



NEWANGLIA

Local Enterprise Partnership
for Norfolk and Suffolk

Our Counties Connected

A rail prospectus for East Anglia

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Foreword

Our vision is to release the industry, entrepreneurship and talent of our region through a modern, customer-focused and efficient railway system.

We have the skills and enterprise to be an Eastern Economic Powerhouse. Our growing economy is built on the successes of innovative and dynamic businesses, education institutions that are world-leading and internationally connected airports and container ports.

The railways are integral to our region's economy - carrying almost 160 million passengers during 2012-2013, an increase of 4% on the previous year. These numbers are set to grow even further, but our railways are already full during peak times.

Research shows that investment in the railway system will bring substantial economic benefit for our region. It will also deliver an excellent return – being repaid many times over through greater economic output and increased fare revenues.

Our prospectus has been updated at a pivotal time for the rail industry - ahead of the letting of the longer-term East Anglia franchise and during the development of the Anglia Route Study, which will identify infrastructure priorities for Control Period 6 (2019 to 2024) and beyond.

'Our Counties Connected' sets out our priorities for the region's railway system. A strong alliance of partners has shaped our priorities for each county and the region as a whole. Furthermore, our priorities are reinforced by strong and compelling evidence that investment offers value for money.

The case for investment

Our prospectus puts forward the case for an achievable and practical programme of improvements between now and 2032, which will help to create thousands of jobs, build more homes, attract new businesses and unlock billions of pounds of investment.

Our region is important to UK plc. East Anglia is one of only two net contributor regions to the Treasury. It has world-leading centres for biosciences, engineering and renewable energy - sectors leading the national economic recovery. Our region has the potential to help central government achieve its twin ambitions of rebalancing the UK economy away from the major financial powerhouse of London and supporting regional growth and localism.

East Anglia is already one of the fastest growing parts of the UK and over the next decade the region will experience significant employment, housing and economic growth. The number of commuters and long distance travellers using the routes between our towns, cities and countryside is growing each year.

But the rail network is hampered by gridlock, congestion and capacity shortfall. Businesses, the tourism industry and quality of life are being undermined. Our rail network is one of the least subsidised in the country, coupled with some of the oldest rolling stock, aged infrastructure and operating at capacity means we have, in the words of a current cabinet minister, a 'dire service'.

At a time when major investment is planned for many other routes and regions including electrification of the Midland Main Line and Great Western Main Line, HS2 and now HS3, East Anglia needs its share of upgrades to compete nationally.

The Great Eastern Main Line Taskforce set out a compelling business case for investment in the rail line. Reducing the journey time to London from Norwich, Ipswich, Colchester and Chelmsford will unlock £4.5 billion of economic benefits over the next 30 years. The 'Cambridge phenomenon' was driven by

investment in rail connectivity and the introduction of the Essex Thameside service has transformed 'the misery line' into the most reliable in the country, where passenger numbers have increased by 26% between 2005 and 2011. With focussed infrastructure and rolling stock investment to develop a high-quality service, East Anglia can deliver so much more.

We want to create a rail network that sets the standard for what others can achieve elsewhere. We want to attract new businesses, draw in millions of visitors and make the case for more investment. To do this we need a modern, customer-focused and efficient railway system. This prospectus sets out the priorities and timescale to make this vision a reality.

Collaborative working

'Our Counties Connected' is authored by New Anglia Local Enterprise Partnership and supported by a strong alliance of MPs from all parties, local authorities, Local Enterprise Partnerships, businesses and rail user groups. It has also been produced in close consultation with Abellio Greater Anglia and Network Rail to ensure the proposals are feasible.

While continuing to work with Norfolk, Suffolk, Essex and Cambridgeshire, we have extended this revised prospectus to include Hertfordshire. The county is at the heart of UK science and a catalyst for world-leading innovation. We also recognise the importance of working with partners from a wider geography to ensure that East Anglia benefits from investment in other parts of the national railway network.

In addition, we acknowledge that freight is an important part of our rail network, especially given the vital national roles played by the Port of Felixstowe, London Gateway and Stansted Airport. Businesses and rail user groups representing the freight industry have informed our analysis and shaped the priorities set out in the prospectus.

Our progress

'Once in a generation – a rail prospectus for East Anglia' was published in 2012 and set out a programme for rail improvements across the region. The original prospectus detailed short-term and long-term priorities and highlighted their sustainable economic benefits.

The table shows that many of the short-term priorities have been achieved with the remainder of priorities linked to the long-term East Anglia franchise due to begin in October 2016 and the Anglian Route Study for 2019-2024. The Department for Transport and Network Rail will publish their respective documents in summer 2015.

Original Priorities	Status
Infrastructure	
Bow Junction re-modelling	Planned for CP5
Felixstowe to Nuneaton improvements	CP4 and CP5 plans mostly agreed, but with Felixstowe to Ipswich capacity increase to be finalised
Ely North Junction and associated upgrades	Planned for CP5, but with Ely station to Ely North Junction scheme to be finalised
Crossrail development	Crossrail works underway and on course for CP5, with local improvements at Shenfield and Brentwood stations requiring funding agreements
West Anglia Main Line three-tracking scheme and line speed improvements	Three tracking scheme funded and planned for CP5, but little scope for line speeds in same period
Great Eastern Main Line lines speed improvements	Agreement from Government - line speed improvements to be included in Network Rail's Anglian Route Study
Increase capacity north of Chelmsford and Beaulieu Park (Chelmsford North) station	Planning permission granted for Beaulieu Park Station and funding agreed via S106 agreement and South East LEP. Scheme still needs additional track capacity which is not yet agreed and requires additional funding.
Freight access to London Gateway	Gospel Oak to Barking electrification is planned for CP5
London station enhancements	Some minor changes planned
Cross-regional and branch line improvements	Potential schemes are being evaluated with a number planned for CP5
Rolling stock	
New or refurbished rolling stock for all intercity and branch line trains	Short term refurbishment delivered by Abellio Greater Anglia. Long-term options for intercity rolling stock and all other rolling stock is dependent on the long-term franchise
Upgrading West Anglia rolling stock	Linked to long-term franchise
Additional rolling stock for Essex Thameside	Agreement for 17 extra trains in the long-term
Intercity Express Programme to Kings Lynn	Superseded by long-term Thameslink, Southern and Great Northern franchise plans
Service development	
Maintain existing services	Service additions planned as part of franchise extension
Four trains an hour from Lea Valley to Stratford	Linked to long-term franchise, but now possible after three tracking
Earlier trains to Stansted and half hourly Cambridge to Stansted service	Options for earlier trains are being actively evaluated by Greater Anglia. A new hourly off peak service between Cambridge and Stansted Airport will start in July 2014.
Branch line upgrades to address key gaps. Especially an hourly Ipswich to Peterborough service.	Linked to long term East Anglia rail franchise which will be published in summer 2015
Other service upgrades	
Punctuality up to 93%	Good progress - MAA (Moving Annual Average) reached a high of 92.78%, but fallen back due to bad weather in winter 2013/14
Stations refurbished	Refresh for stations is well advanced and some bigger schemes progressed
Smartcard and print-at-home ticketing	Print-at-home ticketing in place for advance purchase tickets. Smartcard trial planned for Southend line

Looking Ahead

Our prospectus sets out all the priorities for East Anglia. 'Looking Ahead' focuses on ten priorities that will bring the most benefit to our region as a whole.

'Norwich in 90'

The Great Eastern Main Line is the golden thread that runs through our economy and provides vital connectivity for businesses, visitors and students. But our trains are slow, over-crowded and unreliable - a very real barrier to releasing the full potential of Essex, Suffolk and Norfolk. Improvements to infrastructure and new rolling stock will bring £4.5 billion to the economy and attract £1.3 billion of capital investment along the line. The Taskforce's recommendations are backed by the Prime Minister, the Chancellor and the Transport Secretary. In summer 2015, Network Rail's Anglia Route Study and the Department for Transport's East Anglia franchise specification will set out the work needed to deliver Colchester in 40 minutes, Ipswich in 60 minutes and Norwich in 90 minutes.

Calling at Cambridge Science Park

Cambridge is home to over 1,000 technology companies and the city leads technology in the UK. In 1970, Trinity College Cambridge established Cambridge Science Park which is Europe's largest centre for commercial research and development and a beacon that inspires collaboration between business and academia. In the past forty years the park has expanded its facilities which house world-leading businesses and organisations. A new station at Cambridge Science Park would provide vital connectivity for thousands that use the Park and for Cambridgeshire and East Anglia.

Upgrading Ely North Junction

The Ely North Junction is a bottleneck that must be improved. Network Rail has committed to some improvements but the junction should be completely remodelled to fully address the capacity and frequency shortfall. A remodelled junction would generate £100 million for the economy and improve connectivity throughout East Anglia. It would allow for half-hourly services between King's Lynn and Cambridge, Ipswich and Cambridge, Norwich and Cambridge, and Stansted Airport. Complete improvements would also unlock the development of the Felixstowe to Nuneaton freight corridor and allow full dualling of the rail line between Soham to Ely so very long freight trains can clear Ely rapidly.

Connecting freight

The Felixstowe to Nuneaton freight corridor has national significance - connecting Felixstowe and Harwich ports to the Midlands and beyond. Freight traffic is forecast to increase from 28 trains per day in 2011 to 60 trains by 2031. Improvements to the rail corridor are much-needed and investment promises to bring £49 million to the economy. Currently, the corridor is not electrified, significant sections are only single track, and the signalling system limits the frequency and length of trains. Electrification of the Felixstowe to Nuneaton route would increase the speed and efficiency of freight services and provide an hourly Ipswich to Peterborough service which would benefit the economy by £220 million.

Norwich to Liverpool Lime Street

The direct service between Norwich and Liverpool connects East Anglia, the Midlands and the North West. Powerhouse cities including Liverpool, Manchester, Sheffield and Norwich are connected by the direct service as well as over 300,000 students a year who use the colleges and universities. The route also means East Anglia will benefit from Government's planned investment in high speed rail which will improve connections between Northern cities as well as London and the South. We continue to call on Government to re-think plans to end the direct service which would be a loss to passengers and the economy in East Anglia and other cities along the line.

Stansted Connected

Stansted Airport handles 17.8 million passengers and 212,000 tonnes of freight annually. The Airport Commission has proposed that existing capacity at Stansted should be maximised and identified that rail infrastructure is key to incentivise growth. Currently, 50% of Stansted customers arrive by public transport - the highest percentage of all major UK airports. Stansted needs faster and more frequent services to London in 30 minutes. The Airport should also benefit from rail investment in the Capital including Crossrail 2. Towns and cities in Essex and Hertfordshire would benefit from improved connectivity to the Airport and changes to timetable would allow passengers to meet 4am peak check-in times.

Gateway to the Capital

Liverpool Street Station is East Anglia's gateway to the Capital. It is the terminal for the Great Eastern and the West Anglia Main Lines which serve our five counties. The already over-crowded station is expected to experience an increase in demand by 52% over the next decade. We are calling on Network Rail to tackle problems with congestion now to ensure we will benefit from Crossrail and Thameslink. It is also important that delivery of 'Norwich in 90' is not undermined by capacity problems at the station. As a priority, Bow Junction should be remodelled and additional tracks built for the GEML and WAML to ease congestion. The station should be opened up in preparation for more trains with the introduction of Crossrail and Thameslink.

The Varsity Line

Cambridge and Oxford universities are among the most established and renowned in the world but the current rail connection is poor. Reopening the dormant 'varsity line' to deliver a one hour journey time between the two cities is an opportunity to introduce their knowledge to new commercial centres. A recent report made the business case for investment which could boost the national economy by £750 million. The ultimate aim is to join up the cities of Oxford, Milton Keynes, Bedford, Cambridge, Norwich and Ipswich. There are excellent economic benefits to connecting this series of important commercial and educational centres.

Better trains for branch lines

Our branch line trains are aged, recycled from other routes and offer rail passengers only basic facilities and an uncomfortable service. The average age of rolling stock on our branch lines is 25 years and on many services it is considerably older. Most of the regions trains need major refurbishment or replacement. Without plans for new diesel rolling stock or major refurbishment of the current fleet, passengers cannot realise the benefits of our electrified rail lines. A commitment to the same high quality of service over the whole of the regions rail network is needed. This can be achieved through a new or comprehensively upgraded fleet, or through line electrification and the introduction of new electric multiple unit (EMU) trains.

Route to the Capital

Hertfordshire is attractive for the high quality of life and proximity to London. The eastern part of the county is served by the West Anglia Main Line providing the commuter towns of Bishop's Stortford, Cheshunt, Broxbourne, Ware, Hertford East, Waltham Cross and Sawbridgeworth with a vital route to the Capital. Passenger numbers are expected to grow by 42% by 2021 and the service will not cope without investment now. As a priority, four-tracking should be introduced on the Lea Valley route at least as far as Broxbourne. New rolling stock with air-conditioning, Wi-Fi and plug sockets is much-needed to improve journey times and the passenger experience.

Priorities in detail

Great Eastern Main Line

The Great Eastern Main Line is fundamental to the success of Norfolk, Suffolk and Essex. It must be the standard bearer that inspires confidence in East Anglia and attracts business and tourism. Commuters, visitors and students rely on the GEML to connect with the important commercial centres of Chelmsford, Colchester, Ipswich and Norwich. The Main Line is also important to the fast-growing communities including Diss, Stowmarket and Manningtree.

The current performance is a very real barrier to growth. Thirty million passengers rely on the rail line annually and the trains are slow, overcrowded and unreliable. The rail line is already operating at capacity during peak times even with longer trains and increased frequency. Furthermore, Network Rail's projections show that the position will worsen markedly before 2030.

The Great Eastern Main Line Taskforce has secured government backing from the Prime Minister, the Chancellor and the Transport Secretary to reduce journey times and deliver new rolling stock. New trains will improve the passenger experience with business-friendly facilities including free Wi-Fi and plug sockets for every seat. The Taskforce will work to ensure all commitments are included in the Anglia Route Study and the East Anglia Rail Franchise specification.

Short-term priorities to 2024

- Increase the maximum line speed to 110mph to achieve faster journey times of Chelmsford in 25 minutes, Colchester in 40 minutes, Ipswich in 60 minutes and Norwich in 90 minutes. There should be no reduction to the frequency of service or number of stations served.
- Introduce new InterCity rolling stock on the Norwich - Ipswich - Colchester - London service. New trains should have 2+2 and 2+1 seating, automatic doors and accelerate and decelerate quicker. They should also have modern facilities including Wi-Fi, power sockets at every seat, air conditioning and catering facilities. In the meantime there should be complete refurbishment of all rolling stock to ensure compliance with the Disability Discrimination Act which will apply from 2020.
- Expand London Liverpool Street to accommodate proposed remodelling of Bow Junction and additional tracks for the Great Eastern and West Anglia Main Lines. The station should be opened up in preparation for more trains with the introduction of Crossrail and Thameslink.
- Build additional track on the Shenfield to Colchester corridor to address congestion problems. Long passing loops are required in both directions to improve journey times as well as increase capacity and resilience. New track infrastructure at the new Beaulieu Park Station may also be required to deliver an appropriate calling pattern of four trains per hour, and rising to six trains per hour during peak times.
- Achieve a consistent rate of 93% punctuality on all services.

Long-term vision beyond 2024

- There should be improvements to journey times for all services on the GEML including Diss, Stowmarket, and Manningtree.
- Provide a minimum of half-hourly services to all stations.
- Achieve a consistent rate of 93% punctuality on all services.

West Anglia Main Line

The West Anglia Main Line provides vital connectivity between London, Hertfordshire, Essex, Cambridgeshire and Stansted Airport – important powerhouses in the national economy.

The London-Stansted-Cambridge corridor is home to businesses leading in digital technology, biomedical sciences, advanced manufacturing and the low-carbon industry. Growing towns and cities along the line including Bishop Stortford, Harlow, Broxbourne, Cambridge and the Upper Lea Valley are forecast to create jobs which will boost the economy by £2.7 billion annually by 2031.

But increasing numbers of passengers means that services are full at peak times. Network Rail's predictions show that the current position will worsen in the next 15 years and it is not possible to operate more trains in London or meet the demands of





passengers travelling to Stansted Airport. Passengers from Bishop's Stortford, Hertford East, Harlow and Audley End also need faster and more frequent services. The Main Line is at a turning-point.

The Chancellor and Major of London have established a West Anglia Main Line Taskforce to look at opportunities to improve connections to Stansted and Cambridge from Liverpool Street. The Taskforce is expected to report findings in spring 2016.

Investment would unlock growth for businesses, employment and tourism.

Stansted Airport is the fastest growing in the UK and a major employer with a 10,000-strong workforce. The Enterprise Zone at Harlow is forecast to create 5,000 jobs, Broxbourne aims to deliver 6,000 new jobs and the Meridian Water development near Angel Road Station has plans for 3,000 jobs. Towns and cities are thriving and investment for the West Anglia Main Line is crucial to match ambitious growth plans.

Short-term priorities to 2024

- Expand the Lea Valley section to four-tracks at least as far as Broxbourne. This will reduce journey times for long distance services from Hertford, Harlow, Bishop's Stortford, Cambridge and London. It will also reduce the journey time between London and Stansted towards the 30 minutes target. Four-tracking will allow for faster and more frequent services from busy suburban stations and the Hertford East branch line.
- Provide an additional service to meet 4am peak check-in times at Stansted Airport and new services from Hertfordshire stations and Harlow station to meet early morning peak times.
- Improve infrastructure, rolling stock and increase services to improve capacity and connectivity to London, Stansted Airport and other destinations including Hertford.
- Introduce new high-quality rolling stock for services running from London to Bishop Stortford, Hertford East and Cambridge to be delivered at the beginning of the East Anglia franchise due to start in 2016.
- Increase line speeds and address issues of safety and connectivity which are linked to level crossings. These minor infrastructure works should reduce journey times and improve consistency for some services including the Stansted Express.
- Improve the Upper Lea Valley to Stratford service by 2017/18. Improvements should allow up to four trains per hour from Angel Road to Northumberland Park via Tottenham Hale and the Lea Bridge station to Stratford.
- Rebuild the third track between a point south of Coppermill Junction and Angel Road station. This will allow for four trains per hour at all stations and services between Stratford and Angel Road.

- Reopen the Bramley line between Ipswich and March to reconnect Wisbech to the rail network.
- Introduce more frequent and higher capacity inner-city suburban services to Stratford from the Upper Lea Valley which is linked to the development of Crossrail 2.
- Encourage train operators to promote paperless ticketing facilities on all services and to better integrate with other forms of transport.
- Make improvements to all stations along the Main Line.
- Achieve a consistent rate of 93% punctuality on all services.

Long-term vision beyond 2024

- Allow Crossrail 2 services to operate on the Lea Valley Main Line through North London into Hertfordshire.
- Build new stations that will unlock employment sites.
- Achieve a consistent rate of 93% punctuality on all services.

Great Northern Route

The Great Northern Route runs from London's major terminals to stations in Hertfordshire, Bedfordshire, Cambridgeshire and Norfolk. Commuters from Cambridge, Downham Market, Ely, Huntingdon, King's Lynn, Peterborough and St. Neots rely on the East Coast Main Line to reach the Capital. Thameslink services will connect from Stevenage through to destinations south of London including Gatwick and Brighton in 2018.

There has been substantial investment in Great Northern services to meet continued growth in passenger numbers. Trains have been lengthened and new passenger services have been added. Island platforms have been built at Cambridge and Peterborough and King's Cross station has been redeveloped. These improvements are very welcome as is the Government commitment to install free Wi-Fi for all passenger services by 2017.

But more investment is needed. Thousands of new homes are planned along the line at King's Lynn, Downham Market, Ely and Littleport. These new developments will support 27,000 new jobs and more people will rely on the Great Northern Route.

The Great Northern franchise is now operated by Govia who were awarded the contract for the combined Thameslink, Southern and Great Northern (TGSN) rail franchise by the Department for Transport in May 2014. The franchise also includes the trains on the Hertford loop which provides a route to London from Hertford and other Hertfordshire towns.

Short-term priorities to 2024

- Fully upgrade Ely North Junction. This will enable half-hourly services between King's Lynn – Cambridge – London King's Cross, Ipswich to Peterborough and Norwich to Cambridge.
- Provide rolling stock with air-conditioning for the King's Lynn – Cambridge – King's Cross service by 2016.
- Introduce a 125mph intercity express service from London King's Cross to Peterborough and to the north of England and Scotland.
- Improve Intercity East Coast services to and from Stevenage, particularly increasing range of stations directly served in the north of England and Scotland.
- Extend Thameslink services to Stevenage, Cambridge and Peterborough.



- Build turn-backs at Stevenage and Gordon Hill which will allow for more frequent and reliable services to Moorgate and also improve reliability for East Coast intercity services.
- Increase the frequency of services on the Hertford Loop and replace existing rolling stock with modern carriages.
- Upgrade the power supply for the service from King's Lynn – Cambridge – London King's Cross.
- Introduce European Rail Track Management System (ERTMS) on the London King's Cross – Peterborough – Royston service.

Long-term vision beyond 2024

- Introduce ERTMS on the Royston to King's Lynn service.
- Achieve further journey time reductions for all services.

Essex Thameside

The introduction of the Essex Thameside service proves that investment produces results. As recently as the 1990s, 'the misery line' was unreliable and operated ancient trains that did not meet passenger requirements. The service is now the most reliable in the country and passenger numbers have increased by 26% between 2005 and 2011, with a further 8% increase in the last three years.

This success means that additional high-quality trains are necessary for the new franchise and capacity must be increased at Fenchurch Station. The service operates through the Thames Gateway, a national priority for regeneration which is expected to create 55,000 new jobs and build 37,000 new homes by 2021. The service must be prepared for major growth.

But trains are limited to 75mph which is slower than other comparable commuter links. This means destinations in Thurrock, south Essex and Southend are at a competitive disadvantage when attracting businesses and commuters for who the proximity to London should be an advantage.

The Essex Thameside service is evidence of the successes that can be achieved with investment. The opening of London Gateway and ambitious regeneration plans means the area offers more than ever but investment is crucial to release the region's full potential.

Short-term priorities to 2024

- Improve capacity at London Fenchurch station to meet with growing demand.
- Introduce high-quality rolling stock which will allow more 12-car trains to make use of the new platforms on the Tilbury Loop and meet the specification in the new franchise.
- To achieve quicker journey times.
- To improve the facilities and environment at all stations along the line.
- Improve accessibility of rail services by all modes of transport and introduce inter-modal ticketing and smart cards.

Long-term vision beyond 2024

- Improve track infrastructure to enable trains to reach 100mph.
- Reduce the high number of level crossings, particularly at Thurrock.

Branch Lines

Our branch lines are important for connecting commuters to their workplace, attracting tourists to the countryside and linking local communities with the city. Their economic importance should not be overlooked - many branch lines provide important services for our Enterprise Zones and business parks.

Yet most local branch lines currently operate an hourly service with limited capacity to cope with seasonal peaks in demand. Most services are operated with basic trains that do not have air conditioning or business facilities including Wi-Fi and plug sockets. Many also have accessibility constraints. Trains run as slow as 45mph and long journey times are made longer by single track sections and level crossings.

Experience shows that improving the facilities, frequency, reliability and speed of services attracts more customers. If these constraints are overcome, many of the lines including Hertford East, Southminster, Braintree, Sudbury, Clacton/Walton, Harwich, Felixstowe, Lowestoft, Great Yarmouth and Sheringham would benefit local communities. These lines are promoted by dedicated community rail partnerships, many of which have shaped our recommendations in this prospectus.



We are calling for greater flexibility and innovation in the development of these rail lines – many can be improved with modest investment. Electrification would allow for more efficient allocation of rolling stock and more coordinated timetables would improve the connections between main line and branch line.

The short-term priorities to 2024

- To conduct a line by line analysis to address the main constraints which include: train length, late-night and Sunday services, seasonal peaks in demand and events services.
- Review the capacity and capability of the branch line train fleet. Special attention should be paid to seasonal peaks in demand and additional trains should be introduced where necessary.

- Deliver on the findings with incremental infrastructure improvements to address key constraints including, line speed, signalling capacity, platform length, level crossings, lack of passing loops and passing places on single lines.

- Make improvements to the customer experience by refurbishing all trains on all branch lines.

- Introduce smartcard ticketing facilities and the option to print tickets at home. Train travel should integrate more with other modes of transport. This is especially true in Haverhill.

- Continue investment into all stations to improve their quality, convenience and access.

- Increase capacity on the Bittern Line to accommodate people commuting between North Norfolk and Norwich and improve the current quality of rolling stock.

- Improve the current quality of rolling stock on the Wherry Lines between Norwich and Great Yarmouth and Lowestoft.

- Build a loop on the Braintree branch line to allow two services per hour.
- Upgrade the Ipswich to Peterborough rail line to allow for an hourly service.
- Achieve a consistent rate of 93% punctuality on all services and to improve overall reliability

Long-term vision beyond 2024

- Introduce half-hourly services during weekdays and Saturdays and hourly services on Sundays for all routes throughout the year.

- Improve journey times with minimum 75mph line speeds and fewer half-barrier level crossings to improve rail competitiveness against other modes of travel.
- Deliver electrification where appropriate. As a priority, Sudbury to Marks Tey line should be electrified to increase train speeds and reduce journey times.
- Make improvements to track capacity for the loop at Wickham Market and the Braintree line.
- Introduce new, high-quality and longer trains on all routes. All trains should have air-conditionings, automatic doors, Wi-Fi and plug sockets.
- Achieve a consistent rate of 93% punctuality on all services and improve overall reliability.

Freight

Freight is a driving-force for the national economy and our region is the heart of the industry- home to Felixstowe and Harwich ports, London Gateway and Stansted Airport.

The Port of Felixstowe currently handles 40% of national container traffic and it is expanding with an additional one million containers forecast by 2025. The opening of London Gateway, the UK's newest major port, will bring more business to the region's economy and our railways must be fit to meet increasing demand.

The industry's economic value means that investment in rail infrastructure should yield a high return yet freight in East Anglia suffers from under-investment. The Felixstowe to Nuneaton rail line is the region's only line that is not electrified.

A powerful coalition of businesses, rail user groups and Local Authorities has shaped the freight priorities set out in this prospectus.

Short-term priorities to 2024

- The Felixstowe to Nuneaton corridor should be electrified to allow freight trains to run at increased speeds and with greater efficiency.
- On completion of Felixstowe to Nuneaton electrification, the scheme should be extended past Chippenham Junction to Cambridge to increase line speeds and address the capacity shortfall.
- The rail line between Gospel Oak and Barking should be electrified to enable trains to transfer from London Gateway. This should be funded in Control Period 5.
- There should be additional track built between Felixstowe and Ipswich to address the capacity shortfall, and work should be funded within Control Period 5.
- A full remodelling of Ely North Junction will benefit passenger services and it will also improve freight services. A complete upgrade will allow for increased freight services from Felixstowe.

Long-term vision beyond 2024

- The ambition should be to deliver full electrification of the Felixstowe to Nuneaton rail line during Control Period 6. This will enable more freight trains to access cross-country routes to the Midlands, the north of England and Scotland.



A five county alliance

A powerful alliance of five counties has developed our prospectus. Each county has its own priorities and vision but all are committed to working together to support investment in the region's rail network.

Norfolk

Norfolk has the enterprise, innovation and industry to play a leading role in the UK economy.

Norwich is the region's largest economy with the biggest financial services centre outside of London and a retail environment which is placed in the top-ten nationally. The Government has recognised the city's potential by awarding a City Deal which will accelerate growth for world-leading hubs including Norwich Research Park and Norwich International Airport. The City Deal will create 19,000 jobs, a further 6,000 in construction and build 3,000 homes.

Great Yarmouth has been designated as one of five Centres for Offshore Renewable Engineering and together with Lowestoft is home to the successful Enterprise Zone. There will be a £50 billion investment in the East of England energy sector in the next 20 years. That is why New Anglia Local Enterprise Partnerships and Local Authority partners have created the Enterprise Zone to focus on growing energy-related businesses and creating high-skilled jobs. The Wherry Lines from Norwich to Great Yarmouth and Lowestoft must be fit to meet the demands of the fast-growing energy industry.

King's Lynn is a major business, retail and leisure centre for a 200,000-strong community. The town has ambitious plans to create new jobs and built thousands more homes. Many other rail connected market towns including Thetford, Wymondham and Attleborough will also see significant growth.

The A11 has now been fully dualled, sending a message that Norfolk is open for business. The Government has also pledged to invest £300 million in the A47 connecting Norfolk to the Midlands. High-speed broadband is essential to support our Tech City cluster and compete in the international online economy. Millions of pounds are being invested in broadband links so businesses, public services and households can continue to prosper.

The priority must be to upgrade infrastructure, with new rolling stock and timetable changes to reduce journey times and deliver business-friendly services. This is essential to keep in line with other cities and deliver ambitious plans for growth.

Key priorities

- Introduce a half-hourly service between Norwich and Cambridge as part of the new long-term East Anglia franchise. This will boost the biotechnology, life-science and environmental sciences sectors – connecting our expert workforces and supporting future 'spin-off' businesses. Improved connectivity with Stansted Airport will benefit Norfolk and allow commuters to take advantage of the recently announced additional services to the Airport from Cambridge.
- In the long term, the Norwich to Cambridge rail line should be electrified.
- Improve the current bottleneck at Norwich station. This could be achieved with an additional platform at the station and new double tracking at Trowse swing-bridge.
- Withdraw current government proposals to end the direct rail service between Norwich and Liverpool Lime Street.
- Improve connection times between Norwich and Peterborough on the East Coast Main Line. Currently, all east-west connections from Norfolk and Suffolk are via Ely. We will continue to press for improvements that will accommodate the full range of passenger and freight services.
- Improve the station environment at Great Yarmouth.
- Improve rolling stock and station facilities across Norfolk.



Suffolk

Suffolk is home to internationally renowned businesses that are leading the world in research and development. The county has major employers in high-value manufacturing, software development, the creative sector and food and drink production. Suffolk's economy is innovative, balanced and growing.

The Centre for Cities report identifies Ipswich as one of the fastest growing towns in the UK. Greater Ipswich is expecting to create 17,000 new jobs and built 13,000 new homes by 2026. Many Suffolk boroughs are also experiencing high levels of employment and housing growth.

Martlesham is home to Adastral Park – the global innovation and development centre. The Park is BT's international research and development centre where the fibre optic cable was invented and it is now that largest software development complex in Europe.

The Port of Felixstowe is the UK's biggest and busiest container port and a major contributor to the Suffolk economy. The Port plays a vital role for UK trade in welcoming over 3,000 ships each year from 365 ports worldwide. An additional one million containers are forecast to arrive by 2025 and this expansion will place more demand on the region's railways.

Business is prospering throughout Suffolk. A major extension is planned for a business park in Bury St. Edmunds which will generate up to 15,000 new jobs. The Enterprise Zone in Lowestoft is attracting new businesses and strengthening the energy industry which is worth £994 million to the Suffolk and Norfolk economies.

At Newmarket, the train station provides a gateway to the town's multi-billion pound global centre for horseracing. However the station consists of a single platform and is without a building, adequate car parking or transport links to the towns and racecourse.

Station improvements would support the new horse racing exhibition centre, which is expected to attract up to 50,000 visitors a year and the development of over 1,200 homes in the area.

To achieve Suffolk's full potential rail links to London and the counties towns, villages and ports must be improved. The connections with Norwich, Chelmsford, Colchester and Cambridge are also important. Increasing the frequency of passenger services and reducing journey times are urgent priorities to support the counties ever-increasing prosperity. This must be achieved with targeted investment to address train capacity and rail line electrification.

Key priorities

- Improve line speeds and introduce a half-hourly passenger service to connect Suffolk businesses and commuters with Cambridgeshire's economy. The service is important for commuters travelling between Ipswich, Stowmarket,

Newmarket, Bury St. Edmunds and Cambridge. The current journey time is 80 minutes and the rail line is only 55 miles.

- Provide a direct passenger service between Sudbury and London to support the creation of 9,700 jobs and building of 6,000 homes over the next 20 years.
- Introduce an hourly passenger service from Ipswich to Peterborough which would bring £220m in economic benefits for Suffolk, Norfolk and Cambridgeshire over a 60 year period.
- Additional carriages are needed to address capacity shortfalls during peak times, especially during Newmarket race events.
- Improve the connection from Felixstowe to Cambridge via Ipswich.
- Deliver more reliable and punctual services between Felixstowe and Ipswich.

Essex

Essex is ambitious to be the location of choice for businesses, tourists and students.

The universities are building hubs to commercialise their research and provide state-of-the-art facilities to businesses. The Knowledge Gateway at the University of Essex's Colchester campus is a dedicated research park with plans to create up to 2,000 high-value jobs. In Chelmsford, Anglia Ruskin's newly opened Business Innovation Centre for medical and advanced engineering will nurture fledgling ventures to market.

Harlow's Enterprise Zone focuses on medical technologies, advanced manufacturing and ICT – continuing its long-held tradition for innovation and enterprise. The Enterprise Zone takes advantage of excellent access to the Cambridge Knowledge Hub, London and Stansted Airport.

The Airport is the fastest growing in the UK - carrying over 20 million passengers annually. For Stansted to increase its capacity, more investment in rail connectivity is needed.

Chelmsford has been very successful in recent years culminating in its newly awarded city status. A business park north-east of the city is forecast to create 4,000 jobs of which 900 will be a direct result of the new Beaulieu Park station. The new station will accelerate growth adding £140m to the local economy. Thousands of new homes are planned to support these new jobs.

Thames Gateway is a national priority of regeneration and the largest area of its kind in Europe. The area including south Essex, Thurrock and Southend is expected to create 55,000 new jobs and 37,000 new homes by 2021. London Gateway and the neighbouring logistics park are both on the doorstep of London – Europe's largest consumer marketplace. London Southend Airport, Lakeside Basin and Basildon Town Centre are also priorities for redevelopment.

The county is home to more than 73,000 businesses generating over £30 billion annually to the UK economy. Stansted Airport is the fastest growing in the UK and the county's universities are forging important links with businesses to create new jobs and boost skills. This momentum must be supported by investment in the railways.

Key priorities

- Construct a new station (Beaulieu Park) north of Chelmsford which will relieve congestion at the existing city centre station and support new jobs and housing growth.



- Upgrade or replace the current Greater Anglia carriages to ensure they meet passenger requirements. Improved carriages should be capable on running at 110mph, with quicker acceleration and deceleration, and corridor connections. Carriages should also have air conditioning, improved seating, Wi-Fi and plug sockets for all passengers.
- Deliver a service with a 30 minute journey time from Stansted Airport to London. The service should have increased capacity and earlier departures from London.
- Make improvements so all services offer the same passenger experience as the new Stansted Express.
- Introduce a service every 15 minutes and amend the timetable for current services between Southend Victoria, Southend Airport and London Liverpool Street to meet early morning and evening flights.
- Relieve congestion on the Braintree, Clacton and Walton, and Harwich branch lines with a passing loop and more frequent trains to London. A recent Braintree District Council Study made a strong economic case for investment.
- Introduce a timetable and ticketing structure that encourages rail travel within Essex. It should make more effective use of spare capacity on counter-peak services and London-bound services. The government's recent announcements on fares and smart-ticketing trials are a welcome first step.
- Make improvements to ensure all stations are accessible to all passengers.
- Improve integration between rail and other modes of transport.

Cambridgeshire

Cambridgeshire is at the heart of the East Anglian economy.

Greater Cambridge leads technology in the UK. The city is a driving-force for high-technology and its total institutional investment into innovative start-ups places the city in the top four regions in Europe. The result is higher employment, higher productivity levels and higher economic growth.

Peterborough is set to become England's fastest growing city by 2025. It is the top commuter city because it enjoys excellent transport links by road, rail and airport. Excellent connectivity must be maintained because it also attracts investment into the city. Peterborough is home to award-winning business parks and multi-national businesses.

Key to the county's economic success is the ease with which organisations, businesses and students are able to interact with one another. Rail connectivity has an essential role to play. A modern, customer-focused and efficient railway system sends a clear message to businesses and attracts new investment.

Rail services to the east of Cambridge have the potential to extend the area's high-technology industry outside of the city. Improved rail links with Norwich and Ipswich would create a 'life sciences triangle' by combining the world-leading expertise of the three cities.

Cambridge University is undergoing the greatest expansion in its history. The University has built a new science and technology campus to the west of the city and is now looking to expand to

the north. A report published by the University put its economic value at £50 billion and it continues to play an important role in the region's economy. But there is more to be done.

The current rail connection between Cambridge and Oxford is poor. Reopening the dormant 'varsity line' will release the potential to new important commercial marketplaces. The ultimate aim is to join up the cities of Bristol, Oxford, Milton Keynes, Bedford, Cambridge, Norwich and Ipswich.

The county also plays a vital role in the freight industry. Investment is needed for the route between Felixstowe and Nuneaton. This will relieve congestion on the A14 corridor which is critical to unlock growth throughout the region. Electrification of the Felixstowe to Nuneaton route is the top priority for the UK rail freight group.

Key priorities

- Build four new stations to serve Cambridge Science Park, Waterbeach, Addenbrookes and Soham. A new station at Soham should be delivered alongside Soham to Ely track-doubling upgrades. Cambridge Science Park station should be built on the King's Lynn – Cambridge – King's Cross line and opened by May 2016.
- Improve the service from London King's Cross to King's Lynn via Cambridge and Peterborough. There should be longer trains and more frequent services including express services. The Intercity Express Programme (IEP) standard rolling stock should be introduced on the service.
- Introduce new service patterns to take advantage of improved capacity from Thameslink. This includes planned services from Cambridge to Brighton and Peterborough to Gatwick Airport.
- Deliver additional services between Cambridge and Stansted Airport. This should be followed by improved connectivity from Stansted to the Midlands and the North of England. There should also be improved connections to Cambridge and Peterborough and followed by King's Lynn, Ipswich and Norwich with more convenient and timely connections at Ely and Peterborough.
- Introduce early morning services between Cambridge and Stansted Airport.
- Provide increased frequency for services between Cambridge and Norwich, Cambridge and Ipswich and Ipswich and Peterborough.
- Introduce an hourly service between Ipswich and Peterborough followed by more frequent services between Ely and Peterborough. Both services should call at Fenland stations of Manea, March and Whittlesea.
- Introduce evening services on most routes in Cambridgeshire. Special attention should be paid to later services for Manea, March and Whittlesea.
- Introduce a late train from Cambridge to Fenland in the next franchise.
- Reopen the Wisbech to March line and provide new service patterns including Wisbech to Cambridge with a view to extending the service to London.
- Deliver the central section of the East West rail line which will link together Oxford, Milton Keynes, Luton, Bedford, Cambridge, Stansted airport, Norwich and Ipswich.
- Deliver electrification of the Felixstowe to Nuneaton, Newmarket to Cambridge and Norwich to Ely lines and strengthen the power supply between Cambridge and King's Lynn.
- Build over-bridges or underpasses to address safety and capacity



Cambridge Science Park Station (visualisation)

issues at the: A142 at Ely station, A10 at Foxton to the south of Cambridge, and the A605 at Whittlesey.

- Introduce full barriers at Waterbeach station level crossing.
- Make improvements to Whittlesea Station and promote its use as a parkway for Peterborough.
- Maximise freight usage on the rail lines, particularly on the Felixstowe to Nuneaton line. Improve track capacity to ensure that planned freight and passenger services are accommodated.

Hertfordshire

Hertfordshire's economy is built on a balanced platform of life sciences, advanced manufacturing and information technology.

The county is home to some of the biggest businesses in the UK. International pharmaceutical giants employ 30,000 people, over 22,000 people work for world-leading aerospace and defence companies and West Hertfordshire is the centre for information technology employing over 15,000 people.

Hertfordshire's economy is balanced. Its residents enjoy a high quality of life with thriving modern towns and villages that are celebrated as among the best in the country. The balance means that Hertfordshire is attractive to big business and fledging ventures, city commuters and short-distance travellers.

But these assets bring no guarantees. The county needs investment to address its chronically congested transport network - a major barrier to growth.

The eastern part of Hertfordshire is served by the West Anglia Main Line. The main stations include Bishop's Stortford, Cheshunt, Broxbourne, Ware, Hertford East, Waltham Cross and Sawbridgeworth. Businesses and commuters are reliant on the Main Line to access the Capital. The tourism industry also needs excellent connections to draw visitors to the county's must-see attractions.

The West Anglia Main Line is operating at capacity. Passenger numbers have risen while train and rail line capacity has remained largely unchanged. The problem is compounded by competing pressures on the line. Commuters to London face competition between the demands of Stansted Airport for more dedicated fast trains to the Capital.

The main congestion on the track lies between Broxbourne and London Liverpool Street. The two-tracking is simply inadequate, with minor delays cause significant and prolonged backlogs. Short-term improvements with three-tracking on part of the line are planned, but only four-tracking will deliver the capacity changes needed.

Broxbourne is ambitious to grow and building new stations are necessary to unlock developing areas. These stations will serve new communities, built on the sustainable balance of local employment and city commuters.

Hertfordshire's economy is outperforming the quality of its rail service and infrastructure. The county's current success should not mean investment is spent elsewhere. Hertfordshire needs investment to continue to deliver.

Key priorities

- Increase track and train capacity on the West Anglia Main Line. This should include four-tracking on the Lea Valley route at least as far as Broxbourne. Work should be completed during Control Period 6.
- Introduce direct services to Stansted airport from Hertfordshire stations. These services should coincide with the airport's peak morning activity.



- Deliver new high quality trains with air conditioning, automatic doors, Wi-Fi and plug sockets on all services.
- Introduce a timetable that meets needs of passengers along the line. This should include more inner suburban commuter trains on the Hertford East branch between Liverpool Street and Stratford. There should also be additional fast services to Bishop's Stortford and Stansted.
- Improve journey times along the route including Bishop's Stortford, Broxbourne, Hertford East and Cambridge.
- Improve the intercity service on the East Coast Main Line. This should increase the range of directly served destinations including the north of England and Scotland.
- Consistent reliability and punctuality of 93%.

Connecting East Anglia

East Anglia has created more jobs than anywhere outside London in the last five years. The region is one of the fastest growing in the UK and its prosperity is built on the successes science, technology and manufacturing. But our region is hampered by poor rail infrastructure. We need a modern, customer-focused and efficient railway system to release our full potential.

This is achieved with a rail system that connects our five counties together. We want a network that allows our universities to forge closer working relationships and new services for tourists to travel effortlessly between the must-see attractions on offer in our five counties.

We also need a railway system that connects East Anglia to other parts of the UK. One that means our businesses and institutions are not isolated from the rest of the country. We need a system that means investors in East Anglia have all the benefits of our five counties as well as access to London and powerhouse cities in the north of England. We need a rail system that shows East Anglia is open for business from around the world.

Short-term priorities to 2024

- We continue to call on the Government to withdraw plans to end the direct service between Norwich to Liverpool Lime Street which provides vital connectivity for East Anglia as well as Sheffield, Manchester and Liverpool.
- Deliver complete electrification of the central section of the East West rail line between Milton Keynes and Cambridge in Control Period 6. Following the commitment by the Prime Minister, Ipswich should have a direct service on the East West rail line to Oxford and Bristol.
- There should be a complete remodelling of Ely North junction. This will allow for a half-hourly service from King's Lynn to Cambridge. It will also provide hourly services from Ipswich to Peterborough, Ipswich to Cambridge and Cambridge to Norwich. Complete improvements to the junction will allow for half-hourly connections from the north into Stansted airport and increased direct connections from Peterborough to Cambridge.
- Make sure that Essex benefits from Crossrail 2 which could provide a significant opportunity for linked investment along the southern end of the West Anglia Main Line. Inner suburban services running via the Crossrail 2 tunnel under central London to south-west London would provide additional capacity for fast Cambridge, Stansted and Harlow services to Liverpool Street and Stratford and the potential to improve the interchange at Tottenham Hale.
- Increase line speeds to 100mph for services between Ipswich

and Peterborough, Ipswich and Cambridge, Norwich and Cambridge, Norwich and Peterborough, Lowestoft and Ipswich, and Lowestoft and Norwich.

- Improved connections at Peterborough for East Coast Main Line services to the north of England and Scotland.
- Complete capacity and line speed improvements set out in an Initial Industry Plan.

Long-term vision beyond 2024

- Build a 100mph electrified two-way railway from Peterborough to Felixstowe. This will enable faster and more frequent passenger and freight services with the option to extend services to Colchester. These improvements should include the electrification of the Ipswich to Cambridge and Ely to Norwich route.
- Fully deliver the East – West rail line that will directly connect Bristol to Ipswich and all cities along the line.
- There should be better connections for long-distance domestic journeys.
- Continue to make improvements that will provide the best access to Stansted Airport.

Our Counties Connected

Supporters

Members of Parliament

Norfolk MPs:

Richard Bacon, Henry Bellingham, George Freeman, Norman Lamb, Brandon Lewis, Keith Simpson, Chloe Smith, Elizabeth Truss, Simon Wright

Suffolk MPs:

Peter Aldous, Therese Coffey, Ben Gummer, Matthew Hancock, Dan Poulter, David Ruffley, Tim Yeo

Essex MPs:

David Amess, John Baron, Simon Burns, Douglas Carswell, Jackie Doule-Price, James Durrige, Mark Francois, Robert Halfon, Rebecca Harris, Sir Alan Haselhurst, Bernard Jenkin, Eleanor Laing, Stephen Metcalfe, Brooks Newmark, Priti Patel, Eric Pickles, Sir Bob Russell, John Whittingdale

Cambridgeshire MPs:

Stephen Barclay, Jonathan Djanogly, Julian Huppert, Stewart Jackson, Andrew Lansley, James Paice, Shailesh Vara

Hertfordshire MPs:

Oliver Heald, Peter Lilley, Stephen McPartland, Mark Prisk, Grant Shapps

Local Enterprise Partnerships

Greater Cambridge Greater Peterborough
Hertfordshire
New Anglia
South East

Business and other groups

Cambridgeshire Chambers of Commerce
Essex Chambers of Commerce
Haven Gateway Partnership
Hertfordshire Chambers of Commerce
Norfolk Chamber of Commerce
Stansted Airport Limited
Suffolk Chamber of Commerce

Rail User Groups

Bishop's Stortford Rail Users
Braintree and Witham Rail Users Association
Brentwood Bus and Rail Users Group
Chelmsford Rail Users
Chingford Rail Users
Community Rail Partnerships
East Norfolk Travellers Association
East Suffolk Travellers Association
Enfield Rail Users
Essex Rail Users Federation
Felixstowe Travel Watch
Fen Line Users Association
Great Eastern Rail Taskforce
Harlow Rail Users
Hatfield Association of Rail Travellers
Hitchin Rail Users

Ingatestone Rail Users
Kelvedon Rail Users
Letchworth Garden City Rail Users
Manningtree Rail Users
Marks Tey Rail Users
Mid Anglia Rail Passengers
On-track (Clacton Line)
Peterborough to Norwich Rail Users
Railfuture
Royston Passenger Action Group
Stevenage & Knebworth Rail User Group
Welham Green Rail User Group

Local authorities

Babergh District Council
Basildon Borough Council
Braintree District Council
Breckland District Council
Brentwood Borough Council
Broadland District Council
Broads Authority
Broxbourne Borough Council
Cambridge City Council
Cambridgeshire County Council
Chelmsford City Council
Colchester Borough Council
East Herts Council
Epping Forest District Council
Essex County Council
Fenland District Council
Forest Heath District Council
Great Yarmouth Borough Council
Hertfordshire County Council
Hertsmere Borough Council
Ipswich Borough Council
King's Lynn and West Norfolk Borough Council
Maldon District Council
Mid Suffolk District Council
Norfolk County Council
North Hertfordshire District Council
North Norfolk District Council
Norwich City Council
Peterborough City Council
South Norfolk District Council
Southend-on-Sea Borough Council
St Albans City and District Council
St Edmundsbury Borough Council
Stevenage Borough Council
Suffolk Coastal District Council
Suffolk County Council
Tendring District Council
Thurrock Council
Uttlesford District Council
Waveney District Council
Welwyn Hatfield Borough Council