The role of Transport in the East of England

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Transport in the East of England: An introduction

- ***Transport East* is our Sub-national Transport Body, formed in 2018** covering **Norfolk, Suffolk, Essex, Thurrock and Southend:**
  - **Five** transport authorities
  - **24** district authorities (including Uttlesford)
  - **Two** LEPs
  - **Three** Chambers of Commerce
  - Highways England, Network Rail and DfT (observer)

- **Our role:**
  - Develop our **transport strategy to 2050** to secure investment for our priorities
  - Speak with **one voice** for our sub-national area on transport
  - Accelerate and improve delivery

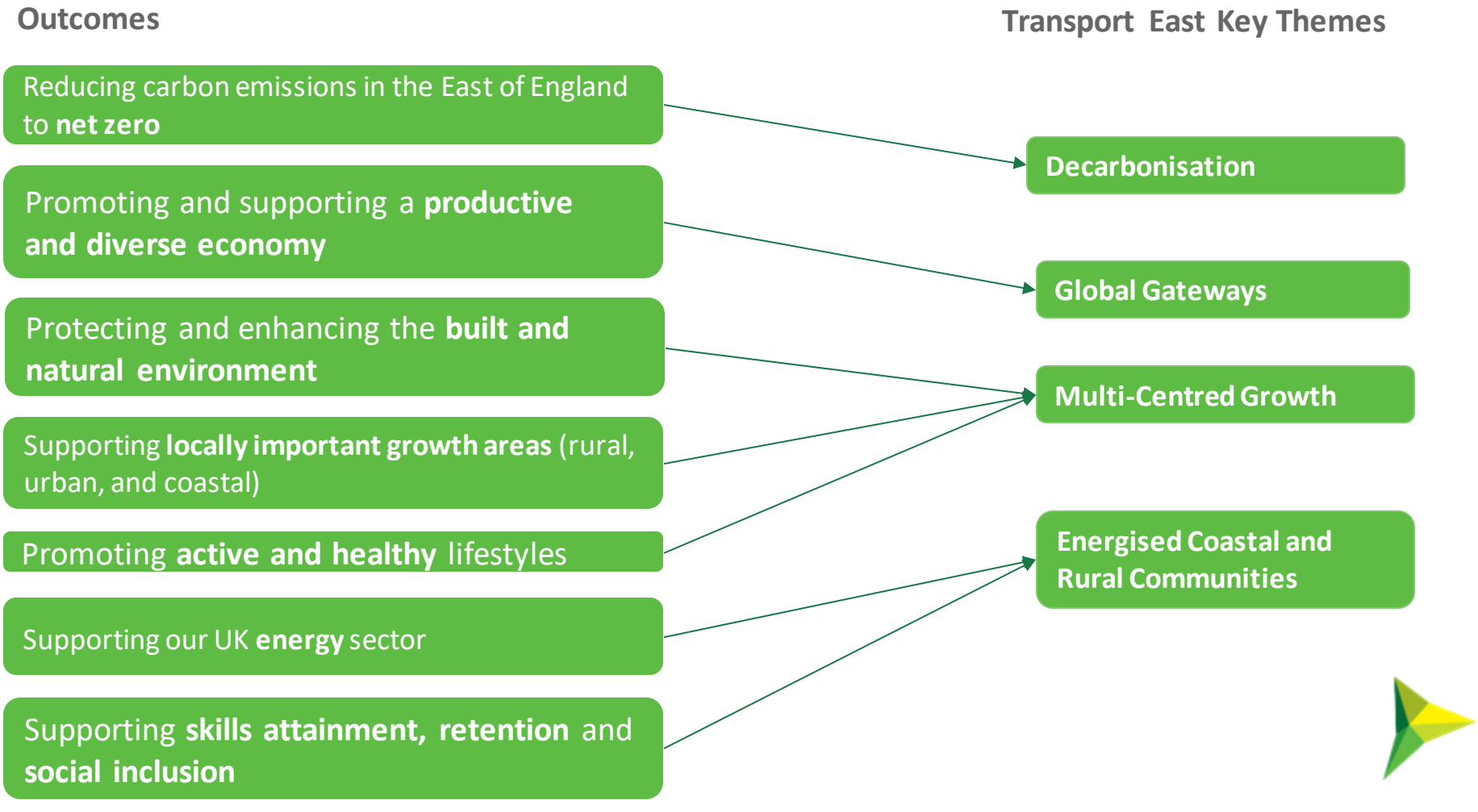
This presentation summarises our early findings from workshops and research with partners

Sub-national Transport Bodies in England

Our review: What are government priorities?

Our review: What are the priorities for our Planning authorities?

Transport East Strategy – key outcomes and themes



Addressing the causes and impacts of climatic change

- Government has published **10-point decarbonisation plan** and many districts in the East have declared **climate emergencies**

- Transport is the largest contributor of CO_2 in the East of England (41% of all emissions)

- Sea level change poses specific risks for our region if we don't act – to public, businesses, tourism and fresh water availability

Promoting and supporting a productive and diverse economy

- Government has published its National Infrastructure Strategy: *Fairer, Faster, Greener*
- Strong focus on levelling-up, UK connectivity and clean growth
- Our region has £73.5 billion economy with key sectors
- Transport in the East can support the UK economy:
  - ✓ Improve the poor East-West connectivity
  - ✓ Maintain and improve international / UK connectivity and our north-south connections
  - ✓ Improve first-mile last-mile options and reduce high car dependency

Focussing on locally important centres
(rural, urban, and coastal)

- Our region will grow by at least 300,000 homes in the next 15 years.

- Our strategy supports our local communities to grow sustainably and provide high quality, distinctive places to live, work and visit.

- Many transport considerations:
  - ❑ Type of growth – clustered v dispersed
  - ❑ Mode Shift – availability of alternative modes
  - ❑ Quality of life – Air quality, safety
  - ❑ Levelling up

Supporting skills attainment, retention and social inclusion across the region

Our Local Enterprise Partnership has goals to:

- Increase the number of young people taking up apprenticeships and retain the number of graduates in the region
- Increase skills attainment levels
- Decrease levels of social isolation

For transport, this means:

✓ Support accessibility to employment locations to boost jobs and skills development

✓ Better models of non-car accessibility to jobs, services and leisure – solutions for passenger transport, community hubs and digital connectivity

Promoting active and healthy lifestyles

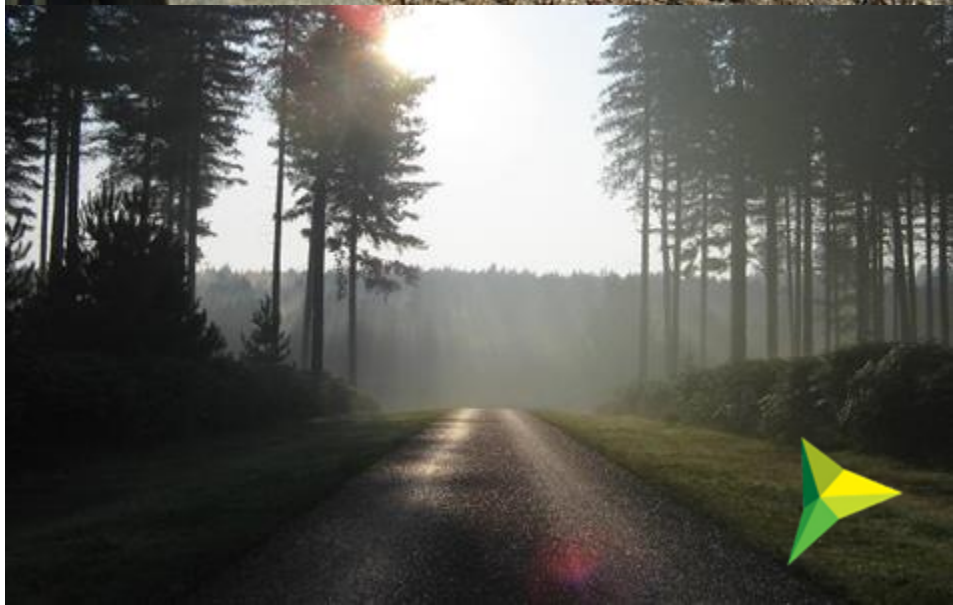
- Public Health England recommends 20 minutes of physical activity a day
- Keeping physically active can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%.
- Active Travel is one of the easiest ways to incorporate physical activity into our day to day lives
- The key barrier to cycling is ‘perception of safety’
- Government published ‘Gear Change’ in 2020 to double walking and cycling, with £2bn available for local authorities

Supporting the energy sector

- The East of England is a national leader in energy production
- It has the highest concentration of offshore wind energy generation in the UK – and growing
- It also has the second largest number of onshore wind generator sites nationwide (879), with only Scotland having more (3,468).
- **We can use this status as to lead the way in the shift to zero carbon vehicles**
- UK sales of petrol and diesel cars to end in 2030
- We need a revolution in electric vehicle charging infrastructure, particularly in rural communities.

Protecting and enhancing the built and natural environment

- Multiple European designated sites are located in the Region
- High number of heritage assets, including hundreds of Listed Buildings, Scheduled Monuments, Designated Parks and Gardens, One Registered Battlefield Site
- Nationally protected sites such as Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Local Nature Reserves (LNRs)



Digital connectivity as an enabler of all outcomes

- During the COVID-19 pandemic, we have witnessed a transformation in acceptance of digital connectivity replacing transport:
  - To access public services
  - To work from home or remotely
  - To shop
- Digital connectivity, in particular super-fast broadband and 5G in rural areas can play a significant part in our low-carbon economic recovery
- This should be considered alongside traditional transport strategy

Questions

Transport East

Thank you for your time

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Transport

UTTLESFORD LOCAL PLAN
Towards Net Zero Carbon

Access to services

Ensuring new and existing homes have access to a comprehensive range of local services is fundamental to sustainable transport. People can spend more time locally, using public green space, working at home, cycling and connecting with neighbours instead of using cars. **Would you support a policy that makes planning consent easier for new and existing communities to benefit from commercially viable local services ?**

What options for sustainable transport in Uttlesford would you support ?

Understanding your priorities will help us plan for growth and change.

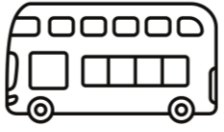
Technology and transport

5G and ultra-fast broadband provide a range of opportunities for sustainable transport; autonomous vehicles, e-bike rental, drone delivery, demand responsive public transport and homeworking. **Should new developments make provision for these technologies ? If so, what are the priorities for Uttlesford ?**

Low traffic neighbourhoods

Planning for the car to be slightly less convenient can have a range of benefits; improved air quality, road safety and a healthier lifestyle.
Should neighbourhoods be designed where walking, cycling and public transport take priority over cars, and if so how ?

Public Transport Strategy



Providing rural public transport services is very challenging, with commercial viability being a major barrier. **Should the location and size of new development be dependent on their ability to support a regular, commercially viable bus service ?**

Electric vehicle charging

The proposed ban on the sale of diesel and petrol cars is a big step towards tackling climate change and will need a massive increase in the provision of electric vehicle charging points. **Should developer's install charging points in new developments now or upgrade the electricity grid and provide ducting to allow for chargers to be installed at parking spaces in the future ?**