



GREAT EASTERN MAIN LINE

THE CASE FOR INVESTMENT

Great Eastern Main Line Taskforce

Delivering better, faster trains for Essex, Suffolk and Norfolk

GREAT EASTERN MAIN LINE

KEY LOCATIONS
ALONG THE
ROUTE



FOREWORD



GILES WATLING MP

CHAIR OF THE GREAT EASTERN MAIN LINE TASKFORCE

Businesses, local authorities and education establishments across our region are calling on Government to invest in a faster, more reliable rail service on the Great Eastern Main Line (GEML). It will drive sustainable economic regeneration and deliver long-term, clean, economic growth across Essex, Suffolk and Norfolk and enable our region to contribute more to UK plc.

“We need a rail service that is not only fit for purpose, but one that is fit for the future.”

There is strong and compelling evidence that investment in the GEML could generate up to **£9.3bn in economic benefits** for the region once the wider agglomeration and

productivity benefits are included. The package of improvements we’re asking for has the potential to create 5,100 new jobs in Norwich, 5,400 jobs in Ipswich, 10,000 jobs in Colchester, 8,400 jobs in Chelmsford and 3,700 new jobs in Southend.

The financial benefit of journey time savings is estimated at £6m annually.

“Over a 30-year period, journey time savings would equate to a total of £179m.”

The total investment cost is estimated to be in the region of £660m. The benefit cost ratio is clear at 5.6 which means that for every pound of investment, £5.60 of economic benefits will be generated, representing **very high value for money.**

Forecasts for population and passenger demand clearly show the region is set for significant growth over the next decade, which will inevitably lead to more people using train services across our region.

But the economy along the GEML is not performing as well as other areas within a similar distance to London. It is also not growing as fast as other areas and is continuing to fall further behind over time.

People rely on train travel to make journeys that would be inconceivable by car, such as commuting from Chelmsford to Liverpool Street during rush-hour. The GEML has a monopoly on those who make these journeys and, as they have no alternative, they need a reliable service. Without improvements to infrastructure on the GEML, additional crowding is likely to result in reliability issues.

The road network is also increasingly congested across our region and journey times by rail are highly competitive and improving when compared to road. As the economic cost (including consideration for time, reliability etc) of travel by rail becomes more competitive against the car, more people will switch from car travel, leading to further increased demand for rail.

Without these improvements, economic and population growth will be stifled and our ability to increase our net contribution to UK plc will be curtailed.

This report asks the Government to recognise our strong and compelling case for investment in the rail infrastructure of the GEML to underpin the delivery of better services and meet growing passenger demand.



GREAT EASTERN MAINLINE TASKFORCE

The Great Eastern Main Line (GEML) Taskforce was created in November 2013 by the then Chancellor George Osborne to campaign for rail improvements on the mainline. The Chancellor recognised then that the GEML rail service simply wasn't fit for purpose and asked for a Taskforce to define how we could have faster, better journey times between Essex, Suffolk and Norfolk, provide evidence of the economic benefits to be had from investment in the railway, and to report back with recommendations.

The **report** was submitted to Government in November 2014 and since then much progress has been made:

- Greater Anglia (owned by Abellio and Mitsui) was announced as the new franchise holder for services across East Anglia up to 2025.
- The new franchise agreement included the investment of **£1.4bn in new trains** to completely replace the fleet and new timetables to deliver significant improvements in journey times, capacity and frequency.
- Rollout of new train fleet is well under way with all new intercity trains now in service across the region and the rollout of the suburban trains due to be complete mid-2022.
- Franchise agreements have been temporarily replaced by Emergency Recovery Measures Agreements (ERMAs), due to the pandemic situation. In East Anglia, the ERMA with Greater Anglia is expected to be followed by a direct award contract for three to five years, after which a new longer term contract for the operation of services in East Anglia is due to be let.
- Network Rail was awarded **£2.2bn** for the East Anglia region for operations, maintenance and renewals of the Anglia network up to March 2024, reflecting a 21% increase compared to the previous five-year period.

- Funding secured through the Housing and Infrastructure Fund for Beaulieu Station and the passing loop, which will provide additional capacity and improved network resilience, benefiting the entire mainline. Delivery of Beaulieu station and passing loop are fundamental to this business case.

However, even with these investments, the speed and level of service across the Great Eastern Main Line still falls below that of other mainline routes in the UK.

The key focus for the Taskforce has therefore shifted slightly to ensuring additional infrastructure investments, outside the remit of the Emergency Recovery Measures Agreement, are delivered to enable the GEML to be the catalyst for economic growth across our region.

“The key focus for the Taskforce has shifted slightly to ensuring additional infrastructure investments”





CONTEXT OF COVID-19 PANDEMIC

The outbreak of Covid-19 and resulting pandemic has developed rapidly with far-reaching impacts on the economy and business across the country. Lockdown measures have led to unprecedented shutdowns of large parts of the economy simultaneously, with effects being transmitted quickly across all sectors. Although restrictions are now beginning to ease, it remains

difficult to accurately predict the long-term impact of the pandemic. Throughout these uncertain times, the railway has played a vital role in ensuring Britain's key workers can travel and vital supplies are kept moving. As the country emerges from its third lockdown with the help of the rollout of vaccines, it remains difficult to accurately predict the long-term impact of the pandemic.

ABOUT OUR REGION

Figure 1: Scope of the study, includes routes shown in green



We are ambitious for future growth across our region. Since 2014, more than £911m of government funding has been secured by New Anglia LEP and South East LEP for investment in a range of projects to improve skills, drive innovation, support growing businesses and improve transport and other infrastructure.

Our area boasts one of Britain's most important concentrations of vital infrastructure assets, including its largest ports, its only international rail link and four airports; as well as being the epicentre of the world's largest market for offshore wind energy, with expertise in all forms of energy generation.

Building on centuries of innovation, our region is pioneering the technologies and science needed to power, feed and connect a growing national and global population for a cleaner and more sustainable future.

There are few places which are so uniquely equipped to make telling contributions to the major challenges facing the world in the 21st century – food and energy security, healthy ageing and living with environmental change in a world where technology is advancing rapidly.

We are also vital to UK plc, being one of only two net contributor regions to the Treasury and **generating a combined annual GVA of over £70bn¹**. Our region is at the cutting-edge of digital innovation, with a globally competitive communications technology and digital

creative sector anchored by nationally recognised tech clusters centred on Ipswich and Norwich's fast-growing digital creative hubs. Across Essex, the creative sector is expanding fast, with emerging concentrations of digital activity.

With specialisms in telecoms, cyber security, quantum technology, artificial intelligence, Internet of Things, user experience design, marine and microbiome research, the area has some of the highest concentrations of knowledge-intensive jobs in the UK. Home to the largest agri-food sector in the UK, it boasts world-leading research into plant and soil technology, agricultural systems and health.

Our region is one of the fastest growing areas in the UK. The population across Essex, Suffolk and Norfolk is set to rise significantly with around **320,000 new homes planned between 2016 and 2036**, including the creation of a new generation of 'garden communities'.

"In total, 80,000 of these properties are expected to be built within a 15 mile radius of the rail line, representing a significant increase in the local population."

But future growth depends on our region being mobile and accessible and fundamental to this success is the quality and reliability of the GEML. It is the pivotal artery and the lifeblood for our economy.

OUR ASK

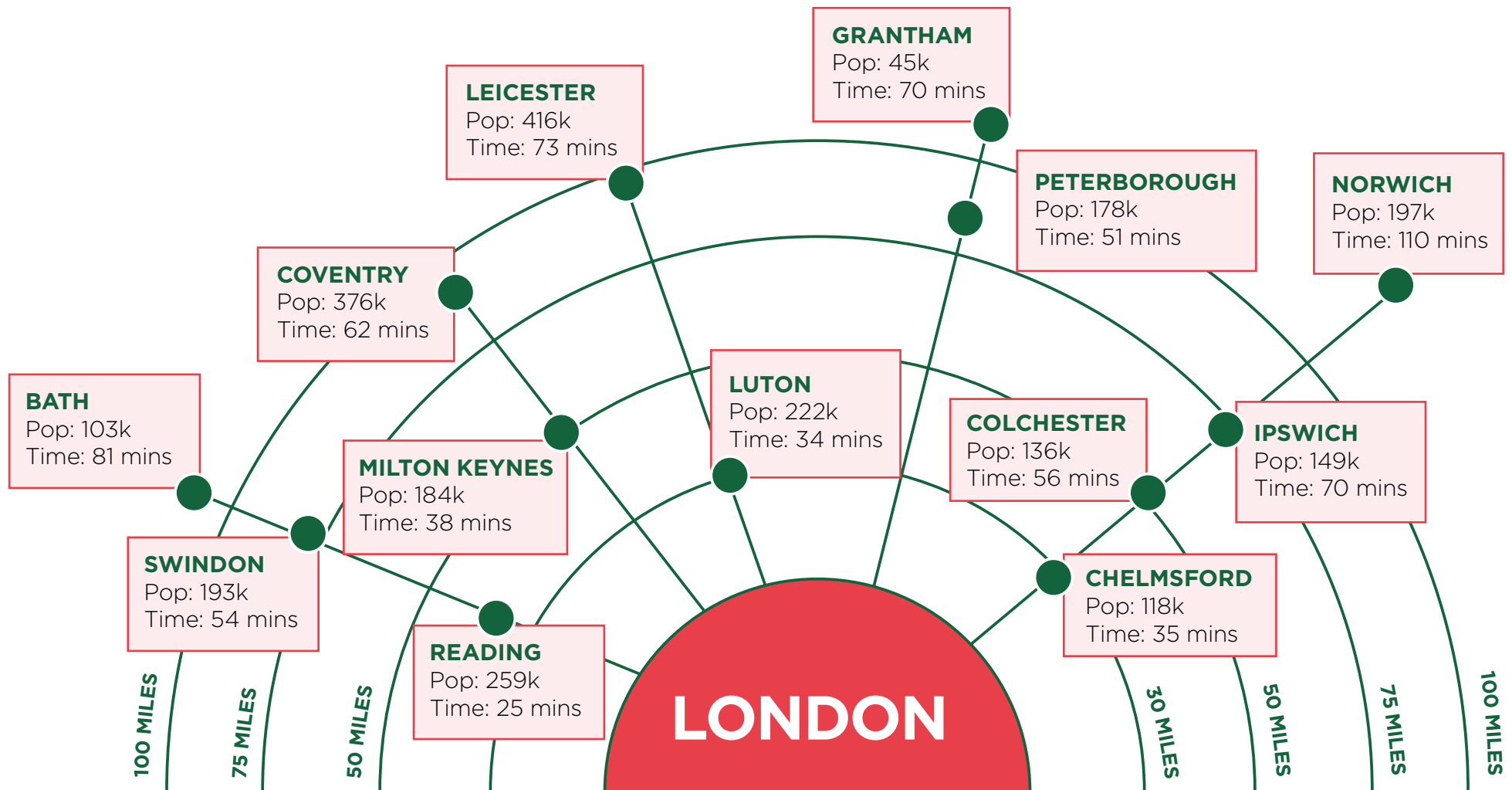


- Bow Junction remodelling and associated infrastructure including signalling (with required improvements to London Liverpool Street and Stratford stations) to increase capacity, connectivity and improve performance and resilience.

- Improved signalling between Shenfield and Colchester to provide further capacity improvements

- Line speed improvements to give an hourly 90 minute service to Norwich, with benefits along the line

THE CHALLENGE



We want our economy to contribute more to UK plc. Around 90 million passenger journeys were made in 2017-18 to/from and within GEML stations, with more than 90% of these journeys being made to/from other GEML stations.

But rail services to destinations along the GEML corridor are simply not competitive when compared to other UK destinations. It takes 40 minutes longer to travel from London to Norwich (98 miles), than it does to travel from London to Grantham (99 miles), and almost 30 minutes longer than travelling from London to Bath (96 miles). A journey from London to Peterborough (74 miles) only takes 51 minutes, compared with a journey from London to Ipswich (66 miles) which takes 70 minutes.

This gives other areas of the UK a competitive advantage with the potential to attract business activity away from the GEML corridor.

The GEML is not only slower in comparison to other UK mainlines – it also has less capacity. Forecasts indicate passenger demand will grow year-on-year, with 30% more passengers

travelling to and from London in 2032, compared with 2019.

Although the new trains provide **20% more seats into Liverpool Street**, as the economy and population continue to grow along the GEML, more people will want to use the railway and the additional seating offered by the new trains will not be sufficient. **By 2039, passengers will be standing on a third of the GEML trains arriving at London Liverpool Street between the peak hour of 8-9 am on weekdays.**

Better infrastructure is proven to improve productivity and efficiency and will give the towns on the GEML a better chance at competing with other locations in the UK.

The GEML is a core freight network corridor connecting the UK rail network to the Port of Felixstowe. Conflicts between passenger and freight services are already developing and with both sectors forecast to grow significantly, and these will almost certainly become more acute. This is likely to cause increased delays and reliability issues, as well as making timetabling more challenging. Ultimately these conflicts

are likely to adversely affect both journey times and capacity

Improvements to the GEML will therefore benefit both passengers and freight services. A more resilient and reliable GEML will benefit the freight industry through a reduction in unexpected delays. It will also enable growth at the Port of Felixstowe, creating jobs in the industry as well as enabling the removal of HGVs from the local, regional and national road networks, with the positive environmental and safety impacts.

We simply cannot afford to lose this opportunity to secure investment for the GEML.

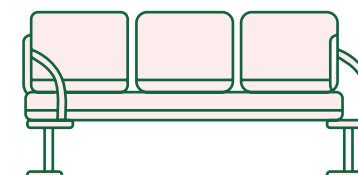
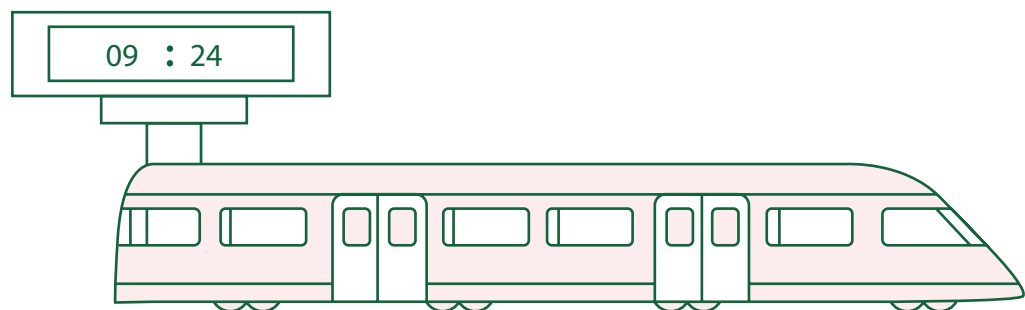
Without improvements to the capacity and speed of this key artery across the East of England, economic and population growth will be stifled and our ability to increase our net contribution to UK plc will be curtailed.

As other areas become more competitive, we could see businesses relocating to more prosperous areas, slowing the demand for housing and reducing the labour supply for

businesses to choose from. Performance of existing businesses would suffer, as their access to pools of employment or the markets they need diminish, making them less competitive. Businesses could either fail or relocate to areas where there is better infrastructure to support them. As people move closer to these businesses, deprivation could increase, especially in areas where employment becomes scarce.²

Without an efficient and fast railway, people will look for alternative ways to travel and this is most likely to include driving – leading to further congestion on the road network and increasing air pollution, accidents and noise. These impacts make places less desirable to live. The combined impact of increased road usage will make businesses less likely to want to invest in the area and people less likely to want to live there.

The critical freight transport industry in the area will also suffer as the Port of Felixstowe is not able to distribute as much freight by rail as anticipated – impacting on efficient distribution of freight for the whole country.



THE PLAN

Our Plan includes three incremental phases of enhancements to the GEML:

Phase 1

Infrastructure upgrades to boost capacity on the GEML, comprising Bow Junction remodelling and associated infrastructure (including signalling) and improvements to London Liverpool Street and Stratford stations in order to facilitate increases in passenger numbers.

Phase 2

In addition to Bow Junction remodelling in phase 1, a programme of further infrastructure upgrades that act incrementally to further boost peak capacity, including resignalling between Shenfield and Colchester to facilitate the necessary headway reductions.

Phase 3

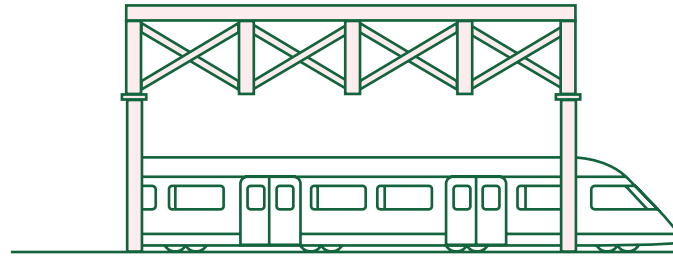
In addition to the capacity updates included in Phase 2, a programme of upgrades that acts incrementally in order to deliver improved journey times on the GEML. The schemes included within this phase are:

- Enhancements to level crossings north of Colchester to facilitate an increase in off-peak services, including a third train per hour to Norwich.
- A programme of infrastructure upgrades south of Colchester to increase line speeds with one train per hour off-peak achieving 'Norwich in 90' calling at Ipswich (60 minutes) and Colchester (40 minutes) as a minimum.

The overall scheme, combining these three phases of work, represents **“Very High Value for Money”**. The individual components are stepping stones to unlocking the economic benefits the programme delivers as a whole, while helping maintain our position as a net contributor to HM Treasury, and **helping support the Government’s ‘levelling up’ agenda.**



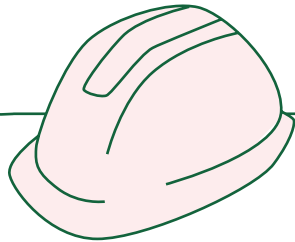
Delivering the Great Eastern Main Line package of improvements could **generate up to £9.3bn in economic benefits** once the wider agglomeration and productivity benefits are included.



Further research has shown the investment could also unlock an additional **£1.3bn of capital investment** along the route.



A total of 4,150 temporary construction jobs will be created by investing and improving the GEML.



In addition, the package of improvements has the potential to create 5,100 new jobs in Norwich, 5,400 jobs in Ipswich, 10,000 jobs in Colchester, 8,400 jobs in Chelmsford and 3,700 new jobs in Southend.



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The financial benefit of journey time savings are estimated at £6m annually. Over a 30-year period, this equates to **total journey time savings of £179m.**

This compares with up-front capital investment of £660m, with a Benefit to Cost Ratio of 5.6 - representing **very high value for money**. It means that there are £5.60 of economic benefits for every pound the investment costs the taxpayer.

All the assessments show this scheme is capable of generating very high value for money and therefore should be progressed for implementation as a priority.

A COMPELLING CASE

The GEML Taskforce has already made a strong case for wider investment, and we have already seen some significant success, with a brand new fleet of trains being rolled out across our region.

But there is still a strong and compelling case for further investment in the GEML, which will enable us to truly capitalise on the economic potential across our region.

The package of enhancements will generate £9.3bn in economic benefits, as well as the following wider rewards for our region:

- Expanding the range and quantity of housing available to residents of the key locations along the GEML route – Chelmsford, Colchester, Ipswich, Norwich and Southend
- Supporting development of modern commercial/business facilities within key centres along the route, enhancing the image of these locations and attracting further businesses and investment in key commercial centres such as Chelmsford, Ipswich, and Norwich.
- Improved accessibility and image benefits to other existing and planned employment areas across the GEML route, increasing the attractiveness to occupiers. Futura Park includes North East Chelmsford Garden Community, Norwich Research Park, Broadland Business Park, Gateway 14 in Stowmarket, Futurapark and Sproughton Enterprise Park in Ipswich.
- Improved access to employment opportunities for both existing and future residents of the five key locations, helping reduce local unemployment and increase labour market participation.
- Supporting short-term and longer-term objectives for economic growth and productivity improvements across the whole of the GEML.
- Contributing to Government's net zero carbon economy by 2050 by actively encouraging more sustainable train travel, in addition to the recent introduction of the new £1.4bn environmentally-friendly train fleet.
- Supporting and safeguarding one of the most successful rail franchises in the country, with a strong track record in generating net revenue contributions back to government to, in turn, unlock further economic opportunities elsewhere across the country.



The case for investment is clear – the region is already a net contributor to UK plc and for the Midlands and the North to flourish, we need investment in the GEML to enable it to continue to grow; to support national productivity and to maximise the benefit of our region to provide a significant number of jobs; development land for homes and more opportunities for our residents.



“The region is already a net contributor to UK plc and for the Midlands and the North to flourish, we need investment in the GEML to enable it to continue to grow”

APPENDIX 1

SUPPORT FROM BUSINESSES



Andy Wood, CEO Adnams and chair, Visit East of England

"A faster more reliable train service across Suffolk, Norfolk and Essex is essential as we build back from Coronavirus. The ability to access all our region has to offer in a timely and environmentally friendly way will benefit both our economy and the planet."



Stephen R. Britt, Managing Director, Anchor Storage Ltd

"For the occasional Inter-City commuter, a reliable and fast service between Norwich, Ipswich and London Liverpool Street is essential. The recent introduction of brand new rolling stock will cover part of the requirement, but investment in the rail, signaling and station infrastructure is now overdue and essential to make the most of the new trains."

Furthermore, the smoother ride and updated facilities in the carriages allow passengers to work while on the move, be this preparation for a meeting on the outward journey or writing some post-meeting notes on the return.

Looking to the future, a reliable, fast and modern-looking service will attract more visitors, in both directions, and increase the off-peak usage."



**Corrienne Peasgood OBE, Principal,
City College Norwich**

“In these uncertain times, we need to remove any barriers which young people face – better transport links are a priority for some of our biggest employers and they open opportunities for everyone. At City College Norwich we’re training tomorrow’s workforce. We’re proud of the part our students can play in boosting Norfolk’s economy and helping the eastern region to build a stronger future. Fit-for-purpose links to the rest of the country are a vital component in making sure that our county and our region can grow and prosper so we’re right behind the campaign to improve rail links with the rest of the UK.”



**Ashleigh Seymour-Rutherford, Chief
Executive, Colbea**

“SMEs are integral to the economy and more reliable train services in Essex would benefit all businesses. It’s these connections which are invaluable, and investment into this infrastructure would also underpin the foundations of support for our SMEs.”

**Colin Crawford, Director, Electric
Palace (Harwich) Ltd**

“We support an increase in journey times on the Great Eastern Main line from London Liverpool Street to at least as far as Ipswich by raising the limit to 110 mph for most of the line from Shenfield to Manningtree. Allowing a time of 45 minutes Liverpool St to Manningtree (average 80 mph).”





**Denise Rossiter, Chief Executive,
Essex Chambers of Commerce**

"We know the importance of our railways to businesses and the communities they serve. We fully support this campaign to get further investment in our rail infrastructure in order to maximise the benefits of the rail network to businesses of all types and sizes."



**Jon Shooter, Managing Director,
Glazing Vision**

"We are a business based in Diss, Norfolk and the majority of our clients are in London. We need a faster and more reliable service so we can provide a better service to our clients. "We have salespeople travelling to London every week and clients visiting us from London, and we have constant disruption to our plans due to the reliability of the train service to and from London."



**George Kieffer, Chairman, Haven
Gateway Partnership**

"The GEML is the only rail connection that North Essex and South Suffolk businesses, including the UK's largest container port at Felixstowe, have with London, and the network has among the most branch-line connections in the country. A regular and timely service is essential to enable our businesses to deliver employment and prosperity and rebuild the economy as we emerge from the Covid-19 pandemic."



**Paul Davey, Head of Corporate
Affairs, Hutchinson Ports**

"The Port of Felixstowe is a vital gateway for international trade for the country. Fifty percent of Felixstowe traffic to/from the North moves by rail. Improvements to the line are essential to boost trade, achieve net-zero carbon emissions and rebalance the economy."



Neil Miles, CEO, Inawisdom

"I fully support the campaign for a faster, more reliable train service across Essex, Suffolk and Norfolk. As a local business owner, I am keen to attract local talent, as well as easily connect with customers and partners. An improved train service is critical for our growth, as well as an economic boost for this UK net contributing local economy."



**David Ellesmere, Leader, Ipswich
Borough Council**

"I am pleased to back this campaign. Our residents, visitors and businesses rely on our railways and the provision of a dependable and fast railway service to and from London is vital for the economic wellbeing of Ipswich and the wider area."

"Chelmsford Railway Station is the busiest two platform train station outside of London, and serves 8.5 million passenger trips per year. Improved capacity on the GEML is vital to assist with relieving pressures on the existing station. The new Beaulieu Park Station and passing loop will help to deliver increased capacity on the line and provides both local and wider strategic benefits."

Vicky Ford, MP



**Paul Clement, Chief Executive,
Ipswich Central**

“As the county town of Suffolk, Ipswich is a natural and vital gateway between the UK, Europe and the world beyond. It is a centre for technology, creativity and business, home to one of the nation’s fastest growing populations, and a destination for visitors to Constable’s country and the East. Yet, while equal in distance to London as Cambridge, Milton Keynes and numerous other centres, our potential is constrained by our rail network links to the capital.

The rail link between London Liverpool Street and Norwich, on which Ipswich is located at the mid-point, has suffered years of underinvestment. But the region, and Ipswich in particular, is now worthy of a much faster service, fit for the new age.

Ipswich Central and the 625 town centre businesses that we represent are pleased to support the campaign.”



**Alastair Moss, Chair of the Planning
and Transportation Committee,
City of London Corporation**

“The City Corporation supports better national and international connections to the Square Mile as part of our Transport Strategy. We are therefore supportive of further investment into the Great Eastern Main Line.

“Increasing capacity and reducing journey times for rail travel between East Anglia and the City of London is beneficial for all areas on the network. Links to the capital are vitally important for the commuters and visitors that we expect to return after the current restrictions are eased.

“Additionally, the City Corporation is dedicated to taking radical climate action. Every polluting vehicle taken off streets contributes to that goal and investment in rail is just one of many ways in which we can improve air quality for residents, workers and visitors.”





Harrods AVIATION

**Paul Norton, Managing Director,
Harrods Aviation Ltd**

“Reliable transport links are essential for any thriving economy. For too long, despite our proximity to London, the people of Essex, Suffolk and Norfolk have suffered with both a poor road network and a train service that frequently fails to deliver. It is essential if we want our economy to thrive that the rail system is upgraded and improved sooner rather than later. Harrods Aviation is pleased to be able to support any initiative which enables rail users to get into Essex reliably and efficiently.”

“The enhancements that we’re asking for will improve rail infrastructure, journey times, and capacity in Colchester, an area in which housing is developing at a considerable rate, as well as providing much-needed benefits to rail infrastructure across East Anglia, which is seeing an ever-growing number of commuters and will continue to do so for the foreseeable future.

Will Quince, MP



**Paul Briddon, Senior Partner,
Lovewell Blake LLP**

“The Great Eastern Main Line is a vital artery of interconnection for business in the Eastern region. It is clear that prior to the Covid-19 pandemic it was already at capacity at peak times. Further planned development along the route will test that capacity further still. Any increase in delays or additional cancellations will have a direct impact on the economy of the region. That is why we support the campaign for additional investment in this vital transport link.”



**Ben McGuire, Chief Operating
Officer, Mirus Aircraft Seating Ltd**

“Mirus is supportive of the campaign for a faster, more reliable rail network in the region. With so many of our International customers commuting to us from the capital, our rail network is integral to both ours and the region’s continued economic growth.”



**Richard Goffin, Port Director Medway
and Great Yarmouth, Peel Ports**

“We are committed to ongoing port infrastructure investments which ought to be matched by improved road and rail enhancements by the public sector. As an example, we have worked collaboratively with Norfolk County Council to support the Third River Crossing in Great Yarmouth.

“A faster, more reliable and more frequent rail service across Norfolk, Suffolk and Essex would very much contribute to the economic success of Great Yarmouth Port, not least providing ease of movement for the labour market and supporting greater investment into the region.”



**Cllr Martin Wilby, Cabinet Member
for Highways and Infrastructure,
Norfolk County Council**

“Norfolk County Council has long supported shorter journey times to London. These are particularly important for business travelers. We know that being able to meet – and to get there and back in a day – is important. Faster, reliable journeys will help businesses already here in Norfolk as well as encourage further economic investment.”



**Councillor Alexander Nicoll, Deputy
Cabinet Member for Transport
Suffolk County Council**

“Suffolk County Council strongly backs the vision being taken forward by the GEML Taskforce. Better journey times and increased service frequency will help Suffolk residents and businesses and all GEML partners will share in the wider benefits which will flow from this project and be felt across the eastern region. It is also timely to bring forward a project to enhance railway services as part of decarbonising our environment and reducing traffic volumes on our roads”

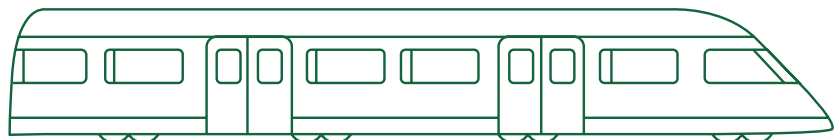


**John Dugmore, Chief Executive,
Suffolk Chamber of Commerce**

“Suffolk Chamber of Commerce believes that an efficient and reliable rail infrastructure remains at the heart of our region’s long-term rebalancing and recovery from the effects of the Covid-19 pandemic.

“We also believe that the region’s pivotal geographical position between the rest of the world and other regions in the UK make improvements to this infrastructure vital to national economic prosperity post-Brexit

“That is why, on behalf of our members and the wider Suffolk business community, we wholeheartedly support the aspirations of the GEML Taskforce.”





Chris Sargisson, Chief Executive Officer, Norfolk Chambers of Commerce

"Norfolk Chambers of Commerce is delighted to support the Great Eastern Mainline Campaign. To ensure Norfolk businesses remain accessible and competitive, we need a faster more reliable rail service. The introduction of new rolling stock is a much-welcomed improvement, but to capitalise we also need to see reduced journey times and upgrading of the track infrastructure along this essential route. An improved rail service will enable the Norfolk business community to deliver more economic growth and jobs into our region."

"These improvements are about achieving best value: removing choke points on the railway which at present limit capacity and cause delays. These much-needed enhancements will enable us to maximise the capabilities of the new trains. And passengers across East Anglia certainly deserve more investment for the fares they pay."

Sir Bernard Jenkin, MP



Stefan Gurney, Executive Director, Norwich Business Improvement District

"The Norwich BID fully supports Great Eastern Main Line Taskforce goals and specifically the opportunity to deliver a high-quality resilient and adaptable train infrastructure for Norwich. We support investments that will drive sustainable economic regeneration and deliver long-term, clean, economic growth, ensuring that Norwich continues to grow and develop as a progressive, liveable, dynamic and connected city. We have been actively involved in the development of the plan and it is an ambitious plan for an ambitious city."



Richard Perkins, Director, Commercial Property Asset Management Consultancy

"As a Lowestoft-based business established over 25 years ago, the inadequacy of rapid, reliable and effective rail connections both within East Anglia and to destinations outside, particularly London, has reduced our productivity and the ability to grow the business more rapidly."



Professor Helen Langton, Vice-chancellor and CEO, University of Suffolk

"The University of Suffolk is very supportive of the need for a faster, more reliable train service to cover our region. This will enable more people to access education and training as well as other business and industry, and contribute more fully to the growth of key skills and our economy, which is vital for our long-term sustainability and to recover from Covid-19."



Alex Durand, Chief Executive, SaxonAir Charter Ltd

"East Anglia outperforms most other parts of the UK, despite completely inadequate and unreliable transport links. A more reliable and comprehensive train service would release the region's potential, allowing fuller participation in the wider UK economy, as well as improving access to international connectivity."



Ian Hacon, CEO, Yellow Brick Road Solutions Ltd t/a energise.me and Director of Zaks (UK) Ltd

"While right now people are travelling less, this will come back and the fast links between London and Norwich are vital for us to reach one of our primary markets and access funders and advisors in the city."

"A fast, reliable train service is an important part of the transport infrastructure and is vital to a thriving visitor economy. Day visits, in particular, can give a massive boost to our economy."

APPENDIX 2

GREAT EASTERN MAIN LINE TASKFORCE

TERMS OF REFERENCE (UPDATED JANUARY 2020) INTRODUCTION

East Anglia is a successful part of the UK economy and one of the fastest growing. Norfolk, Suffolk and Essex generate over £60bn in GVA for the economy each year – expected to reach more than £75bn by 2026. Considerable growth in housing and employment will be based in a large part on the continued success of many dynamic and innovative sectors and businesses based here, with more being attracted from within the UK and overseas.

This summarises the key findings of “Once in a generation – a rail prospectus for East Anglia” published in 2012 which set out a programme for rail improvements across the region, and included the compelling business case for significant investment along the Great Eastern Main Line (GEML), in particular, new rolling stock and the reduction of journey times – the so called “Norwich in 90” “Ipswich in 60” “Colchester in 40” concept.

To campaign for this investment the Great Eastern Mainline Taskforce was created in November 2013, at the invitation of the then Chancellor, George Osborne.

The Great Eastern Main Line (GEML) is an extremely busy, electrified and largely two-track railway, running between London Liverpool Street and Norwich, serving several significant towns and cities. The GEML also connects with multiple branch lines, with significant freight movements to and from Felixstowe.

Services are operated by Greater Anglia under a franchise agreement which was awarded in October 2016 to run services across East Anglia until 2025. The franchise includes £1.4 billion in brand-new rolling stock to completely replace the fleet, with new timetables to deliver significant improvements in journey times, capacity and frequency. However, even with these investments, the speed and level of service across the GEML still falls below that of other mainline routes in the UK.

The key focus for the GEML Taskforce has therefore shifted slightly to ensuring that additional infrastructure investments, outside the remit of the franchise agreement, are delivered to ensure the continued improvement required to address the expected future demands on the line.



FOCUS AND PRIORITIES FROM NOW ON

The focus of the GEML Taskforce is to ensure:

- Funding is secured to deliver the following critical projects which impact on achieving Norwich in 90, Ipswich in 60 and Colchester in 40 Haughley Junction Improvements:
 - Beaulieu Station Development
 - Bow Junction Remodelling and associated infrastructure improvements
 - Improvements to signalling headways between Colchester and Shenfield.
- Our influential voice is heard in all consultations relevant to the network (eg. level crossings; route studies; regional transport plans; highways plans).
- Collaborations are maintained and built across all key stakeholder groups so passenger and business interests continue to be championed across the region and in government.

- Constructive and mutually supportive working relationships between the Taskforce and service providers are at the heart of delivering the new investments and improved services.

And across East Anglia:

- Supporting the delivery of improved services and investment across the wider network in line with the 'Our Counties Connected' Manifesto and maintaining an interest in work taking place in other Rail Taskforce groups, including the West Anglia Mainline and the Ely Area Improvements Taskforce.
- Continuing to provide evidence-based business cases for additional investment.
- Driving innovation in integrated service provision.
- Building the coalitions of interest that will ensure our increasingly mobile and accessible economy is recognised as a leading contributor to UK plc, and a destination of choice for national and international business.

WORKING ARRANGEMENTS

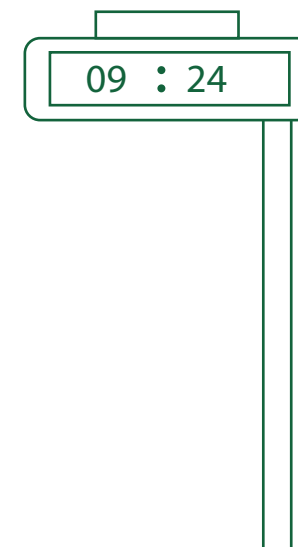
The Taskforce will continue to be a strategic body, coordinating with local stakeholders, providing overall direction and identifying options for funding.

The secretariat and project management functions for the Taskforce and Working Group will be provided by New Anglia Local Enterprise Partnership.

COMMUNICATIONS

The Taskforce recognises the significant interest in its work by a number of stakeholder groups and individuals, including passengers, local authorities, LEPs and businesses across East Anglia.

The Taskforce will continue to keep stakeholders fully informed with progress and feedback and will encourage regular two-way communications, including at events, to provide opportunities for everyone to shape and influence the work of the Taskforce.



STAKEHOLDER AND PANEL MEMBERS

- **Giles Watling (Chair)** – Member of Parliament for Clacton
- **Alex Burghart** – Member of Parliament for Brentwood and Ongar
- **Sir Bernard Jenkin** – Member of Parliament for Harwich and North Essex
- **Chloe Smith** – Member of Parliament for Norwich North
- **Clive Lewis** – Member of Parliament for Norwich South
- **James Cartlidge** – Member of Parliament for South Suffolk
- **James Cleverly** – Member of Parliament for Braintree
- **Jo Churchill** – Member of Parliament for Bury St Edmunds
- **Richard Bacon MP** – Member of Parliament for South Norfolk
- **Tom Hunt** – Member of Parliament for Ipswich
- **Therese Coffey** – Member of Parliament for Suffolk Coastal
- **Priti Patel** – Member of Parliament for Witham
- **Vicky Ford** – Member of Parliament for Chelmsford
- **Will Quince** – Member of Parliament for Colchester
- **Ellie Burrows** – Route Director for Anglia, Network Rail
- **James Bradley** – (Temporary) Head of Strategic Planning, Network Rail
- **Jean McEvoy** – Senior Public Affairs Manager, Anglia Route, Network Rail
- **Jamie Burles** – Managing Director of Greater Anglia
- **Jonathan Denby** – Head of Corporate Affairs, Greater Anglia
- **David Burch** – Director of Policy, Essex Chamber of Commerce
- **Adam Bryan** – Chief Executive Officer, South East LEP
- **George Kieffer** – Vice Chairman, South East LEP
- **Councillor Martin Wilby** – Norfolk County Council
- **Councillor Alexander Nicoll** – Suffolk County Council
- **Councillor Kevin Bentley** – Essex County Council
- **Chris Starkie** – Chief Executive Officer, New Anglia Local Enterprise Partnership
- **Marie Finbow** – Strategy Manager, New Anglia Local Enterprise Partnership (project manager for the Taskforce)
- **Hayley Mace** – Head of Communications, New Anglia Local Enterprise Partnership (communications manager for the Taskforce)

ADVISORY MEMBERS / OBSERVERS

- **Tony Potter** – Principal Programme Client, Southeast, Anglia and Enhancements Portfolio, Department for Transport
- **Jessica Parker** – Programme Client Assistant, South East, Anglia & Enhancements Portfolio, Rail Infrastructure – South, Department for Transport



To find out more about the Great Eastern Rail Campaign or Taskforce visit www.newanglia.co.uk

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GREAT EASTERN MAIN LINE

THE CASE FOR INVESTMENT

February 2021

Great Eastern Main Line Taskforce

Delivering better, faster trains for Essex, Suffolk and Norfolk