



## 5 Transport

### 5.1 Ambitions

Providing appropriate transport infrastructure and investment, and implementing appropriate policies, is crucial to the delivery of the regional economic strategy (RES) and the regional spatial strategy (RSS). The effective and efficient movement of people and goods underpins the health of the economy and the delivery of new jobs and housing. How that movement takes place has an obvious impact on quality of life and the environment.

Transport has a direct impact on the high-level outcome targets for gross value added (GVA) growth and CO<sub>2</sub> emissions in the East of England, and indirect effects on jobs and employment rates. Transport also has a clear impact on safety, security and health, equality of opportunity, quality of life, and the natural environment. Housing growth and transport are also inextricably linked.

Transport issues are extensively covered in both the RES and the RSS. One of the RES goals is focussed on Transport, and the RSS incorporates the Regional Transport Strategy. The region's strategies are also aligned with government policy for transport set out in Delivering a Sustainable Transport System (DaSTS). Importantly, DaSTS sets out 14 corridors of strategic national importance of which seven are located in (or partially in) the East of England. This reinforces the key role that an efficient and effective transport system in the East of England has in supporting both the regional and national economy, and wider government objectives.

Two of the key DaSTS goals relate to supporting economic competitiveness and growth, and reducing transport-related greenhouse gas emissions. Significant regional research against these two goals has already been undertaken and it is important that this is used to inform delivery of the RSS and RES.

The Transport Economic Evidence Study (TEES) showed that:

- congestion in the East of England currently costs the UK economy and residents £1 billion per year and this will rise to £2 billion per year by 2021
- tackling congestion within the region's engines of growth, and on a number of key corridors, is essential if these costs are to be reduced
- although targeted investment in further capacity at key bottlenecks on the region's networks is vital, 'demand-side' measures will also be needed to help further reduce these economic costs.

The Transport and Carbon Study (or TraCS) showed that:

- under a 'business as usual' scenario, carbon emissions from transport will increase by 33 per cent between now and 2031, primarily from the growing use of private vehicles
- pursuing the Department for Transport's (DfT's) carbon reduction strategy in the region, which has a focus on technological improvements, would reduce transport carbon emissions by 9 per cent between now and 2031, and have positive economic implications
- combining this with a big regional push on promoting alternative modes and more efficient driver behaviour would reduce emissions by 11 per cent by 2031 but with important early year benefits; this would also have positive economic consequences overall
- a radical scenario with more challenging measures, including road user charging and changes to speed limits, would result in a 27 per cent reduction in emissions but could have negative economic consequences.

In addition to the above research, the region's DaSTS study programme will result in further evidence, and the development of regional delivery priorities, that will support the DfT's goals for transport and delivery of the RES and RSS.

## 5.2 Status

Evidence points to some stark messages with regard to the current position of transport in the East of England:

- despite some innovative interventions, the East of England is falling behind in terms of the performance of its transport infrastructure as defined on a number of key metrics such as modal shift, reducing the need to travel, and road/rail network stress.
- given the scale of planned growth, the pressure on the transport infrastructure will increase significantly and housing and jobs growth may simply be unachievable without significant transport intervention.
- transport investment and management measures matter greatly in terms of achieving other key outcomes from the regional strategies, in particular, the region's performance in relation to GVA and CO<sub>2</sub> emissions.
- congestion in the region is currently costing UK businesses and residents £1 billion per annum, and is likely to rise to more than £2 billion per annum by 2021.
- current regional growth targets and transport interventions are predicted to result in an increase in annual transport related carbon emissions of one-third by 2031, against a target of reducing the region's emissions across all sectors. This includes predicted performance enhancements of future vehicles, so attainment could actually be less.
- the maintenance of the region's existing transport infrastructure needs to be adequately funded, including the ability of the region's transport networks to adapt to the effects of climate change. These measures are likely to be ongoing in nature rather than reactive one-off activities, and need to be considered as part of the cross-cutting climate change adaptation theme set out in this Implementation Plan.

## 5.3 Programmes

The following programmes set out a series of activities to address the gap between the ambitions of the two strategies and current delivery. They build on existing activity and an understanding of where new interventions are needed.

	Programmes	Programme components
1	<b>Managing transport in growing and congested urban areas</b>	(1a) Region-wide delivery of local measures in urban areas to support sustainable economic growth
		(1b) Wide scale Regional Travel Planning in growing urban areas
		(1c) Investigation and delivery where appropriate of a regional demand management programme in growing urban areas
		(1d) Implementation of ICT to improve transport in urban areas
2	<b>Improving performance of inter-urban transport corridors</b>	(2a) Targeted road and rail capacity enhancements at key pinch-points
		(2b) Improving East–West connectivity
		(2c) Enhancement of rail passenger services to maximise economic growth
		(2d) Making better use of infrastructure through ICT

	Programmes	Programme components
		(2e) Inter-urban road network resilience and demand management
3	<b>Improving journeys to international gateways and freight destinations</b>	(3a) Identification and delivery of sustainable surface access interventions to and from the region's international gateways (3b) Identification and delivery of transport (and non-transport) measures to maximise regional economic benefit of international gateways development (3c) Increasing the capacity of the rail network to handle freight traffic (3d) Delivery of innovative measures to increase the sustainability and efficiency of freight operations in the East of England
4	<b>Ensuring transport contributes to performance of small market towns, rural and coastal areas</b>	(4a) Audit of transport and other services available in rural and regeneration areas (4b) Innovative ways of delivering services in rural areas (4c) Evaluation and delivery of innovative methods of public transport provision

### **Programme 1: Managing transport in growing and congested urban areas**

#### ***Description and strategic fit***

The key aim of this programme is to maximise transport's contribution to sustainable economic growth, by reducing the economic costs and the growth in greenhouse gases associated with transport movements within the region's growing and congested urban areas, particularly those classified as Key Centres for Development and Change within the RSS.

The TEES outlined that 85 per cent of the economic costs of congestion are borne by businesses and residents located in the region's urban areas. Tackling the transport externalities (congestion, carbon emissions, and other impacts) in urban areas, caused by the mismatch between transport demand and supply, will have significant economic, greenhouse gas emissions reduction, and other benefits, thus contributing to RES and RSS delivery.

The programme primarily supports Policy T4 (Urban Transport), T2 (Changing Travel Behaviour) and T3 (Managing Traffic Demand) of the RSS and plays a role in furthering the aims of the Transport goal in the RES.

**Implementation**

*Leadership*

The lead organisation for leading this regional level programme will be the East of England Development Agency (EEDA) and the East of England Local Government Association (EELGA) acting jointly as the responsible regional authority. The programme will be delivered in part by the actions coming from DaSTS and local authorities' delivery of Local Transport Plans.

*Monitoring*

Whilst EEDA and EELGA acting jointly as the responsible regional authority will compile the monitoring report, data will be required from the following sources:

- local transport authorities
- Highways Agency
- Network Rail
- regional bodies
- DfT
- private sector sources

*Resources*

The East of England has been allocated approximately £1.2 billion from 2008/09 to 2018/19 from the DfT in the regional funding allocated to invest in regional transport measures, in addition to the funding directed to local authorities to deliver Local Transport Plans. Additional funding is also directed towards transport from the private sector, European funding and other sources.

**Programme components**

1a Region-wide delivery of local measures in urban areas to support sustainable economic growth		
<p><b>Packages of local transport improvements that are tailored to the local area including consideration of the following:</b></p> <ul style="list-style-type: none"> <li>• <b>improved public transport priority and facilities</b></li> <li>• <b>improved cycling and walking infrastructure, including improved urban design and linking of Sustrans national cycle networks within and to urban areas</b></li> <li>• <b>traffic management through use of IT, reallocation of road space</b></li> <li>• <b>travel planning (including personalised journey planning and car clubs) for schools, businesses, visitors and residents.</b></li> </ul>		
Key Delivery Agents	Budget	Results
<p>EEDA and EELGA, acting jointly, and the regional transport Development Implementation Board (DIB) will lead the work on identifying RFA and DaSTS priorities.</p> <p>Whilst the DfT is responsible for agreement of regional (and National DaSTS priorities) and funding of measures, it is for</p>	<p>Regional funding allocation and local transport plans budget are already being utilised (or have been committed) for some aspects of this programme, could be accessed for this sub-programme. For example, particular regional funding advice (RFA) schemes that will contribute towards this programme will include:</p>	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>• roll-out of current Local Transport Plans (by March 2011)</li> <li>• roll-out of third Local Transport Plans (April 2011 onwards)</li> <li>• delivery of RFA transport priorities (by 2014)</li> <li>• RFA transport priorities to be reviewed in line with DaSTS recommendations (from 2014).</li> </ul>

## 1a Region-wide delivery of local measures in urban areas to support sustainable economic growth

<p>Highways Agency, Local authorities, passenger transport authorities and Network rail to deliver the required schemes in urban areas, alongside other key partners such as Sustrans.</p>	<ul style="list-style-type: none"> <li>Ipswich town centre scheme</li> <li>Chesterton station</li> <li>Cambridgeshire guided bus</li> <li>Luton Dunstable guided bus.</li> </ul> <p>There is still a shortfall in funding. Options for further funding include EU, private funding, developer funding and possibly more innovative mechanisms such as using tariff-type approaches.</p>	<p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>reduced costs for businesses for travel</li> <li>increased travel options for businesses and residents</li> <li>enhanced accessibility, particularly around key employment sites in urban areas</li> <li>spin-off benefits, such as improved health.</li> </ul>
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## 1b Wide scale regional travel planning in growing urban areas

**Increased uptake of travel planning activities for the East of England. Measures to be included within this could include:**

- wider and more effective uptake of employer travel plans**
- implementation of pilot work hubs**
- development of site or area travel planning networks or employer travel planning groups**
- increased uptake of information technology to reduce the need to travel.**

Key Delivery Agents	Budget	Results
<p>EEDA, working with organisations such as National Business Travel Network, ACT-Travelwise and the local authorities, to lead on developing a regional travel planning strategy.</p> <p>Local authorities, Highways Agency and businesses to be key delivery partners.</p>	<p>Currently no budget allocated beyond those relatively small local authority, Highways Agency and private sector budgets allocated to local travel planning measures.</p> <p>This programme will require significant additional funding which would come from:</p> <p>EEDA, DfT, private sector, local authorities and European funding sources.</p>	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>Regional Travel Planning Strategy by 2011 and implementation of key measures at a regional scale throughout the period of the programme.</li> </ul> <p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>reduced costs for businesses for travel</li> <li>reduced emissions of carbon and other pollutants</li> <li>increased travel options for businesses and residents</li> </ul>

### 1b Wide scale regional travel planning in growing urban areas

- reduction of congestion, particularly around key employment sites in urban areas
- spin-off benefits, such as increased health.

### 1c Investigation and delivery where appropriate of a regional demand management programme in growing urban areas

Work already taking place in the region, such as the Cambridge TIF bid, has shown that demand management should be implemented as part of a wider package of measures where this is a demonstrable economic benefit. The implementation of the 'carrot' type measures, such as better public transport, is already being taken forward in a number of urban areas.

Key Delivery Agents	Budget	Results
<p>EEDA and EELGA, acting jointly, with local authorities and businesses to engage in the investigative and development programme.</p> <p>It is expected that any measures will be identified through the region's DaSTS programme.</p>	<p>Currently no budget allocated.</p> <p>Will require funding which would come from a variety of sources including future regional funding allocations, the private sector, local authorities, European Funding, Highways Agency and the DfT's TIF (or equivalent).</p>	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>• investigation of any demand management opportunities by 2012 through DaSTS and delivery of options post-2014.</li> </ul> <p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>• reduction of congestion and transport greenhouse gas emissions in urban areas</li> <li>• revenue from fiscal measures could potentially increase funding available for transport in urban areas.</li> </ul>

### 1d Implementation of ICT to improve transport in urban areas

A range of activities that include: traffic management measures, integrated ticketing, real-time public transport information, and greater roll-out of Wi-fi/broadband and business hubs.

Key Delivery Agents	Budget	Results
<p>It will be for local authorities, businesses and ICT service providers to implement the strategy by rolling out these measures but within the context of the transport aspirations set out in the RES, RSS and DaSTS.</p>	<p>Currently funding available from ad hoc resources, including local transport plans, but more funding required if a regional level programme is to be delivered.</p> <p>DaSTS could identify ICT measures for delivery post-2014.</p>	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>• identification of opportunities by 2011 (including through the DaSTS process)</li> <li>• implementation of measures from now to the end of the Implementation Plan period.</li> </ul> <p><b>Outcomes:</b></p>

## 1d Implementation of ICT to improve transport in urban areas

- greater use of ICT leading to reduced costs of congestion and reduced greenhouse gas emissions arising from transport in urban areas.

### **Programme 2: Improved performance of inter-urban transport corridors**

#### ***Description and strategic fit***

The key aim of this programme is to improve the performance of inter-urban transport corridors, incorporating both demand and supply side measures, in order to increase transport's contribution to economic growth and carbon reduction.

The programme seeks to address the economic costs of transport constraints by reducing delays and congestion on the road network and addressing performance and connectivity of the rail network. Alongside this, the programme seeks to reduce the growth of emissions currently attributed to the strategic transport network.

This programme will help deliver key RES and RSS objectives, particularly those related to the sustainable development of the region's key inter-urban transport corridors, and action taken under this programme will be closely linked to the actions coming from DfT's DaSTS programme for the region. It is intended that this programme will build on the existing measures currently being implemented, including Crossrail and Thameslink.

The programme primarily supports Policy T5 (Inter Urban Public Transport) and T6 (Strategic and Regional Road Networks) of the RSS and plays a role in furthering the aims of the Transport goal in the RES.

#### ***Implementation***

##### *Leadership*

The implementation of the programme will be overseen by EEDA and EELGA, acting jointly. However, the Highways Agency will be primarily responsible for delivering the road aspects of the programme, whilst Network Rail with the train operating companies will be responsible for delivering the rail elements. Where key inter-urban links are the responsibility of the local transport authority, these organisations would have a key delivery role.

##### *Monitoring*

Whilst EEDA and EELGA, acting jointly, will lead co-ordination of the monitoring data, the key sources of the data will be Highways Agency, local transport authorities, and Network Rail/train operating companies.

##### *Resources*

The current Regional Funding Allocation pot, from which 'regional major' schemes generally receive funding, is currently just over £1.2 billion for the East of England from 2008/9 to 2018/19. In addition, national spend from Highways Agency and Network Rail resources (for national road corridors or the rail network), although not designated on a regional basis, will be eligible for spend on this programme. Additional funding is also directed towards transport from the private sector including via rail franchises, and from European funding and other sources.

**Programme components**

<b>2a Targeted road and rail capacity enhancements at key pinch-points</b>		
<b>Improved capacity of the road and rail network where evidence has identified that improvement at key bottlenecks would have significant benefits for RES and RSS objectives.</b>		
<b>Key Delivery Agents</b>	<b>Budget</b>	<b>Results</b>
The key delivery agents will be Highways Agency, local authorities, and Network Rail. However, it is anticipated that key actions will be identified through the DaSTS process being led by the region and DfT.	Whilst these are eligible for funding from both the Regional Funding Allocation and national Highways Agency and Network Rail sources, it is recognised that more is required.	<b>Outputs:</b> <ul style="list-style-type: none"> <li>removal of key bottlenecks on key inter-urban transport corridors.</li> </ul> <b>Outcomes:</b> <ul style="list-style-type: none"> <li>improved reliability and journey times.</li> </ul>
<b>2b Improving East–West connectivity</b>		
<b>Evidence has suggested that poor East–West connectivity across the region is hampering economic growth and opportunity. This sub-programme, primarily delivered through the DaSTS process, will seek to address these constraints.</b>		
<b>Key Delivery Agents</b>	<b>Budget</b>	<b>Results</b>
The key delivery agents will be Highways Agency, local authorities, and Network Rail, as well as public transport operators, including coach and rail.	As above, whilst existing sources can be utilised, more is required from those and other sources.	<b>Outputs:</b> <ul style="list-style-type: none"> <li>delivery of key infrastructure, potentially including the East–West rail link during the ‘control period 5’ for rail 2014–2019.</li> </ul> <b>Outcomes:</b> <ul style="list-style-type: none"> <li>improved connectivity across the region</li> <li>increased use of public transport to make east–west movements.</li> </ul>
<b>2c Enhancement of rail passenger services to maximise economic growth</b>		
<b>Evidence (eg from the TEES report) has shown that increased rail capacity, and improved levels of service, particularly on the key radial routes to and from London, would have significant economic benefits. The exploration of benefits of new interventions, such as high speed rail, as well as making better use of existing rail infrastructure should be considered.</b>		
<b>Key Delivery Agents</b>	<b>Budget</b>	<b>Results</b>

2c Enhancement of rail passenger services to maximise economic growth		
<p>Network Rail and the train operating companies are the key delivery agents.</p> <p>The DaSTS being led by the region and DfT will further identify rail measures to be delivered.</p>	<p>The high-level output specification (HLOS) settlement for 2009-2014 is already set, but there is an opportunity for the region to influence the next settlement period of 2015 to 2019. Rail refranchising may also offer scope for service improvements to be secured.</p>	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>it will be crucial to deliver measures in line with rail control periods</li> <li>control Period 4 (CP4) for 2009-2014 contains a number of measures to be taken forward in relation to this programme, including train and platform lengthening on a number of key radial rail routes, and improved rolling stock</li> <li>the region should make an early start to identify measures required for the CP5 period from 2015-2019.</li> </ul> <p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>improved frequency, speed, reliability and quality of the regional network contributing to sustainable economic growth and reduced carbon emissions from the transport network</li> <li>overcoming rail capacity constraints into London</li> <li>increasing frequency and availability of rail services and destinations, especially from the north of the region</li> <li>reducing journey times to make rail competitive with other modes of transport.</li> </ul>

2d Making better use of infrastructure through information communications technology (ICT)		
<p><b>Increased use of technology needs to be implemented, both to manage the existing network via traffic management measures and hence make it more resilient, and to reduce the need to travel through innovative solutions for businesses and homes. There are clear links between this and other programmes identified elsewhere in this Implementation Plan.</b></p>		
Key Delivery Agents	Budget	Results
<p>It is for regional bodies to develop an overall ICT strategy, in partnership with others; however, it will be for local authorities, Highways Agency, Network Rail, businesses and</p>	<p>For traffic management, £90m has been allocated through TIF for A14, and £120m allocated by DfT/Region for the A12; however, much more is required, particularly to introduce measures across the</p>	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>specific scheme outputs include the A14 intelligent transport system (ITS) scheme by 2011, and the A12 ITS scheme by 2016</li> </ul>

**2d Making better use of infrastructure through information communications technology (ICT)**

<p>ICT service providers to implement the strategy by rolling out the measures.</p>	<p>region more widely and for measures to reduce the need to travel.</p>	<ul style="list-style-type: none"> <li>• identification of further measures will be delivered through DaSTS option generation in 2011</li> <li>• wider roll-out of ICT measures across the region throughout the Implementation Plan period.</li> </ul> <p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>• greater efficiency in use of existing road and rail network</li> <li>• reduced need to travel for businesses and residents</li> <li>• greater resilience of the road network.</li> </ul>
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**2e Inter-urban road network resilience and demand management**

**There remains an underlying requirement to ensure the existing network is more resilient. Consideration should also be given to demand-side measures, which might include pricing, but with strong links to any measures established in the key urban areas (see Programme 1 above). Although this Implementation Plan seeks to reduce regional greenhouse gas emissions, climate change is likely to impact on the long-term operation and resilience of the region’s transport networks. It is therefore important that wider climate change adaptation measures are considered throughout this Implementation Plan.**

Key Delivery Agents	Budget	Results
<p>The Highways Agency, working with the local transport authorities, is responsible for this programme.</p>	<p>Limited funding currently allocated for implementation of demand management measures and more is required for the future.</p>	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>• development of demand management measures for regional road network, through DaSTS, to be delivered from 2014 onwards.</li> </ul> <p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>• greater efficiency in use of existing road network</li> <li>• reduction of congestion costs and greenhouse gas emissions on regional road network</li> <li>• greater resilience of the road network.</li> </ul>

## **Programme 3: Improving journeys to international gateways and freight destinations**

### ***Description and strategic fit***

The East of England is one of the key international gateway regions in the UK. The key aim of this programme is to improve the performance of the transport networks and systems responsible for transporting passengers and freight to and from the region's international gateways, as well as focusing on freight movements not linked to an international gateway, but still economically significant.

The programme seeks to address the economic costs of freight and passenger delays, and poor connectivity, by improving journey reliability and connectivity to the international gateways. Furthermore, the programme seeks to address the externalities caused by trips to and from our international gateways that have origins or destinations outside of the region. Alongside this, the programme seeks to reduce the growth of greenhouse gas emissions currently attributed to regional freight and gateway passenger movements.

Whilst decisions on international gateways themselves are predominantly taken by central government, local authorities and the gateways operators, it is important that action is taken to ensure that the economic benefits arising from the presence of the gateways is maximised, whilst simultaneously achieving RES and RSS objectives.

The programme primarily supports Policy T10 (Freight Movement), Policy T11 (Access to Ports) and Policy T12 (Access to Airports) of the RSS and plays a role in furthering the aims of the Transport goal in the RES. In particular, this programme will need to incorporate the work taking place with regard to DaSTS and the work already completed on the East of England Regional Freight Strategy.

### ***Implementation***

#### ***Leadership***

Whilst the implementation of the programme will be overseen by EEDA and EELGA, acting jointly, a wide number of partners are required to govern elements of the programme. Port and airport operators are expected to meet planning obligations and undertake voluntary measures to ensure delivery of the programme. In addition, local transport authorities, Highways Agency, Network Rail and public transport operators will be responsible for delivering aspects related to the key transport networks. Freight operators will be responsible for delivering some parts of the programme related to freight movements.

#### ***Monitoring***

Whilst the EEDA and EELGA, acting jointly, will lead co-ordination of the monitoring data, the key sources of the data will be the ports and airports themselves, Highways Agency, Network Rail, local transport authorities and transport/freight operators.

#### ***Resources***

There is currently a range of funding sources available for activities under this programme, although this will not be sufficient to deliver all the interventions required. In terms of road and rail, the Highways Agency and Network Rail currently allocate funding to the region from nation-wide budgets, which include the recently developed Strategic Freight Network allocation. The region could also allocate funding from the Regional Funding Allocation. Beyond this, the programme is reliant on private sector, European or limited local transport authority investment in gateway and freight-related transport interventions.

**Programme components****3a Identification and delivery of sustainable surface access interventions to and from the region's international gateways**

In order to provide regional impetus to the delivery of sustainable surface access interventions, a programme is required which:

- identifies the gaps in provision for sustainable surface access (for both passengers and freight) to and from international gateways (including links to ports, airports, Ebbsfleet and St Pancras International Rail Stations)
- identifies and delivers low carbon options through gateway surface access strategies or similar
- develops a 'gateway employers travel group' to guide development of the programme
- leads to the increased uptake of 'voluntary' low carbon travel planning initiatives to be developed at existing and new gateway operations.

Key Delivery Agents	Budget	Results
EEDA and EELGA, acting jointly, to lead in partnership with local authorities, international gateways and other transport providers to implement.	Some public sector funding available, for example through the rail HLOS settlement, however limited budget currently identified beyond existing private funding sources.	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>• identification of a programme of regionally specific measures by 2010</li> <li>• delivery of regionally specific measures from 2010 onwards.</li> </ul> <p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>• increased economic benefit and opportunities arising from the development of international gateways</li> <li>• reduction of greenhouse gas emissions and regional congestion associated with surface access to gateways.</li> </ul>

**3b Identification and delivery of transport (and non-transport) measures to maximise regional economic benefit of international gateways development**

The RES clearly articulates the ambition to maximise the opportunities arising from the presence of the region's international gateways. This sub-programme outlines a course of action to identify and deliver any actions that can facilitate this in a sustainable way.

Key Delivery Agents	Budget	Results
EEDA and EELGA, acting jointly, and International Gateways, in partnership with local authorities and other local partners.	No budget currently identified for this programme.	<p><b>Outputs:</b></p>

**3b Identification and delivery of transport (and non-transport) measures to maximise regional economic benefit of international gateways development**

		<ul style="list-style-type: none"> <li>the identification and delivery of local and regional measures to facilitate economic growth related to gateways</li> <li>identification by 2010 and delivery throughout the Implementation Plan period.</li> </ul> <p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>essentially the RES transport priority 3 which aims to maximise the economic benefits arising from international gateway development.</li> </ul>
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**3c Increasing the capacity of the rail network to handle freight traffic**

**Implementation of rail measures outlined in the route utilisation strategies of relevance to gateway access (specifically including the Felixstowe to Nuneaton rail freight improvements), plus implementation of planning obligations. Beyond this, the region needs to identify and help deliver further rail freight upgrades as required however, it is important that measures do not negatively impact on passenger services.**

Key Delivery Agents	Budget	Results
Network Rail, rail freight operators and DfT will be key delivery agents for this programme.	The region should target the National Strategic Freight budget, in addition to other sources, such as EU funding. It is estimated that a further £250 -£300m will be required for this programme to 2019.	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>delivery of the Felixstowe to Nuneaton Rail full capacity and gauge upgrade by 2016</li> <li>delivery of other key rail outputs as identified.</li> </ul> <p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>increased shift of freight from road to rail, leading to:                             <ul style="list-style-type: none"> <li>a reduction in the growth of greenhouse gas emissions and congestion caused by road freight</li> <li>greater economic benefits arising from port development</li> <li>a more resilient and reliable freight transport network including reduced road maintenance.</li> </ul> </li> </ul>

### 3c Increasing the capacity of the rail network to handle freight traffic

		<ul style="list-style-type: none"> <li>increased numbers of passengers accessing gateways by non-car means leading to:             <ul style="list-style-type: none"> <li>reduced congestion</li> <li>reduced greenhouse gas emissions and other environmental impacts</li> <li>flourishing transport gateways in the region.</li> </ul> </li> </ul>
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### 3d Delivery of innovative measures to increase the sustainability and efficiency of freight operations in the East of England

**In order to improve the sustainability and efficiency of freight operations within the region, this programme will focus on delivering innovative solutions to freight challenges. This will include:**

- exploring the potential for inland logistics centres to act as distributive sub-centres and nodal points for economic activities including consolidation centres (in conjunction with adjoining regions and subject to environmental assessments)**
- examining the potential for using short sea shipping and inland waterways for the distribution of containers and other cargoes, and the need to safeguard existing wharf facilities**
- increased use of ICT in freight operations.**

Key Delivery Agents	Budget	Results
Regional bodies and partnerships will lead this programme, including the Regional Freight Quality Partnership. The private sector will be important partners in leading on measures such as inland logistics centres.	Funding is currently limited, and partners will need to identify additional funding sources in order for this programme to be delivered.	<p><b>Outputs:</b></p> <ul style="list-style-type: none"> <li>identification of innovative programme of freight measures by 2011</li> <li>delivery of innovative measures throughout the period of the Implementation Plan.</li> </ul> <p><b>Outcomes:</b></p> <ul style="list-style-type: none"> <li>reduction of greenhouse gas emissions associated with freight</li> <li>increased economic benefits realised by freight operators and other regional businesses from delivery of the programme measures.</li> </ul>

## **Programme 4: Ensuring transport contributes to the performance of small market towns, rural and coastal areas**

### ***Description and strategic fit***

Access to services in peripheral and regeneration areas of the region can be a major source of exclusion and needs to be addressed: residents and businesses often experience some difficulty or hardship in gaining access to the services that they need, particularly those only located in thriving urban areas. In addition, the low-lying nature of much of our rural and coastal areas puts its transport network at risk from flooding and other climate change impacts.

Funding for rural transport provision is difficult as it is often commercially unviable, and furthermore short-term grant funded projects often end with no exit strategy or means to continue provision. This programme must seek to address these challenges.

The programme primarily supports Policy T7 (Transport in Rural Areas) and T13 (Public Transport Accessibility) of the RSS and plays a role in furthering the aims of the Transport goal in the RES.

### ***Implementation***

#### ***Leadership***

Local Transport Authorities are primarily responsible for delivering accessibility improvements, however, such improvements should be developed in partnership with key stakeholders such as public transport operators, community transport bodies and regeneration/economic development partnerships.

#### ***Monitoring***

Whilst EEDA and EELGA, acting jointly, will lead co-ordination of the monitoring data, the key sources of the data will be local authorities, as well as local economic development partnerships and community transport bodies.

#### ***Resources***

One of the substantial challenges for this programme is the lack of resources to deliver it, as outlined earlier. One of the DaSTS option generation studies will identify the key challenges around peripheral communities, and it will be through this process, as well as ongoing development of local transport plans and other local strategies, that transport challenges and potential priorities for rural and coastal areas will be identified.

<b>4a Audit of transport and other services available in rural and regeneration areas</b>		
<b>Whilst rural transport is generally delivered at the local level, value can be added to rural transport at the regional level by way of firstly auditing existing service provision, and then developing rural transport solutions to deliver improvements where economies of scale over a region would increase efficiency and service provision.</b>		
<b>Key Delivery Agents</b>	<b>Budget</b>	<b>Results</b>
Delivery agents are the EEDA and EELGA, acting jointly, and local authorities, in partnership	Funding for this programme is currently unallocated.	<b>Outputs:</b> <ul style="list-style-type: none"> <li>the delivery of an audit of relevant rural and regeneration transport measures.</li> </ul>

#### 4a Audit of transport and other services available in rural and regeneration areas

with transport operators. The DaSTS programme is looking at peripherality as one of its workstreams.	Potential sources of funding in the future could be EU, Local Transport Plan (LTP) and regional funding through DaSTS.	<b>Outcomes:</b> <ul style="list-style-type: none"> <li>reduction of transport and connectivity as a barrier to economic growth and prosperity in rural and regeneration areas</li> <li>reduction of greenhouse gas emissions associated with rural and regeneration area transport.</li> </ul>
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#### 4b Innovative ways of delivering services in rural areas

**In rural areas, transport constraints can reduce access to services; however, this sub-programme will take forward measures which reduce the need to travel for services in the first place.**

Key Delivery Agents	Budget	Results
Local authorities to lead, with assistance from regional bodies and particularly service providers.	Limited funding available from LTPs, and more funding required from non-transport source, for example roll-out of broadband programmes, potential development of live-work units, etc.	<b>Outputs:</b> <ul style="list-style-type: none"> <li>identification and delivery of innovative solutions that reduce the need to travel in the first place.</li> </ul> <b>Outcomes:</b> <ul style="list-style-type: none"> <li>reduction of transport and connectivity as a barrier to economic growth and prosperity in rural and regeneration areas</li> <li>reduction of greenhouse gas emissions associated with rural and regeneration area transport.</li> </ul>

#### 4c Evaluation and delivery of innovative methods of public transport provision

**In view of the specific challenge of accessibility in rural areas, this programme will build on the first programme above to identify how public transport can be provided in rural areas over the longer term (even if not conventionally commercially viable).**

Key Delivery Agents	Budget	Results
Local authorities to lead, with assistance from regional bodies and particularly public transport providers.	Very limited funding available, the key challenge for this programme is to identify if tackling this issue from a regional level can increase overall funding.	<b>Outputs:</b> <ul style="list-style-type: none"> <li>delivery of innovative public transport provision in rural areas.</li> </ul> <b>Outcomes:</b>

**4c Evaluation and delivery of innovative methods of public transport provision**

		<ul style="list-style-type: none"> <li>increased public transport accessibility for residents and business in rural areas, leading to reduced greenhouse gas emissions and greater economic prosperity.</li> </ul>
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**5.4 Key milestones and phasing**

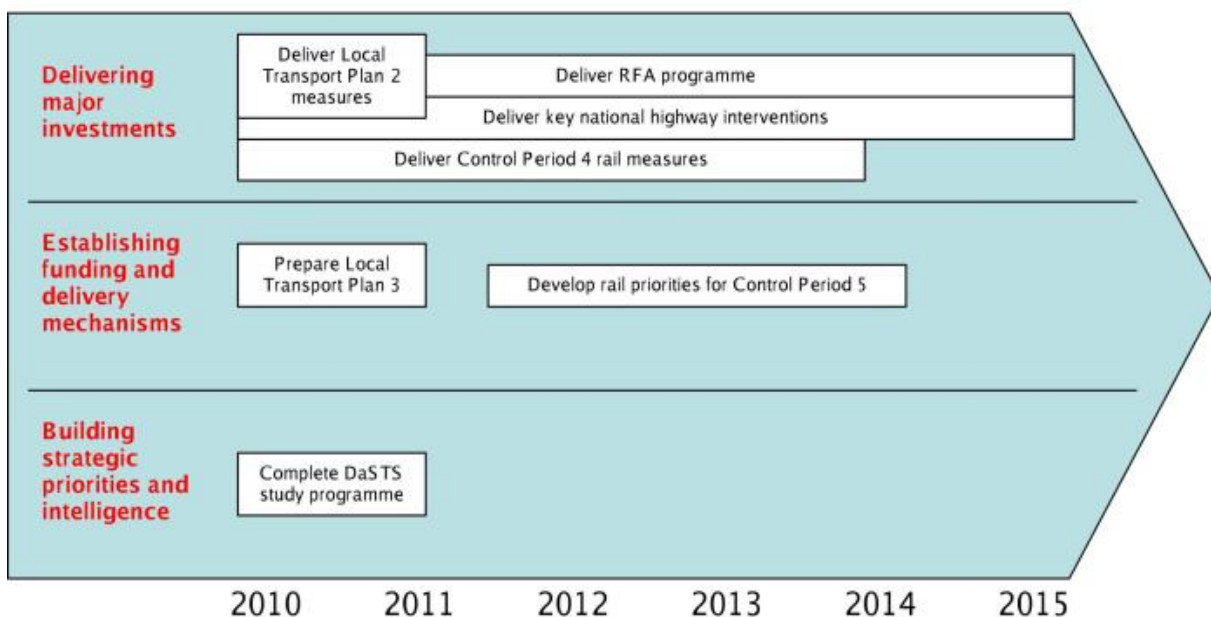
The immediate focus of this Implementation Plan is on the preparation and delivery of the third round of LTPs. These include local measures to promote walking, cycling and public transport, delivery of RFA transport priorities and other significant schemes on the national networks, and delivery of rail improvements identified in Network Rail and operators’ investment programmes for ‘Control Period 4’. The region’s study work on DaSTS will also be completed early in the Implementation Plan period and will identify measures for delivery in the post-2014 period.

Immediate priorities also include making better use of the existing networks through increased travel planning and ‘smarter choices’ initiatives, and increased use of ICT in transport including Intelligent Transport Systems (ITS) and improved travel information.

Longer-term ambitions include delivering the options prioritised via DaSTS, and further interventions that will be developed for the rail network. Making better use of the networks will continue to be a priority but there may be a need to develop stronger demand management mechanisms, potentially using fiscal measures, to better align the demand for, and supply of, transport in the region.

Figure 8 sets out the sequencing for a few of the most critical interventions to be made in the region over the first five years of the Implementation Plan.

**Figure 8: Phasing of key milestones**



### 5.5 Synergies

The transport programme needs to take into account its strong linkages with a number of other themes in order to maximise its effectiveness. There are clear links with housing, with skills needs to deliver sustainable communities, and with rural housing and regeneration projects. Green infrastructure also provides significant synergy with the aim towards more non-motorised forms of transport. Other programme measures that transport should link with include skills training and marketing to globally mobile investment, in addition to development of transport technology, information technology and alternative fuels.

Transport is also a cross-boundary issue, and as such requires alignment with transport strategy of the surrounding regions and London; for example, the Mayor's Transport Strategy for London, and emerging strategies in the adjoining non-Metropolitan regions of the South East and the East Midlands.

### 5.6 Delivery and capacity

There are indications that there will be insufficient resources to fund all the transport measures required under the programmes for this theme. The 2009 review of the Regional Funding Advice to Government highlighted the fact that demand for transport funding in the region significantly exceeds that made available in our region.

#### ***Public sector funding and delivery***

Across the region as a whole, the funding and delivery of transport interventions can be grouped into three categories:

These can be categorised into national, regional and local delivery:

- **national delivery:** some regional transport is delivered at a national level. The High Level Output Specification (HLOS) and Route Utilisation Strategies for Railways sets the context for investment and delivery by Network Rail and the Train Operating Companies, whilst the Highways Agency funding from DfT is allocated towards our region's roads that have greatest strategic national importance (defined as M1, M11, M25 and A14). Airports and ports have national policy positions but no specific public sector funding streams attached
- **regional delivery:** the region has been allocated just over £1 billion to spend on regional schemes through the Regional Funding Allocation for 2008/9 to 2018/19. This includes bus and road schemes (including maintenance) costing over £5 million (excluding those roads listed above), and works out at approximately £100 million per annum, adjusted by 2 per cent inflation
- **local delivery:** many transport schemes are delivered at the local level, via funding from DfT. The Integrated Transport Block provides funding to County and Unitaries, currently based on interventions set out in their Local Transport Plans, plus Maintenance funding for smaller schemes. This funding is part of the Regional Funding Allocation, so in the future the region will be asked to determine the spread of investment across authorities. Other sources of local transport funding include specific national bid programmes, such as Transport Innovation Fund, Growth Area Fund. Local delivery also includes money raised by local authorities or provided as a development contribution and can incorporate community transport operators in delivery.

Additional support is potentially available via bids for European Union funding, under the trans-European transport network (TEN-T) programme can provide 10 per cent (or more on Priority Routes) of scheme costs. However, the criteria of eligibility is tight and competition across Europe is strong.

### ***Stretching public sector funds***

The region is actively exploring mechanisms, such as a Regional Infrastructure Fund (RIF), to stretch the value of upfront public sector investment by clawing back private sector contributions, including from the development sector, at a later date. The RIF work is also looking at longer-term potential for attracting up-front private sector investment in transport

### ***Private sector investment and delivery***

Private sector investment in transport is also important, ranging from direct investment in our gateways by port and airport operators, through to investment in public transport by train operating companies and bus service providers, as well as investment in innovation such as research and development (R&D) into new engine technologies.

The programmes identified within this chapter will need to take into account these delivery mechanisms, and in particular the East of England's emerging work programme under the DaSTS programme.