

**Chris Starkie
Managing Director,
New Anglia Local Enterprise Partnership**

**Presentation to Railfuture East Anglia
in Norwich on 30 September 2017**

Good afternoon. Thanks to Railfuture for inviting me.

For those of you who don't know, my name's Chris Starkie and I'm the Managing Director of New Anglia Local Enterprise Partnership.

The LEP is a partnership of business, local authority and education leaders, backed up by a full-time executive team, working to grow our economy, create jobs and improve productivity here in the East.



**GROWING
BUSINESSFUND**
TAKING YOUR BUSINESS TO NEW HEIGHTS

**GROWING
PLACESFUND**
GETTING YOUR PROJECT OFF THE GROUND

**SMALL
GRANTScheme**
FOR SMALL BUSINESSES WITH BIG ASPIRATIONS



We have a £290 million Growth Deal with Government, with which we're supporting businesses large and small, directly contributing to the creation of more than 2,200 new jobs in our two counties.

£3.3m from Growth Deal for International Aviation Academy - Norwich

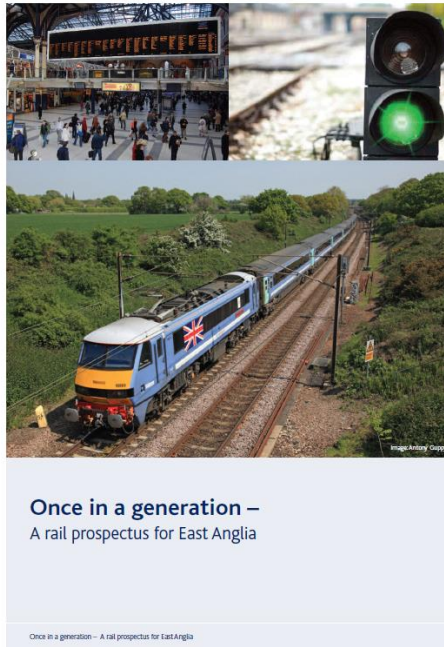


And we're investing in skills and infrastructure to break down the barriers to achieving economic growth.

The **International Aviation Academy-Norwich** is just one example of a project in which we partnered with local authorities, Norwich Airport, KLM UK, City College Norwich and UEA to deliver something really unique to Norfolk.

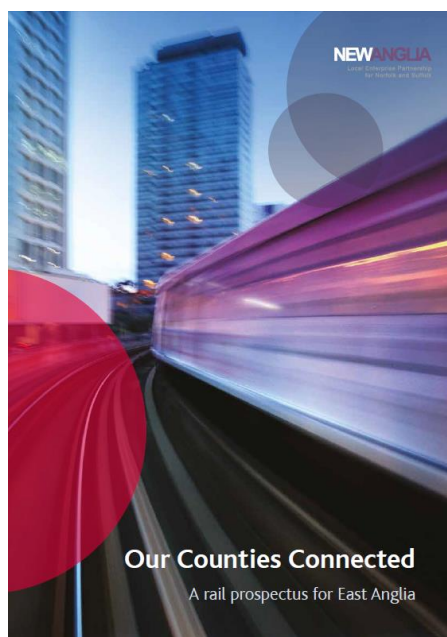


We cover Norfolk and Suffolk – and given that we’re only a fortnight away from one of these (slide) it’s important to note that we don’t recognise the border to quite the same extent as some others.



A lot's happened since the last time I spoke to you, so let's go back and remind ourselves.

Once in a Generation – A Rail Prospectus for East Anglia was first published in 2012. It set out the vision for a modern, customer-focused and efficient rail network that connects our counties to the rest of the UK. The prospectus was authored by New Anglia LEP and supported by MPs, local authorities, rail user groups and businesses.



In 2014 we updated that vision. ‘Our Counties Connected’ set out the new top priorities for the region’s railway network for Control Period 6 (2019 to 2024) and beyond, including:

- Delivering infrastructure improvements
- Extending East West rail



- Improvements to London Liverpool Street station
- Electrification of Felixstowe to Birmingham line

Delivering improvements to infrastructure and new rolling stock for the Great Eastern Main Line estimated to deliver £4.5bn in economic benefits

Extending East West rail to connect from Cambridge to Norwich and Ipswich – uniting cities from Bristol to our coastline

Improvements to London Liverpool Street station to address capacity problems and prepare for the introduction of Crossrail

Electrification of the Felixstowe to Birmingham rail line, linking the UK's biggest container port with the Midlands Engine, Northern Powerhouse and beyond.

Chance to get rail network back on track

8

Great Eastern Rail Campaign

Delivering better, faster trains for Essex, Suffolk and Norfolk

Join the campaign for:



Join the #GERailcampaign



newanglia.co.uk/gerailcampaign

(It will only take a few seconds to register)

Campaign driven by the Great Eastern Main Line Taskforce backed by New Anglia Local Enterprise Partnership, local MPs, businesses and local authorities.

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk
www.newanglia.co.uk



Let's go back and take a closer look at two of those priorities, starting with the pressure we were able to exert to ensure the East was granted the long-term rail franchise it both needed and deserved.

In the same year 'Our Counties Connected' was published, the LEP played a leading role in the formation of the Great Eastern Mainline Taskforce, a group made up of business leaders, local authority representative and MPs, launching the Great Eastern Rail Campaign with the support of the Taskforce.

Over 100 of the region's most senior business, including Aviva, Kier, Willis Towers Watson and John Lewis, and education leaders representing more than 111,000 employees and students pledged their support and more than 1,600 commuters and rail users joined the campaign to deliver significant improvements to rolling stock, infrastructure and journey times between Norwich and London, often referred to as 'Norwich in 90'.



- £4.5bn economic benefits
- £1.3bn of capital investment along the line
- Journey time savings of £9m annually
- 48,000 jobs along the line
- £9.50 return for every £1 invested

The Great Eastern Main Line Report, published in November 2014, made a strong economic case for investment, including:

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- £1.3bn of capital investment along the line
- Journey time savings of £9m annually
- 48,000 jobs along the line
- £9.50 return for every £1 invested

Campaigners call for promises to be kept over train journey times

Annabelle Dickson

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Politicians and business leaders have written to the transport secretary demanding quicker journeys and better trains just weeks before the next company to run services in the region will be announced.

The letter, penned by Norwich North MP Chloe Smith and Mark Pendlington, who head up the Great Eastern Mainline Taskforce and signed by businesses, said they were looking forward to the delivery of promises made by the chancellor and prime minister ahead of last year's election.

Dutch-owned Abellio is the current franchise, but its contract ends in October. There are three companies bidding for the contract but Abellio is hoping to take control of the service again. It was mounting a joint bid with Stagecoach, but it pulled out last year after the two companies failed to agree terms. The other two short-listed companies are FirstGroup and National Express.

The contract is to run services to Stansted Airport and to Cambridgeshire, Essex, Norfolk, Hertfordshire and Suffolk.

The leaders have called for better



journey times including running trains from London to Chelmsford in 25 minutes, Colchester in 40 minutes, Ipswich in 60 minutes and Norwich in 90 minutes.

It also demands a "comprehensive package of infrastructure improvements", although these will be down to the track operator Network Rail.

The letter has also been signed by the Chambers of Commerce, Anglian

Farmers, Bernard Matthews, Willis Towers Watson, Howes Percival LLP, Aviva, EBERGE (East of England Energy Group), Visit East Anglia and the LEP board. It says: "We were delighted that you, the chancellor and the prime minister have all explicitly endorsed the findings of our campaign and we are looking forward to delivery."

The key improvements needed

were set out in the Great Eastern Main Line Report, published in November 2014. Mr. Pendlington, chairman of New Anglia local enterprise partnership, said: "Now is the time for the campaign to get the result it deserves."

→ Do you have a story about the trains? Email newsdesk@archant.co.uk



The campaign's final push in 2016 saw a letter sent to the then Transport Secretary Patrick McLoughlin, restating the campaign's aims and the overwhelming economic evidence backing them up, co-signed by Joint Chairs of the Taskforce Chloe Smith MP and Mark Pendlington along with business leaders from across Norfolk, Suffolk and Essex.

The letter was backed up with a far-reaching publicity campaign, taking in regional newspapers, radio and television.

Graphic: Kayleigh O'Dell

EAST ANGLIAN RAIL FRANCHISE

1,043

new train units on order – **660** from Derby-based Bombardier, **383** from Swiss company Stadler

32,000

extra seats on peak-hour weekday services into Liverpool Street station by the start of 2021



Over the course of the nine-year franchise Abellio will pay **£3.7BN** to the Treasury



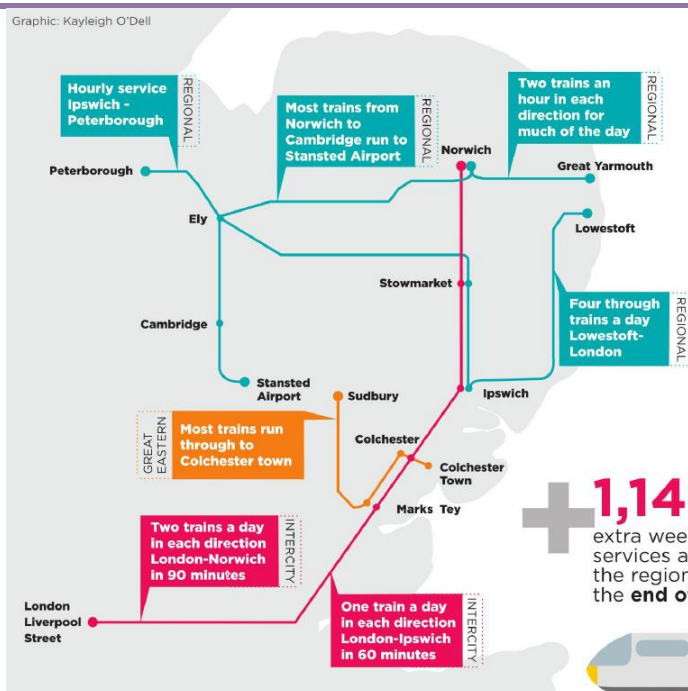
New trains are valued at **£1.4bn**
Bombardier trains are valued at **£1bn**



Every new train will have **free wi-fi** – and **toilets that retain waste**

First new trains introduced early **2019**
Complete fleet renewal by **October 2020**

+ 1,144
extra weekday services across the region by the **end of 2020**



- More than 1,040 new state of the art carriages by 2020, cutting journey times by an average of 10%
- At least four 90-minute services (two in each direction) between London and Norwich each weekday and two 60-minute services per day between London and Ipswich
- 32,000 more seats by 2021 and free Wi-Fi for all passengers
- £1 billion contract for Bombardier to manufacture and supply new trains from its UK plant.



I know many of you have already had the chance to see to see an example of the new trains up close, so you'll be aware that the upgrade to the Stadler FLIRT and Bombardier Avenra will increase capacity by up to 45% depending on the route, while both trains will have wider gangways, under floor heating, air-conditioning, larger windows and improved Wifi.



But the work of the GEML Taskforce is not done. Now under the Chaimanship of Colchester MP Will Quince, the focus now turns to ensuring:

- Abellio East Anglia delivers on the investments and commitments outlined in the new franchise
- Network Rail delivers on the required planned investment in CP5 and CP6
- Funding is secured to deliver the following **five critical projects** which impact on achieving Norwich in 90, Ipswich in 60 and Colchester in 30:



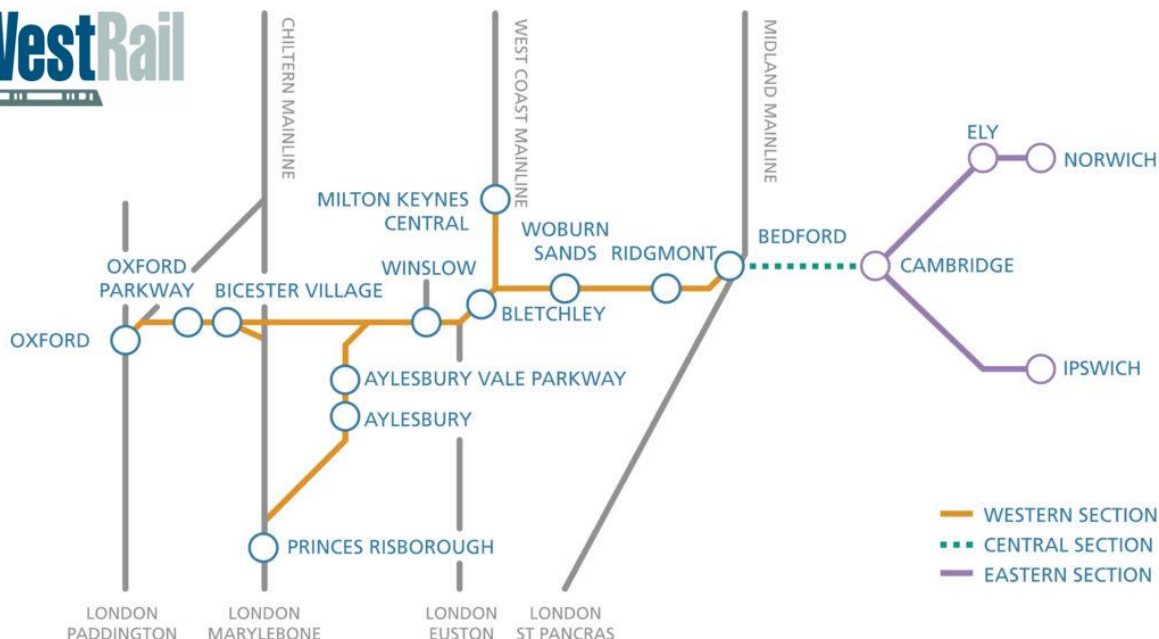
Delivering better, faster trains for Essex, Suffolk and Norfolk

- Trowse Swing Bridge
- Haughley Junction
- Loops south of Colchester
- Re-signalling south of Chelmsford
- Liverpool Street station improvements

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And campaigning for the GEML as an ideal route to trial digital signalling on our railways. This will help to unlock the full economic benefits for our region and enable the new trains to operate at their full potential, all of which is dependent upon significant improvements to our rail infrastructure. It will also give our franchise operator, Greater Anglia, the best possible opportunity to deliver the level of service which we all want for passengers – and which our fast-growing economy deserves.


EastWestRail



Second – and I know it’s a major part of your work and discussions of late – is East/West connectivity. Two of the projects I’ve just mentioned – the Trowse Swing Bridge and Haughley Junction – feed directly into this, and I know were part of the recommendations to come out of the Atkins Report.

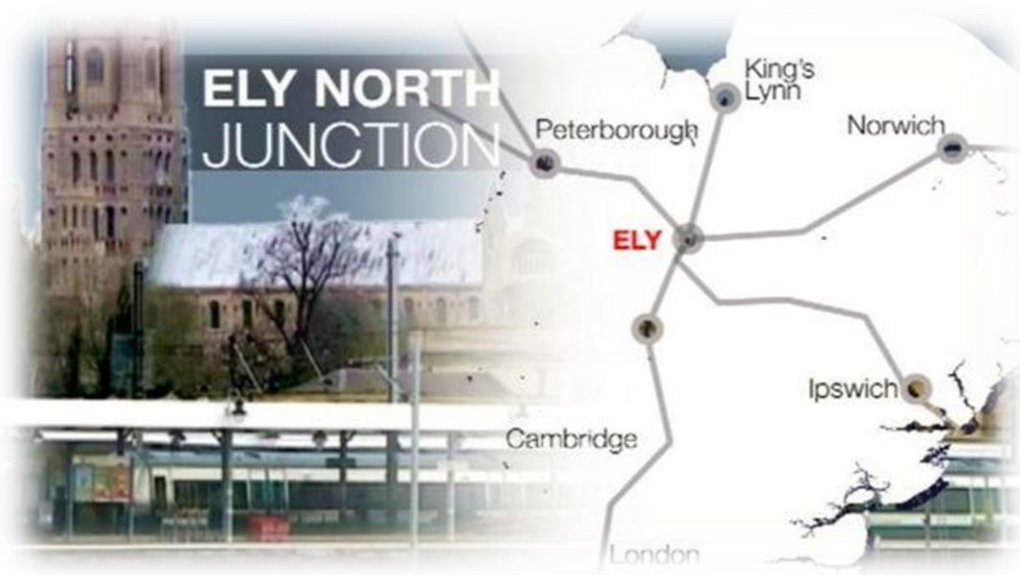
 **27M TONNES OF
FREIGHT/YEAR**
**FELIXSTOWE PORT IS THE LARGEST CONTAINER PORT
IN THE UK, AND 9TH LARGEST PORT OVERALL**

150 
**RAIL
FREIGHTS**
**DEPART PER/WEEK FROM
FELIXSTOWE PORT TO
DESTINATIONS ACROSS THE UK**



From the LEP's perspective as a driver of economic growth, a lot of our focus is on the huge potential created by better connectivity between the Port of Felixstowe and the rest of the UK.

The Port of Felixstowe is Britain's biggest and busiest container port, and one of the largest in Europe. The port handles 27m tonnes of freight and welcomes 3,000 ships each year, including the largest container vessels afloat today. So improved connectivity via road and rail to industrial centres like the Midlands engine and Northern Powerhouse are vital.



A large part of our focus on achieving that is centred on improving capacity in the Ely area. In March this year, the LEP pledged £3.3m towards a detailed feasibility study into the options for infrastructure improvements which Government can then consider for funding.

The £8.8m study will also be part-funded by Greater Cambridgeshire Greater Peterborough LEP and the Strategic Freight Network. Carried out by Network Rail, it will provide options for funders to increase rail capacity and provide improvements for both freight and passenger services from King's Cross to King's Lynn, Ipswich to Peterborough and Felixstowe to Nuneaton and beyond.

East Integrated Transport Strategy

Planning for the East's future transport needs, today.



And so to the future. After extensive work with our partners we will soon publish our first ever Integrated Transport Strategy for the East, setting out our vision, ambitions and collective goals for the transport infrastructure, service and policy improvements that the region needs to thrive, and an action plan for delivery.

With this in mind we have developed broad, multi-modal themes setting the foundations for a step-change in accessibility and transport provision that enables us to be ready for the future and open to innovation:

> Digital – connecting the East



Digital – We will develop a partnership approach with Broadband Delivery UK, Network Rail, Highways England and regional communications companies to prioritise and deliver consistent, seamless broadband / wireless digital access on our primary corridors, to our communities (both rural and urban) and to our business hubs. Looking further ahead, we will encourage the trial and subsequent roll-out of 5G technology in the East.

> International - accessing the world from the East



International – by improving international access from Norwich and Stansted airports and the ports of Felixstowe and Ipswich, we will reduce the barriers to markets, and connect businesses with new opportunities

> National – accessing the rest of the UK from the East



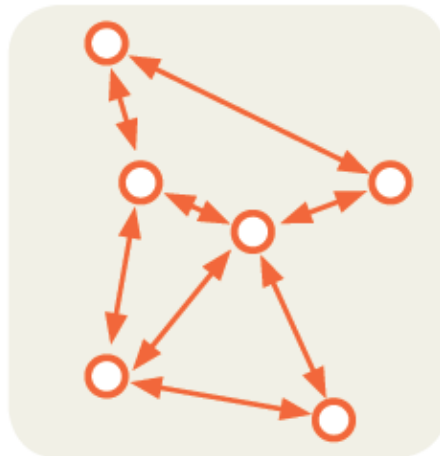
National – by improving road, rail and air accessibility we will help bring London, Cambridge, Oxford, the midlands and regional centres across the UK ‘closer’ to the East. Improved access and better connectivity will reduce the perception of distance and increase business opportunities. Through the East West rail consortium we will develop proposals to link the East to the Cambridge to Oxford corridor. With train operators we will develop improved rail services to Stansted Airport from Norwich and Ipswich as well as improve links to Heathrow via Crossrail connectivity.

> Regional – enabling easier accessibility across the region



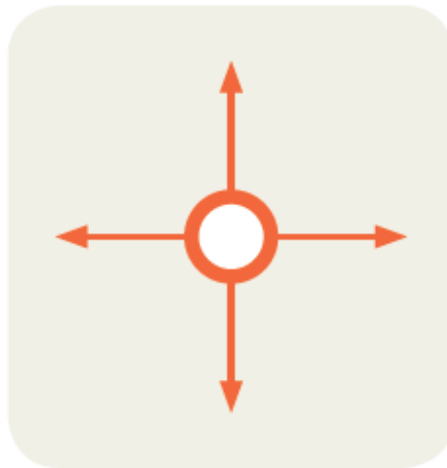
Regional – by improving our road and rail networks between our major centres we will improve access to jobs, education and other opportunities making the East an even more attractive place to live, learn, work and trade. Following on from the government’s recently published Transport Investment Strategy, we are already working towards establishing a Sub National Transport Body building upon our existing alliances through the Great Eastern Main Line, the Ely Task Force, the A47 and our Local Transport Board which provide regional focus.

> Local – improving access to and within the major centres in the East



Local – we will develop and prioritise transport infrastructure that will enable the delivery of significant housing growth; develop local digital and transport connectivity plans and develop cycling and walking networks for all key centres of population.

> Rural – ensuring the rural communities of the East are accessible



Rural – we will encourage innovative, demand response and shared public transport networks; identify and remove pinch points on key rural routes and encourage the development of solutions using crowd sourced or 3rd party data to improve network monitoring.

> Coastal – ensuring the East's coastal communities are accessible



Coastal – we will support local ports in developing niche freight opportunities; work with Network Rail to identify capacity improvements on rail lines to coastal communities to permit service expansion; and consider the challenges of coastal environments, particularly in relation to weather effects, and the distances of parts of those networks from key centres.



HM Government



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for Norfolk and Suffolk



greateranglia

Our Strategy will aim to make the east become more agile to change, taking into account the rapid progression in Digital Connectivity, Automation and Robotics, Propulsion and Energy and Materials Science that we are living through.

It will call for a collaborative approach, to broaden our dialogue and engagement with national and local government, Highways England, Network Rail and service providers, our airports and ports, but also more niche organisations where the expertise often lies, and of course public and consumer consultation.

East Integrated Transport Strategy

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And we will develop an action plan to achieve the Strategy's aims:

- identifying funding opportunities
- identifying new partners, particularly in the digital realm
- ensuring alignment with national planning, the Economic Strategy for Norfolk and Suffolk, and other plans in the areas of education, social care and public health
- and identifying legislative, cultural and behavioural challenges to the Strategy's ambitions.

Thank you

So, a tremendous amount of work already done, much already achieved but much, much more still to do.