



TRANSPORTEAST

Annual Report
2024-25

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TRANSPORTEAST

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Foreword



Will Quince
Chair, Transport East

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

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

While these goals are ambitious, our well-

established partnerships give me confidence that they can be achieved in the East.

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

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

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

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

From our growing and dynamic urban centres to the picturesque rural and coastal communities across Norfolk, Suffolk, Essex, Thurrock, and Southend, this region is home to vibrant and enterprising communities.

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

Everyone deserves good access to jobs, education, healthcare, and leisure services, and I know the fantastic work of Transport East will support better links for all.

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

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

A handwritten signature in dark ink, appearing to read 'Will Quince'. The signature is fluid and cursive, written on a white background.

Foreword



Andrew Summers

Chief Executive, Transport East

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

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

devolved powers.

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

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

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

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

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

This service will continue being developed over the next financial year to become a

highly valuable tool for our partners.

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

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

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

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

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

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

A stylized, handwritten signature in black ink, appearing to read 'Andrew Summers'.

2 Year at a glance

April - June

Will Quince announced as new Chair

Published Transport Related Social Exclusion report

Published Active Travel Progress Report

Congratulated region's MPs and new Ministers following General Election

Hosted inaugural Bus Enhanced Partnership meeting

Co-hosted Net Zero East Conference with EELGA, EEH and CILT

Shared outputs and recommendations from our latest EV study, REVEAL

October - December

Welcomed funding in the Autumn Budget, including £48m for buses and £152m for road maintenance

Led the East at the launch of the Government's Integrated National Transport Strategy

Engaged with stakeholders to enhance the case for the East West Rail Eastern section

Published findings on Enhanced Partnerships to inform national bus policy

Represented the East at party conferences and coordinated a partner fringe event

Week of advocacy to reignite the case for Ely and Haughley rail upgrades

Launched Youth Mobility Survey

January - March

Welcomed Local Transport Minister to our Summit in Ipswich

Published first regional Transport Behaviour Survey insight report

Soft launch of TRIP (Transport Regional Insights Programme) platform, providing easy access to our data and tools for the East's transport officers

Submitted the East's case for infrastructure investment to the Government's Spending Review

Partnership visit to Sizewell C construction site

2 Year at a glance



Supported the next generation of projects with 5 reports

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



Advocated for the East at political events and briefings

- Co-hosted a Fringe event at the Labour Party Conference
- Briefed the region's MPs on our role, work and priorities
- Gave evidence at the Transport Select Committee on rail and buses
- Responded to Government and project calls for input including National Planning Policy Framework, integrated transport, rural buses and East West Rail

Led the East's single voice at over 8 events

Including:

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



Provided a Centre of Excellence for partners

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

3 Why the East matters

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

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



Supplying the nation

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

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

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

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

Feeding the nation

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

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

Powering the Nation

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

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

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

4 How we work

4.1 Who is Transport East?

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

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

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

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

4.2 Our Vision

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



4 How we work

4.3 Structure

Board

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

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

Transport East Senior Officers Group (TESOG)

TESOG oversee our annual work programme. It comprises of officers from

all transport authorities, district representatives, National Highways, Network Rail, Local Government East (formerly EELGA), UK Innovation Corridor and DfT.

Business Unit

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

4.4 How we're funded

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

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



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

5 Our Strategy

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

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

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

Guiding our strategy are four priorities:

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

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

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

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

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

Suffolk County Council's
Local Transport Plan

5.1 Delivering the strategy through our Business Plan

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

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

6 Regional Successes

6.1 Speaking as a single voice

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

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

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

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

**Jack Weaver, Chief Operating Officer
at Norfolk Chambers of Commerce**

Transport East Summit

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

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

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

Minister for Local Transport, Simon Lightwood MP, supported Transport East's role as the collective voice of partners amplifying the East's transport priorities,

as did Jess Asato MP, Co-Chair of the East of England All Party Parliamentary Group who underlined the need for a unified voice to secure funding and policy support to realise the region's potential.

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



Will Quince, Simon Lightwood MP and Sarah Howard MBE

6 Regional Successes



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

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

Simon Lightwood MP, Minister for Local Transport



Andrew Summers, Jess Asato MP and Will Quince



Panel at Summit



Attendees at the Summit



Discussing the role of international gateways

6 Regional Successes

East West Rail - Building the case for the Eastern Section

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

The discussions underscored the strategic importance of the region's economy, demonstrating the need for a forward-thinking approach to better align transport improvements with growth and opportunities. The evidence shared emphasises why East-West Rail must

make sure decisions being taken now consider onward journeys beyond Cambridge to Norwich, Ipswich and Stansted.

Continued advocacy for Ely and Haughley Rail Capacity Upgrade

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

In collaboration with England's Economic Heartland, we published an updated *Keeping Trade on Track* report and

organised a 'day of action' during a week-long campaign to highlight the benefits of this critical upgrade. These include 2,900 extra freight services, 277,000 more passenger journeys, and a £4.89 return for every £1 invested. Regional media amplified our collective call to the Government.

Comprehensive Spending Review

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

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

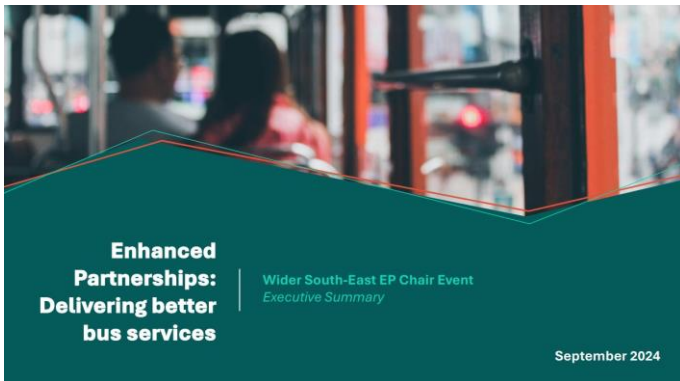


Workshop at the Jockey Club in Newmarket, to build the case for the East West Rail scheme to go beyond Cambridge

6 Regional Successes



Enhanced Partnership meeting and report (below image)



Will Quince speaking at the Net Zero East conference

Influencing bus policy

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

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

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

Net Zero East Conference

Alongside the East of England Local Government Association (EELGA), England's Economic Heartland (EEH) and the Chartered Institute for Logistics and Transport (CILT), [we co-hosted the Net](#)

[Zero East conference](#). Over 250 attendees discussed regional sustainability, with Daniel Zeichner MP highlighting the need for climate adaptation.

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

Making the case with new and re-elected Parliamentarians

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

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

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

6 Regional Successes

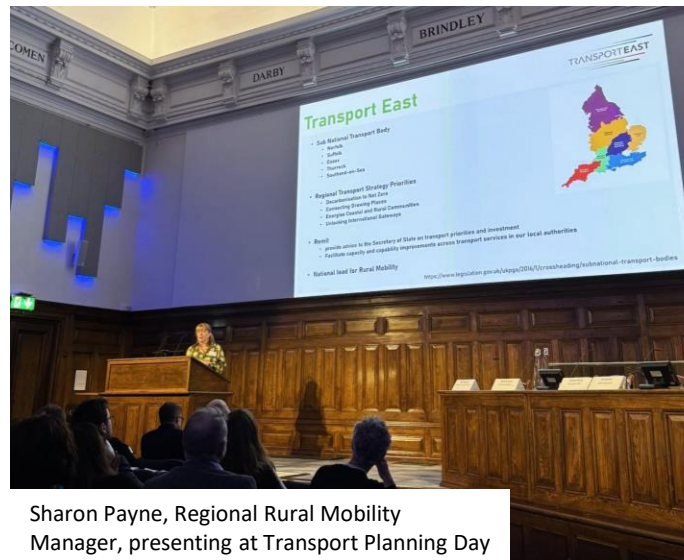
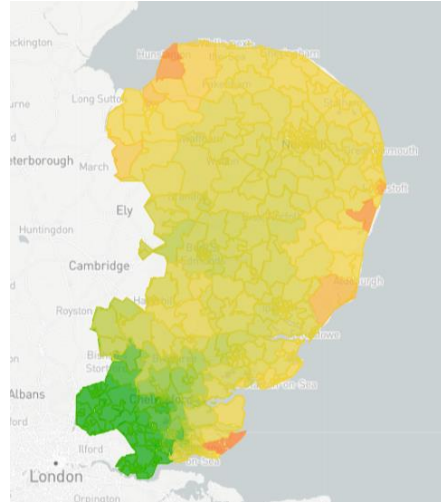
6.2 Regional Centre of Excellence

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

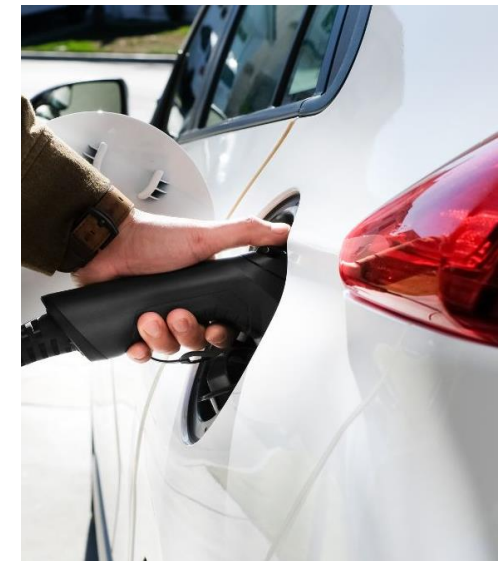
Last year we provided resources through by developing and delivering:

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

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



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



6 Regional Successes



Data from BERTIE

The East's first Travel Behaviour Survey

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

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

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

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

To discuss these insights further, Andrew Summers spoke to BBC radio, emphasising the survey's importance in shaping the

region's transport planning and delivery.

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

Recently launched as a key piece of our support for partners' capacity and capability, TRIP has been developed with ARUP to provide local authorities with a wealth of insights and information through dashboards, data, and other tools, fostering evidence-led decision-making.

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

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

6 Regional Successes

Leading the case for better Rural Mobility

Following the successful launch of the [Rural Connections Report](#) at the start of 2024, our [Rural Mobility Centre of Excellence](#) has continued to support partners and lead the nationally on rural mobility.

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

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

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

Producing evidence to enhance transport for everyone

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

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

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

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



Leading the Rural Mobility panel at the STB Conference during Interchange in March 2025

6.3 Funding benefitting the East*

- £47m for councils' Bus Service Improvement Plans (BSIP) for 2025/26
- £152m road maintenance funding
- £3 bus fare cap until end of 2025
- £16m Active Travel Funding
- £16.1m Integrated Transport Block funding

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

6 Regional Successes

6.4 Major Schemes List

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

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

1. Improvements along the A47, including North Tuddenham to Easton, Blofield to Burlingham and Thickthorn Junction.
2. Long Stratton Bypass: construction started in 2024, with expected completion end of 2025.
3. Lowestoft's Gull Wing Bridge: opened in September 2024.
4. Colchester Rapid Transit Corridor: Northern Approach due to be completed 2025.
5. A12 Concrete resurfacing between Stanway and Marks Tey: Completed in 2024.
6. Chelmsford's Beaulieu Park station: due to open 2025.
7. A127 Fairglen Interchange received £15m additional funding for improvements.
8. C2C rolled out contactless payments to all 26 stations.



At the start of the Long Stratton Bypass construction



Lowestoft's Gull Wing Bridge



Chelmsford's Beaulieu Park station

7 Strategic Plan: up to 2025

7.1 Overview

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

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

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

By 2025, we wanted to:

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

7 Strategic Plan: up to 2025

7.2 Be a transport Centre of Excellence for the region

What does this mean?

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

What we delivered in 2022-25

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



7 Strategic Plan: up to 2025



7.3 Plan the next generation of transport projects

What does this mean?

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

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

What we delivered in 2022-25

- We developed and secured endorsement from partners and the Government for our Regional Transport Strategy. As a result, its priorities should now be considered in new policies which impact the East.
- We launched BERTIE, our Agent-Based Model of transport in the region, which is based on the realistic transport

choices available to people. This model provides localised insights into journeys made and will help shape decisions on future investment.

- We provided regional partners with insights into Electric Vehicle Charging Infrastructure, including the most suitable locations, the types of public chargers needed, and recommendations to accelerate the rollout of charging points.
- We undertook significant work on rail, producing two key reports - one being the region's first State of Rail report.
- This year, we completed the Connectivity Studies including specific work on market towns.
- For buses, we established a Bus Forum and made the case for Enhanced Partnerships informing government thinking on how best to deliver their bus commitments
- On Active Travel, we supported Local Transport Authorities with the development of Local Cycling and Walking Infrastructure Plans (LCWIPs).

7 Strategic Plan: up to 2025

7.4 Accelerated delivery of our transport projects in the East

What does this mean?

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

What we delivered in 2022–25

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



7 Strategic Plan: up to 2025



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

What does this mean?

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

What we delivered in 2022-25

- Worked with multiple regional partners to amplify the voice of the East, its offer to the nation and its investment needs.
- Met Transport and other Ministers to advocate for investment in the East.
- Given evidence on behalf of the East at the Transport Select Committee on Rail Reform, rural transport and the role of buses.

- Established Strategic Taskforces to inform, guide and progress priorities – including rail, passenger transport, active travel, and rural mobility.
- Become a strategic transport adviser to the East of England All Party Parliamentary Group.
- Initiated and supported specific campaigns on rail and road priorities, local government funding for transport, buses and supported specific funding bids from our partners.
- Established a presence at Party Conferences on behalf of our members.
- Expanded and delivered a programme of communications across brand, digital and social media; building awareness, understanding and trust.
- Delivered a quarterly webinar for local authority partners and our monthly newsletter, receiving over 100 regular viewers.

8 Funding and Resources

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

8.1 Local contributions

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

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

This financial year local contributions totalled £269,842.

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

8.2 DfT contributions

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

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



8 Funding and Resources

8.3 Summary

	Amount
Income	£1,238,342
Actual & committed	£1,238,342
Reserves	£200,461
Balance carried into 2023/24	£73,656

8.4 Income

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

8 Funding and Resources

8.5 Expenditure*

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

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

9

Measuring Success

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

Financial

Measure	Indicator	Target	Result
Good financial management (programme)	% of forecast budget spent or committed on agreed business plan outputs	100% by 31 March 2025	100% spent or committed
Good financial management (efficiency)	Reduced ratio of operational costs to income	Reduction on 2023/24 by 31 March 2025	Operational costs to income increased due to appointment of independent Chair
Additional income	Income received beyond core subscriptions and DfT grant	Increase on 2023/24 by 31 March 2025	£24,500 additional income secured. This is less than 23/24 due to differing opportunities

Customer

Measure	Indicator	Target	Result
Partner awareness of TE and services	Number of website & social media interactions	Increase on 2023/24	LinkedIn followers increased 67% Active website users increased 3.5%
Partner usage of tools and services	Number of interactions/downloads for the new CoFE	New product - 2024/25 baseline	TRIP launched in Q4 – monitoring to start from 25/26
Partner satisfaction	New satisfaction index	New measure – 2024/25 baseline	New index not established due to internal capacity. Undertake in 25/26

Process

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

Impact and Growth

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

10 Our Thanks

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

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





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March 2025

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