

Environment, Development and Transport Committee

Item No.

Report title:	New Anglia Integrated Transport Strategy
Date of meeting:	18 May 2018
Responsible Chief Officer:	Tom McCabe - Executive Director, Community and Environmental Services
Strategic impact The Council is a key partner in the New Anglia Local Enterprise Partnership (NALEP) and has worked with the partnership to shape the integrated transport strategy for Norfolk and Suffolk. The strategy has been developed alongside a refresh of the Norfolk and Suffolk Economic Strategy. It seeks to ensure that transport's role in the area's growth ambitions and investment priorities are clearly articulated to government and other stakeholders.	

Executive summary

An Integrated Transport Strategy for Norfolk and Suffolk has been developed and is programmed to be adopted by the New Anglia LEP (NALEP) Board in May. The strategy was developed through the Local Transport Board. This brings together Norfolk and Suffolk County Councils, NALEP, and a range of other stakeholders (principally business representatives and transport operators / providers). The Integrated Transport Strategy is a high level, strategic document setting out transport priorities across the two counties in order to deliver NALEP's Norfolk and Suffolk Economic Strategy. It has been built on a substantial evidence base including both economic and transport evidence commissioned for the transport strategy, as well as the evidence base commissioned for NALEP's economic strategy. A more detailed action plan for the transport strategy is to be developed that will include more detail about the interventions. (It should also be noted that Norfolk County Council has a full suite of strategy and policy documents relating to transport provision in the county. The Integrated Transport Strategy is not intended to replace these.)

The Integrated Transport Strategy is included as Appendix A. It has been agreed by the Local Transport Board and will be taken to the NALEP Board (which includes representation from Norfolk County Council) in May for adoption. There will be an opportunity for Members' comments to be incorporated into the delivery plan to be developed shortly.

Recommendations:

Members are asked to:

- **Note the Integrated Transport Strategy for Norfolk and Suffolk.**

1. Proposal

- 1.1. Members are asked to note the Integrated Transport Strategy for Norfolk and Suffolk. This strategy has been developed through the New Anglia Local Transport Board. This board – chaired by Doug Field the current chair of the Local Enterprise Partnership (LEP) Board – brings together Norfolk and Suffolk County Councils, business representatives and a number of transport operators and providers from across the region. Norfolk County Council is represented by Councillor Martin Wilby the chair of this committee.

- 1.2. The strategy will be reported to the LEP Board in May for adoption. A more detailed implementation plan will be developed for adoption at a later date.

2. Evidence

- 2.1. Government requested that LEPs produce a Strategic Economic Plan (SEP) for their area, which was used to negotiate a six year 'Growth Deal' from a pot worth £2bn nationally. The New Anglia SEP was submitted in 31 March 2014 and, as a result, Norfolk is benefitting from a transport infrastructure programme funded from Growth Deal worth around £34m over the six years of the programme (2015/16-2020/21).
- 2.2. The economic plan was updated during 2017, resulting in the New Anglia Economic Strategy for Norfolk and Suffolk. This was endorsed by the county council's Policy and Resources Committee in September 2017 and subsequently by Full Council.
- 2.3. In 2016 the New Anglia Local Transport Board agreed to commission consultants to complete an integrated transport strategy. This transport strategy included building an evidence base looking at a range of future economic scenarios 30 to 40 years hence and, for each scenario, setting out how transport systems should evolve, be innovatively developed, or change organically, to reflect future economic activity. The transport strategy therefore sets out the economic potential of the region and how transport networks might contribute towards successful economic outcomes.

The strategy will also be important to highlight the main transport investment requirements across all modes and across the local road networks as well as the national (trunk) road network and rail networks. This will help to maximise the chances of drawing down funding from different pots including Growth Deal and government investment into trunk roads through the Roads Investment Strategy programmes and rail networks through Network Rail investment plans.

The strategy will also put NALEP in a good position to maximise its share of the Growth Deal pot post-2021, should government be minded to continue with this in its present form.
- 2.4. Of necessity, as a strategy for two counties, the focus is on high level priorities and the most important interventions in those areas due to experience significant growth. It is aligned to the Norfolk and Suffolk Economic Strategy.

Whilst the strategy and priorities broadly align with those of the county council, neither the strategy nor the under-development action plan contain the full strategy or detailed priorities across Norfolk. These are included in the county council's own suite of strategies, policies and plans including the Local Transport Plan, transport strategies for places (Norwich, Great Yarmouth, King's Lynn and market towns: all under review or under development), and the agreed capital programme. In addition, Members agreed at Policy and Resources in September 2017 to develop a Norfolk plan, Norfolk's Growth Strategy, which will come back for agreement during the latter part of 2018. This will help to shape and define the county council's own delivery on transport infrastructure projects and any bids for funding in the future.
- 2.5. A more detailed action plan for the Integrated Transport Strategy is to be developed that will include more detail about transport interventions. It will be important to ensure that priorities for Norfolk are included within this document. This will be ensured by developing the action plan through the Local Transport Board, on which the county council is represented by the chair of EDT Committee. Any comments that members of the committee have about the strategy, shown in Appendix A, can be considered and picked up in the more detailed action plan to follow.

3. Financial Implications

- 3.1. There are no financial implications in adoption of this strategy. Norfolk County Council contributed £25,000 to the cost of development of the strategy, met from existing budgets.

4. Issues, risks and innovation

- 4.1. Adoption of the transport strategy and subsequent delivery plan will mean that New Anglia LEP is better-placed to be able to secure funding for the improvement of the transport network for the benefit of Norfolk.

5. Overview of the Integrated Transport Strategy

- 5.1. The strategy aims to *“promote the foundations for an integrated total transport solution which serves our growing economy, links our people and their activities with our developing priority places [from the Norfolk and Suffolk Economic Strategy], and is fit for agile digital, socio-economic and transport developments.”* It sets out how this will be achieved under the themes of:

- Connecting the East, Accessing the World
- Regional Connectivity and Our Priority Places
- Agile to Change
- Local and Coastal
- Making it Happen.

These themes are summarised below.

- 5.2. Connecting the East, Accessing the World

The strategy notes how access to global markets is important and is likely to continue to be so in the future. It is particularly significant for Norfolk and Suffolk given that we have good opportunities through local airports including Norwich together with a range of ports. The strategy notes the need to improve our strategic road and rail connections with a particular focus on the A47 and the rail networks to Cambridge and London.

- 5.3. Regional Connectivity and Our Priority Places

This section deals with the importance of connections between economic centres within the two counties. (These are classified as Priority Places and defined in the Economic Strategy for Norfolk and Suffolk. In Norfolk they are: Norwich and the Greater Norwich area; the Energy Coast including Bacton and Great Yarmouth; the Cambridge-Norwich corridor; the east-west corridor along the A47; and King’s Lynn and the corridor to Cambridge.) The strategy highlights the importance of better connections by developing the Major Road Network and public transport connections. It notes the importance of the Great Yarmouth Third River crossing to connect the port and the Enterprise Zone area to the strategic road network.

- 5.4. Agile to Change

As the strategy looks ahead to the 2040s an important part of the evidence base was to examine likely changes to the economy over that time. This included changes to how economic sectors might function (such as increasing automation in the agricultural sector). The work went on to examine how transport would need to evolve to support a successful future economy. This aspect of the work included consideration of changes to transport over time: a move to increasing autonomy in vehicles; the emergence of mobility as a service (whereby people purchase travel from A to B but do not specifically purchase a bus or train ticket: the travel might be provided by a taxi, liftshare or other transport provider); and,

particularly in the logistics sector, different means of transporting goods (consolidation of loads, non-vehicular delivery methods).

The strategy outlines that digital connectivity is important; that the region is open to innovative new technology and shaping future mobility models; and the need to encourage the use and sharing of data to enable more intelligent use of transport networks.

5.5. Local and Coastal

This covers the importance to the two counties of the energy coast, market towns and the rural areas, noting that partners will work together to improve broadband, local road schemes, public transport, walking and cycling, and to improve hub and home working.

5.6. Making it Happen

The final section of the strategy deals with the development of an action plan. The intention is to develop this with partners on the Local Transport Body – of which Norfolk County Council is a member – adjacent authorities and government.

5.7. The strategy is reproduced at Appendix A.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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