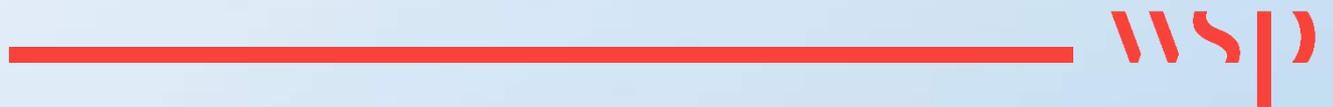


Appendix D

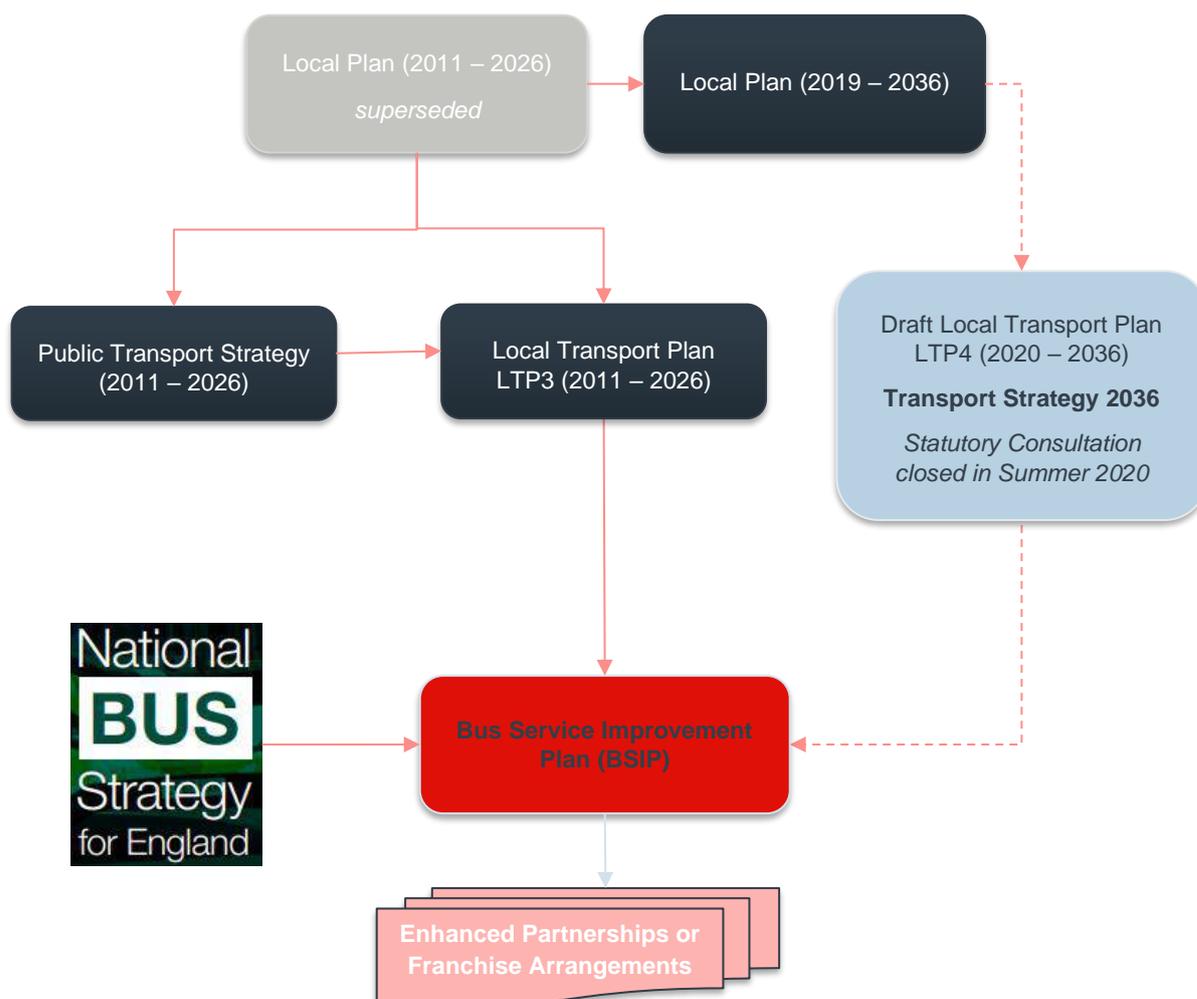
**SUPPORTING POLICY AND
STRATEGY**



POLICY AND STRATEGY

This section of the report assesses the broader transport policy and strategy context relating to Bus Service Improvement Plans (BSIP) and the consequent creation of Enhanced Partnerships. At its core, the BSIP is the formal strategy documentation required for each Local Authority (LA) to meet the Government’s National Bus Strategy, Bus Back Better. The diagram presented below in Figure D-1 illustrates the policy and strategy framework which the BSIP supports.

Figure D-1: BSIP Policy and Strategy Framework



NATIONAL POLICY AND STRATEGY CONTEXT

National Planning Policy Framework (2019)

The revised National Planning Policy Framework (NPPF) was published on 24 July 2018 and was updated on 19 February 2019. This sets out the Government’s planning policies for England and how these are expected to be applied.

At the heart of the NPPF is a presumption in favour of sustainable development which includes “three overarching objectives, which are interdependent and need to be pursued in mutually

supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)". These are; an economic objective; a social objective; and an environmental objective.

Chapter 12 addresses the aim of promoting sustainable transport, with paragraph 102 setting out the core principles such as the identification of opportunities to promote walking, cycling and public transport use. Furthermore, the environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account by local authorities and developers – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

National Bus Strategy (2021) – Bus Back Better

The National Bus Strategy was published on 15 March 2021 by the Department for Transport (DfT). The document outlines the framework for use of the £3bn of funding promised by the government in 2020 to improve and enhance bus service provision in England. The strategy outlines the requirement for local authorities to have developed either Enhanced Partnerships or franchising arrangements with bus operators by April 2022. These arrangements are the fundamental framework for continued bus operation in England's local authority areas and will be supported by BSIPs which detail how the arrangements, and their inherent powers, will be used to improve local bus services. BSIPs must be published by October 2021.

The strategy identifies a focus on service improvement through multiple objectives and opportunities. Objectives to increase bus usage and provide greater reliability of service, especially in the evening are a constant thread. Dedicated funding opportunities toward bus priority infrastructure, zero emission buses, and intermodal bus connectivity are proposed.

The strategy also responds to the rapid decline of bus patronage during the Covid-19 pandemic. The COVID-19 Bus Services Support Grant (CBSSG) continues to provide LAs with a discretionary funding stream to improve or sustain bus services in the immediate situation.

Following the strategy, the government published the National Bus Strategy: Bus Service Improvement Plans; Guidance to local authorities and bus operators (May 2021), which provided the first advice on the production and development of BSIPs.

The National Bus Strategy places Zero Emission Buses (ZEBs) at the heart of the Government's vision for the transformation of the bus offering in England.

Overall ZEB Principles

The strategy sets out the Government's five key principals for a ZEB fleet: These are:

- To consider all technologies fairly, assessing their cost, contribution to decarbonisation and utility
- Provide financial support and incentives needed for the market to scale up quickly
- Take a place-based approach to investment wherever possible
- Both operators and local authorities will be expected to play their part
- Ensure plans lead to overall carbon reductions

Technology

The strategy states that "zero emission" means buses which run on electric batteries or hydrogen and notes that battery electric has dominated ZEB deployment so far, but that both technologies have strengths in different scenarios.

The strategy states that battery electric is a more efficient use of energy than hydrogen on current technologies, but that hydrogen lends itself well to longer distance routes and rural operations. For a ZEB deployment to qualify for government funding, it must use 'green' fuel or have a roadmap towards obtaining fuel from green sources. It is acknowledged that hybrids and biofuels may feature in local decarbonisation plans as the technology continues to develop to enable full ZEB operation. Zero emission is preferred to low or ultra-low emission, and these should only be purchased where full ZEB is not a viable option.

Funding

The strategy acknowledges the barriers to ZEB deployment presented by the high up-front capital costs for vehicles and infrastructure. The Government commits to playing a role in the short term as technologies continue to mature which is expected to see ZEB costs come down and achieve parity with conventionally fuelled fleets through sustained orders for ZEBs allowing unit costs to fall as production is increased, enabling manufacturers to achieve economies of scale.

The strategy also states that the Government will support new funding and financial models to lower the costs of ZEB for operators, including new leasing and maintenance arrangements which are a significant departure from traditional fleet ownership and maintenance.

Government financial support also includes the launch of the Zero Emission Bus Regional Area (ZEBRA) scheme and All Electric Bus Towns (see following sections).

Linked to ZEB, and as part of wider reforms to bus funding, the Bus Service Operators Grant (BSOG) is expected to be overhauled to incentivise ZEBs through higher rates paid per kilometre on routes operated by ZEB vehicles, moving away from the current system of payments linked to fuel consumed. This system is already used in Scotland and has been credited with attracting investment in electric passenger vehicles to the country¹.

Placed Based Approaches

In terms of regional strategy, a place-based approach to ZEB deployment is required given the need for supporting infrastructure (electrical supply or hydrogen fuelling). ZEB deployments should therefore consider allowing for more effective land use, addressing local air quality issues, and use the right technologies that work for the topography of the area. This approach is needed to allow a more strategic plan for energy networks in order to provide longer-term savings.

Decisions on the transition to ZEB should be taken collaboratively through local bus partnerships, the strategy states:

- Local authorities need to define the outcomes they want to see and when; work with energy providers to integrate the needs of buses into wider network infrastructure plans; and play a central role in funding and financing arrangements

¹ RouteOne (2020) *Ember: A watershed moment for the UK coach industry* <https://www.route-one.net/operators/ember-a-watershed-moment-for-the-uk-coach-industry/>

- Bus operators should take the lead in specifying the technical requirements for vehicles; develop an understanding of the energy requirements for their fleets; and take the lead on the investment required
- Local standards for zero emissions should be set through bus partnerships or franchises

Transport Act (1985)

Proposals to deregulate local bus services were published in 1984 in the white paper 'Buses' and a subsequent series of more detailed consultation papers. They were brought into effect by the Transport Act 1985. This abolished road service licensing in Great Britain (though not in London) from October 1986. It removed the duties of local authorities to co-ordinate public passenger transport in their area and empowered them to subsidise public passenger transport services only on condition that they went out to open tender.

Under the act, individual bus operators are responsible for the timetable, with the introduction of new services dependent on the operator's opinion of its commercial viability. There is no requirement in the Transport Act 1985 or its regulations for the commercial bus operator to consult before making changes to the timetable and the position of bus stops. The criteria for registration did not include any reference to public demand or to existing services and objections could no longer be made by other operators or local authorities.

Passenger Transport Executives (PTEs) and county councils were given powers to secure, using subsidy, socially necessary services which were not provided by the commercial market. Controls over these services in terms of fare levels, type of bus and so on, could be maintained. Operators had the right to participate in concessionary fare schemes and the Passenger Transport Authority had powers to compel participation in the schemes. Operators were to be reimbursed for the net financial loss incurred by participating in the scheme.

Transport Act (2000) and Local Transport Act (2008)

These documents have the common aim to strengthen the working relationship between bus operators and local authorities in order to improve services provided to passengers. Following the Transport Act 1985, concerns were raised from local authorities on how the act restricted measures to successfully integrate buses as part of wider transport policy objectives.

The Transport Act 2000 allowed councils to work more closely with bus operators, legislating for 'Quality Partnership' schemes whereby the local authority would deliver improved infrastructure (e.g. bus lanes, bus shelters) in return for operators adhering to set 'standards of services'. The 2008 Local Transport Act expanded their scope by allowing for frequencies, timings and maximum fares to be included where there were no admissible objections from relevant bus operators.

Bus Services Act (2017)

DfT guidance² for local authorities to complement the Bus Services Act 2017 covers providing inclusive services, improving environmental outcomes, maximising social value, improving the safety

² Bus Services Act 2017: *New powers and opportunities* <https://www.gov.uk/government/publications/bus-services-act-2017-new-powers-and-opportunities>

of bus services, tackling congestion and meeting the needs of rural communities. The guidance includes general suggestions and recommendations to make improvements in these aspects of bus service delivery.

The guidance refers to other legislation that local authorities should have regard for when procuring and specifying bus services, including:

- Equality Act (2010)
- Public Services (Social Value) Act (2012)

On meeting the needs of rural communities, local authorities are strongly recommended to undertake a 'rural proofing' exercise to consider the impacts of transport policies and programmes on rural areas and where necessary, adjust those plans to achieve equally effective and successful outcomes for individuals and businesses in rural areas. It is strongly recommended by DfT that rural proofing is done for any review of transport provision.

The guidance makes several references to and suggestions for the application of DRT. It notes that DRT can be a way of increasing ridership by providing a more flexible and responsive public transport solution. Community transport operators are highlighted as being particularly suitable to run DRT services. The guidance suggests deploying publicly funded DRT services to transport passengers from isolated villages to bus stops and transport hubs where they can connect to commercial bus services and complete their journeys, which keeps costs down both for the DRT service and the commercial bus operator. On community transport, the guidance recommends that local authorities consider how best to encourage and integrate community transport services into the wider public transport network. It should be noted that non-commercial community transport services are not covered by the franchising powers of the Act.

Taking a 'Total Transport' approach in rural areas is recommended by the guidance to bring together various public sector transport services such as patient transport, social care services, education transport, community transport and subsidised bus services to pool resources and reduce duplication of resources. This follows a trial of the concept in different areas of England in 2015 which involved the creation of a 'one-stop shop' for transport services and information.

Future of Mobility Urban Strategy (2019)

The UK Government's Future of Mobility Urban Strategy, published in March 2019, sets out the 'grand challenge' for mobility in urban settings and summarises the rapid changes underway in the transport and mobility sector. It makes clear that public transport must remain fundamental to an efficient transport system, with walking and cycling becoming the preferred option for short journeys. The demographic challenges of a growing and aging population but travelling less due to increased working from home and online service delivery are noted, with the trend of rural areas having a greater proportion of older residents than urban areas expected to continue. The trend of fewer young people holding a driving licence is also noted, which presents opportunities for urban areas but challenges for rural areas.

The Future of Mobility Urban Strategy notes the following key changes in transport:

- Data and connectivity are transforming journeys
 - Transport is becoming increasingly automated
 - Transport is becoming cleaner (in reference to vehicle emissions)
 - New transport modes are emerging
-

- Travel demand is rising overall, but falling at an individual level
- The population is aging, and travel choices show clear generational differences
- Consumer attitudes are changing
- New digitally enabled business models are emerging
- Shared mobility is becoming more prevalent

The strategy lays out nine guiding principles for the government's approach to the future of mobility:

- 1 New modes of transport and new mobility services must be safe and secure by design
- 2 The benefits of innovation in mobility must be available to all parts of the UK and all segments of society
- 3 Walking, cycling and active travel must remain the best options for short urban journeys
- 4 Mass transit must remain fundamental to an efficient transport system
- 5 New mobility services must lead the transition to zero emissions
- 6 Mobility innovation must help to reduce congestion through more efficient use of limited road space, for example through sharing rides, increasing occupancy or consolidating freight
- 7 The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers
- 8 New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users
- 9 Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system

Key risks in the future of mobility identified by the strategy are around safety of new transport modes, ensuring that bus services remain viable, inclusion for people who do not (or cannot because of disability) use the internet and smartphones, and ensuring security of personal data used in mobility services.

Future of Mobility Rural Strategy (not yet published)

In November 2020, Government opened a call for evidence consultation on the development of a Future of Mobility Rural Strategy, building on the Future of Mobility Urban Strategy published in 2019.

The consultation gave an overview of the emerging trends that Government has identified around rural mobility and the Strategy, once developed, will set out how Government will seize the opportunities and manage the risks around the future development of rural mobility. The consultation noted that technology will drive radical changes in transport over the next decade, with major changes for both users and operators. It noted that innovation in transport has particular potential in rural areas where lack of access to a car has often excluded people from fully participating in employment, education and leisure opportunities, however the challenge of ensuring that such innovations are inclusive for all is acknowledged.

The consultation noted the following challenges around rural mobility:

- Rural populations are older on average than urban areas (43 years old v 38 years old)
 - The population aged 65 and over is expected to grow by 50% between 2016 and 2039 and will be experienced most in rural areas, where virtually no growth in younger populations is expected
 - In rural areas, cars are used more often and for longer trips than in urban areas
-

- There is less opportunity for active travel in rural areas due to a combination of the longer distances involved in making many trips and a lack of suitable infrastructure to facilitate active travel journeys
- Geographical aspects such as terrain can limit the route and transport opportunities in rural areas.

The consultation acknowledged the risk that innovations in transport are not inclusive and do not take account of the needs of people living in rural areas.

Infrequent public transport can make it difficult for elderly residents to travel even short distances to access basic services, it was noted, with impacts on health and wellbeing.

The consultation pointed out that travelling by public transport in rural areas is more likely to involve a change of mode than in urban areas due to less extensive and lower frequency services. Integration between different modes is therefore important, as well as having the infrastructure to support interchange, such as mobility hubs which co-locate several services together (transport and non-transport) to reduce the need to travel.

The consultation specifically highlights the emerging new applications for DRT through digital platforms and the potential to use 'feeder services' of shared taxis and DRT. The benefits of this type of service to employers and for serving suburban areas were noted, as was the greater potential for shared journeys in rural areas. Good quality data and digital connectivity is needed to fully realise the benefits of DRT, the consultation noted.

The consultation referred to the Future of Urban Mobility Strategy guiding principles (given in the previous section) and asked if these are appropriate for rural areas. The consultation acknowledged that some of them may require adjustment to take account of the different markets in rural areas.

The consultation closed in February 2021 and the strategy is expected to be published later in 2021.

Future of Transport Regulatory Review

Government recently reported on the findings of its Future of Transport Regulatory Review, following a consultation which ran between March and July 2020. The review covered regulation of buses, taxis, private hire and micro-mobility services.

The review highlighted support for relaxing registration requirements around DRT and for changes to Bus Services Operator Grant. A dominant view indicated that the area of operation for a DRT should be a geographical area that is determined by demand. Several respondents believed the operational area should be associated with a local transport hub so the services can interconnect with other transport services, so not to overlap or present unfair competition with other transport modes, particularly taxis. This would complement existing transport services. Some respondents suggested that DRT services require to levy a surcharge for trips that could be undertaken on existing public transport.

A consistent theme was that DRT operators and local authorities need to work together to determine an operational area that benefits the local area and contributes positively to the area's transport network.

Following the review, Government has committed to engage with DRT service operators and collate findings from the Rural Mobility Fund schemes and services deployed in response to COVID-19, to inform the forthcoming National Bus Strategy.

Zero Emission Buses Regional Areas (ZEBRA)

In March 2021, the Government launched the Zero Emission Buses Regional Area fund (ZEBRA), making up to £120million available in 2021/2022³. The scheme is intended to help local transport authorities introduce ZEB, reduce emissions, improve local air quality, and ensure stability of orders for the British bus manufacturing sector. The fund will deliver up to 500 ZEBs, supporting the Government's wider commitment to introduce 4,000 ZEBs detailed earlier under the National Bus Strategy. ZEBRA is a place-based scheme allowing areas led by local authorities to bid for funding for the purchase of ZEBs and supporting infrastructure. The scheme is also intended to help the Government understand the challenges to introducing ZEB and supporting infrastructure in order to inform future policy. The scheme is intended to help test, trial and evaluate innovative ideas for ZEB schemes.

Through ZEBRA, the Department for Transport (DfT) will contribute up to 75% of the cost difference between ZEB and a standard equivalent diesel bus. For infrastructure, the DfT will contribute up to 75% of the cost from purchase and installation. Bids can be for vehicles, infrastructure, or both.

Buses eligible for the scheme are zero emission single deck and double deck vehicles. Minibuses and coaches are not eligible. Buses must be certified as ultra-low emission or zero emission by the Zemo Partnership (formerly the Low Carbon Vehicle Partnership) to qualify. Buses which are zero emission capable, such as diesel-electric hybrids, are not eligible. Buses powered by biogas or biofuel are also not eligible. 'Green' energy is favoured (electricity from low carbon sources) but is not a mandatory requirement. Areas that intend to use blue hydrogen (hydrogen derived from fossil fuels) should set out a roadmap for sourcing the fuel from green hydrogen.

Support for infrastructure costs includes civil engineering works, hardware, charging units and upgrades to the energy grid. This includes upgrades necessary to the grid to cater for increased energy demand. Bidders are encouraged to consider innovative solutions to keep costs down, such as smart charging, opportunity charging and energy storage. Bidders need to show evidence of engagement with an energy company.

There is no limit or threshold on an area size, but the scheme is intended to support several areas within a value of £25million-£35million. Private finance and leasing are encouraged as part of the scheme, since this can reduce up-front costs. This could include finance or leasing companies forming part of the consortia. The scheme is to provide capital funding only, i.e. it will not cover any ongoing costs associated with the operation of ZEBs once introduced.

The local air quality challenge should be set out and how the proposal will address the problem.

³ UK Government (2021) *Multi-million pound scheme for zero-emission buses across England launched* <https://www.gov.uk/government/news/multi-million-pound-scheme-for-zero-emission-buses-across-england-launched>

All Hydrogen Bus Town

Following the popularity of the All Electric Bus Town scheme (2020/21), the Secretary of State for Transport indicated in June 2020⁴ that the Government will launch a similar 'All Hydrogen Bus Town' scheme to accelerate development of fuel cell electric buses and support the UK bus manufacturing sector. While no further details are available the proposal has the support of industry including the bus manufacturing sector.

Diesel Bus Sales Ban Consultation

To accompany the release of the National Bus Strategy, the Government consulted on specifying an end to the sale of new diesel buses in England⁵. The consultation did not suggest a specific year or time period but highlighted the 2030 ban for sales of new petrol and diesel cars and light vehicles. It also noted that several bus operators have pledged to cease the purchase of new diesel buses within the next few years and transition to full zero emission fleets between 2030-2037. The consultation sought to understand the impacts on the industry from a sales ban, the barriers to introducing such a ban and potential mitigation measures, as well as what bus types should be included in a ban.

The industry body CPT⁶ noted in their response that a ban from 2030, if paralleling that already specified for cars and vans, would require significant government support to ensure other bus policy aims outlined in the National Bus Strategy are not undermined. Otherwise, there is a risk that investment is diverted away from other initiatives such as integrated ticketing and frequency enhancements. Too rapid a transition to ZEB could result in heavy costs for operators, CPT noted.

The consultation closed on 11 April 2021 and responses are currently being analysed.

The ten-point plan for a green industrial revolution (2020)

*The Ten Point Plan for a Green Industrial Revolution*⁷, published in November 2020, sets out the Government's vision for accelerating the UK's transition to a net zero carbon economy. It details how public and private sector investment will be targeted to green the economy, creating new jobs and achieving the Government's dual policy goals of Net Zero and Levelling Up. The Ten Point Plan includes the goals of *Driving the Growth of a Low Carbon Economy* (Point 2) and *Green Public Transport, Cycling and Walking* (Point 5).

On hydrogen, it is stated that the Government will publish a Hydrogen Strategy in 2021 detailing how it will establish hydrogen 'SuperPlaces' establishing up to 5GW of hydrogen capacity by 2030. This was confirmed in March 2021 with an announcement of funding to establish the UK's first ever

⁴ Passenger Transport (2020) *Shapps reveals hydrogen bus town plan*

<http://www.passengertransport.co.uk/2020/06/shapps-to-announce-plans-for-a-hydrogen-bus-town/>

⁵ UK Government (2021) *Ending the sale of new diesel buses*

<https://www.gov.uk/government/consultations/ending-the-sale-of-new-diesel-buses>

⁶ Route One (2021) *End of new diesel bus sales proposal 'needs enabling support'* <https://www.route-one.net/politics/end-of-new-diesel-bus-sales-proposal-needs-enabling-support>

⁷ UK Government (2020) *The ten point plan for a green industrial revolution*

<https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution>

'hydrogen transport hub'⁸ in Tees Valley to enable different modes of transport in different sectors to be powered by hydrogen.

The Tees Valley hydrogen hub is expected to be fully operational by 2025 and will focus on trials, testing and research, enabling the Government to better understand the potential role of hydrogen in meeting net zero 2050 targets.

On Green Public Transport, Cycling and Walking, existing commitments to fund up to 4,000 zero emission buses and introduce a National Bus Strategy are reiterated.

Transport Decarbonisation Plan (2020)

In March 2020, the Government published the policy paper *Decarbonising Transport: Setting the Challenge*⁹, detailing how the Government intends to work with industry key stakeholders to develop a transport decarbonisation plan. The plan, due to published in 2021, will detail the government's vision for how all road vehicles will become zero emission, and how public transport will be the natural mode of choice for daily journeys. It will detail what Government, business and society needs to do in order to make this change and deliver the required emissions reductions from transport in order to meet the UK's legally binding 2050 net zero emissions and climate change targets.

The plan will, when published, represent the UK's first holistic strategy for decarbonising transport, rather than focussing on specific modes as has typically been the approach used in government policy until now. The document acknowledges that transport operators will need to embrace new technology and innovation at a scale and pace not seen before.

The document details six strategic priorities for achieving transport decarbonisation:

- Accelerating modal shift to public transport and active travel
- Decarbonisation of road vehicles
- Decarbonising how we get our goods
- Place based solutions
- UK as a hub for green transport technology and innovation
- Reducing carbon in the global economy

Modal shift to public transport, decarbonisation of road vehicles and place-based solutions are likely to be of particular importance for the bus sector.

The document notes that transport is now the largest sector by emissions and that emissions have stayed broadly unchanged on 1990 levels while other sectors such as energy, agriculture, and manufacturing have significantly decarbonised, hence the need to tackle transport emissions with a sector-specific plan.

⁸ UK Government (2021) *UK's first ever hydrogen transport hub kick-started by £3 million government investment* <https://www.gov.uk/government/news/uks-first-ever-hydrogen-transport-hub-kick-started-by-3-million-government-investment>

⁹ UK Government (2020) *Creating the transport decarbonisation plan* <https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan>

Buses accounted for 3% of UK transport emissions in 2018. It is also noted that emissions from buses have fallen by 40% on 1990 levels as at 2018, compared to only a 5% reduction for cars. However, this may be explained partially by the fall in bus use during that time, with less bus mileage being operated compared to 1990, in addition to the introduction of cleaner and more environmentally friendly buses lowering emissions.

Sixth Carbon Budget (2020)

*The Sixth Carbon Budget*¹⁰, published in 2020, is required by the Climate Change Act and provides advice to ministers on how the UK can meet its 2050 net zero targets by specifying an emissions budget for each sector and key milestones for when significant or full decarbonisation will need to be achieved. The report details a path to net zero for a range of sectors in the economy, including surface transport.

The report states that new buses will need to be zero emission by 2035 in order to meet the 'balanced pathway' proposed towards net zero. The report notes the target by CPT members to buy only ultra-low or zero emission buses from 2025. It is assumed that 96% of new bus and coach sales will be zero emission by 2035. It is noted that biodiesel could play a transitional role for buses but is not considered a permanent solution for surface transport.

REGIONAL POLICY AND STRATEGY CONTEXT

New Anglia Local Enterprise Partnership Integrated Transport Strategy (2018)

The New Anglia Local Transport Board partners have developed an Integrated Transport Strategy which provides a foundation for the newly formed sub-national transport forum: Transport East.

The strategy sets out broad measures to achieve the following goals:

- Understand the current transport networks and how we can remain agile to future opportunities and challenges
- Set challenging but achievable ambitions based on evidence that describes the place and transport solutions we want for Norfolk and Suffolk
- Set out the themes where action and investment in transport improvements is prioritised
- Identify actions and measures for success with partners to drive delivery and measure success
- Provide foundations for an integrated, total transport solution to serve the growing economy, by creating links to airports, ports and strategic corridors that link them

Transport East Investment and Delivery Plan (2020)

The Investment and Delivery Plan outlines the key priorities for Transport East, providing a strong framework for achieving better strategic transport packages in towns and cities and along seven strategic corridors. The Transport East partnership involves the local transport and planning authorities of Essex, Norfolk, Suffolk, Southend-on-Sea and Thurrock, and this document provides an overview of investment in these areas.

¹⁰ Climate Change Committee (2020) *Sixth Carbon Budget* <https://www.theccc.org.uk/publication/sixth-carbon-budget/>

The four corridors that include Suffolk and the related investment schemes are:

- Connecting our Energised Coastal Communities: Midlands – King’s Lynn – Norwich – Great Yarmouth
 - A47 Tilney to East Winch dualling
 - Norwich Western Link
 - Acle Straight Dualling
 - Great Yarmouth Third River Crossing
 - A47 Wisbech to Peterborough dualling
- Connecting the Heart of East Anglia: London – Chelmsford – Colchester – Ipswich – Norwich & Suffolk Coast
 - GEML strategic package (improvements in London, Essex, Suffolk, Norfolk)
 - A12 strategic package South (Colchester to M25)
 - Chelmsford strategic package NE bypass, (Army and Navy, Beaulieu Park)
 - A12 Strategic Package North (Ipswich to Suffolk Coast) including Woodbridge Bypass
 - Lowestoft Lake Lothing third crossing
 - Long Stratton Bypass
- Cross-country connectivity: Norfolk and Suffolk to Cambridge – Midlands – South-West
 - East-West rail package (enhanced Norwich and Ipswich connectivity and capacity to Cambridge as Eastern section of national East-West Rail project)
 - Felixstowe to Nuneaton rail freight capacity review and delivery package (Haughley junction and Ely area, twin-tracking remaining single-track sections, and power increases)
 - A11 Fiveways
 - A14/A12 Copdock
 - A14 package – junctions 37 A14/A142 (Newmarket), 43 and 44 (Bury St Edmunds), A14 to Expressway standard and improved interchange at Copdock (also see A12 corridor)
 - Support for cross-boundary projects in neighbouring areas, including the expansion of Cambridge Autonomous Metro to settlements such as Mildenhall and Haverhill

New Anglia Local Enterprise Partnership Economic Strategy for Norfolk and Suffolk (2017)

This economic strategy outlines several ambitions for the kind of places it wants Norfolk and Suffolk to become:

- The place where high growth businesses with aspirations choose to be
- An international facing economy with high value exports
- A high performing productive economy
- A well-connected place
- An inclusive economy with a highly skilled workforce
- A centre for the UK’s clean energy sector
- A place with a clear, ambitious offer to the world

The BSIP will support these ambitions, particularly the ambition to become a well-connected place.

LOCAL POLICY AND STRATEGY CONTEXT

Suffolk Local Transport Plan (2011-2031)

Suffolk County Council aims to promote economic resilience as well as private sector led growth, to allow Suffolk's economy to recover. This is part of the 'Transforming Suffolk: Suffolk's Sustainable Community Strategy' plan, with the objective to "*Retain, enhance and value Suffolk's natural and historic environment*". This will be done by:

- Maintaining and improving transport networks
- Tackling congestion
- Improving access to jobs and markets
- Encouraging shift to more sustainable travel patterns
- Improving learning and skills for the future
- Creating a sustainable and green county
- Providing safe, inclusive and healthy communities
- Assessing any new developments which may have a significant effect on a European site

These aims are in line with Policy T6 of the East of England plan (2008). Policy T6 seeks to improve, manage and maintain the regional road network while prioritising the strategic and regional functions of the regions motorways, trunk roads and the primary route network with the aim of achieving:

- Improved journey reliability as a result of tackling congestion
- Improved access to key centres for development and change, strategic employment locations and priority areas for regeneration
- Efficient movement of freight which cannot be carried by rail or waterway so as to minimise its impact on the environment and local transport networks
- Improved safety and efficiency of the network
- Mitigation of environmental impacts
- Maintenance of the benefits from managing traffic demand
- The effective operation of ports and airports which act as international gateways

Transport mitigation strategy for the Ipswich Strategic Planning Area (ISPA) (2019)

This document, published in 2019, seeks to manage the transport-related impacts of additional growth in the Plan period, based on the transport evidence which underpins the Plan. The purpose of this work is to develop a transport mitigation strategy that informs an implementation programme of measures that will support the ISPA local plans by delivering modal shift in Ipswich. The Ipswich Strategic Plan Area (ISPA) incorporates Suffolk County Council (SCC), Ipswich Borough Council, Babergh District Council, Mid Suffolk District Council and East Suffolk Council.

Transport mitigation strategy work focussed on modal shift both within the existing Ipswich population and for new residential and employment development within ISPA. Significant impacts of new development were identified on the Strategic Road Network, including the A14 and A12, and other junctions around Ipswich. The strategy includes demand analysis for park & ride services and supports the reopening of the Bury Road Park & Ride site. The document includes an implementation programme, set out below:

- A monitoring programme will establish a baseline and process to assess the delivery of the implementation programme. This will help inform good practice and optimise the detail of the
-

overall programme going forward. An evidence-based approach will also support future opportunities for funding.

- A Smarter Choices programme to deliver modal shift through the engagement of businesses, schools and communities that generate trips in Ipswich, it is anticipated that this will include some businesses outside of the town boundary. Costs of implementation include incentives, for example subsidised bus travel.
 - Set up a Quality Bus Partnership, initially this will be a voluntary partnership, to optimise and grow the public transport provision within Ipswich. This will include the identification and prioritisation of infrastructure improvements that will support the bus service. Identify where demand responsive transport will provide optimum improvements to public transport and enhance the more traditional bus service.
 - Work with Ipswich Borough Council to review the current parking provision and charging strategy, to provide a form of demand management that has been demonstrated to be a key factor in delivering modal shift.
 - Identify improvements to the current park & ride services and if the viability of an additional service is proven, during phase 1 re-introduce further park & ride services.
 - Infrastructure will be required to support bus prioritisation, improvements to walking and cycling networks and optimising the management of capacity of junctions. This will include the use of UTMC.
 - The use of technology will be considered for all mitigation measures and improvements, especially where it will provide a cost-effective mechanism to deliver the implementation programme and improve modal shift.
-