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2022-01-30

Dear Transport East,

## **Draft regional Transport Strategy, Transport East**

Railfuture is Britain's leading and longest-established national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities.

We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

## **Transport Strategy**

**Our draft Transport Strategy sets out our vision and a series of priorities for better transport for everybody living, working, and learning in the East up to 2050. The strategy will guide future transport investment in the East.**

7. To what extent do you support the vision set out in the Transport Strategy – *'A thriving economy for the East, with fast, safe, reliable, and resilient transport infrastructure driving forward a future of inclusive and sustainable growth for decades to come.'*?

Strongly support.

8. To what extent do you agree with the following statement 'The Transport Strategy identifies the right overall approach to transport development across the region'?

Support.

[www.railfuture.org.uk](http://www.railfuture.org.uk) [www.railfuturescotland.org.uk](http://www.railfuturescotland.org.uk) [www.railfuturewales.org.uk](http://www.railfuturewales.org.uk)  
[www.railwatch.org.uk](http://www.railwatch.org.uk)

9. To what extent do you support the strategic priorities set out in the Transport Strategy?

- ~ Decarbonisation to net zero
- ~ Connecting growing towns and cities
- ~ Energising coastal and rural communities
- ~ Unlocking international gateways (ports and airports)

Strongly support all four strategic priorities.

## Goals for each priority

**For each priority we have identified a set of goals to show how Transport East will work to deliver the change needed.**

10. Which of the following goals do you think are the most important? Please rank the options from most to least important (1=the most important).

### Decarbonisation to net zero

- 1 - Shift modes
- 2 - Reduce demand for carbon intensive trips
- 3 - Zero carbon growth
- 4 - Switch fuels

11. Which of the following goals do you think are the most important? Please rank the options from most to least important (1=the most important).

### Connecting growing towns and cities

- 1 - Faster and more reliable transport connections
- 2 - Enhanced sustainable transport
- 3 - Fully integrated transport

12. Which of the following goals do you think are the most important? Please rank the options from most to least important (1=the most important).

### Energising coastal and rural communities

- 1 - Improve connectivity along our coastline
- 2 - Increase access to education, training, service and employment for rural communities

13. Which of the following goals do you think are the most important? Please rank the options from most to least important (1=the most important).

### Unlocking international gateways (ports)

- 1 - Better access
- 2 - Shift modes
- 3 - Alternative fuels

14. Which of the following goals do you think are the most important? Please rank the options from most to least important (1=the most important).

## Unlocking international gateways (airports)

- 1 - Shift modes
- 2 - Enhanced connectivity to airports
- 3 - Net zero aviation emissions

15. Do you have any other comments about the Transport Strategy?

Planning to achieve Net Zero means shifting transport choices in the direction of the most decarbonised options. Choice of transport mode is heavily influenced by comparing the Generalised Journey Times. We are surprised and disappointed that there has been no reported attempt to make those comparisons in presenting a draft strategy for the next 30 years. It is a critical factor in deciding investment priorities between modes.

Our analysis and modelling work, to look at the potentially transformative impact on journey times compared to car of the best options for investing in rail infrastructure, will be available early in the next financial year. We look forward to discussing it with Transport East.

See separate Appendix for more detailed comments about the Transport Strategy.

## Investment and Delivery Programme

**Alongside the draft Transport Strategy, we have developed an Investment and Delivery Programme - an evolving programme of schemes which will set out our investment priorities to Government.**

16. To what extent do you agree or disagree that the Investment and Delivery Programme sets out the right approach for delivering the Transport Strategy?

Agree.

17. Please explain your response to question 16

Our agreement is qualified, not unconditional / 'strong'.

18. Do you have any other comments about the Investment and Delivery Programme?

It is perhaps sobering to reflect on the past 30-year period, as the same for which the draft Transport Strategy plans. Since 1990 the region has seen six new or re-opened rail stations and two new, short, rail links, together with some valuable 'on-line' enhancements of which upgrading the Felixstowe branch line is notable. For Transport East's strategic priorities to be met over the next 30 years an increased maturity and sophistication of case-making will be required for the necessary scale of investment and pace of delivery to be secured.

## **Integrated Sustainability Appraisal**

**An Integrated Sustainability Appraisal (ISA) has been carried out to inform and improve the Transport Strategy. ISA is a statutory process for assessing social, economic and environmental impacts of strategies and projects.**

19. Do you have any comments about the Integrated Sustainability Appraisal?

No.

## **Travel behaviours**

20. How often do you use the following modes of transport to get to work or education in a typical month?

Railfuture members will vary in their use of transport modes. As a pro-rail (but not anti-car) organisation, we believe that there will be a bias towards public transport (rail specifically) and active travel.

21. How often do you use the following modes of transport to get to non-work or education destinations in a typical month, for example leisure activities, shops or services?

Railfuture members will vary in their use of transport modes. As a pro-rail (but not anti-car) organisation, we believe that there will be a bias towards public transport (rail specifically) and active travel.

## **Consultation**

22. How did you hear about this public consultation

Social media, email newsletter, email, online.

23. Did you visit our virtual exhibition for information about the Transport Strategy public consultation?

Yes.

24. How helpful was the information we provided as part of this public consultation?

Helpful.

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS  
Director for Infrastructure & Networks, national Board  
Vice-Chair London & South East regional branch

**Draft regional Transport Strategy, Transport East**