

Public Document Pack



COMMITTEE:	MID SUFFOLK CABINET
DATE:	MONDAY, 4 APRIL 2022 10.30 AM
VENUE:	KING EDMUND CHAMBER, ENDEAVOUR HOUSE, 8 RUSSELL ROAD, IPSWICH

Councillors
<u>Conservative and Independent Group</u> David Burn Julie Flatman Jessica Fleming Peter Gould Lavinia Hadingham Suzie Morley (Chair) Harry Richardson John Whitehead Gerard Brewster (Vice-Chair)

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AGENDA

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Date and Time of next meeting

Please note that the next meeting is scheduled for Monday, 9 May 2022 at 10.30 am.

Webcasting/ Live Streaming

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Agenda Item 3

MID SUFFOLK DISTRICT COUNCIL

Minutes of the meeting of the **MID SUFFOLK CABINET** held in the King Edmund Chamber, Endeavour House, 8 Russell Road, Ipswich on Monday, 7 March 2022

PRESENT:

Councillor: Suzie Morley (Chair)
Gerard Brewster (Vice-Chair)

Councillors:	David Burn	Julie Flatman
	Jessica Fleming	Lavinia Hadingham
	Harry Richardson	John Whitehead

In attendance:

Councillors: Andrew Mellen

Officers: Chief Executive (AC)
Strategic Director (KN)
Assistant Director – Law and Governance and Monitoring Officer (EY)
Assistant Director – Corporate Resource and Section 151 Officer (KS)
Assistant Director – Housing (GF)
Assistant Director – Environment and Commercial Partnerships (CC)
Assistant Director – Economic Developments and Regeneration (FD)
Assistant Director – Customers, Digital Transformation and Improvement (SW)
Corporate Director – Finance Operations (RW)
Professional Lead – Key Sites and Infrastructure (KS)
Senior Governance Officer (HH)

Apologies:

Peter Gould

96 DECLARATION OF INTERESTS BY COUNCILLORS

There were no declarations of interest declared.

97 MCA/21/38 TO CONFIRM THE MINUTES OF THE MEETING HELD ON 7 FEBRUARY 2021

It was **RESOLVED:-**

That the minutes of the meeting held on the 7 February 2022 be confirmed as a true record.

98 TO RECEIVE NOTIFICATION OF PETITIONS IN ACCORDANCE WITH THE COUNCIL'S PETITION SCHEME

None received.

99 QUESTIONS BY COUNCILLORS

None received.

100 MATTERS REFERRED BY THE OVERVIEW AND SCRUTINY OR JOINT AUDIT AND STANDARDS COMMITTEES

There were no matters referred.

101 FORTHCOMING DECISIONS LIST

The Forthcoming Decisions List was noted.

102 MCA/21/39 GENERAL FUND FINANCIAL MONITORING 2021/22 - QUARTER 3

102.1 The Chair invited the Cabinet Member for Finance, Councillor Whitehead to introduce the report.

102.2 Councillor Whitehead provided an overview of the report and proposed the recommendations as detailed in the report.

102.3 The Cabinet Member for Communities, Councillor Flatman seconded the recommendations.

102.4 In response to questions from other Member attending the meeting, the Chief Executive responded that whilst the vacancy rate was always a concern, it covered all the service areas within the Housing Directorate and not just homelessness. Therefore, the overall vacancy rate was not the vacancy each service area.

It was RESOLVED: -

1.1 That, subject to any further budget variations that arise during the rest of the financial year, the surplus position of £1.160m, referred to in section 6.6 and Appendix A of the report, be noted;

1.2 The revised 2021/22 Capital Programme referred to in Appendix E and section 6.17 be noted.

1.3 That the approval of carry forwards from 21/22 into 22/23 be delegated to the Section 151 Officer in consultation with the Cabinet Member for Finance.

REASON FOR DECISION

To ensure that Members are kept informed of the current budgetary position for both General Fund Revenue and Capital.

103 MCA/21/40 HOUSING REVENUE ACCOUNT (HRA) FINANCIAL MONITORING 2021/22 - QUARTER 3

- 103.1 The Chair invited the Cabinet Member for Finance, Councillor Whitehead to introduce the report.
- 103.2 Councillor Whitehead provided an overview of the report and proposed the recommendations as detailed in the report.
- 103.3 The Cabinet Member for Housing, Councillor Hadingham seconded the recommendations.

It was RESOLVED:-

- 1.1 That, subject to any further budget variations that arise during the rest of the financial year, the adverse variance of £621k, referred to in section 6.5 of the report, be noted;**
- 1.2 The 2021/22 revised Capital Programme referred to in Appendix A and section 6.14 be noted.**

REASON FOR DECISION

To ensure that Members are kept informed of the current budgetary position for both the HRA Revenue and Capital Budgets.

104 MCA/21/41 QUARTER 3 PERFORMANCE

- 104.1 The Chair and Cabinet Member for Customers, Digital Transformation and Improvements, Councillor Morley introduced the report.
- 104.2 Cabinet Members provided updates for their respective portfolios.
- 104.3 The Quarter 3 Performance was noted.

105 MCA/21/42 COMMUNITY INFRASTRUCTURE LEVY (CIL) - CIL EXPENDITURE PROGRAMME MARCH 2022

- 105.1 The Chair invited the Cabinet Member for Planning, Councillor Burn to introduce the report.
- 105.2 Councillor Burn provided an overview of the CIL bids to Members and drew their attention to Bid M21-12.
- 105.3 Councillor Burn proposed the recommendations as detailed in the report, which was seconded by Councillor Brewster.
- 105.4 Councillor Whitehead queried the level of spend for the CIL bids in relation to the funds held by the Council and the Professional Lead for Key Sites and Infrastructure responded that the bid presented were relatively small but that

projects were being developed and coming forward, though slow in progress.

It was RESOLVED:-

- 1.1 That the CIL Expenditure Programme (March 2022) and accompanying technical assessment of the CIL Bid – M20-25, M21-10, M21-11, and M21-12 (forming Appendices, A and B) and which include decisions on these CIL Bid for Cabinet to make and approve and to note (delegated decision only) are as follows: -**

Decision for Cabinet to make: Ringfenced Infrastructure Fund and Local Infrastructure Fund

CIL Bid, Location and Infrastructure Proposed	Amount of CIL Bid and total cost of the Infrastructure	Cabinet Decision
M20-25 STOWMARKET Museum of East Anglian Life Community allotments and improvements to Crack Wood	Amount of CIL Bid £75,000.00 Total costs 1.4 £115,873.40	Recommendation to Cabinet to approve CIL Bid M20-25 for £26,550.76 from the Ringfenced Fund and £48,449.24 from the Local Infrastructure Fund (this will be subject to receipt of a copy of the signed lease)
M21-10 BOTESDALE Botesdale Parish Council Regeneration of the Botesdale Recreation Ground	Amount of CIL Bid £75,000.00 Total costs £168,941.00	Recommendation to Cabinet to approve CIL Bid M21-10 for £38,409.96 from the Ringfenced Fund and £36,590.04 from the Local Infrastructure Fund

Decision for Cabinet to make: Local Infrastructure Fund

CIL Bid, Location and Infrastructure Proposed	Amount of CIL Bid and total cost of the Infrastructure	Cabinet Decision
M21-11 STOWMARKET Stowmarket Community Sports and Social Club New Toilet Block at Stowmarket Football Club	Amount of CIL Bid £25,000.00 Total costs £34,572.00	Recommendation to Cabinet to approve CIL Bid M21-11 for £25,000.00 from the Local Infrastructure Fund

Decision for Cabinet to note: Ringfenced Infrastructure Fund

CIL Bid, Location and Infrastructure Proposed	Amount of CIL Bid and total cost of the Infrastructure	Cabinet Decision
M21-12 WALSHAM LE WILLOWS Walsham Le Willows Parish Council Play Area – Additions and Improvements	Amount of CIL Bid £9,315.75 Total costs £12,421.00	Recommendation for Cabinet to note the delegated decision for CIL Bid M21-11 for £9,315.75 from the Ringfenced Infrastructure Fund

- 1.2 Cabinet are also asked to note and endorse this CIL Expenditure Programme which includes the position in respect of approved CIL Bids from Rounds 1, 2, 3, 4, 5, 6 and 7 - (Appendix A Section B) together with details of emerging infrastructure /CIL Bids (Appendix A Section C).

REASON FOR DECISION

Community Infrastructure Levy (CIL) monies have been collected since the implementation of CIL on the 11th April 2016. The CIL Expenditure Framework was originally adopted in April 2018 and reviewed with amendments adopted on the 18th March 2019, 20th April 2020 and 23rd and 25th March 2021. The CIL Expenditure

Framework requires the production of a CIL Expenditure Programme for each District which contains decisions for Cabinet to make or note on CIL Bids for CIL expenditure. These decisions relating to the expenditure of CIL monies form one of the ways in which necessary infrastructure supporting growth is delivered.

106 MCA/21/43 CLIMATE CHANGE AND BIODIVERSITY ANNUAL REPORT 2021/22

- 106.1 The Chair invited the Cabinet Member for Environment, Councillor Fleming to introduce the report.
- 106.2 Councillor Fleming introduced the first annual report for Climate Change and Biodiversity.
- 106.3 Councillor Fleming proposed the recommendations as detailed in the report and this was seconded by Councillor Flatman.
- 106.4 In response to questions from other Members attending the meeting, Councillor Flatman would provide a response outside of the meeting for sequestering carbon in timber to bring reduce carbon if the question could be forwarded to her directly.

It was RESOLVED: -

- 1.1 That the contents of the report be noted.**
- 1.2 That a climate change and biodiversity report be produced annually each year going forward.**

REASON FOR DECISION

To ensure that members and the public are kept informed of progress and achievements with regards to the councils' climate change and biodiversity ambitions.

107 MCA/21/44 CALL-IN OVERVIEW AND SCRUTINY COMMITTEE 13TH JANUARY 2022

- 107.1 The Chair invited the Cabinet Member for Environment, Councillor Fleming to introduce the report.
- 107.2 Councillor Fleming proposed the recommendation, as detailed in the report, and this was seconded by Councillor Brewster.
- 107.3 In response to questions from other Members attending the meeting, the Cabinet Member for Environment stated that cabinet members and officers would be involved in the work to support the transition to electric hire vehicles. The taxi trade would be also consulted on the issues. This work was aligned with other existing programme for transition to cleaner air in the District.

It was RESOLVED: -

That the Cabinet decision on 6 December 2021, to adopt the new Hackney Carriage and Private hire Vehicle Licensing Policy, be confirmed and that the matters raised by the Overview and Scrutiny Committee, particularly in relation to electric vehicles, be referred to officers and the Licensing and Regulatory Committee for further work before being presented back to Cabinet.

REASON FOR DECISION

Whilst it is recommended that Cabinet agree to the Overview and Scrutiny recommendations, there is a requirement from the Department for Transport for an up-to-date policy to be in place by the end of January 2022 for both the benefit of the trade and enable the licensing function of the Council to administer its regulatory obligations. This will ensure compliance, particularly with the new Department for Transport Statutory Standards. A review of the environmental parts of the policy will be undertaken, taking into account the recommendations from the Overview and Scrutiny Committee.

108 MCA/21/45 RESPONSE TO NATIONAL GRID STATUTORY CONSULTATION ON THE BRAMFORD TO TWINSTAD OVERHEAD LINE PROJECT

108.1 The Chair invited the Cabinet Member for Planning, Councillor Burn to introduce the report.

108.2 Councillor Burn provided a brief introduction and proposed the recommendations as detailed in the report.

108.3 Councillor Richardson seconded the recommendations.

108.4 Members debated the proposed response attached as Appendix A in the report.

It was RESOLVED: -

1.1 To respond to the consultation.

1.2 That the Assistant Director for Planning and Building Control, in collaboration with the Cabinet Members for Planning, consider any proposed amendments to the suggested response and be authorised to make amendments before submitting a response to the Government.

REASON FOR DECISION

To ensure the comments of the councils are set out for consideration by National Grid in the further stages of the project.

The business of the meeting was concluded at 11:37am.

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Chair

Agenda Item 8

MID SUFFOLK DISTRICT COUNCIL

TO: Cabinet	REPORT NUMBER: MCa/21/47
FROM: Councillor John Whitehead Cabinet Member for Finance	DATE OF MEETING: 4 th April 2022
OFFICER: Andrew Wilcock (SRP Operations Manager)	KEY DECISION REF NO. CAB338

Council Tax Energy Rebate 2022/23

1. PURPOSE OF REPORT

- 1.1 On 3rd February 2022 the Chancellor announced funding as part of an energy bills rebate to support families with rising energy prices. The Government will provide funding for billing authorities to give all households, where the primary residence is valued in council tax bands A-D, a one-off council tax energy rebate payment of £150. The funding is due to be paid on the 30th March. There is also a discretionary element to this initiative, which the Council will need to develop and agree a policy for. This report provides an overview of this scheme and explains the steps to be taken to implement these reliefs.

2. OPTIONS CONSIDERED

- 2.1 **Option 1 – Delegate authority to the Assistant Director for Corporate Resources in consultation with the Cabinet Member for Finance to agree the discretionary Council Tax Energy Policy, in accordance with the relevant Government guidelines.**

A new policy can be introduced in a timely fashion for the discretionary element of the relief and applications can be invited from households.

- 2.2 **Option 2 – Once the policy is drafted, it is brought back to Cabinet for consideration**

Following Cabinet approval, the discretionary policy can be implemented, and applications invited.

3. RECOMMENDATIONS

- 3.1 That Cabinet give authority to the Assistant Director for Corporate Resources in consultation with the Cabinet Member for Finance to agree the discretionary Council Tax Energy Policy, in accordance with the relevant Government guidelines.
- 3.2 That Cabinet gives authority to the Shared Revenues Partnership (SRP) Operations Manager to administer the scheme for the Council Tax Energy Rebate and the discretionary Council Tax Energy Policy.

REASON FOR DECISION

To provide support to households to pay energy bills.

To enable the implementation of the discretionary policy.

4. Background

- 4.1 On 3rd February 2022 the Chancellor announced funding as part of an energy bills rebate to support families with rising energy prices. The Government will provide funding for billing authorities to give all households, where the primary residence is valued in council tax bands A-D, a one-off council tax energy rebate payment of £150. The funding is due to be paid on the 30th March. There is also a discretionary element to this initiative, which the Council will need to develop and agree a policy for the administration of this fund.
- 4.2 The Council has been allocated £5,199,300 and the Government requires the grants to be paid as soon as possible from April.
- 4.3 The payment will operate outside of the council tax system using council tax lists to identify eligible households.
- 4.4 To be eligible for the main scheme households in occupied properties must meet the following criteria on 1st April 2022
- It is valued in council tax band A – D. This includes property that is valued in band E but has an alternative valuation band D, as a result of the disabled band reduction scheme;
 - It is someone's sole or main residence;
 - It is a chargeable dwelling, or in exemption classes N, S, U or W; and
 - The person who is liable to pay the council tax (or would be were the property not exempt) is not a local authority, a corporate body or other body such as a housing association, the government or governmental body.
- 4.5 In addition to this £150 Energy Rebate scheme, there will be discretionary funding to support those suffering financial hardship as a result of the rising cost of living. The Council has been allocated £161,250 for this fund. It can use the discretionary fund to offer carefully targeted 'top-up' payments to the most vulnerable households in bands A - D (for example, those on means tested benefits), or to offer support exceeding £150 per household under their discretionary scheme. It could also include households in band E – H that are on income related benefits or those where energy bill payers are not liable for Council Tax. The Government expects that all support from the Discretionary Fund is targeted towards those most likely to be suffering hardship as a result of the rising cost of living. Allocations from the Discretionary Fund should be spent by 30 November 2022. Any remaining funding will be required to be repaid to government
- 4.6 The Council is required to create a discretionary policy for the administration of this funding.

- 4.7 SRP is currently working through the issued guidance (<https://www.gov.uk/government/publications/the-council-tax-rebate-2022-23-billing-authority-guidance>), liaising with NEC (software supplier) and other internal teams to shape the process that ensures that Government expectations are met in respect of pre and post-payment assurance, that bank details are received from those customers who do not pay by direct debit and that all eligible customers receive the money as quickly as possible from April.
- 4.8 To give an idea of the size of the task in hand, the table below shows the current number of banded properties.

LA	A	B	C	D	E	F	G	H	Total
Mid Suffolk	5,690	12,687	10,303	7,566	5,740	3,106	1,686	110	46,888

- 4.9 It is estimated that bank details are not held for around 8,432 households (Band A-D).
- 4.10 In 2022 the government will run a reconciliation exercise against actual expenditure. All payments within scope of the reconciliation process will need to have been made by 30th September 2022 for the main scheme and 30th November 2022 for the discretionary scheme.
- 4.11 Taking the above into account and the short timeline to implement this scheme, Cabinet would need to delegate authority for agreeing the discretionary policy, so that a decision can be taken once the policy is finalised.

5. LINKS TO CORPORATE PLAN

- 5.1 Taking measures to implement these schemes will support the financial and hence general wellbeing of the local community.

6. FINANCIAL IMPLICATIONS

- 6.1 The Council has been allocated £5,199,300 for the non-discretionary fund and £161,250 for the discretionary fund.
- 6.2 The Council will maintain a record of expenditure under the Council Tax Rebate and Discretionary Fund and report implementation progress to Government. At the point of reconciliation, any unspent funding must be returned to the Government.

7. LEGAL IMPLICATIONS

- 7.1 To ensure that households already receiving council tax support receive the full benefit of the rebate scheme, the Secretary of State made the Council Tax (Demand Notices and Reduction Schemes) (England) (Amendment) Regulations 2022 which came into force on 12th February 2022. The Regulations require that from 1st April 2022 all local council tax support schemes (including those for persons of working and pension age) must disregard scheme payments in determining a person's eligibility for a council tax reduction and the amount of any such reduction.

7.2 The Council's Local Council Tax Reduction policy accounts for this change.

8. RISK MANAGEMENT

8.1 Key risks are set out below:

Risk Description	Likelihood	Impact	Mitigation Measures
If qualifying households are not identified to receive payment, then the intention of the initiative will be lost.	3 – Probable	2 – Noticeable / Minor	Officers identify the list of households eligible for payment in accordance with the guidance.
If qualifying households do not apply for the discretionary funding, then the Council will be unable to support those in financial need.	3 – Probable	2 – Noticeable / Minor	The Discretionary Fund will be publicised for applications.
If there is insufficient resource to administer the scheme, then payments will be delayed.	3 - Probable	3 – Bad	Use of automation where possible and the new burdens funding to boost capacity.
If there is insufficient resource to administer the scheme, then payments could be made incorrectly.	3 - Probable	3 – Bad	Use of automation where possible and the new burdens funding to boost capacity.
If adequate records of expenditure are not kept, the Council will not be reimbursed for the costs related to the Energy Rebate	3 - Probable	3 – Bad	Payments issued via the finance system and recorded against a GL code

9. CONSULTATIONS

- 9.1 There is no requirement to consult on these schemes

10. EQUALITY ANALYSIS

- 10.1 The development of a discretionary scheme will take equality matters into account and an Equality Impact Assessment will be carried out at that time to inform decision making.

11. ENVIRONMENTAL IMPLICATIONS

- 11.1 The implementation of the government's decision to provide a Council Tax Energy Rebate has a minor impact on the environment and the Council's carbon targets through the printing, posting and delivery of any associated letters.

Agenda Item 9

MID SUFFOLK DISTRICT COUNCIL

TO: Cabinet	REPORT NUMBER: MCa/21/48
FROM: Cabinet Member for Environment / Sustainable Travel	DATE OF MEETING: 4 th April 2022
OFFICER: Fiona Duhamel, Assistant Director for Economy and Regeneration	KEY DECISION REF NO. CAB340

BMSDC SUSTAINABLE TRAVEL VISION & LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

1. PURPOSE OF REPORT

- 1.1 Cabinet are asked to consider whether or not endorse the Babergh and Mid Suffolk District Councils Joint Sustainable Travel Vision and Local Cycling and Walking Infrastructure Plan (LCWIP).

2. OPTIONS CONSIDERED

- 2.1 Option 1 – To endorse these strategic documents
- 2.2 Option 2 – To decide not to endorse these strategic documents

3. RECOMMENDATIONS
3.1 Recommendation that the joint Councils' draft LCWIP and Sustainable Transport vision are endorsed.
3.2 That the completion of the final documentation is delegated to the AD for Economic Development and Regeneration in consultation with portfolio holders for Environment.
REASON FOR DECISION
3.3 Endorsement is recommended so that the LCWIP can be supported and utilised as recommended by National Government guidance. The Sustainable Travel Vision will be used to inform the public about our key values, aims, ambitions and narrative around Sustainable Travel. The LCWIP will also be made public, but the key functions of this document are to inform SCC Highways and our own planning directorate of our active travel infrastructure ambitions, in order to capture opportunity for delivery.

4. KEY INFORMATION

- 4.1 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level.

- 4.2 LCWIPs enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
- 4.3 LCWIPs are considered key in obtaining funding to deliver active travel schemes.
- 4.4 SCC Highways have encouraged District and Boroughs to develop their own LCWIPs, to inform and enhance the county-wide LCWIP, and assist investment decision making with a strong evidence base.
- 4.5 The LCWIP has been developed in accordance with the national government technical guidance for producing LCWIPs, adapted where necessary to better reflect the needs of our more rural landscape.
- 4.6 The key outputs of our LCWIP are; a network plan for walking and cycling which identifies preferred routes and core zones for further development, a prioritised programme of infrastructure improvements for future investment, and a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
- 4.7 The process of producing the LCWIP included identifying potential infrastructure schemes via public consultation (which received over 1,880 responses) and prioritising them according to a range of different factors/criteria. The full methodology is detailed in the LCWIP technical report.
- 4.8 The development of the LCWIP was overseen by a cross-district, cross-ward, cross-party 'Task and Finish' member group.
- 4.9 The technical guidance recommends that the LCWIP will need to be reviewed and updated approximately every four to five years, and should also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding. This updating should also capture any delivery of infrastructure improvements and the identification of new infrastructure needs.
- 4.10 As such, the prioritised scheme list (and accompanied mapping) remains a dynamic element of the LCWIP.
- 4.11 Many local authorities outsource the development of an LCWIP to a contractor (a practice criticised by Cycling UK, who are potentially going to become a statutory consultee for LCWIPs in the future), but BMSDC's has been developed in-house, with support and local knowledge from officers, members, SCC highways and an extensive community consultation.
- 4.12 While the LCWIP will be publicly available on our website, the accompanying Sustainable Travel Vision is designed to be a more accessible public-facing summary, setting out our key values and ambitions around active and sustainable travel.
- 4.13 The Sustainable Travel Vision included input from members, given during interactive all-member workshops delivered in 2021.

5. FINANCIAL IMPLICATIONS

6. The only associated costs in bringing forward the LCWIP have been officer time, and the small-scale procurement of the 'Commonplace' platform to carry out the consultation which provided the evidence to then develop the LCWIP list of schemes.

The LCWIP will be utilised to gain funding for the delivery of schemes, providing the evidence needed to advocate for investment from any arising funding opportunities.

7. LEGAL IMPLICATIONS

There are no expected legal implications.

8. RISK MANAGEMENT

If Cabinet does not endorse the LCWIP, there is a risk that it will adversely affect the prioritisation of investment and resources from both local and national funders, based on local evidence and best practice, and will not provide the confidence to support the delivery of schemes that will provide meaningful improvements.

9. CONSULTATIONS

The LCWIP was developed by public consultation. The active travel infrastructure schemes included in the LCWIP were identified through a 'Commonplace' community consultation, which collected public comments and suggestions during a six week period between May and July 2021. The consultation website (which included information about why the councils were collecting information and suggestions, and how this would be developed in an LCWIP) was accessed by 3431 visitors. There were 1881 responses/contributions to the consultation itself. 328 people signed up to receive news and updates about the ongoing development of the LCWIP and the Councils' active travel workstream.

10. EQUALITY ANALYSIS

An EQIA is not required because this report is not recommending specific delivery action, however the strategy will have positive impacts on equality by providing improved active travel options for local communities.

11. ENVIRONMENTAL IMPLICATIONS

Encouraging and facilitating more active travel will have a positive impact on the local environment and air quality, and is very much in line with the ambitions laid out within the joint councils' Environment Delivery Plan, Carbon Reduction Management Plan and the Suffolk Climate Change Partnership.

12. BACKGROUND DOCUMENTS

- The BMSDC Sustainable Travel Vision
- The BMSDC Local Cycling and Walking Infrastructure Plan (LCWIP) Methodology Report
- The BMSDC LCWIP Prioritised lists of schemes
- The LCWIP network zone & active travel desire lines mapping:
 - <https://www.google.com/maps/d/edit?mid=1sxy99y1tOzl74iXgTZrB9-ofvsF1q7nH&usp=sharing>

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Babergh and Mid Suffolk District Councils

A Vision for Sustainable Travel



Introduction

This Sustainable Travel Vision aims to outline Babergh and Mid Suffolk joint councils' ambitions around sustainable travel within our districts. It will lay out why it is important and beneficial for our communities to travel more sustainably, and how we will support and encourage this.

This document addresses the following strategic outcomes outlined in Babergh and Mid Suffolk District Councils' Outcomes Framework:

	<ul style="list-style-type: none"> Customers say the councils listens and actively act on feedback
	<ul style="list-style-type: none"> Residents are given the best possible environment and opportunities to improve their physical and mental health and well-being. Babergh and Mid Suffolk's residents are supported to help us tackle our most pressing public health challenges.
	<ul style="list-style-type: none"> Babergh and Mid Suffolk have a low carbon footprint. Babergh and Mid Suffolk are healthier, safer and sustainable places. Everyone in Babergh and Mid Suffolk can access and use green sustainable transport options. Everyone in Babergh and Mid Suffolk understands the need to reduce carbon and makes the right choices.
	<ul style="list-style-type: none"> Our businesses and places benefit from stronger connectivity and opportunities to be more environmentally sustainable. Our places and spaces are well connected with green and sustainable travel infrastructure.
	<ul style="list-style-type: none"> Local places are inclusive and accessible by walking and public transport. People can safely walk and cycle in their communities.

Background and Context

Transport caused 41% of carbon emissions across the East region in 2018, which is two thirds more than the national average, and 96% of transport emissions in the East are from road vehicles. [These statistics](#) demonstrate the need to increase sustainable travel if we are going to reach decarbonisation targets and help mitigate climate change.

Babergh and Mid Suffolk District Council's have included their ambitions around sustainable travel within several strategies and plans in the past, such as the 'Sustainable Modes of Travel' section within the Councils' Infrastructure Delivery Plan, and the 'Safe, Sustainable and Active Transport' section in the emerging Joint Local Plan (pre-submission document, November 2020).

The Council's also understand the important role that sustainable travel will play within COVID-19 recovery, with the emerging Recovery Plan 2021 including the key theme of 'connected and sustainable'.

The Councils are now working to refine and consolidate these ambitions into two focused documents; this Vision for Sustainable travel, and a Local Cycling and Walking Infrastructure Plan.



Active Travel

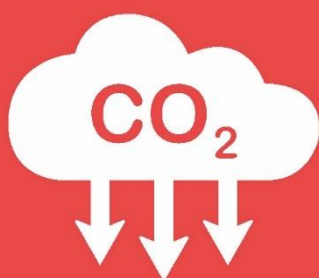
Why cycling and walking are so important:

Good for our health

Research shows that 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%, and that both walking and cycling are beneficial for our cardiorespiratory fitness.

Cycling and walking can be great for our mental health too. They both release our 'feel-good' hormones known as endorphins, which help to relax our minds and make us feel happier – boosting our mood. Research shows that exercise like cycling can lower the levels of your body's stress hormone, cortisol, and that people who regularly cycle have a significantly lower risk of feeling stressed.

By swapping short car journeys with cycling or walking, we can easily build exercise into our daily routines and reap the health benefits for both body and mind.



Good for our environment

Cycling and walking are both non-fuel-consuming and non-polluting forms of transportation. If you choose to walk or wheel just one mile a week instead of driving, you'll save 26kg of carbon dioxide a year.

The more that we cycle and walk, instead of drive, the lower our carbon footprint will be, and the cleaner our air will be.

The cheapest way to travel!

Walking is a completely free method of travel, and cycling (aside from the initial cost of your bike and helmet, and some occasional maintenance) is a very cheap method of travel.

Active travel is much cheaper than car ownership, and that gym membership too! If there is good infrastructure and encouragement for people to walk and cycle for their short journeys, this will enable the most financially disadvantaged people to get around and reap all of the benefits of active travel.

For our enjoyment...

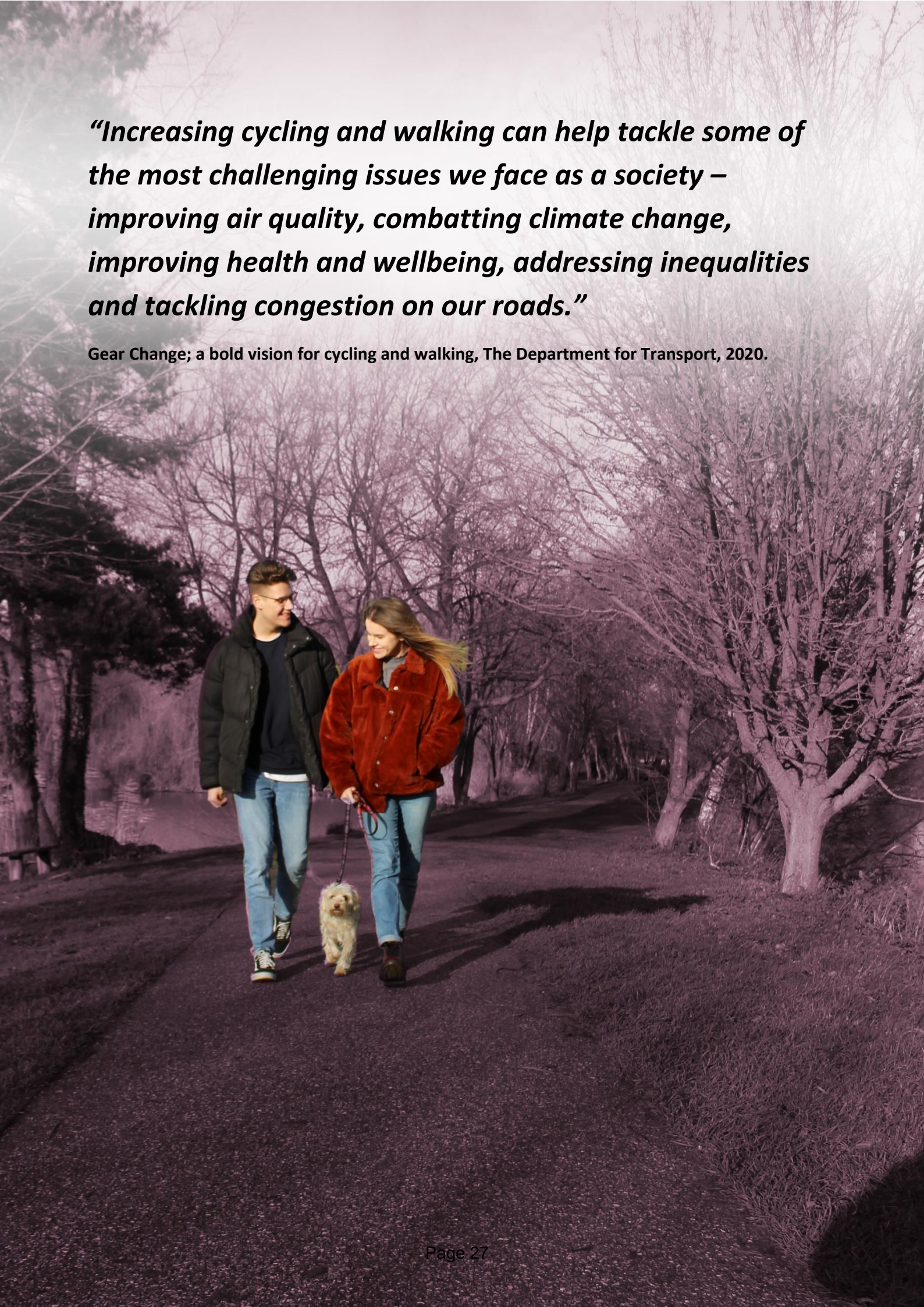
Active travel can be social! Going on cycling trips or walks with friends and family, across town or into the countryside, can be a fun and rewarding way to spend time together.

It's also a great way to discover, explore and enjoy new places.



“Increasing cycling and walking can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads.”

Gear Change; a bold vision for cycling and walking, The Department for Transport, 2020.



Where we are now

The most recent government statistics ([published in September 2020](#)) show that the proportion of adults who do any walking or cycling, for any purpose in our districts is as follows:



This suggests that, approximately, between 17-20% of people are not undertaking any regular active travel at all, and that there is a very low percentage of population within the districts who are either walking or cycling for their regular, everyday journeys.

The [2021 Suffolk Travel Survey](#), which asked 4,260 employees from across the county how they currently travel to their place of work, showed that although more people are now working from home, driving as a single car occupant remains the most popular mode of transport when people do commute (54% of all respondents).

Of people still regularly travelling to a workplace, only 8% walk as their primary mode of transport and even though over 20% of those surveyed owned a bicycle, only 5% of people cycle as their primary mode of transport.



Our vision for Active Travel

National government targets state that by 2030, cycling and walking should be the natural first choice for many journeys, with half of all journeys in towns being cycled or walked.

We will support this vision, adapting it to be relevant to the more rural nature of our districts and setting measurable targets. We will be working to achieve the following scenario:

- **More people choosing to walk or cycle for their regular short journeys – whether this be within or in between our towns and villages - instead of getting in the car**
- We will see a significant increase in the frequency of active travel and people walking or cycling to work, year on year, captured in the statistics above.
- **More space for safe, comfortable and appealing cycling and walking routes will have been created, and more active travel facilities installed**
- We will see the implementation of schemes identified within our Local Cycling and Walking Infrastructure Plan, including safe road crossings, segregated or off road cycle and pedestrian paths and bicycle parking.

How we'll get there...

We want to make a walk or cycle ride the most attractive option for short journeys. To realise our vision, we will work on the following key objectives:

Improve safety and accessibility

- We will work closely with the relevant teams at Suffolk County Council to improve our cycling and walking infrastructure
- We will develop and regularly review our Local Cycling and Walking Infrastructure Plan (LCWIP) for our districts – based on information gathered through our active travel community consultation which informed us about where and how improvements are needed.
- We will seek funding for, and advocate for, investment in infrastructure improvement schemes
- identified and prioritised within our Local Cycling and Walking Infrastructure Plan.
- Encourage people to swap the car for a walk or cycle ride
- Keep communicating the benefits of active travel to our communities
- Work with businesses and places of education to encourage active travel commuting
- Support existing, and develop new, behaviour change campaigns and incentives
- Facilitate initiatives that provide education and training in cycling safely

Public and Community Transport

We understand that not every journey can be taken by walking or cycling. Sometimes the distance is too far, the weather too disruptive, or perhaps the person making the journey has physical barriers to active travel.

However, we want to help improve the accessibility to other forms of transport that are still more sustainable than single person car travel, and promote and encourage its use. This includes rail, bus, car-sharing and community transport services and initiatives.



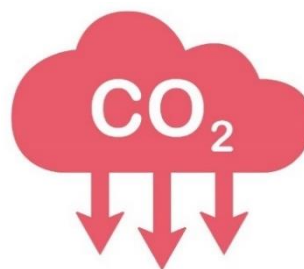
Why is public and community transport so important?

Public and community transport is essential in keeping people who do not drive or own a car, and those who are less physically mobile, connected the places they want to travel to.

But we also want our communities to view public and community transport options as an appealing choice for all, not just a necessity for some.

This is because when active travel is not possible or practical, any form of communal or shared transport is the next most environmentally sustainable way to make a journey.

In terms of greenhouse gasses, the average petrol car or diesel car on the road in the UK produces the equivalent of 173-180g of CO₂ every kilometre. In comparison, the average local bus produces the equivalent of 82g of CO₂ per kilometre.



Another way to look at the environmental sustainability of communal transport is that a bus with seven passengers on it is more fuel efficient than one car, generating only about 20% of the carbon monoxide and just 10% of the hydrocarbons per passenger-mile.

How we will support public and community transport at the District Councils

In order to make public and community transport an appealing option for anyone and everyone undertaking longer journeys:

We will represent our residents and communities, and ensure their priorities and desires are heard by relevant authorities and operators and within county and regional forums for public and community transport.

We will work with, and advocate within, Suffolk's Enhanced Partnership for bus travel improvements for passengers and rural connectivity within our districts.

As key stakeholders in the partnership, we will also support Suffolk County Council and local Bus Operators wherever possible in helping to deliver on the Suffolk Bus Service Improvement Plan.

We will communicate our districts' needs to regional transport bodies including Transport East and the East West Rail Consortium..

We will advocate, and seek funding, for investment in public and community transport connectivity for areas that are lacking.

We will develop and support behaviour change campaigns around switching single passenger car journeys for more sustainable shared or communal forms of travel.

We will communicate the availability, offers and benefits of public and community transport to our residents and visitors.

We will practice what we preach, by developing opportunities for reduced carbon commuting within our own workforce.

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Babergh and Mid Suffolk District Councils

Local Cycling and Walking Infrastructure Plan



The following document addresses the following strategic outcomes outlined in Babergh and Mid Suffolk District Councils' Outcomes Framework:

	<ul style="list-style-type: none"> • Customers say the councils listens and actively act on feedback
	<ul style="list-style-type: none"> • Residents are given the best possible environment and opportunities to improve their physical and mental health and well-being. • Babergh and Mid Suffolk's residents are supported to help us tackle our most pressing public health challenges.
	<ul style="list-style-type: none"> • Babergh and Mid Suffolk have a low carbon footprint. • Babergh and Mid Suffolk are healthier, safer and sustainable places. • Everyone in Babergh and Mid Suffolk can access and use green sustainable transport options. • Everyone in Babergh and Mid Suffolk understands the need to reduce carbon and makes the right choices.
	<ul style="list-style-type: none"> • Our businesses and places benefit from stronger connectivity and opportunities to be more environmentally sustainable. • Our places and spaces are well connected with green and sustainable travel infrastructure.
	<ul style="list-style-type: none"> • Local places are inclusive and accessible by walking and public transport. • People can safely walk and cycle in their communities.

Introduction

Background and Context

There are many health, well-being, environmental and economic benefits of encouraging people to walk and cycle.

The district councils' wider ambitions and key values around active and sustainable travel are outlined in our Sustainable Travel Vision, whereas the Local Cycling and Walking Infrastructure Plan (LCWIP) focusses specifically on active travel infrastructure.

LCWIPs, as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level.

BMSDC have developed an LCWIP in order to identify and prioritise cycling and walking infrastructure improvements needed, ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies, and make the case for future funding for walking and cycling infrastructure.

Developing a district level LCWIP also supports a number of other BMSDC strategies which aim to facilitate more sustainable and active travel, by focussing on what is required in terms of fit for purpose infrastructure throughout the districts, as well as informing and enhancing the county level LCWIP, by providing consultation-based evidence to advise and support investment decisions.

The three key outputs of an LCWIP are:

- a prioritised programme of infrastructure improvements for future investment
- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

This report - which is the third of the three key outputs of an LCWIP listed above - lays out the methodology used and the processes undertaken to develop the other two outputs of our LCWIP; the prioritised list of schemes, and the network zone mapping.

Developing an LCWIP for Babergh and Mid Suffolk

This LCWIP has been produced, as far as reasonably possible, in line with the UK Government's LCWIP technical guidance. There have been some limitations to using this guidance, as the guidance tends to apply more to urban areas than rural settings. As such, there have been certain elements where the methodology has been adapted to better reflect local circumstances. This explained, where applicable, throughout the following report.



Determining the Scope

It is advised that the first stage of the LCWIP process is to determine the scope by establishing the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.

- **Geographical Context:** Babergh and Mid Suffolk District Councils (BMSDC) share resources within the sustainable travel workstream, so it was most resource effective to undertake the LCWIP process for both districts at the same time, and produce a joint LCWIP. Therefore the geographical extent of the LCWIP is as per the boundaries of both districts.
- **Governing and preparing the plan:** Babergh and Mid Suffolk District Councils are both district authorities working together inside the geographical boundaries of Suffolk County Council's Highways authority. Suffolk County Council have already drafted a county-wide LCWIP, but welcome help and support from district authorities to identify and prioritise infrastructure priorities at a more local level. The plan - which lays out the ambitions and priorities of the district councils - has been prepared, and will be kept relevant and up to date, by the district councils. The processes and methodology used to develop the plan have been discussed with county council highways directorate officers throughout to ensure understanding and consistency at both levels of local authority. The plan will sit alongside the county wide LCWIP, providing evidence and advocacy for investment decisions.

Any implementation of the plan will be achieved via partnership working.

Gathering Information

As a starting point, the existing Suffolk County Council list of potential cycling and walking schemes was reviewed to establish which schemes already listed are located within Babergh and Mid Suffolk. Whilst some valuable schemes had already been captured, it was acknowledged by both county and district councils that the list did not yet provide a holistic picture.

In order to gather more information about where and what kind of active travel infrastructure improvements are needed, BMSDC conducted a public consultation, allowing all local communities, residents, visitors and commuters who travel through, around or into the districts the opportunity to have their say.

This public consultation was hosted on a 'Commonplace' platform that provided an interactive map which included existing National Cycle Routes, as much of the Rights of Way network as was available via the mapping software used, and locations where a scheme had already been listed within the county council's list of potential cycling and walking schemes. Respondents could place a pin on the exact location they were commenting about, and answer the following questions:

The public consultation ran for 8 weeks from Thursday 11th May 2021 to Thursday 22nd July 2021.

The consultation had very successful engagement, with 1881 contributions submitted.

What is this place?

(open question)

If this place is covered by a route, what kind of route?

(response options were; Existing Cycling Route, Existing Walking Route, Potential Scheme/Route, or Location not currently covered by a route)

Why have you dropped a pin here?

(response options were; key destination, potential for more walking here, better route nearby, unsafe here, potential for more cycling here, safe here, not child friendly here, useful route, child friendly here, need a route here, low potential here or 'other' – which could be defined/expanded upon by the respondent)

How would you improve it?

(response options were; better pavements/improved surface, better segregation from traffic, cycle parking, space for cycling, better crossings, improved junction, maintenance, dropped kerbs, space for walking, less clutter/fewer obstructions, or 'other' – which could be defined/expanded upon by the respondent)

How important is it for this place to be served by an improved walking/cycle route?

(respondent asked to demonstrate on a sliding scale from 'very important' to 'not very important')

Do you have any other comments or suggestions to make about this place?

(open question)

Identifying Infrastructure Schemes

The community consultation undertaken was used as the core data and evidence base in identifying infrastructure schemes. Every consultation comment was reviewed, and an initial analysis categorised them into one of the following actions:

1. An issue (an immediate problem or defect) on existing cycling or pavement infrastructure that required reporting to the Highways Authority for repair or attention, which once addressed will restore the infrastructure to a fit-for-purpose standard.
2. An issue (an immediate problem or defect) on existing footpaths or bridleways that required reporting to the county council's Rights of Way team for repair or attention, which once addressed will restore the infrastructure to a fit-for-purpose standard.
3. An emerging or potential future issue around locations where future development or planning applications are being considered (for example, concerns about lack of active travel connectivity to sites currently of interest to residential developers) that were passed onto the local planning authority team.
4. An issue where something more significant is required in terms of infrastructure improvement, including, but not limited to, the building of new segregated cycle lanes or pedestrian pavements, the installation of new crossings, junction reconfigurations and road safety interventions. These comments indicated a potential LCWIP scheme.



Once comments were reviewed and categorised, those that had been identified as a potential LCWIP scheme were further investigated. Respondent's comments were translated into what interventions, infrastructure improvements or new infrastructure would be required to make the location or route more accessible to cyclists and pedestrians. These were then consolidated into a list of 195 potentially feasible schemes across both districts, and taken forwards to the prioritisation process.



Prioritising Improvements

In order to oversee the prioritisation of identified schemes, an internal LCWIP Task & Finish group was established, which consisted of officers and councillors from both districts, with cross-party and cross-ward representation.

The group developed and agreed a prioritisation matrix which enabled schemes to be scored according to a variety of different factors such as effectiveness, policy, economic factors and deliverability. The factors and criteria for scoring schemes utilised suggestions and examples laid out in the LCWIP technical guidance, although some were adapted to reflect local circumstances.

Each scheme was given a score of 1, 2 or 3 for each of the following variables:

- The forecast increase in the number of walking and cycling trips (established using the [Propensity to Cycle Tool](#) – a government recommended assessment tool)
- The population who directly benefit from the intervention
- Improvement in road safety
- Delivery against policy objectives, such as improvements to health and inclusion
- Importance of the intervention for particular target user groups
- Performance against the Suffolk Local Transport plan
- Performance against other local plan policies, including BMSDC strategies and Neighbourhood Development plans
- Value for money (based on an initial assessment/low level appraisal – scheme costs were estimated using suggested costing figures supplied by the county highways team and rights of way team)
- Potential to be funded
- Scheme implementation feasibility/deliverability
- Likelihood to enable/improve the feasibility of other schemes
- Dependency on other schemes
- Local desire (based upon the active travel public consultation)

The prioritisation matrix table including further detail on what defined a score of 1, 2 or 3 can be found in appendix 1.

Once scores for the above categories had been allocated, the total overall scores for each scheme were ranked from highest to lowest, and this provided the basis for allocating the schemes into short, medium, or long-term priorities.

The LCWIP technical guidance defines short term priorities as improvements which can be implemented quickly or are under development (typically <3 years), medium term priorities as– improvements where there is a clear intention to act, but delivery is dependent on further funding availability or deliverability requirements (typically <5 years), and long term priorities as long term– more aspirational improvements or those awaiting a defined solution (typically >5 years).

Although the scores from all categories were taken into consideration, the following review of the list to determine which schemes would be allocated as short, medium or long term priorities had a focus on the likelihood to secure funding required and the complexity of deliverability, as these factors in particular fortified a realistic approach.

The full list of schemes, including the allocated prioritisation scores and short, medium or long term categorisations can be found here: [\[insert weblink to excel documents\]](#)



Network Planning for Cycling and Walking

The purpose of network planning mapping for active travel is to map out the desire lines and core zones for walking and cycling, to aid decision making about infrastructure investment.

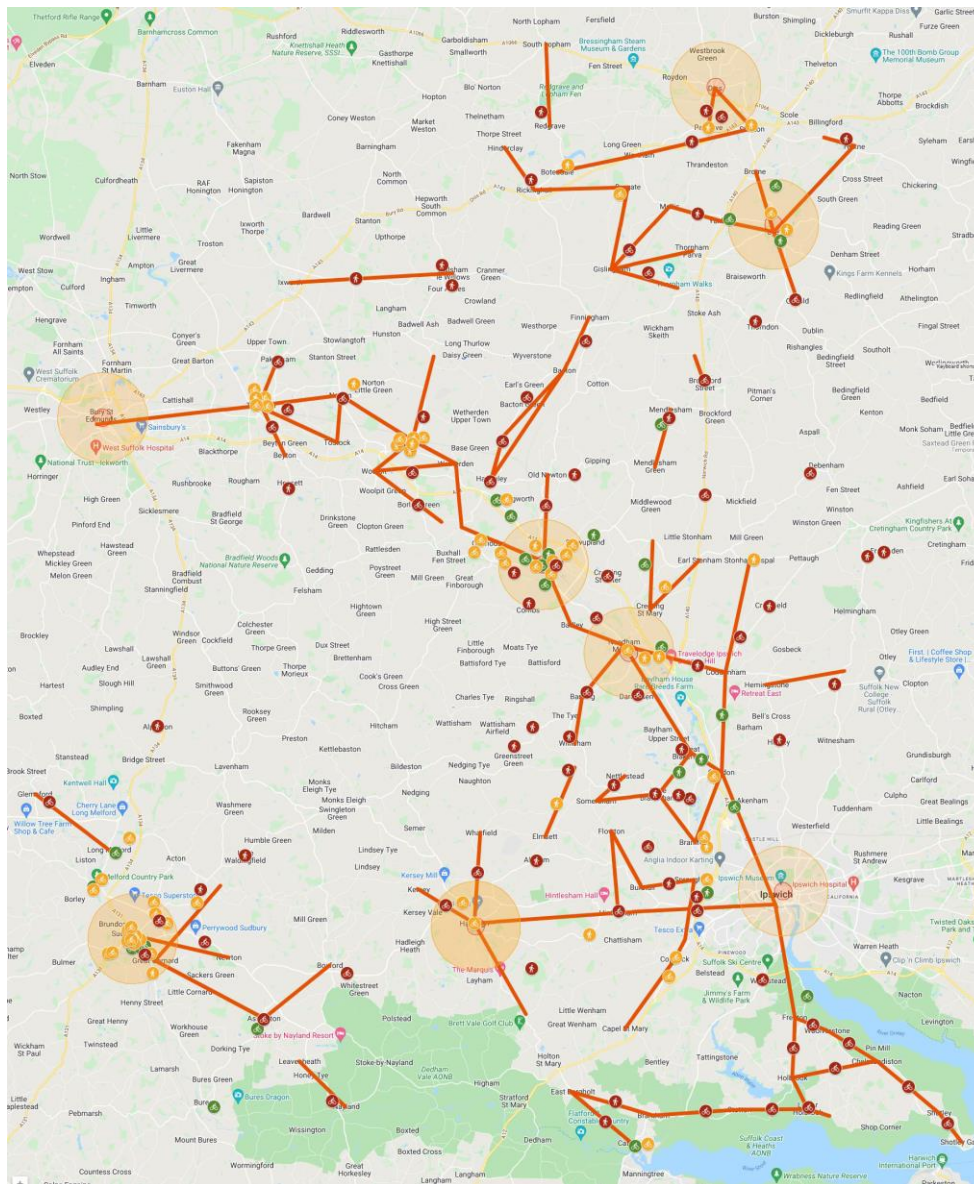
The LCWIP technical guidance gives some suggestions on how to undertake the network planning, and this has been the basis for how BMSDCs network planning mapping has been established, although the methodology has been adapted to better reflect the volume and geographical spread of settlement-to-settlement connectivity desired (as per our public consultation and prioritised list of schemes) within the districts.

Firstly, all of the schemes identified through the previous two stages of the LCWIP process were plotted onto a map. Some of these appear as specific location within a settlement, and some appear as a line connecting two settlements or destinations together. These reflect the desire lines identified within the LCWIP, and are mostly aligned with network planning for cycling.

Secondly, to establish core walking zones and key walking routes, a radius of 400 metres (the recommended distance for a core walking zone) and 2 kilometres (the recommended distance to identify key pedestrian routes) was mapped around the town centres or places with key amenities for the districts' key active travel destinations. This identifies where investment for walking infrastructure could be most valuable.



The below diagram illustrates a rough summary and outline of the zone network mapping, but the full map can be seen [here](#): [insert weblink to webpage where map will be embedded]



LCWIP scheme (Cycling/Walking): Short Term ambition



LCWIP scheme (Cycling/Walking): Medium Term ambition



LCWIP scheme (Cycling/Walking): Long Term ambition



Network Zone for cycling - core investment area



Network Zone for walking - core investment area



Desire lines for active travel route infrastructure improvements/investment

Utilising the LCWIP

Integration and application

As previously noted, a key function of the district level LCWIP is to inform, advise and enhance a county-wide approach to infrastructure investment. It is intended that the district-level LCWIP will be integrated into the county-wide LCWIP, therefore merging the prioritised list of schemes for Babergh and Mid Suffolk with the existing SCC list of potential schemes and adjusting it accordingly, in light of the more localised consultation evidence and the prioritisation process laid out in this report.

With regards to further progressing or 'bringing forwards' any of the schemes listed in BMSDC's LCWIP prioritised list of schemes, it is understood that whilst the prioritised list of schemes lays out local ambitions and provides a steer for where investment is required, further and more detailed feasibility investigation would need to be undertaken.



The LCWIP technical guidance advises that as well as the Propensity to Cycle tool (which has been used to determine one factor of prioritisation), a range of other tools should



also be used to assess funding eligibility and decision making.

This is commonly referred to as 'AMAAT scoring'. The expertise and capacity to undertake AMAAT scoring for all the schemes identified is not currently resourced at district level, but instead sits within the highways directorate at the county council.

Other suggested applications of an LCWIP are;

- **Preparation of funding bids or business cases for future investment**
- **Allocation of funding within local delivery plans**
- **Preparation of Neighbourhood Plans**
- **Cycle and walking 'proofing' of major schemes**
- **Consideration of planning applications and other proposed land use changes**
- **Preparation of Travel Plans, Transport Assessments and Statements**

BMSDC will ensure that all levels and relevant directorates of local authority are aware of the LCWIP, and utilise it as recommended above.

Making Changes

The LCWIP remains a dynamic strategic document, meaning that changes and amendments can be made as and when necessary.

As the prioritised list of schemes and network mapping elements of the LCWIP are published, shared and promoted, then the views of all parties who may be interest or impacted will be welcomed via feedback to officers, and amendments or adjustments can be made, where appropriate, with further discussion.

Amendments will also be made to the list of schemes and network mapping if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.

In line with other transport plans, the LCWIP will need to be reviewed and updated approximately every four to five years to reflect progress made with implementation.



Infrastructure Improvements beyond the LCWIP

It is understood that although every effort has been made to capture the requirements and desires of our residents and communities through consultation, it is likely that more issues around active travel connectivity may arise or come to be known about in the future. The LCWIP prioritised scheme list remains a dynamic document, and therefore additions can be made as and when relevant and appropriate.

It is also understood that within the implementation of LCWIPs, schemes offering the best value for money (a factor that is influenced by population density) are more eligible for investment than others. This can make it challenging to secure funding to deliver schemes in more rural areas such as Babergh and Mid Suffolk.

This is why some schemes, such as very high cost infrastructure to connect small villages and hamlets, are more aspirational. BMSDC has still included these on the list of schemes, as they are supported by local desire demonstrated via the active travel consultation. Even if these schemes are unlikely to be brought forwards as highways projects, BMSDC will advocate for, and help support local communities to find, fund and implement, alternative solutions.

For example, in areas where village-to-village walking and cycle connectivity would be a complex and expensive implementation along existing highway, BMSDC will work with the county council's Rights of Way team to establish where footpath accessibility can be improved, or whether it would be appropriate or feasible (if desired) to consider allowing cycling on parts of the network where it is currently not permitted by changing designations.

Another solution the district councils' will explore is how the Quiet Lanes Suffolk initiative may help to deliver some of the desired connectivity improvements in a more cost-effective way.

The LCWIP process tends to focus on highways infrastructure, and the rural nature of many of the districts' settlements and destinations means that sometimes more viable off-road routes may be more achievable.

Around our local urban centres, we will work with the county council transport strategy team to implement other travel behaviour change incentives and offerings, such as 'Park and Cycle' offers at existing Park and Ride sites.

Appendix 1 – Scheme Prioritisation Matrix

	Criteria	Score		
		1	2	3
Effectiveness	Potential to increase walking and cycling trips	Location is NOT on a route that appears well used for active travel on Strava Heatmap, or has a low ratio score (between 0-2) on the PCT (if data available)	Location is on a route that appears moderately used for active travel on Strava Heatmap, or has a mid-range ratio score (between 2 - 4) on the PCT (if data available)	Location is on a route that appears well used for active travel on Strava Heatmap, or has a high ratio score (4+) on the PCT (if data available)
	Population who would directly benefit from the intervention	Linking a hamlet/small cluster of houses/one village to nearby services/neighbouring larger settlements. Or improving connectivity within a small village.	Linking a village to nearby services/neighbouring towns. Or improving connectivity within a large village.	Linking multiple villages or a large village to nearby services/neighbouring towns. Or improving connectivity within a main town.
	Improvement in road safety	There is currently useable provision, but it could do with improvement	There is currently poor provision	There is currently no provision at all
Policy	Delivery against policy objectives	This scheme does not relate to anything currently written in BMSDC strategies or neighbourhood plans	This scheme somewhat relates to/compliments ambitions currently written in BMSDC strategies or neighbourhood plans	This scheme strongly relates to/compliments ambitions currently written in BMSDC strategies or neighbourhood plans
	Performance against local transport plan - useful to look at town maps and rings for walking and cycling distances	This scheme does not relate to anything currently written in the local transport plan	This scheme somewhat relates to/compliments ambitions currently written in the local transport plan	This scheme strongly relates to/would help achieve ambitions currently written in the local transport plans

	Importance of the intervention for particular user groups	This scheme does not enable active travel to a particular destination that a significant amount of people would likely regularly travel a walkable/cyclable distance to.	This scheme will provide a connectivity link to a small (or a small amount of) services/commuting destination (eg. village to village, where one has a school/surgery/amenities)	This scheme will enable people to active travel to a significant hub of education/work places, or a large school/employer, or health services, transport stations,
Economic	Value for Money (an initial assessment/very low level appraisal)	Not many people would benefit, and investment needed is high	Some fairly significant investment is needed, but many people would benefit - OR - not many people would benefit, but not too much investment is needed	A lot of people would benefit, for not too much investment
	Potential to be funded	This scheme is unlikely to be eligible for investment from Active Travel Funding, and this scheme is not in an area where there is potential for developer funding.	This scheme could potentially be eligible and a realistic/modest investment from Active Travel Funding, or, this scheme is in an area where there is potential for developer funding.	This scheme would be eligible and a modest investment from Active Travel Funding, or, this scheme is in an area where there is strong potential for developer funding, or, only a very small amount of funding is required so there are high chances of sourcing funding elsewhere.
Deliverability	Scheme implementation feasibility	This is an extensive and complex scheme to implement (building new segregated cycle paths, reconfiguring junctions)	This scheme involves some fairly significant works (short lengths of surface improvements on footpaths/pavements, resurfacing, bring existing infrastructure up to new standards, adding pedestrian crossing)	This a relatively simple scheme to implement (dropped kerbs, widening footpaths by cutting back vegetation, changing designations, adding/changing signage)

	Likelihood to enable/improve the feasibility of other schemes	Implementing this scheme is NOT a 'gateway' for further infrastructure improvements (ie. its a stand alone/independent piece of infrastructure)	Improving this section of route could prove beneficial for other/future schemes, but there is still some value if only this bit were to be implemented.	Implementing this scheme is a 'gateway' for further infrastructure improvements
	Dependency on other scheme	Improving this section of route would only be beneficial if other schemes are implemented first/at the same time. There are a significant amount of other improvements identified in the local area/on the same route.	Improving this section of route could be more beneficial if other schemes identified are implemented first/at the same time, but there is still some value if only this bit were to be implemented.	Improving infrastructure in this location would fix a 'missing link' or a specific stand-alone problem area.
	Local acceptability	This scheme would be controversial at consultation stage due to major changes to roads/parking.	This scheme could be controversial at consultation stage due to major changes to roads/parking.	This scheme is unlikely to be controversial at consultation as the changes would be minor and not impactful on current road/parking use.
	Local desire	This scheme had little support on the consultation - fewer than 5 comments/agreements.	This scheme had a fair amount support on the consultation - between 5 and 15 comments/agreements.	This scheme had a fair amount support on the consultation - 15 or more comments/agreements.

Cycling, Walking or both	Scheme Description				Short, Medium or Long Term aspiration
	Reference	Section/location for intervention	Description	Initial indicative/estimated Cost	
Walking	Eye: Cranley Green Road	B1077 Cranley Green Road	Better segregation from traffic and signage to redirect HGVs	7k (based on 600m of pedestrian guard rail and two signs)	Short
Walking	Stowupland - Pedestrian access	Church Road	Desire for better pedestrian access to schools & new crossing. provide means to rejoin carriageway at end of existing cycle path. Very rough path leading up to this junction and once at it there is a road barrier cutting across the half done route. It is very unclear there is the expectation to go round the barrier or why there is the road barrier blocking the route anyway.	180.5k (crossing cost only)	Short
Cycling	Stowmarket: Junction 49 Roundabout/access	Tot Hill/A1308 / Bury Road		7k (based only on dropped kerb access and barrier removal)	Short
Cycling	Haughley - Tots Hill Cycle Path	Tots Hill	Desire for better signage to prevent vehicles parking across the existing foot/cycle path	3k (assuming 6 signs would be needed to cover all junctions mentioned in consultation comment)	
Cycling	Creeping St Mary	Sally Woods Lane - stretch of NC51	Desire for improved surface, currently only suitable for mountain bikes	90.5k (based on RoW unsealed surfacing rather than urban-style cycle path)	Short
Walking & Cycling	Thurston: Station Hill	North end of station hill - at/approaching Ixworth Road/Norton Road junction	Request for warning signs to tell oncoming vehicles of pedestrians and cyclists crossing.	2k	Short
Cycling	Eye: Off Road route to Brome	Footpath across Brome Hall	Change designation to allow safe cycle route	5k	Short
Walking	Great Blakenham Level Crossing Pavement	Gipping Road	The pavement at the train track is a skid risk and also has no real pavement on the left side. It is unfriendly for disabled and pushchairs and needs updating to make it safe to cross the level crossing here.	10k	Short
Walking	Barham	Sandy Lane (between Coddensham and Claydon)	Crossings require better signage so approaching vehicles are aware of their existence.	1k (based on two signs)	
Walking & Cycling	Broad Green	Mill Lane	Suggestion to add signage at each end of the road to warn drivers about potential pedestrians.	1k for two signs, or 4.5k for QLS designation	Short
Walking	Great Blakenham: footpath to Little Blakenham	Footpath between end of Blue Barn Lane and Little Blakenham	Resurface footpath	28k	Short
Walking & Cycling	Stowmarket: Ipswich Street	Ipswich Street	Improved signage for cyclists in the oneway system. Improve lighting for walkers.	£5k assuming installation of two street lights and signs	Short
Walking	Stowmarket: Stowupland Road	Stowupland Road	Difficult to cross Victoria road with Requests for road closures (JM) - but SCC already consulted on Lowry Way scheme	£3k	Short
Walking & Cycling	Stowmarket: LTNs/Road Closure requests	Chilton Avenue, St Peters Road, Lowry Way		Already earmarked for SCC Active Travel Funding	Short
Cycling	Stowmarket: Laveham Way	Lavenham Way	Motorised traffic turning right at the	£1k assuming two signs	Short
Cycling	Yaxley to Eye	Roundabout at Eye/Castleton Way	Issue for cyclists crossing the arterial road	180k	Short
Cycling	Claydon: Old Norwich Road access	Old Norwich Road - the existing 'gates'	Widening of bus access/gate to allow for safer cycling including mobility scooters.	1k (based on RoW gates, highways may have different pricing)	Short
Walking & Cycling	Mendlesham: Off Road Tracks	Byways around Medlesham Millenium Woodland	Desire for designation change from byway back to RUPP	5k	Short

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	Scheme Description				
Cycling, Walking or both	Reference	Section/location for intervention	Description	Initial indicative/estimated Cost	Short, Medium or Long Term aspiration
Walking & Cycling	Stowmarket: Violet Hill	Violet Hill Junction	Very difficult to safely cross. Not a clear enough view and crossing right on a corner.	180k	Medium
Cycling	Stowmarket Navigation Approach	Navigation Approach	Needs segregated space for cycling	420k	Medium
Cycling	Stowmarket Lower Road	Lower Road	Surface is uneven for cycling	£152k based on 1.9km stretch of Lower Road	Medium
Cycling & Walking	Bramford into Ipswich	B1067	Improve infrastructure, route is busy and lots of on road parking. Pavements between Paper Mill Lane and Duckamere very narrow.	1,200k for longer route, 450k for particularly problematic bit between Paper Mill Lane and Duckamere	Medium
Cycling	Thurston: Norton Road	Access/route around the school	Improved provisions to allow for safer access for cyclists to and past the school.	1200k	Medium
Walking	Eye: Hoxne Road	B1117 Hoxne Road	Footpath stops at the bridge. To make walking safer here extend the footpath and connect to other walking routes.	420k (from bridge to last cluster of buildings)	Medium
Cycling	Stowmarket Gipping Way	Gipping Way	Increased facilities for cycling from Stowmarket to Combs Ford.	600k	Medium
Cycling	Bramford: Fraser Road	Fraser Road	Improve path to create more room for cyclists	360k (cheaper options could be identified?)	Medium
Walking	Norton Off Road Tracks	Off Church Lane	Improve the surface of the current existing muddy track to connect Norton, Norton Green and Norton church for better access to facilities in the village.	49k (based on RoW surfacing)	Medium
Walking & Cycling	Elmswell: North Village Connectivity	Between developments of Eastern Way and Blackbourne Road	Create safe foot/cycle paths connecting developments in the north of the village to encourage more active travel to the primary school and other facilities. Safe foot/cycle path connecting Eastern Way and Blackbourne Road	300k (based on an initial assumption of creating foot/cycleway along Station Road between two estates - could be more viable off-road options, although railway is barrier)	Medium
Walking & Cycling	Stowmarket to Harleston	Forest Road	Forest Road dangerous for pedestrians and cyclists. Pathway/cycle path requested between Onehouse and Chilton Fields.	1,140k (if on road route)	Medium
Walking & Cycling	Woolpit to Elmswell	along the route of/or alternative to the A1088	Improve pedestrian and cycle connectivity between villages. SCC list has identified "Woolpit to Elmswell community path"	1200k	Medium
Walking & Cycling	Stowmarket: Finborough Road	Finborough Road	Request to segregate the shared footway from Onehouse to near Gladwells Pet and Country Store	£1.14m based on a cycle/footway from Onehouse to near Gladwells Pet and Country Store	Medium
Walking & Cycling	Stowmarket / Onehouse	Union Road	Desire for a pedestrian and cycle connection from the Northfield development to the highschool and other nearby existing routes. Suggestion to continue the existing cycle route linking with B1115 and beyond along Devon Road (on it's grass verge) to join up this 'gap'. Also dsire for better connectivity from Mill Lane (across A14) to Cedars Park/Tesco area which could be fixed with this scheme.	270k (assuming from Starhouse Lane junction to start of cycleway closer to school)	Medium
Cycling	Stowupland - Cycle Path	Devon Road		126k	Medium

Cycling	Thurston: School Road	Add cycle path along School Road. Currently a narrow road on a steep hill causing congestion between cyclists and motorists. Better segregation between cyclists and cars required.	Add cycle path along School Road. Currently a narrow road on a steep hill causing congestion between cyclists and motorists. Better segregation between cyclists and cars required.	390k	Medium
Walking	Stonham Aspall	The Street	Desire for better connected routes from the Primary school on East End Lane and Mill Green. Current provisions require pedestrians to cross the busy A1120 at regular points - particularly with crossroad with A140	180k (based on additional crossing)	Medium
Cycling	Elmswell: Station Road	Station Road	better segregation from traffic with focus on the crossing area at the railway. Desire for wider paths/ pavement on side of the road from the train station to School Road. Roundabout is dangerous for cyclists trying to travel in the area. Provide safer cycling provisions or alternatives to using the roundabout.	56k (just the stretch from station to school road)	Medium
Cycling	Great Blakenham: A14 Junction	A14 Roundabout off of J52	Crossing is currently difficult and unsafe due to obstruction from signage.	250k (based on dual carriageway crossing)	Medium
Walking	Elmswell: Church Road-Warren Lane Crossing	Church Road to Warren Lane to New Road		65k (maybe less if it's effective enough to simply relocate signage)	Medium
Cycling	Thurston: Ixworth Road	Along Ixworth Road from the crossroads at Ixworth Road/Norton Road to the Rugby Club.	Provision of cycleway	390k	Medium
Walking & Cycling	Norton Road Crossings	A1088 Ixworth Road	Desire for improved crossings, busy road with limited safe crossing places to encourage walking/cycling. Footpath connect homes on the A1088 to the village amenities.	361k for two crossings	Medium
Walking & Cycling	Elmswell: Junction improvements	Junction between School Road and Church Road	Poor visibility for crossing. Improved and safer crossing facilities required. Increased signage alerting drivers of potential pedestrians.	65k (based on suggested improvements being roughly equivalent to zebra crossing cost)	Medium
Walking	Elmswell: New Road-Cooks Road Crossing	New Road/Cooks Road	Introduce a safer crossing space from New Road to Cooks Road, currently unsafe -poor visibility due to bend in road	65k	Medium
Cycling	Eye: Victoria Hill	B1077 Victoria Hil	Request for a dedicated cycle lane	60k (based on stretch from Brome Ave. junction)	Medium
Walking & Cycling	Earl Stonham to Creting St Mary	The Lords Highway/Dunches Lane	Improve connection between the villages on this popular route. Maintenance required.	20k if just maintenance of existing carriageways - could be QLS proposal 4.5k	Medium
Cycling	Stowmarket Mortimer Road	Mortimer Road	Pedestrians using cycleway forcing cyclists onto the road. Path should be widened and segregated to allow for both to coexist on the path. Vegetation should be cleared especially near junctions.	420k for widening of paths	Medium
Walking	Offton - off road footpaths	Off road route to Elmsett	Potential to connect existing footpaths to create walking route to village amenities	40k (based on 35k for surface, 5k legal fees)	Medium
Walking	Rickinghall	Diss Road/Bury Road	Current footpath ends after leaving the village forcing walkers onto the busy road. Extend the footpath to link it with the offroad walking route to connect the route.	60k if its highways footway, cheaper option could be vergeside RoW	Medium
Cycling	Needham Market - High Street	High Street	Improve the current advisory cycle lanes and provide better cycling provisions through the town centre. Create better segregation with traffic and have better signage for paths/routes.	300k	Medium

Walking & Cycling	Needham Market - A14 Crossing route	The physical barrier (the A14) between Norwich Road/Coddenham and Needham	Issues with crossing over the A14. Blocked by road barrier on the route. Crossings over the A14 or diversions required.	500k for two crossings (but more viable options likely to be more?)	Medium
Walking	Palgrave	Off road footpaths	Desire for footpath from Priory Road to be restored all the way to the bridge so walkers can cross the A143 on to the traffic-free New Road	40k (based on 35k for surface, 5k legal fees)	Medium
Walking	River Gipping Path to Needham Lakes crossing	Needham Market, the crossing over Coddenham Road	Put in safe crossing	180k	Medium
Cycling	Rickinghall, Burgate and Gislingham bridleways	Off Road bridleways between these villages, near to Scama Lane	Improved surface for cycling track, currently not safe to use year round. Could provide safe alternative to cycling along A143.	70k (RoW resurfacing, unsealed)	Medium
Cycling	Thurston: Field View	Route crossing Field View from Station Hill to Sandpit Lane	Shared walking and cycling route but the path isn't segregated so it can be dangerous for walkers. Create physical boundaries and paint the path to allocate space. Footpath/Bridleway requires improvement or upgrade.	96k for fully segregated foot/cycle way (likely to be cheaper options but not in line with LTN 1/20?)	Medium
Walking	Haughley: Fishponds Way Stowmarket	Fishponds Way		780k	Medium
Cycling	MEAL/Marriotts Walk	Marriotts Walk/ NCS1 route around MEAL	Segregated space for cycling	SCC already calculated in active travel funding	Medium
Walking & Cycling	Elmswell: School Road	School Road - only relevant if new housing development goes ahead?	Narrow pavement for walking. New cycle path to be introduced with new housing development.	270k (stretch from end of pavements before road curves, to Church road junction)	Medium

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	Scheme Description				
Cycling, Walking or both	Reference	Section/location for intervention	Description	Initial indicative/estimated Cost	Short, Medium or Long Term aspiration
Walking & Cycling	Stowmarket Industrial Development	Tomo Road	Implement cycling infrastructure including cycle parking to encourage active travel from workers on the development.	300k	Long
Walking	Walsham Le Willows: Summer Road	Summer Road	Desire for a safe and segregated walking path to sports club	360k	Long
Walking	Crowfield	Stone Street	Upgrade signage, footpaths and segregation from traffic. Currently hazardous to walk in parts of the village due to traffic and lack of footpaths.	10k (if just doing signage, footpath maintenance, maybe railings)	Long
Walking & Cycling	Palgrave: Denmark Hill	Denmark Hill	Desire for better pavements/improved surfaces for walking/more space for walking. More space for cycling.	660k	Long
Walking & Cycling	Stowmarket to Needham Market	B1113 Stowmarket Road/Badley Hill	Desire for improve/widen surfaces for cycling and walking. Better segregation from traffic. Hedges overgrown.	1,920k (full stretch, could be smaller but still valuable improvements)	Long
Cycling	Stowmarket to Combs via Poplar Hill	Poplar Hill	Needs segregated space for cycling. Walking: This could be a very useful path for walking from Combs village into Combs Ford and Stowmarket but it feels unsafe. The path is too narrow - but it could be widened by clearing the undergrowth	1,080k	Long
Walking & Cycling	Palgrave: Upper Rose Lane	Upper Rose Lane	Improve surfaces and increase segregation from traffic	450k (main village stretch only)	Long
Walking & Cycling	Occold	B1077	Maintain/ improve existing footpaths. Introduce a new cycle path connecting to Eye to allow safe active travel to use amenities.	1740k (From South end of Mill Road to B1077 junction with Cranley Green Road)	Long
Walking	Between Mellis and Yaxley	Mellis Road	Improve walking route to create a link between the villages for safe active travel. This will create less congestion on the school run.	1920k based on Mellis Road - off road options may be cheaper	Long
Walking	Walsham Le Willows: Palmer Street	Palmer Street	Desire for a safe and segregated walking path through/to village	270k	Long
Walking	Old Newton	Chapel Road	Walking provisions	480k	Long
Walking	Thorndon	The Street/Stanwell Green	Improve pedestrain access by either segragating path or making no through road	300k (assuming new pavement to be built from Thwaite Rd junction to where pavement starts on The Street - probably cheaper solutions)	Long
Walking	Elmswell to Great Ashfield	Ashfield Road/Grove Lane	Safer walking provisions required from Elmswell to Grove Lane playing fields. Potentially desingate as a quiet lane.	270k (based on highways infrastrcuture from end of tarmaced pavement leaving Elmswell to Grove Lane), or, 4.5k for QL designation	Long
Walking	Haughley: Village connections via The Folly	The Folly & surrounding roads	Desire for segregated cycle/foot ways - on SCC lisy	1620k	Long
Walking & Cycling	Bramford to Claydon	B1113 Bramford Road	Improve infrastruture to create better segregation from traffic and widen existing paths. Large quantity of traffic (mainly HGV). Connect B1113. Existing cycle routes are not well signposted or obvious so this will need to be addressed.	1,920k (to cover section not already covered in Little Blakenham Scheme)	Long
Cycling	Stowmarket to Old Newton	B1113 Stowmarket Road	Introduce more space for cycling with better segregation from traffic.	2220k accroding to SCC list	Long

Cycling	Between Mellis and Gislingham	Mellis Road	Cycle route between Mellis and Gislingham and then linking it in with the existing cycleway between Diss and Yaxley. Potential route for Hartismere students.	2520k (off road options could be cheaper)	Long
Walking	Metfield	Metfield Road	Desire for footpaths to allow for safe active travel through Metfield to Withersdale Street. Requires improved cycling and walking provisions to increase connectivity. Currently low provisions on a busy road.	1560k (From Metfield Bus Stop B1123 to Withersdale Street Bus Stop Metfield Road B1123)	Long
Walking & Cycling	Needham Market to Great Blakenham	Along route of B1113	Creation of a footpath along The Channel connecting Hall Lane and the Recreation Ground, sportsfield and Village Shop. Allowing for safer active travel movement.	2,940k	Long
Walking	Between Lower Somersham & Hall Lane			24k based on unsealed surface + legal / environmental fees if necessary.	Long
Walking & Cycling	Needham to Coddensham - Needham Road route	Needham Road (B1078)	Better walking and cycling provisions connecting Needham Market and Coddensham. Current footpath ends near Lime Kiln Farm, could be connected to the other footpath. Highlighted that better pedestrian access is required closer to Coddensham on B1078.	1,440k (cost of full cycle/footway along that stretch)	Long
Walking & Cycling	Woolpit to Whetherden	Warren Lane	Cycling between the two parts of Warren Lane would be improved by having a middle bit for those turning onto Warren Lane towards Borley Green.	180.5k (cost of reconfiguring junction estimated at same value as crossing, but may be cheaper)	Long
Walking & Cycling	Norton to Thurston	Norton Road	Safe walking/cycling provisions between the villages to promote active travel	2,280k	Long
Walking & Cycling	Norton to Tostock & Elmswell	along the route of/or alternative to the A1088 Church Road route or Thurston Road Route (consultation responses seemed to centre on most direct Thurston Road route, but perhaps only due to lack of knowledge of alternative?)	Safe walking/cycling provisions between the villages to promote active travel	1,440k (cost of full cycle/footway along existing route - consultation comment suggests that signage and speed limit changes may be sufficient so could be significantly cheaper)	Long
Walking & Cycling	Thurston to Beyton	Stoney Lane/Barrells Road - Thurston Loop - Linking to NC51 - popular route that takes the cyclist down quiet country roads.	Create a safe cycle/walking route to connect the two villages	1,500k (if Thurston road Route appears to be better route improvements via Church Road - much cheaper)	Long
Cycling	Thurston to Tostock		Better signage to make drivers aware of other road users. (Quiet Lane initiative?)	4.5k (based on QL designation)	Long
Walking & Cycling	East Bergholt	Straight Road	School access route with no pavement. Unsafe to cycle due to 60mph speed limit. Improved cycle provisions would encourage more active travel to and from the leisure centre.	900k	Long
Cycling	Debenham	Gracechurch Street		540k	Long
Walking & Cycling	Hessett	The Green/The Street	Better walking and cycling provisions to allow for safe travel to and from the park and public transport. Traffic Calming measures suggested.	300k (for provision of footway/cycleway - could be cheaper options still effective)	Long
Walking	Redgrave	B1113 The Street	Section of road between Chatres Towers and Fen Lane requires footpath/pavement provisions to connect to Business Centre/employment site	102k	Long
Walking	Offton - pedestrian pavements	Bildeston Road	Currently no footpath, used by children to access the school bus. Request for walking provisions.	210k (based on distance from end of houses to start of pavement)	Long

Walking & Cycling	Woolpit to Shelland	Heath Road	Introduce a cycling path from Woolpit through to Shelland	1980k	Long
Walking & Cycling	Haughley Green to Haughley	Bacton Road	desire for active travel connectivity between two settlements	1260k	Long
Walking & Cycling	Henley	Ashbocking Road / Main Road	Current footpaths need maintenance. Pontential room for a cyclepath in the village to encourage active travel.	600k	Long
Walking & Cycling	Barking Tye to Needham Market	B1078 Needham Road	Introduce cycle path. Currently a dangerous route to cycle on. Improve walking facilities to minimise crossings and increase segregation from traffic.	2,040k (costs can be reduced with shorter length that's still valuable)	Long
Cycling	Coddenham to Stonham Aspal	Spring Lane	Requires maintenance or cycling specific provisions.	20k if just maintenance and minor repairs	Long
Walking & Cycling	Flowton to Burstall	Bridleways around Bullen Lane	Bridleway near Bullen Lane needs upgrading. Could be made suitable for more active travel and create a connection between Hadleigh, Aldham, Burstall and Ipswich.	315 k (based on RoW unsealed surfacing)	Long
Walking	Hinderclay to Ricklinghall	Off road footpaths and their roadside connections at Ricklinghall Road and Hinderclay Road	Section of the existing footpath isn't covered forcing walkers onto the road. Connect the exisitng footpaths to make it safer. If the footpath from Mill Lane could be extended to wind around the field , and not exit onto the road where it currently does this would make using the route much safer.	15k	Long
Walking	Willisham	Barking Road	Desire for footway/pavement/path through village to church - currently stops at Tye Lane.	600k	Long
Cycling	Thurston to Pakenham	Church Hill	Create a safe cycling route to connect villages	1,020k (based on length of Church Hill - off road routes maybe cheaper/more viable)	Long
Walking	Mendlesham to Medlesham Green	Old Station Road route or Oak Fram Lane	1440k (based on roadside highways infrastructure along Old Station Road route - most likely cheaper options to be investigated)		Long
Walking	Framsden: The Street	The Street	Introduction of a more accessible walking route that links Mendlesham and Mendlesham Green		Long
Cycling	Darmsden	Darmsden Lane	Footpath is very narrow and stops at different points. Village used as cut-through for traffic so better walking provisions are required to make walking safer.	510k	Long
Walking	Ringshall	Lower Farm Road	Maintenance, improved surface and pavements with increased segregation from traffic.	10k (if just doing signage, footpath maintenance, maybe railings)	Long
Walking	Willisham to Barking Tye	B1078 Needham Road	Improve existing footpaths to have no obstructions and to be connected so pedestrians don't have to go onto the road. Connect to Ringshall new builds.	330k	Long
Walking & Cycling	Gislingham to Thornham Parva	The Street / Thornham Road	Create a safe and segreagated footpath from Barking Tye past The Tye through to Willisham. Potential to connect to route through to Needham Market. Currently there is limited safe footpaths connecting through the villages.	840k	Long
Walking & Cycling	Botsedale to Wortham	Along the route of Bury Road/A143 (or off road if more viable)	Cycle/footpath connecting the villages.Better segregation from traffic.	1,860k	Long
Walking & Cycling	Wortham to Stuston	Along the route of Bury Road/A143 (or off road if more viable)	Desire for walking and cycling facilities to connect Rickinghall/Botesdale to Wortham	2,640k (could off road be cheaper?)	Long
Walking & Cycling	Stowmarket: Combs Lane	Combs Lane	Improved walking facilities with better segregation from Traffic. Part of RoW network.	3,420k (could off road be cheaper?)	Long
			£1.14m based on a cycle/footway from where the path ends to the B1115 junction.		Long

Walking & Cycling	Hoxne to Oakley	B1118	Requires cycling and walking facilities between the villages to access public transport	1020k	Long
Walking & Cycling	Bacton to Haughley Green	Rectory Road	desire for active travel connectivity between two settlements	1740k	Long
Walking	Great Blakenham: Chalk Hill Lane	Chalk Hill Lane pedestrian pavements	Single track lane. Improve current walking facilities, pavement is very uneven.	300k	Long
Walking	Walsham Le Willows to Ixworth	Ixworth Roads	Desire for pavement provision, currently none	4,020k (off road or vergeside footpaths could be much cheaper option if feasible)	Long
Walking & Cycling	Creting St Peter	Pound Lane / Peterhouse	Desire to create a route for walking/cycling. Currently unsafe to walk through the village due to road traffic.	210k	Long
Walking & Cycling	Ashbocking	Off Road Footpaths around the B1078	Improve existing footpaths by combining them to create a safer route between the villages with minimal crossings.	185k (based on adding crossing and diverting footpath)	Long
Walking & Cycling	Bacton to Finningham	B1113	Introduce cycling and walking paths on the B1113 to make it safe for active travel	1,200k (if along existing road)	Long
Walking	Great Bricett	The Street	Introduce pavements connect the park homes to the church and the village hall.	144k	Long
Walking & Cycling	Mickfield	A140 crossroads between Mickfield and Mickfield Green	Improve junction to make safer for cyclists and walkers. Create a safe crossing space so that motorists turning off of the A140 don't meet active travellers on the road.	180k	Long
Walking	Little Blakenham to Somerham	Somersham Road (from The Beeches to Somersham village centre)	Currently no pavement or provision for active travel down to the main road to connect with neighbouring villages	1,320k	Long
Walking	Framsden: Mill Hill	Mill Hill	Requires better walking provisions, Path to provide access to the village of Framsden.	180k (based on stretch from cluster of buildings to the street)	Long
Walking	Little Blakenham: Pound Lane	Pound Lane - from B113 Junction (Lorraine Way/Bramford Road) to the Beeches	Currently no pavement or provision for active travel down to the main road to connect with neighbouring villages	720k	Long
Cycling	Brockford to Thwaite	A140	Desire for segregated cycle path	780k	Long

Agenda Item 10

MID SUFFOLK DISTRICT COUNCIL

TO:	Mid Suffolk District Council Cabinet	REPORT NUMBER: MCa/21/49
FROM:	Cabinet Members from Economy and Finance	DATE OF MEETING: 04/04/2022
OFFICER:	Fiona Duhamel, Asst. Director Economic Development & Regeneration	KEY DECISION REF NO. CAB327

Freeport East Full Business Case

1. PURPOSE OF REPORT

- 1.1 To update Members on the progress towards developing the Freeport East Full Business Case (FBC) and associated strategies and policies and to note the proposed set-up of Freeport East Ltd and associated governance structure.
- 1.2 The FBC represents the development of the Outline Business Case (OBC) which was submitted to Government on 10 September 2021. The OBC set out the objectives of Freeport East whereas the FBC sets out how these objectives will be achieved and demonstrates Freeport East's ability to deliver them.
- 1.3 Freeport East became a 'live' Freeport in December 2021 following Government approval of the OBC and the Freeport's Tax and Customs site. Government approval of the FBC will result in the release of £25m worth of capital seed funding which has been allocated to Freeport East to invest in its three Tax Sites and facilitate significant inward investment onto these sites.

2. OPTIONS CONSIDERED

- 2.1 Proceed as per recommendations to endorse submission of FBC and associated strategies and approve principle of business rates retention policy, support the set-up of a Company Limited by Guarantee and support the early years of the programme with a contribution towards a programme delivery fund in advance of retained rates being available. This is the preferred approach as it aligns to the decision process of other Freeport partners and ensures that Mid Suffolk District Council play an active role in the delivery of Freeport East. It will also support the designation and launch of Gateway14 (G14) as a Tax Site with the associated financial incentives for businesses.
- 2.2 The Cabinet could choose not to support the submission of the FBC. However, as the aspirations within the Freeport East proposal are closely aligned to the Council's own strategic priorities and the FBC could be submitted without our express support, this would not be appropriate.
- 2.3 The Cabinet could choose to delay making a decision, however, the Government's timeline for FBC submission is fixed. Delay could mean that the FBC is unable to be submitted on time or that it is submitted but without support from one of its key partners and owners of a Tax Site which could damage the FBCs chance of success

and potentially limit access for potential tenants at G14 to key Freeport related incentives.

3. RECOMMENDATIONS

- 3.1 That the submission of Freeport East Full Business Case (FBC) be endorsed
- 3.2 That the Assistant Director Economy & Regeneration and the S.151 Officer be given delegated authority in consultation with the Leader of the Council and Cabinet Members for Finance and Economy, to finalise the detail on the Freeport East FBC on behalf of Mid Suffolk District Council.
- 3.3 That the proposed incorporation model for Freeport East i.e. Company Limited by Guarantee be approved, and that Cabinet make a recommendation to Full Council on nominations for a MSDC director.
- 3.4 That a retained business rates policy be approved in principle.
- 3.5 That forward funding from the Growth & Efficiency Fund of £80,000 per year for 2 years in advance of retained business rates be approved.

REASON FOR DECISION

Achieving Freeport status for the G14 site and the wider Freeport East region will provide a unique opportunity for significant economic growth.

This once in a generation opportunity will leverage in substantial additional funding to support the delivery of G14 alongside providing investment in skills, infrastructure and investment projects in the wider area to support the Levelling Up agenda and provide opportunities for all and true inclusive growth for our communities.

4. INTRODUCTION & BACKGROUND

- 4.1 The Council as a core partner and member of the Shadow Supervisory Board of Freeport East is required to provide a letter of support for the Full Business Case before it can be submitted to Central Government. The deadline for submission of the FBC is 15 April 2022.
- 4.2 By gaining approval to the FBC by Central Government, Freeport East officially exists with all customs and tax powers for a period of 25 years.
- 4.3 The development of the FBC follows submission of the Freeport East Outline Business Case (OBC), which was submitted to Government on 10 September 2021.
- 4.4 On the 13 December 2021 the Outline Business Case was formally approved by Government, the three tax sites in Felixstowe, Harwich and at Gateway 14 were agreed, published on GOV.UK and Statutory Instruments laid to enshrine them in legislation.
- 4.5 The Council is a major beneficiary of Freeport East in that it is the owner of Gateway 14, a Tax Site and potential Customs site.

4.6 The FBC submission will follow the timetable below:

- 15 April – Submit Full Business Case
- Summer 2022 - Government endorses Full Business Case
- Summer / Autumn 2022 - Designation of Freeport
- Summer / Autumn 2022 - Approval of £25m seed capital funding to Freeport East

5. OVERVIEW OF FREEPORTS

5.1 Freeports are a flagship HM Government programme that play an important part in the UK's post-Covid and post Brexit economic recovery. Its aim is to contribute to the Government's levelling up agenda by bringing jobs, investment, and high value opportunities to some of our most deprived communities across the country, while at the same time generating national benefits through trade and innovation.

5.2 In November 2020 HM Government formally launched the bidding process for Freeports in England. This prospectus sets out the objectives of the Freeport policy, which are threefold:

- Establish Freeports as national hubs for global trade and investment across the UK – bringing new investment into the surrounding region and increase trade through generating trade growth and enable trade processes to become easier and more efficient.
- Promote regeneration and job creation – leveraging ideas and investment from the private sector to deliver jobs, sustainable economic growth and regeneration in the areas which need it most.
- Create hotbeds for innovation – leveraging both public and private investment in R&D to develop and trial new ideas and technologies in and around the Freeport

5.3 Designated Freeports offer several policy levers, including:

5.3.1 Tax sites give businesses operating within them access to certain tax benefits i.e., Enhanced Capital Allowances, Enhanced Structures and Buildings Allowance, Stamp Duty Land Tax reliefs, Employers National Insurance Contribution relief, and Business rate relief

5.4 Customs sites, in our case, Gateway 14 and Port One, when approved will provide: -

- Simplified customs procedures
- Duty exemption
- Duty deferred
- Duty inversion
- VAT deferral

5.5 Retained business rates allows local authorities to retain the growth in non-domestic rating income in Freeport tax sites for 25 years above an agreed baseline, which are expected to be used to reinvest in supporting Freeport objectives.

5.6 Seed capital funding of up to £25m to kick-start delivery of Freeport objectives. Gateway 14 has been indicatively allocated £6m towards the development of the Skills and Innovation Centre and Net Zero projects.

- 5.7 Each of the shortlisted Freeports has also been provided with up to £1m of capacity revenue funding by Central Government to help them in the set-up phase and early years operation and to date £300k of this has been drawn down by Freeport East to support their work on producing the Outline Business Case (OBC) and FBC.
- 5.8 For a Freeport to be considered formally designated it will require:
- Government approval of Outline Business Case (OBC) and Full Business Case (FBC) – ‘the Business Case Process’
 - Government approval of proposed tax sites – ‘the Tax Site Process’
 - Government approval of proposed customs sites – ‘the Customs Site Process’

6. SUMMARY OF FREEPORT EAST FBC

- 6.1 The FBC lays out how Freeport East is going to develop, build and operate the three Tax Sites in Felixstowe, Harwich and Gateway 14, with the aid of the allocated Seed Capital whilst also designating a number of Customs Sites including Port One at Gt. Blakenham.
- 6.2 A number of working groups have been established to support the completion of the FBC and set out how Freeport East objectives will be delivered. The working groups have been supported by all Freeport East partners and co-ordinated by the FE Project Manager. These groups are set out below with a summary of the progress made:
- 6.3 INVESTMENT AND TRADE (attended by Michelle Gordon)
- 6.3.1 Development of a Trade and Investment Strategy building on the key sectors identified by the tax site owners in the OBC, supporting international marketing efforts and engagement with the Department of International Trade. Norfolk and Suffolk Unlimited through New Anglia LEP will work with the Inward Investment function in development at Essex County Council to provide a joined-up resource to assist promotion of the Freeport, linking into existing initiatives and provision of a cross team information sharing platform to co-ordinate support.
- 6.4 SKILLS (Chaired by Michelle Gordon, attended by Clare Free)
- 6.4.1 Development of a Skills and Workforce development plan, bringing together partners from across Essex and Suffolk to develop a resourcing and governance plan to ensure there is a pathway for employment across the freeport (particularly within the most deprived communities), unlocked through skills interventions.
- 6.4.2 A 5-year initial intervention plan will be included looking to support the estimated 4600+ new jobs being created in the initial development period of the Freeport.
- 6.5 INNOVATION (attended by Fiona Duhamel)
- 6.5.1 Development of an Innovation Strategy reflecting the current challenges both Essex and Suffolk have regarding national performance rankings, highlighting the local assets, projects and opportunities the freeport needs to enhance to support the drive towards innovation. The freeport would target innovation outputs that include new technologies / prototypes; new partnerships/connections between organisations; new

businesses supported; usage of new facilities; funding secured; and businesses supported/mentored to drive effective use of the retained rates funding.

- 6.5.2 The strategy sets out the vision for an innovation ecosystem that the Freeport will deliver utilising levered funding, retained rates and a partnership approach that maximises the assets across both Suffolk and Essex.

6.6 EQUALITIES

- 6.6.1 An Equalities impact assessment to detail the baseline that Freeport East commences with, setting the commitment to have an Equalities and Diversity champion within the Management and Supervisory board, annual reviews towards equality and a commitment for equality by design in project proposals and spend of retained rates projects.

6.7 GOVERNANCE/ INCORPORATION (attended by Emily Yule, Fiona Duhamel and Katherine Steel)

- 6.7.1 An options analysis has been developed to explore the most appropriate governance model to allow Freeport East to deliver against local authority responsibilities, freeport objectives and also provide effective engagement with private sector landowners, custom site operators, occupiers and contractors as part of operating the Freeport. A company limited by guarantee has been determined as the preferred model and the Freeport will progress incorporation in partnership with the stakeholders to allow recruitment and spend of the Pot C revenue funding (further details on the business rate “pots” is explained in Section 9) to provide maximum benefit to the residents from the anticipated growth of the Freeport tax sites.

6.8 FINANCE (attended by Katherine Steel and supported by Michelle Gordon on business rates modelling)

- 6.8.1 The Section 151 officers from all authorities have worked collaboratively to establish the principles they are satisfied with for the Freeport. Mechanisms will be developed allowing retained rates income to be transferred to third parties e.g. Tax Site operators. This will then facilitate, at their risk, investments being made on the anticipated growth of business rates, unlocking development in the sites and the overall deliverability of the Freeport objectives. Retained rates modelling anticipates £343m of rates income over the 25 years with the next stage being to agree the distribution of rates across the authorities in accordance with the principles already established in the Outline Business Case.

6.9 ECONOMIC ANALYSIS

- 6.9.1 The working group has reworked the Value for Money assessment across the freeport in line with updated government guidance and it demonstrates a cost benefit analysis well within the expected range for Government. This work clearly justifies the economic benefit of the Freeport interventions and provides reassurance that the impact to cost ratio is robust and would hold up against any potential shortcomings in delivering Freeport objectives.

6.10 SITE DEVELOPMENT (Liaison with Emily Attack)

- 6.10.1 Both Gateway 14 and Hutchison Ports, as site owners, have progressed their site development plans, adding detail, progressing leads for commercial deals and

demonstrating that processes are in place to fully realise the development of their sites.

6.11 PROJECT PIPELINE SUPPORT AND CO-ORDINATION

6.11.1 A project investment pipeline has been developed that demonstrates the value that Freeport East is building on. It also outlines the provisional upcoming projects that Freeport status will enhance to maximise its impact and the collaborative activity that is / will take place with existing stakeholders.

6.12 SECURITY

6.12.1 An updated security risk assessment has been completed in partnership with Essex/Suffolk Police, Port of Felixstowe Police, Counter Terrorism Policing, tax & custom site operators, National Crime Agency and Border Force. A member of the Freeport Supervisory board will be appointed to the Freeport security group to act as board champion and the terms of reference for this group will be enacted.

6.12.2 The activity set out above highlights the key content of the FBC and the work that has been undertaken to develop it from the Outline Business Case.

6.13 FREEPORT EAST HEADLINE ECONOMIC BENEFITS

6.13.1 Freeport East will result in £330m of investment in new infrastructure, create an additional 13,500 new jobs and generate approximately £343m in retained business rates over the designation period.

6.13.2 It will also create an additional 1.3m tonnes of international trade and an uplift in sub-regional GVA of up to £16.6bn.

7. LINKS TO CORPORATE PLAN

7.1 The Corporate Plan (2019-27) is designed to address the challenges and seize the opportunities facing the districts, and their organisations, for the foreseeable future. In relationship to the matters contained within this report, the Council's strong local leadership role to build great communities for living, working, visiting and investing in is particularly relevant.

7.2 The Freeport designation will help us to achieve our Vision to build "Great communities with bright and healthy futures that everyone is proud to call home".

7.3 It will support our Strategic Priorities on the Economy as a "place that is known for strong growth in innovation and creativity, for being highly connected and sustainable with the best skilled workforce in the East".

7.4 The Freeport will also help to deliver on the key Goals of our recently published Recovery Plan:

7.4.1 Inclusive growth and support – working with our partners and cross council to deliver healthier outcomes in our economies as part of our joined-up recovery programmes

7.4.2 Strength in innovation – driving resilience and re-growth of our places through innovation in sustainability and climate change, and capitalise on the positive behaviour change post pandemic

- 7.4.3 Resilience – ensure our businesses develop resilience for the future, enabling them to inspire and be aspirational within our communities
- 7.5 The Freeport designation has been identified as a key activity within the “recover” strand of the Recovery Plan with a specific focus on ensuring that G14 innovation cluster is accelerated as a result of the designation and the business led Innovation and Skills Centre is developed.

8. FINANCIAL IMPLICATIONS

- 8.1 Members approved a financial contribution in 2021/22 towards the operating costs of developing the OBC and FBC of £12,500 from the Growth and Efficiency Fund in line with contributions made by all other Local Authorities.
- 8.2 Members have also already approved the budget for the purchase and development of G14. This development is expected to be accelerated via the Freeport designation, and Freeport funding will be sought for the delivery of the added value initiatives on site which were not part of these existing funding agreements including the Innovation and Skills Centre and additional Net Zero projects.
- 8.3 Businesses investing in the G14 Tax Site will be eligible for Business Rates Relief in accordance with the Freeport Business Rate Relief Policy (as set out in more detail in Section 9).
- 8.4 The revenue costs of the Freeport East Delivery Team are being met from a commitment of £1m Government capacity funding until there is sufficient funding generated from retained rates to cover these costs.
- 8.5 However, around £400,000 a year from 2022/23 will also be required over and above the committed funding for revenue projects to meet the Freeport East policy objectives, primarily skills, innovation, and investment.
- 8.6 This funding is to be committed on a one-fifth share for each of the five authorities, in advance of the retained business rates being the source of funding. It is anticipated that the projected business rates will fund this requirement from 2024/25 onwards, so there is a requirement, equating to £160,000 in total each (£80,000 in the financial years 2022/23 and 2023/24) for forward funding by the five Local Authorities. With rates income increasing in the years beyond 2024/25, it is expected that this forward funding would be repaid.
- 8.7 It is proposed that this contribution would be made from the Mid Suffolk Growth & Efficiency Fund.
- 8.8 Once the FBC has been signed off, the allocated Seed Funding attributed to each site will be confirmed. The allocation for G14 is expected to be spent on delivering added value services including the development of an Innovation & Skills Centre on site and additional net zero initiatives. This money will be drawn down via a grant process from East Suffolk District Council over a 3 year period as appropriate development costs are incurred and agreed milestones are reached.

9. FREEPORT EAST BUSINESS RATES POLICY

- 9.1 The Government has confirmed that full business rates relief will be available to eligible businesses within the designated Freeport tax sites.

- 9.2 Relief will be available to all new businesses, and certain existing businesses where they expand, until 30 September 2026. This relief is payable for 5 years and will be funded by the Government, in a similar way to the current operation of Enterprise Zones.
- 9.3 Business rate revenue above baselines for each tax site will then be apportioned based on a bespoke hybrid model described below. Under this model a portion of the total income generated will be earmarked for reinvestment within the tax site area; a portion will be retained by the local authority within which the tax site falls; and a portion will go into a pot to be reinvested across the wider freeport area. The hybrid model aims to provide a means for improving and enhancing tax sites, while ensuring that the benefits of freeport status are distributed evenly across the area.
- 9.4 The Government has not changed legislation relating to the Freeport relief and instead has issued guidance for Local Authorities to use their discretionary relief powers under section 47 of the Local Government Finance Act 1988 (as amended), to grant relief to those who are eligible.
- 9.5 In the existing framework granting of discretionary relief would involve a cost to the Council. However, in the case of Freeports the Government will fully reimburse the Council for the cost of relief granted in accordance with the guidelines, through section 31 of the Local Government Finance Act.
- 9.6 To accompany the FBC all partners have been asked to support the high-level arrangements for business rates retention, under which the retained business rate monies will be divided into three pots:
- 9.7 Pot A is the existing rates funding calculated on the same basis as would currently apply to the distribution of rates. Pots A1 and A2 are distributed to billing authorities and the County Council's to ensure they do not lose out from Freeport. Councils can allocate this funding to their General Fund and can spend it as they see fit.
- 9.8 The principles relating to a specific additional pot will need to be negotiated with New Anglia Local Enterprise Partnership (NALEP) as part of G14 is currently designated as an Enterprise Zone (EZ). This will not affect the monies that will be available for Pot A or Pot B, but will reduce the overall sums available in Pot C.
- 9.9 Pot B provides additional funding to support or accelerate development of a Tax Site. This pot is expected to be used to support the delivery of added value activity at G14 that will stimulate additional economic growth including acceleration of the development of the Innovation and Skills Centre and additional net zero projects.
- 9.10 Pot C provides a fund for economic development and regeneration projects within the subregion, aligned to achieving the wider Freeport Policy objectives including investment in skills, innovation, levelling up, trade, investment, infrastructure, security and net zero carbon. This fund is administered by the lead authority, East Suffolk District Council, and decisions on its use would be determined by the Freeport East Supervisory Board, of which Mid Suffolk District Council is a member. Projects would need to impact on the area within the Freeport boundary map. The size of pot C will depend on the requirements of Pot B (development of Freeport sites) and the time taken for the Tax Sites to be delivered and occupied.

- 9.11 In addition, some of the retained rates will be used to pay for the overhead costs of the body managing Freeport East.
- 9.12 A full retained rates policy will be drafted post submission of the FBC and brought back to Cabinet for approval.
- 9.13 This policy will set out the final split between each of the “pots” and priorities and conditions of spend.
- 9.14 As part of these ongoing discussions local authorities including Mid Suffolk District Council would not be asked to provide any direct funding or take on any financial / borrowing risk.

10. LEGAL IMPLICATIONS

10.1 GOVERNANCE STRUCTURES

- 10.2 Freeport East is currently governed by the Freeport East Shadow Supervisory Board, however the intention is to incorporate with the preferred model being a Company Limited by Guarantee (CLG). The expectation is that each of the current partners will nominate directors to the permanent Supervisory Board.
- 10.3 The permanent governance structure will comprise a two-tier arrangement, including a Supervisory Board and a Management Board. The Supervisory Board will be responsible for the strategic direction of Freeport East development and for monitoring and holding to account the Management Board for the effective delivery of the interventions and strategy and for receiving assurance about the effective management of the physical and fiscal security aspects of Freeport East.
- 10.4 The Management Board will be responsible for the day-to-day operation of Freeport East and the discharge of its obligations regarding security, crime prevention and for executing the strategy agreed by the Supervisory Board under delegated powers. It will also be responsible for submitting regular reports to Government.
- 10.5 The Supervisory Board will be composed of a Chair, the Chief Executive of Freeport East (both posts currently being recruited) and ten non-executive directors. The non-executive members of the Supervisory Board are nominated by the stakeholders based on their knowledge and experience and in the case of local authorities to provide democratic accountability.
- 10.6 Recruitment to the position of Freeport East Chair and Chief Executive is currently underway. These roles will be paid for by the initial government funding to set up Freeport East, and in the longer term by retained rates flowing from the Freeport Tax Sites. The individuals, once appointed, will replace the Acting Chair and Acting Chief Executive, who are in place on an interim basis.
- 10.7 A shadow board is currently established and includes a number of partners including.
- Essex County Council
 - Suffolk County Council
 - East Suffolk District Council (Accountable Body)
 - Mid Suffolk District Council
 - Tendring District Council
 - New Anglia LEP

- South East LEP
- University of Essex
- Gateway 14 Ltd
- Hutchison Ports
- Harwich Haven Authority
- Haven Gateway Partnership
- HM Government

10.8 Under current proposals for Freeport East Ltd, Mid Suffolk District Council and G14 Ltd would both be members, and each able to appoint a Director to the board.

11. RISK MANAGEMENT

11.1 This report is most closely linked with the Council's Corporate / Significant Business Risk No. (Insert risk number / description). Key risks are set out below:

Risk Description	Likelihood	Impact	Mitigation Measures
Inability for Freeport East to deliver economic benefits to region	Medium	Lack of delivery against agreed Government priorities and no benefit to our residents or communities from the investment	Proactive working groups set up to manage delivery of priority projects to make sure that projects are delivered and provide local benefit
Delay in projected pace of development	Medium	Inability to generate profiled business rates resulting in delays to delivery of wider freeport projects that generate socio-economic benefits	Forecasting has been conservative and based on up to date commercial enquiries and the likely timeline for development
Inability to secure match funding for Skills and Innovation centre	Medium	Significant delays to delivery of Innovation & Skills centre	Seed Capital contribution identified and plan for priority access to retained business rates to facilitate delivery
Staffing implications	High	Reduction in ability to deliver "business as usual" activities and priorities as	Workload management and shared responsibilities

		set out in our Recovery Plan	across all Freeport partners
Internal transition of responsibilities following retirement of AD for Resources	High	New AD may take some time to become familiarised with the Freeport programme causing potential delays with development and adoption of retained business rates policy	Transition being carefully managed to ensure new AD is being briefed on existing commitments and policy discussions
Financial – reduction in amount of seed capital allocated to G14	Low	Significant delay in delivery of skills and innovation centre and additional net zero projects	Seed Capital allocations have been agreed in principle and a process is being developed with East Suffolk to transfer relevant funds to MSDC
Reduced/slow development on G14 Tax site reducing business rate receipts	Low	Impact on the flow of business rate receipts and delivery additional on-site investment and of wider freeport initiatives	First deal is nearly complete, securing significant investment in the site and substantial interest has been shown in the remaining sites.

12. CONSULTATIONS

- 12.1 A number of Member briefings have already taken place in respect of the development of the OBC and FBC, specifically on 16 August 2021 and 6 September 2021.
- 12.2 Discussions on the principles have also taken place at Innovation Board meetings, Central Suffolk Chamber meetings and at the G14 Ltd Board meetings.
- 12.3 External consultees include representatives of all partner organisations who are Freeport East Shadow Board members.
- 12.4 Internal consultees include Finance, Legal & Governance, Assets, Planning and Economy.

13. EQUALITY ANALYSIS

Equality Impact Assessment (EqIA) not required

- 13.1 An equality impact assessment has been undertaken which demonstrates that the Freeport East initiative will have no impact on all protected characteristics with the exception of the group suffering from 'deprivation/ socio-economic disadvantage'. Since a key objective of Freeport East is to deliver 'levelling up' and inclusive growth it can be clearly demonstrated that the initiative will have a positive impact on this protected characteristic.
- 13.2 The FBC highlights that Freeport East aims to have a workforce that is representative of the local community. Freeport East will publish a diversity statement and an annual report on progress in encouraging diversity and will nominate a diversity champion from the Board to embed diversity across the partnership to ensure objectives are met.

14. ENVIRONMENTAL IMPLICATIONS

- 14.1 The development of a Green Energy Hub to support the generation and use of clean energy as part of local and wider net zero ambitions is a central theme of the Freeport East initiative. This includes establishing the Freeport as a hub for green hydrogen production and distribution as well as contributing to the decarbonisation of port activities. A significant offshore wind facility is also planned for the Bathside Bay tax site to provide space for laydown and operations & maintenance activities. Furthermore, all Freeport East developments will be delivered to the highest green energy standards possible and aspire to provide net zero impact on carbon emissions.
- 14.2 A significant number of environmental enhancements are already planned at G14 as part of its ambition to maximise sustainable construction opportunities and explore low carbon heat and energy/water sources on the site.
- 14.3 Funding for additional net zero projects on site will be sought via Freeport in order to deliver on the ambition for the site to be an exemplar net zero development.

15. APPENDICES

Title	Location
(a) N/A	

16. BACKGROUND DOCUMENTS

- 16.1 Redacted OBC

17. REPORT AUTHORS

*Michelle Gordon, Corporate Manager Economy & Business,
Fiona Duhamel, Assistant Director Economic Development & Regeneration
Katherine Steel, Assistant Director, Corporate Resources,*

Freeport East

Responses to Bid Questions

FINAL 04.02.2021

1.1 Please submit a proposed name for your Freeport. This should clearly distinguish it from any other potential Freeport proposals.

Short text box

Check against other possible/similar names.

Response:

Freeport East

1.2 Provide name and contact details for the Senior Responsible Officer for the programme.

NB: This will be the key point of contact for the government.

Short text box; email; tel.

Response:

Mark Taylor, Hutchison Ports UK

taylorm@hutchisonlogistics.co.uk

+44 20 7350 5635

1.3 Please upload the following pdf files legible at A3:

- One map showing your Freeport outer boundary, no points on which should be more than 45km apart, and the locations of the tax site(s), customs sites, and any other sites which make up the bid (e.g. infrastructure projects)
 - One map per customs zone defining its boundaries
 - One map per tax site defining its boundaries (sites must be single and individual)
-

Upload pdf legible at A3

50MB max

The tax site or sites, the customs sites, and the planning, regeneration spending and innovation measures outlined in subsequent sections – must all be applied within the Outer Boundary.

Response:

Please refer to zip file also attached to email.

1.4 Please also email an ESRI Shapefile or Vector Geopackage version of each map uploaded at 1.2 to Freeports-MHCLG@communities.gov.uk

Email submission of ESRI Shapefile or Vector Geopackage

Presume this refers to 1.3, rather than 1.2

Response:

Developed and ready to be emailed.

1.5 Please confirm you have communicated your plans to the landowners impacted by your proposed tax site

Y/N

Tax site landowners to provide a statement that they agree to use of their site as a tax site.

Response:

This is a yes/no tick box on the survey form only. No letters are required from landowners of tax sites (only customs sites).

1.6 For each customs site, please upload a signed letter from the site operator confirming that:

- They are willing to be included in the bid
- They are aware that, should the bid be successful, as site operator, they will be required to obtain the relevant authorisations from HMG before the site can be designated as a customs site
- They are willing to undergo the authorisation process. If the operator already has HMG customs authorisations they should state this in the letter.

File upload

Max 50MB

Written response required. Customs site must be approved by HMG subsequently.

Response:

Site/Landowner	Status	To be uploaded as
HPUK, PoF	Received	158376864_Site_Operator_1
PD Ports	Received	158376864_Site_Operator_2
HPUK, Harwich	Received	158376864_Site_Operator_3
Gateway 14	Received	158376864_Site_Operator_4
Port One Blakenham	Received	158376864_Site_Operator_5
Horsley Cross	Received	158376864_Site_Operator_6
Clickett Hill Road	Received	158376864_Site_Operator_7

1.7 Please upload written confirmation of support for your bid from your local authority or local authorities and (if you have their endorsement) Local Enterprise Partnership (LEP).

The letter must be signed by the **leader of each local authority** that is **responsible for planning and business rates collection** in whose area **any of the proposed Freeport sites will sit**. The letter should commit their **full support** and agreement to the proposed bid specifically those areas for which they have statutory responsibility including planning and business rates to ensure the delivery of the proposal.

- The letter should be also signed by the MCA and/or **LEP** to confirm their support for the bid and detail its **alignment with the delivery of the area's prevailing economic strategy**.
- Where relevant, the letter should be signed by the **leader** of each local authority that is responsible for **transport**. For example, the County Council or MCA. "

File upload

Response:

Authority	Status	To be uploaded as
Tendring District Council	Received	158376864_LA_1
East Suffolk Council	Received	158376864_LA_1
Babergh and Mid Suffolk District Councils	Received	158376864_LA_1
Essex County Council	Received	158376864_LA_2
Suffolk County Council	Received	158376864_LA_2
NALEP	Received	158376864_LA_3
SELEP	Received	158376864_LA_3

1.8 Is your bid a cross-border bid? If so, is any of the land covered by your bid also subject to a Freeport bid in another nation

Y/N

Response:

N

1.9 Does your Freeport propose any secondary customs sites outside the Outer Boundary?

Y/N

Response:

N

(This is a yes or no answer. Whilst conversations have been had with the West Midlands, specific sites as detailed within the questions below have not been included and therefore, we are selecting no on this occasion, however can allude to West Midlands connections elsewhere in the bid and via media)

1.10 Explain how your Freeport Outer Boundary represents a credible, coherent economic geography? Please provide clear rationale

Free text

500 word limit

Response

The Freeport East outer boundary is centred around two major ports – **Port of Felixstowe (PoF)** and **Harwich International Port (HIP)** - both of which are owned and operated by Hutchison Ports UK, a subsidiary of the CK Hutchison group, a significant foreign inward investor into the UK. This represents a dual-node or **dual port freeport** model.

In particular:

- The outer boundary was selected based on the need to capture the two ports, provide viable and sufficiently large potential tax and customs sites in the hinterland and to align with existing regional connecting infrastructure and economic geographies. These factors were also balanced with the need for a legible and easily understood boundary. Consequently, the boundary is a 45km diameter circle which contains the proposed tax and customs sites and the transport infrastructure linking them to the local ports and to one another.
- Given the **proximity** of the two ports to each other, common ownership and complementary operating models and environments, a dual node port proposition is logical and will enable advantage to be taken of **economies of scale** in operation, governance, connectivity, trade-related dynamics and local/regional industry value chains.
- The Freeport East outer boundary represents a **natural economic catchment area** around the two ports. The inland Gateway 14 tax site is highly integrated with the PoF through its proximity to the A14 which links Stowmarket with the coast. Bathside Bay is, in turn, linked to HIP via rail and the A120. In addition to the tax and customs sites, the boundary captures the primary freight arteries and growth corridors along the A14 and A12, which are highly integrated with the two ports and will also be the focus of longer-term growth in the area. This freeport zone has historically been viewed as a functional economic geography, demonstrated by the earlier establishment of bodies such as the Haven Gateway Partnership, formed specifically to promote economic and commercial development of the sub-region in a coherent way.
- The zone naturally extends into the communities of **East Suffolk, Tendring, Babergh, Colchester, Ipswich** and **Mid Suffolk** and a section of Braintree. This encompasses parts of the counties of Essex and Suffolk, therefore falling into both the South East LEP (SELEP) and New Anglia LEP (NALEP) areas. The majority of the tax and customs sites fall on the Suffolk side of the boundary. The overall population of the area is 652,000 (2019 ONS population projections) with a labour market catchment of approximately 388,000 working age residents within the Freeport East boundaries.
- The Freeport East outer boundary also includes numerous areas which suffer from high unemployment, low household incomes, low GDP per head and ingrained deprivation. These

are places where large-scale investment facilitated by freeport designation can have the most transformative effect. Ipswich, Felixstowe and Tendring in particular, contain a number of communities with significant levels of overall **deprivation**, as assessed in the 2019 English Indices of Multiple Deprivation. The freeport boundary also intersects Tendring 018A - the most deprived neighbourhood in England as of 2019.

[498 words]

1.11 Please provide rationale for the primary customs site and any subzones, including:

- **What you expect each customs site to be used for?**
 - **What outputs/benefits do you expect each site to generate?**
 - **How do they relate to each other and the wider Freeport?**
-

Free text- 500 word limit

Must have at least one customs site

- What you expect each customs site to be used for? Goods?
- What outputs/benefits do you expect each site to generate? Increased throughput of goods etc?
- How do they relate to each other and the wider Freeport? Transport and connectivity?

Response:

Seven customs sites are proposed, at:

- PoF Logistics Park (**primary customs site** and also a tax site);
- Parker Avenue, in close proximity to the PoF
- Clickett Hill Road, in close proximity to the PoF
- Bathside Bay (also a tax site), Harwich
- Gateway 14 (also a tax site), Stowmarket
- Port One, Great Blakenham
- Horsley Cross, Tendring.

The PoF Logistics Park and Parker Avenue are both located within the wider PoF area. Bathside Bay is connected directly to HIP by the A120 and rail links. These sites are anticipated to handle goods and to host industries closely linked to the ports.

The other three sites - Port One Great Blakenham, Horsley Cross and Gateway 14 (also a tax site) - are located immediately adjacent to major connecting roads (the A14 at Port One and Gateway 14 and the A120 at Horsley Cross) and existing freight corridors, which provide direct access to the ports as well as the other customs sites. Port One, Great Blakenham is already home to a consented and partially constructed logistics park along the A14, with an international cold chain operator expressing significant interest in the site for its operations.

Similarly, Parker Avenue is operated by PD Ports - a major UK shipping and logistics company - which hopes to expand its existing fulfilment and product-finishing activities in the wider PoF area. Similarly, the Clickett Hill Road site includes the Uniserve new “megawarehouse” providing ambient and freezer logistics. The pairing of new logistics operations in the immediate vicinity of a major global port with tariff inversion benefits has the potential to significantly increase throughput and trade with existing global partners.

In the case of the Logistics Park, Bathside Bay and Gateway 14, the tariff inversion benefits available for a portion of each of the overall sites will be paired with the benefits of tax site designation, providing an added incentive for the location of new and emerging industries. An additional benefit of the sites will be enabling the avoidance of double-duty for goods imported into the UK for finishing/processing before re-export to the EU that do not qualify for tariff-free entry to the EU

under the FTA. The longer-term impact of double duty in the wake of Brexit is yet to be seen and this exception to the new reality represents an added benefit and potential to onshore economic activity and safeguard existing jobs.

The location of developed, highly accessible and sufficiently large customs sites within the vicinity of the port will contribute to the facilitation of trade between Asia and the UK and between the UK and the EU, with emphasis on supporting the Government's Ten Point Plan for a Green Industrial Revolution by specialising in zero carbon energy.

The customs zones are anticipated to attract business from around the world looking to serve both the UK and EU markets. Having those investments in a freeport with the unrivalled location of Freeport East will give the UK the opportunity to be a leading international centre for these technologies.

[500 words]

1.12 Please set out how you will meet the minimum standard of security and infrastructure required in customs and tax sites before being able to operate as a Freeport, as referred to in the prospectus.

Free text

500-word limit

What steps will be taken to ensure that the customs sites and tax sites will be secure against illicit activity, including organised criminal activity, money laundering, smuggling and illegal immigration.

Response:

The security mitigations and management to be applied to Freeport East will be based upon a robust threat, vulnerability and risk assessment. This will consider both physical and cyber-security in a holistic way to remove the opportunity for crime, terrorism and illicit trading. The risk assessment will include all the relevant security stakeholders, including local and national Policing, Border Force, MHCLG, Home Office, HMRC and other relevant agencies. Principal to this will be the establishment of robustly controlled, and proactively monitored, perimeters for both physical and cyber intrusion to ensure the physical site and the systems utilised within are kept secure.

From the outcomes of the risk analysis, a Security Concept of Operations and a layered Protective and Criminal Activity Detection Plan will be developed, ensuring compliance with the OECD Code of Conduct for Clean Free Trade Zones. These plans will also ensure that all businesses operating within the Freeport East area will have mandatory minimum security and reporting requirements placed upon them.

This approach for Freeport East builds upon existing security arrangements already in operation, including at the PoF which in 2014 became the first port in the UK to receive Authorised Economic Operator (AEO) status. Additionally, the PoF has dedicated Emergency Services teams who comply with national and international regulations including the International Ship & Port Facility Security (ISPS) Code. This includes a statutory police force that provides direct security at the site, plus advice and oversight of security at other sites. The Port Police Unit is a statutory independent police force committed to the prevention, detection and investigation of crime at the port. Port Police Officers have the same status and powers as regular officers on, and within one mile, of the port boundaries. They work with other agencies and statutory organisations to provide a safe and secure environment and will continue to extend this service in line with the freeport boundary.

Building upon this police presence, the PoF is a designated Operator of Essential Services and is therefore subject to the Networks and Information Systems (NIS) Directive. As a result, the port is required to be compliant to stringent cyber security controls and to evidence these in an audit return to the DfT. HPUK works closely with the National Cyber Security Centre (NCSC) and partakes actively in the Maritime Information Exchange run by the NCSC. The Freeport, as an extension of the operations at the PoF, will be subject to the same controls and auditing rigour.

This coincides with the conducting of cyber drills which ensure protection from harm and recovery from unexpected incidents is practiced in order to ensure the lowest possible risk to data or the ongoing operation of the businesses. The existing operations at the PoF are protected from ransomware attack and use intelligent network tracing to identify nefarious behaviour that might

otherwise be hidden. These best practice approaches will be extended to the HIP, along with the tax and customs sites proposed as part of Freeport East.

[497 words]

1.13 Please provide clear economic rationale for the tax site, including: an explanation for the proposed location and why it represents good value for money, how tax measures will generate additional economic activity, how your proposed sites meet the criteria for being underdeveloped.

500-word limit

These points should be covered:

- an explanation for the proposed location and why it represents good value for money
- how tax measures will generate additional economic activity
- how sites meet the criteria for being underdeveloped
- how the proposed sites are “underdeveloped” - underutilised land with investment and job creation potential
- if any proposed sites are not a qualifying area as set out above, why their proposed site(s) needs regenerating
- how the Freeport tax measures will generate additional economic activity in the site(s)
- why the proposed site(s) are the optimal choice for the local area, representing good value for money

Response:

Three tax sites are proposed: Bathside Bay, PoF Logistics Park and Gateway 14. The sites are:

- Closely interlinked with the two ports and highly integrated with both a major, national east-west trade route and a global trade gateway. Bathside Bay and PoF Logistics Park are adjacent to the two ports and Gateway 14 is directly linked to PoF by the A14.
- Collectively large enough to have a significant economic impact on the surrounding area when developed. The three sites encompass a total of 223 hectares.
- Either in the partial ownership of a local authority (Gateway 14) or partially owned by Hutchison Ports Ltd. PoF Logistics Park and Bathside Bay tax sites both contain tracts operated by companies other than Hutchison Ports Ltd. The simplicity of the ownership arrangements compared to rival sites enables full or partial redevelopment within a five-year timeframe. In turn, this means that the tax and business rate benefits associated with freeport status can be fully realised, demonstrating a good return on public investment.

The three tax sites also encompass tracts of underdeveloped land in strategically important locations, which are less likely to be developed in the absence of freeport designation:

- Bathside Bay is a major undeveloped site next to Harwich Town Centre which has seen a number of stalled development proposals in recent years, including unrealised plans for a container port. The additional investment in renewable energy earmarked for the site and detailed in response to question 3.2 will deliver significant additional employment which would not be realised in the absence of further economic incentives.
- Gateway 14 was acquired by Mid-Suffolk District Council with the explicit intent to ensure the delivery of a stalled employment site in an area of anticipated housing growth.
- PoF Logistics Park involves the redevelopment of warehouse uses which were constructed 60 years ago and are now redundant, as part of the proposals for Phase 2.

Bathside Bay and PoF Logistics Park also fall within the boundaries of neighbourhoods ranked in the top 20% most deprived in the country, with the Dovercourt neighbourhood of Harwich which includes Bathside Bay ranking among the 10% most deprived neighbourhoods in terms of employment, income and overall deprivation (2019). Similarly, GDP per capita across the Haven Gateway areas significantly trails both the broader East of England region and England, with GDP in Essex Haven Gateway at £25,800 per head compared to £31,980 across England as of 2018.

Freeport status would provide a catalyst for additional development, new economic activity and inclusive job creation in areas which have the land and the labour market for large-scale development but need central government stimulus to fully realise their potential. Up to 13,500 direct and indirect jobs will be generated in the event of freeport designation, with a majority of new jobs located in the Haven Gateway area. The tax measures applied to these sites will generate further economic activity related to target sectors and their supporting services, such as renewable energy, advanced engineering and port-related activities.

[498 words]

1.14 How does the tax site's location mitigate displacement of local economic activity from deprived areas

Free text

500 word limit

Need to explain how selection of the tax site reinforces and extends existing economic activity with potential benefits for deprived communities.

Response:

The Freeport East tax sites were selected via a rigorous assessment of a long list of locations across the sub-region. Criteria ranging from the proximity of each site to the ports, planning and development status, strategic connectivity, proximity and access to deprived communities, as well as commercial attractiveness and innovation eco-system linkage have all been taken into account.

The three selected sites are considered capable of generating new, net 'additional' economic activity in the freeport area, at pace, and with consequent positive economic spill-overs into the wider sub-region. This is the starting point for ensuring that the overall freeport economic structure targets economic activity which is genuinely 'additional' and therefore avoids displacement.

In particular:

- The selected tax sites represent an extension or further deepening of existing economic activity and therefore an ability to use new freeport incentive mechanisms to quickly trigger additional, inclusive economic growth that extends and diversifies target industry supply chains.
- The three tax site locations are already perceived by the market as logical places for new economic activity, given their locational and physical characteristics, proximity to ports and existing commercial demand (as evidenced from the various planning applications and proposals for the sites). As such, they are not in competition with other emerging locations – activity will be extended and reinforced in clusters that are already nascent or evolving.
- In promoting these sites, the emphasis will be on economic and industrial activity that demonstrates 'additionality' i.e. is over and above what might have happened in any case. For example, facilities to finish goods and re-export to the EU will be new activities attracted in direct competition with Rotterdam, Antwerp and Hamburg and making the most of post-Brexit opportunities. Investment propositions to be taken to market will be designed explicitly with additionality in mind and will be carefully targeted at investor and occupier markets in key industry sub-sectors (e.g. Clean Energy and Agri-Tech) that will not replicate or replace existing economic activity.
- Economic development and regeneration decision-making will be guided by a series of agreed investment and design strategies that will be developed jointly by the local authorities hosting the tax sites (East Suffolk, Mid-Suffolk, and Tendring). Decision-making

criteria for economic growth will be developed with clear displacement and additionality guidance, metrics and tests. Our freeport governance arrangements will include monitoring and screening processes to ensure that displacement is avoided and economic additionality guaranteed as far as is possible.

- Complementary programming associated with skills development, local business development, inclusive growth and local/sub-regional supply chain extension will ensure that displacement is avoided through enabling additional new business formation, new skills development, additional employment generation and an increase in economic activity. Locations within the freeport area characterised by higher levels of deprivation, lower than UK average household income and UK average GDP will be targeted. Equally, tax revenues generated by growth on the site will be reinvested into further development of the sites and will also fund initiatives to create jobs and businesses in the most deprived parts of the area.

[500 words]

2.1 Please supply a diagram of a logic model which gives an overview of the links between the activities and inputs, outputs, outcomes and impact of your proposed Freeport model.

Guidance: Innovate UK5, DFID 20116, DfT 20107, ODPM 20048

File Upload

50 MB max

The logic model should provide an overview of the links between the activities and inputs, outputs, outcomes and impact of the proposed Freeport model to show how their proposed Freeport will achieve the programme's objectives.

Credibility of each link in the chain will be assessed.

Submitted as a diagram, no obvious word limit

Response:

FREEPORTEAST - THEORY OF CHANGE & LOGIC MODEL- Revised

Baseline & Contextual Challenges

Lack of inclusive, transformative and productivity enhancing growth in the Haven sub-region, leading to:

- Persistence of local deprivation, lower than UK average productivity and incomes, and significant socio-economic inequalities - generating **negative externalities**
- Relatively high unemployment and economic inactivity across some communities; lack of access to good quality employment and limited creation of new jobs; correspondingly low skills levels in specific areas
- Sub-optimal investment in new industry-sectors; high & unforeseen business costs, exacerbated by COVID-19 impacts
- **Significant opportunity** - as yet unrealised - for high growth in leading-edge, productivity enhancing sectors - including Clean Energy, Maritime Technologies & Logistics, Agri-tech and other advanced Production & Manufacturing - driven by an extended, internationally focused trade, logistics and industry diversification; untapped potential within sub-regional innovation eco-system

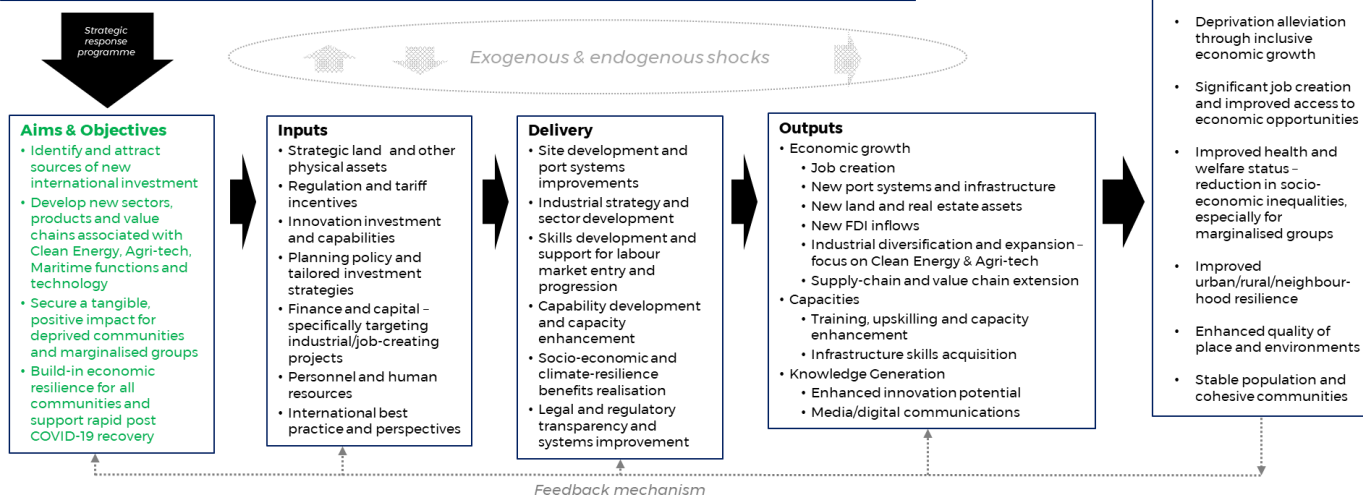
Rationale for Intervention & Market Failures:

Market mechanisms are not self-correcting due to barriers and constraints

- Coordination failures on the part of both public institutions and private entities; need to 'unlock' key sites and innovation assets
- Asymmetric information - significantly increases investment risk profile and leads to a limited private market activity
- Significant **positive externalities** possible - and as yet unrealised - through achieving productivity enhancing and inclusive growth

Outcomes and impacts act positively upon initial problem/context and associated market failures

Monitoring & Evaluation



2.2 Referring to the logic model, please explain how your Freeport proposal will meet the objectives of the policy and achieve the desired outcomes listed in this prospectus?

As part of your answer, please cover:

- **Why a Freeport is the right public intervention for your proposed location, including any local economic strengths or strategies that your proposal will build on and any identified economic needs or market failures you expect to remedy**
 - **How the outputs you expect your Freeport proposal to generate will support or enable the key outcomes associated with this objective**
-

Note - your answers to 1.10, 1.11, 1.12, 1.13 and 1.14 above will all be considered as part of the assessment of this answer in addition to this answer. You do not need to repeat information from those questions in this answer.

Free text

3000 word limit

Key objectives:

- a. establish Freeports as national hubs for global trade and investment across the UK
- b. promote regeneration and job creation – our lead policy objective
- c. create hotbeds for innovation

Response:

Introduction

Our proposition rests on a unique opportunity: to strengthen and deepen existing and future global trade patterns that will accelerate and strengthen national competitiveness, taking direct advantage of a rapidly developing innovation eco-system and making the whole process ‘just’ and meaningful to local communities through sustainable jobs and adaptable skills.

Freeport East will deliver strongly and directly on the key objectives set by HM Government for UK freeports:

-We will create, strengthen and extend the UK’s primary hub for global trade and investment.

Freeport East is centred upon two key UK seaports – Felixstowe and Harwich. Felixstowe is Britain’s largest and most important container port for long-distance deep-sea trade, while Harwich is a major gateway for local/short sea trade with Europe. Together these ports constitute one of the UK’s most significant ‘gateways to the world’, providing the basis for a future global trade system that can reach deeply into new markets and expand the UK’s global trade prospects. Our freeport will act as a springboard to Europe that avoids ‘double-dip’ tax liabilities.

-We will level-up the region. Freeport East is designed to bring economic growth to some of the most deprived parts of the UK, including the most deprived community in the country. And the East of England has been hit hard by the global COVID-19 pandemic. Freeport East will bring new specialised production and manufacturing jobs, as well as logistics, R&D and support service activities to the region, providing immediate job opportunities in expanding and emerging industries and a dedicated programme to upgrade skills across diverse communities.

-We will be driven by innovation. Freeport East will focus on high added-value industrial development by making the free zone and its hinterland an unparalleled innovation hub. The region hosts two of Britain's most important centres of innovation: BT's research centre at Adastral Park and Cambridge University. We will leverage and deepen this existing innovation eco-system to underpin development and clustering of leading-edge, technology-led industries including maritime technology, offshore wind energy, renewables related technologies, Agri-tech clusters as well as the country's primary Green Energy Hub.

In delivering these objectives, we will follow core guiding principles:

-We will attract new – net, additional - investment in nascent and emerging industries, focussed on successful delivery of a Net-Zero economy. Our freeport's proximity to significant new offshore wind and nuclear generation infrastructure means Freeport East will become a centre of technical excellence and new production and processing capability. The East Anglia coast already hosts 50% of the entire installed capacity for offshore wind in the UK and this share will remain constant to 2030 when 40GW of capacity is available around the UK. Our capacity to generate clean, renewable energy from multiple sources, and to create commercial critical mass for scale-up and roll-out, sets us apart.

-We will work in partnership. A freeport is a cross-sector and cross-industry development. Freeport East will be catalysed by partnerships and will trigger enormous investment from the private and public sectors. Our existing trans-boundary and cross-industry arrangements will be developed further with governance that rests on our substantial history of effective partnership working and joint approaches to tackling important economic and social challenges.

Why Freeport Designation?

We can deliver great economic benefits and facilitate major private investment, but freeport designation is a prerequisite. Developing Freeport East requires significant co-investment and commitments from long-term industrial occupiers. Attracting co-investment and commitments at scale will not be possible without freeport designation, the beneficial business environment this brings and associated opportunities for accelerating the planning process. Without this, the perceived risk will be too high to develop proposed sites in the absence of committed occupiers, and the occupiers in turn will not be attracted without viable, in-progress site development.

Bathside Bay, Harwich, has potential to become the southern North Sea's leading Green Energy Hub, winning business from competitors in Europe, deepening offshore wind expertise in the UK, and providing one of the main foundation points for the national industry. This requires joint investment from the site owner, an offshore wind manufacturer and an assembly hub. To 'unlock' and activate the investment will require seed capital to reduce risk profile and begin site development. Supporting Bathside Bay alone will unlock [REDACTED] of private investment, triggering long-term investment by the offshore wind supply chain.

Furthermore, our freeport proposition plays a vital role in an ambitious regeneration of the local economy and in creating sustainable new job opportunities in communities blighted by long-term inactivity and barriers to labour market entry, exacerbated by the sweeping negative economic impacts of COVID-19. These communities include what is actually the most deprived neighbourhood in the UK at Jaywick.

UK's Trading Gateway to the World

The East of England is home to unique maritime assets that can drive long-term sustainable growth in the region. The PoF is the UK's largest, busiest and most important container port, handling 36% of all UK container trade. Along with HIP, the PoF connects the UK with multiple destinations across mainland Europe with regular ferry crossings. There are few ports other than Felixstowe with approach channels deep enough to accommodate the world's largest and most efficient ships, and ongoing dredging makes the ports unique in the UK in their depth and access.

The East of England sits at the heart of the world's largest market for offshore wind, and HIP hosts the purpose-built £10m Operations and Maintenance Facility of Galloper Offshore 353MW Wind Farm. This is a globally significant industry with unprecedented growth potential. Highly efficient, state of the art import and export facilities and associated maritime functions are required to position UK industry and expertise at the heart of global energy and low carbon markets. Only Freeport East can 'meld' together our global trading reach with our renewable energy leadership.

Early investment opportunities could see 45 acres of developable land made immediately available in Freeport East for offshore wind manufacturers. Taking advantage of the vast amount of developable land at Bathside Bay offers a new opportunity to stimulate local supply chains and create jobs, as well as delivering against the Government's focus on 'green recovery' ahead of COP26 in December 2021.

Innovation Freeport

Innovations originating from Freeport East will have a global impact. HIP and the PoF already encompass a broad spectrum of maritime and logistics operations and handle trade from all corners of the world – their combined reach is greater than any other port cluster in the country and can be extended even further and at an accelerated pace with a freeport designation.

The UK aims to deliver 5 GW of low carbon hydrogen production by 2030 as part of its 10-point plan for a Green Industrial Revolution. Freeport East will spearhead this ambitious programme by providing 'shovel-ready' schemes addressing the barriers to deployment of hydrogen: upfront cost, scale and critical mass, and a reliable source of demand to underpin investment. Our potential interventions include:

-Cross-supply chain: our freeport proposition for hydrogen roll-out involves partners from across the supply chain, with [REDACTED] developing together as part of our Green Energy Hub.

-Green energy: we will deploy a hydrogen electrolyser powered by green electricity on a private line from Sizewell B.

-Reliable demand: with 350 items of mobile equipment, the PoF is the best location in the UK for off-highway trials of hydrogen vehicles. This can then be deployed into significant HGV activity nationally for road trials. With hydrogen the most viable zero-emissions fuel for ships, the future demand base at Felixstowe is unmatched anywhere in the UK.

-Cost reduction: Our proposed partnership with [REDACTED] will provide even greater opportunity, with additional electrolyser capacity powering hydrogen diggers, trucks and cranes to facilitate the world's first Net Zero Hydrogen Construction Zone.

This is an immense opportunity to establish one of the world's biggest hydrogen projects, tying together the entire supply chain. Freeport designation will trigger new investment and encourage

the development and deployment of new technologies by [REDACTED], and seed funding will de-risk site works for the demonstrator, providing the final push to ensure viability of this world-leading project. This will set the groundwork for the PoF to become the first net-zero carbon port in the UK by 2030.

This will also assist in accelerating other plans for the application of hydrogen power already in development. Key examples include Network Rail's considerations of the most appropriate routes for hydrogen-powered trains, with Hydrogen East currently lobbying for the 15km Ipswich to Felixstowe rail route –wholly within the Freeport East boundary - to be used as a pilot.

The region will also seek to reinforce its position as a major nuclear power hub with plans submitted for Sizewell C and Bradwell B. The proximity of multiple different energy sectors means that the area is clearly a central node for energy industry innovation. We will utilise our freeport designation, and the incentivization levers this provides, to target technologically advanced inward investor companies completely new to the UK market.

Freeport East will seek to maximise the utilisation of renewable energy to power the port itself, including provision of photovoltaic panels on all warehouses and zero-emission berth standards. This will coincide with integration of programmes such as the Department for Transport and Work Boat Association initiative for low-carbon work boats, leveraging existing manufacturers within the Freeport East boundary.

Another proven and growing industry in the freeport sub-region is Agri-tech, with its associated improvements to the profitability and sustainability of agriculture. Agri-TechE is the UK's leading membership organisation for specialised Agri-Tech, aiming to improve the international competitiveness and sustainability of plant-based agriculture and horticulture. It supports the growth of a world-leading network of innovative farmers, producers, scientists, technologists and entrepreneurs to create a global innovation hub in Agri-Tech. This global eco-system of expertise, product specialisation and service design will be a substantial beneficiary of freeport status, supporting further clustering of expertise through new inward investment flowing from key research and development centres around the world. Utilisation of new green hydrogen energy by the sub-regional Agriculture sector will also feature as a key initiative.

The overall commitment to innovation is underpinned by the 5G Create £1.6m award, bolstered by significant investment (£1.5m) directly from Hutchison Three UK and Hutchison Ports UK. Partnering with the University of Cambridge, the ambition to deliver an end to end efficient logistics solution, underpinned by an automated port operation and IoT capabilities will extend well beyond the Port boundaries. Hutchison Ports plan to further invest in 5G beyond the end of the trial creating a unique 5G Port Operation. Freeport East will benefit from the latest innovations, including driverless trucks, encouraging a new era of manufacture of associated components here in the UK.

Freeport East recognises that its success relies upon new talent. Attracting a wider, diverse mix of people from the local area and further afield to work in roles that previously were simply inaccessible, is essential to our collective success. We will harness the creativity of multiple businesses, creating new employment that plays a major part in producing the digitally capable workforce needed to drive forward the UK economy in the coming years. Our digital initiatives include:

- Use of IoT technology to identify the peaks and troughs of energy usage identifying energy needs and where savings can be made.
- The Destin8 Port Community System and other maritime digital technologies

-Piloting of driver-less port handling equipment, facilitating low-carbon transport opportunities.

-Building upon Harwich and the PoF to provide a testbed for start-ups, such as the [REDACTED] looking at encrypted 5G communications for driverless cars.

-Establishment of the Global Business Shipping Network, a not-for-profit joint venture between Hutchison, several of the world's largest shipping lines and leading supply chain software suppliers to accelerate the digital transformation of the shipping industry through the use of blockchain technologies.

These initiatives, extended further through freeport-incentivized inward investment, will leverage the existing innovation ecosystem evident in the local area, most notably through the presence of BT at Adastral Park and Innovation Martlesham, the latter representing the largest Tech incubation cluster in the UK.

Local Regeneration and 'Levelling Up'

Jobs growth and wider regeneration are central aims of our proposition. The freeport covers a diverse area with pockets of significant income and employment deprivation: 18% of LSOAs in Tendring and 14% of LSOAs in Ipswich were ranked among the top 10% most deprived in England in 2019 according to the English Indices of Multiple Deprivation, with four LSOAs in Tendring ranking among the top 1% most deprived areas in England and one area (Tendring 018A) ranking as actually the most deprived LSOA in the country.

GDP per capita across the Suffolk and Essex Haven Gateway areas trailed both the broader East of England region and the whole of England in 2018, with GDP in Essex Haven Gateway at £25,800 (ranked 140th out of 179 local areas) per head compared to £31,980 across England. Economic inactivity, skills deficiencies and suppressed household income are concentrated in and around Clacton/Jaywick, south Felixstowe, Harwich and parts of Ipswich.

Wage growth has been particularly weak in recent years, reflecting the rise of self-employment and less secure contracts, especially in lower skilled jobs. ONS data show that average weekly earnings in our proposed freeport area are often significantly below the national average. Weekly earnings in Tendring (£556) and Ipswich (£527) are below the GB average (£587) and also below locations such as Liverpool (£571), often considered more 'deprived'. Low incomes are widespread and entrenched across many of our communities and our freeport is designed specifically to create new economic opportunities to address this challenge head-on.

Freeport East will drive the recovery of the local economy following the COVID-19 pandemic. The rate of redundancy has been steadily increasing in the East of England, from 3.3 per thousand in March – May 2020 to 15.3 per thousand in September – November. This is up from 4.3 per thousand the previous year (2019) and is higher than the UK rate of 14.2 per thousand (Office for National Statistics, January 2021.). The highest redundancy rates have been in the services sector, on which the regional economy is heavily reliant.

The East of England's economy is largely built on SMEs and micro businesses; types of businesses that have been hardest hit by the pandemic and do not have the ability to cope with the long-term upheaval experienced over the past year. It is estimated that the pandemic could affect between 1-5% of the local labour force; local examples include Ipswich, where 3.4% of the total labour force have lost their jobs (2,518 jobs) and Colchester, where 3.7% of the total labour force have lost their

jobs (2,473 jobs). These figures highlight that the furlough scheme is only capable of saving so many jobs, and the rate of redundancy will continue to rise in the East of England once it ends.

The economic damage of COVID-19 risks 'levelling *down*' many places in the East of England. Its largest cities and towns have been disproportionately affected by the pandemic, on top of already low-income levels. Our initial estimates suggest that Freeport East, with fully developed and operational tax sites, could create up to 13,500 jobs over a 30-year period – new jobs that would otherwise not come forward without the triggering incentives and innovative development associated with freeport status. The Freeport would be the major tool in helping the sub-regional and regional economy recover well from the pandemic, building-in future resilience to the local economy and driving successful regeneration across the whole area.

Existing sectoral patterns show that economic centres, production, maritime and logistics industries across the UK depend on the PoF - it handles significant container traffic for the Midlands, for example. Industry has determined that PoF serves these regions' commercial needs well and this is not going to change. A strong, innovative gateway demonstrably supported by Government through the freeport policy will be vital in attracting further investment in manufacturing and export-orientated industries in the East and West Midlands regions, assisting levelling-up agendas beyond the East of England. Consequently, the benefits of Freeport East in addressing deprivation extend, on a macroeconomic scale, far beyond the immediate 45km boundary.

Freeport East – Key Outcomes

The full development of tax sites associated with the freeport as well as increased trade at the PoF and HIP could deliver more than 13,500 jobs over a 30-year period. These jobs will disproportionately benefit the local population of the Haven Ports sub-region, with a significant proportion providing employment opportunities for local communities and increase both levels of economic activity and household incomes.

Our freeport proposition overall therefore has potential to deliver the following outcomes:

- Up to an additional 1.3 million tonnes of international trade volumes as a result of incentivized increase in tradeable goods imports and exports
- Potential for £66.4 million of additional GVA as a result of enhanced international trade
- Up to around 13,500 additional jobs as a result of increased international trade and full activation of the freeport's designated tax sites, over a 30-year period.

Furthermore, these outputs and outcomes will support achievement of a series of broader impacts for the freeport area and surrounding sub-region:

- Enhanced regional and UK-wide trade - improved competitiveness and investment attraction, as well as new FDI flows into the East of England, The East Midlands and the West Midlands
- GDP/GVA improvement and productivity enhancements across key industries such as Clean Energy, Agri-tech & food production
- Enhanced innovation capability, investments and products
- Deprivation alleviation through inclusive economic growth
- Significant job creation and improved access to economic opportunities

- Improved health and welfare status – reduction in socio-economic inequalities, especially for marginalised groups
- Improved urban/rural/neighbour-hood resilience
- Enhanced quality of place and environments
- Stable population and cohesive communities.

[2,970 words]

3.1 Describe how the local authority will create an appropriate planning environment to ensure the quick and efficient delivery of the Freeport proposal, including delivery of key investment proposals within this bid?

Free text

750-word limit

Consider how certain planning freedoms – in particular, **Local Development Orders (LDOs)** – could be used to support appropriate development in Freeport areas. These measures would help accelerate and provide greater planning certainty for defined types of development in Freeport locations. Measures would also empower local authorities to take a strategic approach to Freeports development.

Bidders should provide evidence on how their development plans could be supported by an LDO.

Input from: Planning Working Group

Response:

The Local Planning Authorities (LPAs) of East Suffolk, Mid Suffolk and Tendring commit to the creation of a collaboration network to ensure the provision of complementary and consistent advice to landowners as they progress development at the designated tax and customs sites. Through this collaboration network, links will be provided to other stakeholders to align overall strategic visions. This will include organisations such as Transport East to further promote sustainable, joined-up development across the region whilst recognising the important role to be played by the presence of Freeport East.

This strategic emphasis will continue in the development and review of Local Plans within which the freeport proposals will become embedded into the strategic priorities for economic growth across the region. Opportunities will be explored to further support the success of Freeport East through identifying sites and policies for complementary and supporting development types and uses, whilst capitalising on embedding the emerging higher development standards to achieve net zero carbon ambitions. This will recognise the important role of freeport designation as a mechanism for promoting the delivery of housing sites as designated within the Local Plans. By providing a strong economic base and job opportunities within the region, Freeport East will assist in attracting new residents to the local area, spurring development interest and positive gains in the local housing market.

The LPAs will also work together to explore the potential to prepare fast-track processes and LDOs for specific types of development within the freeport area, providing certainty and accelerating delivery. In an area of high environmental quality, the focus will by necessity be on the sites where LDOs can provide the greatest additionality and the development impacts can be mitigated and managed whilst at the same time promoting economic, social and environmental gains for the area. This will require an early focus on the issues relating to individual sites in discussion with statutory consultees and the potential to simplify the planning regime to achieve the desired ends, whilst delivering high quality, sustainable development.

Other mechanisms will also be implemented alongside LDOs enabling an accelerated approach to the granting of permissions to further ensure investor and developer security and to progress

development. This will build upon existing, long-standing relationships between landowners including HPUK and the LPAs, with the provision of advice prior to the pre-application stage of applications. As is the case currently, additional resources to facilitate development at these sites will be provided by the LPAs, along with the implementation of Planning Performance Agreements (PPAs). Through the collaboration network, agreements for timing of submission and determination along with early engagement and commitment from key statutory consultees will be made to ensure consistency in the pre-application process and a fast-tracked approach.

Another consideration will be the proactive review of legislation including permitted developments and associated criteria under the Ports Act 1991 to understand other mechanisms for accelerating the granting of permissions for sites already within port boundaries.

These provisions coincide with the pragmatic approach taken to the allocation of tax and customs sites within the Freeport East proposal. Through multi-criteria analysis undertaken to determine these sites, deliverability and planning status were considered primary. Consequently, the status of the proposed sites is as follows, noting that the majority are already well progressed and without considerable impediments to delivery:

- Bathside Bay – currently has permission for the development of a container terminal thereby requiring variation of relevant planning obligations to enable alternative usage. Associated land at Stanton Europark and Phoenix Industrial Park are also both allocated and protected for employment use in the Council's adopted and emerging Local Plans.

- Gateway 14 – Is currently allocated as a strategic employment site. Hybrid planning application validated for outline employment use redevelopment with detailed development infrastructure.

- PoF - planning consent granted for first phase of the Logistics Yard site. Additional land at Parker Avenue, Anzani Avenue and at the Clickett Hill Road facility will also fall within existing planning permissions.

- Horsley Cross – landowner commitments to commence preparation of planning application imminently.

- Port One Blakenham – full planning permission granted for employment purposes, along with being allocated as a strategic employment site.

The current status of the sites shows the deliverability of the freeport proposals, along with the commitment from the landowners of these sites to proactively promote development. This coincides with the commitments from the LPAs to recognise the importance of Freeport East as a nationally significant infrastructure project with extensive beneficial links to the local, regional and national economy.

[735 words]

3.2 Please outline the minimum viable version of your investment proposal, including costs, the sources of funding that will meet those costs (for any borrowing please identify who will undertake the borrowing), and the expected outputs/benefits.

Table

Response:

Benefits expected: 100 words

minimum viable version results in smaller innovation projects, delayed development and reduced likelihood of future phases for sites. The above investments are subject to securing revenues to substantiate the business case. We will continue to explore further opportunities for funds from public and private initiatives. We explain how we will make use of retained business rates in Question 3.5.

3.3 Please outline your preferred investment proposal, including costs, the sources of funding that will meet those costs, (for any borrowing please identify who will undertake the borrowing) and the expected outputs/benefits.

Table

Response:

Benefits expected: 100 words

Our preferred investment proposal requests an additional [REDACTED] seed funding. This will deliver all of the expected benefits of the minimum viable version, but in addition facilitate faster freeport development, additional phases for our tax and customs sites, larger innovation projects and an up to [REDACTED] additional private investment. The above investments are subject to securing revenues to substantiate the business case. We will continue to explore further opportunities for funds from public and private initiatives. We explain how we will make use of retained business rates in Question 3.5.

3.4 Please provide evidence of the commercial demand for the relevant outputs under your proposal

Free text

250 word limit

Provide evidence related to demand for port services, as well as land-side and other real estate. Which sectors is this demand coming from and how will freeport status accelerate and embed this activity and investment?

Input from: Commercial Working Group

Response:

The PoF is the UK's largest container port and facilitates a significant share of the UK's trade with Asia. Trade with China and other Asian markets has experienced expansive growth in recent years. Between 2018 and 2019, inward tonnage via Felixstowe from China grew from 4.7 million tonnes to 5.1 million tonnes (or 69% of the UK's total inward tonnage from China) with exports growing at a similar pace, indicating burgeoning demand for port services. Felixstowe is also a vital entry point for the resources underpinning the UK's automotive manufacturing and logistics industries, with 70% of inbound containers coming through the port delivered to locations in the 'Golden Triangle'.

The broader region's extensive freight rail, road infrastructure and innovation ecosystem contributes to not only the port's continued importance, but the large-scale demand for land from other sectors, such as Agri-tech and renewable energy, as evidenced from the sustained investment in local renewable energy seen in recent years.

Commercial demand is more directly evidenced by numerous statements in support of freeport designation. These come from a range of organisations in relevant target sectors, many with plans to expand operations in the event of secured freeport designation.

Letters of support include those from:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[238 words]

3.5 Please tell us how you are modelling future income from locally retained business rate growth and how you will apportion it (of particular importance if your tax site crosses multiple local authorities).

250 word limit

Input from: Commercial Working Group

Response:

None of the proposed tax and customs sites cross local authority boundaries, although not all sites fall within the same local authority area. As such, an approach to apportionment of income across local authority boundaries is set out here.

Business Rate revenue will be apportioned based on a bespoke hybrid model. Under this model a portion of the total income generated will be earmarked for:

- Reinvestment within the tax/custom site area;
- A portion will be retained by the local authority within which the tax/ custom site falls, as a compensation for otherwise lost income share, and;
- A portion will go into a pot to be reinvested across the wider freeport area.

The hybrid model aims to provide a means for improving and enhancing tax/customs sites, while ensuring that the benefits of freeport status are distributed evenly across the area. The final percentage breakdown of income apportionment between the different parties is yet to be agreed.

Business rate growth from new and existing businesses located in the tax sites will be modelled on existing forecasting systems set out by relevant local councils i.e. Tendring, East Suffolk and Mid-Suffolk. Established models currently apply to businesses located in Enterprise Zones, for example, and these can help inform a future arrangement. We would consider modifying existing arrangements to possibly include a range of factors such as variation in property values, size of the floor space and use classes.

[234 words]

3.6 Please set out how you would make use of the innovation levers, including:

- ambition and initial ideas for how innovation funding could be delivered as part of your Freeports proposals, including any industry commitment to invest in innovative activity or the testing of new technologies in Freeports
 - plans to work with academic institutions and link into existing innovation structures where appropriate to establish Freeports as collaboration hubs
 - how you would look to take advantage of the Freeports Regulatory Engagement Network
-

Free text

750-word limit

Plus:

- industry commitments to invest in innovative activity
- clear understanding and awareness of the local innovation ecosystem and its priorities, as well as how to engage with it
- Plans to establish new facilities, or link with existing facilities that apply new technologies and research
- Submissions are particularly encouraged that relate to port operations, customs procedures or the testing of green technologies

Input from: Innovation Working Group

Response:

Innovation proposals for Freeport East include:

-Development of a Green Energy Hub for the creation and deployment of hydrogen, a clear example of testing green technologies in port operations and other locally important sectors such as Agriculture and Agri-tech;

-Establishment of hubs supporting offshore wind and deployment of hydrogen in nuclear construction; and

-Creation of a digital port, leveraging technologies including 5G, blockchain and artificial intelligence, allowing the testing of new customs procedures.

Collaboration with the FREN will enable execution of ideas within port, tax and customs sites settings and will also facilitate the refinement of technologies for export to other sectors. This will seek to work collaboratively with other freeports across the country to share key findings and to enhance innovation potential. Immediate activities to accelerate with the FREN include:

-Review of issues surrounding hydrogen, including perception barriers to its wider adoption. This will consider issues associated with storage and transmission and alignment with the Government's forthcoming Hydrogen Strategy and provide an environment for testing the implementation of the proposed 'Hydrogen Neighbourhood' noted within the Energy White Paper 10 Point Plan.

-Considerations of data security via 5G networks and ways to enhance reliability, leveraging previous work undertaken between HPUK and the University of Cambridge.

-Resolution of issues associated with connected autonomous vehicles (CAVs) through technology trials within a port setting and other types of vehicles, leveraging research by Teledyne e2v in the Freeport East hinterlands and their existing relationships with BT at Adastral Park.

-Delivery of low-carbon technologies to facilitate the decarbonisation of the shipping industry, including through cold ironing solutions to be implemented for large vessels at the PoF.

-Review of measures to modify the existing sophisticated Port Community System, utilising learnings from the PoF Destin8 platform developed by MCP and part owned by HPUK as the leading Port Community System in the UK, enabling communication between terminal operators, shipping lines, agents and hauliers, as well as being directly connected to HMRC, the Port Health Live Interactive Information System and DEFRA.

This will be bolstered by the existing relationships with key academic institutions and members of the local innovation ecosystem to cement Freeport East as a collaboration hub, as highlighted through endorsement and letters of support received by organisations including:

-BT at Adastral Park, the premier R&D centre in the East of England

-Innovation Martlesham, the largest tech incubator of its kind in the country

-Gateway 14 Ltd, linking with emerging innovation cluster plans

-University of Cambridge

-Anglia Ruskin University, in collaboration with the University of Liverpool

██████

██████████

-Hydrogen East

██████████████████

-ORE Catapult

-Energy Systems Catapult

██████████

-Three UK

-Hethel Innovation

-Cambridge Norwich Tech Hub

-University of Essex (nationally recognised Institute for Analytics and Data Science).

Using the freeport status as a magnet for attracting specialised activity, Freeport East will link great ideas, start-ups and academic institutions with the industry expertise to make them a reality. This will also leverage the vast array of businesses associated with HPUK, as a major foreign investor in the UK. Additional new partnerships and opportunities for collaboration identified through active engagement include the following organisations:

- University of Birmingham and Aston University, further cementing our relationship with the West Midlands
- Cranfield University
- Brunel University London
- University of East Anglia
- University of Suffolk
- Norwich University of the Arts
- Colchester Institute
- East Coast College
- City College, Norwich
- College of West Anglia
- West Suffolk College
- Suffolk New College

Funding for innovation will also be sought through streams such as:

- Sunrise Coast (under Future Clean Energy Tech)
- Commercialising Quantum Technologies, to be applied to work aligning with the driverless vehicle pilot programme
- Smart Grants
- Angel funds, as available within Suffolk, Essex, Norfolk and Cambridge
- Additional funding streams to be identified through the upcoming release of information stemming from the Energy White Paper

The streams listed above are in addition to numerous others already applied for and awarded, including the £1.6 million via 5G Create, recently awarded for the roll-out of the Government's 5G Trials and Testbed Programme at the PoF.

In addition to these funding streams, discussions have been had with energy-based venture capital funds. Whilst the details of these are for finalisation once designation is received, the keen interest in Freeport East demonstrates the potential of the proposals. This will build upon existing relationships and will reinforce the Freeport East vision of promoting innovation in the local area, aligning with the Economic strategies and Local Industrial Strategies of NALEP and SELEP in providing tangible examples of the enhancement of local R&D capabilities.

[750 words]

3.7 What considerations and mitigating actions will be taken into account for potential negative externalities (including the displacement of local economic activity from nearby deprived areas) affecting your site and/or the surrounding area resulting from the introduction of the Freeport? Reference your answer to 1.17 if appropriate.

Free text

250 word limit

Explain how displacement will be minimised and/or avoided. Important here to talk about the 'value addition' of the freeport and the potential to enable new forms of economic activity by extending and deepening industry value chains etc

Response:

Potential negative externalities arising from the designation of Freeport East include impacts to the local environment, traffic effects and economic displacement. These are elaborated on as follows:

To prevent economic displacement and crowding out our focus will be on securing displacement from overseas, in particular the continent, not from elsewhere in the UK. We will carefully select target industry sectors that enable new business development locally. Our skills development programmes will specifically target relatively deprived communities and providing pathways into new opportunities generated. This focus on additionality recognises the freeport as a powerful tool to attract inward investment to the UK currently being lost externally in sectors such as renewable energy.

We will mitigate environmental impacts through traffic management planning, as well as a focus on movement to electric and hydrogen powered vehicles along with advocacy and business cases for relieving transport infrastructure where necessary.

This will be bolstered by the promotion of modal shifts from road to rail by working with Network Rail and the rest of the industry to increase intermodal capacity and use of low-carbon fuels. We welcome the Government's funding for the Ely Junction upgrade as well as the newly announced East West Rail.

Air quality decline will be mitigated through the HPUK Air Quality Management Plan which highlights processes to monitor and proactively improve performance. This builds upon a legacy positive outcomes, such as the revoking of an Air Quality Management Area by East Suffolk Council at PoF following collaboration with HPUK to reduce emissions.

[250 words]

3.8 Please describe how your Freeport proposal will support the delivery of the UK's Net Zero ambitions

Free text

500 word limit

Reference to the following:

- a. Making sure that carbon impacts of on-land freight distribution are minimised
- b. Making sure that vessels using the port operate in a low-carbon manner (e.g. reducing use of fossil fuels)
- c. Ensuring any construction work is sustainable or low-carbon
- d. Increasing use of low-carbon power within the Freeport
- e. If applicable, promoting the use of technologies like carbon capture and storage, and low-carbon hydrogen

Input from: Innovation Working Group

Response:

Freeport East will play a crucial role in meeting UK government's Net Zero 2050 ambitions. This will be multidimensional, incorporating green energy production for deployment across the country, the implementation of low-carbon operations and the promotion of international trade and manufacturing to further advance the UK's resources to advance the net-zero agenda. Freeport East will:

- Create the Green Energy Hub, producing green hydrogen for use both within the freeport and externally in locally important industries such as Agri-tech, alongside growing the hydrogen supply chain and supporting the construction and operation of offshore wind.
- Leverage the presence of forthcoming active nuclear power stations at both Sizewell and Bradwell sites to support hydrogen development, along with inducing further global investment and innovation.
- Implement a cold ironing solution for container ships, reducing energy consumption and making the PoF the first port in the UK and the second in Europe to implement this.
- Emphasise sustainable transport for freight movements and internal port handling. We will identify the potential for connected autonomous vehicles, low-carbon fuels and modal shifts from road to rail freight transportation, leveraging the critical mass of vehicle movements already present at the PoF.
- Develop a net-zero business park at Gateway 14, integrating a range of renewable heat and energy initiatives.

Through these initiatives, PoF will be the first net-zero carbon port by 2030. Importantly, this provides tangible responses to the Government's Energy White Paper, exploiting the strategic importance of the East of England geography in renewable energy generation, already the home to the largest concentration of offshore wind potential in the UK with over £6 billion invested in wind farms off the region's coastline. This is further bolstered by the significant nuclear capabilities in

close proximity to the Freeport East boundary, demonstrating the freeport area as a key node for the production and deployment of green and low-carbon energy, as elaborated on within Question 2.2.

Whilst these bespoke initiatives will support the clean energy agenda, construction phases pertaining to these will also seek BREEAM certification, further promoting low-carbon construction processes and operations as evidenced in development plans such as those for Gateway 14. This will be linked to the NALEP ambition to be the UK's clean growth region, as set out within the Local Industrial Strategy, alongside the NALEP and SELEP agendas to be 'Green Pathfinders' and the climate emergencies declared by Tendring, East Suffolk, Colchester, Babergh and Mid-Suffolk.

Freeport East has a broader role to play in enabling the UK to achieve its plans for a net-zero society, as many of the required green products and technologies are manufactured abroad and imported. Using existing international connections, Freeport East will facilitate post-Brexit trade in these goods with both Asia and the EU, along with enabling more opportunities for international companies to move manufacturing jobs to the Freeport East site. Key examples include the importation of photovoltaic panels, air and ground source heat pumps, and an array of specialist building materials for sustainable construction processes, including for the accreditation of the PassivHaus standard.

[500 words]

3.9 Please explain how your proposals will ensure compliance with all applicable environmental regulations and standards

Free text

250 word limit

Input from: Planning Working Group (plus HPUK contacts)

Response:

The existing operations at the PoF and HIP are delivered within an accredited ISO 14001 Environmental Management System to ensure compliance and to promote best practice in accordance with industry standards. Through this accreditation, regulations relevant to air and water quality, waste management and the protection of specific sites and species are managed and complied with, along with being regularly monitored and externally audited. This coincides with extensive Health and Safety management for risks involving the handling and use of chemicals.

The ISO14001 accreditation also includes commitments to proactive and positive relationships with key organisations and the regulations they enforce including:

- International Maritime Organisation
- DEFRA, including the Animal and Plant Health Agency (APHA)
- The Environment Agency
- Natural England
- Local Authorities
- Safety and Marine Departments

The development of Freeport East will continue to promote environmental best-practice through the undertaking of an extensive Environmental Impact Assessment following designation. This will place an emphasis on ensuring the area is bio-secure and that the Governance Board and delegates will proactively work with APHA to ensure SPS regulations are adhered to. As the UK's biggest port for trade outside the EU, the PoF is the most experienced port in biosecurity and ensuring robust adherence to SPS standards. Through the Port Infrastructure Fund, both HIP and the PoF intend to expand their capacity for SPS checks, building upon the expertise of East Suffolk's Port Health department which is one of the largest and most experienced Port Health teams in the UK.

[246 words]

3.10 Please outline the expected impact of your proposal on people with protected characteristics, using statistics where possible.

Free text

250 word limit

Explain how freeport status will advance the equality of opportunity and fostering of good relations for people of protected characteristics (age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation).

Input from: Planning Working Group

Response:

Freeport status will seek to capitalise on future-facing industries. Fundamental to this transition is the emphasis on attracting a diverse range of people into these 'industries of the future', with a key opportunity to develop unique programmes and initiatives to encourage people who may not previously have been included, or were indeed 'left behind', by traditional workplaces.

Stemming from the positive nature of the Freeport East proposal and the employment and economic opportunities it seeks to afford, the diversity and inclusion policies upheld by organisations such as Hutchison Ports and the constituent local authorities will form a critical foundation to harnessing opportunities related to the freeport. Drawing upon the 'Improving Diversity and Inclusion at HPUK' corporate paper, the HPUK ambition is to 'become a diverse and attractive employer, representative of the local population, with a strong employer brand'.

The activities of Freeport East will uphold this statement, thereby reflecting the unique makeup of the local area, whilst ensuring negative impacts to any particular group are avoided.

Furthermore, local authorities have processes in place to undertake Equalities Impact Assessments, with recent examples undertaken at both East Suffolk and Tendring District Councils. Through the use of these assessment processes and protocols, if any additional negative impacts might be identified as part of the Freeport East proposal, these can be addressed and mitigated accordingly.

[221 words]

3.11 Describe the governance arrangements for the delivery of the Freeport proposal.

Free text

750 word limit

Take into consideration:

- accountability structures and processes
- effective structure
- effective personnel
- effective functions
- capacity building and funding/support

Response:

Freeport East will have a two-tier governance arrangement, comprising a Supervisory Board and a Management Board.

In establishing our governance arrangements, we are committed to diversity in line with clauses 78 and 79 of the National Local Growth Assurance Framework. As part of this commitment, we will publish a diversity statement and an annual report to the Supervisory Board on progress in encouraging diversity and potential improvements. We will nominate a diversity champion from the board to embed diversity across Freeport East to ensure objectives are met.

The **Supervisory Board** will set the strategic direction of Freeport East. It will monitor and hold to account the Management Board for the effective delivery of the interventions and strategy and for receiving assurance about the effective management of the physical and fiscal security aspects of Freeport East. It will ensure that appropriate mechanisms are in place for the application and management of public funding through an accountable body, such as a County Council, which will hold all public money.

The **Management Board** will be responsible for the day to day operation of Freeport East and the discharge of its obligations regarding:

- marketing the freeport to domestic and international investors
- supporting investors in delivering investment, including through understanding planning, regulations and incentives
- a specific innovation function to coordinate and deliver submissions to innovation and challenge funds
- security and crime prevention, including an annual audit of security measures and working with relevant government parties
- monitoring and reporting to MHCLG on delivering our strategy, including data collection on economic performance

The **Supervisory Board** would be composed of a Chair, recruited through an open and transparent process and subject to the Nolan Principles of Public Life, the Chief Executive of Freeport East and seven non-executive directors. The non-executive members of Supervisory Board are nominated by the stakeholders on the basis of their knowledge and experience and in the case of local authorities to provide accountability:

- Chair – independent appointment as an ambassador for Freeport East with particular emphasis on attracting new inward investment

- Chief Executive Officer

- 2 non-executive directors appointed by HPUK Ltd representing the PoF and HIP

- 1 County Council elected member (Essex or Suffolk County Councils), with the other as an alternate member

- 1 District Council elected member (East Suffolk, Mid-Suffolk or Tendring District Councils) with the others as alternate members

- Representative of commercial organisations operating within the freeport

- HE representative with responsibility for the Innovation Strategy (Cambridge University/University of Essex)

- 1 representative from of a LEP (New Anglia or South East) with the other as an alternate member subject to any conflicts of interest.

The rotation of the Board will ensure representation of each region (authorities within Essex and Suffolk) at any given time.

Alternate members and representatives of commercial organisations operating within the freeport will have the right to attend Board meetings and to join committees and groups. The Supervisory Board will have the power to constitute committees to cover specific areas including business rates, planning, inward investment, innovation and skills, amongst others.

All Supervisory Board members will be actively engaged in attracting investment and ensuring strategies to do so are linked into the work of their own organisations.

Decisions of the Supervisory Board shall be by consensus and unanimity and a scheme of delegation shall be devised for the Chair and Chief Executive and approved by the accountable body.

Local Members of Parliament (Suffolk Coastal and Harwich & North Essex) shall have the right to attend meetings of the Supervisory Board and shall be bound by rules covering commercial confidentiality. Departmental representatives (HMT, MHCLG, DIT) shall have similar rights.

The **Management Board** is described under Question 3.12.

Corporate structure

It is proposed that Freeport East adopt a formal corporate structure as a company limited by guarantee (FPE) with a membership of businesses, institutions and organisations with a demonstrable and evidenced interest in the activities of Freeport East. This will widen the reach to local businesses and ensure the project receives the widest support for its success. Membership will extend to local authorities which may have an interest in the success of Freeport East on behalf of their working residents or local businesses but may be outside the immediate freeport boundary.

The members of FPE will be responsible for the appointment/renewal of Board Membership of the Chair and of the Chief Executive, it will meet at least once annually to receive the performance report of the delivery of the strategy at an Annual General Meeting which shall be open to the public.

[749 words]

3.12 Please describe the management arrangements for the delivery of the Freeport proposal, this should include any key staffing appointments.

Free text

250 word limit

[REDACTED]

Response:

The **Management Board** will be responsible for the day to day operation of Freeport East and the discharge of its obligations regarding security, crime prevention and for executing the strategy agreed by the Supervisory Board under delegated powers. It will be responsible for submitting regular reports to Government.

The **Management Board** will be made up of a small team of executives reporting to the Chief Executive Officer responsible for the delivery and subsequent operation of the freeport but also to support some of the functions of the Supervisory Board, and will include the following executive functions:

-An executive responsible for tax oversight and liaison with HMRC, customs issues and security and reporting to the accountable body in respect of any public funding received

-An executive responsible for land use planning in close liaison with the landowners, including HPUK, liaison with Highways England, local Highways Authorities and Network Rail to ensure delivery of sites at speed

-An executive responsible for inward international investment and economic development, supported by the partners existing connections.

The members of the Management Board may not be sole function executives but may be senior managers whose day-to-day activities already cover some of the responsibilities outlined above.

Hutchison Ports UK is a signatory to the 'Commitment to Sustainable Freeports' published by the UK Major Ports Group, covering environmental, social and economic sustainability as well as being a guarantor of security and integrity for the operation of the freeport.

[240 words]

3.13 Please provide a risk assessment of the barriers to implementation of your proposal.

Free text

250 word limit

Outline potential risks related to the implementation plan and how these will be mitigated.

Response:

We will manage risks using the principles of regular risk identification, analysis and control. This will not preclude risk taking. Risks relating to innovation, such as the Green Energy Hub, will be encouraged if appropriately managed. The Freeport Management Board will be responsible for the risk management framework. The following high-level risk register covers key risks and mitigations:

Tax and customs sites could be delayed. Sites have been selected specifically for their deliverability within tight timescales. The Freeport East partners have extensive experience in delivering major infrastructure projects (see Question 4.2).

Freeport East is cross-boundary, increasing complexity of governance and decision-making. Cross-boundary partnerships exist and work well, facilitated by the relevant LEPs and the Haven Gateway Partnership. The governance structure includes parties from across boundaries.

Local buy-in is crucial. We propose an ongoing programme for local communication, including a Freeport East website hosted online community.

Distribution of retained business rates is crucial. We propose a simple mechanism based on tax site location.

Economic benefits must not simply be displacement from other regions. We propose careful targeting of industry-sector activity that represents economic 'additionality' and the majority of displacement will be from outside of the UK.

Diversification of trade is key. Our marketing efforts will target investment propositions towards sectors in East Asia focussing on renewable energy and advanced/digital technologies.

Freeports must be committed to the process. CK Hutchison is a trusted major investor in the UK and can be relied upon to ensure the delivery of Freeport East following designation.

[250 words]

3.14 Please describe your Monitoring and Evaluation plans

Free text

250 word limit

Explain how data will be collected on reliefs and their realised outcomes, including monitoring the effectiveness of tax. Provide details on the plan for collecting this data.

This should include a point of contact, resourcing and funding to collect data in Freeports.

Relates to governance section.

Response:

The Freeport East Management and Supervisory Boards will have overall responsibility for monitoring and evaluation. To support this, Freeport East will set a series of target KPIs, which are likely to include the following:

- Import and export volumes (sectors/goods/locations)
- New investment volumes
- New infrastructure development
- New business formation (international/local/sub-regional)
- New jobs created – total/additional/accessed by deprived communities
- Business rates retained locally

We will report on these KPIs in our quarterly and annual reports. In addition, at the end of year 3 we will commission an externally tendered and independent evaluation of success to date. It will provide a view on areas that are less easy to assess quantitatively, for example innovation improvements.

In addition, the prospectus highlights two key areas for monitoring: ensuring new economic activity is not simply displaced from other areas and on effectiveness of relief measures. These both require direct inputs from parties active in the freeport. Therefore, we propose to require tenants to provide questionnaire responses on an annual basis as part of their contracts. These will provide us with a direct source of information on these topics. In addition, we will explore the options for a cross-industry freeport review, including how to share learning and disseminated knowledge, ensuring best practice from all freeports is applied across the industry. To support government's overall freeport understanding, we propose to discuss consistent approaches to data and knowledge capture across the industry.

We have assigned tgardiner@tendringdc.gov.uk as the point of contact for data collection.

[244 words]

3.15 Please upload an Implementation Plan covering milestones, timelines, critical interdependencies, and sequencing. This could take the form of a pictorial diagram, Gantt chart, timeline, flowchart or other graphical representation.

Upload 1 side legible at A3

50MB

Response:

Please see included within zip file attached to email.

4.1 Please describe the main investments you will make to deliver the Freeport, including requests for Freeports seed capital, council borrowing, private investment and any other strategically aligned public investment made by the LEP, council or national government.

Free text

250 word limit

Freeport East will result in [REDACTED] of investment in new infrastructure, subject to securing revenues to substantiate the business cases. Our Implementation Plan includes more details on these investments. This includes:

[REDACTED] of private investment in the Bathside Bay and Felixstowe Green Energy Hub development.

This will deliver a state-of-the-art offshore wind hub to increase the UK's competitive advantage against the continental North Sea ports, form the basis of our hydrogen deployments and provide logistics and manufacturing space in a new tax and customs zone. The Green Energy Hub will mean Felixstowe is the first port in the UK to provide cold ironing for vessels calling at the port. This [REDACTED] will lead to additional substantial private investment from tenants

[REDACTED] of council investment in Gateway 14, providing a 215,000 square meter commercial and logistics park in a tax zone, on top of [REDACTED] already invested. This will lead to an estimated £90m additional private investment from tenants.

[REDACTED] of private investment in innovative solutions to delivering net zero ambitions, including trialling hydrogen fuelled vehicles, deploying a 5G hub at Felixstowe and upgrading digital infrastructure for freeport needs.

[REDACTED] of private investment in new digital infrastructure and management capability to operate Freeport East.

To support this, we are proposing the following seed funding activities:

[REDACTED] to allow the **[REDACTED]** Green Energy Hub investment to go ahead. This includes compensatory land works and site preparation works and internal road upgrades.

[REDACTED] in site preparation works for the Gateway 14 site

[249 words]

4.2 Please detail any complimentary investments that have been secured over the past 5 years or are currently under consideration from external funders, that support the delivery of your proposal.

Free text

1000-word limit

A freeport brings together ports, in-land transport, business activity and economic development. There is over **£6.8 billion investment** in these areas either secured over the past five years or currently under consideration; this demonstrates the appetite for, and success in, investment in freeport-related activities. Freeport East would create new opportunities with this strong existing investment and create a truly global gateway and a catalyst for wider economic growth. Below is a list of example investments by category.

Port Infrastructure [REDACTED]

[REDACTED] invested by CK Hutchison Group into various maintenance and improvement programmes at PoF and HIP

[REDACTED] harbour and channel improvement project by Harwich Haven Authority

[REDACTED] awarded to PoF and Harwich from the Port Infrastructure Fund

Freeport East builds on the investment that CK Hutchison Group, a major UK inward investor, has made since 1991 in Felixstowe. The [REDACTED] invested into PoF and Harwich since 2016 has included works to allow access for mega vessels and ensured the two ports remain the UK's most accessible global trade gateway. The [REDACTED] harbour and channel improvement project will further improve port efficiency and access for mega vessels, reduce congestion and reducing emissions.

Both ports have been awarded central government funding for the planned construction of inspection facilities to ensure continuation of seamless trade with the EU after July this year.

Land Development (£560m)

-£250 million North Felixstowe Garden Neighbourhood

-£300 million Brightwell Lakes residential development

-£10 million Galloper Wind Farm at HIP

North Felixstowe Garden Neighbourhood is currently being proposed by East Suffolk Council, which will include the development of 2,000 new homes across multiple sites and a commercial hub. A further 2,000 new homes are set to be developed in the Brightwell Lakes town at Martlesham Heath. In addition, Tendring/Colchester Borders Garden Community is a new settlement of 7,500 homes allocated in the Tendring and Colchester local plans, recently adopted. These developments will create thousands of jobs and provide better roads, new schools, employment and community centres. Integrated and sustainable developments such as these are key to attracting a workforce for the new business activities created by Freeport East and will be critical if the scale of port operations continue to increase with freeport designation.

Enterprise ([REDACTED])

Business and Enterprise Park at Gateway 14, with an additional infrastructure works underway and an £8m innovation centre proposed

reezer distribution centre at the Clickett Hill Road site

Orwell Crossing B8 development site

Covered Market and Workspace facility in Jaywick Sands

The redevelopment of Gateway 14 will create a to create a mix of business, logistics and commercial accommodation and an 'Innovation Centre' focused on research and development uses, estimated to generate circa 1,403 – 4,826 net direct full-time jobs and encourage further significant investment in the area. This area will be a tax and customs site in Freeport East.

Uniserve is due to open a state-of-the-art 750,000 sqft distribution centre this year, providing port-centric logistics at scale for customer requirements across sectors and commodities as a customs site within Freeport East.

As part of its efforts to grow the District's enterprise and associated business base, Tendring DC will establish a Covered Market and Workspace facility in Jaywick Sands funded by MHCLG's Getting Building Fund. This investment will foster economic growth through focussed business activity.

TRANSPORT INFRASTRUCTURE (£5.78bn)

-£1.5 billion A14 Cambridge to Huntingdon improvement scheme

-£50 million A12 East of Ipswich MRN improvements package

-£1.04 - £1.27 billion Highways England A12 Chelmsford to A120 widening scheme

-£500 million Network Rail Ely Area Capacity Enhancement (EACE) programme

-£1.4 billion Greater Anglia new franchise investment

-£60 million Felixstowe Branch Line Enhancement

-£1 billion East-West Rail major project

The ports provide a major international gateway, but they require reliable access to a national hinterland. East Anglia has seen significant investment in greater resilience and capacity on key strategic road and rail corridors. The £1.5bn A14 improvement scheme ensure the continued vital road transport corridor between the West Midlands and East Anglia, which sees approximately 85,000 vehicles per day, 26% being HGV traffic (against a national average of 10%). Similarly, Highways England are funding the £1.04 - £1.27bn A12 Chelmsford to A120 widening scheme, which is significant as it will bolster the ports' unparalleled connection to London and the South East.

Rail has great potential to decarbonise freight transport. There has been significant investment in the national rail network in the freeport area. Network Rail's EACE programme is upgrading the railway in Ely so that it can meet the future demand for more rail freight between PoF and the West Midlands and the north. The latest GA franchise is investing £1.4 billion into a new train fleet between London, Essex, Hertfordshire, Cambridgeshire and Ipswich, building a new workshop on the outskirts of Harwich that could integrate with development proposals at Bathside Bay.

REGENERATION (£74m)

-£20 million to regenerate Clacton Town Centre

-£29 million Towns Fund bid by Ipswich Borough Council

-£25 million Towns Fund bid by Colchester Borough Council

Essex CC and Tendring DC have jointly committed to investing £20m into the regeneration of Clacton Town Centre over the next five years. This incorporates Highways and Sustainable Transport improvements to enhance access to the Town Centre from across the District and improve access to employment, skills and social opportunities for residents. Tendring DC's regeneration plans at Dovercourt also include multiple development projects and the promotion of town centre activity.

Ipswich BC has also recently submitted a Towns Fund bid for almost £29 million across 12 projects targeting short and long-term development, focussed on generating jobs and improving skills and wages in the area. Ipswich's location on the A14 corridor has encouraged numerous port-related companies to occupy employment land along this strategic corridor and so the expansion of port-related industry would align with the freeport's ambitions to extend its impact beyond the immediate districts and address pockets of deprivation in the wider region such as in Ipswich.

[992 words]

4.3 Describe the primary types (including size and sector) of business:

- That are part of your bid
 - That you will aim to attract
-

Free text

500 word limit

What are the target/priority sectors for the freezone area and why? Why are they likely to invest in the area and expand as a result of freeport status?

Response:

Building on best practice from freeports and logistics zones globally, we will focus on key sectors to create economies of scale and synergy across the value chain. This necessitates companies of all sizes to maximise the value-adding benefits of customs sites. Therefore, we are targeting sectors that meet the following characteristics:

- Adding significant value at several stages across the value-chain
- Alignment with net-zero ambitions
- Synergies with existing innovation
- Developing export potential

Hydrogen and offshore wind are clear examples of this.

Hydrogen

Export of hydrogen generation equipment and fuel cells may add £0.5 billion to GVA and 3,600 jobs per annum. We will drive this growth developing a hydrogen ecosystem through our Green Energy Hub.

Offshore Wind

The UK is the world's largest market for wind. Before 2030, £16bn of capital expenditure is anticipated in East Anglia ONE North, TWO and THREE, Norfolk Vanguard and Norfolk Boreas: 35% of total investment in offshore wind in the UK. We intend to develop a renewable energy supply chain that exploits Freeport East's position at the heart of this industry.

Our Value Chain Proposition

Innovation

With the exceptional innovation within Freeport East (question 3.6) and the high value advanced manufacturing opportunities highlighted below, we will dedicate space to leading research, testing and demonstration facilities.

Manufacturing

Our tax and customs sites will attract leading hydrogen production OEMs and offshore wind generation and cabling OEMs. This is backed by letters of support from [REDACTED]

[REDACTED]

Deployment

These electrolyzers will be deployed in the freeport, powered by clean energy from local existing and future nuclear at [REDACTED] and offshore generation from the likes of [REDACTED]. At Bathside Bay we have planned laydown and construction areas for assembly and pre-installation opportunities for blades, turbine towers, nacelles and jacket substructures.

Exports

These hubs can leverage economies of scale and excellent export logistics to be a competitive exporter to the growing market in Europe.

End customers

Large scale investment in hydrogen needs secure demand; PoF and HIP have the most reliable truck volumes in the UK and are best placed for the implementation of a hydrogen-led logistics hub. PoF has 350 items of mobile equipment ready to be trialled with hydrogen alternatives. 50% of all offshore servicing spend is on suppliers within 30 miles of the offshore wind farm's port base.

Synergies

Offshore wind will be a primary input for hydrogen production, which will utilise excess offshore energy even at times of low demand. As the offshore sector develops, the hydrogen will fuel future offshore service fleets.

Other activities

Other key considerations are logistics activity and space for non-manufacturing businesses. We will create dedicated space for warehousing, parking and container handling to minimise logistics costs and have also identified space for commercial offices for smaller companies and start-ups to benefit. We also anticipate opportunities to host consolidation and export hubs for exporters that are currently considering relocating to the EU to avoid double customs duties.

[500 words]

4.4 Please choose from the following Sector list (SIC Codes) those business types:

- That are part of your bid
 - That you will aim to attract.
-

Select from the ONS SIC

https://onsdigital.github.io/dp-classification-tools/standard-industrial-classification/ONS_SIC_hierarchy_view.html

Maximum 10 to be selected from drop down list.

Response:

The following business types are part of our bid:

1. Division 27: Manufacture of electrical equipment
2. Division 28: Manufacture of machinery and equipment n.e.c.
3. Division 30: Manufacture of other transport equipment
4. Division 33: Repair and installation of machinery and equipment
5. Division 35: Electricity, gas, steam and air conditioning supply
6. Division 49: Land transport and transport via pipelines
7. Division 50: Water transport
8. Division 61: Telecommunications
9. Division 72: Scientific research and development
10. Division 85: Education

The following businesses are the types we will aim to attract

1. Division 32: Other manufacturing
2. Division 35: Electricity, gas, steam and air conditioning supply
3. Division 41: Construction of buildings
4. Division 43: Specialised construction activities
5. Division 49: Land transport and transport via pipelines
6. Division 50: Water transport
7. Division 52: Warehousing and support activities for transportation
8. Division 61: Telecommunications
9. Division 72: Scientific research and development
10. Division 85: Education

4.5 Please outline what specific trade and investment support measures you feel would benefit a Freeport in your area, and any support needed from existing DIT services to deliver this.

Free text

250 word limit

Bidders should outline what specific trade and investment support measures they feel would benefit a Freeport in their area, including the support needed from existing DIT services to deliver this.

Response:

To maximise the activity in Freeport East we will ensure tenants are aware of, and use, all available support. Our partners are well placed to support tenants through their existing experience. Currently HPUK maintains an open dialogue with DIT on its investment plans, principally through CK Hutchison Holdings' membership of DIT's Strategic Relationship Management programme. There is also ongoing dialogue in relation to trade policy, most recently through membership of the DIT Secretary of State's Trade Advisory Groups.

Freeport East will build on this approach and we propose to formalise arrangements, for example via an MoU, if appropriate.

DIT services could potentially assist in a number of ways: attracting co-investors; facilitating partnerships with innovative companies/start-ups; sharing knowledge and insight in relation to our cutting-edge Net Zero and IoT innovation projects.

Therefore, we will ensure tenants are aware of DIT support and help them access appropriate support measures. Likely areas of trade and investment support measures from DIT include:

- Ensuring new tenants are aware of **great.gov.uk** in maximising their export activity
- Considering opportunities for **UK Export Finance** to support the tenants' export
- Accessing **overseas posts** and **trade advisers** to support selling to specific markets overseas
- Creating business profiles on **find a supplier**

In addition, Freeport East will ensure to use DIT's support to identify inward investors via the **network of embassies and consulates**.

Freeport East will also assist DIT in disseminating or showcasing key projects, for example via their GREAT Campaign or at industry exhibitions.

[244 words]