 2-page brief was attached, which will be enhanced by the full economic case report.

2.7 For the Ely Taskforce submission, the supporting document was *Keeping Trade on Track.*

3. Transport East 250 word submission

3.1 Transport East is the STB for Norfolk, Suffolk, Essex, Southend-on-Sea and Thurrock. It is a partnership of local authorities and business representatives, part-funded by the DfT with a formal remit to advise government on the region's transport investment priorities.

The East powers, feeds, and supplies the UK. Offshore wind farms power the equivalent of 32% of all UK homes; it supplies 15% of England's total farmland, and 50% of the UK's containerised goods move through the region. We have 120,000 new homes planned in the next 5 years. The UK's growth and prosperity is reliant on a thriving East.

Transport connections are a constraint. Evidence from the NIC shows we are the worst region for inter-urban connectivity in England.

To enable the East we need:

- Government to change how funding is provided to help local authorities deliver for local people and businesses. Our authorities are seeking long-term funding allocations to support integrated, multi-modal schemes and plans.
- Funding to enable local authorities and national agencies to deliver infrastructure needed to realise improved journeys for local people, new homes, and economic growth and productivity.
- Pipeline development support for the next tranche of vitally important infrastructure.

Key schemes to be delivered over the SR period include:

- Ely and Haughley rail upgrades
- Rail enhancements between Clacton - Colchester, Ipswich - Peterborough/ Cambridge, and serving Stansted airport
- MRN schemes: A12 East of Ipswich, A10 West Winch, Army & Navy in Chelmsford, Norwich Western Link
- SRN schemes: A47 Thickthorn junction, A12 J19-J25

3.2 In addition, the schemes listed in the evidence base for development are:

- A12/A14 Copdock
- A120 Braintree
- A11 Fiveways roundabout
- EWR Eastern Section Trowse Rail Junction
- A127 Growth Corridor Freight access electrification
- A47 Vauxhall Roundabout
- Enhanced Cambridge and Norwich to Stansted services Enhanced East Suffolk Line Services
- West Anglia Mainline, Great Eastern Mainline and Essex Thameside improvements
- A13 East facing slips

4. East West Rail Eastern Section 250 submission

4.1 There is a window of opportunity to maximise the impact of East West Rail and transform the economy of the East of England with rail-led growth.

The East of England contributes over £163 billion annually to the UK economy.

Despite its strengths, there are parts of the region where transport infrastructure is holding back potential for growth and improved productivity.

With East West Rail planned to reach Cambridge in the mid-2030s, now is the time to plan for how the wider region's economy could be transformed through onward rail connections. Supporting the government's ambitions for the Oxford-Cambridge Growth Corridor and building on current strengths of life sciences around Cambridge, the International Gateways of Suffolk and Essex and the agri-tech sector in Norfolk.

Despite its transformative potential, the current East West Rail proposals do not fully address connectivity challenges in the east of the country. Slow and infrequent, or indirect rail services from Cambridge to Norwich, Ipswich and Colchester reduce East West Rail's appeal for future commuters, leisure, and business travellers at local and regional levels.

The East West Rail Eastern Section Board (a partnership of committed local authorities with the rail industry and sub-group of the East West Rail Main Line Partnership, supported by Transport East) is seeking funding to develop the Strategic Outline Business Case for a focused, evidenced pipeline of incremental rail investment to unlock new homes, attract inward investment, enable access to high-skilled jobs, reduce transport emissions, and improve productivity across the East.

5. Post-submission activity

5.1 Following the submission there has been coordinated advocacy activity undertaken including:

- Joint letter on Ely/Haughley with 60 signatories from APPG, Leaders, Businesses, Universities and STBs– alongside wider and ongoing advocacy activity including press/ lines to take
- MP meetings, tailored comms and briefings
- Civil Servant briefings
- Maximising of opportunities including wider stakeholder engagement and reiteration of appropriate messaging – i.e. Interchange conference, Rail Freight Parliamentary reception, A47 reception, Infrastructure conference

- Presentation of oral evidence at the Transport Select Committee – specifically highlighted the local authority funding restrictions
- Regional press release
- Social media campaign initiated
- Intelligence gathering and response

5.2 This advocacy activity will continue up to the SR announcements to include:

- EoE APPG meeting 27 March – transport SR update, myth busting briefing and campaign coordination
- UKREiiF presence coordinated with regional partners
- Ongoing Parliamentary engagement
- Joint regional advocacy targeting HMT
- Infrastructure Strategy targeted engagement

6. Recommendations and Next Steps

6.1 It is recommended that the Board:

- Notes the Spending Review update
- Continues to actively support TE advocacy activity

Appendix A – Full TE SR evidence base



TRANSPORTEAST

Transport East

Comprehensive Spending Review Submission

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About Transport East

Transport East is the Sub-national Transport Body for Norfolk, Suffolk, Essex, Southend-on-Sea and Thurrock.

The partnership provides a single voice for our councils, business leaders and partners on our region's transport strategy and strategic transport investment priorities, working in close collaboration with the government and the rest of the UK.

1.0 Realising the opportunities of the Transport East region

1.0 Introduction

1.1 Opportunity East and our transport needs

The local authorities of the Transport East region play a crucial role in the lives of residents, the success of businesses and growth of the nation.

Investing in our region's transport networks offers huge opportunities to support UK growth and prosperity:

- We serve as a crucial international gateway for the movement of goods and people in the UK. Stansted airport serves 10% of the nation's air passengers and 50% of the UK's containerised freight travels through the East.
- We are a major source of food production, contributing significantly to national food security.
- We are at the forefront of renewable and nuclear energy: over 60% of offshore wind generation comes from our coastline.

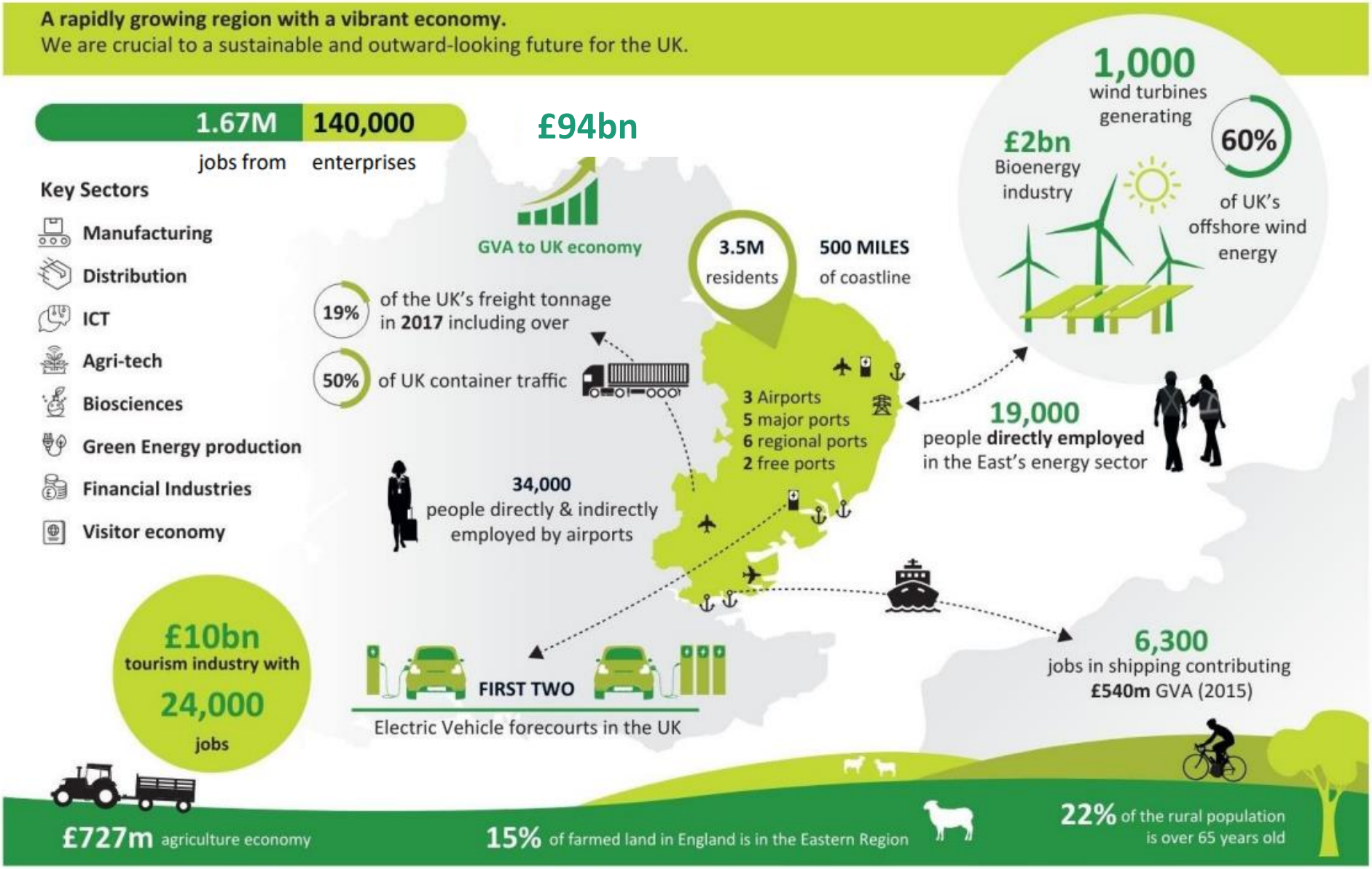
In addition to the opportunity offered by our region, the Transport East Strategy demonstrates what we need from infrastructure investment:

- We have 120,000 homes to build in the next 5 years; which will need supporting transport infrastructure.
- Improved connectivity between urban areas is desperately needed. Research from the National Infrastructure Commission has demonstrated that we are the worst region for inter-urban connectivity in England, and substantially worse than others. Opportunities such as the Norwich-Cambridge Tech Corridor are there but our regional infrastructure is constraining potential.
- Two-thirds of rural and coastal residents live in 'transport deserts' without realistic alternatives to private car usage. Efforts to improve the movement of people in rural and coastal communities could significantly reduce social exclusion through improved access to jobs, education and healthcare.
- The region sees substantial domestic tourism, with the vast majority of visitors arriving and travelling around by car, creating challenges for the wider road network during holidays.



1.0 Introduction

1.2 Why Transport East matters



1.0 Introduction

1.3 Our asks for this CSR

In this document we lay out specific asks of government to support the ambitions of our region in this CSR period.

Our asks will enable us to support government Missions and deliver benefits aligned with the DfT's new direction of a people-focused integrated transport system. Importantly, **our asks are focused on delivering results in this Parliament**.

In this submission we set out asks to:

- Change the way that government funding is provided and governed to better help local authorities deliver for local people and businesses. **Our authorities are seeking long-term funding allocations to support integrated, multi-modal schemes and plans to come forward.**
- Provide funding to enable local authorities, National Highways and Network Rail to deliver infrastructure needed to realise outcomes from:
  - Improved journeys for local people
  - housing growth
  - economic growth and productivity
- Support pipeline development for the next tranche of vitally important infrastructure.



2.0 Supporting Local People:
Helping local authorities to deliver for communities and businesses

2.0 Supporting Local People

2.1 Invest in transport to support Government Missions



Transport and connectivity is key to the government's new mission-led approach:

To **Kickstart Economic Growth** will require affordable and accessible transport to move people and goods around local areas.

To **Make Britain a Clean Energy Superpower** will require us to accelerate the zero-emission transport, recognising the unique challenges in rural areas, and support the expansion of off-shore wind, solar and nuclear assets in our region.

To **Take Back our Streets** will require us to ensure that our roads, public transport and interchanges are safe and convenient.

To **Breakdown Barriers to Opportunity** will require us to provide reliable and affordable transport to give everyone equal access to the opportunities locally, regionally and nationally.

To **Build an NHS fit for the Future** we will need to provide reliable, affordable and accessible transport for NHS workers and patients. To reduce the demand on the NHS by increasing active travel and reducing emissions.

Our Spending Review asks are built around how we can support the government's missions.

2.0 Supporting Local People

2.1 Invest in transport to support Government Missions

The emerging Integrated National Transport Strategy (INTS) , launched by the DfT in early December 2024 has goals to support people to:

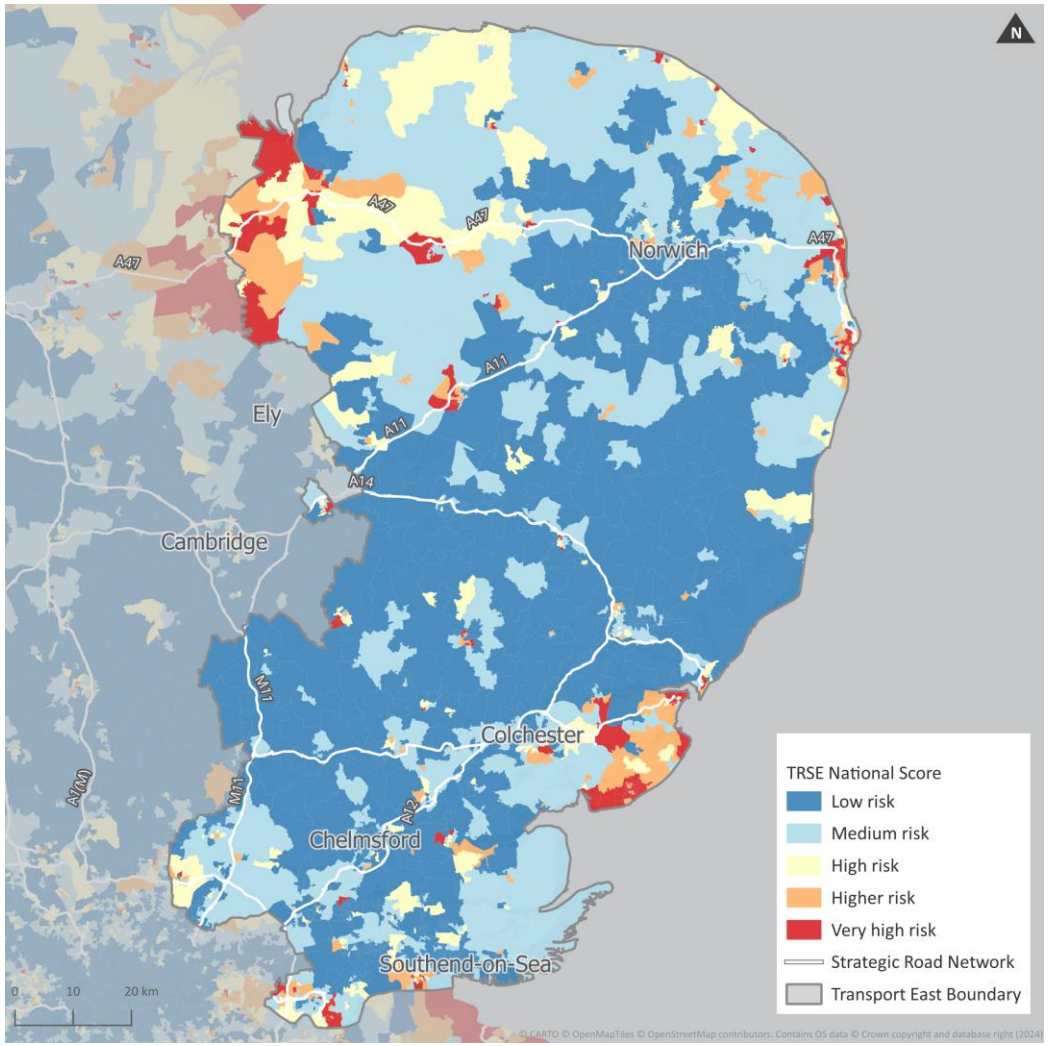
- Live and work where they want
- Travel in the way they want
- Access housing, hospitals, schools and other services they need, and
- Open economic doors that were previously closed to them.

Often this is not possible in the Transport East region. Where 'good' transport is an enabler, so 'bad' or a lack of transport options can be a blocker to the aspirations of the INTS.

As can be seen on the map opposite there are significant pockets of communities in the TE region who are currently at the highest levels of risk of 'transport related social exclusion'; where poor non-car options and a lack of access to a car are holding them back.

Transport investment is vital to support these communities to access better paid jobs, opportunities to learn new skills, health care services and all that the TE region has to offer.

Key to achieving these aims is backing our local authorities to deliver their ambitious plans to support the communities and businesses they know best.



2.0 Supporting Local People

2.2 Give our Local Authorities the tools and flexibility to deliver better outcomes for people

Our local integrated transport systems drive economic growth, social inclusion and decarbonisation. Our transport authorities have ambitious plans to enhance active travel, passenger transport and local road networks to provide the service needed for people and businesses to thrive. Aspects of the Government's current spending rules constrain the ability of authorities to plan and deliver effectively. We ask for **five changes the way in which funding is provided and governed:**

1. Long-term integrated funding certainty and more influence over national programmes at a local level
2. Equity of funding across all English authorities
3. Boost local capacity and capability through increased revenue
4. Reduce the risk to local authorities to develop and deliver the largest transport schemes
5. Boost maintenance and climate change adaption investment in England's lowest lying region

Long-term integrated funding certainty and more influence over national programmes at a local level: Local transport funding has largely been via modally-specific grants, often subject to competitive bidding; which can cost an authority tens of thousands of pounds with no guarantees. This has resulted in short-term thinking and inhibits integration between modes. We ask for a fixed five-year integrated/modally agnostic funding allocation, with an indicative allocation for the following five years. This will give authorities the certainty they need to plan and deliver truly integrated systems as opposed to individual programmes.

Linked to integrated funding is to have more control over national programmes being planned and delivered locally. Currently planning of the strategic road and rail networks is done by national agencies, with authorities and Transport East being consulted at best. If programmes are to be integrated in the way that the DfT have indicated then planning for national, regional and local programmes must also become integrated.

Equity of funding across all English authorities: Government's policy focus over the past 10-15 years has undoubtedly been on the big city regions of the Midlands and the North. Successive funding pots and devolution agendas have targeted specific authorities and geographic locations which has meant that many of our areas have missed out. With the new devolution agenda we wish to see a more equitable distribution of funds in the future.

Boosting local capacity and capability through increased revenue: Capacity and capability within local authorities is a major constraint to planning/delivering transport and realising outcomes in the East. Norfolk, Suffolk and Essex have been identified within academic research as a group of authorities in England most requiring enhanced 'governance capacity[1]'. Our authorities need revenue support to better plan, deliver and operate transport infrastructure and services.

1.Newman, J., & Hoole, C. (2024). The intersection of productivity and governance capacity in spatial inequality: the case of England's devolution periphery. Contemporary Social Science

2.0 Supporting Local People

2.2 Give our Local Authorities the Tools and Flexibility to Deliver Better Outcomes for Local People





Reduce the risk to local authorities to develop and deliver the largest transport schemes: Currently authorities are required pay for the development of the largest road and public transport schemes, before submitting bids to DfT and then needing to find15% of the delivery cost if successful. This is a significant burden and risk, often dissuading authorities from bringing forward beneficial schemes or having to cancel them. For example, Thurrock were forced to pause the A13 East Facing Slips scheme due to prohibitive costs and risks. To support authorities to bring forward large schemes we ask that government:

a) Match the previous government's commitment to fund 100% of delivery costs for Major Road Network (MRN) and Large Local Major (LLM) schemes.

b) Enable all scheme costs to be treated as capital from the start, in advance of any decision to proceed, rather than only once a it is delivered. Thereby reducing the burden on, and risk to, severely constrained revenue budgets.

c) Share the financial risk of developing MRN/LLM schemes from their inception.

Boost maintenance and climate change adaption investment in England's lowest lying region: As is true across England, our authorities have a backlog of pre-emptive maintenance and climate change adaptation needed to keep our road network operating, as well as additional maintenance liabilities following the delivery of new major infrastructure. However, the level of funding available to do so represents only a tiny fraction of the overall asset value; meaning authorities can only be reactive as opposed to proactive. Not only is this inefficient in the long run, it also means that parts of our network are extremely vulnerable to unplanned closures and expensive reinstatement as the effects of climate change on our weather are felt. We urgently need more maintenance funding for authorities to keep our road, pavements and active travel networks operating reliably and safely.

2.0 Supporting Local People

2.3 Support for large-scale local infrastructure projects

Transport East's Strategic Investment Plan (SIP) focuses on large-scale schemes delivered through national funds. Whilst Chapter 3 identifies our cross-boundary priorities for the Spending Review, the SIP also prioritises a select group of large projects focused on local needs. These will make a substantial local contribution to the government's Missions and are ready to deliver in the next three years.

More detail on each of these schemes is contained in **Appendix A**.



Our asks for funding to deliver these schemes in this Parliament:	
The Army and Navy Sustainable Transport Package	The scheme releases capacity at a key transport node in Chelmsford. The scheme will benefit all users travelling through the local area, with a particular focus on reduced delays for bus passengers and improving the quality and safety of walking and cycling routes. The scheme will support thousands of vital local journeys each day. Bus and cycling journeys into the city centre will be 40% faster.
Increasing Clacton to Colchester Rail Services	Adding more services on this line will improve access to jobs, healthcare and leisure opportunities for communities on the Tendering coast and in Colchester and onward connections to the rest of the region. Colchester provides an important source of high-quality employment for residents in Tendring, one of the most deprived authorities in the country with areas at the highest risk of *Transport Related Social Exclusion*. Our evidence tells us that more trains on that line will enable local people to attain higher paid jobs.
The Norwich Western Link	The Western Link round Norwich is vital to improve the lives of communities blighted by traffic. Its primary aim is to shift through traffic out of local communities, improving safety and air quality and thereby encouraging more local trips to be walked or cycled. At the same time, it will make road and public transport journey times to key sites such as the University of East Anglia and Norwich Airport, more reliable.

Our asks for funding to accelerate development	
Trowse Rail Junction	This single-track rail bridge forms a bottleneck on services into Norwich, limiting the ability to enhance connectivity and journey frequencies. Delivering improvements would support the region's growth with better connections south towards London, and better East/West connectivity by enabling more services to Cambridge and beyond – an hourly service currently.
Increasing East Suffolk Line Services	Early and late services on the East Suffolk line would deliver benefits to coastal and rural connectivity, making it easier for residents to access services and jobs in Ipswich and London, and enhance the sustainability of the visitor economy.
The A127 Transport Improvements	This scheme near Basildon will reduce congestion on a crucial link between London and South Essex, supporting the development of a growth area which will bring much needed jobs. The route suffers from high levels of congestion, hampering the movement of local people at all times of the day, but importantly it also acts as a significant barrier, severing communities from each other and local services.

3.0 Supporting Growth:
Deliver regionally and nationally significant housing and economic growth

3.0 Supporting Growth

3.1 Poor connectivity is a handbrake on growth

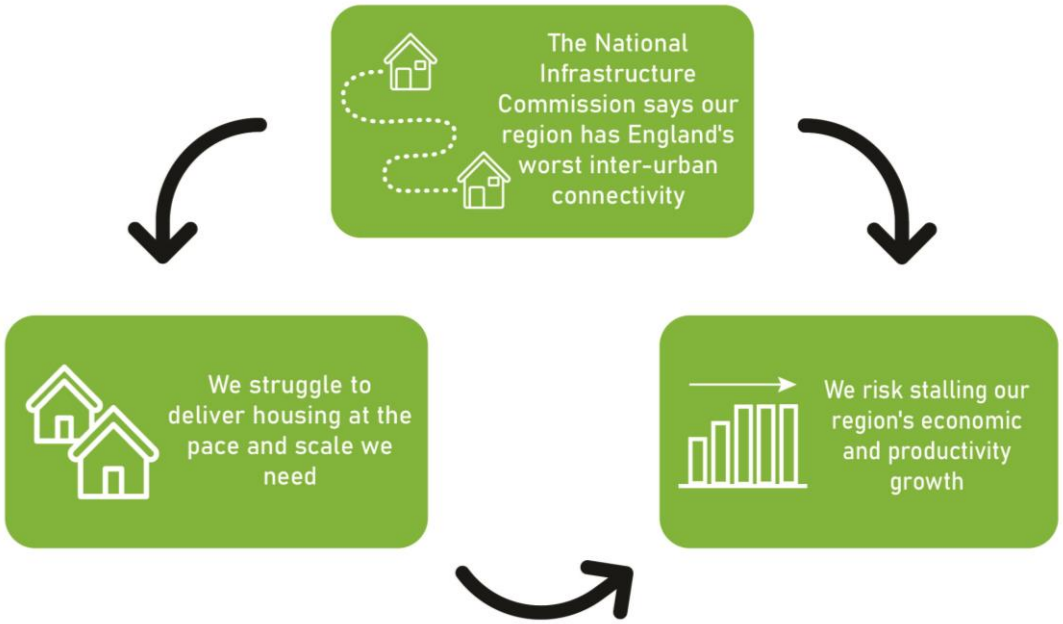
As identified by the new Government, two of the biggest challenges facing the UK to raise living standards and support much needed local services are to deliver more homes and improve productivity through growth in high-quality jobs.

The Transport East region can make a substantial contribution to addressing these challenges, but we need support and investment to realise it.

We have major assets in our ports and airports and ready-to-go plans to boost our economy, grow jobs and deliver higher productivity. Two major issues act as a potential handbrake to that opportunity: poor regional connectivity and housing scarcity. But transport is also a constraint to house building.



The NIC's recent assessment of inter-urban connectivity showed the East to be significantly worse than other English regions



3.0 Supporting Growth

3.2 Deliver much needed new homes

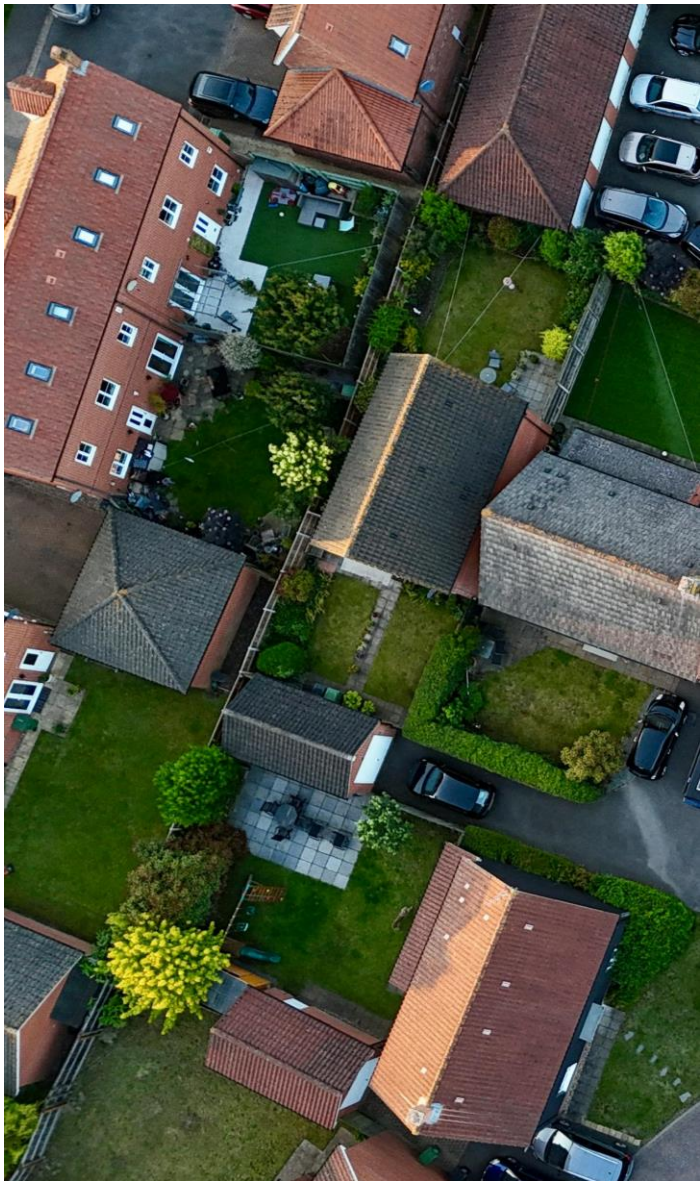
The Government has high aspirations to get Britain building and deliver 1.5 million more homes in the next 5 years. The East has mature opportunities which could deliver 120,000 new homes across the Transport East Region. But we need to enhance our local and regional transport networks to support that level of growth and to support future growth.

Transport East have identified a shortlist of schemes which are ready to deliver and which will have the largest, immediate impacts on the region's housing supply. **Funding confirmation from Government is the final barrier to delivering these projects and unlock new homes.**

Whilst accelerating delivery in the next 5 years is clearly important, our planning can't stop there. We are already looking at the next period. Adopted and emerging Local Plans are seeking to provide around 140,000 new homes in Norfolk and Suffolk, and over 200,000 in Essex, Southend, and Thurrock, by 2036. The new NPPF has identified an increase of 29% per annum in annual housing requirements across the East of England, which LPAs are presently translating into new and reviewed Local Plans. In some of our higher growth scenarios the population of the region could grow by as much as half a million people in the next 15 years.

Knowing that it can take many years for large transport infrastructure schemes to get off the page and be delivered it is important to continue to invest in the pipeline of infrastructure and plan for future public transport service improvements. We need funding to develop schemes as well as deliver them in the next 5 years.

Our asks for schemes to be delivered or developed is summarised on pages 18 and 19. More details on each of the schemes we're seeking delivery funding for can be found in **Appendix A**.



3.0 Supporting Growth

3.3 Growing our economy

Over the long-term our regional strategy forecasts that around **295,000 new jobs** could be created in the Transport East region by 2050. We have some significant sectoral strengths which can be built on and are crucial to the UK's future success. These sectors are expected to play an essential role in driving job growth and economic development in the region:

Fast and efficient transport is vital to all these key industries to access skilled labour, get goods to market and bring in customers. It's critical our road and rail networks are efficient and provide a good level of service, both in the East and to other regions, to support our economy to thrive and grow.



Manufacturing
We're expecting strong growth with advancements in high-tech manufacturing and engineering.



Clean Energy
Significant growth is expected with investments in renewable energy sources, including off-shore wind farms and nuclear power projects at Sizewell and Bradwell.



Agriculture
Growth will be driven by agri-tech innovations improving productivity and sustainability, supporting both local and national food supplies.



Information and Communication Technology (ICT)
This sector is anticipated to grow rapidly with a focus on digital transformation and innovation, particularly in tech corridors like the Cambridge-Norwich Tech Corridor.



Financial Services
This sector will continue to provide essential support for businesses and individuals, contributing significantly to the regional economy.



Tourism
Our region has some fantastic natural and cultural attractions, which can attract more visitors and further boost the local economy.

3.3 Growing our economy

Some of our specific opportunities, which can create jobs and boost the economy soon include:

International gateways – Freeport East aims to create around 13,500 new jobs and Thames Freeport around 12,000 as well as attract significant investment to the region, focusing on sectors such as manufacturing, logistics and renewable energy in and around the ports of Felixstowe, Harwich, Tilbury and London Gateway.

Stansted airport is also a vital international link, with 20% of all trips being for business and it is the 3rd largest air-freight exporter in the UK; with plans to grow by 5,000 jobs as part of a £1.1bn investment programme.

Building on our renewable energy opportunities – this sector employs around 85,000 people in over 12,000 businesses in our region; which has grown by 14% since 2016. Forecasts by the East of England Energy Group suggests that over £120bn will be invested in this sector in our region by 2050. To support initiatives, such as the massive construction of Sizewell C and the Great Yarmouth O&M Campus, infrastructure will be needed to deliver growth, but importantly infrastructure is also needed to bring forward desperately needed new homes so people can live and work here.

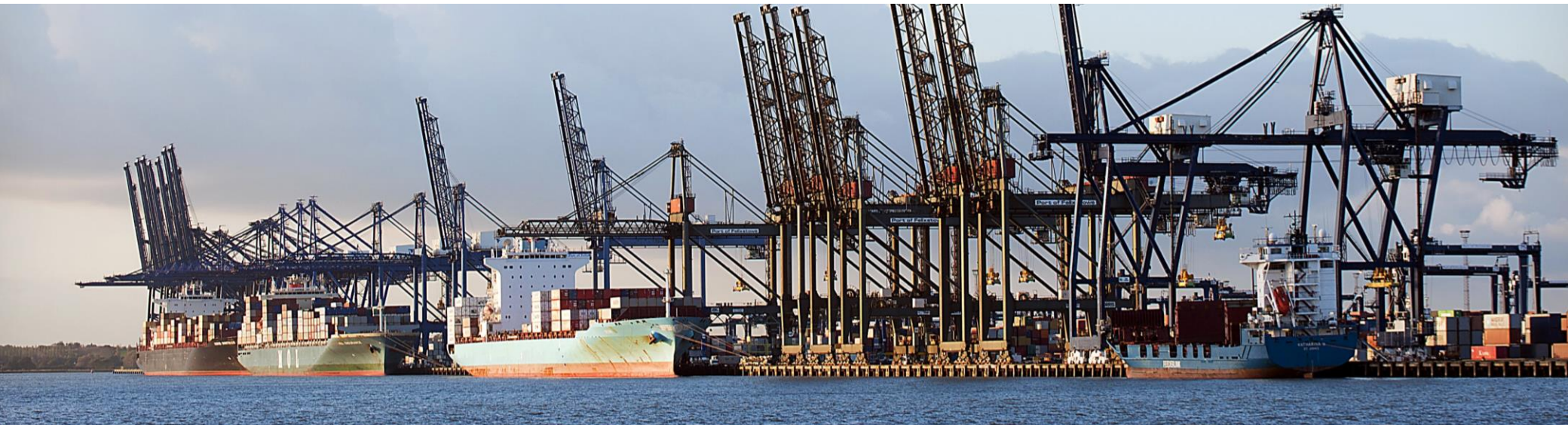
Our Transport East Partnership has established an extensive evidence base. We have used this to create a compelling strategy and identified the most important strategic

3.0 Supporting Growth

investments needed in our networks to realise our huge economic potential.

We have the first pieces of the jigsaw ready for government investment to accelerate growth in the coming years. These schemes are described overleaf, with further detail contained in **Appendix A.**

In addition to our regional priorities, the **Lower Thames Crossing** is a nationally significant project which is vitally important to parts of our region. It will provide much needed relief to heavily congested parts of the network in the Wider South East facilitating growth in those relieved areas. However, the environmental and local impacts cannot be ignored and everything possible must be done to minimise and mitigate them.



3.0 Supporting Growth

3.4 Infrastructure to support growth: Delivery funding

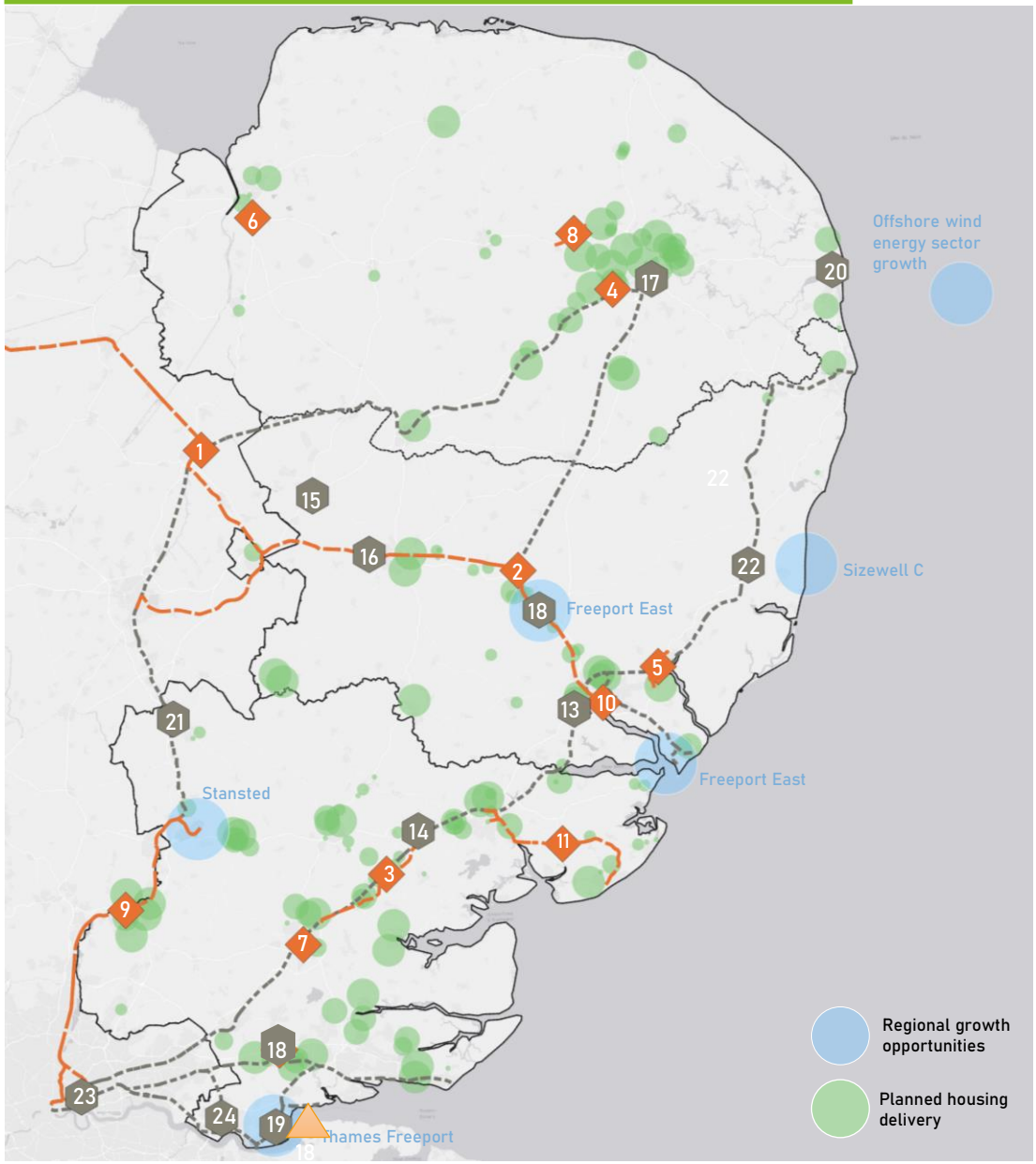
Our asks for funding to deliver these schemes in this Parliament:	
Ely area enhancements and Haughley junction	Rail capacity enhancements needed to enable substantially higher volumes of rail freight to the Midlands and the North on a nationally important route and support additional passenger services. Securing substantial decarbonisation and connectivity benefits. The scheme has long been acknowledged as a priority yet is still awaiting funding to deliver it.
A12 widening (J19 to J25)	Reducing congestion, improving reliably and supporting the connectivity of a fast-growing corridor (with 24k additional homes planned) between Chelmsford and Colchester, on a crucial spinal route serving the East's largest cities and towns.
A47 Thickthorn junction	Upgrading a crucial highway link west of Norwich and supporting major housing developments at Cringleford.
A12 East of Ipswich	Alongside its role supporting housing delivery, the A12 between the A14 and Woodbridge is a crucial route for construction traffic for Sizewell C. Without the scheme up to 1,000 extra HGV movements per day will have hugely negative impacts on local communities.
A10 West Winch Housing Access Relief Road	Connecting the A10 to the A47, supporting up to 4,000 new homes in the South-East Kings Lynn Growth Area and reducing through traffic in the village of West Winch.
Enhanced passenger services: Ipswich to Peterborough and Cambridge	Cambridge and Peterborough stations serve rapidly growing cities and provide links to the Midlands and the North. Increasing frequencies and operating hours of these services will maximise the connectivity of existing rail infrastructure and maximise the value of planned EWR services.
Additional services London to Stansted	With £1.1bn planned private investment to double the airport's annual economic contribution to £2bn, additional rail services will provide passengers with improved onward sustainable travel options.

3.0 Supporting Growth

3.4 Infrastructure to support growth: Development funding

Our asks to accelerate development of the infrastructure pipeline:	
A12/A14 Copdock	This is a crucial link connecting the port of Felixstowe to the Midlands and the South. Improvements are needed to improve safety and journey time reliability, supporting economic and planned homes growth, and the expansion of the port.
A120 Braintree	Completing dualling of the A12, improving safety and access to jobs at a growing Stansted and the port of Harwich in a high growth area.
A11 Fiveways roundabout	A notable congestion pinch-point constraining access and growth along the Norwich-Cambridge Tech Corridor. This would improve safety and support significant planned housing growth.
EWR Eastern Section	Passenger and freight services between Cambridge, Ipswich and Norwich are slow and infrequent. To maximise the benefit and enhance the growth enabled by East West Rail, infrastructure is needed to support connectivity and direct links through to the west of England.
Freight access electrification	Electrifying freight connections to Thames Freeport and Freeport East will support the decarbonisation of freight and reduce costs, supporting the Government's Rail Freight Target.
A47 Vauxhall Roundabout	Reducing congestion between Norwich and Yarmouth, supporting housing growth. **Government should reconsider cancelling this scheme.**
Enhanced Cambridge and Norwich to Stansted services	Extending operating hours and frequencies to Stansted Airport from Cambridge and Norwich will support the region's connectivity and maximise the impact of Stansted's £1.1bn private investment, including accessing the growing economy around the Cambridge Biomedical Campus near the new Cambridge South station.
West Anglia Mainline, Great Eastern Mainline and Essex Thameside improvements	Develop plans identified in Network Rail studies, supporting housing growth through higher frequency services at stations such as Beaulieu Park and planning for long term capacity and climate resilience needs.
A13 East facing slips	This scheme is needed to enhance capacity on the A13 and M25, reduce congestion across Thurrock and support housing and employment growth.

3.5 Our scheme delivery and development asks



3.0 Supporting Growth

Delivery funding schemes

1, 2	Ely area enhancements and Haughley junction
3	A12 widening (J19 to J25)
4	A47 Thickthorn junction
5	A12 East of Ipswich
6	A10 West Winch Housing Access Relief Road
7	The Army and Navy Sustainable Transport Package
8	The Norwich Western Link
9	Enhanced London-Stansted services
10	Enhanced passenger service levels: Ipswich to Peterborough and Cambridge
11	Enhancing Clacton to Colchester Rail Services

Nationally Significant Infrastructure

▲	Lower Thames Crossing

Development funding schemes

13	A12/A14 Copdock
14	A120 Braintree
15	A11 Fiveways roundabout
16	EWR Eastern Section
17	Trowse Rail Junction
18	A127 Growth Corridor
19	Freight access electrification
20	A47 Vauxhall Roundabout
21	Enhanced Cambridge and Norwich to Stansted services
22	Enhanced East Suffolk Line Services
23	West Anglia Mainline, Great Eastern Mainline and Essex Thameside improvements
24	A13 East facing slips

Appendix A:
Our Most Deliverable Schemes – Unlock Funding to Realise their Benefits

Deliverable Schemes

As our principle ask of Government in this Comprehensive Spending Review, we are seeking funding to realise the outcomes and benefits associated with each of the schemes presented in this Appendix. Our asks are the top priorities for the Transport East region and are not ranked in order of importance.

We recognise the fiscal challenges for government and have limited our CSR ask to those schemes that are locally, regionally and nationally important to the East.

We have also undertaken a rigorous exercise to ensure that we are presenting schemes which are imminently deliverable. A decision on funding is the last piece of the jigsaw holding back the benefits they could provide in the very short term.

Ely area capacity and Haughley junction	Crucial and delayed infrastructure to support nationally significant rail freight routes and enhanced passenger services
A12 Widening (J19 to J25)	Enabling 24,000 homes while keeping a nationally significant trade route reliable and resilient
A47 Thickthorn junction	Upgrade 'Norfolk's busiest junction', where two trunk roads meet, to realise growth
Enhanced rail service: Sustainable access to Stansted	Improving operating hours and frequencies to make rail travel to Stansted more attractive and support the region's growth
A12 East of Ipswich	Support housing and jobs growth across a wide area by relieving one of Suffolk's most congested junctions
Enhanced rail service: Ipswich to Peterborough/Cambridge	Improving operating hours of crucial services to increase their economic value
A10 West Winch Housing Access Road	An essential prerequisite to unlock and enable 4,000 homes
Army and Navy Sustainable Transport Package	Supporting safer, greener and healthier travel across Chelmsford
Norwich Western Link	Free traffic-blighted neighbourhoods to create healthier and safer streets and support wider economic growth

Ely area capacity enhancement and Haughley junction

These schemes have substantial cross-party, cross-sector and pan-regional support.
See Keeping Trade on Track report for more evidence.

Ely area capacity enhancement and Haughley junction

Crucial and delayed infrastructure to support nationally significant freight routes and regional passenger routes

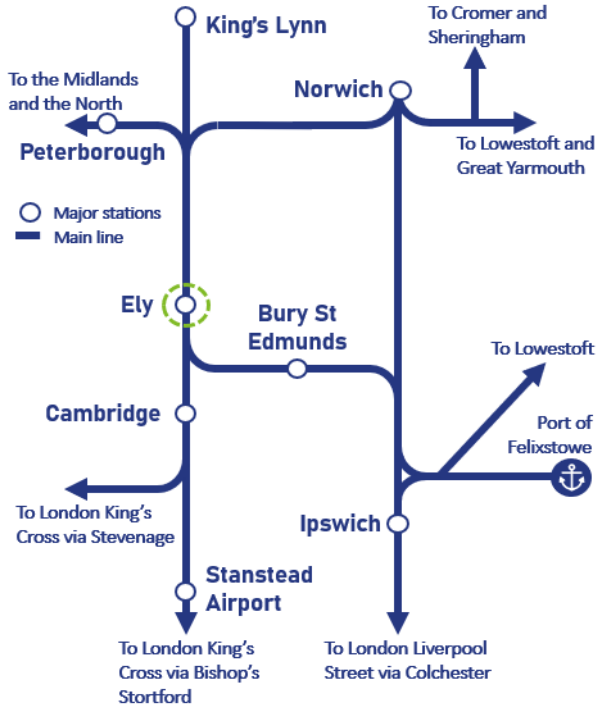
Overview of scheme

- The Ely area is a complex and busy rail intersection, currently operating at full capacity. Planned junction improvements will increase the rail capacity for passenger and freight services.
- Haughley Junction connects traffic from the GEML and Felixstowe through to the Midlands and is another bottleneck on freight capacity.

Delivering Government Missions

- The schemes are strongly aligned to the **Economic Growth** mission; they are vitally important to deliver additional freight capacity on the nationally significant Felixstowe to the Midlands and the North route (F2MN).
- It would also enable enhanced frequencies of passenger services on these routes, maximising the benefits of EWR and onward connectivity from the region.

Deliverability in this Parliament	✓ ✓	Outline Business Case submitted 2022 Public consultation carried out 2021
Estimated Cost		Latest business case costs are around £20-30m for Haughley Junction, £466m for Ely. With a 4.89:1 BCR
Next Steps	✓ ✓	Funding required to finalise plans and progress planning consents **Haughley scheme can be delivered first**, starting to deliver benefits and maximising the value of previous investment around Felixstowe.



F2MN is one of the highest priority investments for rail freight nationally, and the most intensively used and nationally important intermodal rail freight corridor on the network. This scheme will also support the growth of employment and wider development at Freeport East.

Delivering the enhancements at Ely and Haughley will unlock economic growth across the region, helping to achieve the Government's Rail Freight Growth target, taking 98,000 HGVs off roads - reducing emissions and congestion.
It will also unlock additional passenger services.

Ely area capacity enhancement and Haughley junction



Alignment to Transport East aims

Scheme aligns with Transport East pathway of **Unlocking international gateways,** and the **Decarbonisation** pathway goal to reduce emissions by shifting modes.

The case for change

Freight capacity from Felixstowe is highly constrained across all modes, limiting the ability of the ports to expand. Enabling additional freight paths to the Midlands and the North supports aspirations for mode shift away from HGVs and enables the port to increase their overall capacity.

Traffic from Felixstowe and the Thames ports currently travels north via London using the North London Line, limiting capacity and causing conflicts with suburban passenger services. Enhanced F2MN capacity provides resilience which would enable additional traffic to instead travel via Ely, avoiding London.

Why now and what happens if we don't deliver?

These schemes have been identified as priorities for over 10 years and have faced repeated delays. Without delivering them, there is very limited potential to expand rail freight capacity from Felixstowe and London, preventing progress towards decarbonisation of the freight sector and severely limiting the delivery of the Rail Freight Growth Target.

Capacity constraints also limit improved frequencies for passenger services. The route serving Ipswich has a train every 2 hrs, poorly connecting growing communities to jobs and services and embedding car dependency.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

The corridors affected by the schemes are crucial links in the region's rail connectivity to Cambridgeshire, the Midlands and the North. These long-distance routes are amongst the most carbon intensive in the TE region at present, and increasing rail mode share will help to meet the region's decarbonisation ambitions while supporting the growth of our major ports.

SRN: A12 Widening J19 – J25

"The A12 is an extremely important strategic link for Essex businesses and residents. Traffic levels are very high but without improvement this section, which suffers from congestion and delays, will continue to be a brake on economic growth.

Investment in widening is critical for unlocking growth and facilitating the delivery of new jobs and housing along the route."

Denise Rossiter,
Chief Executive
Essex Chambers of Commerce

SRN: A12 Widening J19 – J25

Enabling 24,000 homes while keeping a nationally strategic trade route reliable and resilient

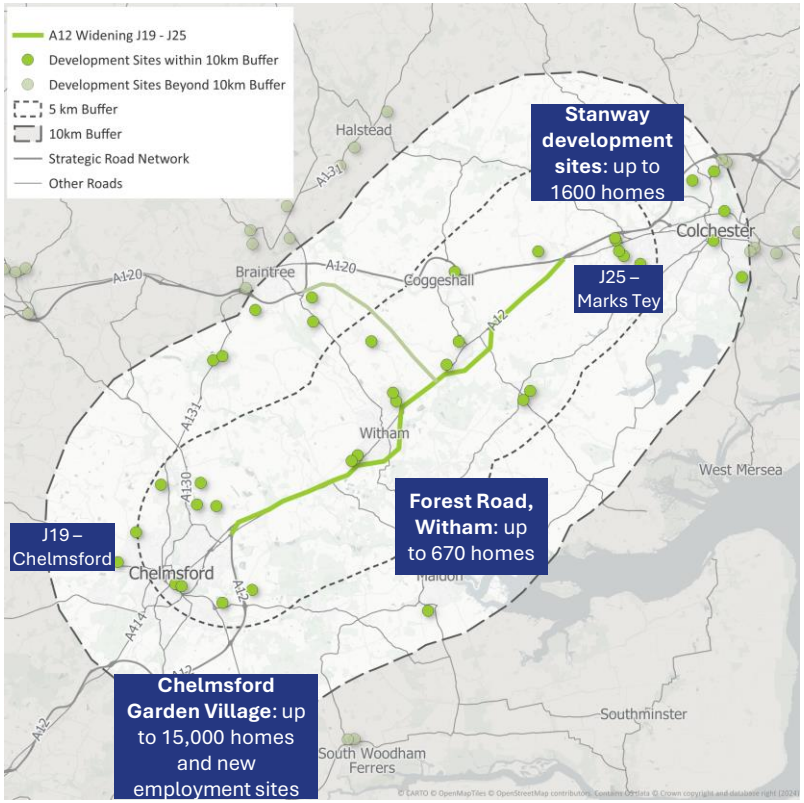
Overview of scheme

- The A12 between Chelmsford and Marks Tey is a nationally significant route linking London and the South-East to the Haven Ports, serving some of the region's largest economic centres.
- The scheme will improve road safety, reduce congestion, smooth traffic flow, support planned economic and housing growth, and provide safer alternative routes for walking, cycling, and horse riders.

Delivering Government Missions

- The scheme is strongly aligned to the **Economic Growth** mission: it is within 5km of and will support plans for 24,000 homes. This includes significant developments such as those at Chelmsford Garden Village (15,000 homes) as well as developments at Stanway (1,600 homes) and Forest Road, Witham (670 homes). The scheme is also expected to contribute to the delivery of around 7,000 jobs.

Deliverability in this Parliament	✓	Development Consent Order granted
	✓	Public consultation undertaken
	✓	Legal challenge to project overcome
	✓	Construction originally scheduled to begin 2023/24 and for completion by 2027/28
Estimated Cost		Between £1-1.3bn
Next Steps		National Highways replanning delivery following dismissal of legal challenge to scheme



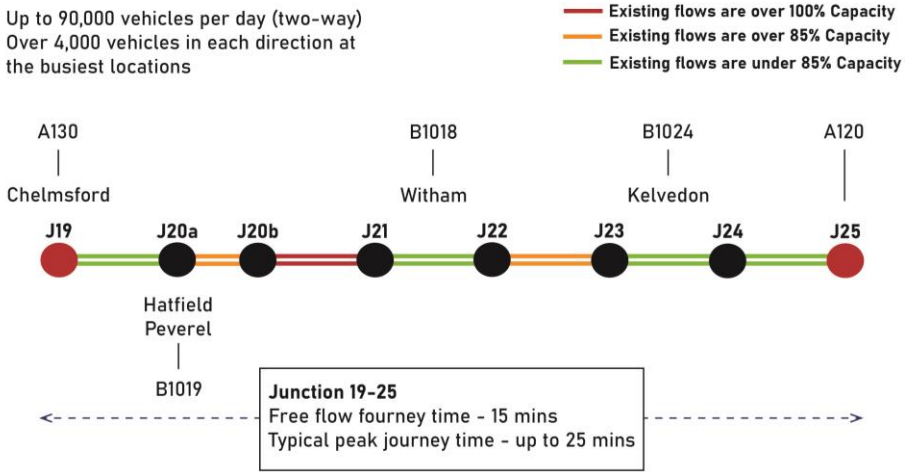
The scheme is within 5km of the planned development of **24,000 homes.**
The A12 provides the main access route between growing towns and cities across the Eastern region, connecting people to employment and services.

Expanding capacity is crucial to support a fast-growing area, reducing congestion and delays and improving safety. Heavy goods vehicles are between 9% and 12% of the traffic on this section due to its important freight connections to Felixstowe and Harwich, increasing the national benefits of more consistent journey times.

SRN: A12 Widening J19 – J25

Existing journey times and traffic on the route show key pinch points where the link or junctions are already operating over capacity.

Up to 90,000 vehicles per day (two-way)
Over 4,000 vehicles in each direction at the busiest locations



Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities.** And specifically supports the goal to **Deliver faster, more reliable connections between growing places.**
Also aligns with the pathway of **Unlocking international gateways.**

The case for change

The proposed scheme aims to address long-standing connectivity, congestion, reliability, and safety issues along the A12 between junctions 19 and 25.This stretch is highly trafficked and prone to incidents which disrupt traffic flow. With traffic forecasts predicting increased volumes and more congestion, the scheme is needed to improve road safety, reduce incidents, and ensure the A12 can handle future demand in a fast-growing region. There has been recently completed improvements to the south of this section of the A12, and the A12 widening of J19-J25 would bring the benefit of continuity of improvement to optimise both the recent and proposed improvements. Without intervention, the section's transport problems will worsen, further impacting safety and economic outcomes.

Why now and what happens if we don't deliver?

Population and employment in Essex are projected to grow, increasing pressure on the A12 and exacerbating congestion, limiting housing development, and hindering business growth. The proposed scheme is vital for supporting housing targets and economic development across several local authorities (Braintree, Chelmsford, Colchester, and Maldon), which plan substantial residential and job growth. This growth is expected to intensify traffic further, making the A12 less reliable and slower. The scheme also supports business growth, particularly related to major ports like Felixstowe and Harwich and Stansted Airport, which are crucial to the national economy.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

This section of the A12 is an **extremely important strategic link**, connecting most of the region to London and the rest of the South-East. Traffic levels are accordingly very high, with a very large number of freight trips. This was identified as one of the corridors where journey time improvements would have the largest potential to raise the productivity of the regional economy.

SRN: A47 Thickthorn junction

"The A47 at Thickthorn is a critical link between South Norfolk, Norwich, and the rest of the county. Thickthorn also sits right on the middle of the Norwich-Cambridge Tech Corridor, an area of dynamic and ground-breaking scientific and technological research.

Navigating Norfolk's overburdened roads is a daily concern for constituents of South Norfolk, while delays serve as a barrier to economic growth.

In keeping with the Government's focus on kickstarting economic growth throughout the whole country, I fully support the proposals for upgrades to the A47 at Thickthorn."

Ben Goldsborough MP
Member of Parliament for South Norfolk

SRN: A47 Thickthorn junction

Upgrade needed to 'Norfolk's busiest junction' to realise growth

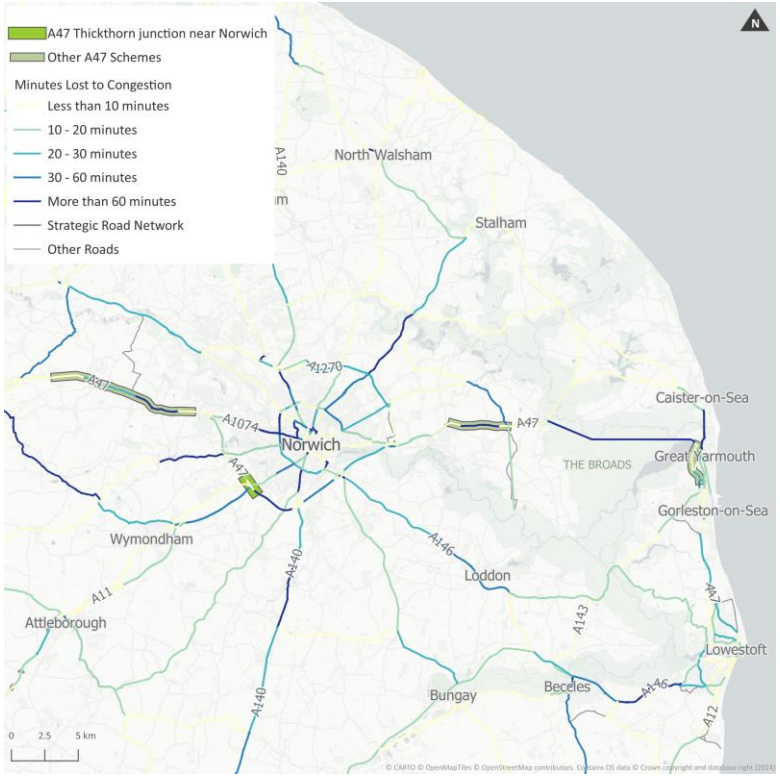
Overview of scheme

- Thickthorn is the junction between the A11 and A47 trunk roads, located on the south-western edge of Norwich. It is not only the gateway into Norwich from London and Cambridge but also crucial for onward links to Great Yarmouth and the energy coast
- The current junction is unable to cope with the high traffic volume and improvements are needed to release planned housing growth

Delivering Government Missions

- The scheme is strongly aligned to the **Economic Growth** mission; It will support plans for 5,500 homes within 5km. It will provide additional capacity and improved journey times to encourage housing and economic growth in the local area as well as across the A47 and A11 corridors linking Norwich to Peterborough and Cambridge, and the Norwich to Cambridge technology corridor.

Deliverability in this Parliament	✓ ✓ ✓	Planning decision granted Legal challenge by environmental campaigners overcome On-site
Estimated Cost		Between £50-100 million
Next Steps		Preparatory work started in December 2024 and full work to begin in Spring 2025.

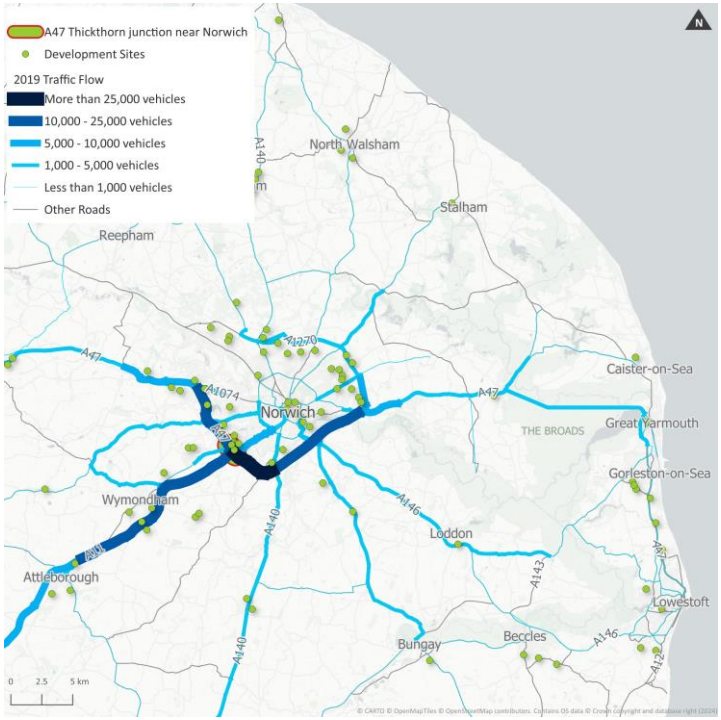


The A47 Thickthorn junction is where the A47 and A11 trunk roads meet. It is a bottleneck for both local commuter traffic into Norwich and for longer distance trips from across the country travelling into Norwich, north Norfolk and Great Yarmouth. The junction is situated on the A11 Norwich-Cambridge Tech Corridor and is also important for trips serving renewable energy and the port at Great Yarmouth.

The scheme is within 5km of plans for **5,555 new homes,** supporting housing growth to the west of Norwich.

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SRN: A47 Thickthorn junction



Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities.** And specifically supports the goal to **Deliver faster, more reliable connections between growing places.**

The case for change

The proposed scheme aims to reduce the congestion and delays experienced at this junction between two trunk roads. The A47 provides strategic east/west connectivity across Norfolk, from Great Yarmouth to Peterborough and the East Midlands. The A11 is the major connection from Norwich and north /east Norfolk to Cambridge, London and the south-east. The improvements will future proof the junction. This stretch is highly trafficked, prone to incidents and a bottleneck to traffic flow, impacting businesses and the wider economy. With traffic forecasts predicting increased volumes and more congestion, the scheme is needed to improve road safety, reduce incidents, and ensure the junction can handle future demand. The scheme will also help sustainable economic growth by supporting employment and residential development opportunities. Due to the lack of nearby alternative routes, route resilience on this link is also an issue.

Why now and what happens if we don't deliver?

The Scheme will reduce congestion-related delay, improve journey time reliability and increase the overall capacity of the junction improving road safety and traffic flow. There will be improved connections for local people and improved amenities for walkers, cyclists and horse-riders. It is essential to the region's drive for economic success and to achieve the ambitious housing growth targets in Greater Norwich.
The scheme has an approved Development Consent Order and preparatory work is ongoing. If the scheme is not committed for delivery, economic and housing growth is put at jeopardy, transport benefits will be unrealised, and the funding expended on its development to date will be lost.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

This junction sits on a corridor which has very high levels of freight traffic compared to the rest of the region's strategic road network, and which carries many long-distance journeys. Improvements to reliability and congestion will therefore deliver benefits for freight and business users as well as trips by local households.

MRN: A12 East of Ipswich

"The planned MRN upgrades along the A12 corridor to the East of Ipswich are of vital importance as we unlock the potential of Suffolk, especially as part of the UK Energy transition.

East Suffolk plays a critical role in de-carbonising the UK, and having a productive road network will breed confidence in investors and developers, bringing new opportunities and growth to this region. Whilst hosting such nationally significant projects, it is critical that Suffolk, and the wider East, gets the infrastructure it needs to capitalise most effectively for the benefit of its businesses and communities, and drive investment"

Ashley Shorey-Mills
Supply Chain Engagement Director,
Suffolk Chamber of Commerce

MRN: A12 East of Ipswich

Support homes & jobs growth, clean energy and sustainable travel by relieving Suffolk's most congested junctions

Overview of scheme

- The A12 is a key route in East Suffolk, linking Ipswich and Lowestoft and provides an important connection for local communities and visitors, as well as access to the Energy Coast.
- This is a multi-modal scheme, improving junctions and connectivity on the A12 from the A14 Seven Hills to the A1152 at Woods Lane. The scheme includes new improved walking, cycling and bus connections and supports the delivery of significant local growth across two LPAs.

Delivering Government Missions

- The scheme is strongly aligned to the **Economic Growth** mission; it will support the building of new homes and community infrastructure at Brightwell Lakes, improve access by all modes to the Adastral Park high-tech employment area,
- It will also support the Mission to **Make Britain a Clean Energy Superpower** by supporting the development of the new nuclear power station at Sizewell C and facilitating access to off-shore wind fields in the North Sea.

Deliverability in this Parliament	✓	Public consultation took place in 2024
	✓	Planning application to be submitted 2025
	✓	Development funding from SZC and Brightwell Lakes developments
	✓	Construction period is two years, and if commenced in 2026 this will enable delivery before peak SZC construction traffic
Estimated Cost		£55m
Next Steps		Planning application to be submitted in early 2025

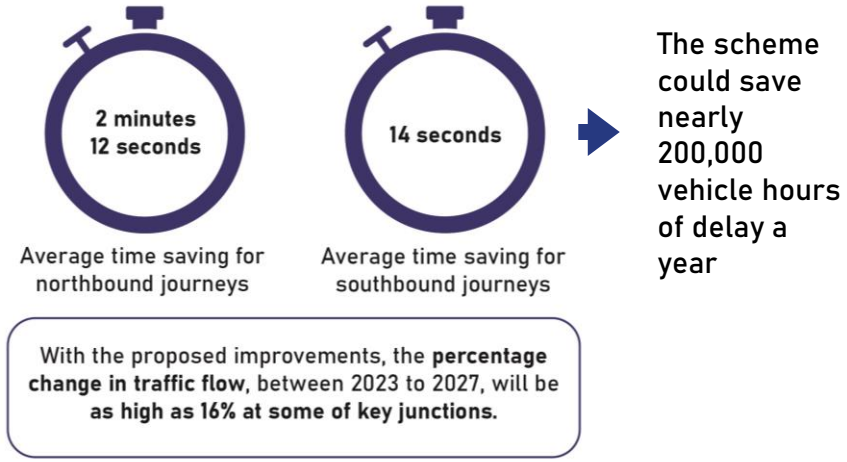


The scheme is within 5km of the planned development of **2,000 new homes and the creation of 4,000 jobs.**
The scheme enables this section of the A12 to cope with extra traffic associated with wider growth and associated with developments at:

- **Sizewell**: The planned construction of a new nuclear power station (Sizewell C)Construction traffic will use the A12, adding to the capacity issues at junctions.
- **Brightwell Lakes**: A planned and approved development of 2,000 homes
- Other committed developments in the Ipswich Strategic Planning Area (ISPA).

- Additionally, the A12 is the strategic corridor to connect to the Energy Coast and supports a vibrant tourism economy.

MRN: A12 East of Ipswich



Average journey time savings * 32,400 daily PCU * 300 days/year

Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **'Connecting Growing Towns and Cities'.** And specifically supports the goal to **'Deliver Faster More Reliable Connections Between Growing Places and the Rest of the UK'.**

The Case for Change

Improvements are needed to reduce congestion, queueing and delay on this section of the A12. Congestion is already a problem, especially at peak periods, and is expected to get much worse as traffic levels increase in line with current forecasts. The main problems are at junctions, where lack of capacity leads to queuing and delay on the A12 and other local routes. Improvements are needed to improve capacity on this stretch of the A12, reducing barriers to crossing the A12 by foot or bicycle, encouraging walking and cycling, and improving bus links. The A12 is also a source of major severance in the area, which will be solved through delivering new and improved connectivity for walking and cycling. The scheme also includes a multi-modal hub that will support improved sustainability of the Adastral Park site, Brightwell Lakes and the Business Park.

Why now and what happens if we don't deliver?

Congestion at the existing roundabouts is a problem for all users of the A12. It creates delays on this important section of the MRN, which is a strategically important link to the East Anglian "Energy Coast" and tourist destinations. Delivery of the crucial power infrastructure at Sizewell C could be impacted if improvements aren't made to accommodate this additional HGV demand.
Congestion and delays increase transport costs for individuals and businesses and negatively impact the economy. Traffic demand is forecast to increase, and without improvement, these delays will get significantly worse in the future. Additionally, there is significant opportunity to improve community severance.

Importance to the Transport East Region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

This section of the A12 is part of an important corridor between Ipswich and Lowestoft, serving many smaller communities and tourist destinations as well as Sizewell. Safety on the route is poor and while public transport options are relatively competitive usage is low. There are a high number of short distance trips using this section of the MRN, which could be made by active modes, and the junction improvements will improve walking and cycling links.

MRN: A10 West Winch Housing Access Road

"I strongly support the West Winch Housing Access Road project to unlock housing, boost growth, and improve safety. This infrastructure is vital to support up to 4,000 new homes, alleviate traffic on the A10, and improve connectivity between the A10 and A47.

"While £14.65m has already previously been secured from Homes England towards the project, further funding is needed from Government to deliver this project.

"I urge the Government to approve the business case and provide full funding through the Department for Transport's Major Road Network fund. This project is a regional priority and must be prioritised in the upcoming Comprehensive Spending Review to ensure the successful development of West Norfolk and beyond."

James Wild MP
Member of Parliament for North West Norfolk

MRN: A10 West Winch Housing Access Road

The Relief Road is an essential prerequisite to unlock 4,000 homes

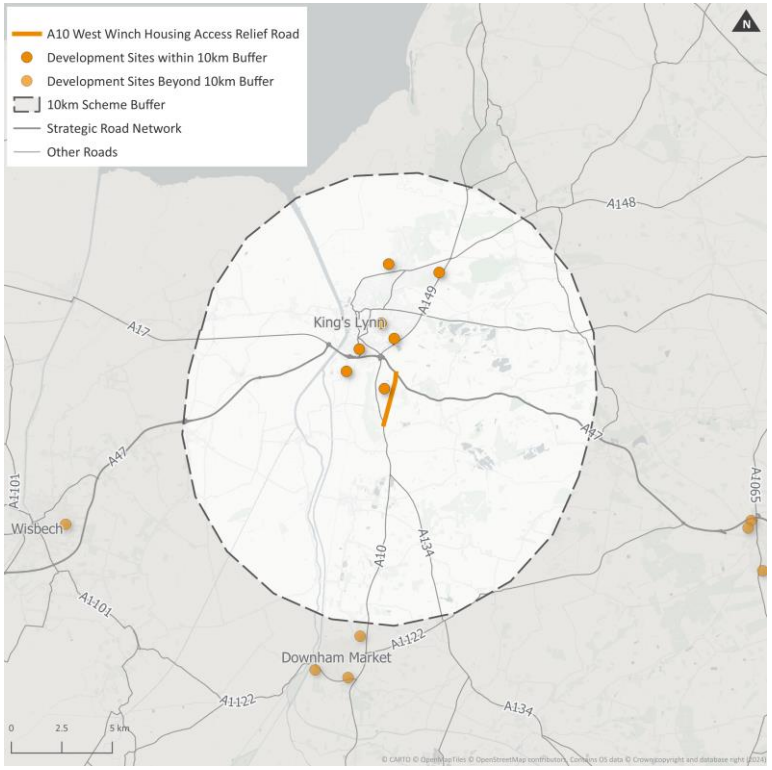
Overview of scheme

- The route connects the A10 to the A47 along a new 1.5-mile road. The road will connect to the A47 via a new signalised roundabout and dedicated free-flow slip road. The scheme would see the dualling of the A47 between Hardwick and the new road.
- The scheme improves walking and cycling links within the village and into King's Lynn, It would also allow measures in West Winch to reduce road speeds and improve walking and cycling infrastructure.

Delivering Government Missions

- The scheme is strongly aligned to the **Economic Growth** mission; it is within 5km of and is required for plans for 4,000 homes. The Access Road is an essential scheme to ensure there is sufficient highway capacity to enable and unlock the delivery of 4,000 new homes as set out in the Local Plan.
- The scheme is also likely to support the **Breakdown Barriers to Opportunity** mission due to the site's contribution to affordable housing. It will also facilitate the provision of new sustainable communities in the growth area.

Deliverability in this Parliament	✓	Public consultation undertaken
	✓	2024 Homes England agreed to support funding
	✓	Planning application submitted
	✓	Building planned to begin in 2026 with the road open by the end of 2027
Estimated Cost		Between £50-65 million
Next Steps		DfT approval needed on the OBC to enable the Council to move on to FBC and procurement/delivery



The scheme is within 5km of the planned development of **4,000 homes.**
The A10 is a key route to/from the major regional centres of Cambridge and Ely. It also connects, via the A47, to Norwich, Great Yarmouth and Lowestoft to the east and Peterborough and the Midlands to the west.

The West Winch Housing Access Road will provide an alternative route around village of West Winch. This would lead to a decrease in traffic through the village, enabling the implementation of measures to enhance active travel, safety and improve living conditions for local residents.

MRN: A10 West Winch Housing Access Road



Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities.** And specifically supports the goal to '**Deliver faster, more reliable connections between growing places.**

The case for change

The scheme will provide an alternative route around West Winch, relieving congestion and making journeys through West Winch more, sustainable, reliable and safer. Avoiding the congested A10 approach to the Hardwick junction by using the WWHAR will improve reliability for business users. At present, the perception of congestion on journeys to/from King's Lynn is considered to be having a negative impact on business confidence.

Existing roads will become more reliable for public transport users and the design includes improved infrastructure for people walking, wheeling and cycling, including vulnerable road users.

Why now and what happens if we don't deliver?

Without addressing housing supply, local growth will be constrained. Only a small portion of housing in the Local Plan allocation will come forward without the A10 West Winch scheme, as the Local Plan requires this scheme to be built to unlock the building of 4,000 homes. If the scheme is not implemented, there will be an expected increase in business costs and considerably longer commutes in the wider area. This would have detrimental impacts to the productivity and economic activity in the area, hitting the attractiveness and feasibility of inward investment to the area. In addition, worsening congestion across the network will result in safety and air quality concerns for local communities living near busy roads.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

The West Winch scheme largely impacts on journeys around Kings Lynn, an important area of local demand in the region. Congestion on the corridor is currently high, with road journeys taking 20% longer in the peak and public transport very uncompetitive. The scheme will reduce this congestion and make public transport journeys more competitive.

MRN: Army & Navy Sustainable Transport Package

"The Army and Navy is a major junction in the heart of Chelmsford. Not only should its redevelopment improve car journey times, but the sustainable travel improvements for walking, cycling and buses are crucial to helping Chelmsford residents travel safely by alternative means.

"I hope the Government will recognise the importance of this infrastructure and ensure that it eventually receives the funding it needs to go ahead."

Marie Goldman MP
Member of Parliament for Chelmsford

MRN: Army & Navy Sustainable Transport Package

Supporting safer, greener and healthier travel across an expanding Chelmsford

Overview of scheme

- The Army and Navy junction is a key gateway for the city of Chelmsford, Essex which experiences significant congestion. When assessed, the junction was being used by 7,000 vehicles a day and 72 buses an hour.
- This transport package has followed the demolition of a junction flyover on safety grounds to improve the connectivity and transport opportunities as a result .
- The scheme will deliver package of measures which will encourage increased walking, cycling, and public transport, and support more reliable journeys for all road users.

Delivering Government Missions

- The scheme will support Missions to **Breakdown Barriers to Opportunity** and **Build an NHS fit for the Future** through the provision of safer, faster and more reliable active and public transport; which will support local journeys for communities to access jobs, services and the health system.
- The scheme is also strongly aligned to the **Economic Growth** mission; unlocking economic and job creation opportunities through improved connectivity supporting housing and employment growth in a rapidly growing Chelmsford.

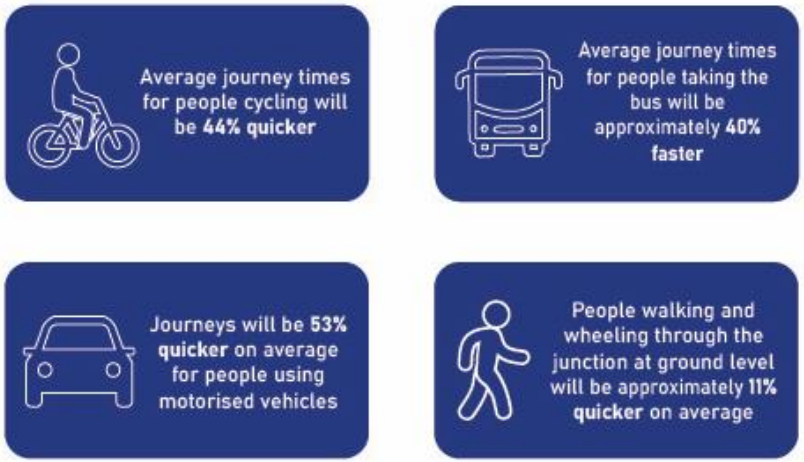
Deliverability in this Parliament	✓ Public consultations on the scheme received overall positive feedback ✓ Final BC submitted in Autumn 2024 ✓ Planning application approved in November 2024 ✓ Construction scheduled for 2027 and is expected to be completed by 2029
Estimated Cost	£81m
Next Steps	Subject to funding, construction is scheduled for 2027



The junction is already over capacity during the morning and evening peak times. As a result, it suffers from severe congestion with bus passengers, pedestrians, cyclists and drivers regularly experience delays. This also results in a poor-quality environment for all sustainable road users.

The scheme is within 5km of plans for **12,000 new homes.** The package of measures support planned housing growth in the city and beyond, including to the North East and East of Chelmsford.

MRN: Army & Navy Sustainable Transport Package



Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities.** And specifically supports the goals **Improve connections within towns & cities, supporting sustainable access** and to '**Deliver faster, more reliable connections between growing places.**

The Case for change

The junction is over capacity during the morning and evening peak times, and the situation is expected to worsen unless action is taken. To begin to solve these problems, the routes through the junction need to encourage safer, greener and healthier ways of travel, especially for shorter journeys where walking or cycling should be encouraged. This transport package has followed the demolition of a junction flyover on safety grounds to improve the connectivity and transport opportunities as a result .The Army and Navy Sustainable Transport Package is an opportunity to improve sustainable modes immediately and in the long-term provide a means for Chelmsford to grow. The package includes substantial walking and cycling infrastructure and infrastructure which improves capacity and links to Chelmsford's Park & Ride network.

Why now and what happens if we don't deliver?

By doing nothing, the severe congestion and traffic delay experienced at the Army & Navy junction will be exacerbated as the city continues to grow. People will be less likely to change their mode of travel to active modes or public transport, worsening this congestion. Economic growth will be stifled and re-routing of traffic via less appropriate roads will increase stress on the wider transport network, impacting local communities and making it harder for people to choose walking, wheeling and cycling. There will be increased cost and delay for employees seeking to access jobs and for residents seeking to access essential services such as the hospital, education and shopping.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy.

The Army and Navy Package mostly affects local journeys around Chelmsford, one of the highest demand corridors in our regional modelling, as well as connections between Chelmsford and the Southend area. Public Transport and active modes have a high share of demand in the Chelmsford corridor, despite slower journey times. The roundabout improvements, and associated Park & Ride enhancements, will further improve the attractiveness of bus and active modes, making travel more sustainable. The junction has a higher-than-average proportion of low-income users with a diverse range of reasons for travel, with 50% of short trips made by low- and medium-income households.

MRN: Norwich Western Link

"The Norwich Western Link Road (NWL) is needed to complete the orbital route around Norwich, to relieve the villages to the West of Norwich that are currently blighted by vehicles threading their way through from the A47 to the NDR, backing up on single track country lanes, to improve lifesaving access to the Norfolk and Norwich Hospital and to link North East Norfolk to the national road network.

"It is a key component of Norfolk's future transport network which needs to support all types of journeys: businesses delivering goods, visitors to the county and people providing and accessing services, including emergency services who depend upon a good, reliable road network. Norfolk, its residents and its economy need this missing link to be completed."

Jerome Mayhew MP
Member of Parliament for Broadland

MRN: Norwich Western Link

Free traffic blighted neighbourhoods to create healthier and safer streets

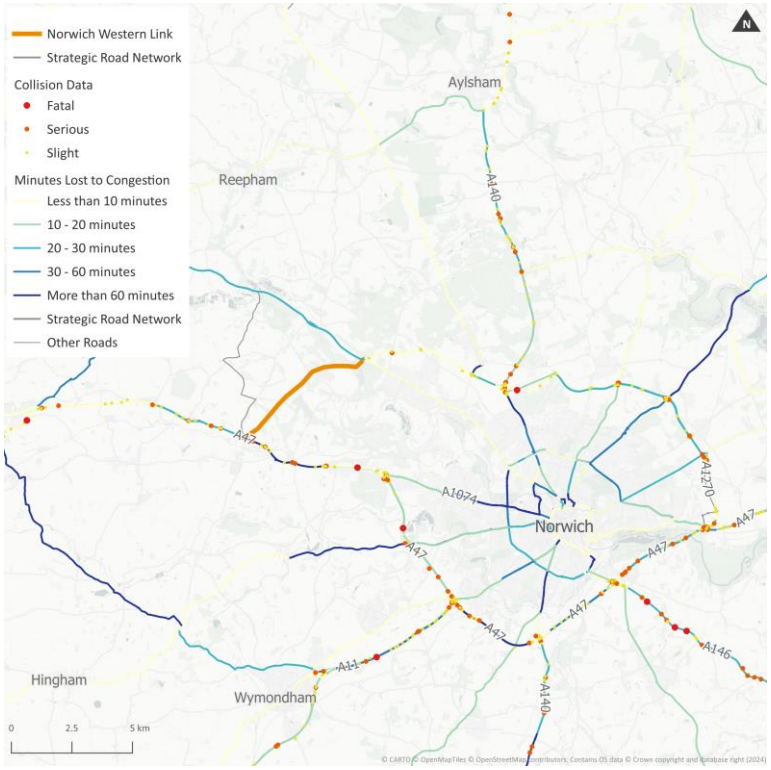
Overview of scheme

- The NWL would provide a higher standard route and significantly improve travel between two major roads west of Norwich, Broadland Northway and the A47 trunk road, as well as addressing issues of traffic congestion and rat-running.
- The scheme would improve strategic connections and support planned growth. It is part of a wider plan to support public transport and active travel across the city from Norfolk County Council.

Delivering Government Missions

- The scheme will support Missions to **Breakdown Barriers to Opportunity** and **Take Back our Streets** by removing traffic from local communities, improving places to become safer, cleaner and more accessible for local people.
- The scheme is strongly aligned to the **Economic Growth** mission; The NWL will provide improved access to Greater Norwich, where large-scale employment and housing growth are planned for the north and south-west over the next decade.

Deliverability in this Parliament	✓	Outline Business Case Approved 2023
	✓	Subject to agreement with DfT, review OBC to address complex environmental issues
	✓	Subject to approvals, building planned to begin in 2028/29, with 2-year construction period
Estimated Cost		£274m (based on current 2023 approved OBC)
Next Steps		Work with DfT and Natural England to address complex environmental challenges



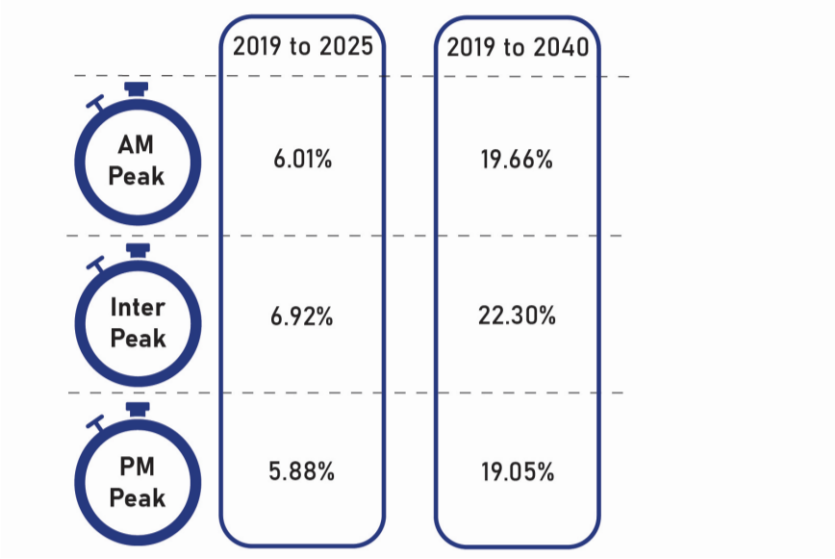
Key sites which will benefit from the new link include those centred around UEA, Norfolk and Norwich University Hospital and Norwich Airport.

The new link will also enhance access to the North Norfolk Coast as well as the city of Norwich so will support the tourism and visitor economy. The lack of an appropriate western link restricts access between Greater Norwich and west and north Norfolk, reducing potential markets and staff.

The scheme is within 5km of plans for **11,000 mew homes.**

MRN: Norwich Western Link

Forecast traffic growth to 2040 is substantial, worsening congestion



Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities.** And specifically supports the goal of enhanced links **Within our towns and cities.**

The case for change

Communities along the route experience rat-running and inappropriate traffic, resulting in severance in these areas, directly impacting the quality of life of local people. Large-scale employment and housing growth are planned for the north and south-west of Norwich over the next decade, for which the transport network does not have the capacity to accommodate. Other opportunities for growth include strategic employment sites such as Norwich Airport to the north, and the Food Enterprise Zone and Norwich Research Park to the west.

Why now and what happens if we don't deliver?

Major housing development is either planned or already underway at Hethersett, Cringleford, Costessey and Easton. The traffic associated with this growth is expected to exacerbate problems already felt by local communities. There is no suitable A-road connection from the Broadland Northway (part of MRN) to the A47 (part of SRN) pushing strategic traffic into local communities. The existing congestion and delay will increase further worsening the journey time reliability for vehicles. Transport modelling suggests that traffic volumes are expected to grow significantly between 2019 and 2040 across the whole of Norwich and its hinterland despite a public transport investment plan; capacity is needed to accommodate growth and ensure that local communities can create places which are not dominated by cars.

Importance to Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

The Western Link primarily affects local journeys around Norwich, one of the highest demand local flows in our regional modelling. Car journeys take on average 20% longer during peak periods, and there are currently few public transport alternatives. The Western Link will reduce the impact of congestion and make public transport and active travel trips more attractive by reducing traffic levels on local roads.

Rail enhancements to support growth at Stansted Airport

"Stansted is an important economic asset to Essex and a big part of what makes our county such an attractive proposition for businesses."

Cllr Louise McKinlay
Deputy Leader
Essex County Council

Rail enhancements to support growth at Stansted Airport

Delivering faster, more frequent services between Stansted, London, Cambridge and the wider region

Overview of scheme

- Currently, four trains per hour run between Stansted and London throughout the day, and up to two services run between Stansted and Cambridge, some of these services continue to other destinations. Delivering additional early and late services would enable passengers on the first and last flights of the day to reliably use rail.
- There is also a need to develop the case for more direct and frequent services between Stansted and other destinations, such as in Norfolk and the Midlands, this will include assessing any additional infrastructure required; as well as the benefits which could be

Delivering Government Missions

- The opportunity to grow at and around Stansted airport is strongly aligned to the **Economic Growth** mission. The airport has committed to a £1.1bn investment programme which can support 5,000 new jobs and £2bn in GVA growth. Rail infrastructure investment can help support this growth achieve even better public transport modal share.
- Enhanced connectivity to Cambridge, a globally renowned research and innovation centre. The line between Stansted and Cambridge serves the new Cambridge South station providing links to the Bio Medical Campus

Deliverability in this Parliament	✓	Additional early-morning and late-night services between Stansted and London are deliverable in the short term.
	✓	Development funding will support a major growth plan through additional services north of the airport, linking to Cambridge.
Estimated Cost		Additional services without infrastructure enhancements could be delivered at a low marginal cost and be revenue neutral or positive.
Next Steps		Partnership working with the rail industry to understand the potential impacts in more detail.

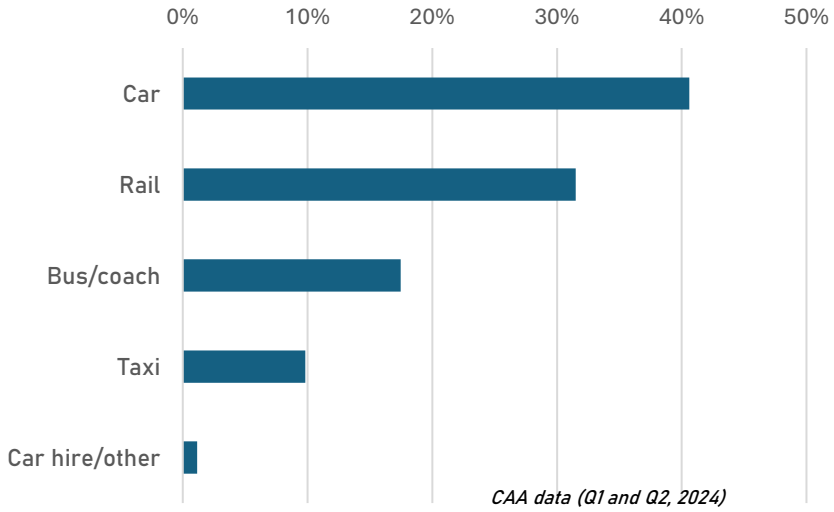


32% of 28m passengers arriving or departing Stansted airport use rail. However, there are several user groups where rail is not an attractive proposition. The first and last rail services of the day do not allow time for passengers to connect to the first and last flights of the day. A lack of direct services from Norwich with large gaps in the timetable lead to a higher likelihood of these passengers driving instead.

Improvements will make rail services to Stansted Airport a more attractive proposition for travellers and employees, boost international connectivity and support the airport's ambitions for sustainable growth.

Rail enhancements to support growth at Stansted Airport

Of the almost 50% of people using sustainable transport options to access Stansted, 32% of passengers access the airport by rail. With the airport's passenger numbers set to rise from 28m to 43m annually, delivering rail enhancements can support further shifts towards sustainable modes.



CAA data (Q1 and Q2, 2024)

Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **'Unlocking International Gateways',** and specifically support the goal to '**Improving connectivity, journey time and reliability for freight, passengers and employees to ports and airports'.**

The case for change

The Stansted Investment Plan outlines a £1.1 billion programme to enable the airport to serve up to 43 million passengers a year and create over 5,000 new jobs. Enhanced rail services can support sustainable transport goals in two ways: firstly, additional early and late services between Stansted and London (deliverable now) can further build rail demand and support mode shift, particularly as passenger numbers grow. Secondly additional capacity serving Cambridge and beyond in the short and medium term is needed to support bold aspirations for jobs and international connections.

Why now and what happens if we don't deliver?

Initial early and late services are deliverable now and would see an immediate impact. There are several user groups where rail is not an attractive proposition. As of February 2025, the first weekday service from London to Stansted Airport departs at 04:40, arriving at 05:39. This eliminates rail as an option for any travellers departing before 07:00. Additional early-morning and late-night services would provide greater confidence for these passengers to reliably use rail.

As the airport grows it is focused on serving Cambridge, Norwich and the East of England as well as London – however sustainable mode choices from these other areas will be limited unless rail services are improved

Importance to the Transport East Region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

At present, whilst rail mode share to the airport is growing, there is scope to increase this a further with targeted service enhancements which can be developed and delivered alongside ambitious airport expansion plans. It will help to meet the region's decarbonisation ambitions whilst also delivering productivity and agglomeration benefits to the wider economy, with benefits realised by those living, working and visiting the Eastern region, London, the Midlands and beyond.

Rail enhancements between Ipswich and Peterborough/Cambridge

"Greater Anglia is keen to add extra Ipswich to Cambridge and Peterborough services wherever practical ahead of the hourly frequency that is dependent on the Ely area and Haughley Junction rail infrastructure upgrades."

Jonathan Denby
Head of Corporate Affairs,
Greater Anglia

Rail enhancements between Ipswich and Peterborough/Cambridge

More frequent services to enhance connections to growing economic centres

Overview of scheme

- Currently only one train per hour connects local stations to services and employment opportunities in Ipswich and Cambridge, and there is only one train per every two hours connecting local stations to services, employment and connections to the North and Midlands in Peterborough.
- Doubling service frequency at peak times would reduce wait times, improve interchange opportunities, attract more passengers and maximise the use of existing rail infrastructure.
- Delivering longer term benefits is dependent on the completion of Ely capacity enhancements.

Delivering Government Missions

- The scheme is strongly aligned to the **Economic Growth** and **Breakdown Barriers to Opportunity** missions; it will improve access to jobs and learning opportunities, enabling social mobility and higher wages.



Deliverability in this Parliament	✓	No new infrastructure required, deliverable in short term.
Estimated Cost		Additional peak services would be deliverable at a relatively low cost, without new infrastructure
Next Steps		Partnership working with the rail industry to understand the potential impacts in more detail.

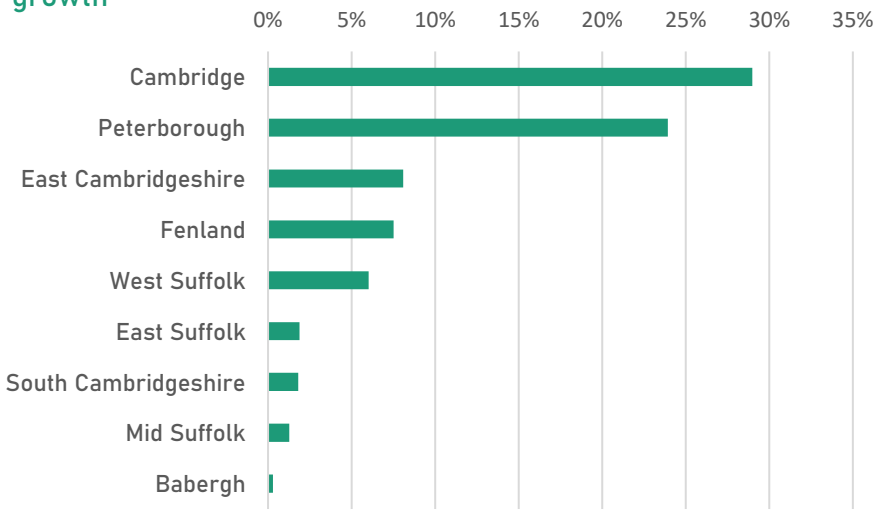
Car has a 97% mode share for trips between Ipswich and the Midlands and North.

The proposal would support access to high value jobs in Cambridge, growing the region's economy. It will also bring connectivity improvements, bringing enhanced connections to the Midlands and the North without the need to go through London.

Evidence from elsewhere in the region has shown an up to 200% increase in passenger numbers when frequency has increased.

Ipswich to Peterborough/Cambridge

Rail mode share from Ipswich to Cambridge and Peterborough is relatively high, and building on this will support the region's growth



Mode share from Network Rail MND

Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities.** And specifically supports the goal to **Deliver faster, more reliable connections between growing places and the rest of the UK.**

The case for change

There is currently only one train per hour connecting local stations to services and employment in Ipswich and Cambridge. Only one train every two hours serves the route between Ipswich and Peterborough, making onward travel to stations on the East Coast Mainline difficult and unattractive. This results in high car use, contributing to the region's greenhouse gas emissions and congestion and limiting business connectivity.

Increasing the frequency of these services at peak times would, at a low cost, support the use of these routes for business travel and connectivity, with a positive contribution to the region's growth.

Why now and what happens if we don't deliver?

There is a longer-term aspiration to increase frequencies on these services, achieving a step change in connectivity for the region. In the shorter term, additional early morning and evening services will support the use of the route for business travel and longer distance journeys, helping to build demand and achieve mode shift away from cars.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

Services on this route form an important part of the region's public transport connectivity to the Midlands and the North, as well as supporting more local commuting. At present, rail mode share on these longer distance routes is low, and increasing the frequency of services is likely to improve this and reduce emissions.

Rail enhancements between Colchester and Clacton-on-Sea

"This is fantastic news for Colchester and the wider region. Improved rail services between Clacton and Colchester will boost connectivity, support regeneration in our city centre and provide more sustainable transport options for residents and businesses.

Enhanced services at Colchester Town station will support regeneration efforts in St Botolph's Quarter. I fully support this proposal and look forward to seeing the benefits it will bring to our communities."

Councillor Andrea Luxford Vaughan
Portfolio Holder for Planning, Environment and Sustainability
Colchester City Council

Rail enhancements between Colchester and Clacton-on-Sea

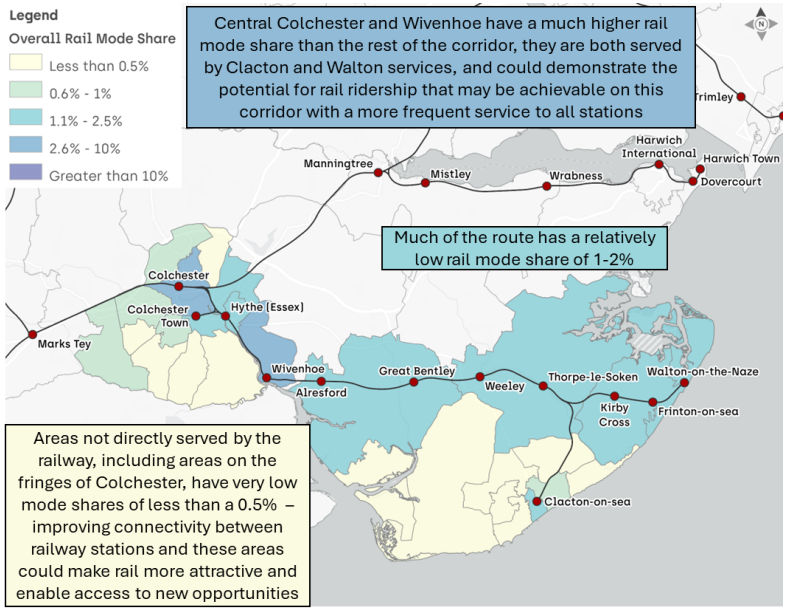
Delivering an all-day half hourly service to improve connections and tackle social exclusion

Overview of scheme

- Currently only one train per hour connects local areas along the corridor, and the low frequency makes rail journeys unattractive resulting in higher car use.
- Doubling the all-day service frequency between Colchester and Clacton-on Sea, and increasing Sunday frequencies to Colchester Town would provide more flexibility between these key hubs, and improving interchange opportunities for journeys beyond the corridor

Delivering Government Missions

- The scheme will support missions to **Breakdown Barriers to Opportunity** and **Build an NHS for the Future** by improving access to job opportunities in a district with high levels of deprivation, and health and leisure facilities for people who do not own a car. It has key community and economic outcomes which include improving access to jobs and learning opportunities which enables social mobility and higher wages.
- The scheme is also strongly aligned to the **Economic Growth** mission, supporting sustainable growth across a wide area and some specific growth near existing stations.



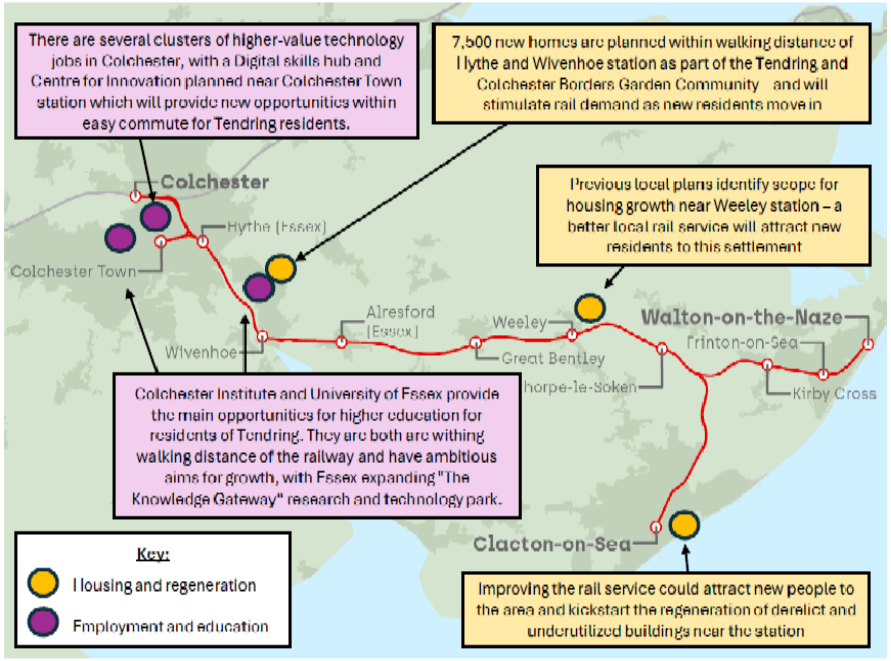
Deliverability in this Parliament	✓	No new infrastructure required, deliverable in short term.
Estimated Cost		Additional services would be deliverable at a relatively low cost, needs no new infrastructure
Next Steps		Partnership working with the rail industry to understand the potential impacts in more detail.

Approximately 70,000 people live within 1km of a station on the route, however, only 1% are regular rail users.

Better utilising existing infrastructure and improving service levels would provide travel time savings, enable additional choice, and provide greater flexibility for 2.4 million annual passenger journeys on this corridor.

A step change in service also has the potential to increase rail revenues by attracting new users to rail; shifting people from cars and supporting an increasingly important rail leisure market.

Enhanced services levels (Clacton-on-Sea/Colchester)



Alignment to Transport East aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities.** And specifically supports the goal to **Deliver faster, more reliable connections between growing places.**

The case for change

Local stations on this route have an infrequent service and lack a regular, direct rail service to Clacton, which is Tendring District's largest town. Some local stations, including Alresford, Great Bentley and Weeley, connect to Colchester and Walton-on-the-Naze by hourly services throughout the day. Infrequent services act as a barrier to jobs, education, leisure, and other opportunities, exacerbating the risk of social exclusion and community severance. Transport East's Transport Related Social Exclusion analysis shows Tendring had a particularly high position. Poor public transport services also mean that carbon emissions from cars comprise a high proportion of the region's overall emissions. Improvements to rail services along the line could help address the disparity in Transport Related Social Exclusion risk, as more frequent rail services would improve access to education, training, employment and essential services, many of which are only in Colchester.

Why now and what happens if we don't deliver?

Without delivering a half-hour rail service to this corridor, connectivity for 2.4 million passenger journeys will be strained as they continue to experience long journey times and limited choice and flexibility of travel. Economic growth and sustainable housing in the local area will be restricted, and the benefits of economic growth such as the revitalisation of areas such as Clacton will not be achieved.
Increased Sunday frequencies to Colchester Town supports regeneration ambitions, and the increasingly important rail leisure journey market in a visitor hotspot.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

Compared to the rest of the region's rail network, in this corridor a higher proportion of rail users are travelling for business or shopping purposes, showing the economic links between Colchester and Clacton. A high number of travellers end destinations are London or Cambridge – frequency improvements will also make these longer distance journeys more attractive.

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East West Rail
Eastern Section Board
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East-West Rail East

"The vision for the East West Rail Main Line will not be properly fulfilled in passenger, freight and growth terms unless all the opportunities for rail enhancements east of Cambridge towards Norwich, Ipswich and the east coast ports are fully exploited.

"Given the clear support set out by the Chancellor for the East West Rail vision between Oxford and Cambridge, I hope that the further and very clear opportunities to be gained by extending that vision further east will be similarly supported."

Cllr Alexander Nicoll
Chair of the East West Rail Eastern Section Board

EWR - East

Maximising the impact of EWR and transforming the economy of the East of England with rail-led growth

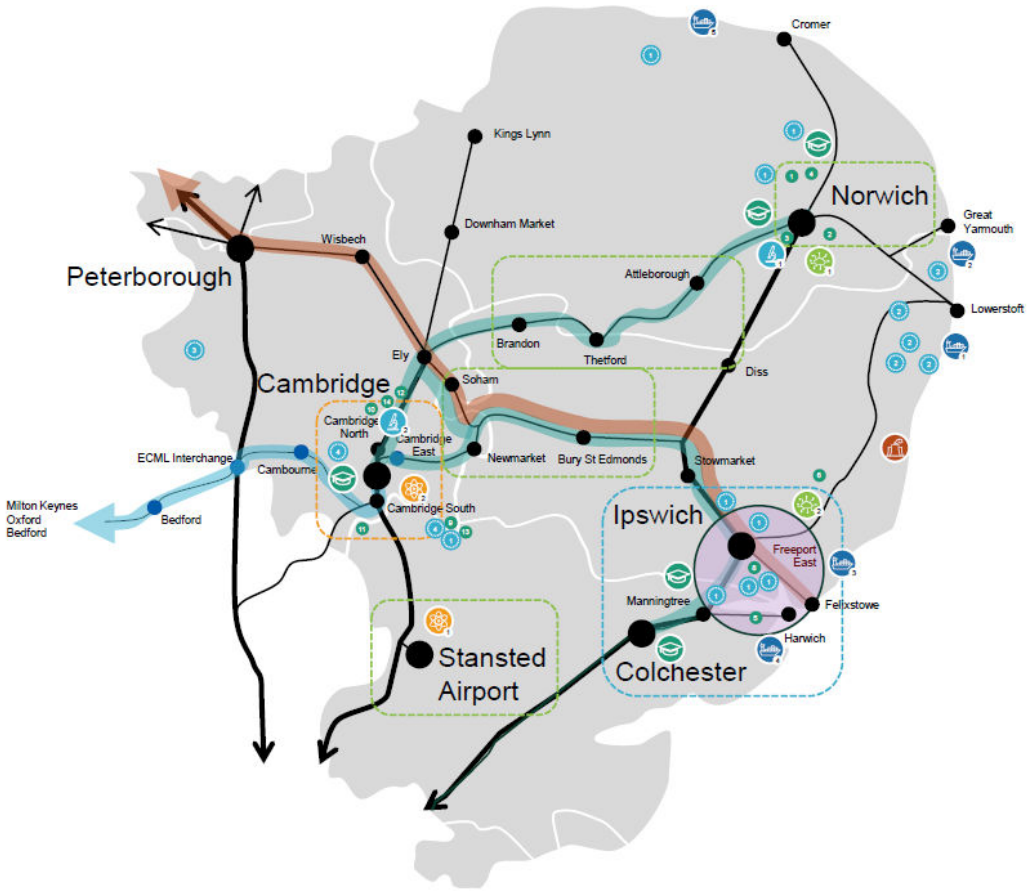
Overview of opportunity

- The East of England contributes £163 billion annually to the UK economy.
- Despite its strengths, there are parts of the region where in transport infrastructure is holding back potential for growth and improved productivity benefitting the whole of the UK.
- To maximise the value of the impactful investment into East West Rail, there is an opportunity to plan now for how the wider region's economy could be transformed through a focused strategy of incremental investment to improve rail connectivity.

Delivering Government Missions

- The opportunity is strongly aligned to the **Economic Growth** mission. It has the potential to transform the economy of the East of England, building on current strengths of life sciences around Cambridge, the International Gateways of Suffolk and Essex, and the agri-tech sector in Norfolk.
- EWR-E will also facilitate other missions, such as **Making Britain a Green Energy Superpower** by supporting the renewable energy sector across the region. It will also **Breakdown Barriers to Opportunity** by widening access to highly productive jobs, further education and new housing.

Development funding required to:	✓	Quantify land use and economic opportunity based on rail-led, sustainable growth
	✓	EWR-E Package development and appraisal
	✓	Incremental/decremental analysis of package
	✓	Delivery strategy – identify which elements come forward first and how they stack up as stand-alone investments
	✓	SOBC
	✓	OBC scoping
Estimated Cost		£750,000 development funding



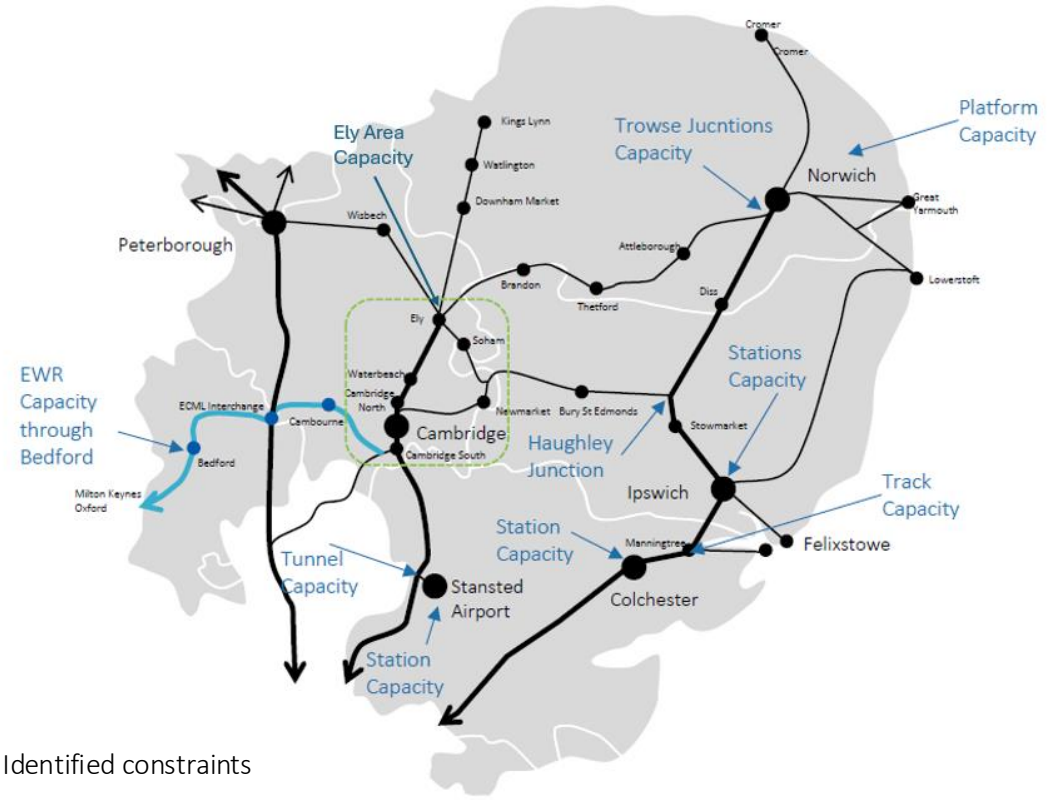
Economic opportunity across the East

Don't stop EWR at Cambridge: Despite its transformative potential, the current East West Rail proposals do not fully address connectivity challenges in the east of the country. Slow and infrequent, or indirect rail services from Cambridge to Norwich, Ipswich and Colchester reduce East West Rail's appeal for future commuters, leisure, and business travellers at local and regional levels.

EWR - East

East West Rail Eastern Section Board

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Identified constraints

Alignment to Transport East Aims

The scheme is an important component to achieving the goals of the Transport East Strategy. It will strongly contribute to our **'Connecting Growing Towns and Cities'** pathway, and supports goals to '**Deliver Faster More Reliable Connections Between Growing Places and the Rest of the UK'** and **'Improve Connections Within Towns & Cities, Supporting Sustainable Access.'**

The case for change

Norfolk, Suffolk, Essex and Cambridgeshire will be experiencing significant housing, population and economic growth over the next few years. Critical to this growth is the linking of new housing and the counties' key industries and high technology clusters. Due to poor east to west strategic rail connectivity, the economy and potential of the Eastern region is constrained by already congested A14, A11, Great Eastern Main Line and the London rail network. A new strategy for growth is needed. One which links east to west local economies to create greater agglomerations; provides people in the region with new opportunities to thrive through exciting careers in growing, high-tech industries and enhances rail freight connections to/from one of three of the UK deep water ports, and neighbouring ports.

What are we seeking to do next?

The Board for EWR-E, which represents committed local authorities and the rail industry supported by Transport East, are committed to moving this investment pipeline forward. We have undertaken feasibility studies to understand the rail network opportunities and constraints, with initial economic analysis, and believe we understand where investment is needed in the existing network to achieve the levels of connectivity required. We are seeking funding and support from government to move forward two main issues. Firstly, working with business, we want to develop a growth strategy to quantify the transformational opportunity from a rail-first infrastructure plan. This is needed to quantify what we believe to be the huge economic and societal benefits which this pipeline could unlock. Secondly, we want to move forward the understanding of the costs and wider benefits of the package of infrastructure needed to incrementally build up to the ultimate goals of capacity and journey times between our major towns and cities. The work would culminate in a Programme Strategic Outline Business Case and scope how the package could be delivered incrementally.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy.

EWR East supports a very large number of important pan-regional corridors, with potentially transformative impacts on connectivity between some of our largest city economies and Cambridgeshire if journey times were improved. Infrequent services mean public transport options on these corridors are often unattractive at present, supressing economic connectivity and increasing car dependency.

Board paper

Date: 27 March 2025

Item: Strategic Rail Update

Report by: Suzanne Buck, Head of Strategy & Technical Programme

Contact: Suzanne.buck@transporteast.gov.uk

Purpose:

This paper covers two important items related to the future of strategic rail in the East:

A. Wider South East Rail Partnership

The paper introduces a draft position paper for 'Making the case for the wider South East's railway' which promotes the Wider South East (WSE) rail area and the role and objectives of the WSE Rail Partnership to provide a unified, pan-regional voice for the rail needs of the WSE by:

- Enhancing rail integration across modes and political boundaries
- Helping passenger demand recover and strengthen the industry's finances
- Promoting rail freight growth and modal shift
- Advancing net zero and wider environmental goals
- Unlocking the economic potential of the Wider South East
- Articulating strategic rail investment priorities and secure funding for the area

This position paper (in Appendix A) is simultaneously being considered by the boards of England's Economic Heartland and Transport for the South East Sub-national Transport Bodies.

B. Department for Transport Rail Reform Consultation: A Railway Fit for Britain's Future

The paper also introduces the DfT's rail reform consultation and proposes how Transport East should respond (see section 6).

Recommendations:

A) The Board is asked to endorse the WSE Rail Partnership position paper (Appendix A). This will enable Transport East with its partner STBs to provide a strong framework for future engagement with Government, TfL and Great British Railways on rail matters for the East.

B) The Board is asked to comment on the proposed Transport East approach to responding to the Rail Reform consultation

Business Plan area:

Corporate & Governance		Capacity & Capability	
Integration		Single Voice	

1. Background

1.1. Significant change is planned for the UK rail industry through the creation of Great British Railways, and furthermore by devolution in the Transport East and Wider South East STB regions where Mayoral Strategic Authorities will have an opportunity to seek a statutory role for rail. However, these two processes are not fully aligned and not all Local Transport Authorities across the Wider South East region have been identified for the devolution priority programme.

1.2. It is therefore important to have a overarching framework in place to ensure local authorities of all types can work together to help ensure the WSE rail network meets the needs of passengers, freight, and businesses while supporting government priorities for economic growth, net zero, and equitable prosperity; and the region receives the same consideration and weight as those with well-established Mayoral Combined Authorities in the Midlands and the North. The changes related to rail are set out below.

1.3. The Government is committed to delivering rail reform for the country. On 28 November 2024 The Passenger Railway Services (Public Ownership) Act 2024 received Royal Assent. This Act enables the Government to deliver its commitment to bring passenger services into public ownership as a first step towards wider rail reform. In the Transport East region, c2c will be the first to transfer into public ownership when their National Rail Contracts expire on 20th July 2025. Greater Anglia will also transfer in autumn 2025.

1.4. On February 18th 2025, the Government launched a consultation, 'A railway fit for Britain's future' setting out the proposed legislative measures that will form part of a new Railways Bill, key proposals include:

- Establishment of Great British Railways (GBR): A single directing mind for railway infrastructure and passenger services.
- The establishment of a new passenger watchdog
- Reform of fares and online retail of tickets
- A new statutory role for devolved leaders in governing, managing, planning and developing the rail network
- Streamlining processes and reducing regulatory burdens to empower GBR to deliver the best service for railway users
- Ensuring the private sector continues to play a key role, including a statutory duty for GBR to promote rail freight

1.5 Transport East has anticipated these changes for some time, and our Board meeting in Great Yarmouth on 21st June 2023 proactively endorsed proposals for Transport East to work with our neighbouring sub-national Transport Bodies, England's Economic Heartland and Transport for the South East, to establish a Wider South East Rail Partnership, originally cited in the Willams-Shapps Rail Plan. This Board's intention was for a strategic framework across the WSE region, with Transport for London, DfT, Network Rail and the embryonic Great British Railways, to ensure the East's local authorities could collectively influence Great British Railways and provide a focal route for articulating strategic priorities to the Rail Minister and Secretary of State.

2. The role of rail in the Wider South East

2.1 The WSE is an appropriate scale of geography to collaborate on strategic rail and makes a significant contribution to the UK economy. In 2022, the area contributed 25% of the UK's GVA, rising to nearly half of the country's economic output once considered alongside London, capturing GVA added by commuters from the regions travelling into the capital.

2.2 The railway in the WSE connects globally significant industries including finance, biosciences, manufacturing and ports and airports. It also facilitates the daily commute of millions into London, expanding the labour market. Rail offers a sustainable alternative to the car and road freight.

2.3 Train operating companies in the WSE account for approximately 50% of the nation's farebox revenue and the yield per resident in the WSE and London area is 53% higher than the rest of the UK.

3. Role and objectives of the SWE Rail Partnership

3.1 As originally intended by this Board, the emerging WSE Rail Partnership aims to provide a unified, pan-regional voice for the rail needs of the WSE. Through the STB Boards and their constituent Local Transport Authorities (LTAs), STBs represent the interests of passengers and wider economic stakeholders in our area. The WSE Rail Partnership aims to bridge the gap between local, regional, and national priorities, ensuring that the unique characteristics of the WSE are recognised in decision-making and rail reform.

Figure 1: ***Map of the Wider South East Rail Partnership area***



3.2 We recognise that while LTAs and Mayoral Authorities will be best placed to address localised rail needs, a regional partnership representing local authorities collectively is needed to deliver the strategic oversight required for region-wide improvements. As Mayoral Strategic Authorities are formed across the wider south east, the WSERP provides a 'ready-made' framework to co-ordinate their local strategies and plans for rail across the WSE. Through membership of the STBs, the partnership also provides current

and newly created authorities with a framework to shape strategic rail through a transitionary period.

3.3 This partnership therefore aims to complement LTAs, TfL, Network Rail, Great British Railways (GBR), and the Department for Transport by offering a strategic and regional perspective that aligns investments with broader economic and environmental goals such as industrial strategy.

3.2 In the short to medium term, the partnership's objectives are to:

- Articulate investment priorities and secure funding for the area
- Enhance integration across modes and political boundaries
- Help passenger demand recover and strengthen the industry's finances
- Promote rail freight growth and modal shift
- Advance Net Zero and wider environmental goals
- Unlock the economic potential of the WSE

4.3 The WSE Partnership will deliver these objectives and wider Government goals through the following activities:

- **Data and insights** – collaborate to align our evidence bases, identify and plan for strategic priorities and interventions
- **Policy alignment and impact** – Ensure alignment of local, regional and national initiatives and aim to influence policy and investment decisions through robust evidence and strategic alignment
- **Integrated National Transport Strategy** – support the development and delivery of the future INTS
- **Collaborative working** – Recognising the key role the WSE plays in the national economy and the strong economic and transport links to London, we will work with all parties to address national and cross-boundary travel opportunities
- **Government and industry engagement and advocacy** – collaborate with all industry partners to promote our priorities and local insights and work with these partners to shape the future of the railways
- **Transparent communication** – provide regular updates to all stakeholders and ensure the partnership remains transparent and accountable

4. Position Paper - Strategic challenges and opportunities

4.1 In order to set the context for strategic rail in the WSE area, and underpin the future work of the partnership, a draft position paper for 'Making the case for the wider south east's railway' has been developed by Transport East, England's Economic Heartland and Transport for the South East, working with other members including TfL. It sets out the significance of the WSE rail area and the proposed role and objectives of the partnership. The full paper can be found in Appendix A.

4.2 The paper identifies four key constraints in the WSE area for strategic rail:

- **Fiscal constraints** – including Post COVID19 impacts on passenger demand and new hybrid working patterns, rising operational costs and inflationary pressures.
- **Connectivity beyond London** – corridors between the WSE regions and London are generally well-served, however there are gaps and poor connectivity for east/west connectivity, hindering economic growth and exacerbating road congestion.
- **Integrated transport systems** – outside of London there is a need to improve the integration of journeys to enable sustain door to door transport options.
- **Concurrent devolution, local government reform and rail reform** – raise the possibility of multiple changes to accountabilities and risks in disjointed decision-making during the transition period.

4.3 However, the paper also identifies significant opportunities for rail in the WSE:

- **Leisure travel** – building on the post COVID-19 increase in the use of rail for leisure travel to support tourism and driving economic growth in the region.
- **Sustainable freight & logistics** – the demand for sustainable logistics, particularly from our ports, provides an opportunity for rail freight. Investment in freight corridors will reduce road congestion and emissions, supporting the economy and achieving rail freight targets.
- **Sustainable growth** – rail can help to unlock opportunities for sustainable economic growth by facilitating the development of residential and employment sites.
- **Wider landscape of reform** – an opportunity for better-aligned set of accountabilities for strategic rail decision in the future.

5. Next steps for the Wider South East Rail Partnership

5.1 The WSE is fundamental to the UK's economic prosperity, environmental sustainability, and transport connectivity. As a region that generates nearly half of the country's economic output when combined with London, and as a region that demonstrates exceptional reliance on rail, the WSE's transport network is crucial to securing long-term prosperity for the wider UK. By addressing connectivity gaps, supporting decarbonisation, and enhancing rail's role in freight and passenger travel, the WSE can continue to drive national growth and deliver on key government priorities.

5.2 Looking ahead, the WSE Rail Partnership will focus on strengthening dialogue with government, industry, and stakeholders to influence future funding and policy decisions. A priority will be advancing initiatives that integrate rail with other transport modes, ensuring seamless and sustainable journeys for passengers and freight. By fostering innovative collaboration and aligning with national objectives, the partnership will secure the rail network's position as the backbone of a resilient, inclusive, and sustainable transport system for the WSE and beyond.

5.3 As Mayoral authorities are established, the Wider South East Rail Partnership will provide a framework for local authority and Mayoral engagement with the rail industry at a strategic scale across the WSE. Transport East will work closely with existing LTAs and emerging MSAs in the East to ensure the appropriate mechanisms are in place for this.

6. Rail Reform Consultation

6.1 The WSE Rail Partnership will provide a consistent framework (alongside other forums including the rail tasks forces in the East) for Transport East to engage with the rail industry as reforms come forward, particularly in relation to the planned set up of Great British Railways.

6.2. Central government has recently launched a consultation, 'A Railway Fit for Britain's Future' which sets out more details of what is proposed to be included in the Railways Bill. This will enable the establishment of Great British Railways, planned to be 'a single directing mind that will run our rail infrastructure and passenger services in the public interest.' It would the biggest change to the way railways are run since the introduction of privatisation over 30 years ago.

6.3 The consultation document sets out several proposed changes to the way that the railway will be governed, managed and overseen, including:

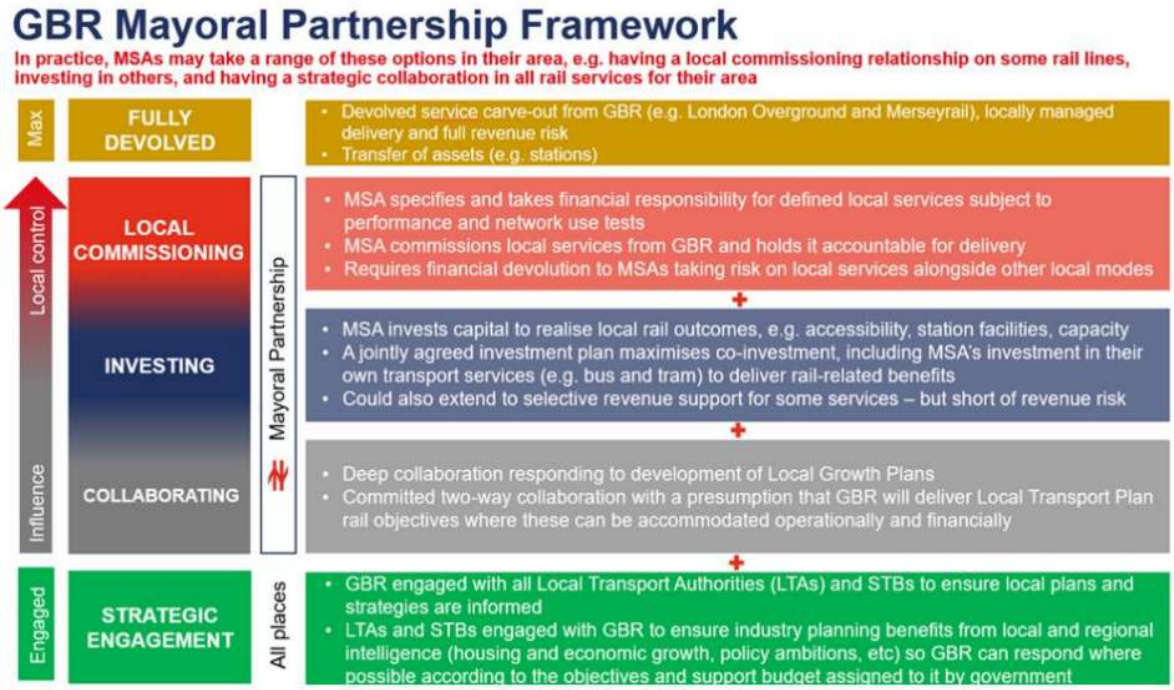
- The establishment of Great British Railways, who will manage the rail network and most passenger services, taking over roles and responsibilities undertaken by several existing organisations including Network Rail, the Office of Road and Rail, Department for Transport and Train Operators.
- The setting up of a new passenger watchdog to advocate for passengers and ensure their interests are prioritised, building on the existing functions of Transport Focus to ensure there is a multi-modal focus from the start.
- A new access, charging and financial framework for running the railways to be led by Great British Railways, with 5-year funding settlements to be agreed with government for delivery of business plans.
- Reform to the management of fares, with GBR given a role to sell fares through one central system, with the Secretary of State's role 'in securing the overall affordability of fares' remaining in place.
- Confirmation that freight will continue to be operated by the private sector under the new access regime, with opportunities for open access operators to operate passenger train services retained.

6.4 An important section in the consultation document sets out the opportunities associated with devolution, and how it is expected that regional and local areas can have more of a say on how the rail network is managed and developed.

6.5 It specifically notes that it is proposed to create 'a statutory role for devolved governments and Mayoral Strategic Authorities in governing, managing, planning and developing the network.'

6.6 Whilst the document acknowledges that the extent of the role of Mayors in directly managing train services will vary depending on their 'ambitions and institutional capability,' the document sets out that there will be clear expectation that GBR local business units will work closely in partnership with local and regional partners on priorities such as those set out in Local Transport Plans. The document summarises the proposed engagement framework for GBR in the diagram set out overleaf.

6.7 Importantly, the document also makes clear that 'this will include working with subnational transport bodies on matters of regional interest.' During the intervening period, while Great British Railways is being set up and strategic authorities are becoming established across the region, there will continue to be an important role for TE. The wider SE Rail Partnership complements this, adding leverage and removes artificial boundaries from our approach to rail planning.



Response to consultation

6.8. It is proposed that TE responds to the consultation by the deadline of 15 April, including focusing on the following the key areas:

- Welcoming the overall plans for rail reform, recognising the significant opportunities that the setting up of GBR brings to better manage and develop the rail network for the long-term
- The importance of STBs having a continued key role in advising and representing the interests of local partners in relation to planning for the rail network, as well as bringing new Mayoral areas over wider geographies together to work on common areas of interest
- The importance of GBR strategies and plans to consider all local and regional policies, plans and evidence base, including that produced by subnational transport bodies and local authorities. This will be particularly important over the next few years given that the level and pace of devolution will vary across the country.
- The opportunity for new partnerships and forums to drive and inform planning for improvements and changes, particularly the Wider Southeast Rail Partnership, and within the East itself, the existing governance including our Rail Task Forces for our main lines (Great Eastern, West Anglia, Thameside and East West Rail East)
- The opportunity that rail reform could have to maximise the benefits of planned rail projects such as East West Rail, recognising that GBR, in engagement with regional and local partners, will be able to take more of a strategic view on how services across the country can be planned to obtain wider benefits

7. Recommendations and next steps

7.1 The following recommendations are presented to the Board:

A) The Board is asked to endorse the WSE Rail Partnership position paper (Appendix A). This will enable Transport East with its partner STBs to provide a strong framework for future engagement with Government, TfL and Great British Railways on rail matters for the East.

B) **The Board is asked to comment on the proposed Transport East approach to responding to the Rail Reform consultation (see para 6.8)**

7.2 Transport East will report back this Board's views on the position paper to the next meeting of the Wider South East Rail Partnership

7.3 Transport East will also develop the East's response to the Rail Reform consultation, based on the views of the Board today. There is no meeting in advance of the deadline of 15th April, so a draft will be circulated for review and sign-off by the Chair.

Appendix A

Making the case for the Wider South East's Railway
A position paper for the Wider South East Rail Partnership

Making the Case for the Wider South East's Railway

A Position Paper for the Wider South East Rail Partnership

Final Draft Version | February 2025

Headlines

- **The opportunity** - The wider south east (WSE) plays a key role in driving the government's growth mission. With the right investment in infrastructure, including rail, the area is well-placed to attract employers, drive inward investment and deliver productivity increases.
- **The enabler** - An integrated WSE rail network will drive higher economic growth by connecting leading clusters of priority growth sectors with a growing skilled workforce and globally significant institutions. The Wider South East Rail Partnership (WSERP) provides a framework for bringing together strategic partners at the right scale to co-ordinate investment and policy priorities across this significant part of England's rail network.
- **The action** – Working with all partners, the WSERP provides a coherent single voice to government on investment, policy and systems approaches required to enable the wider south east rail network, including London to work as an integrated network. It enables Sub-national Transport Bodies (STBs), existing and future strategic authorities, Transport for London, the Department for Transport, and the rail industry to plan an integrated rail network in the south east.
- **What next** This partnership presents a 'ready-made' framework to lead the strategic debate and coordinate planning for rail across the South East of England, including as new strategic authorities come forward.

Introduction

The Wider South East (WSE) is the powerhouse of the United Kingdom's economy, contributing significantly to the national gross value added (GVA) and supporting vital industries that drive innovation and growth. As home to the nation's busiest rail corridors, key international gateways, and globally significant sectors like finance, biosciences, and advanced manufacturing, the WSE's rail network is indispensable—not only for the region but for the entire country. Every day, millions of people and goods rely on these critical connections, yet the network faces increasing challenges from underinvestment, recovering demand, and the urgent need to decarbonise.

The WSE Rail Partnership brings together three Sub-National Transport Bodies (STBs) – England's Economic Heartland, Transport East, and Transport for the South East in collaboration with Department for Transport, GBRTT, Network Rail, and Transport for London. Formed in line with the principles of the Williams-Shapps Review, our collective mission is to champion a transformative vision for the region's rail network. We aim to ensure the network meets the needs of passengers, freight, and businesses while supporting government priorities for economic growth, net zero, and equitable prosperity.

This paper sets out the strategic importance of rail in the WSE, identifies key challenges and opportunities, and defines how the WSE Rail Partnership can deliver tangible improvements that benefit not just the region but the entire UK. Together, we can unlock the full potential of the WSE's rail network and secure its future as the backbone of a resilient, inclusive, and sustainable transport system for both the WSE and the UK as a whole.

The Role of Rail in the WSE

The Wider South East (WSE) makes a significant contribution to the UK economy. In 2022, the WSE area contributed **25%** of the UK's gross value added (GVA). When the WSE is considered alongside London – which captures GVA added by commuters who live outside the capital – this figure rises to nearly half of the country's total economic output.

The railway is a vital enabler of this region's economic success. It connects globally significant industries, including finance, biosciences, advanced manufacturing, and creative sectors such as film and media., as well as airports and ports. These industries depend on reliable and efficient rail links between their hubs to foster collaboration, innovation, and growth.

As home to the UK's largest labour market, **the WSE's relationship with London is critically important**. Rail facilitates the daily commute of millions, expands labour market catchments, and provides vital links between London and the UK's busiest ports and airports. This connectivity underpins the UK's international trade and mobility, cementing the WSE's role as a gateway for the national economy.

Rail also offers a sustainable alternative to car and road freight travel, easing congestion on key roads such as the M25 and A14 while reducing harmful emissions. Rail freight, in particular, plays a pivotal role in removing heavy goods vehicles (HGVs) from motorways, improving air quality and reducing carbon footprints across the region.

The WSE region heavily relies on and makes a significant contribution to the financial sustainability of the nation's rail network. The Train Operating Companies that serve the WSE[1] and London account for approximately **50%** of the nation's farebox revenue, and the yield per resident in the WSE and London area is **53%** higher than the rest of the UK. The WSE's residents demonstrate a significantly higher reliance on rail, making **77%** more journeys by train than the UK average outside London, underscoring the region's exceptional propensity for rail travel compared to most other areas.

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[1] Chiltern; East Anglia; Elizabeth Line; Essex Thameside; London Overground; South Eastern; South Western; and Thameslink, Southern and Great Northern.

Strategic Challenges and Opportunities

The WSE's railway faces significant challenges in a post-pandemic environment, including:

- **Significant fiscal constraints** due to the lasting impacts of the COVID-19 pandemic and structural changes in passenger demand. Hybrid working patterns have reduced peak travel demand, particularly among commuters, affecting revenue streams. It is unknown how far the observed recovery in peak time travel will continue. Rising operational costs, inflationary pressures, and affordability challenges further strain resources. These pressures highlight the need for targeted investments that deliver high value for money and adapt to evolving passenger and freight needs.
- **Connectivity gaps beyond London are poor**. While corridors between the WSE and London are generally well-served, non-London routes, such as East-West links between Bristol/Swindon, Oxford, Cambridge, Ipswich, Norwich and Stansted, or Brighton and Southampton, remain uncompetitive with car travel. These gaps hinder regional economic integration and exacerbate congestion on major road networks.
- **Outside the Transport for London (TfL) area, the transport system is poorly integrated** across different transport modes, as well as across different political and institutional boundaries. This results in fragmented journeys, inconsistent ticketing, and poor alignment of services. A coordinated approach is essential to create a seamless and user-friendly transport network across the WSE.
- **Concurrent devolution, local government reform and rail reform** raise the possibility of multiple changes to accountabilities and risks in disjointed decision-making during the intervening period. This Partnership provides a consistent framework for government, the rail industry, strategic authorities and STBs to keep the focus on strategic rail priorities and issues will be needed.

However, we also see significant opportunities for the railway in the WSE, including:

- **Leisure travel**: Post-pandemic shifts have boosted demand for leisure travel, presenting opportunities for rail to capture a larger share of this growing market, particularly where network capacity is available and outside of peak times. By offering competitively priced, tailored services, the WSE rail network can support tourism while driving regional economic growth.
- **Freight and logistics**: The demand for sustainable logistics provides a significant opportunity to promote rail freight, particularly from ports such as Felixstowe, Southampton and London Gateway to the Midlands and North. Investment in freight corridors will reduce road congestion and emissions, supporting the UK's decarbonisation goals and targets for rail freight growth.
- **Sustainable growth**: Rail can help unlock opportunities for sustainable economic growth by facilitating the development of residential and employment sites while providing new residents and employees sustainable travel options.

- **The wider landscape of reform,** whilst in some respects a challenge, creates an opportunity for a better-aligned set of accountabilities for strategic rail decisions in the future.

Role and Objectives of the Partnership

The WSE Rail Partnership aims to provide a unified, pan-regional voice for the rail needs of the WSE. Through the STB Boards and their constituent Local Transport Authorities (LTAs), STBs represent the interests of passengers and wider economic stakeholders in our area. The WSE Rail Partnership aims to bridge the gap between local, regional, and national priorities, ensuring that the unique characteristics of the WSE are recognised in decision-making and rail reform. We recognise that while LTAs are best placed to address localised needs, a regional body is needed to deliver the strategic oversight required for region wide improvements. As Mayoral Strategic Authorities are formed across the wider south east, the WSERP provides a 'ready-made' framework to co-ordinate their strategy and plan for rail across the WSE. Through membership of the STBs, the partnership also provides current and newly created authorities with a framework to shape strategic rail through a transitionary period.

This partnership therefore aims to complement LTAs, TfL, Network Rail, Great British Railways (GBR), and the Department for Transport by offering a strategic and regional perspective that aligns investments with broader economic and environmental goals such as industrial strategy.

In the short to medium term, the partnership's objectives are to:

- **Articulate investment priorities and secure funding for the area**: Over the last seven years each STB has worked to develop a comprehensive evidence base, strategies, and plans that set out how investing in rail scheme schemes in the area can contribute to government priorities including housing, net zero, and the industrial strategy. We recognise that this complements work undertaken by TfL, and we want the wider rail industry to have due regard to this and work with us to deliver our ambitions. While we recognise resources are highly constrained, encouraging announcements regarding fiscal rule changes from the 2024 Autumn Budget may present an opportunity to progress many priorities over the next parliament.
- **Enhance integration across modes and political boundaries**: We want to develop seamless connections between rail, bus, and active travel options, creating a genuinely integrated transport network. This can also include integrated planning with road networks given the multi-modal accountabilities of STBs.
- **Help passenger demand recover and strengthen the industry's finances**: We want to help the industry recover demand and revenue by delivering a more reliable, accessible, and integrated rail network that supports passengers' diverse needs, from commuting to leisure travel. We also see a role for sustainable development as a way of generating new demand for rail.
- **Promote rail freight growth and modal shift**: We are keen to relieve pressure on our congested roads and help government deliver its ambitions to increase rail freight to reduce HGV traffic and support cleaner, more efficient logistics.

- **Advance Net Zero and wider environmental goals**: We support rail decarbonisation and interventions that promote modal shift to rail and will work with partners to ensure the rail network plays a leading role in decarbonising transport across the WSE.
- **Unlock the economic potential of the Wider South East:** We believe rail can drive economic growth, enabling new housing developments, expanding labour markets, and supporting high-growth industries.

Delivery

We will deliver the WSE Rail Partnership's Objectives – as well as wider Government Goals – through the following activities:

- **Data and insights**: We will collaborate to align evidence bases from STBs, TfL, and Network Rail to identify and plan for strategic priorities and interventions. This will ensure investments are targeted where they will deliver the greatest impact.
- **Policy alignment and impact**: We will ensure STB strategies complement local, regional and national initiatives, including the Government's Missions, and Secretary of State's Priorities, as well as longer term pipelines and planning frameworks such as the Rail Network Enhancements Pipeline (RNEP) and the High-Level Output Specification (HLOS). We will aim to influence policy and investment decisions through robust evidence and strategic alignment, rather than lobbying. This approach will ensure the WSE acts with credibility and maximises its impact on national priorities.
- **Integrated National Transport Strategy**: Supporting the development and delivery of the future Integrated National Transport Strategy - the long term, people centred strategy for integrating transport. The organisations in the Wider South East Rail Partnership take a holistic multi modal approach to planning connectivity, meaning that connectivity on rail should be complemented by connectivity to the rail network by all modes, including public transport and active travel, to provide seamless door to door travel. Advice and data supplied by the partnership will support this approach.
- **Collaborative working**: We recognise that the WSE plays a key role in the national economy and shares strong economic and transport links with London. We will therefore work with DfT, Network Rail, GBR, TfL, operator representatives and existing and emerging strategic authorities to address national and cross-boundary travel opportunities. As the rail industry reforms and the role of GBR is strengthened, we look forward to working with evolving industry and devolved structures to secure the best outcomes for the WSE's residents and businesses, recognising that the South East STBs currently represent 34 local transport authority partners.
- **Government and industry engagement and advocacy**: We will regularly collaborate with all industry partners to promote our priorities and local insights and work with these partners to shape the future of the railways. Through this partnership, the STBs will discharge their role set out in the LGCDA2016 to provide formal advice to the Secretary of State on WSE rail priorities in a co-ordinated way.

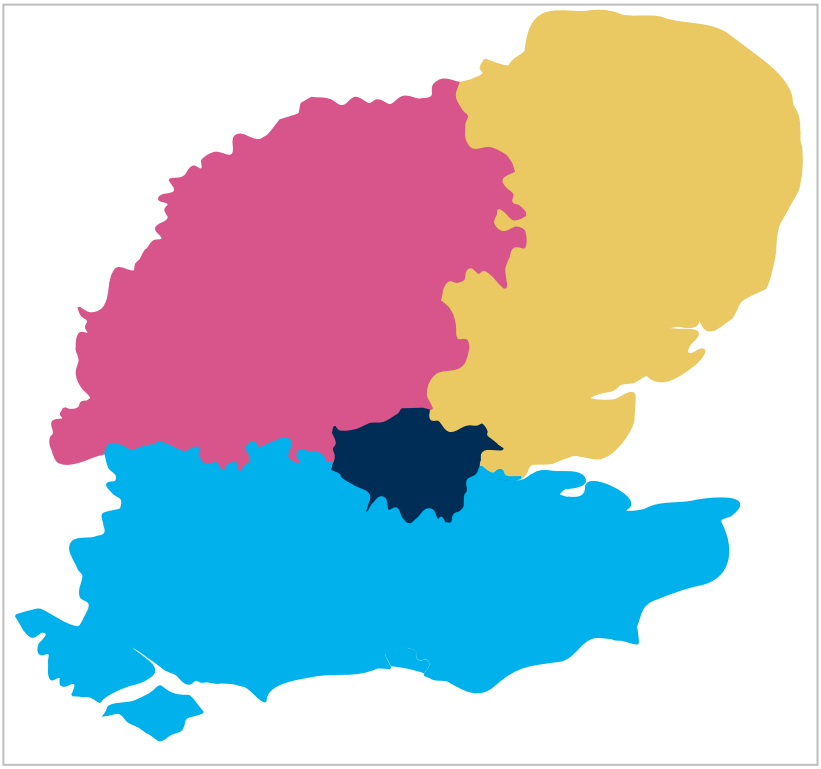
- **Transparent communication**: We will provide regular updates to stakeholders including DfT, the rail industry and existing and emerging devolved authorities, including quarterly reviews during active planning phases, and we will work to ensure our partnership remains transparent and accountable.

Conclusion

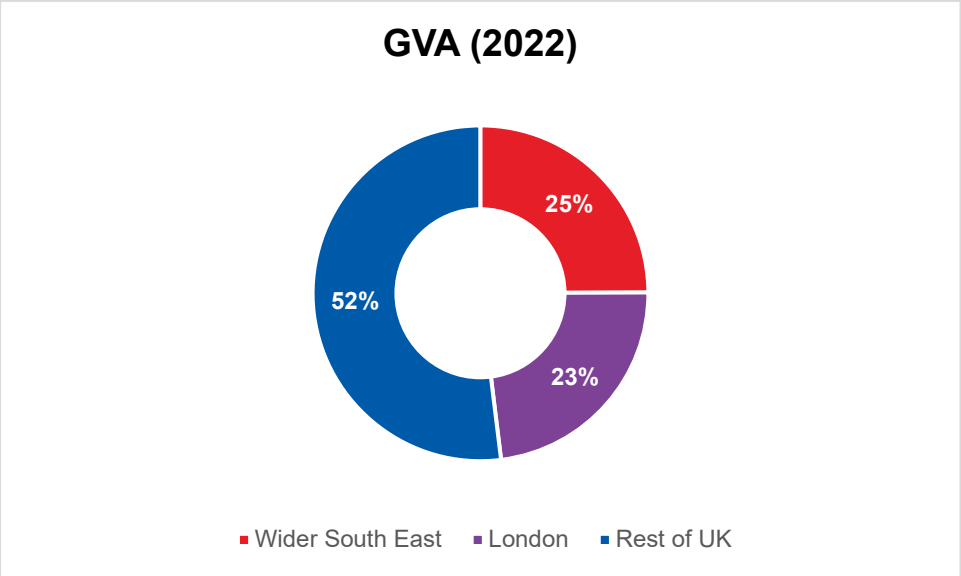
The WSE is fundamental to the UK's economic prosperity, environmental sustainability, and transport connectivity. As a region that generates nearly half of the country's economic output when combined with London, and as a region that demonstrates exceptional reliance on rail, it is clear that the WSE's transport network is crucial to securing long-term prosperity for the wider UK. By addressing connectivity gaps, supporting decarbonisation, and enhancing rail's role in freight and passenger travel, the WSE can continue to drive national growth and deliver on key government priorities.

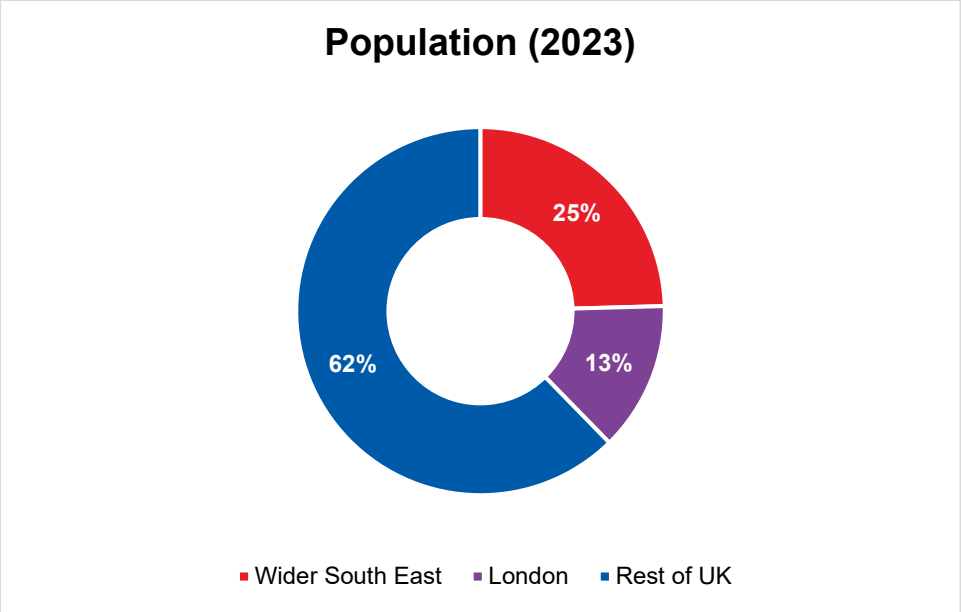
Looking ahead, the WSE Rail Partnership will focus on strengthening dialogue with government, industry, and stakeholders to influence future funding and policy decisions. A priority will be advancing initiatives that integrate rail with other transport modes, ensuring seamless and sustainable journeys for passengers and freight. By fostering innovative collaboration and aligning with national objectives, the partnership will secure the rail network's position as the backbone of a resilient, inclusive, and sustainable transport system for the WSE and beyond.

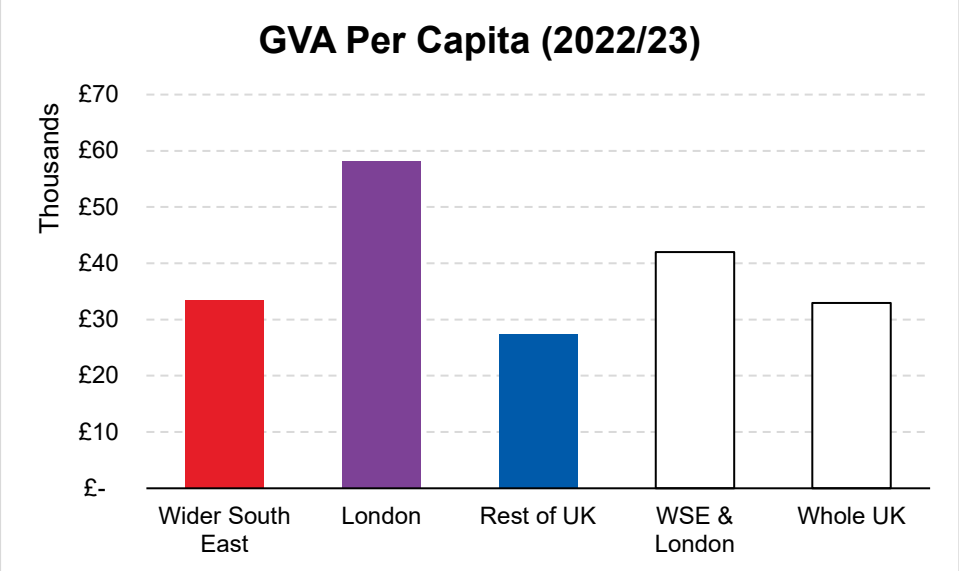
Map of the Wider South East Rail Partnership area:



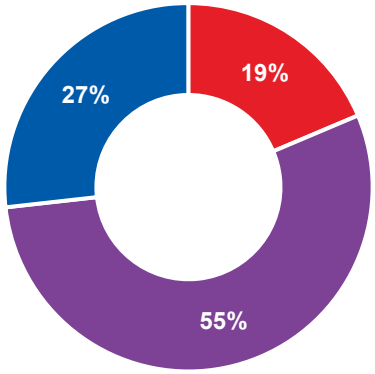
Appendix – Key Statistics







Station Exits and Entries (2023)

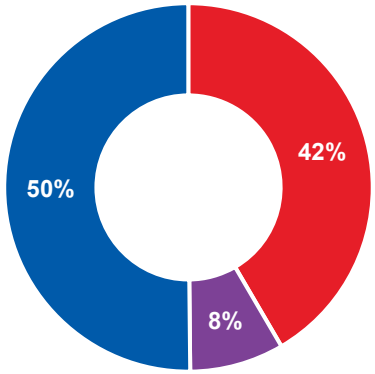


Wider South East London Rest of UK

Rail Trips Per Capita (2022/23)



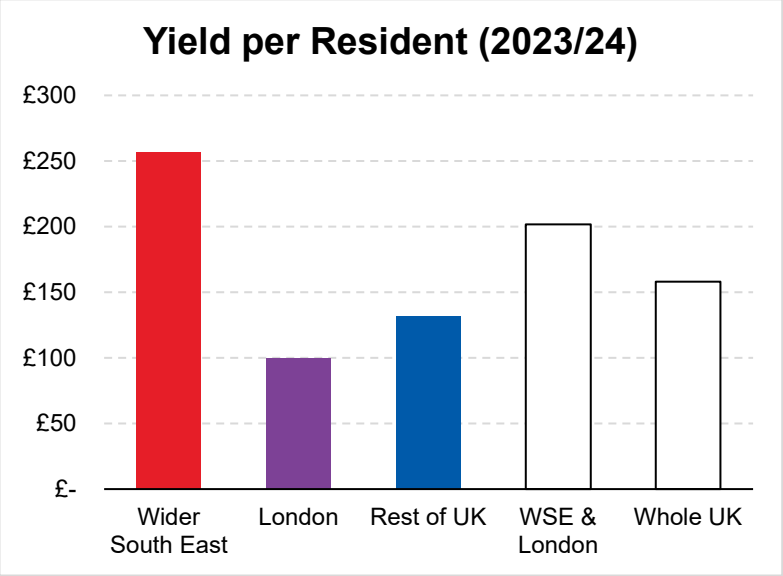
Revenue (2023/24)



Wider South East London Rest of UK

Please note the following regarding the revenue split shown above:

- The revenue is only able to be split between operators, most of which operate across the different geographic areas shown
- The chart therefore gives a guide to revenue split, based on where particular operators mostly run trains as follows:
    - London: Elizabeth Line and Overground franchises only
    - South East: Chiltern; East Anglia; Essex Thameside; South Eastern; South Western; Thameslink, Southern and Great Northern.
    - Rest of UK: remainder of operators, including Long Distance operators that service some places within the South East- e.g. GWR, GNER etc'
- The same applies to the yield (revenue) per resident chart below.



Transport East Programme Update March 2025

Ref	Budget / Fund	Project	Project Description	Completion date	Update March 2025
5	2021/22 DfT Additional	Travel and behaviour data	This work will establish a statistically robust approach to data collection to understand current and future travel behaviour and needs and attitudes to changing travel mode. This will ensure that the data is robust at LTA and regional level. This project is linked to (3) and (4)	November 2024	Regional report has been published and is available on to TE website: https://www.transporteast.gov.uk/travel-survey/ LTA reports under finalisation review ahead of publication by the end of March
5B	2021/22 DfT Additional	Travel and behaviour data	Mobile phone data	September 2024	We are considering a re-procurement of the data schemas for 2025, with potential re-purchase options at 2-year intervals, to enable monitoring and evaluation of change over time and trend analysis, further enhancing our regional evidence base.
11	2022/23 DfT Main	Connectivity Studies	A multi-modal review of the six core strategic corridors identified within the Strategy. To identify opportunities and challenges and develop the SIP	November 2024	Future growth rates have since been agreed and we are working with partners to determine 3 distinct transport scenarios to test in BERTIE (our Agent-Based Model) against these growth scenarios. These will provide insight into the strengths and weaknesses of different types of policy levers and transport interventions and their impacts on our people and places.
12	2022/23 DfT Main	Rail Plan	To develop regional plans to set out the challenges, opportunities, ambitions and investment needs for the TE region.Following completion of the Strategic State of Rail report to develop the Regional Rail Plan.	November 2024	

Transport East Programme Update March 2025

Ref	Budget / Fund	Project	Project Description	Completion date	Update March 2025
20	DfT Main	Freight Blindness	In partnership with TfSE and EEH. TfSE will lead a study into Freight Blindness, to provide an understanding of the issues and how to provide information to improve the consideration of freight and logistic needs in the transport strategy and planning processes.	March 25	Phase 1 has commenced with a Local Authority working group established across the 3 STBS. This part of the project aims to develop a training programme for LA officers to upskill knowledge and expertise in planning for freight and logistics and is due to complete May 2025.
21	DfT Main	Rural Centre of Excellence	Working with the Universtity of Herfordshire to deliver rural round table discussions to provide understanding of rural transport challenges. In addition to a rural mobility conference event. Main programme of work - access to education and employment for young people	March 2025	Rural Learning Network with University of Hertfordshire. Three of four events now delivered, final one likely to focus on bus delivery models at request of DfT. Access to education and training for young people. Survey of young people complete & analysed, final report due to be published spring 2025. Interest from DfE & DfT on this research in particular. Transport Select Committee review of buses connecting rural communities, TE asked to provide in person oral evidence at first session of new committee. Rural mobility manager led rural sessions at the STB Conference and the Connected Places Catapult Summit, asked to also present at the Transport Planning Society on Transport Planning day on the RMCoE.
23	DfT & External funding	EWR-E section	Enhance the strategic and economic narrative for the eastern section of EWR, to make the case for further development funding	February 2025	Draft report is being refined and will be shared shortly
24	DfT Main	Fuse Platform	To develop a web-based platform to provide access to TE data and tools	November 2024	Platform to go live by end of financial year.
J1	2021/22 DfT Additional	Alternative Fuel for Freight - Phase 2	A joint STB project to be led by MC. This will use the output from Phase 1 to develop a tool that will enable the longlist of potential refuelling and recharging locations to be shortlisted for further consideration	August 2024	

Communications and Engagement: Board update

This update summarises key communications and engagement activity undertaken during the last 3-month period to deliver against Transport's East objectives. It also sets out planned activity for the first quarter of the next financial year.

TRANSPORTEAST

Contents: Jan -Mar 2025

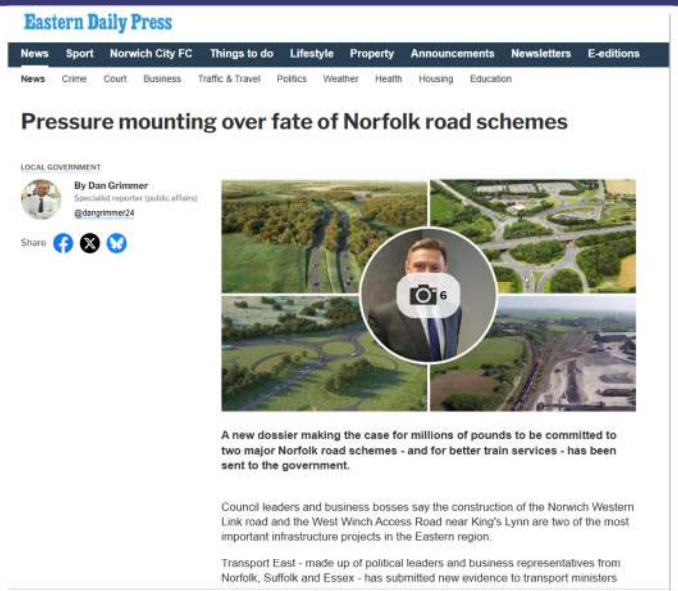
Highlights

- Submitted and promoted Spending Review Submission
- Supported DfT INTS workshop in Ipswich
- Ely/Haughley Advocacy
- Transport Select Committee Oral Evidence
- Spoke at Interchange national transport & data conference and EoE Infrastructure Conference
- New data platform – TRIP – soft launched with LTA partners
- Shortlisted for our Rural Connections work at PRCA 2025 awards
- A47 Parliamentary Reception and EoEAPPG

Planned activity Q12025/26

- Continued Spending Review campaign
- Connectivity Report publish
- EWR Eastern Section 'Case Making' Report
- Business Plan publication
- Annual Report publication
- Respond to SR announcement
- Attendance at UK REiiF

Highlights: Jan – Mar 2025



Eastern Daily Press

News Sport Norwich City FC Things to do Lifestyle Property Announcements Newsletters E-editions

News Crime Court Business Traffic & Travel Politics Weather Health Housing Education

Pressure mounting over fate of Norfolk road schemes

LOCAL GOVERNMENT

By Dan Grimmer
Specialist reporter (public affairs)
@dangrimmer24

Share

A new dossier making the case for millions of pounds to be committed to two major Norfolk road schemes - and for better train services - has been sent to the government.

Council leaders and business bosses say the construction of the Norwich Western Link road and the West Winch Access Road near King's Lynn are two of the most important infrastructure projects in the Eastern region.

Transport East - made up of political leaders and business representatives from Norfolk, Suffolk and Essex - has submitted new evidence to transport ministers



Junction improvements at Ely are vital for region's rail services

Improving rail bottlenecks at Ely and Haughley have been seen as vital for years - but why will changes here make a huge difference to services across the region? **Paul Geater** and **Adam Barker** report





appg

East of England
All Party Parliamentary Group

Co-Chairs: Jess Asato MP and Andrew Pakes MP
Vice-Chairs: Blake Stephenson MP & Marie Goldman MP

20th February 2025

Dear Secretary of State for Transport, the Rt Hon Heidi Alexander MP, and Chief Secretary to the Treasury, the Rt Hon Darren Jones MP

Urgent need for Government commitment to progress Ely and Haughley junction improvements

The Government's Plan for Change has made delivering economic growth across the UK its central mission. To achieve this, growth must be unlocked across every UK region. We are therefore writing to you to restate the six chief facts that make clear how upgrading Ely and Haughley rail junctions would directly contribute to the Government's ambition to grow the whole of the UK.

These schemes have been in the pipeline for decades with the case for them strengthening year on year. They are now restricting growth and the country's progress to cleaner, greener transport connections.

*We are now calling on Government to commit **in this Spending Review** to provide Network Rail with the funds to develop the Full Business Case for the Ely Area Capacity Enhancements, so it can be delivered as soon as possible with appropriate phasing, and to provide the relatively low level of funding needed to deliver the Haughley Junction upgrade.*

The case for this investment is clear. It would:

1. **Enable businesses from Land's End to John O'Groats:** Rail freight from the Port of Felixstowe primarily serves freight terminals in the Midlands, North and Scotland, with the greatest density of goods destinations being cities in the North of England. Unlocking this bottle-neck would increase international trade flows by enabling 2,900 extra freight services to and from the Port of Felixstowe every year, also releasing capacity on rail routes serving the growing Thames ports.
2. **Unlock sustainable homes growth:** It is anticipated that across the corridors which would see increased passenger services, there will need to be at least 310,000 new homes built by 2040. People in these new communities will be the talent for the high-skilled, high-growth sectors in Cambridgeshire and Peterborough, Norfolk and Suffolk as well as in Hertfordshire, Bedfordshire and Essex.
3. **Relieve pressure on our stretched road network:** By increasing capacity and reducing bottlenecks, taking 98,000 HGVs off the road and stimulating 277,000 extra rail passenger journeys per year, it will reduce congestion by 5.6 million hours per year. Ely is also referenced in the strategies of Transport for London, Transport for the North and Midlands Connect reflecting the knock-on benefits to capacity in the wider rail and road network.



Spending Review submission

Following the formal submission:

- Regional press release issued
- Joint letter with 60 signatories from APPG, Leaders, Businesses, Universities and STBs on Ely/Haughley – alongside wider advocacy activity including press/ lines to take etc
- MP tailored comms and briefings
- Social media campaign
- APPG meeting 27 March – transport SR update
- Intelligence gathering and response

Highlights: Jan – Mar 2025

TRANSPORTEAST

Interchange

Jointly the STBs have been a driving force behind Interchange – a national conference bringing Transport, Data and Place together.

This year, Sharon Payne chaired a session on the ingredients for effectively improving rural transport and Andrew joined other STB Leads to set out what was needed to make the INTS a success alongside STB achievements this year.



Followers 7% (Currently around 1270)
17.2k impressions | 5.2% av eng rate

- Three newsletters sent to approx 1,600 recipients
- Quarterly webinar attended by 100+ officers and councillors

Supported DfT INTS workshop in Ipswich

Worked with the DfT to ensure the East's views were fed into the evidence gathering process for the forthcoming Integrated National Transport Strategy.



Next period and beyond

Workstream		Outputs
Operational excellence and devolution partner	Q1	• Annual Report publication • Business Plan publication • Ongoing devolution and LGR engagement
Build regional capacity & capability	Q1	• Local Authority webinar • Rural young people access to education/ skills engagement report • Wider roll-out of TRIP and new officer focused content
Integrate transport at a regional level	Q1	• Connectivity Studies • EWR Eastern section report • Rail Taskforce meetings
Single Voice	Q1-Q2	• Continued Spending Review advocacy • Continued Ely/Haughley advocacy • UKREiiF attendance • Planning for Party Conferences commences • Planning for MSAs commences • EoE Net Zero Conference