



Strategic Transport Forum

19th June 2020

Agenda Item 8: Business Unit Update

Recommendation:

It is recommended that the Forum:

- a) Agree to sign a letter of support in respect of the Ely Area Rail Enhancements, and delegates the Chair to agree the letter on behalf of the Forum**
- b) Notes the update from the Business Unit**

1. Support for Ely Area Rail Enhancements

- 1.1. The region's Transport Strategy identifies Ely as both an area of significant change and a key nod on the Felixstowe to Nuneaton corridor. Ely is also recognised for its ability to facilitate a number of passenger rail services and create new rail opportunities, linked with Eastern Section of the East West Main Line.
- 1.2. Currently, capacity constraints at Ely and on sections of the rail corridor that serves it, are a barrier to increasing rail freight and passenger rail services both intra and inter-regionally (in particular to the Midlands). These significant obstacles are placing pressure on the road network and act as a brake on economic growth.
- 1.3. In response, a number of rail schemes are being developed concurrently by Network Rail, Department for Transport and the Ely Taskforce to increase capacity through the Ely area. At the time of writing, funding is being sought by the Department for Transport to bring together options for capacity enhancements at Ely and Haughley into an Outline Business Case as part of the next Rail Network Enhancement Pipeline decision gateway. The focus of this stage is to further advance development work towards a single viable option.
- 1.4. To impress the importance of resolving bottlenecks on this corridor for both the regional and national economy, it is recommended that Transport East and England's Economic Heartland prepare a joint letter advocating the scheme to be sent to HM Treasury. Timings are such that it is proposed that the letter will be prepared by the Business Unit working with colleagues in Transport East and that EEH's approval for the letter is delegated to the Chair of this Forum.

2. Future of Mobility Regulatory Review

- 2.1. Officers are preparing EEH's response to Future of Transport Regulatory Review consultation. Emerging new mobility services need to be shaped by a systemic approach where easily accessible, low carbon mobility options are a viable option for most trips. This requires a joined up approach to planning and managing our transport system, data, environment and infrastructure. Successful future transport will require integration

across many verticals including energy, health, housing infrastructure and associated land use planning.

- 2.2. The Future of Transport Regulatory Review stimulates debate and poses the challenge as to how to deliver success in deploying new solutions and business models in the transport sector. Getting this right will facilitate significant progress in our ambition to achieve a zero-carbon transport system. These issues are fundamental to the future of transport and go beyond the regulatory element of the consultation.
- 2.3. This Future of Transport Regulatory Review addresses three main areas: micromobility (e-Cargo Bikes/e-Scooters etc.), flexible bus services and Mobility as a Service (MaaS).
- 2.4. Highlights/high-level overview of our response is as follows.

Micromobility – it is proposed that we welcome the opportunity that e-Mobility bring to the system. E-scooters could provide effective first/last mile solutions, particularly in urban areas. E-bikes can provide a practical solution for local deliveries, as well as offering practical access solutions to mobility/accessibility hubs. Our support will be caveated by the need to ensure safety, equitable access and the provision of infrastructure to facilitate the safe operation of such modes.

Flexible Bus – flexible bus services have the potential to be a key part of the travel choice offer for a significant proportion of our residents, either as feeder services to mass transit systems, as part of existing bus networks, or by providing access to rail hubs. In particular they could add significant value for rural communities. However, flexible bus services should not be at the expense of reliability and effectiveness of the traditional bus network. Identifying a business model that is sustainable for the long term will be challenging. Issues such as density of demand, ticketing and service offer, along with operator capabilities, will need to be considered as part of the development of proposals.

MaaS – the challenge with the MaaS is the need to have the travel options available to the user that makes such an approach viable. Hence it is as much about ensuring the investment in infrastructure and services enables the travel options to be available, as it is about providing a 'one-stop' service to the user. Business models are still nascent and face the challenge of the regulatory and operating model that exists in the UK for sections of the transport system (particularly public transport). STBs have a key role to play in supporting Government in the development of MaaS/Mass frameworks that put the user at the heart of the concept and that the offer is optimised to deliver value, inclusivity and equity of access.

3. First/Last Mile Project

- 3.1. The Forum will be aware of the work to develop a region wide tool to support the identification, design and investment in First/Last Mile solutions. The ambition for the project was to develop a richer understanding of the impact personal behaviour, and the nature and density of the place has on the transport choices of our residents. Included in the tool is the ability to map the population segmentation (using Experian's Mosaic data) at MSOA level. A demonstration of the emerging toolkit to support First Last Mile solutions was provided to the Forum in January 2020.
- 3.2. The First Last Mile tool has now been digitised, to ensure its longevity and to make it easily accessible to our partners. The digitised version of the tool will be available for all partners to make use of from the week commencing 22nd June 2020.

Naomi Green

Head of Technical Programme
June 2020

