Image: Antony Guppy

Once in a generation –

A rail prospectus for East Anglia

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Foreword

East Anglia has a once-in-a-generation opportunity to address the critical need for greater strategic development of its rail network.

We have a vision for releasing the industry, knowledge and talent of our region by a modern, passenger-focused and efficient railway system.

East Anglia has contributed so much the the UK economy even though it has not been lavished with road and rail infrastructure projects.

It could give so much more, to the benefit both of local people and of Britain, with focused and timely investment in rail services.

But we do not just want to catch up on money foregone: we want to create a passenger experience that sets the bar for what can be achieved elsewhere, attracting business and leisure travellers to our counties with an efficient, sustainable and passenger-focused rail system.

This prospectus sets out the priorities, the timetable and the actions that will make that vision a reality.

We want to work with the Department for Transport to secure improvements and to drive innovation.

Once in a generation – a rail prospectus for East Anglia is authored and supported by a strong cross-party and multi-agency alliance of MPs, county councils, Local Enterprise Partnerships, other local authorities, businesses and rail user groups – across the four counties of Essex, Suffolk, Norfolk and Cambridgeshire.

It has also been produced in close consultation with Greater Anglia and Network Rail to ensure the proposals are practical and deliverable.

It puts forward the case for a realistic and technically feasible programme of improvements between now and 2032 which will help create thousands of jobs and unlock billions of pounds of growth for the UK economy.

The prospectus has been produced at a pivotal time for the rail industry, ahead of the re-letting of the Greater Anglia franchise and the Department for Transport's High Level Output Specification and Statement of Funds Available for Network Rail's Control Period Five and during the consultation periods into the combined Great Northern, Thameslink and Southern franchises and the Essex Thameside franchise.

It also follows the Government's command paper on rail, which responded to the McNulty review into the rail industry.

Our prospectus primarily covers the Greater Anglia franchise area as that franchise serves the majority of passengers in East Anglia.

But it also recognises that a significant numbers of passengers from East Anglia are also served by the Thameslink/Great Northern, Essex Thameside, East Midlands, and East Coast franchises.

In addition it recognises the increasingly important role that freight plays on our rail network, particularly given the key national role played by the Felixstowe container port and the opportunity that improvements to the Felixstowe to Nuneaton rail corridor present to reduce road congestion.

Our focus is on Cambridgeshire and Peterborough, Essex, Thurrock and Southend, Norfolk and Suffolk.

But we do recognise the importance of working with partners from a wider geography, including Hertfordshire and Greater London, particularly given the usage of the routes and the role commuters from our area play in contributing to the Capital's economy.

We have a genuine alliance of interests in the East of England and have worked together across traditional boundaries to seek your investment. Our aims and priorities through this document are complementary, united and passionate.

Our alliance of supporters includes:

Members of Parliament
Cambridgeshire MPs: Stephen Barclay, Jonathan Djanogly, Julian Huppert, Stewart Jackson, Andrew Lansley, James Paice, Shailesh Vara
Essex MPs: John Baron, Simon Burns, Douglas Carswell, Robert Halfon, Rebecca Harris, Sir Alan Haselhurst, Bernard Jenkin, Stephen Metcalfe, Brooks Newmark, Priti Patel, Eric Pickles, Sir Bob Russell, John Whittingdale
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

Local Enterprise Partnerships
New Anglia Local Enterprise Partnership
South East Local Enterprise Partnership
Greater Cambridge Greater Peterborough Enterprise Partnership

Local authorities
Cambridgeshire County Council
Essex County Council
Norfolk County Council
Suffolk County Council
Babergh District Council
Basildon Borough Council
Braintree District Council
Breckland District Council
Brentwood Borough Council
Broads Authority
Cambridge City Council
Chelmsford City Council
Colchester Borough Council
Epping Forest District Council
Fenland District Council
Forest Heath District Council
Great Yarmouth Borough Council
King's Lynn and West Norfolk Borough Council
Maldon District Council
Mid Suffolk District Council
Norwich City Council
Ipswich Borough Council
South Norfolk District Council
St Edmundsbury Borough Council
Suffolk Coastal District Council
Tendring District Council
Uttlesford District Council
Waveney District Council

Rail User Groups
Great Eastern Main Line Vision Group
Essex Rail Users Federation
Chingford Rail Users
Enfield Rail Users
Harlow Rail Users
Bishops Stortford Rail Users
Fen Line Users
Brentwood Rail Users
Ingatestone Rail Users
Chelmsford Rail Users
Braintree and Witham Rail Users
Kelvedon Rail Users
Marks Tey Rail Users
Manningtree Rail Users
On-track (Clacton Line)
ESTA (Felixstowe)
East Suffolk Travellers Association (Lowestoft)
Mid Anglia Rail Passengers
East Norfolk Travellers Associations
Norwich – Peterborough Rail Users
Railfuture East Anglia

Business and other groups
Cambridgeshire Chambers of Commerce
Essex Chambers of Commerce
Haven Gateway Partnership
Norfolk Chamber of Commerce
Suffolk Chamber of Commerce
Stansted Airport Limited

Other supporters will be added to this list over the coming weeks.

Executive summary

The East of England has suffered for too long from the effects of under-investment in its rail network. The time is now overdue to rebalance this regional anomaly.

Modern growth demands effective rail links to drive a rebalanced innovation economy, facilitate sustainable housing and development and support an international transport network.

The Eastern regional economy is driven by centres of growth in Cambridge, Norwich, Ipswich, Colchester, Chelmsford and Southend supported by smaller market towns. Our region also plays a key part in driving forward the Capital's economy.

This burgeoning economic strength is increasingly threatened by gridlock, congestion and capacity shortfall on the transport network. Local business and quality of life is being undermined.

Rail investment has transformed parts of East Anglia in the past, notably through the introduction of the 'Cambridge Express' service and other improvements on the King's Lynn – London route. Improved rail links are the key to unlocking urgently needed sustainable housing growth in the region.

Rail is the key to job creation and a new economy, driven by innovation and technology hubs across the region. The burden on the region's road network, lacking a major motorway artery, will be eased by improved rail capacity and connections. The rail network provides vital employment opportunities for commuters and improvements will attract inward investment into the region.

Across the region's rail network, there are flashpoints, bottlenecks and key routes in need of improvement. Improving the rail network delivers a significant opportunity for unlocking land and property value along the rail corridors and in the vicinity of stations and marshalling yards.

Our prospectus calls for significant, but not unrealistic, investment in additional infrastructure and rolling stock. Key priorities include tackling the congestion in and around London Liverpool Street and lines to the north through north London, Essex and Hertfordshire.

Crossrail will help – but not solve the congestion we face – and we are proposing a package of measures including support for Network Rail's Bow Junction remodelling as well as some additional tracks on the Great Eastern Main Line and West Anglia line.

In Cambridgeshire, the Ely North junction is a bottleneck which must be improved to unlock growth on a range of regionally significant routes including freight. This must be coupled with more frequent, faster intra-regional services.

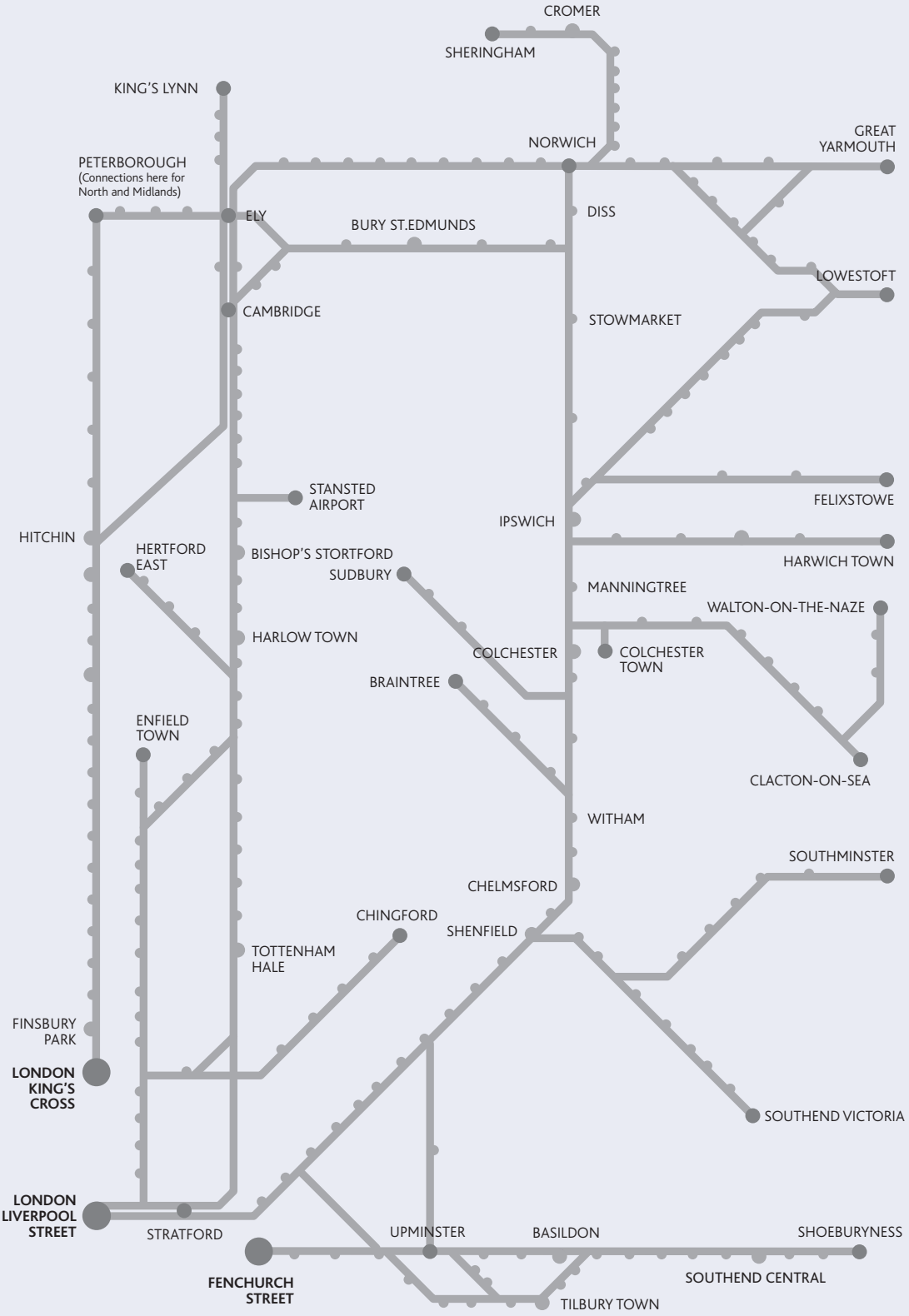
Our rolling stock is also not fit for purpose, with the Great Eastern Main line in need of new InterCity stock and new or refurbished trains required for all other services. Kings Lynn to London must remain in the IEP programme.

We are keen for continued investment in our branch lines, increasing track capacity, enhancing stations and improving line speed and frequency of services to support the planned economic growth in our communities.

The UK's rail leadership structure is well documented and there is a recognised need for a new approach. In the wake of the McNulty Report, the Eastern region presents an opportunity to aid the Department for Transport pioneer fresh models of vertical integration, community rail and tax increment financing.

This pioneering approach requires a robust and comprehensive alliance, and there exists the appetite to implement this joint working across political parties, local businesses, county councils and Local Enterprise Partnerships.

East Anglia Route Map



The Felixstowe to Nuneaton freight corridor is defined as the route from Felixstowe via Ipswich, Stowmarket, Bury St. Edmunds, Ely and Peterborough.

Not to scale
For illustrative purposes only

Strategic priorities

The potential economic growth of our region is substantial but cannot be taken for granted.

Rail is integral to our success and investment is required to ensure that the rail network has the capacity to carry the millions of passengers each year that use it.

Summarised below are the requirements needed in the short term and medium term to improve the main arterial routes, inter-county routes, feeder routes, branch lines, the freight corridor and service provision, including stations.

Short Term Key Priorities: 2014–19

Infrastructure Project	Description	Route
Bow Junction remodelling	Opens up capacity/slots at London Liverpool Street	GEML
Felixstowe to Nuneaton Improvements	Completion of agreed Network Rail upgrades for CP4 and 5 on Felixstowe to Nuneaton including Ipswich Chord to improve freight capacity and passenger services	FN
Fully upgrade Ely North junction and related infrastructure	Enables increased frequency of Kings Lynn – Cambridge, Norwich – Cambridge, Ipswich – Peterborough, services to Stansted from Norwich and Peterborough and freight	Various
CrossRail development	Delivers capacity enhancements – but ensure local services are not disrupted	Various
Incremental Increase in WA capacity and line speeds	Third track long part of Lea Valley to alleviate congestion, boost services to Stratford and 100mph running, upgrade of platforms to boost capacity	WA
Increase GEML Line Speed	Enable all trains to run at 110 mph	GEML
Building of a third track north of Chelmsford and additional station	New section of track to increase capacity and enable faster train running. New station to support housing growth	GEML
Freight access to London Gateway	Gospel Oak to Barking electrification and reduction in level crossings	ET
London station enhancements	Infrastructure improvements to improve station capacity at London Liverpool St and Fenchurch St	GEML, WA and ET
Improvements to cross-regional services and branch lines	Package of incremental improvements including line speed upgrades to cross-regional and individual branch lines plus other projects to improve capacity or frequency for example Cressing Loop, level crossing constraints and track/platform capacity Norwich and Ipswich	Various

Rolling Stock Project	Description	Route
New Intercity Trains	New InterCity standard trains on Norwich – Ipswich – Colchester – London service and as a minimum complete refurbishment of all rolling stock in meantime – Inter City and EMU. Potential to cascade 321s to north – replaced with new rolling stock	GEML and Southend line
New High Quality Trains	London, Harlow, Bishop Stortford, Cambridgeshire and refurbishment of all trains as a minimum	WA
Additional rolling stock	To utilise newly extended platforms on Tilbury route	ET
IEP Trains	London, Kings Cross – Cambridge, Kings Lynn	GN

Services Project	Description	Route
All routes	As a minimum maintain existing services and stops	
Lea Valley via Tottenham Hale to Stratford	Four trains per hour including to Angel Road, Northumberland Park and a re-opened Lea Bridge station	WA
Stansted Airport	Earlier arrivals at Stansted from 4am and half hourly Cambridge to Stansted	WA
Branch Lines	Line by line analysis of incremental service improvements to address key gaps eg Ipswich – Peterborough to hourly	All

Other Attributes Project	Description	Route
Reliability	Outcome of reliability and punctuality to be higher than 93%	All
Stations	Refurbished stations with real-time passenger information	All
Ticketing	Introduce smartcard ticketing and "print-at-home" on all routes	All

Long-term Key Priorities (assumes completion of short-term priorities & planned projects): 2019-32

Infrastructure Project	Description	Route
Increased Capacity into Stations	London Liverpool Street and London Kings Cross	GEML, WA and GN
Electrification of Lines	Felixstowe to Peterborough, Norwich to Cambridge and Ipswich to Cambridge	Various
Faster Inter City Services	Faster Journey times, Norwich, Diss, Stowmarket, Ipswich, Manningtree, Colchester, London	GEML
Faster WA Services	Faster journey times from Cambridge and Stansted to London Liverpool Street	WA
East West Rail	A direct East West train between Oxford and Cambridge linking to Norwich and Ipswich	Various
Faster Branch Line Services	Minimum 75 mph on branch lines and fewer level crossings. Dualling Felixstowe branch	Various
ERTMS	On all key routes	All

Rolling Stock Project	Description	Route
New Rolling Stock	New rolling stock on all lines, fit for on train working (including power sockets and WiFi). InterCity specification Norwich to London including catering	All

Services Project	Description	Route
Increased Frequency	Increased frequency of service on all lines, to minimum of half-hourly	All

Stations Project	Description	Route
Parking and Access	Increased parking capacity and accessibility to platforms at stations	All

East Anglia – the case for investment

Our railways are integral to the economic and transport functioning of our region, carrying 115 million passengers in 2010-11. This number is set to grow further and our railways are already at full capacity during peak times.

There is recognition and commitment from all stakeholders that future transformation of the rail service is integral to ensuring that the region's considerable contribution to national economic prosperity is maintained and enhanced.

Independent research has shown that significant investment in our key routes will bring substantial economic benefit to the region and the UK.

Investment in our rail network will deliver a good return on investment – and will be repaid many times over through greater economic output and increased fare revenues.

For example the East of England Development Agency's Transport Economic Evidence Study and the Atkins study into investment on the Great Eastern Main Line (GEML) suggested economic benefits of around £3.7bn would result from a significant enhancements to capacity, line speed and service quality.

Improving the Ely junction bottleneck will generate economic benefits of around £100m according to research carried out for the local authorities by Mott McDonald, supporting growth centres such as King's Lynn, Norwich and Ipswich, it will also facilitate freight.

Similarly, research by stakeholders has highlighted the economic benefits of improving services along the West Anglia (WA) route, which links the key centres of Cambridge, Harlow the Upper Lea Valley and Stansted Airport. 59 per cent of trains will be overcrowded by 2021 without improvements.

Freight is a crucial economic driver and the further development of the Felixstowe to Nuneaton route is pivotal to boosting the amount of freight taken off the roads, which will benefit users of our congested road network, also help enhance passenger services on this rail corridor and free up capacity on the GEML. It will also support moves to reduce congestion on the A14 corridor. Investment in Barking to Gospel Oak will improve access to London Gateway.

Our branch lines have a key role to play with towns they serve expected to grow in the next few years. Our prospectus sets out some clear goals for improvements and investment in these routes.

This prospectus sets out a plan for improvements to stations and measures to significantly improve the customer experience for rail travellers.

We call for local and central government to use their planning powers to develop new sustainable communities close to rail services and to maximize private sector investment in rail.

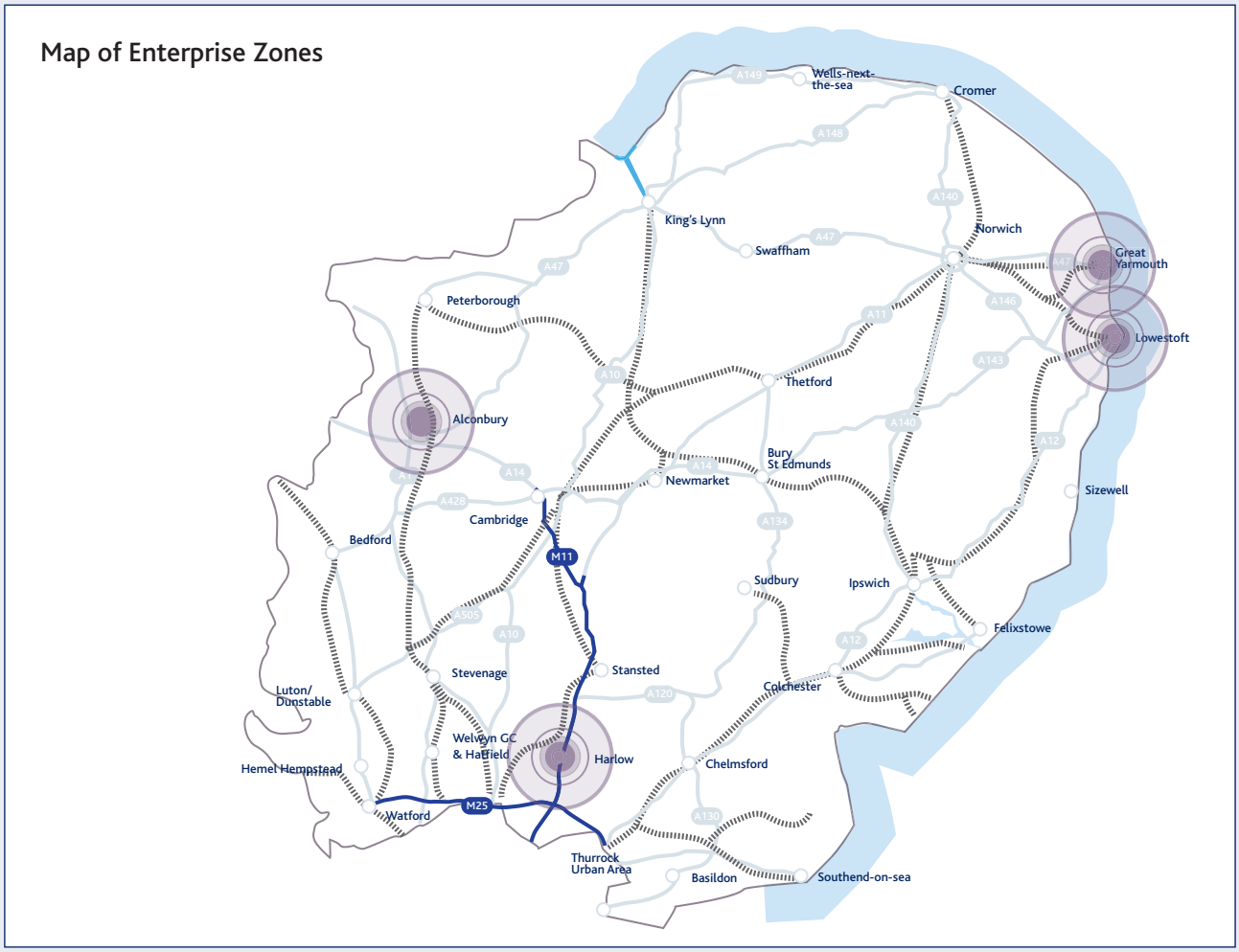
And we would welcome the opportunity for parts of our region to be included in a pilot to look at better integrating the relationship between train company and track operator.

Our priorities are set out in separate sections covering achievable shorter term improvements deliverable by 2019 and longer term objectives up to 2032 for each of the key routes serving East Anglia.

The economic growth of our region cannot be taken for granted. The rail network is integral to the economic success of our region and investment is required if we are to ensure that the rail network has the capacity to carry the millions of passengers each year that use it.

Investment in our rail infrastructure is not an optional luxury, but an economic necessity.

Map of Enterprise Zones



East Anglia – the growth region

The East of England is one of only two net contributors to Her Majesty's Treasury. There are centres of considerable enterprise, innovation and economic growth with multiple drivers.

Rail and the new economy

The Eastern region has the potential to be the California of the UK; a regional driver of a national economy built on innovation and technology.

Cambridge, Norwich, Ipswich, Colchester, Chelmsford and Harlow are already hubs of science, innovation and new technology. East Anglia's ports have an unparalleled opportunity to develop the off-shore energy industry.

This region presents an opportunity to achieve a central Government ambition to rebalance the UK economy, supporting regional growth and localism, redistributing focus from the major financial powerhouse of the South East.

Modern economies are specialised and globalised, and require increased transport support to succeed and compete in the 21st Century. This is especially true of innovation and knowledge economies. University scientists and entrepreneurs ride bicycles, but for long distance travel, a commercially driven knowledge economy demands a high quality of environment that can only be supported by an efficient and fast rail network.

Fast rail links were the key to the Cambridge phenomenon with links into the city attracting inward investment. The region now needs links between these clusters; between Oxford and Cambridge, Cambridge and Norwich, Norwich and Ipswich, Harlow, Colchester and Chelmsford, the east coast and the rest of the country.

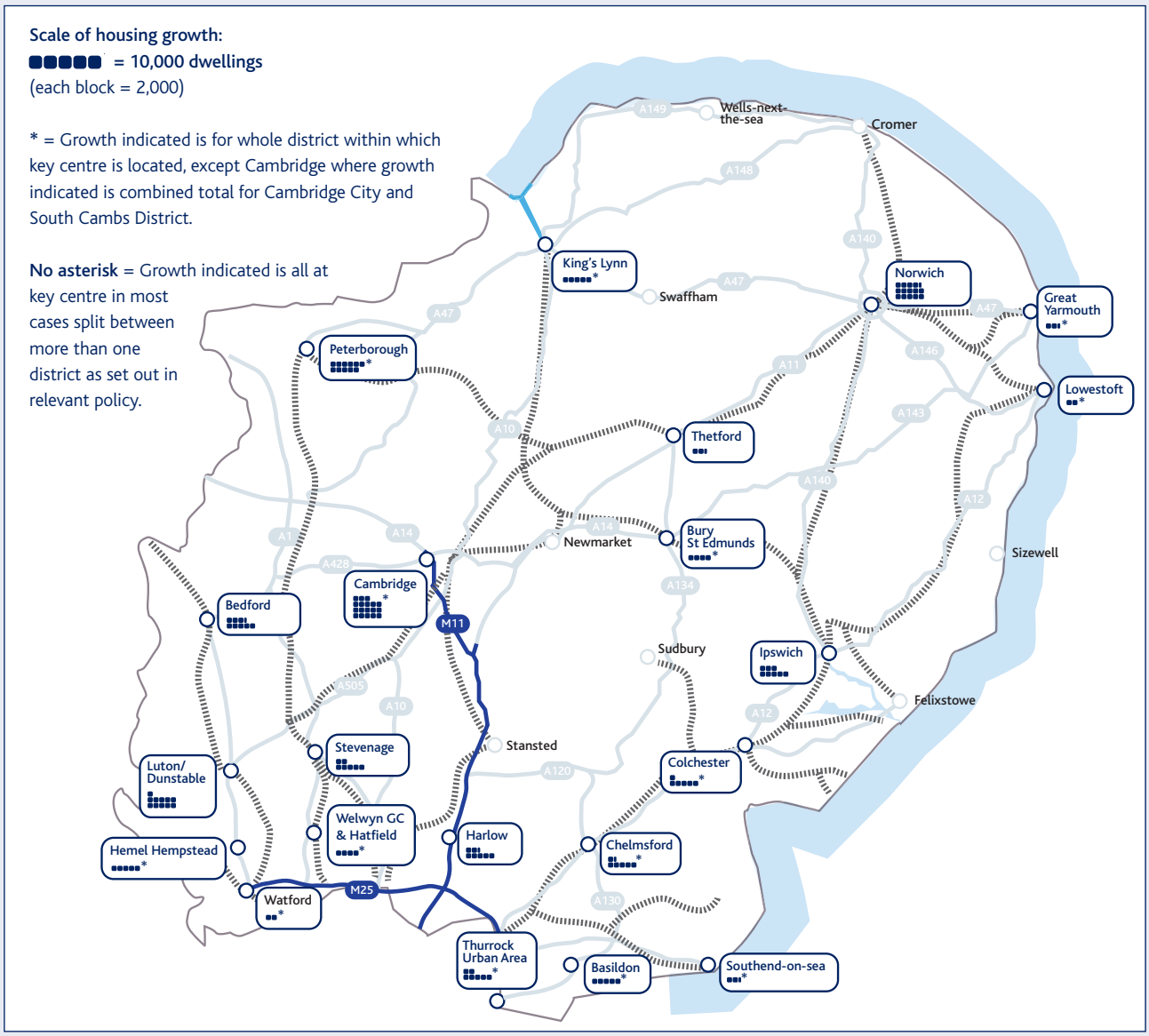
Rail and population growth

East Anglia is one of the fastest growing parts of the UK. Both commuters and long-distance travellers are growing in number on the routes discussed in this prospectus both to London and between towns and cities in the region. More housing is planned numbering up to 360,000 in total across all four counties.

East Anglia's roads are already gridlocked. Successive governments have failed to invest in road and rail in the region and its centres of considerable enterprise and innovation.

As a result, the potential for growth is being undermined by gridlock on the rail and road network, roads such as the A14, A12, A120 and A47; growth that could be unlocked if the transport links were more reliable, rapid, comfortable and business-friendly. The East of England could provide even more wealth and prosperity to the UK economy and those areas of our counties that are deprived could be offered new opportunities.

Rail links are key to serving this population.



(360,000 new houses are planned for Cambridgeshire, Essex, Norfolk and Suffolk by 2031)

Map for illustrative purposes only as housing numbers are subject to change

A four county alliance

Our prospectus has been developed by a genuine alliance of four counties. Each county has its own set of priorities and points of emphasis but all are committed to working together to support investment in the regional rail network.

Norfolk

Norfolk has the businesses and innovation to lead the rebalancing of the UK economy, with world-leading expertise in bio-medical and life sciences, low carbon goods and services, renewable energy, ICT and creative industries.

The Government is recognising this with, for example, its investment in life sciences in Norwich. Businesses are demonstrating this through the exciting industry plans off-shore and in Great Yarmouth and Lowestoft's Enterprise Zone.

Norwich plays a key role as the region's biggest economic centre, with strengths in financial services, the creative industries and life sciences and has significant plans to grow over the next few years. King's Lynn is also set for rapid expansion as is Downham Market. Thetford, Attleborough and towns along the Norwich – Cambridge rail corridor will also grow.

To support this we need better infrastructure. Our road network is inadequate, with single carriageways connecting Norwich south, east and west. Our broadband links hold businesses, public services and households back. Moves are underway to improve both roads and broadband; our rail service begs for investment.

Norfolk's rail network – as the extreme point of East Anglia – has been neglected compared with other parts of the UK. Much of our rail infrastructure dates back to the 1960s and some of the Inter City carriages to the 1970s.

A key priority must be to secure the significant return on investment from improving the Norwich to London main line, to be faster and of better quality for all travellers from Norwich and Diss.

A wide range of studies have demonstrated the clear economic benefits for not just Norfolk, but the entire region from upgrading this key artery.

The economic competitiveness of Norwich and Norfolk is influenced by its accessibility and connectivity with the Capital, and there is a clear desire to see journey times more in line with other UK Inter City routes.

Now, with a greater number of commuters to London, and local business expanding, double tracking the Ely North junction will create important links to sustain growth.

Improvements to the Ely North junction will sustain rail freight and help to ease road congestion. The cost of double tracking the junction has been estimated

between £10 and £25.7 million, and falls within the Network Rail discretionary budget.

The Ely improvements will support growth ambitions in King's Lynn, enabling a half hourly service to Cambridge and London, and support growth in key towns such as Downham Market, where the appetite for rail usage can be seen by strong growth in passenger numbers in recent years.

Improvements at Ely will also open up the science corridor between Norwich and Cambridge by improving the rail link. Companies further west in this sector of the future say to us: We aren't sure about investing in Norfolk, when the train takes just as long as the car, and both can leave us stranded...

Our branch lines also have a key role to play, with the Bittern line, serving the North Norfolk coast, growing passengers in recent years and the line to Great Yarmouth and Lowestoft providing a significant opportunity to support the growth of the Enterprise Zone. At the same time improvements to stations can unlock local investment as well as make people safer, as shown through work at stations such as Wymondham.

Norfolk's businesses, communities and political leaders all want the same: faster and more reliable services, served by our fair share of investment in infrastructure. We know this is a once-in-a-generation opportunity for a commitment to the long-term benefit of the Norfolk economy.

Essex

Essex is an economically vibrant and successful entrepreneurial county; however, economic growth is not something that we take for granted.

Our ambition is to make Essex the location of choice for business; for those already based in Essex and those who may choose Essex in the future. We will build on our proximity to London and our excellent international transport links, enabling Essex businesses to thrive and grow, creating sustainable job opportunities for our residents and growth opportunities for our businesses.

The Essex rail network is the gateway linking London to East Anglia. An efficient rail network is essential to help Essex businesses to be more productive, innovate and grow, and to attract investment and unlock sustainable growth opportunities.

It provides access to wider employment opportunities for residents, enables local businesses to trade with London based businesses, and encourages new businesses to establish in Essex benefitting from our proximity of London.

The rail network is at or close to capacity and passenger numbers are close to all time record levels with further substantial growth predicted. On current population trends, demand for travel in Essex will increase by 1.9 billion miles per year by 2025, including 1.4 billion additional miles travelled by car. Investment in our rail network will relieve the growing pressure on our roads to accommodate increased movement of both people and freight.

The Essex economy is driven by our main towns and cities and our international ports and airports. Rail provides an essential link to and between these economic centres.

Essex is the site of the UK's second largest airport for freight and third largest for passenger travel at

Stansted, significant expansion of the Haven Ports is planned at Bathside Bay and the largest combined deep sea container port and business and logistics park project in Europe is being constructed at London Gateway in Thurrock.

49% of Stansted passengers arrive by public transport, the highest of any major UK airport, but increased capacity, faster services and earlier departures from London are all required if the airport is to grow and maximize the potential of its direct link to the heart of the City of London.

Chelmsford has been very successful in recent years with ambitions aspirations for growth and the local economy culminating in Chelmsford's newly acquired city status.

The redevelopment of the former Anglia Ruskin University Central Campus and the former Marconi Works adjacent to the station can create 2,800 high quality jobs and provide 1,200 new homes. Essex County Council, Chelmsford City Council, the rail industry and developers are working together on a plan to improve access between the station and these developments.

In excess of 4000 new homes and a regionally significant business park (approx 40,000m²) are planned to the north-east of Chelmsford including a new rail station at Beaulieu Park. This proposal will increase line capacity and reduce journey times and is also expected to relieve severe passenger congestion at the existing Chelmsford station.

Colchester railway station is a key interchange between intercity and outer suburban trains to Clacton, Walton and Ipswich. The station is located between Colchester town centre and the North Colchester Growth Area where outline planning permission has been granted for 3,500 new jobs and 1,500 new homes. The University of Essex Knowledge Gateway is a dedicated research park offering the potential for 400,000 sq ft of mixed commercial space and up to 2,000 high value jobs linked to research strengths at the University. Colchester is committed to delivering sustainable infrastructure and transport measures to support growth.

Harlow is the location of Enterprise West Essex@Harlow, the Enterprise Zone for Essex. The Enterprise Zone is expected to generate 4950 jobs in Harlow, especially in the MedTech industries, advanced manufacturing and ICT sectors. The EZ enjoys good access to London, European and global markets and the Cambridge knowledge hub via the West Anglia railway line and would substantially benefit from increased capacity and faster services.

Thames Gateway South Essex (TGSE) includes south Essex, Thurrock and Southend and is part of the one of the biggest regeneration areas in the country and is a national priority in terms of regeneration. The TGSE is expected to deliver in 55,000 new jobs and 37,000 new homes by 2021.

Major development includes London Gateway, London Southend Airport, Lakeside Basin and Basildon Town Centre. The strong emphasis on economic growth in the TGSE will undoubtedly put more pressure on the rail network and if it cannot respond there is a danger that economic growth will be inhibited.

The importance of rail travel to Essex extends beyond our larger towns and cities to many smaller towns that have benefitted from good rail links to London. Manningtree is a typical example where nearly 450,000 passengers travel from the station each year, with 54% using season tickets, however, the station has no step-free access to the down platform.

The electrified branch lines to Southend, Southminster, Braintree, Clacton and Walton, and Harwich all carry large numbers of passengers but suffer from a lack of investment in track infrastructure, trains and stations. A recent Braintree District Council study shows how investment in these lines makes economic sense, demonstrating a positive

business case for a passing loop on the branch line and additional through trains to London.

Crossrail will improve links from Essex to central and western London by providing a high frequency service from Shenfield and Brentwood via Stratford and Liverpool Street to the West End and on to Maidenhead. Construction of Crossrail is an opportunity for Essex but improvements will be required at Shenfield and Brentwood stations to improve access and interchange opportunities for passengers.

Across Essex, we are keen to see better integration between rail and the local transport network. We also wish to see a timetable and ticketing structures that not only provides for commuters to London but also encourages rail travel for journeys within Essex, particularly making more effective use of spare capacity on counter-peak services and London bound services for journeys within Essex, and to encourage off-peak travel.

Suffolk

Whether it is in high value manufacturing, software development, the creative industries or food and drink production, Suffolk is home to world-leading research and internationally recognized brands. The economy is the smallest of the four county alliance but is innovative and balanced. Yet it is far from realising its potential to generate jobs, prosperity and growth.

The poverty of local transport infrastructure is a major restraint on Suffolk adding all it could to the wide United Kingdom economy. We are confident that the relatively modest improvements in our rail links demanded in this prospectus would significantly improve Suffolk's ability to grow and compete.

Suffolk's strengths and opportunities are varied. Traditionally an agricultural county, the county has some of the finest arable growing regions in Europe. The county's connected food and drinks production sector is expanding fast and already selling around the world.

Agriculture is only a relatively small part of the county's economy. Amongst the grain fields are some of the most advanced research centres in the world, whilst Suffolk's market towns quietly host extraordinary manufacturing businesses exporting around the world.

Martlesham, anchored by the BT research laboratories, is the place fibre optic cable was invented; it is now the largest software development complex in Europe. Newmarket, on the other side of the county, is the international home of horse racing and the centre of a multi-billion pound bloodstock and gaming industry. Sizewell, on the east coast, is Britain's only PWR nuclear power station and the proposed site of the next generation reactors. A prime objective of local authorities is to divert as much construction traffic as possible onto rail. Haverhill, Sudbury and Hadleigh, in the south of the county, contain many high value manufacturing enterprises with large export potential. Felixstowe is the largest container port in the UK and third largest in Europe. Ipswich is one of the largest insurance centres outside London and has a developing software and life sciences sector of its own. Aldeburgh, on the heritage east coast, is an internationally recognized centre for music, hosting several important festivals a year. Stowmarket is growing fast as a regional commuter centre whilst Bury St Edmunds, one of the best preserved towns in England and the business centre of west Suffolk, is an increasingly important retail and tourist destination. Lowestoft, a long established fishing port and centre for the North Sea oil and gas sector, is now the focus of a fast-growing green energy sector and is part of the Great Yarmouth-Lowestoft Enterprise Zone. The county's incomparably beautiful villages and soft landscape make it an increasingly popular destination for tourists and holiday-makers.

Yet Suffolk's potential is far from realised, a result in large part of the appalling infrastructure on which the county is forced to depend. The county's towns are connected by antiquated single carriageway roads whilst the routes out of the county are embarrassingly poor: the main road between Ipswich and Norwich, for instance, is single lane along almost its entire length. Some improvements are planned and possible but road building will not provide the solution to the challenge of allowing people to move around or through the county. It is only rail that can provide the connections our county so badly needs.

Relatively small changes will make a considerable difference to communities across Suffolk. Stowmarket should be recognized and developed as an interchange between the Ipswich to Cambridge line and the GEML.

The feasibility of using private sector contributions from developers to pay for rail improvements to the Sudbury branch line and its connection to the GEML at Marks Tey, should be considered, enabling a direct Sudbury to Liverpool Street service. Brandon's train service should reflect its status as an increasingly important commuter satellite of Cambridge.

The big wins, however, will accrue to the county and country as a whole.

With decent, reliable and rapid trains, Suffolk's businesses can more easily do business outside the county, whilst the county's towns will be better able to attract the investment that they need to create growth. Faster journey times on the GEML, which cuts through the centre of the county, running comfortable and business-friendly trains, to a reliable and frequent timetable, would permit Suffolk businesses to build on their existing strengths to develop and open up new export markets. Greater capacity at Ipswich station would enable more frequent services across the county. The growth of green and clean energy along the coast; the further growth of Felixstowe; the development of re-manufacturing businesses close to the port; the export of manufactured goods; the expansion of service businesses in Ipswich – all of these depend on improved rail links to London, Cambridge and the rest of the country, and also within the county itself.

The future prosperity of Suffolk relies on better rail; the rest of the country will only benefit from what Suffolk has to offer with better rail. If we miss this opportunity, both will be the poorer.

Cambridgeshire

Cambridgeshire is already at the heart of economic growth in the UK and the East of England. The Greater Cambridge area is the UK's leading high-technology region. Thanks to growth in the region, the UK is now one of the best countries in the world for clean technology industries to start up; the bio-pharma sector is world-leading, and IT companies such as ARM and Autonomy are global innovators.

In addition, Cambridgeshire is one of the top four regions in Europe in terms of total institutional investment into innovative start-ups. The result is higher employment, higher Gross Value Added and one of the highest levels of population growth in the UK.

This region is already a critical driver of jobs, growth and high-tech innovation.

One of the key components of success in the region is the ease with which individuals, businesses and organisations are able to interact with one another. Transport has been and will continue to be critical to this, and rail is particularly important - it attracts businesses and productive individuals because it is fast, reliable and allows people to work while travelling. Moreover, it signals to businesses that a region is suitable for investment and growth.

Rail freight expansion to relieve congestion along the A14 corridor is critical for growth, and the top priority for the UK rail freight group.

And for people and connectivity, investment is needed lines to the North, South, East and West.

A key ask for accessibility to the South, towards London and Stansted, is more express trains and longer carriages. Passenger numbers on the West Anglia route are due to increase 42% by 2021. Already an unacceptable number of trains are delayed or overcrowded. It's bad for business and it's bad for growth.

To the North, we need to increase resilience to King's Lynn and Ely. As it stands, delays on one section of the line knocks out the whole route, causing problems for commuters and businesses alike. Replacing the connection to Wisbech would also drive economic development in the North.

Trains services to the East have the potential to spread the area's high tech industries across a broader area. Improved links between Norwich, Cambridge and Ipswich would create a life sciences triangle, which would cement the region as world leaders in high tech growth.

Given the level of interaction between individuals and businesses in Oxford and Cambridge there is an appalling lack of connectivity to the West. This is currently a clear blockage on growth that must be resolved. The ultimate aim is close the gap between Bedford and Cambridge, providing a direct route from Norwich and Ipswich, through Cambridge, Bedford, Milton Keynes and Oxford, with obvious economic benefits.

Other schemes stakeholders would like to see include a parkway station for Peterborough at Whittlesea and a bridge to replace the level crossing at Kings Dyke between Whittlesea and Peterborough.

If the Government is serious about long term growth, rail travel in the East of England must be a prime candidate for investment.

Priorities in detail

Great Eastern Main Line (GEML)

This is a crucial rail artery for commuters, long distance travellers and freight. Key economic centres of Chelmsford, Colchester, Ipswich and Norwich are interspersed with important commuter stations and fast growing communities of Diss, Stowmarket and Manningtree. The line also connects feeder routes to Braintree, Southend, and Clacton and further into East Suffolk and Norfolk including the new enterprise zone of Great Yarmouth and Lowestoft.

The GEML is full now at peak times, in spite of increased frequency and longer trains.
Network Rail's own projections show that even with the position will worsen markedly before 2030 even with replacement of intercity trains that have more seats. The London and South East RUS forecasts a capacity gap of 3,000 in peak hours without intervention, which implies high levels of standing.

Freight currently runs on the GEML between the Haven Ports and Midlands and North via London. Even with the Ipswich North curve, the forecast doubling of freight trains to 58 per day will require some use of the GEML to manage capacity.

Liverpool Street can be opened up to more trains through the development of Crossrail and the proposed Bow Junction works. However further improvements to infrastructure capacity are necessary – primarily along the Shenfield-Colchester corridor, already one of the UK's most congested stretches of track. To address this we are proposing the construction of an extra third track north of Chelmsford for between 3.5 and 5.5 miles.

This project will allow significant increase in capacity on this section, enabling additional services and faster trains, without reducing the existing stopping pattern to stations such as Colchester, Manningtree, Stowmarket and Diss. Independent research into upgrading the GEML has shown economic benefits of some £3.7bn to Essex, Norfolk and Suffolk.

The short-term vision (to 2019)

- Complete Bow Junction capacity improvements to increase slots into Liverpool St and connections to Docklands
- Increase the maximum line speed to 110mph along sections of the GEML for all trains
- New, Inter City-quality trains and refurbishment of all trains as a minimum
- Extra third track north of Chelmsford to enable overtaking and increase capacity north of Shenfield and the construction of a new station
- Development of Felixstowe to Nuneaton freight corridor including Ipswich chord and Ely North junction to increase capacity, frequency and reliability on GEML
- Class 321 trains to be fitted with improved door opening and 360s modified for 110mph
- Punctuality of at least 93 per cent on a consistent basis

The long-term vision (to 2032)

- Faster journey times along the route for commuter and Inter-City services with headline targets including Chelmsford in 25 mins, Colchester in 40 mins, Manningtree in 50 mins, Ipswich in 60 mins, Stowmarket in 70 minutes, Diss in 80 and Norwich in 90 mins, with no reduction in frequency and number of stations currently served
- Provision of a half hourly minimum service to all stations
- New, high quality (air conditioning, automatic doors, Wifi, power sockets) trains operating all services on the GEML and feeder lines and Intercity-quality trains with catering on the Norwich-Ipswich-Colchester-London services with all trains capable of 110mph running
- Reliability and punctuality performance of at least 93%

West Anglia route

The West Anglia (WA) route provides vital connectivity for commuters into London from parts of Cambridgeshire, Essex, Hertfordshire and Greater London, as well as an important international gateway for travellers using Stansted Airport and a small number of services to Norfolk.

It plays an essential role in regional prosperity and sustainability, serving for example the growth centres of Harlow and Cambridge and the Upper Lea Valley Opportunity Area and provides key links between Stratford and Stansted.

Growth in passenger numbers and the provision of additional trains to meet that demand mean that the WA route is effectively full at peak times.

Network Rail's projections show that the position will worsen markedly in the next 15 years. It is not currently possible either to run more trains to increase capacity on services closer into London (from places such as Harlow, Hertford, Broxbourne, Enfield and Chingford) or to meet the aspirations of Stansted Airport and travellers from Cambridge, Audley End (for Saffron Walden) and Bishops Stortford for faster and more frequent services.

Hertfordshire stakeholders wish to see faster trains to Stansted but not at the expense of services to Bishops Stortford and no diminution of the Hertford North service.

The particular pinch points lie along the Broxbourne to London corridor at the southern end of the route, both via the Lea Valley and via Seven Sisters.

Passenger numbers on the West Anglia route are projected to grow by 42% by 2021. Without improvements 59% of trains will be overcrowded by 2021.

Enhancements would unlock business growth, tourism and planned housing growth, as well as facilitating increased passenger numbers through Stansted Airport where there is approved capacity to nearly double current passenger numbers, and the potential to maximize benefits of the direct link into the City of London.

Furthermore, aspirations in London from TfL for more frequent services in the Greater London area cannot be achieved without infrastructure investment.

The West Anglia vision

- Work to begin to increase track and train capacity on the West Anglia line including four tracking part of the Lea Valley route
- Introduce four trains per hour from the Lea Valley to Stratford including Angel Road, Northumberland Park, with stopping service at a new Lea Bridge Station
- Earlier arrivals at Stansted Airport from 4am to meet check in times for early morning flights, half hourly Cambridge- Stansted service frequency introduced
- Faster journey times along the entire route, headline targets; Stansted Airport in 30 minutes, Cambridge in 60 minutes
- New high quality trains on all services with air conditioning, automatic doors, Wi-Fi and plug sockets
- Reliability and punctuality of 93% on a consistent basis

Great Northern route (King's Lynn to London Kings Cross)

Great Northern trains to and from London Kings Cross serve 11 stations in Cambridgeshire and 3 in Norfolk, including Cambridge, Downham Market, Ely, Huntingdon, King's Lynn, Peterborough and St. Neots.

Great Northern outer-suburban services are run by First Capital Connect (FCC), whose franchise expires in 2013. From 2018/19 some services from Cambridge and Peterborough will run via central London to destinations south of the Thames as part of a new, combined Thameslink, Southern and Great Northern franchise. The Department for Transport (DfT) has appointed a Preferred Bidder to build new cross-London Thameslink rolling stock.

The DfT is currently consulting whether residual Great Northern services (i.e. non cross-London) should be incorporated into the new, combined franchise or be part of an East Coast franchise.

The residual Great Northern services include: fast London Kings Cross-Cambridge-Kings Lynn services; fast London Kings Cross-Peterborough peak services and the remaining semi-fast and stopping London Kings Cross-Cambridge services.

The fast London Kings Cross-Cambridge-Kings Lynn services are included in the DfT's Intercity Express Programme (IEP). DfT has appointed a Preferred Bidder to build new Intercity Express Programme rolling stock.

There has been considerable investment in Great Northern services to reflect sustained growth in passenger numbers. Investments already made include DfT/FCC train lengthening, Cambridge 270m island platform (Thameslink/IEP-ready) island platform and redevelopment of Kings X. Investments in progress include the Hitchin flyover, Peterborough island platform and additional passenger lines. Projects already announced include the Cambridge Science Park station.

Further housing growth is planned at key locations with stations served by Great Northern services - Downham Market: 1,250 houses; Ely: 1,450 houses; Kings Lynn: 7,500 houses; Littleport: 1,200 houses (all figures to 2025).

Network Rail has identified the key constraint for frequency improvements to be the series of single lines arrangements at Ely North Junction. Re-modelling of Ely North Junction would permit half-hourly services not only to and from Kings Lynn but also between Cambridge and Norwich, as well as to and from Ipswich and Peterborough, and greatly increased freight flows.

The short-term vision (to 2019)

- Ely North Junction upgrade, enabling half-hourly frequency London Kings Cross-Cambridge-Kings Lynn
- Power supply upgrade London Kings Cross-Cambridge-Kings Lynn
- 125 mph IEP London Kings Cross-Peterborough-North/Scotland
- 125 mph IEP London Kings Cross-Cambridge-Kings Lynn
- Cross-London Thameslink services to Cambridge and Peterborough
- ERTMS (cab signalling): London Kings Cross-Peterborough/Royston

The long-term vision (to 2032)

- ERTMS (cab signalling): Royston-Kings Lynn
- Further journey time reductions

Essex Thameside

The Essex Thameside service from Fenchurch Street to Shoeburyness via Basildon and Southend and the Tilbury Loop demonstrates how investment can produce results. As recently as the 1990s "the misery line" was unreliable and operated by ancient trains that did not meet passenger requirements.

Investment in the line and the introduction of modern trains has seen a transformation; the service is now the most reliable in the country and has seen passenger numbers increase by 26% between 2005 and 2011.

This success means that additional trains are now required to meet demand. There has been investment in the provision of 12 car platforms on the Tilbury Loop and the London South East RUS has confirmed the need for additional rolling stock; however, the extra rolling stock to provide 12 car trains has not been provided.

Essex Thameside services are limited to 75mph, considerably slower than on other comparable commuter links, leaving destinations within Thurrock, south Essex and Southend at a competitive disadvantage when attempting to attract employers for whom the proximity of London should be an advantage.

The London Gateway Port Development when completed will be one of the largest deep sea container ports in the country.

The short-term vision (to 2019)

- Fenchurch St capacity improvements
- High quality rolling stock to enable the running of more 12 car trains
- Shorter journey times
- Improved station environs and facilities
- Improved accessibility of rail by all modes of transport including provision of inter-modal ticketing and smart cards
- Gospel Oak to Barking Electrification to enable freight transfer from London Gateway

The long-term vision (to 2032)

- The minimizing of the high number of level crossings (particularly in Thurrock)
- Track infrastructure investment to enable 100mph train operation

Connecting the counties

Improving connections between East Anglia's main towns and cities will catalyse local growth and job creation, particular in knowledge based industries, and offer better connection of Stansted Airport around the country.

We are keen to see improved frequency, speed and capacity on routes connecting key centres such as Peterborough, Ipswich, Norwich, Cambridge and Colchester and enabling commuting from towns on these routes, many of which are expected to grow in population. These routes also include important new stations such as Cambridge Science Park.

Over the past few years passenger numbers on these have increased as services have been strengthened – helping boost economic activity.

Tapping into the already-announced East-West rail links can extend the reach of our economic links across to Oxford, helping maximize the return on the construction of the western section and relieve pressure for trains in and out of London, by providing a direct westbound route, and we are also keen to see improved services to Stansted from the north.

Image: Ian Dinmore

Short-term vision (to 2019)

- Complete capacity and line speed improvements in Initial Industry Plan
- Total improvement to Ely North junction and linked infrastructure, enabling
  - Increased frequency on the Kings Lynn to Cambridge line to half-hourly
  - Increased frequency of Ipswich to Peterborough service to hourly, extended to Colchester
  - Increased frequency of Cambridge to Norwich services
  - Half hourly connections from the north into Stansted Airport
  - Increased direct connections Peterborough-Cambridge
- Major refurbishment for all passenger trains on all the services to give a better on-train environment
- Increased line speed and frequency on Ipswich-Peterborough and Ipswich to Cambridge and Norwich to Cambridge and Norwich to Peterborough routes to 100mph where possible
- Improved connections to East Coast Main line services to the north of England and Scotland
- Increased capacity at stations such as Norwich and Ipswich

Long term vision (to 2031)

- A modern, electrified 100 mph two-track railway from Peterborough to Felixstowe, which will facilitate faster and more frequent passenger and freight services
- Modern, high quality, longer passenger trains on all routes (all routes to have air-conditioning, automatic doors, wi-fi and plug sockets)
- A direct East-West train between Oxford and Cambridge, linking to Norwich and Ipswich
- Better connections for longer distance domestic journeys via Peterborough to/from the Midlands, the North and Scotland
- Better access to Stansted Airport, including direct services from Suffolk and Essex

Felixstowe – Nuneaton freight corridor

The Felixstowe to Peterborough rail route is a significant transport artery which has major impact on passenger and freight transport, not just along the route itself and within East Anglia, but as a route of national significance linking the Haven Ports of Harwich International and Felixstowe to the Midlands and beyond. Construction of Sizewell C will require increased capacity 2015-20.

Running parallel to the A14, the route is ideally placed to take freight off the roads, with container traffic that is ideally suited to rail travel and a multi-modal integrated solution. Investment in this route would also maximise the potential of schemes to improve the A14 and A11. Average traffic of 28 trains per day (tpd) from the Haven Ports in 2011 is forecast to increase to 58 tpd by 2031 (London and SE RUS 2011) as the ports expand and increasing volumes of freight is moved by rail rather than by road.

Unlike the GEML, WA, GN and ECML lines, the route is not electrified.

Freight trains have to reverse at Ipswich, significant sections of track are only single lines and junctions at Haughley and Ely are restricted by single lead access, whilst other sections of track (including at Ely) constrain capacity and journey times.

Signalling systems limit the frequency and length of trains, while line speed and speed restrictions related to infrastructure factors (such as bridges) also act as impediments to better passenger and freight services. The capacity and journey times on the line influence not just direct services along this crucial cross-country corridor, but also the capacity and capability of other strategic routes including the Great Eastern Main Line (GEML), the West Anglia (WA) route and the Great Northern route (GN).

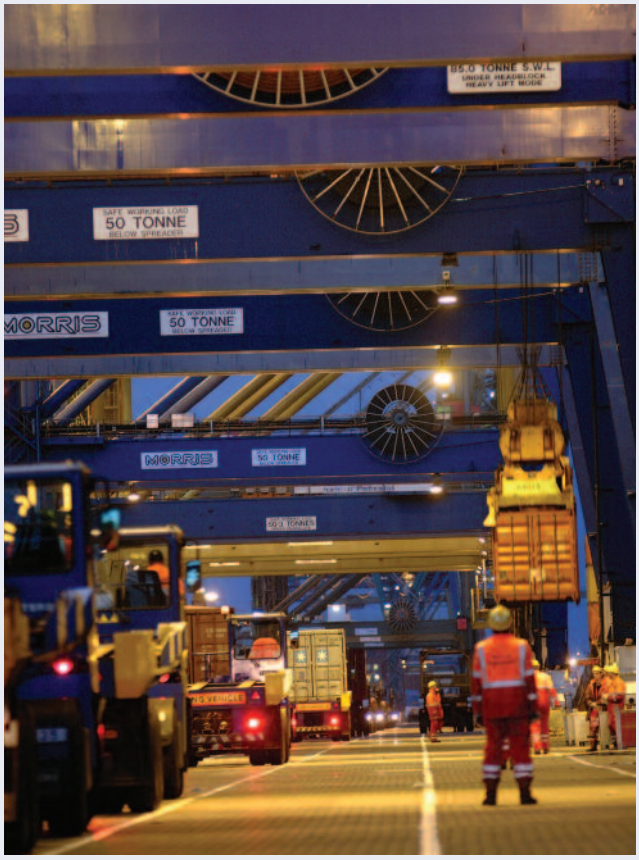
Although some major improvements are planned, the line is heavily constrained in terms of both capacity and speed. Planned and agreed improvements, including the new Ipswich North curve, new loops at Ely and the new island platform at Peterborough (all due by 2014), will all help move things forward – but more significant interventions are necessary to unlock the opportunities presented by this route.

The shorter-term vision (to 2019)

- Assumes capacity and line speed improvements already proposed by Network Rail including Ipswich north curve and Ely loops
- Additional improvements at Ely including Ely North junction and related infrastructure

The long-term vision (to 2032)

- An electrified, 100mph two-track railway from Peterborough to Felixstowe, which facilitates faster and more frequent passenger and freight train services, benefitting key regional routes and the ECML



Branch lines

Branch lines across our four counties offer commuter, tourist and everyday travel for communities and the connectivity can be exploited further to offer enhanced economic opportunities.

Most branch lines currently have a basic hourly service with limited capacity to cope with specific or seasonal peaks in demand. Services are mostly operated with basic trains which, in most cases, have some accessibility constraints and no air-conditioning. Line speeds are often poor (as low as 45mph) and impaired by issues such as single sections and level crossings, which necessitate slower running for safety reasons.

Past experience has shown that improving core service attributes - frequency, speed and reliability - increases rail usage. The many different users on the lines to Southminster, Braintree, Sudbury, Clacton/Walton, Harwich, Felixstowe, Lowestoft, Great Yarmouth and Sheringham (promoted by the thriving community rail partnerships such as the Crouch Valley, Flitch, Gainsborough, Sunshine Coast, Mayflower, East Suffolk, Wherry and Bittern) would increase if the existing constraints around frequency, capacity and line speed were addressed.

We wish to see greater flexibility and innovation in the development of these lines, where in many cases improvements could be achieved for a relatively modest outlay. e.g. the Cressing loop allowing 2 services per hour and upgrading Ipswich to Peterborough to an hourly service.

The short-term vision (to 2019)

- Line by line analysis of incremental service improvements on each route to address key gaps or constraints, as appropriate. e.g. train length, Sunday services, late-night services or seasonal, or event-driven provision, e.g. football matches and festivals, including a review of the size and capability of the local train fleet needed to respond to these peaks in demand
- Underpinned by incremental infrastructure improvements to address key gaps or constraints as appropriate - line speed issues to signalling capacity, platform lengths, level crossings or lack of loops/passing places on single lines
- Refurbishment of trains
- Better reliability with punctuality performance of at least 93%
- Smarter ticketing options, including print at home
- Improved bus connections to towns without stations e.g. Haverhill

The long-term vision (to 2032)

- Half-hourly weekday/Saturday and hourly Sunday services on all routes
- Faster journey times with minimum 75mph line speeds and fewer half-barrier level crossings to maximise rail's competitiveness against other travel modes, thus achieving significant modal shift
- Electrification where appropriate
- New, high quality, longer passenger trains on all routes (all trains to have air-conditioning, automatic doors, Wi-Fi and plug sockets)
- Better reliability with punctuality performance of at least 95%

Trains fit for the future, better stations and service

Passengers need a comfortable and pleasurable travel experience which enables them to make best use of their journey – be it for commuter, business or leisure purposes – from the moment they arrive at the station to when they reach their destination.

It is remarkable how the whole passenger journey in air travel has changed and, to some extent, improved in recent decades; yet the passenger journey for the rail traveller is little different now from how it was sixty years ago. Arguably, it is worse. We call for a complete focus on the passenger to improve every aspect of their journey, from home to work or on a visit to our towns and countryside.

Existing rolling stock across East Anglia varies significantly, the majority of which is ageing (an average of 25 years), recycled from other routes, and offers a basic travelling experience. As a result, most of the trains need either major refurbishment or full-scale replacement.

In the past the delineation of ownership and responsibility across the railway estate has sometimes led to a 'hotchpotch' of station presentation leading to tired main stations or treasured community gateways. Accessibility to all platforms is not enjoyed.

The approach of greater responsibility passing to the train operator is supported and should be extended, with local authorities and other partners given the opportunity to be far more involved in station enhancements such as the work already undertaken at stations in the Colchester area.

We would also like to see a commitment to a root and branch investigation into how we can improve access to the rail network whether as a pedestrian, cyclist, bus user or motorist.

The short-term vision (to 2019)

- New intercity trains for the Great Eastern Main Line
- New trains for Cambridge services on the West Anglia route
- Major refurbishment for all trains in the Greater Anglia franchise
- IEP trains serving King's Lynn-Cambridge-London and Peterborough-London
- All stations to be fully repainted and re-signed with real-time passenger information
- More customer-focused incentives in the long Greater Anglia franchise specification on trains, stations and ticketing
- Smartcard ticketing facilities introduced across the Greater Anglia network and printing at home option, utilising new technologies to integrate various forms of transport
- New arrangements for service alterations to minimise disruptive alterations requiring bus replacement and the provision of rail alternatives wherever practical.
- Encouragement for rail operators to promote lower cost off-peak travel
- A requirement for better integration of rail with bus transport
- Rolling programme to address access issues at stations

The long-term vision (to 2032)

- New or modern generation, high quality, longer passenger trains on all routes (all trains to have air-conditioning, automatic doors, corridor connections, Wi-Fi and plug sockets)
- New Intercity-quality trains on the Norwich-Ipswich-Colchester-London service with key intercity attributes (like 2x1 seating in 1st Class, 2x2 in Standard, tables, catering, end doors, vestibules and similar).
- Customer-focused incentive regime for the on-train and station environment
- Upgraded, smart, secure, fully accessible stations with good quality waiting facilities, real-time information, adequate parking and catering and retail facilities appropriate to the station size
- Full smartcard ticketing across the Greater Anglia Network

Pilot potential for operator-run infrastructure

As a largely self-contained area, the Government may consider the Greater Anglia franchise area as a pilot for vertical integration of the track operating company and the rail operating company.

This would provide opportunities to accelerate the plans outlined in the prospectus and offer the opportunity to accelerate innovation and shared working. In the short term we would press for much greater collaboration between Network Rail and the rail operators.