



TRANSPORTEAST

Annual Report 2022-23

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Foreword



Cllr Kevin Bentley
Chair of Transport East

Transport East has had another fantastic year. The whole region has got behind our new Transport Strategy which has now been recognised by government and will be given 'due regard' in policy and funding decisions. This puts the East on a par with other regions in making the case for transport investment and is a major milestone for the region.

Our Strategy sets a 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. Achieving this through a

focus on decarbonising transport, connecting growing places, energising our coastal and rural communities, and unlocking our global gateways.

Transport East is already making a difference across the region - moving us towards a greener, safer, more sustainably connected future.

We've been already using the growing evidence from our work on decarbonisation of transport, rural mobility, electric vehicles and international connections to strengthen the case for investment in transport in the East in Westminster. We've leveraged an extra £2.1m in government funding, to build our capacity, capability and evidence for the region.

This year the focus has been on adding value to our local partners, and on setting the foundations and building the evidence for the next generation of strategic transport investment.

A deep understanding the challenges and opportunities across our transport networks is important to develop the right solutions for the next 30 years. It is also important to know how people's travel could change depending on new solutions, investment or policy changes to ensure we deliver a fair transition to net-zero transport.

As we look to the future, we haven't forgotten that funding needs to come forward to solve issues now. Transport East has been working with partners to advocate clearly for rail, road, bus and active travel investment across the region.

My thanks go to the Transport East team, partners and supporters for all the hard work over the last year.

Foreword



Andrew Summers
Chief Executive, Transport East

Transport East has taken another step up this year, building our capacity and capability on behalf of the region.

We secured an increasing multi-year funding settlement from Government taking us to 2025. This has allowed us to further expand the team, growing our technical expertise and strengthening our single voice for transport for the East. Even with this expansion, we remain a lean and agile partnership organisation, providing good value for both our member local authorities and the Department for Transport.

The Transport Strategy, our blueprint for transport investment across the region for the next 30 years, was endorsed by all our

Local Transport Authorities and has been recognised by government. The contents of the Strategy will now be given ‘due regard’ by government when making transport funding and policy decisions that affect the East. Thank you to everyone who helped shape this vision for the region’s transport networks – it puts us in a much stronger position to secure investment.

I am proud of all the Transport East team has accomplished this year. Despite being one of the smaller STB’s we’re now having a real impact with government, and adding value to local, regional and national partners and our STB peers.

I’d like to draw attention to a few key highlights from this year.

State of Rail in the East report: This is the first time a fully regional review of our rail network has been done and sets out clearly the challenges and opportunities around rail, as part of a multi-modal sustainable transport future.

People focused transport model: BERTIE is our new model that looks at how people move around the region including factors like age, income and gender. We can now use it to test future scenarios, policies and projects. For example, testing a high electric vehicle uptake showed poorer outcomes for low-income people, reduced walking and cycling and lower rail travel.

Rural Mobility Centre of Excellence: With a third of the region’s people living in rural areas and small towns, and with half our transport carbon emissions coming from these places – improving sustainable rural transport is crucial to Transport East. This year we established our Rural Mobility Centre of Excellence to focus local, regional and national attention on the issues and potential solutions.

We’ll be building on all our work from this year over the next 12 months to help our partners speed delivery of better transport in the East.

2 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, Local Enterprise Partnerships, Chambers of Commerce 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 Vision and purpose



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 Transport Strategy and have 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 our Business Plan and review how we've achieved those in our Annual Report.

3

How We Work

3.1 Our Structure

We are governed by the Transport East Forum, our principal decision-making board. It agrees our core plans and strategies. It 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 Local Enterprise Partnerships and Chambers of Commerce. The Forum 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.org.uk

3.2 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, Local Enterprise Partnerships, National Highways, Network Rail, East of England Local Government Association, UK Innovation Corridor and 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.

Annual Summit

Our Annual Summit brought together over 100 of our national, regional and local partners to share insights on sustainable transport.

The diverse audience heard from the DfT, National Highways, Great British Railways transition team and freight bodies, as well as discussing barriers around rural and urban transport improvements.

3

How We Work

3.3 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 to shape the direction of our work.

Our thematic taskforces are one such mechanism for wider partner involvement.

3.4 Our funding and value for money

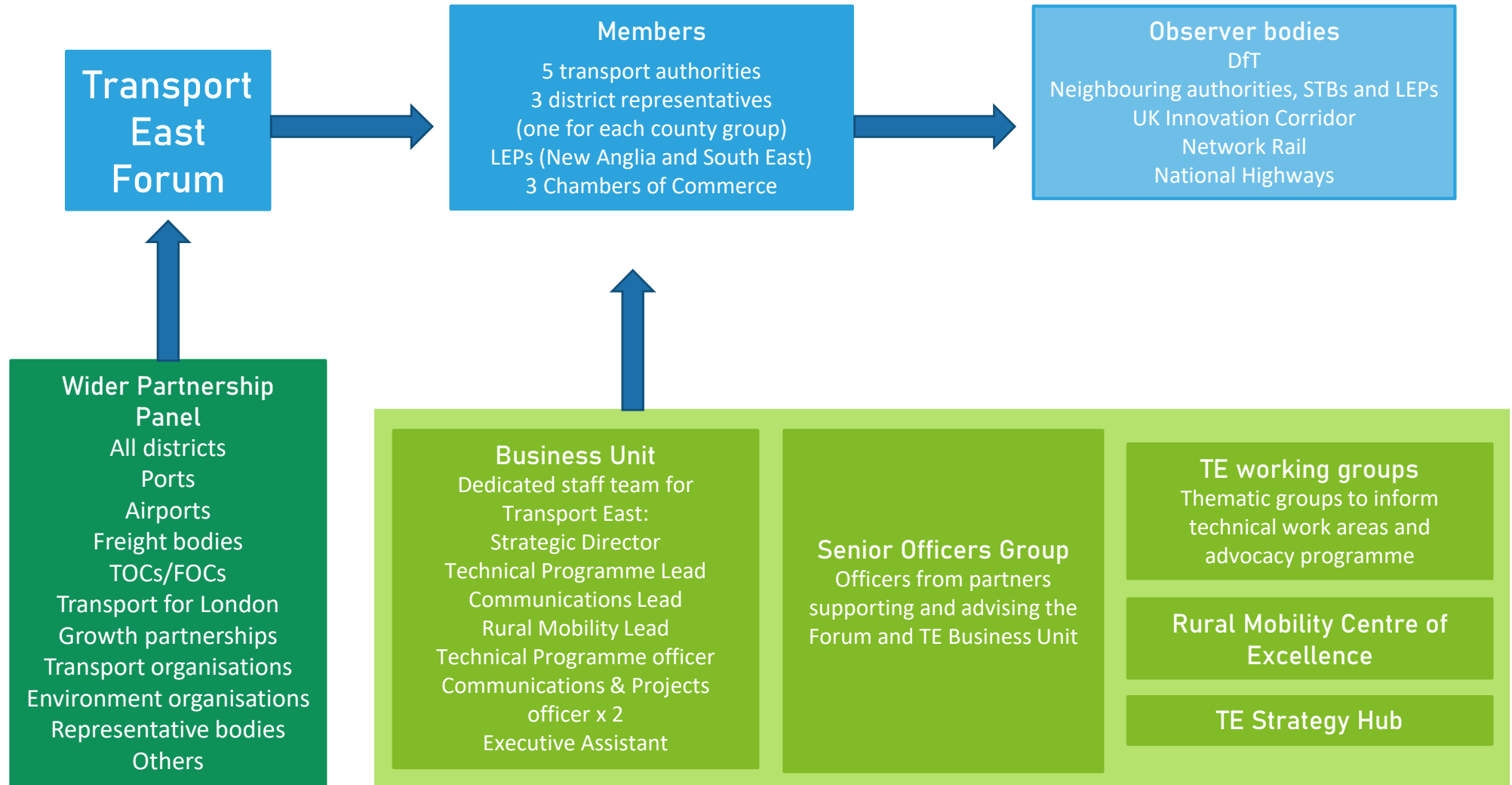
The core running costs of Transport East, including staffing, communications, programme management and advocacy are funded by subscription fees from our five transport authorities and 24 district authorities.

In 2022/23, we secured grant funding from the DfT of £762,000, this was enhanced with £794,000 of additional funding allocated in 2022/21 but carried over to 2022/23.

See section 8 for a breakdown of spending for 2022-23.

3 How We Work

3.5 TE Partnership Structure



4 Growing in a changing environment

3-year settlement

This year we secured a three-year indicative funding settlement from the Department for Transport (DfT) amounting to £2.73 m over three years.

This demonstrates the value the government places on Transport East. And recognises our ability to deliver valuable work programmes to time and budget.

This has also allowed Transport East to grow our own team extending our capability, capacity and expertise on behalf of the region and plan larger, more impactful multi-year programmes.

We also secured additional funding from the DfT in late FY2021-22 which delivered additional projects over 2022-23, many undertaken jointly with other Sub-national Transport Bodies. This allowed us to undertake additional activity including EV infrastructure forecasts, accelerate planned workstreams such as a decarbonisation toolkit and adapt evidence from other regions to the East's unique geography.

Increasing single voice for the East

We have an important role in advocating for transport investment for the East and ensuring national transport policy development reflects the needs of the East. To achieve this, we work directly with government officers, parliamentarians, regional and business groups, taskforces and other influential stakeholders.

Despite the changes in political leadership at a national level, over the last year we have strengthened our relationships with Ministers.

We have also expanded our relationships with regional parliamentarians, becoming transport advisers to the [East of England All Party Parliamentary Group](#). We have supported their work on international gateways, electric vehicle infrastructure and the seminal report into [Levelling Up the East](#) with the East of England Local Government Association, on which we led the development of the transport chapter.

4 Growing in a changing environment



Department for Transport and STBs

It is clear the DfT is also seeing increased value from us, and other STBs. The department is keen to see us increase the capacity and capability of our regional partners both individually and collaboratively – becoming regional centres of excellence for transport strategy, planning and insight.

This year we led the joint STB relationship with the DfT, improving the structure and governance, increasing transparency, trust and collaboration. This in turn, enhanced our own relationship with key DfT officials.

Relationships with national bodies

We formalised our relationships with National Highways and Network Rail through joint engagement protocols. This has resulted in earlier and increased involvement in particularly the strategic planning functions of both bodies and regular direct engagement with senior figures.

We have established a strong relationship with the Great British Railways Transition Team and are working to influence thinking on rail reform for the benefit of the East.

5 Regional Successes

Funding

The region has seen a steady stream of funding for transport projects across the year including:

- £65m for Levelling Up Fund transport led projects
- Over £60m for bus improvements and zero emission buses in Norfolk
- Over £12m for active travel
- £22m for EV charging infrastructure

However, these are for specific funding pots, requiring a resource heavy bidding process with no guarantee of success. This approach also gives local transport authorities no certainty of future funding and each funding stream has specific objectives making it difficult to achieve multiple outcomes. With partners we have been advocating for longer term and more integrated funding streams for local authorities to deliver transport investment against priority outcomes.

The emerging county deals in the region are designed to provide more stable funding for local transport improvements.

There has been little news on funding for larger infrastructure projects benefitting the region, including those in the rail network enhancements pipeline especially Haughley Junction and Ely area capacity enhancement.

Strategic roads improvements have also stalled with priority schemes likely to be moved back into the next Road Improvement Strategy period (RIS4 2030-2035), including A12/A14 Copdock interchange, A120 dualling and A11 Fiveways. We are also waiting on funding confirmation for some major road schemes including the Army and Navy roundabout in Chelmsford, the A12 improvements near Ipswich and the Norwich Western Link Road.

We have been working behind the scenes with National Highways, Network Rail and local politicians to make the case for these essential infrastructure improvements.

5 Regional Successes



Major schemes

Several larger schemes have made progress this year across the East.

Work has started on the first new railway station on the Great Eastern main line for over 100 years at Beaulieu in north Chelmsford. Serving a new sustainable urban extension, it will have a bus interchange and 500 cycle spaces to facilitate sustainable end-to-end journeys.

Construction on the region's two new bridges – the Herring bridge in Great Yarmouth and the Gull Wing in Lowestoft have made rapid progress. Both bridges are planned for completion in 2023, improving coastal connections and supporting economic growth.

Work has started on upgrading the M25/A12 junction. This is an important gateway to the region with up to 7,500 vehicles per hour moving through it at peak. Due for completion in 2025 the new layout will make the junction safer and more resilient.

Projects along the A47 have also been approved by the Secretary of State, and have cleared a judicial review which delayed progression to construction.

6 Transport Strategy

6.1 Overview

The [Transport Strategy](#), is our blueprint for transport investment across the region for the next 30 years. During autumn 2022 it was endorsed by all our Local Transport Authorities and has been recognised by the Department for Transport (DfT) who will now give it 'due regard' in funding and policy decisions that affect the region.

The Transport Strategy is a core document for a Sub-national Transport Body. It sets a 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.

Now it has been signed off by the DfT, it puts the East in a much stronger position to secure investment. Thank you to everyone who helped shape this vision for the region's transport networks.

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.”



6 Transport Strategy



Alongside the Transport Strategy sits the Strategic Investment Programme (SIP). This sets out our investment priorities to Government and will be an evolving programme of schemes and initiatives to deliver the strategy.

We have already started delivering against the priorities in the Strategy. For example:

- Decarbonising transport: EV infrastructure forecasting and unblocking barriers report
- Connecting growing towns and cities: First phase of our Rail Plan – the State of Rail in the East report
- Energising coastal and rural communities: Establishing our Rural Mobility Centre of Excellence
- Unlocking our global gateways: Advocating for investment in key freight road and rail routes

Our priorities:

Decarbonisation to net-zero

Connecting our growing towns and cities

Energising our coastal and rural communities

Unlocking our global gateways

6 Transport Strategy

6.2 Changes following consultation

During the development of the Transport Strategy and Strategic Investment Plan we consulted the public, businesses, local authorities and local organisations.

We received around 600 responses and made several changes to both documents.

Changes to the Transport Strategy

- Adjusting the vision to strengthen decarbonising transport.
- Merging the pathway on 'Unlocking International Gateways' from two pathways, separate for ports and airports, to one for both gateways.
- Reordered the goals in our Decarbonisation to Net Zero pathway priority. These reflect comments received about the main challenge being to tackle carbon emissions from

existing journeys, rather than those relating to new homes and jobs.

- Adding more emphasis on how we will work with the government's Levelling Up policies and how transport can support environmental and social inclusion agendas.

Changes to the Strategic Investment Programme

The Strategic Investment Programme sets out our investment priorities to Government and will be an evolving programme of schemes and initiatives to deliver the strategy.

It was known as the Investment and Delivery Programme during the consultation. We have changed the name to align with other STBs and the DfT naming conventions.

Following consultation feedback, we also made several other changes:

- Applying a weighting system to project assessment criteria.
- Additional pan-regional projects to reflect rural/coastal - urban connectivity, levelling up and social inclusion.
- Developed an approach to establish a regional transport carbon budget.
- Provided more detail on our agreed technical programme for next three years.
- Added more emphasis on maintaining the existing networks.
- Made commitments to develop regional KPIs to measure and evaluate the Strategy.

7 Strategic Plan: up to 2025

7.1 Overview

Last year we developed our three-year corporate plan through engagement with our partners, the Transport East Forum, and the Department for Transport (DfT), informed by our multi-year indicative settlement from the DfT.

It sets a direction to guide our annual Business Plan and our annual reporting will track our progress against this three-year corporate plan.

Over the last two years we have made a step-change in the East’s capacity and capability. However, to continue this

accelerated progress we must keep up the pace.

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

By 2025, we will:

<p>1. Be a transport Centre of Excellence for the region</p>	Enhanced capacity & capability	Mature governance and operational functions in place	A 10-year plan for evolution of Transport East	Led the Rural Mobility Centre of Excellence
	Established ‘Next Generation’ strategic analytical capability	Completed Area Connectivity studies	Planned the next generation of transport investment	Led transport policy changes in the East
	An investment pipeline for the East	Reviewed and enhanced funding mechanisms	A regional Business Case development function	Shared capability for our partners to tackle priorities
	Formal partnerships with national bodies to steer investment	Regional Task Forces for our transport priorities	Delivered a communications programme for our single voice	Delivered an engagement programme in support of our partners
<p>2. Plan the next generation of transport projects</p>	Enhanced capacity & capability	Mature governance and operational functions in place	A 10-year plan for evolution of Transport East	Led the Rural Mobility Centre of Excellence
	Established ‘Next Generation’ strategic analytical capability	Completed Area Connectivity studies	Planned the next generation of transport investment	Led transport policy changes in the East
	An investment pipeline for the East	Reviewed and enhanced funding mechanisms	A regional Business Case development function	Shared capability for our partners to tackle priorities
	Formal partnerships with national bodies to steer investment	Regional Task Forces for our transport priorities	Delivered a communications programme for our single voice	Delivered an engagement programme in support of our partners
<p>3. Accelerated delivery of our transport projects in the East</p>	Enhanced capacity & capability	Mature governance and operational functions in place	A 10-year plan for evolution of Transport East	Led the Rural Mobility Centre of Excellence
	Established ‘Next Generation’ strategic analytical capability	Completed Area Connectivity studies	Planned the next generation of transport investment	Led transport policy changes in the East
	An investment pipeline for the East	Reviewed and enhanced funding mechanisms	A regional Business Case development function	Shared capability for our partners to tackle priorities
	Formal partnerships with national bodies to steer investment	Regional Task Forces for our transport priorities	Delivered a communications programme for our single voice	Delivered an engagement programme in support of our partners
<p>4. A Single Voice – put the East’s transport priorities on the UK map</p>	Enhanced capacity & capability	Mature governance and operational functions in place	A 10-year plan for evolution of Transport East	Led the Rural Mobility Centre of Excellence
	Established ‘Next Generation’ strategic analytical capability	Completed Area Connectivity studies	Planned the next generation of transport investment	Led transport policy changes in the East
	An investment pipeline for the East	Reviewed and enhanced funding mechanisms	A regional Business Case development function	Shared capability for our partners to tackle priorities
	Formal partnerships with national bodies to steer investment	Regional Task Forces for our transport priorities	Delivered a communications programme for our single voice	Delivered an engagement programme in support of our partners

7 Strategic Plan: up to 2025

7.2 Progress in 3-year plan
2022/23
Strategic direction and adding value

- New evidence
- More capacity
- Enhanced capability
- Increased influence

Our Transport Strategy evidence base has been enhanced with work on Electric Vehicle infrastructure, a new transport model for people movement, rural mobility, buses, rail and decarbonisation.

We've built stronger relationships with partners including our local authorities, DfT, National Highways, Network Rail, Great British Railways Transition Team and Parliamentarians.

2023 - 2025
Transforming our transport network



7 Strategic Plan: up to 2025

7.3 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 2022-23

- **Expanded the team with new capacity and capability** increasing our technical, communications and engagement expertise.
- **Undertaken an Independent Review** to inform the future direction of Transport East considering a changing devolution environment
- **Established a procurement 'call off contract'** that can be used by local authority partners to access a wider range of transport planning expertise more efficiently.

- **Established our Rural Mobility Centre of Excellence** to draw together regional and national insight, enhance evidence and understanding of rural transport challenges and opportunities to maximise the case for rural transport improvements.
- **Established Transport East as a devolution partner** as our local transport authorities negotiate with government new powers and funding structures for transport provision.
- **Brought together partners, supporters and experts** through our Summit, Forum, Senior Officer Group, thematic officer groups, single issue workshops – to share knowledge and good practice, horizon scan and underpin our Single Voice for transport in the East.
- **Shared our expertise and promoted the excellent work within the region** at 30 speaking events over the year.

Why this is important?

- Increased regional capacity and capability
- Increased impact and effectiveness through strong professional governance, systems and processes
- Maintaining Transport East's relevance in changing external environment

Independent Review

In 2022, the East of England Local Government Association completed an independent review of Transport East's funding and strategic operations, informed by feedback from our partners.

Transport East has incorporated the key recommendations from that review into this business plan and its operations for 2023/24, including:

- Create a multi-year Collaboration Agreement with all district and local transport authority partners
- Ensure deliverables in the Business Plan are explicitly defined and provide benefit to both district and Local Transport Authority partners
- Enhance stakeholder communications through investment in management systems and processes
- Create a plan to enhance engagement with the business community.

7 Strategic Plan: up to 2025

7.4 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 have we delivered in 2022-23

- **Transport Strategy finalisation, Local Transport Authority endorsement and government recognition** providing a robust, evidenced strategic direction for future transport in the East.
- **Developed a new people-focused transport model for the region (BERTIE)** that allows us to test new policies and interventions in a more integrated way
- **Completed phase 1 of our Rail plan – the ‘State of Rail in the East’** report setting out current opportunities and challenges
- **Identified the investment in EV charging infrastructure needed** across the region to meet forecast demand and set recommendations for how the public and private sectors can work more effectively together to accelerate delivery
- **Developed a carbon-analysis toolkit** to help Local Transport Authorities plan more effectively
- Developed support package for local authorities to **help deliver Bus Back Better** commitments

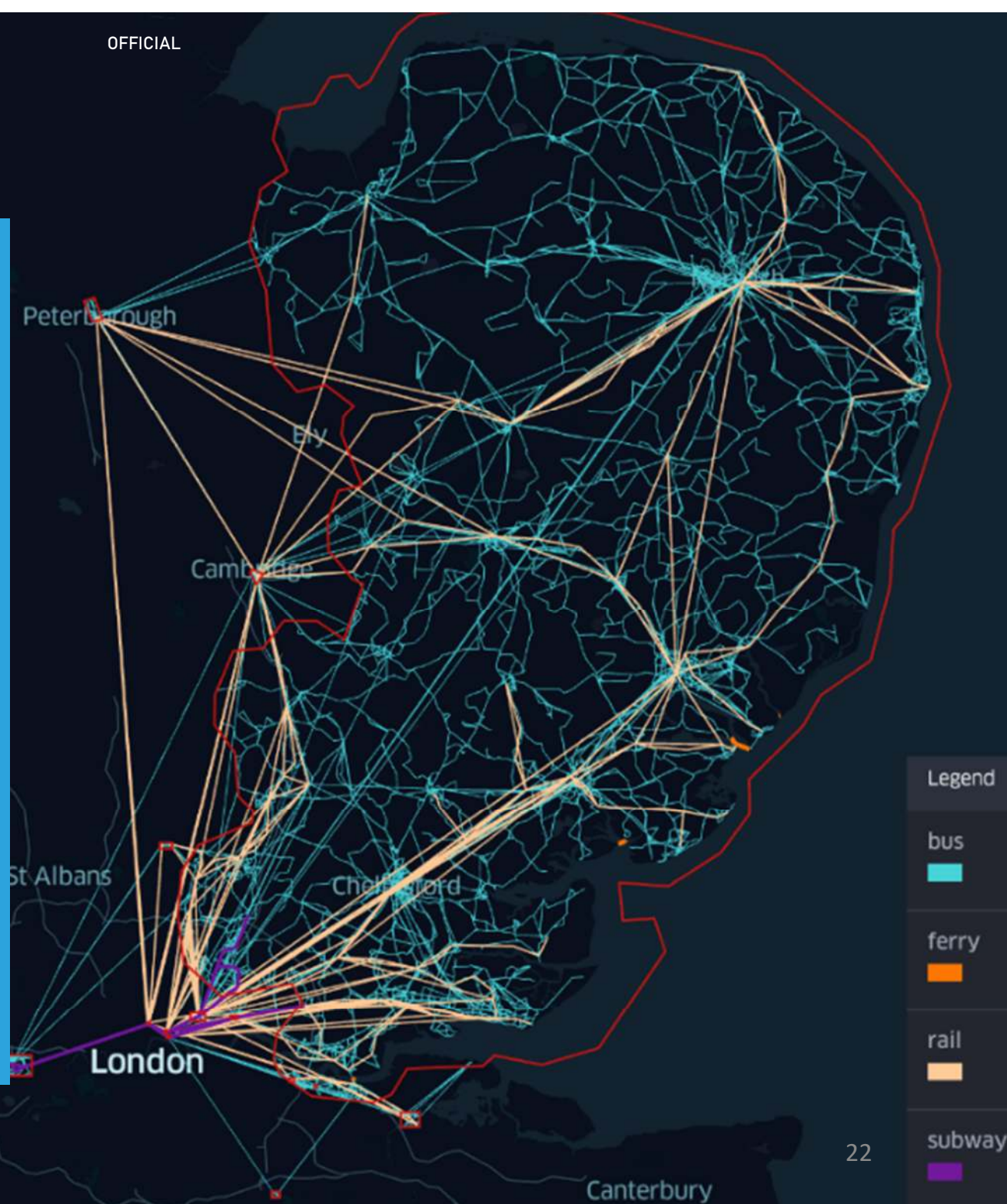
Why is this important?

- Strategic direction to meet national policy direction. Core priorities for the DfT are:
 - Boosting economic growth and opportunity
 - Building a One Nation Britain
 - Improving journeys
 - Safe, secure and sustainable transport
- Robust evidence for new solutions that meet agreed regional outcomes
- Increased insight for all partners to drive better decisions
- Creating clear pathways to manage sustainable growth

Introducing BERTIE

BERTIE is our BEHAVIOUR and Transport: Insights and Equity model. This is a new regional transport model that focuses on the realistic journey options people have and the rational decisions they make. This considers characteristics such as age, income, and gender.

We can now use it to test different policies, new connections or improved services. Through Arup we built two versions of the model, one for 2019, pre-pandemic and one for 2040. The road and public transport networks are joined to allow fully multimodal trips which can have multiple legs of different modes. For example, your trip from home to work could involve walking to a station, getting a train, then a bus trip to your destination.



Legend

bus

ferry

rail

subway

7 Strategic Plan: up to 2025

State of Rail in the East report

Rail investment in the East is not keeping pace with the economic, social and environmental needs of the region according to our [State of Rail in the East report](#), launched in Parliament this year.

This is the first time that a full review of the rail network in the Transport East region has been completed. It forms the first phase in developing a comprehensive plan to transform the region's rail network.

The report sets out the key challenges for the East's rail network, namely;

- **Poor connections East – West** particularly between Norwich/Ipswich and Cambridge/Peterborough
- **Slow journey times**, particularly in comparison to other national main lines
- **Poor frequencies**, especially on branch lines serving smaller communities and to Stansted airport
- **Restricted capacity for freight trains** – increasing the numbers of HGVs on the region's roads
- **Lack of connections between major towns and cities** with some growing places not served at all, e.g Haverhill

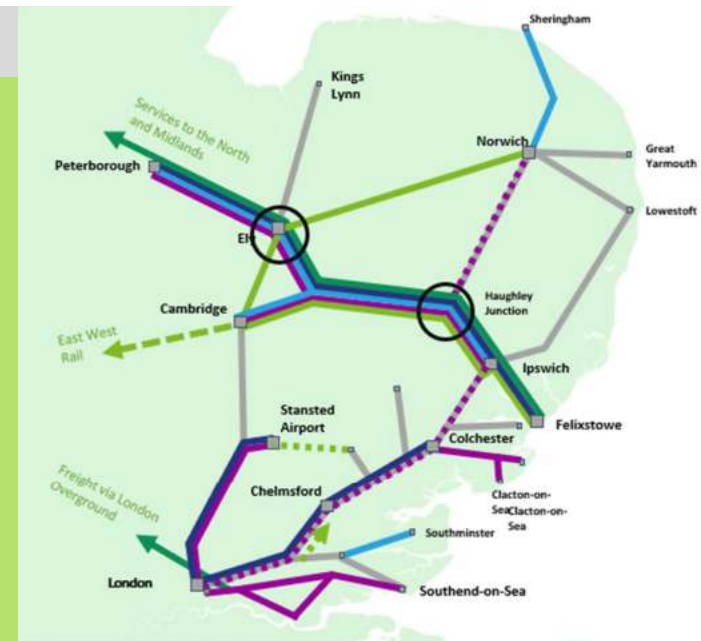
Currently there are only two funded schemes in the rail investment pipeline benefitting the region, both new stations. The region has also seen new trains on the routes served by Greater Anglia.

However, planned infrastructure improvements to speed journeys, increase frequency and enhance rail freight capacity are all waiting confirmation of government funding to progress.

The 'State of Rail in the East' report is the first phase of our integrated rail plan.

To lead this work, we have established a Rail Leadership Group of senior parliamentarians and regional politicians to oversee and champion rail in the East. This group draws together those representing the main rail Taskforces in the region to strengthen the advocacy for investment in rail improvements.

Over 2023/24 we will be undertaking further work, with government and the industry, to determine the short, medium and long-term investment needed to create a rail network fit for the region's future.



Key gaps on rail corridors in the Transport East region

- Journey times (broader aspirations dashed)
- Frequency
- Capacity
- Lack of direct services (new infrastructure dashed)
- High frequency diesel services

7 Strategic Plan: up to 2025

7.5 Accelerated delivery of our transport projects in the East

What does this mean?

A transport investment pipeline for the East, prioritising investment for government and delivery bodies, accelerating business cases for our priority projects.

What have we delivered in 2022-23?

- Created the **Strategic Investment Programme** for the region assessed against our Transport Strategy priorities
- Developed **formal senior-level relationships** with DfT policy teams, National Highways, Network Rail and Great British Railways Transition Team
- Advised National Highways and DfT on the development of **Route Strategies and Road Investment Strategy 3** priorities
- Updated advice to government and National Highways on **Major Road Network** priorities

- Worked with Network Rail to **strengthen evidence for interventions on the rail network**
- Developed well-evidenced recommendations for both public and private sectors to **accelerate the delivery of EV charging infrastructure**
- Developed a set of **technical guidance for those working in the bus industry** to maximise improvements in line with Bus Back Better aspirations

Why is it important?

- Setting clear, evidenced investment priorities for government, delivery bodies and regional authorities
- Building effective relationships with all organisations involving in the development, funding and delivery of major transport improvements to maintain focus and maximise chance of success
- Embedding regional priorities in national delivery body frameworks – to give East the best chance of success in a difficult funding environment.

EV Charging Insight

We looked at the scale and type of charging infrastructure needed across the region to understand how to accelerate delivery.

Transport East has a priority to reduce emissions to net zero by 2040 but are a car-dependent region.

Supporting authorities and developers to plan, locate and design charging infrastructure can speed the transition to low carbon private transport.

EV:Ready is a dashboard tool developed for Transport East by WSP, that provides an evidence base to plan future EV charging infrastructure (EVCI) requirements.

Depending on speed of EV uptake, the region could need up to 10,000 more public charge points by 2025 and 54,000 more by 2050.

The mapped results also show where the focus for rapid chargers and standard chargers should be geographically, helping local authorities develop EV plans.

The ELeCtric Vehicle Insight Study (ELVIS) commissioned from City Science looked at how local authorities, energy providers and private sector charge-point operators can work more effectively to deliver EV chargers in the right place.

The report makes recommendations to speed delivery of EV charging infrastructure, focusing on the work of STBs, Local Authorities, national government, Charge Point Operators (CPOs) and the private sector.



7 Strategic Plan: up to 2025

7.6 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, LEPs, Chambers of Commerce, Businesses and MPs, with our strategic transport priorities embedded within the investment planning of government and transport delivery bodies.

What have we done already?

- **Met Secretary of State for Transport and other Government Ministers** to advocate for investment in the East
- **Gave evidence at the Transport Select Committee** on rural mobility as part of ongoing work to increase the national focus on rural transport issues, solutions and funding
- Continued role as **transport adviser to the East of England All-Party Parliamentary Group**
- **Met senior politicians and officers at all District councils**, increasing our understanding of local challenges and ability to champion common issues
- Galvanised cross-party, cross-sector and cross-country support for funding for **Ely and Haughley rail upgrades** and supported the campaign for 4 trains per hour to be reinstated to Stansted airport
- **Worked with partners to advocate** for increased bus funding, more active travel and to maintain government commitment to essential road improvement schemes
- Led the **transport chapter to the EELGA/ EoE APPG Levelling Up the East** report
- Co-drafted the **EoE APPG’s report on International Gateways** and the importance of strong onward connections to the region’s economy
- Led and coordinated **regional activity on thematic issues** including:
 - Rail Leadership group, GEML Taskforce and East West Rail Eastern Board
 - Active Travel Champions
 - Technical officer sub-groups on rail, roads, passenger transport, electric vehicles and active travel
- Co-hosted the **Joint STB Conference** at the Vox in Birmingham including a Chair of STB meeting with Transport Minister
- **Chaired the STB/DfT regular liaison meeting** restructuring and improving governance to strengthen relationships with DfT officials and increase effectiveness of the joint STB activity
- **Grew our visibility, credibility, reach, influence and audiences** through meetings, events, media, social media, newsletters and our website

7 Strategic Plan: up to 2025

7.6 A Single Voice – put the East's transport priorities on the UK map

Why is it important?

- Developing, maintaining and amplifying our single voice for transport in the East.
- Building visibility, understanding and influence of East to maximise opportunities
- Supporting our partners to utilise our tools, data and insight to enhance policies, decisions and cases for investment.



8 Financial Summary

8.1 Summary	
	Amount
Income	£ 2,082,160
Actual & committed	£ 1,767,111
Reserves	£ 215,049
Balance carried into 2023/24	£ 99,448

8.2 Income		Carried forward 2023/24	Notes
2022/23 Income			
Brought forward	£ 373,260		Includes reserves (£ 215,049) and programme spend 21/22 (£158,211)
Subscriptions	£ 251,900		
DfT Grant	£ 762,000	£ 50,000	Funding allocated for strategic hub workstream
Additional DfT funding	£ 660,000	£ 49,448	Funding allocated, but not committed, to EV workstream
Additional in-year funding	£ 35,000		Contributions from Local Authorities towards the development of the ABM and TE project management contribution
Total Income	£ 2,082,160	£ 99,448	

8 Financial Summary

8.3 Expenditure

2022/23 Spend		Committed for completion in 23/24	Notes
Non-programme spend			
Staff	£ 392,107		Full staff costs. Excludes Rural Mobility Lead 22/23 costs which are covered by additional DfT funding
Operational costs	£ 50,805		Offices costs, conferences, travel, document production and website
DfT Programme costs			
2021/22 carried forward	£ 158,211		Works completed 22/23 including Alternative Fuels Phase 1, State of Rail, Data Discovery, ISA
Additional DfT funding	£ 479,052	£ 166,500	Committed budget applies to travel & behaviour workstream
DfT core funding	£ 202,166	£ 414,273	Contributions towards the development of the ABM
Total Spend	£ 1282,341	£ 580,773	

9 Funding and Resources

9.1 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, ensure independence from government, and as a base to continue to leverage increased grant funding from the DfT.

The current local contributions total £251,900. Following the outcome of the Independent Review we undertook in 2022, we have created Memorandum of Understanding for endorsement by local authority members in early 2023/24 which sets out a below inflation increase to subscriptions of 3.5% for 2023-24.

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

9.2 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 2022/23 this was supplemented by £660,000 of additional funding for technical work, including joint work with other STBs.

Transport East has an annual indicative funding settlement from the DfT up to 2024/25, but requires an annually agreed business plan.

10 Our Thanks

We can not undertake the work of Transport East without the ongoing support of our partners.

Our thanks this year go to:

The Transport East team: for their hard work, dedication and commitment to making transport in the East better.

People in the East: for giving us your views and choosing to use sustainable transport when you can.

The Transport Forum: 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 regular officer contacts at National Highways, Network Rail and GBRTT: for their continuing positive engagement.

Our home team at the DfT: for championing our work in the department and across government.

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

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