

Report on the Transport East Summit held on 17 December 2018

Purpose

This report provides a summary of the key messages and discussion from the East of England Transport Summit on 17 December 2018 to inform the development of the Transport East Strategy.

1. Background

- 1.1 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 transport issues and proposals can be addressed in a timely and efficient way.
- 1.2 The area covered by Transport East, which currently includes Norfolk, Suffolk, Essex and Southend-on-Sea, is already successful:
 - The area's £71bn economy has the potential for further economic growth, both within our towns and cities and along our revitalised coast.
 - It is a global gateway with an important role in connecting our nation to world markets.
 - It is home to some of the fastest growing places in the UK, as well as having a strong links to the important UK economies of London, the Midlands and Cambridge.
 - It has internationally important strengths in advanced manufacturing, ICT and biosciences and financial industries, as well as being a leading centre of UK energy production.
 - It has a strong visitor economy and important places steeped in the UK's rich history.
- 1.3 The ambition is to support the region to continue to thrive. Through stronger collaboration, Transport East offers the opportunity to deliver a transport network that meets ambitions and aspirations for decades to come.

2. Introduction

- 2.1 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.
- 2.2 The timetable for the development of the Transport East strategy as follows:
 - December 2018 – Transport East narrative
 - March 2019 – Strategic context and evidence base
 - September 2019 – Draft Transport East Strategy
- 2.3 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. An attendance list is included as **Appendix A**.
- 2.4 A story board was developed during the event to capture of the outcomes for the day and is included as **Appendix B**.

3. Opportunities and Challenges for Transport East

3.1 As part of the Summit a panel were asked to consider the economic challenges and opportunities for the region that require a strategic transport infrastructure response and how this might be delivered. The panel included:

- Adam Bryan, Managing Director, South East LEP
- Cllr Mary Evans, Deputy Leader, Suffolk County Council
- Doug Field, Chairman, New Anglia LEP
- Jonathan Oates, Corporate Affairs Director, London Stansted Airport
- Anita Thornberry, Executive Director, Haven Gateway Partnership
- Richard Taylor, Head of Strategic Planning, Anglia, Network Rail

3.2 A summary of the key messages from the debate is included below:

- Articulate a **cohesive, consistent and compelling offer** to government through a strong narrative
 - Net contributor
 - Potential to be the real energy driver for UK PLC
 - The East is global market place open for business
- Limited and **clear priorities/asks**, with partners collaborating not competing
- Demonstrate our economic strength (as net contributor) and assets (our ports, airports, and centres of excellence, including our energy coast)
- Demonstrate how Transport East will provide benefit and **work beyond its boundaries**:
 - Trading routes and supply chains through the area; inwards to the Midlands/North/London and outward globally via the ports and airports.
 - Opportunities to meet climate change treaties – could Transport East take a carbon progressive approach to development by taking advantage of its R&D and innovation expertise.
- Need a **strong collaborative partnership**, with effective representation from business, to create an authoritative body for government to engage with.

4. Establishing the Transport East Narrative

4.1 Transport East has identified three key themes that together define its unique transport geography and provide an overarching narrative for its Strategy:

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).
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.

4.2 In order to achieve this Transport East's role will be to:

- **Connecting people and communities:** Creating faster, more reliable and resilient, and better connected transport infrastructure both within, and out of our region.
- **Connecting industry and business:** Supporting commerce by improving national and international connections into, out of and across the region.
- **Moving goods:** Improving connectivity between our ports and airports to enable freight, goods and people to move more efficiently.

4.3 Partners attending the summit were invited to identify the partners, frictions, opportunities, and priorities for each of the three themes which will be fed into the narrative and strategy development. This is included as **Appendix C**.

5. The Desired Future: Looking to 2050

5.1 The Transport East Strategy will set out the long term vision for the region to 2050, delegates identified the following priorities for the desired future which the strategy will seek to deliver:

- **Multi-modal access** to transport networks, such as seamless ticketing, intraoperative regulations and cost effective choice for users
- **Innovative transport and infrastructure solutions**, including electric roads, delivery drones, air taxis, driverless cars/pilotless ships and digitised rail, as well as technology to reduce the need for travel
- **Increased sustainability**, including 24 hours use of roads for business, reduction in empty trucks, and carbon neutral/progressive solutions (with an ambition to sell carbon allowance to other areas who can't meet their reductions)
- **New and improved transport schemes**, such as HS3 into East Anglia, completion of Oxford /Ipswich/Norwich corridor, better connections to sea ports/airports, better east/west connections
- **Improved local economic opportunities**, including better urban transport networks which tackle bottlenecks and connections between towns and cities to build mutual opportunities.

5.2 Considerations raised for Transport East in achieving these ambitions included a need to:

- **engage with younger people** on how they view travel in the future and understanding their priorities.
- explore how Transport East can capitalise on its priority around the energy coast by working towards a **carbon neutral approach**; focusing on future innovations in travel and providing good alternatives to car use.
- understand the potential **impact of technology on the travel needs of the future**, eg virtual schooling, changes to logistics via air, greater focus on leisure etc.

5.3 The full feedback from the roundtable discussions is included as **Appendix D**.

6. Conclusions and Next steps

6.1 The Summit was aimed as the starting point for a strong ongoing relationship with partners throughout the development and delivery of the Transport East Strategy. A strong public/private sector partnership is at the heart of Transport East achieving its ambitions.

6.2 Following the Summit, some initial actions have already been agreed by the Transport East Forum to respond to the points raised at the Summit these included:

- Establishing an approach to engage with younger people in the development of the strategy
- Inviting a representative of the Essex, Norfolk and Suffolk Chamber of the Commerce to attend the Transport East Forum to strengthen the business voice on the Forum
- Exploration of the opportunities for developing a statement of intent on a carbon neutral or progressive approach.

6.3 The outcomes of the panel session and the roundtable discussion will feed into the initial stages of the strategy development, and the Transport East Forum will ensure that there are consistent and ongoing opportunities for partners to engage at all stages of the strategy process.

Appendix A: Transport East Summit Attendance List

First Name	Last Name	Job Title	Company
Simon	Amor	Head of Planning and Development	Highways England
Nigel	Aves	Contracts Manager	Jackson Civil Engineering
Stephen	Baker	Chief Executive	Suffolk Coastal and Waveney District Councils
Lewis	Banks		Peterborough City Council
Dr Carolyn	Barnes	Transport & Infrastructure Manager	Suffolk Coastal & Waveney District Councils
Nicola	Beach	Chief Executive	Suffolk County Council
Cllr Kevin	Bentley	Chairman	Transport East
Cllr Gerard	Brewster	Cabinet Member for Economy	Mid-Suffolk District Council
Cllr Anthony	Brown	Councillor	Central Bedfordshire Council
Adam	Bryan	Managing Director	South East LEP
Suzanne	Buck		Suffolk County Council
David	Burch	Director of Policy	Essex Chambers of Commerce
Nick	Burfield	Policy Director	Suffolk Chamber of Commerce
Cllr Graham	Butland	Leader	Braintree District Council
Mark	Carroll	Executive Director for Place and Public Health	Essex County Council
Karen	Chapman		Suffolk Growth Programme Board
Andrew	Cook	Director of Highways & Transportation	Essex County Council
David	Cumming	Interim Team Leader Transport	Norfolk County Council
Paul	Davey	Head of Corporate Affairs	Hutchison Ports
Francesca	Day	Public Affairs Manager	Essex County Council
Jonathan	Denby	Head of Corporate Affairs	Greater Anglia
Cllr Mary	Evans	Deputy Leader and Cabinet Member for Highways, Transport and Rural Affairs	Suffolk County Council
Nova	Fairbank	Head of Policy, Governance & Public Affairs	Norfolk Chamber of Commerce
Doug	Field	Chair	New Anglia LEP
Peter	Geraghty	Director of Planning & Transport	Southend on Sea Borough Council
Perry	Glading	Director	Glading Consultancy Ltd
David	Glason	Director of Development	Great Yarmouth Borough Council
Ellen	Goodwin	Infrastructure Manager	New Anglia LEP
Cllr Martin	Goss	Portfolio Holder for Waste, Environment and Transportation	Colchester Borough Council
Ewan	Green	Corporate Director (Planning & Regeneration)	Tendring District Council
Alison	Hall	Commercial & Marketing Manager	Port of Tilbury London Limited
Roger	Harborough	Director of Public Services	Uttlesford District Council
Dave	Hodgson	Elected Mayor	Bedford Borough Council
Cllr Geoff	Holdcroft	Deputy Leader	Suffolk Coastal District Council
Phil	Hutchinson	Head of Strategic Planning	Govia Thameslink Railway
Trevor	Hutchinson	Head of Planning	London Gateway Port Limited
Cllr Gary	Jones	Deputy Leader	East Hertfordshire Council
Dominic	Keen	Board Member	New Anglia LEP
George	Kieffer	Vice Chair	South East Local Enterprise Partnership
Mat	Kiely	Transportation Services Strategic Lead	Thurrock Council

Jennifer	Lau	Principal Client Development Coordinator	Jackson Civil Engineering
Ian	Lewis	Programme Manager	Opportunity South Essex
Mark A. G.	Lucas	Consultant Transport Adviser to the LSCC	LSCC / The U.K.'s Innovation Corridor
Graeme	Mateer		Suffolk County Council
John	McGill	Director at London Stansted Cambridge Consortium	LSCC
Phil	Mileham	Strategic Planning Manager	Breckland District Council
William	Nunn	Leader of Breckland Council	Breckland Council South Holland District Council
Jonathan	Oates	Corporate Affairs Director	London Stansted Airport
Kate	O'Driscoll	Policy and Programme Manager	East of England LGA
Sheila	Oxtoby	Chief Executive	Great Yarmouth Borough Council
Richard	Pace	Managing Director	Norwich Airport Ltd
Annie	Richardson	Policy Officer	East of England LGA
Hannah	Shah	Senior Manager	East of England LGA
Rajinder	Sharma	Business Engagement Manager	Transport Systems Catapult
Cllr Phil	Smart	Portfolio Holder: Environment & Transport	Ipswich Borough Council
Jeremy	Smith	Group Manager, Transport Strategy and Funding	Cambridgeshire County Council
Alastair	Southgate	Head of Future Transport Strategy	Essex County Council
John	Stevenson		Port of Tilbury
Matthew	Taylor	Senior Network Planner	Highways England
Richard	Taylor	Head of Strategic Planning	Network Rail
Anita	Thornberry	Executive Director	Haven Gateway Partnership
Jon	Tiley	Head of Spatial Planning	Hertfordshire County Council
Martin	Tugwell	Programme Director of the Strategic Alliance programme	England's Economic Heartland
Ian	Vipond	Strategic Director - Policy and Place	Colchester Borough Council
Kevin	Ward		West Suffolk Council
Peter	Ward	Commercial Director	Port of Tilbury
Cllr Martin	Wilby	Chairman EDT at NCC	Norfolk County Council
Russell	Williams	Chief Executive	Ipswich Borough Council
Andy	Wright	Chief Executive	Braintree District Council



Appendix C: Roundtable Discussion “Collating the key features of the three priority themes”

Theme 1: Global Gateways

Partners	Frictions
<ul style="list-style-type: none"> • Ports and airports in the region and in neighbouring areas (including, Schipol as the nearest hub). • Government and local MPs • Local authorities and neighbouring authorities: including Thurrock Council, Cambridgeshire and Peterborough Combined Authority and the Greater London Authority. • LEPs and neighbouring LEPs • Neighbouring Sub-National Transport Bodies, include Transport for London • International trade partners/organisations: role of LEPs, Stansted role in enabling business access to UK and UK business East access. • Business community • Transport Taskforces and consortium: such as the A47 alliance, East/West Rail Consortium • Airline carriers • Network Rail • Academic institutions • Telecommunications organisations • Freight organisations 	<ul style="list-style-type: none"> • Brexit • Lack of integrated transport system and interconnectivity • Competing priorities eg EW Rail versus Ely / F2N, Norwich airport versus Stansted airport, freight trains delaying passenger trains • Competition for the same funding eg with other STBs, Government view that Heathrow is the only priority • Lack of confidence in longer term funding - more than 5 years • Lack of consensus, eg long term / short term, Local politics / political boundaries • Smaller operators, ports, airports need to be heard • Infrastructure that serves expansion plans might limit scope • Quality and reliability of infrastructure • Equitable investment eg whoever goes first pays and others will benefit • Rail links • Freight operation pathway for freight / passengers • Competitors of business - focus on 1 sector each
Opportunities	Priorities
<ul style="list-style-type: none"> • Brexit - global trade, increased movement. • Clarity of what is our 'growth message' • east / west connections essential to global connectivity: Yarmouth to West Midlands; Cambridge to Oxford, A47 upgrade, surface access, East/West Rail connectivity - link to Stansted. • International trade and foreign direct investment, including links to the East and in particular Far East, China etc. • Supporting expansion plans of ports and airports • Opportunity to develop the clusters around ports and airports • Energy coast investment: offshore, wind, nuclear Offshore, Sizewell C • Strengthen visitor / tourism economy • Jobs including the supply chain • Wider business voice regardless of administrative / local political buy in • Proximity to London, Heathrow etc • To get external partners to support out case • Changing agenda - local significance of global warming in the East • Digital / technology - link to London and Cambridge and how it could improve links internationally. 	<ul style="list-style-type: none"> • Roads; Rail - quicker journeys, higher frequency, earlier / later, more resilience; and freight - by rails and road. • East West connectivity • Specific schemes: including, Ripple Rail Yard / Gospel Oak, A47 upgrade, F2N - full route solution: Haughley & Ely, West Anglia mainline, J8 M11 rebuilding, Rail capacity to Stansted NSEW • Capacity to improve national links to the rest of the country from Thames ports • Agreed vision across localities and priorities, top 10, top 5, top 3. Value added priority messaging - quick wins and more credibility in central government • Government clarity - 3rd party funding and liabilities associated. • Brexit infrastructure • Low carbon transport • Investment opportunities - keep up to date with existing and new

Theme 2: Multi-Centred Connectivity

Partners	Frictions
<ul style="list-style-type: none"> • Ports and airports • Wider South East Partners - EELGA collaboration • Transport operators and providers ie., bus, rail companies, Cab companies, Uber, cycle groups • Business community and LEPs • Public sector: Local authorities, Government and MPs • Neighbouring Sub-National Transport Bodies Developers • Universities • Network Rail • Highways England • Public engagement • Developers 	<ul style="list-style-type: none"> • Cities and Towns: Relatively smaller urban centres (compared to the rest of the country); Each county has the same main centre; old towns and limitations/constraints but positive in creating an attractive place to live; Urban densification / more homes; Inter-urban problems. Otherwise getting more people into cities and towns leads to more congestion; and rural connections - ripple out from urban. • Friction between passengers and freight • Funding: complex, takes too long; Private sector investment offer; and business case challenge. • Infrastructure: Congestion and overcrowding; network needs to be able to deal with new demands such as electric vehicles; future proofing • Delivery timescales • Conflict in messaging and lobbying across the region; need to balance individual requirements versus universal benefit.

<ul style="list-style-type: none"> • International relationships • Broadband 	<ul style="list-style-type: none"> • Roads: SRN / MRN / local roads. • Rail: Major rail routes and other routes. • The 'wider East' - Cambridge? • Managing the need to travel. • Re-allocation of road space: White vans, online retail • Local connections versus speed for longer distance. • View of BCR - lack of focus on strategic case; constraints on making a case for funding. • Broadband: Variable internet speeds. • Uncertainty around nuclear agenda and timetable to skill building. •
Opportunities	Priorities
<ul style="list-style-type: none"> • Opportunity to identify what infrastructure you need for 21st Century: New modes of transport - autonomous vehicles, drones etc; innovation and digital connectivity; physical and virtual connectivity • Collaboration: whole picture messaging and overview of where we are - rail patronage / housing/ jobs; coherence ask; public /private collaboration; articulate our own needs rather than being told what others think we need; Start with business - understand connectivity needs/supply chains and required infrastructure • Better outcomes: Integrated; improve quality of Life; flexibility and longevity; journey times; keeping young graduates in the region. • Address bottlenecks to realise full benefit of strategic connections. • City growth • Energy Coast: Linking major energy projects with infrastructure; operation and maintenance of off shore wind for local, nationally and internationally. • Increasing uptake of ULEV. • East West connectivity; roads and other modes, East/West rail - Ipswich to Cambridge to Midlands. • Use London transport model to cross subsidise public transport. 	<ul style="list-style-type: none"> • Capacity: airspace; navigation • Make best use of existing infrastructure; increase capacity without new infrastructure. • Build in infrastructure at outset of new development. • Multi modal interchanges; public transport, rail etc. • Strategy and priorities: clarity of message; coherent and scalable; clear performance measures / objectives; productivity gains; narrative to engage local people. • Align priorities with wider organisations / campaigns, ie., other STBs / LTC.. What do we want? • Better business representation. • Mobility as a service. • Digital infrastructure and new technology; 5G, autonomous vehicles etc. • Schemes: A47; East West public transport via Stansted. • Carbon friendly / neutral. • Wider utilities eg., water, broadband etc. • Skills.

Theme 3: Energised Coastal Communities

Partners	Frictions
<ul style="list-style-type: none"> • Local authorities, Government and MPs • Marine management organisations • Coastal concordat: Defra, Natural England, Environmental Agency • Port authorities, ABP, Peel etc • Airports • Tier 1 contractors eg., Siemens. • Visit East of England ie., the cultural and heritage offer on the coast • Suppliers • Residents • Technology & Research sector • Energy companies; Offshore wind industry council; Nuclear energy • Universities • Freight • Neighbouring Sub-National Transport Bodies Developers • International relationships • Fishing industry 	<ul style="list-style-type: none"> • Growth: positives and negatives; communities have to accept growth to maintain positions / services; Energy cores ashore in Norfolk and Suffolk, but there is no direct economic benefit; Rural dispersion versus urban (higher density) centres; Deprivation within communities; Narrow/limited employment base; Coastal business cases challenging; Distribution of wealth; Place to live versus place to do business; Trickle down economic benefit for coastal communities. • Skills: Sizewell C and wider infrastructure development. • Coastal defence policy. Managed retreat and need for growth. • Competition: for capital investment in the roads / rail network; challenge of aligning priorities across the piece; Competition between different communities. • Delivery of new sources: Electric charging; Green energy - sub stations to deliver create local conflict • Energy distribution network. • Dormitory settlements. • Carbon footprint and travel to work. • Inward migration. • Integration with fishing. • Ex Clacton, Tendring - moving people out of London - increased crime. Could move to Norfolk / Suffolk. • Aging population particularly in Suffolk and Essex. • Extent / connectivity of rail - reliable and affordable.
Opportunities	Priorities
<ul style="list-style-type: none"> • Forum for creating a long term 'future proofer' vision for the region. • Ports: Small ports and their ability to support the local economy and jobs; Southern ports (Southampton etc) have a shared narrative, collaboration etc. 	<ul style="list-style-type: none"> • Economic: Higher value opportunities all year round, ie., not reliant on tourism; Connections to employment; • Local businesses play a role in the supply chain of freight, energy etc. • Technology: Better digital infrastructure eg., 5G and universal high speed broadband

- Energy sites construction: Unused infrastructure eg ex airfields, to provide sites for growth.
- Energy investment should bring local benefits, jobs, training, community investment.
- Sustainability: UK priority - clean growth, industrial strategy; Off shore renewables.
- Major energy projects.
- Fishing industry: Fisheries and infrastructure to support, eg processing; Opportunity with Brexit for fishing.
- Economic growth: Develop the opportunities for coastal communities to benefit; Tourism, particularly for rural communities; Ring fence revenue from energy projects and direct into coastal communities
- Improving connections and supply chain (Local businesses play a role in the supply chain of freight, energy etc.)
- Energy portfolio - opportunity to be less dependent on fossil fuels and foreign providers.
- Electric charge.
- Public engagement: Remove 'be done to' mentality.
- Digital/Technologies: Spin off technologies; digital link; Smart ports and FoT technology etc. - Autonomous shipping can local Universities play a role in this?
- Skills: Energy skills centre; Tech skills and jobs into coastal communities; Re-skill to develop opportunities.
- Retirement places.
- San Francisco model?
- Change in view about transport. Is it about one way or people coming to or coming from places?
- Rail connectivity.
- Combine rail with localised car hire to reach rural / remote communities.
- Ability to transport cycles by rail to improve connectivity and investment of tourism.

- Infrastructure investment not transport.
- Transport Schemes: A47;
- Access to public transport: Better bus services; Frequency and reliability.
- Tourism: Coastal paths / walking.
- Clarity of message: local benefits.
- Sustainability: Electrification of transport.
- Funding opportunities / partners: Need for investment - some are the most deprived in the country.
- Investment in port infrastructure; land available in quays and Ro Ro
- Rail connectivity long term - freight, tourism, communities.

In your vision of the future, in 2050 what strategic infrastructure has been delivered?	In your vision of the future, in 2050 what impact has this had on the prosperity of the region?
<ul style="list-style-type: none"> • Multi modal pricing: <ul style="list-style-type: none"> ○ cost effective ○ across all modes of transport, rail, bus, cycle hire, autonomous vehicles etc, • Multi modal infrastructure: <ul style="list-style-type: none"> ○ Frictionless travel ○ cross ticketing ability to UK ○ interoperability ○ choice and options for users ○ accessible. • Transport schemes: <ul style="list-style-type: none"> ○ Dualling A47 ○ East / West Rail ○ HS2 and HS3 to the East ○ Eastern loop line ○ A14 Expressway ○ A120 dualling ○ Cambridge underground ○ Felixstowe to Nuneaton ○ Norwich to London (4 lines) ○ Sheffield feed into Londo ○ Lower Thames Crossing ○ Seaport / airport full connectivity ○ Crossrail • Funding: <ul style="list-style-type: none"> ○ Better funding of local infrastructure ○ A vehicle to allow greater influence over what is delivered locally. • Stronger local economies: <ul style="list-style-type: none"> ○ Inclusive growth ○ Higher value jobs locally and reduce need for travel (especially in new settlements) ○ Identifying key hubs and have integrated transport model, ie., Ipswich & Cambridge ○ Tackling urban bottlenecks ○ First / last mile integrated solutions ○ Rural needs to be through about. • Move to sustainability: Carbon neutral as a region. • Transport innovations and new technology: <ul style="list-style-type: none"> ○ More intelligent use of the network ○ Drones ○ Air taxis (Uber of the air) ○ Hypersonic connectivity ○ Pilotless ships / convoys ○ Dial up transport ○ Driverless vehicles ○ Digitalised railway - auto train operation; digital signalling; improved performance; sustainable network ○ Smart intelligence to cope with freight / passengers ○ Grid enhancement and sustainable to cater for electric / hybrid vehicles ○ Autonomous vehicles ○ Mass Rapid Transit ○ Battery technology • Changes to logistics: <ul style="list-style-type: none"> ○ Remove trucks running empty ○ Encourage 24 hour road usage - bonus 24/7 benefit 	<ul style="list-style-type: none"> • Closer match growth aspiration. • Reduce congestion, more connectivity, more capacity. Maximise options and existing network. • Different 'drivers' for movement: Less travel for work; less peak hour travel; Technology may drive a reduction in the demand for travel as we know it. • Inclusive growth: Socially stronger and more cohesive communities; the ability to work in your communities; Wealth distribution; District economic offering and regional economy - not fuelling London; Intra / Inter connectivity and wealth. • More people will choose to locate out of London into regions. • Greater productivity; ability to work on train • Future skills. • Social responsibility; electric vehicles over diesel and petrol; Sustainable; Cleaner / healthier; Carbon neutral. Integrated hubs. • Digitised railway. • Movement of freight and people barrier. • Local understanding supported by good trunk roads. • Busier ports and airports. • Ability for remote development - residential and commercial for delivery of reduced traffic. • What does it mean to how communities/ families live?

- Drone deliver
- Higher proportion of freight traffic on rail
- 3D printing
- Distribution centres.
- **Infrastructure innovations and new technology:**
 - Adaptive street lighting
 - High broadband speed delivering without hardware
 - Potential to combine rail and cars on the same network
- **Changing travel needs:**
 - Digital connectivity
 - AI / robotics (leisure & work)
 - Education provision change
 - Behaviour change in society, ie., work and leisure patterns
 - Virtual technology to enable remote working.