

TRANSPORT EAST FORUM

To be held on 8 March 2019, 10.15 – 12.10 (followed by lunch)
At West Suffolk House, Western Way, Bury St Edmunds, IP33 3YU

AGENDA

	Refreshments	10.00
1.	Welcome, Apologies and Introductions, and Declarations of Interest Cllr Kevin Bentley, Chairman of Transport East	10.15
2.	Notes of the Last Meeting Cllr Kevin Bentley, Chairman of Transport East	10.20
3.	A14 Campaign (presentation) Karen Chapman, Growth Programme Partnership Manager, Suffolk Growth Programme Board and Nick Burfield, Policy Director, Suffolk Chamber of Commerce	10.25
4.	East/West Rail: Eastern Section (presentation) Kerry Allen, Transport Planner, Suffolk County Council	10.50
5.	Developing the Transport East Evidence Base David Cumming, Interim Team Leader Transport Infrastructure Development, Norfolk County Council and Graeme Mateer, Transport Policy and Development Manager, Suffolk County Council	11.15
6.	Engagement with Young People Karen Chapman, Growth Programme Partnership Manager, Suffolk Growth Programme Board	11.30
7.	Developing the Role of Transport East Alastair Southgate, Head of Future Transport Strategy: Infrastructure and Environment, Essex County Council	11.40
8.	AOB	11.55
	Lunch	12.00

For information: Communications and Engagement Update

Transport East Forum

Date: 8 March 2019
Item: 2
Subject: Matters arising from the last Transport East Forum
Author: Hannah Shah, East of England LGA

Purpose

The paper sets out the matters arising from Transport East Forum meeting on 17 December 2018.

Recommendation

It is recommended that members review the notes for accuracy and note the matters arising for information and comment.

1. Introduction

1.1 The notes of the last meeting of the Transport East Forum which took place on 17 December 2018 is included as **Appendix A**.

1.2 RECOMMENDATION: Members are asked to review the notes for accuracy.

2. Summary

2.1 A summary of the matters arising is included below with recommendations included:

Reference	Action
3.3	<p>ACTION: It was agreed that a representative from each of the relevant Chambers of Commerce be invited to join the Forum.</p> <p>Invitation was sent to Essex, Norfolk and Suffolk Chambers of Commerce to join the Forum These invitations have been accepted and joining the Forum from March 2019 are:</p> <ul style="list-style-type: none"> • Nick Burfield/Andy Walker, Policy Directors, Suffolk Chamber of Commerce • David Burch, Director of Policy, Essex Chamber of Commerce • Nova Fairbank, Head of Policy, Norfolk Chamber of Commerce
3.4	<p>ACTION: It was agreed that the Transport East Senior Officer Group be tasked with exploring the options for engaging younger people, to be brought back to a future meeting.</p> <p>This is covered under Item 6 on the agenda.</p>
3.5	<p>ACTION: It was agreed that the Transport East Senior Officer Group be tasked with exploring what a statement of intent on a carbon neutral or progressive approach would involve, to be brought back to a future meeting.</p> <p>The Transport East Senior Officer Group is exploring this as part of the wider evidence base research, which is covered under Item 5 on the agenda.</p>

7.3	<p>ACTION: Explore the work that the LEPs have been carried out in relation to wider economic modelling, with a possible presentation from the LEPs at a future meeting if relevant.</p> <p>It has been agreed by that this work be included within the scope of the evidence base research, which is covered under Item 5 on the agenda.</p>
8.3	<p>ACTION: It was agreed that Transport East would re-affirm support for individual Transport Authority bids for RIS 2 Funding.</p> <p>A letter of support has been sent. An update on the progress of RIS 1 and 2 will be provided by Highways England at the meeting.</p>
8.5	<p>ACTION: It was agreed that the Forum task the Transport East Officer Group with providing the Forum with key information on the roles responsibilities of statutory status.</p> <p>This is covered under Item 7 on the agenda.</p>

Transport East Forum

Notes of the Meeting

Held on 17 December 2018, 13:30 – 15:00 at Trinity Park, Ipswich

Attendance - Forum Members and Observers

(*Indicates Substitute)

Mayor Dave Hodgson	Bedford Borough Council
Martin Tugwell	England's Economic Heartland
Cllr Kevin Bentley (Chairman)	Essex County Council
Simon Amor	Highways England
Matthew Taylor	Highways England
Richard Taylor	Network Rail
Dominic Keen	New Anglia Local Enterprise Partnership
Cllr Martin Wilby (Deputy Chairman)	Norfolk County Council
Cllr Graham Butland, Braintree District Council	Representative of Essex Districts Councils
Cllr Gary Jones*	Representative of Hertfordshire District Councils
Cllr Geoff Holdcroft, Suffolk Coastal District Council	Representative of Suffolk District Councils
Mark Lucas	Representative of the LSCC
George Kieffer	South East Local Enterprise Partnership
Cllr John Lamb*	Southend-on-Sea Borough Council
Cllr Mary Evans	Suffolk County Council

Attendance – Officers

Jeremy Smith	Cambridgeshire County Council
Hannah Shah	East of England LGA
Alastair Southgate	Essex County Council
Mark Carroll	Essex County Council
Andrew Cook	Essex County Council
David Glason	Great Yarmouth Borough Council
Ellen Goodwin	New Anglia
David Cumming	Norfolk County Council
Peter Geraghty	Southend-on-Sea Borough Council
Graeme Mateer	Suffolk County Council
Nicola Beach	Suffolk County Council
Karen Chapman	Suffolk Growth Board

Apologies - Forum Members and Observers

Cllr Ian Bates	Cambridgeshire County Council
Cllr Nigel Young	Central Bedfordshire Council
Cllr Derrick Ashley	Hertfordshire County Council
Neil Hayes	Hertfordshire Local Enterprise Partnership
Cllr Peter Hiller	Peterborough City Council
Cllr Chris Seaton, Fenland District Council	Representative of Cambridgeshire and Peterborough Combined Authority and Cambridgeshire District Councils
Cllr Linda Haysey, East Hertfordshire District Council	Representative of Hertfordshire District Council
Cllr Graham Plant, Great Yarmouth BC	Representative of Norfolk District Councils
Cllr Andrew Moring	Southend-on-Sea Borough Council
Cllr Brian Little	Thurrock Council

1. Welcome, apologies and introductions

1.1. Cllr Kevin Bentley welcomed members to the meeting and apologies were noted.

2. Notes of the meeting

2.1. Cllr Kevin Bentley went through the matters arising from the previous meeting as follows:

- **ACTION 3.3:** *Lower Thames Crossing: It was agreed that a consultation response should be developed by officers on behalf of the Transport East Forum, to be signed off by Transport East members prior to submission.* It was noted that this would be covered under item 6 of the meeting.
- **ACTION 4.6:** *Members tasked officers with providing an update on the relevant sub-transport taskforces to be brought to the next meeting. It was suggested that the taskforces could be invited to present to the Forum meetings.* It was noted that this information was included in the papers and that officers would invite representatives to future meetings as relevant.
- **ACTION 5.2:** *Officers to agree the process for collecting contributions and make a recommendation on who the accountable body for the funding would be.* Hannah Shah stated that the East of England LGA had been asked to be the accountable body the Transport East contributions and that officers at the East of England LGA were in the process of collecting a half yearly contribution.

2.2. The notes of the previous meeting were approved as accurate.

3. Reflections on summit

3.1 Cllr Kevin Bentley stated that the Summit, which took place earlier in the day, had been successful with good attendance and level of debate.

3.2 Members of the Forum were invited to give their reflections, with the following noted:

- There was a need to strengthen the involvement of businesses in the Forum; beyond the current LEP engagement. This should be through regular engagement, as well as inviting particular sectors to attend Forum meetings as relevant. It was noted that consideration needed to be given to engaging smaller businesses as well as large operators.
- With the focus of the strategy on looking to 2050, consideration needed to be given on how the Forum could consult younger people who are likely to have a different view and approach to travel in the future. A suggestion was made around using the youth councils and assemblies as an engagement mechanism.
- As one of Transport East's key USPs is around the energy coast and particularly clean energy, it was noted that Transport East could explore a carbon neutral or progressive approach and develop a statement of intent around this.

3.3 ACTION: It was agreed that a representative from each of the relevant Chambers of Commerce be invited to join the Forum.

3.4 ACTION: It was agreed that the Transport East Senior Officer Group be tasked with exploring the options for engaging younger people, to be brought back to a future meeting.

3.5 ACTION: It was agreed that the Transport East Senior Officer Group be tasked with exploring what a statement of intent on a carbon neutral or progressive approach would involve, to be brought back to a future meeting.

4. Narrative

4.1 Hannah Shah introduced the draft Transport East narrative to members. She noted that the content had been shaped through a workshop that brought together a range of partners, and that this would be a working document which develops alongside the strategy.

4.2 Members of the Forum agreed the narrative, with one amendment to include the 'Port of Purfleet'.

5. Development of the Transport Strategy

- 5.1. David Cumming introduced the item to members. He noted that the strategy would take into account wider economic issues, but would fundamentally be a transport strategy.
- 5.2. David asked that the Forum agree a revised work programme and timetable. This would involve the delivery of a draft strategy in September 2019. He noted that the 6 month extension was to allow for the development of the evidence base, as well as wider engagement and collaboration with partners. He also noted that the new timetable better fitted with the Major Road Network timetable and possible Brexit plan.
- 5.3. Finally, David requested that members approve that officers engage external support to develop the work programme and strategy.
- 5.4. Cllr Bentley invited comments and questions from the Forum which included:
 - Rigour was more important than speed.
 - Whilst the strategy's primary focus is not economic, there is a need to have some understanding of what the economic strategy is for the area. It was noted that the LEPs would be able to feed in the information already available in this area.
 - There was a need to articulate what the strategy is seeking to achieve; will it prioritise activity or capture all priorities. It was noted that the latter would not be a winning approach for government. Members suggested that the focus should be on ensuring that the infrastructure of the region is brought up to standard, but that a focus on future proofing was also a priority.
- 5.5. The recommendations were agreed.

6. Major Roads Network (MRN)

- 6.1 Graeme Mateer introduced the item to members. Graeme informed members that the announcement on the MRN had yet to be issued, although the expectation was that this would still happen in December. He noted that officers had met with DfT to discuss issues in preparation for the announcement.
- 6.2 Graeme noted that some schemes have already been agreed in the early announcement. He added that whilst the A140 scheme (supported by the Forum) had not been announced alongside other schemes, there was still a possibility that it be included in future announcements. It was noted that Transport East should emphasise its support of this scheme and request a decision as soon as possible.
- 6.3 Graeme stated that the MRN evidence base should be developed in tandem with the Transport East Strategy.

7. Lower Thames Crossing

- 7.1 Alastair Southgate introduced the item to members. He stated that the consultation on the Lower Thames Crossing closed on the 20 December 2018 and asked members to discuss and agree the draft consultation response included in the papers.
- 7.2 Members noted the following:
 - There was a need to start mapping out what the economic impact of the scheme is and ensure that the East receives its fair share of the benefits.
 - There was a need to understand if there are implications for other road networks, such as the A12 or M11. It was noted that traffic modelling had been undertaken but partners were unclear as to whether this was widely available.

- 7.3 **ACTION: Mark Carroll to engage with the LEP officers to explore the work that the LEPs have been carried out in relation to wider economic modelling, with a possible presentation from the LEPs at a future meeting if relevant.**
- 7.4 Members agreed the consultation response with some minor amends.
- 8. AOB**
- 8.1 Alastair Southgate noted that he attended the STB national officer liaison group on behalf of Transport East. He noted that in future an item will be added to the Forum meetings to provide feedback from this group. He noted that an area of work where STBs could work together was around developing the evidence base on freight movement.
- 8.2 Matthew Taylor from Highway England noted that their engagement framework was a starting point for engaging with STBs. He noted that areas were invited to reconfirm priorities for RIS 2 funding, either via resubmission from each transport authority or through their STB.
- 8.3 **ACTION: It was agreed that Transport East would re-affirm support for individual Transport Authority bids.**
- 8.4 Nicola Beach noted that the Forum needed to consider whether or not it progressed towards statutory status, adding that there were legal implication to this.
- 8.5 **ACTION: It was agreed that the Forum task the Transport East Officer Group with providing the Forum with key information on the roles responsibilities of statutory status.**
- 8.6 Cllr Kevin Bentley noted that it was his intention to arrange a meeting of the four Chairman of the neighbouring STBs to agree collaborative approaches. This was agreed by members.

Transport East Forum

Date: 8 March 2019
Item: 5
Subject: **Developing the Transport East Evidence Base**
Report by: David Cumming, Interim Team Leader Transport, Norfolk County Council

Purpose

This paper summarises the work being undertaken on the evidence base for the transport strategy, as agreed at the Transport Forum meeting in December. The paper also sets out the work required on Transport East's submission in response to *Investment Planning Guidance For the Major Road Network and Large Local Majors Programmes*, published by the Department for Transport in December.

The work on the evidence base is to be funded from the previously agreed contributions from constituent members of the Forum to support operational costs, including secretariat, strategy development and communications activity.

Recommendation

It is recommended that members note:

- Note progress on development of the evidence base
 - Make their organisation's information/data available to WSP.
 - Note the *Investment Planning Guidance For the Major Road Network and Large Local Majors Programme*.
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1. Background and introduction

- 1.1 In previous meetings the Transport East Forum has considered and agreed the scope of, and a work programme for, a transport strategy. At the December meeting of the Forum members agreed to a revised timetable for the transport strategy. The Forum also agreed to engage support from an external consultant to develop the work.
- 1.2 Since the December meeting, the Department for Transport (DfT) has responded to the consultation on the Major Road Network (MRN) and released *Investment Planning Guidance For the Major Road Network and Large Local Majors Programmes* (see later). This sets out requirements for a Regional Evidence Base, which needs to be submitted in the summer. Whilst the Regional Evidence Base's primary purpose is to support the submission of priorities for Large Local Major Schemes and schemes on the MRN, it encompasses much of the material that would be needed for development of the Transport East transport strategy. Therefore, it appears sensible to include the work on the Regional Evidence Base in the consultants' commission for the evidence base on the transport strategy, and it is proposed to proceed on this basis.
- 1.3 This paper provides the Forum with detail of the work underway.

2. Summary of the brief for the evidence base

- 2.1 The Transport East Senior Officers Group (TESOG) agreed the brief for the evidence base at their January meeting. TESOG also agreed that the commission be undertaken by one of the authorities' term consultants. These consultants have all been selected following rigorous procurements ensuring that they provide value for money, and are able to offer the necessary skills, experience and capabilities to undertake

this type of work. Subsequently it was agreed that WSP, the partner consultants of both Suffolk and Norfolk County Councils, would be approached to undertake the work.

- 2.2 The objective of the brief is to collect and produce a consistent regional evidence base to underpin:
 - The development of a transport strategy for Transport East
 - The Regional Evidence Base to be submitted by Transport East in accordance with the requirements set out in *Investment Planning Guidance For the Major Road Network and Large Local Majors Programmes*.
- 2.3 The work will therefore satisfy the requirements of the transport strategy, as well as the requirements for the Regional Evidence Base as set out in the DfT guidance. Given the deadline of the Regional Evidence Base in the summer, the initial primary focus will be on ensuring that this work is completed to ensure that Transport East can make a submission.
- 2.4 The local authority areas of Essex, Southend-On-Sea, Suffolk and Norfolk will be covered by the evidence base. Consideration will be given to ensuring that evidence base supports collaborative working with neighbouring STBs.
- 2.5 The work will include the collation and presentation of evidence, much of which will be held by local authorities and the local enterprise partnerships. In order that the work can be efficiently and effectively completed it is assumed that Transport East members make available data and information to WSP.
- 2.6 The main deliverables will be:
 - Evidence collection, review and summary
 - Presentation of the evidence utilising ProjectView
 - Executive summary of the Regional Evidence Base including future mobility and transport strategy themes
 - Multi-Criteria Appraisal Framework for MRN.
- 2.7 The programme set out in the brief was as follows:

Deadline for submission of quotation	End Jan 2019
Award of contract	Feb 2019
Inception meeting	Early Feb 2019
Interim meeting	Late Feb 2019
Transport East Forum	8 March 2019
Draft REB report (submission to TESOG)	Late April 2019
Submission of final report	End of May 2019

- 2.8 The outputs will be a report summarising the evidence including a narrative interpretation of the evidence to show general understanding of the:
 - Summary of population and economic trends in map and data form across the region and in particular the performance of the region, and its immediate and future challenges, across the three main areas of focus: ports and airports; polycentric growth; and coastal communities
 - Likely changes to social, technological, economic, environmental, and political and legal factors
 - Performance of the transportation network and its immediate and future challenges.

3. Progress

- 3.1 WSP have produced a costed proposal for the work, and this was discussed at an inception meeting in mid-February. This proposal was considered largely acceptable, subject to a number of minor modifications. WSP agreed to revise the proposal before the work was formally commissioned, and this is the stage at which the project currently resides. Although slightly behind programme, see 2.5, this will not affect the production of the work to enable Transport East to submit the Regional Evidence Base to DfT in the summer and subsequently complete the transport strategy work to the programme agreed at the December Forum meeting (draft transport strategy reported to the December 2019 Forum meeting).

3.2 Because the commission with WSP on the evidence base is still being finalised, it is not possible to advise Transport Forum members of the cost. However, the work will be completed within the budget available.

4. Investment Planning Guidance for the Major Road Network and Large Local Majors Programme

4.1 Alongside the Evidence Base Submission, the Department for Transport are also requesting STBs to provide strategic direction and coordination for the MRN and Large Local Majors (LLM) programmes, filling the existing gap between national and local transport authorities. STBs will have the important role of prioritising MRN and LLM schemes according to the most pressing regional needs.

4.2 Local highway authorities will be responsible for identifying schemes for STBs to consider for the list of regional priorities. Since local highway authorities will remain responsible for the management of MRN roads, DfT expect that local highway authorities will develop and deliver MRN schemes. Local highway authorities and STBs will need to work together to ensure that input from relevant stakeholders, including environmental groups or district and parish councils, is captured.

4.3 The types of schemes eligible for MRN funding are:

- Bypasses or new alignments which alleviate congestion and make through journeys quicker, safer and more reliable.
- Missing Links – new roads that link existing stretches of the MRN or SRN.
- Widening of existing MRN roads where there is a known congestion point or safety risk.
- Major structural renewals on roads, bridges, tunnels and viaducts on MRN roads, where significant work needs to be done to renew the carriageway or prevent closure or weight restrictions.
- Major junction improvements such as a grade separation that would improve the safety, performance or flow of an MRN road.
- Variable message signs, traffic management and the use of smart technology and data to raise the performance of the network.
- Packages of improvements which may include elements of safety, widening, junction improvements and new alignment.

4.4 As mentioned previously, the Department's contribution for MRN interventions will normally be between £20 million and £50 million, although the lower threshold will not be applied rigidly.

4.5 The LLM programme is for schemes that cannot reasonably be funded through any other route (i.e. outside the scope of LTP/ Growth Deal funding). They should be single schemes that can only be delivered or justified as a whole, as opposed to being split into phases or smaller elements. However, the lower threshold for consideration for the LLM programme will be £50m, to dovetail with the upper threshold for MRN schemes. As the LLM is now funded through the National Roads Fund, only road schemes will be considered for the programme. Large Public Transport schemes will be expected to be funded from other programmes such as the Transforming Cities Fund and through Devolution Deals. Rail schemes are expected to be funded via the Rail Network Enhancements Pipeline (RNEP).

4.6 It should be noted that this will leave a gap where locations are not large enough to qualify for the Transforming Cities Fund, nor have devolution deals.

4.7 The LLM fund will no longer be fully competitive at OBC stage. At present, every LLM bidding round is open to promoters of any eligible schemes, regardless of whether or not they have received LLM development funding. In future, following the STB's advice, the DfT will, as with MRN schemes, carefully select which schemes it wishes to take forward for further development to OBC. A definitive commitment to funding for construction of the scheme will only come at OBC stage, as now, but the key difference is that DfT will only develop the number of schemes they expect can be taken forward. There will therefore be several decision points and conversations with DfT to develop schemes.

4.8 As currently, promoters will be responsible for aiming to secure a local or third-party contribution for both MRN and LLM schemes, which DfT have identified as being of at least 15% of the total scheme costs. A

commitment of the local or third-party contribution will need to be made before programme entry is requested.

- 4.9 There will be a transition period for Large Local Major schemes with existing schemes already in the pipeline, so DfT will determine schemes that have already been submitted at OBC stage. All other schemes will need to follow the guidance set out in *Investment Planning Guidance For the Major Road Network and Large Local Majors Programmes*, and be considered by Transport East for inclusion in its advice to DfT.
- 4.10 DfT have asked STBs to identify 10 MRN schemes and 3 - 4 LLM schemes for the period April 2020 to March 2025. If there are more than this number of potential schemes that meet the eligibility criteria, and are deliverable, then DfT expect Transport East to indicate its priorities. This should take into account:
- Strategic objectives outlined in the *Transport Investment Strategy*
 - Regional priorities
 - Likelihood of value for money
 - Confidence of deliverability
- The list of schemes should be influenced by input from relevant stakeholders. The criteria and methodology behind the selection of these priority schemes must be provided, along with the full list of viable schemes suggested by stakeholders. This methodology will need to be developed alongside the REB.
- 4.11 Schemes at the early stage of development do not necessarily need to have fully worked economic cases, but will need a strong strategic case. A business case form will also need to be completed depending on stage of development: a pre- Strategic Outline Business Case, Strategic Outline Business Case, or Outline Business Case.
- 4.12 The list of schemes will need to be submitted to DfT alongside the REB in Summer 2019. The Department will then assess the scheme proposals and inform Ministerial decisions on which schemes it wishes to see developed to OBC or, for schemes where an OBC has already been submitted, granted programme entry. For both MRN and LLM schemes, the Department will then liaise with and discuss the proposal with the local highway authority as it develops. Once the project has reached OBC stage the Department will, subject to the business case being satisfactory, make a formal offer of funding for the construction of the scheme.
- 4.13 Schemes should be able to start construction by March 2025- those that would start after this date would be parked until the next round, however, funding is likely to be backloaded with more available funding in later years. It is anticipated that the programme will roll forward beyond 2025, and the MRN will be reviewed every five years. The next review could therefore start 2023/24.

Transport East Forum

Date: 8 March 2019
Item: 6
Subject: Engagement with Young People
Author: Karen Chapman, Growth Programme Partnership Manager, Suffolk Growth Programme Board

Purpose

This paper provides Members with an overview of initial research undertaken to assess the transport issues faced by young people.

Recommendation

Going forward it is recommended that the Transport East Forum continue to engage with the Youth Parliaments across Essex, Norfolk and Suffolk and task the Transport East Senior Officer Group consider options for this ongoing engagement.

1. Introduction

1.1 Following the Transport East Conference and Forum in December 2018, Members highlighted the need for further engagement with young people. The Transport East Senior Officer Group was tasked with taking this issue forward and at its January meeting agreed that the Suffolk Growth Programme Board (SGPB) would undertake an initial review of previous work and identify issues currently facing young people across the region.

2. Existing research

2.1 SGPB conducted a high level review of existing research identifying the transport issues faced by young people. The primary source of evidence is the work of the regional youth parliaments and this is summarised below:

- The latest '*Make Your Mark Vote*' – one of the largest annual youth consultations across the country found that transport was voted 8th out of the 10 top rated issues for young people.
- Comparably knife crime was voted number 1. When the results are broken down to the Transport East region 5,657 (7%) young people voted transport as being the biggest issue.
- Further research and consultation with the local youth parliaments identified that in March 2019 Suffolk Members, will be discussing transport as their main agenda topic and they have invited a member of the SCC transport team to attend.
- Norfolk youth parliament members have carried out a campaign for a discount card for young people to use on public transport and were successful in getting a concession on fares for 16-18 year olds. In addition, Norfolk has just undertaken, through the Youth Advisory Boards a consultation with young people with around 10,000 responses. The results from this consultation have not yet been released, although will be shared in due course.
- We are waiting on further feedback from Essex Youth Parliament.

2.2 Additional research at a very local level includes:

- Suffolk Coastal Youth Voice, an online only Youth Forum, have recently carried out their own consultation about the biggest issues facing young people in their area. Within the report it was noted that a common theme was the lack of transport in rural areas.
- Suffolk SAY – the leading organisation that works with the youth parliament on campaigns in Suffolk – have recently carried out a consultation on transport with young people with special educational needs and disabilities. The outcomes from this included comments such as “the cost of transport is too high”; “the transport provider often changes”; to address these issues some have been supported by being offered public transport travel training, although this is at an early stage.

3. Our survey

- 3.1 Following this review of background research SGPB, on behalf of the Transport East Officer Group, ran a simple online survey. We identified 28 youth groups/forums across the region and issued a web based survey using “*Mentimetre*”. The survey had 3 questions:

Question 1: “Thinking about the next 12 months what is the single biggest constraint to the transport network for young people in this region?”

Question 2: “What do you think is the single biggest improvement that could be made to our transport network over the next 10 years?”

Question 3: “Choose a ‘thumbs up or down emoji’ to say if you think this was an effective way of engaging with young people.”

4. Results

- 4.1 A total of 311 young people responded to the survey over a 10 day period in February 2019. The results are given below.

Thinking about the next 12 months what is the single biggest constraint to the transport network for young people in this region?

For this question there were a total of 281 valid answers. The most common themes and recurring subjects are stated below. The full set of results can be found by [clicking here](#).

The 3 main constraints identified are: buses, cost and trains.

116 comments were made in total regarding **buses**, including the price of buses, the lack of buses in rural areas, the infrequency in times and the high level of cancellations to bus services. Some comments about buses included;

- *“Unpredictable timings especially with cancellations”*
- *“Lack of access to transport. E.g. people that live in towns that only have a bus as public transport. Times are a constraint as they are usually 6am-6pm, no Sundays etc.”*
- *“There are regularly public transport problems in this region such as trains or buses not running or running late and when they do run they might not be frequent enough. This is a big issue if this is your only means of travel.”*

- *“There is a lack of buses in my area. People like me who live in the country rather than the city, need closer transportation to get to big towns and cities.”*
- A comment was also made regarding access for those with a disability on buses; *“Personally, I think that buses are really poor and really not punctual. Access for disabled people is terrible. The waiting times between the buses are bad. If you miss the bus you have to wait about an hour for the next one to arrive.”*

The **cost** of public transport was the second highest rated theme from the feedback with 74 comments. This includes issues such as both buses and trains being too expensive for young people, the cost of school transport being a constraint and the lack of discounts for young people. Comments included:

- *“Adult fare whilst still in education (under the age of 18 years)”*
- *“Rising prices for train journeys”*
- *“Lack of cheap transport to cities”*

The third most frequent theme from the feedback with 27 comments was **trains**. This included a variety of issues from the lack of regular train times, the cost of trains and the lack of trains in rural areas. Comments regarding trains included;

- *“Price is definitely a major factor. I have to catch two buses and two trains everyday to get to college and that’s without using public transport to socialise.”*
- *“Train fares. Many young people travel around on the train however we find it can be expensive.”*

There were also other key themes that arose from the consultation including; the lack of transport in rural areas, especially villages, or the frequency of buses (e.g. one per hour and no Sunday service). Being out of a catchment area for educational transport was also highlighted as a key issue and the cost this causes to families.

What do you think is the single biggest improvement that could be made to our transport network over the next 10 years?

For this question there were a total of 409 responses (this question allowed more than one answer) with a total of 374 valid answers. The most common themes and recurring subjects are stated below. The full set of results can be found by clicking [here](#).

For the second question, similar themes to the first question were identified: buses; cost; trains; but with an increasing importance given to accessibility (including place, frequency and access for all). In the second question the cost was the most frequent theme with 126 comments regarding this. It was encouraging that many provided constructive ideas for going forward including:

- *“Making it free for 16-18 year olds as it is now mandatory for people in that age group to go to school, and for some families that is unfair, if they live too far away and want to go.”*
- *“Lowering the cost and/or better young people and student rates, especially with the train services.”*

There were 107 comments in the feedback to the second question which were regarding buses, 61 comments about the accessibility of transport and 39 comments about trains. Comments for these included;

- *“Speed up the rail next work across the board.”*
- *“Regarding bus travel, more routes so it is accessible for youth. For example, when I used to go to college and didn’t get the college bus and went via public transport it would take around 2-3 hours.”*
- *“Have more buses fit for disabled people, more frequent buses, more priority seats. More space for buggies/wheelchairs.”*

Do you think this is an effective way of engaging with young people?

The third question asked for a simple thumb up / thumbs down response. 199 participants voted that this was an effective way of engaging with young people and 70 participants stated that this was not an effective means of engagement.

5. Conclusion

5.1 It is clear from the feedback that the main issues facing young people within the Transport East region are the lack of and infrequency of buses and trains and the cost of public transport. It is also clear that young people want to engage in discussion about the future of transport given the high level of response to the consultation is a short period of time.

5.2 One young person answered question 2 with the following quote. Which shows how engaged young people wish to be with the future of public transport.

- *“Make things happen, go with your survey and do what you can to accomplish peoples’ views, really focus to make this happen. Please.”*

6. Next steps

6.1 Going forward it is recommended that the Transport East Forum continue to engage with the Youth Parliaments across Essex, Norfolk and Suffolk and task the Transport East Senior Officer Group consider options for this ongoing engagement.

Item 6. Appendix A

Below is a list of the youth forums and groups contacted for the survey. Each group was asked to forward the survey on to their members.

Essex groups

YEA Essex
Basildon Community Involvement
Essex Youth Workers
Chelmsford Youth Council
Chelmsford Young Generation
Carers Choice

Norfolk groups

Norfolk Youth Parliament Members
The Benjamin Foundation
Norfolk YMCA Young People Services
Carers Choice

Suffolk groups

Suffolk SAY
Suffolk Coastal Youth Voice
Waveney Youth Council
Suffolk Youth Parliament Youth Members
Ipswich Youth Group
Catch 22 – Positive Futures
Felixstowe Youth Forum
SCC Community Enablers
Suffolk YMCA Young People Services
Carers Choice

Southend

Carers Choice
Southend Youth Mayor
Papworth Young People Services
Connexions Southend
Southend Youth Council

Transport East Forum

Date: 14 September 2018
Item: 7
Subject: Developing the role of Transport East
Report by: Alastair Southgate, Head of Future transport Strategy, Essex County Council

Purpose

This paper reflects recent officer discussions with the Department for Transport and sets out options for developing the role of Transport East, including potential statutory status.

Recommendation

It is proposed that the following recommendation be considered and endorsed with appropriate amendments:

- That the constituent members of Transport East confirm their commitment to the development of Transport East as the emergent Sub-National Transport Body for the east of England.
 - That Transport East continues to develop its Regional Evidence Base and Transport Strategy to underpin its formal status as an emergent non-statutory STB.
 - That Transport East reviews its status following submission of the Transport Strategy to the Secretary for State and further discussions with the Department for Transport
 - That Transport East submits a status and work programme update to the Department for Transport.
-

1. Statutory Status

- 1.1 The Cities and Local Government Devolution Act (2016) provides for local partners to put forward to Government a proposal to establish a statutory Sub-national Transport Body (STB that would have direct influence over decisions that are currently within the control of Government and its agencies. STBs would be able to –
- develop transport plans for their areas,
 - tackle issues that are currently decided in Whitehall rather than by local councils,
 - consider longer distanced road or rail networks, and
 - transport systems that cross geographical areas such as integrated ticketing.
- 1.2 The Act envisages that each STB will develop its own Transport Strategy and identify appropriate powers and governance necessary for its delivery. The status of the established and emergent STBs is as follows;
- Transport for the North is the only statutory STB
 - Midlands Connect is considering its status and is likely to remain non-statutory for time being. It is however seeking a formal agreement with DfT covering its roles and responsibilities.
 - England's Economic Heartland is actively pursuing statutory status.
 - Transport for the South East is likely to seek statutory status in the future.
 - Peninsular Transport is not currently seeking statutory status.
 - Western Gateway is currently in the early stages of development.
- 1.3 Transport East is currently seeking powers over the following-

- Definition of Major Road Network for the East of England and influence over the award of devolved Vehicle Excise Duty (VED) to the local Major Road Network
- Formal influence over Highways England Road Investment Strategy (RIS) process
- Influence over Network Rail investment decisions.
- Influence over future rail franchise specifications.
- The provision of advice to Government on major scheme funding decisions.

1.4 The Department for Transport (DfT) has stated that Transport East does not require statutory status to take on the functions listed above.

1.5 DfT has stated that powers granted to STBs will be subject to agreement with the Secretary for State and that each will be considered on a case by case basis. The proposals coming forward from each of the STBs are specific to their requirements and include potentially novel ideas. There is therefore no specific guidance; however, statutory status is likely to be necessary before Transport East could take over powers or responsibilities that involve the direct responsibility for raising or spending money, or the adoption of significant financial risk. For example (but not limited to):

- becoming the direct awarding body for rail franchises
- directly awarding grant funding (rather than managing the award of government funds to approved projects)
- raising funds, for example via a road user charge

1.6 While statutory status does not appear to be necessary for Transport East at this time, it should be noted that DfT does wish to see evidence of robust governance and the allocation of appropriate resources to support the development and future delivery of the Transport Strategy.

2. Developing the Role of Transport East

2.1 Development of the Regional Evidence Base and Transport Strategy will raise awareness of Transport East and its developing role.

2.2 Transport East is asked to consider how to effectively engage with the Wider Partnership Panel during the development of the Regional Evidence Base and Transport Strategy. Previously, it has been proposed that members of the Wider Partnership Panel could be co-opted onto task and finish groups, or could be invited to become formal members of the Transport East Forum, where their specific knowledge could support the ongoing work of Transport East.

2.3 The East of England also has a number of existing transport corridor based groups that have built up evidence bases supporting investment along their respective corridors. Transport East is asked to consider how it can most effectively add value to the work of these groups.

3. DfT status and work programme update note

3.1 During the meeting with officers, the Department for Transport asked that a written note is prepared clarifying the following:

- The confirmed geography and membership of Transport East and current governance structure.
- The Transport East work programme including the agreed "narrative", and work underway to develop the Regional Evidence Base, the identification of MRN priorities, and the development of the Transport Strategy.
- How Transport East intends to engage with partners to demonstrate support for its work programme and add value to pre-existing activity.

3.2 Transport East is asked to consider key points that should be contained within the note officers are drafting for submission to DfT.

Transport East Forum

Date: 8 March 2019
Item: For Information
Subject: Communications and Engagement Update
Report by: Hannah Shah, Senior Manager, East of England LGA

Purpose

This paper provides an update on communications and engagement activity on behalf of Transport East.

1. Introduction

- 1.1 This paper provides an update on communications and engagement activity on behalf of the Transport East Forum.

2. Background

- 2.1 Whilst each of the member organisation have their own particular transport priorities and challenges, it is essential that Transport East has a shared narrative and common messages at its core, and building these has been the task of a virtual Communications and Engagement Working Group.
- 2.2 The communications approach, key messages and consideration of communications risks are set out in the communications and engagement plan as **Appendix A** to this report.
- 2.3 As the Transport East work programme and timetable is established the next steps for the Communications and Engagement Working Group will be to develop the associated communications and engagement milestones will be developed alongside; these will identify a clear timeframe for both engagement and public affairs activity which will support the development of the Transport East strategy.

3. Communications and Engagement Update

Establishing a stand-alone website

- 3.1 It was agreed at the Transport Forum in September 2019 that a clear and accessible public account of Transport East be developed, to help people find more information when they want it and communicate a sense of Transport East's vision and ambitions.
- 3.2 Over the past 6-months Transport East's digital presence has been housed on the East of England LGA website. A stand-alone website has now been launched to strengthen the visibility of Transport East.
- 3.3 The website can be found at: <https://www.transporeast.org.uk/>
- 3.4 A soft launch for the website took place in mid-February but work to promote the website will now commence and members are asked to support this process by providing a link from relevant pages of their own organisation websites.

3.5 The website has been designed to be flexible so that it can grow alongside the work and profile of Transport East.

Publicity work

3.6 Following the Transport East Summit in December a letter was sent to the Secretary of State for Transport to bring him up to speed on the development of Transport East. A copy of the letter is included as **Appendix B**.

Partner Engagement

3.7 A Transport East Summit took place on 17 December 2018 to bring together partners to explore the challenge and opportunities, and set the priorities and ambitions for the Transport East Strategy to ensure that the transport network in the region is fit for the future. The Summit was attended by representatives from transport authorities, district planning authorities, Local Enterprise Partnerships and business, transport providers, representatives from infrastructure agencies and transport services. A full report of the Summit was sent to Forum members and wider partners and is available on the Transport East website at <https://www.transporteast.org.uk/transport-summit-drives-forward-vehicle-for-change/>.

3.8 At the December meeting of the Transport Forum it was agreed that there was a need to strengthen the business engagement in the Transport East Forum. Subsequently an invitation was extended to Essex, Norfolk and Suffolk Chambers of Commerce. These invitations have been accepted and joining the Forum from March 2019 are:

- Nick Burfield/Andy Walker, Policy Directors, Suffolk Chamber of Commerce
- David Burch, Director of Policy, Essex Chamber of Commerce
- Nova Fairbank, Head of Policy, Norfolk Chamber of Commerce

3.9 Transport East has also been contacted by the Confederation of British Industry who have expressed a willingness to work with Transport East in the future.

3.10 At the December meeting of the Transport Forum members asked that the Transport East Senior Officers Group explore the opportunities for strengthen youth engagement in the Forum. The Suffolk Growth Programme Board agreed to undertake a review on behalf of the group which included a high level review of existing research identifying the transport issues faced by young people and a an online survey targeted at 28 youth groups/fora across the region. An item providing an overview of the activity and outcomes to date is included on the agenda for the March 2019 Forum meeting.

3.11 It has been agreed with the Chairman that papers be circulated to all district council leaders in the Transport East geography.

Appendix A.



Transport East Communications and Engagement Plan

1. Introduction

Transport East is the local response to the proposals contained with The Cities and Local Government Devolution Act (2016) and reflects the need for a Forum in which strategic issues and proposals can be addressed in a timely and efficient way. Transport East's ambition is to provide a single point of contact for Government, its agencies, infrastructure and service providers on strategic transport issues.

This plan suggests a communications approach to support the establishment of Transport East, and to help develop its growing engagement with transport organisations, businesses and users.

2. Communication objectives

The aims and priorities of Transport East's communications and engagement work are to:

- a) Articulate the ambition of Transport East and the potential benefits that Transport East will bring to the area.
- b) Tell a clear story about the economic power of the East, its value to the nation and the restrictions which could hold these back without transport planning and investment at a strategic level.
- c) Support close engagement with government and politicians to ensure strategic aims and improvements driven by Transport East are clear and understood.
- d) Help to build support for, and involvement in, Transport East with key stakeholders.
- e) Maintain an East of England approach to communication to give equal weight to all parts of the Transport East area.
- f) Ensure partners in Transport East can draw on the communication outputs to reuse through their own existing channels when needed.
- g) Streamline communication work during this early establishment phase so that it's proportionate, cost effective and useful.
- h) Identify the likely communications resources needed in future and preparations needed to meet them.

3. Key messages

The key messages below are those agreed through the process of establishing the Terms of Reference for Transport East.

Transport East is a non-statutory sub-national transport forum and is a response to the proposals contained with The Cities and Local Government Devolution Act (2016). The purpose of Transport East is to:

- a) Provide the focus for a single conversation on strategic transport and infrastructure related activities.
- b) Represent the East of England's interests with respect to national strategy and policy ensuring effective alignment between national investment and local growth plans.
- c) Enable a more effective and meaningful engagement with the Department for Transport, infrastructure agencies (such as Highways England and Network Rail) and service providers (such as bus and train operating companies), and the East of England's major ports and airports.
- d) Provide the opportunity to share technical expertise and resources across the partners to assist with the development of a coherent and integrated transport network better able to respond to the demands of growth and changing technology.
- e) Oversee the development of a high level transport strategy which: covers the relevant geography of the membership of the Forum; is linked to the delivery of economic growth and prosperity; and, has

a functional link with spatial planning.

Transport East will enable the partners to realise:

- a) More effective engagement with, and influence over decision making at the national level
- b) Greater added value through the sharing of knowledge, skills and resources
- c) More efficient operation of strategic, local and major road networks
- d) Improved resilience of the transport system, particularly during periods of disruption (both planned and unplanned)
- e) More efficient and effective delivery of infrastructure, with schemes delivered faster and at less cost

4. Communications and Engagement Approach

All communications and engagement activity will be organised within two broad categories; Long-Term and Specific Narrative.

- **The long-term narrative** will build activity around Transport East’s core ambition of developing its Transport Strategy and moving towards statutory status. Key milestones towards statutory status will be identified through the emerging work programme and communications activity built around this.
- **The specific narrative** will be built upon activity of the Transport East Forum such as responses to consultations, announcements etc.

Communications and engagement milestones will be developed alongside the Transport East work programme to incorporate the following activity:

Tool	How it will be used
Visual Identity	Transport East has adopted a version of East of England LGA visual identity and will use its guidelines. This will be kept under review as Transport East develops.
Digital Presence	<p>Transport East’s online presence is: www.transporeast.org.uk</p> <p>The website will be Transport East’s key landing point for information for partners. It would be used:</p> <ul style="list-style-type: none"> • as a branding tool • to enhance Transport East’s image • to educate about our Transport East’s narrative and ambition • provide a public forum for governance meetings and papers • as a live communication tool with partners with regular, new content about the long-term and specific narrative. <p>Social media accounts (Twitter: @Transporeast; LinkedIn: Transport-East) have also been reserved for future use. Activity in this area is resource heavy and any activity will need be developed as the communications resource is increased alongside the growth of Transport East.</p>
Media	<p>In the current phase of Transport East’s development, coverage is likely to come from trade media and regional news. An analysis of the relevant trade press has been undertaken by the Communications and Engagement Working group.</p> <p>A framework for who speaks on behalf of Transport East has been agreed as follows:</p> <ul style="list-style-type: none"> • the Chair acts as spokesperson for national and trade media. When the Chair is unavailable the Vice-Chair will undertake this role on the Chair’s behalf.

	<ul style="list-style-type: none"> • the Transport East representatives of individual authorities acting as spokesperson for local media. • If the media query is of a particularly technical nature, then it will be referred to the Chair of the Transport East Senior Officer Group. <p>Proactive Media Proactive press releases will be produced alongside relevant pieces of work or following key decisions by the Transport East Forum. They will usually contain a quote from members of the Transport East Forum.</p> <p>Final approved media releases will be circulated to all members of the Transport East Forum prior to media distribution and will seek approval from the members of the Forum.</p> <p>Reactive Media Media reaction can often be required at short notice. It will be the responsibility of the Communications and Engagement Working Group to work together to respond appropriately.</p> <p>Any proposed media reaction must be approved by the Chairman of Transport East, or the Vice-Chairman in the event that the Chairman is unavailable.</p> <p>Final approved media releases will be circulated to all members of the Transport East Forum immediately prior to media distribution.</p>
Engaging Central Government	<p>Engaging central government will be key to the success of the development of Transport East towards statutory status. The Transport East work programme will shape the long-term narrative towards this goal and communications activity targeting political influencers will be developed to support key milestones along this process.</p> <p>Any correspondence/invitations to central government will be approved and signed by the Chairman of Transport East, or the Vice-Chairman in the event that the Chair is unavailable.</p> <p>An analysis of relevant parliamentary activity and platforms will be mapped alongside the development of the work programme to identify key points of influence and activity.</p> <p>Activity in this area should make use of relevant Westminster Hall briefings, Select Committees, All Party Parliamentary Groups etc.</p>
Engaging Partners	<p>Partner mapping and analysis has being carried out by the Transport East Senior Officer Group to understand where Transport East can draw on support and influence.</p> <p>It was agreed that a Summit be planned for autumn/winter 2018 to engage relevant partners in the Transport East vision, strategic aims and work programme. This summit would act as the Wider Partnership Panel as articulated in the Transport East Terms of Reference.</p> <p>The long-term narrative will also be used to identify key points for engagements through both informative letters and direct engagement through events/consultation.</p>

5. Resourcing

During this early phase of development, the communications and engagement workload be picked up using existing officers from partner organisations through the Communications and Engagement Working Group. However, as the pace accelerates with the development of the Transport Strategy, the Transport East Forum may need to consider how to resource the required activity.

6. Risk Register

The risk register for the communications and engagement strategy will be reviewed regularly, and plans for managing risk put in place and regularly updated.

Risk Identified	Likelihood of Occurrence	Impact	What we will do to manage the risk
Insufficient officer time set aside in order to successfully implement the Action Plan.	Medium	Medium	Initial communications activity will be developed with resource in mind and as the work programme develops resource requirement will be closely monitored and, if necessary, a dedicated resource should be considered.
Lack of buy-in from political influencers	Medium	High	Sustained and targeted engagement with political influencers. Joint and consistent communications material agreed by Forum members. Monitoring involvement from key partners such as DfT (by noting attendance records at relevant meetings; noting responses to correspondence etc).
Lack of partner engagement	Low	Medium	Clear points of engagement developed as part of the overall Transport East work programme.
Over-emphasis on any particular part of the Transport East geography, or transport mode, undermines strategic presentation of Transport East	Low	Medium	Following a 'whole Transport East' approach to communication Periodic review and audit of communications and engagement activity by Forum
Unrealistic expectations of the development timeframe and role of Transport East	Low	Medium	Clear public messaging

Appendix B.



The Rt Hon Chris Grayling
Secretary of State for Transport

Please ask for: **Hannah Shah**
Direct dial: **01284 758316**
E-Mail: **Hannah.shah@eelga.gov.uk**
Date: **14 January 2019**
Your Ref: **MC/245238**

Dear Secretary of State,

Re: Transport East Summit – 17 December 2018

Thank you for your letter notifying us of your apologies to the invitation to attend our recent Transport East Summit. I therefore take this opportunity to bring you up to speed on the development of Transport East.

A modern, efficient and reliable transport system is key to the future success and ongoing growth of our area's £71bn economy. We see Transport East as an essential driving force in delivering a thriving economy for the East, with fast, reliable and resilient transport infrastructure supporting a future of inclusive and sustainable growth for decades to come.

A strong public/private sector partnership is at the heart of achieving this ambition. The Transport East Summit, held on 17 December 2018, provided the opportunity to strengthen these relationships. The Summit brought together businesses, transport providers and operators, housing and transport authorities and local enterprise partnerships to establish a joint vision for transport and wider infrastructure in Essex, Norfolk, Suffolk and Southend-on-Sea. We believe this level of sub-regional collaboration is essential. For the East to continue to thrive we must work together; Transport East will be the strong, collaborative voice on strategic transport infrastructure, leveraging the already significant private sector funds and venture capital being invested into the sector.

Our economy plays an important role in the overall success of UK PLC. We are a **global gateway**, connecting our nation to world markets. We are home to some of the **fastest growing places** in the UK, as well as having strong and interdependent links to the important UK economies of London, the Midlands and Cambridge. We have **internationally important strengths** in manufacturing, ICT, agri-tech and biosciences, and financial industries. Our tremendous coastline, covering almost 500 miles, is home to a leading centre of UK **all energy production** supporting a carbon neutral future, and is an important magnet of our visitor economy.

With fast, reliable and resilient transport infrastructure, we can unlock the opportunities to create a thriving economy that enables the delivery of inclusive and sustainable growth: delivering housing; boosting inward investment and, business and job creation; delivering the country's energy needs; and, improving access to international markets.

Transport East has identified three key themes that together define our unique transport geography:

Global Gateways	Better connected ports and airports to help UK businesses thrive and boost the nation's economy through greater access to international markets and facilitates Foreign Direct Investment (FDI).
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Multi-Centred Connectivity	Enhanced links between our fastest growing places and business clusters; enabling the area to function as a coherent economy and improving productivity.
Energised Coastal Communities	A reinvented, sustainable coast for the 21st century which delivers on our ambition to become the UK's foremost all-energy coast, as well as a competitive visitor offer.

These themes will provide an overarching narrative for our Integrated Transport Strategy, which will be published in 2019.

We look to you to lend your support and commitment to Transport East as an essential mechanism in delivering government's plans for economic growth and individual wellbeing. The East of England is already successful but has the potential for further economic growth both within our towns and cities, and along our revitalised coast.

Transport East offers us a real opportunity to deliver the long-term, strategic vision for transport infrastructure for the area; bringing together key partners, to make a strong case for investment to ensure that our transport network is fit for the future.

Yours sincerely



Cllr Kevin Bentley
Chairman of Transport East and Deputy Leader of Essex County Council