

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

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



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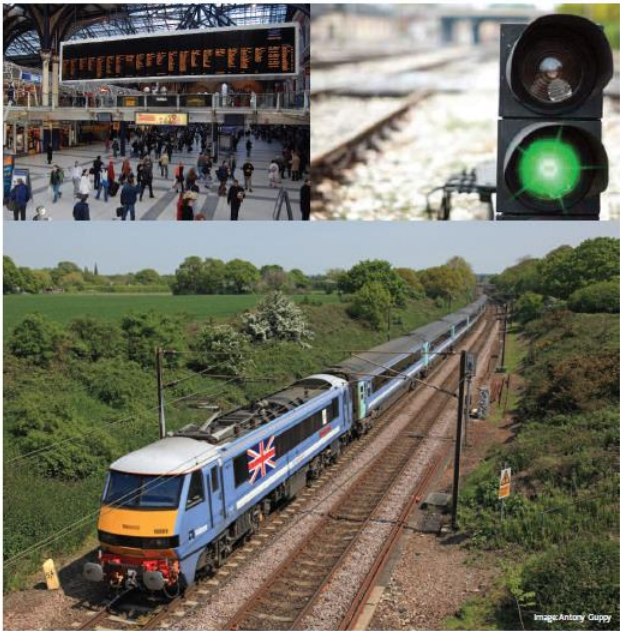
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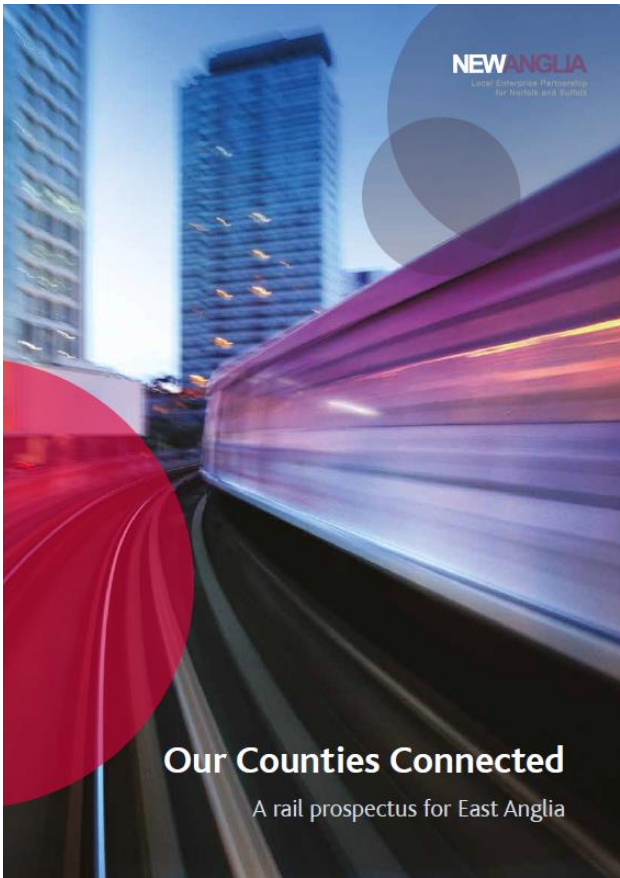
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Once in a generation – A rail prospectus for East Anglia



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Local Enterprise Partnership
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Our Counties Connected

A rail prospectus for East Anglia

- Delivering infrastructure improvements
- Extending East West rail



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

REGION

Chance to get rail network back on track

By TOM BRISTOW

The rail manifesto which is unveiled today is being hailed by the business leaders and politicians behind it as a once-in-a-generation chance to finally get East Anglia's rail network back on track.

Communities and business will certainly be hoping they succeed after years of chronic under-investment has left our rail network straining under the stresses of carrying more passengers who pay more money, but see no improvement.

The list of demands made in the manifesto is long and ambitious, from the Ely North Junction upgrade to trains travelling at 120mph on the Fynn line.

Many of the points in the manifesto have been made before, but the growing list of demands reflects how badly our network is in need of investment.

When the National Express East Anglia franchise was terminated, Abellio stepped in to fill a 10-month gap in February between a now 10-year franchise being awarded.

It has left our service stuck in a limbo with major investment in the North to London unlikely until the new longer-term franchise is awarded.

As like the limbs of Dante's Divine Comedy, some passengers must fail they are stuck in the first circle of hell.

In an email to the ELP from a commuter on Friday morning described rubbish on the line, no seat reservations because a printer was broken, no quiet carriage, broken air conditioning and no water at the buffet car was closed.

If Abellio wants to win the 10-year franchise to run the network, it will have to start improving in the coming months.

Knowing it cannot now commuters with new trains and track improvements, Abellio has said it wants to make the small things count – cleaner carriages, improving punctuality, keeping passengers up to date about delays. The signs are that may be working with punctuality figures improving each month they have been in charge.

But the Passenger Focus survey released on Friday, which gave the service the worst satisfaction in the country, reflects that deep dissatisfaction with how the service has been run.

Our MPs are well aware of this, have a long history of meetings and meetings which transport secretary Justin Greenwood has promised to "cut out" rail spending across the country.



IN LINE FOR IMPROVEMENT? A manifesto is urging action and investment to improve the region's rail network above, going to Greater on the Bittern Line, inset top, South West Norfolk MP Liz Truss and Mid Norfolk MP Andrew Murrison at the Great Oulton level crossing near the Ely North Junction.

Rail blueprint calls for faster trains, more track, better stations

FROM PAGE ONE

trains can run at 120mph.

- New track and platform capacity at Norwich and Ipswich stations.
- New trains on the Norwich to London line, with a complete refurbishment of the rolling stock.
- A third track north of Chelmsford which will cut journey times between Norwich and the capital.
- Liz Truss, MP for South West Norfolk, said "Infrastructure is key to the future prosperity of the British

economy investment in our rail network will put the UK on the right track for growth and job creation.

The manifesto, to be presented to the Department for Transport, also outlines the case for longer-term priorities for 2019 to 2032, including the electrification of lines on the Norwich to Cambridge route, faster journey times between Norwich and London and an east-to-west service between Oxford and Cambridge, which would then link to Norwich.

Increasing train speeds to 120mph would cut journey times from London to Ipswich to 60 minutes and Norwich to London to 80 minutes – the subject of a high-speed rail manifesto.

It is not just the main line, the LEP is concerned about this. The manifesto also looks at major improvements to rural and cross-country lines. It wants services to run at least every 30 minutes and trains travelling a minimum of 10mph per hour.

George Prosser, MP for Mid Norfolk, said: "Fast rail links a vital to our region's prosperity."

"The top long East Anglia has been used by London in a changing great for business without the means infrastructure or jobs."

"The government has made calls for infrastructure – this is an opportunity."

The manifesto is also being supported by Greater Anglia, which is the largest investment in the rail infrastructure.

Some of the proposals in the MP's rail manifesto

- 1 The Ely North junction to be upgraded to increase frequency of trains between King's Lynn and Cambridge.
- 2 Increase track and platform capacity at Norwich and Ipswich.
- 3 New trains on the Norwich to London line with a complete refurbishment of the rolling stock.
- 4 Increasing the track speed so trains run at 120mph.

The manifesto also outlines longer term priorities for beyond 2019 including the electrification of lines on Norwich to Cambridge route, faster journey times between Norwich and Ipswich and an east to west service between Oxford and Cambridge, which would then link to Norwich.

LETTER TO JUSTINE GREENING

Ahead of a meeting with transport secretary Justin Greenwood, on Thursday, East Anglia Local Enterprise Partnership chairman Andy Wood has written a letter to her setting out the case for urgent upgrading of Ely North Junction.

In the letter signed by the local enterprise partnerships for Norfolk, Suffolk and Cambridgeshire, the case for improving the tracks is put forward in stark terms.

The letter reads: "Ely is a crucial junction point in our regional rail network, linking services from

Norfolk and Suffolk to Cambridgeshire and Fife, and Norfolk and Suffolk."

"It is also a key part of the region's freight route from Felixstowe to Nuneaton."

"However, current and by our local authorities has revealed significant economic benefits will be unlocked by these increased services, not just in our key centres of Cambridge, Ipswich, Felixstowe, King's Lynn and Norwich, but in the towns and villages in between."

"Early indications suggest that such improvements would deliver well over £100m to our local economies."

"Your green light to the project would be a timely boost to our local economies and a signal that the government is committed to doing whatever it can to get the economy growing."

WHY OUR RAIL NETWORK NEEDS INVESTMENT

"Investment in rail is critical to helping grow our economy and create new jobs. The prospectus sets out a clear and credible way forward"

Andy Wood, chairman of the New Anglia Local Enterprise Partnership.

"Investing in East Anglia will benefit residents locally and the economy nationally. Connecting our economic hubs, moving freight on to rail and improving our branch line service alongside better ticketing, new trains and smarter stations will make a huge difference to people."

Theresa Cuddy, MP for Suffolk Coastal.

"Our region has real opportunities for growth in sectors such as renewable energy and offshore wind. But there needs to be increased investment in rail infrastructure to support this growth. This Rail Prospectus offers a realistic

way forward, and the return for this investment will be a stronger economy and more jobs across the four counties"

Graham Plant, Norfolk County Council cabinet member for transport.

"A fast and efficient rail service is vital to Norfolk businesses. It is the private sector which will drive the economy forward and we need to be able to rely on our key infrastructure routes. We feel that this prospectus sets out what is needed and we will do all we can to help ensure that its proposals are understood and acted upon"

Caroline Williams, chief executive of Norfolk Chamber of Commerce.

"Our area has for too long suffered from under-investment in our rail network. We need to see improvements in services and more reliable passenger service"

Dr Dan Puffer, MP Central Suffolk and North Suffolk.

freight route to take traffic off our road network"

Ray McDermott, Suffolk County Council cabinet member for transport.

"The prospectus can provide a focus for ongoing efforts to secure major rail enhancements for the region by influencing key decisions taken over the coming months. We look forward to continuing to work with regional stakeholders and Network Rail to secure the best deal for our railways"

Road Huber, managing director for Greater Anglia.

"It is essential for our area to have a first-class rail infrastructure in order to properly support local businesses and encourage an improved and more reliable passenger service"

Dr Dan Puffer, MP Central Suffolk and North Suffolk.

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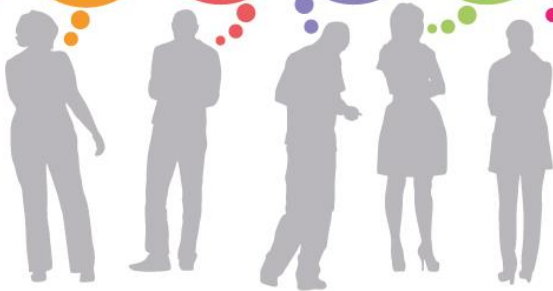
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A **faster**
and more
reliable
train service
to London

A **better**
quality
journey

More
seats and
more
carriages

Significant
investment to
upgrade the
track



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





- £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



Campaigners call for promises to be kept over train journey times

Annabelle Dickson
annabelle.dickson@archant.co.uk

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 franchisee, 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



Chloe Smith, Mark Pendlington and David Burch, director of policy at Essex Chambers of Commerce show the GEM1 Taskforce's expectations on train times from London.

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 those 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, EEEGR (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 new £1.4bn East Anglia rail franchise has been awarded to Abellio with promises including:

- More than **1,000** state-of-the-art carriages
- **Faster** journey times
- **32,000** more seats
- **1,100** extra services a week
- **Free wi-fi** for all passengers
- **£4.5bn** boost for the economy...

abellio greateranglia

NOW MAKE IT HAPPEN

Campaign group welcomes decision

Paul Geater and Nicholas Carling
newanglia@necan.co.uk

The announcement of the new franchise has been heralded as a key win for a rail campaign spearheaded by business leaders and MPs.

Mark Pennington, chairman of the New Anglia Local Enterprise Partnership, said securing new rolling stock was a "massive win" for everyone dependent on a reliable and high-performing railway in the east of England.

The benefits of rail improvements called for by the campaigners were set out in a report published in November 2014, which was entitled:

Our campaign is reinvigorated, as is our relentless pursuit of a better, faster more efficient rail service

Mark Pennington

Great Eastern Main Line Report.

These benefits included:

- £4.5bn economic benefit;
- £1.1bn of capital investment along the line;
- Journey time savings of five minutes.

■ 40 jobs along the line;

■ 10 jobs return for every 11 invested.

Mr Pennington said: "Business, commuters, and students at universities and colleges are among many who have worked tirelessly to support our campaign."

"Our campaign is reinvigorated, as is our relentless pursuit of a better, faster more efficient rail service."

"Thank you to everyone for the success we have all achieved so far."

The new franchise agreement means the east Suffolk line will regain a direct service to London Liverpool Street.

There will be four trains a day between the capital and Lowestoft using the East Suffolk Line - being



■ Mark Pennington says the franchise news has reinvigorated the rail campaign.

will be no "traditional" passenger trains of an engine and coaches left in East Anglia.

There will be three types of train running on the routes:

■ The Stadler InterCity trains will serve from London to Norwich through Ipswich and Colchester, and will also operate the Stansted Express service from the Essex airport to Liverpool Street.

■ The Stadler hybrid trains will operate on the non-electrified routes such as the Ipswich to Lowestoft, Ipswich to Cambridge and



Catherine Sparrow, 64, retired, Colchester-on-Sea.

"I like Abellio. I've had no problems with them so far and they've never been late for me. Reducing the journey times will be a massive bonus as well, so that's good if they can keep their promises. I'm not too fussed about anything else but I know some people will be very pleased that there will be later trains."

Colin Jones, 18, student, Sturminster Newton.

"I can't drive so I use the train a lot, but there needs to be a more regular service. I would have preferred a different, better, company to come in but if Abellio can deliver on their promises and improve them I don't change my mind."

■ And the Bombardier Avonia trains, which will be the far most numerous in the region, will operate from Liverpool Street on the outer suburban routes.

Rail users' views

Emma Rogers, 18, student, Norwich.

"I use the train twice a week and for the majority, their trains arrive at the time but they are occasionally late. I think they're a good company and they probably deserve another few years. Upgrading the rail would be a good step as currently it's a hassle to connect to but they need cheaper train tickets as it's so expensive to travel."

Catherine Sparrow, 64, retired, Colchester-on-Sea.

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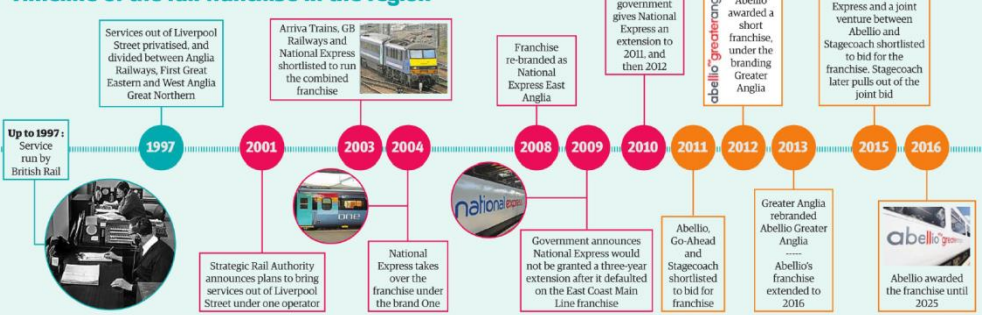
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Timeline of the rail franchise in the region



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

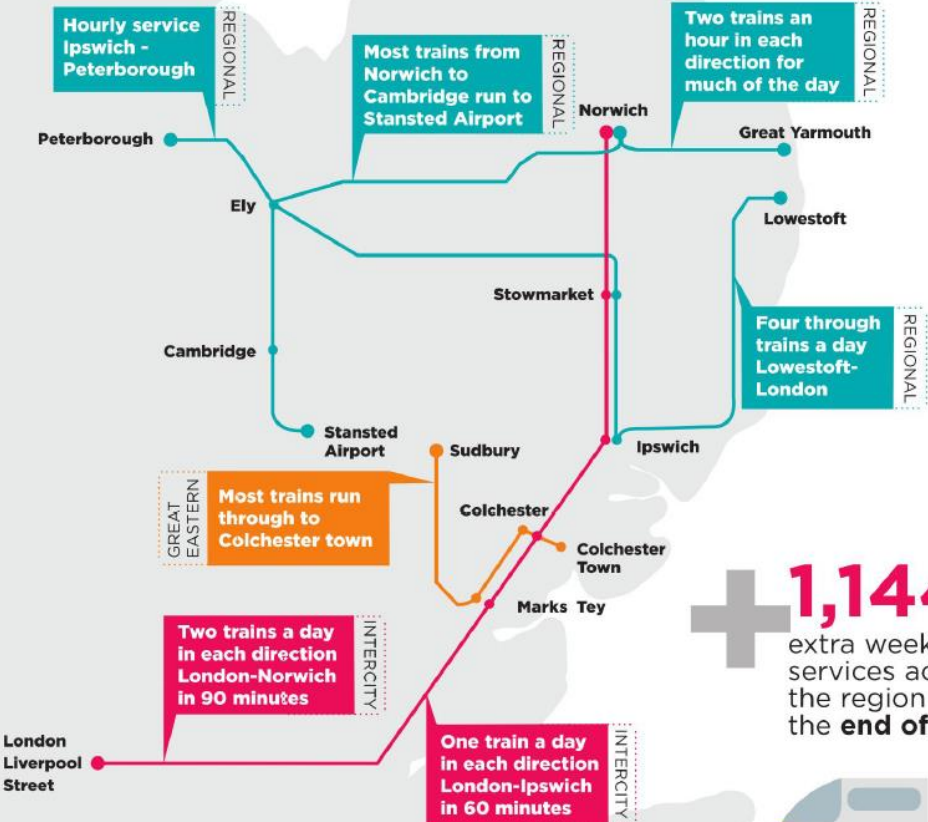
+ 1,144

extra weekday services across the region by the **end of 2020**



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**





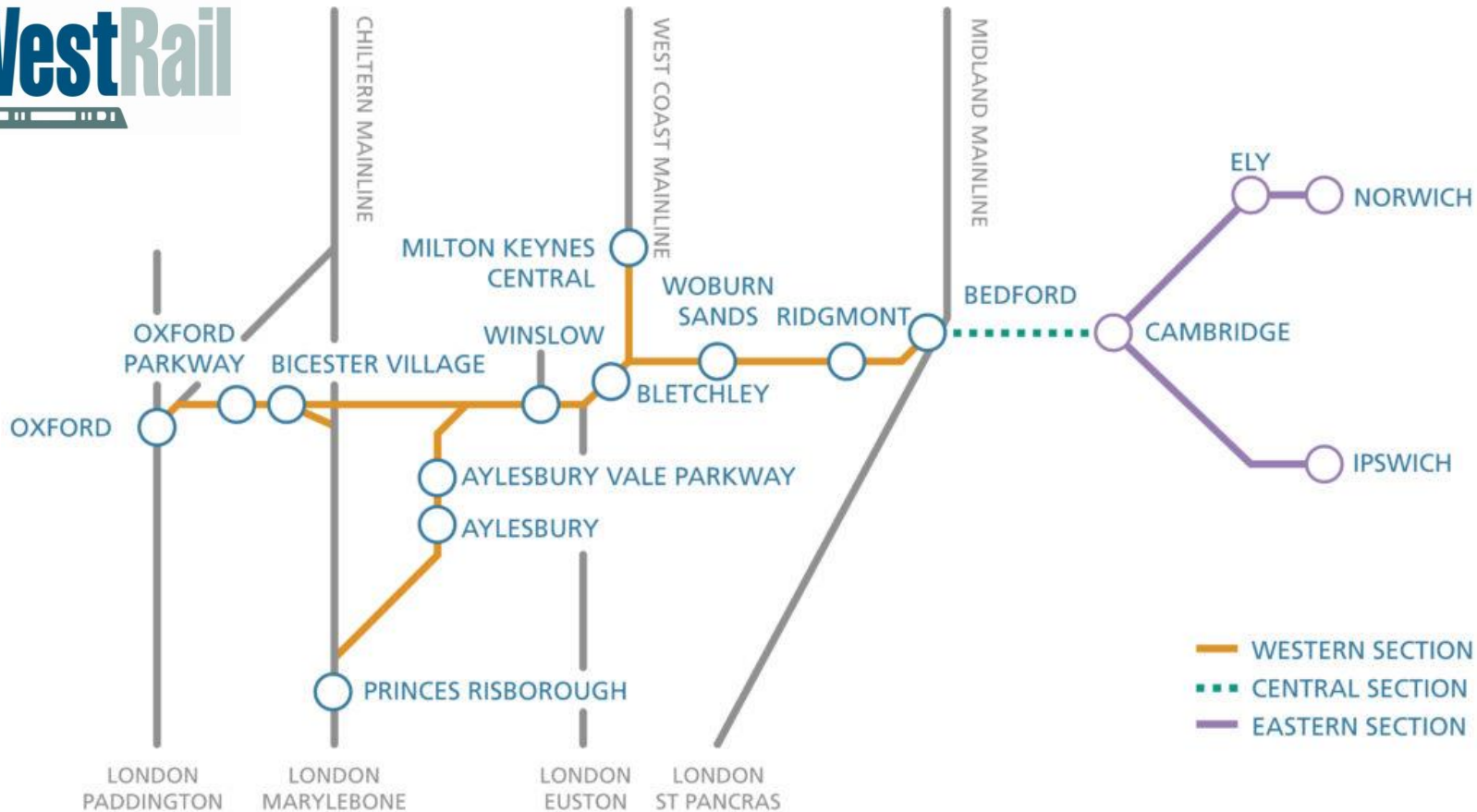


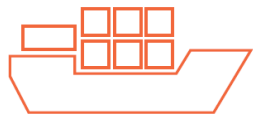


Delivering better, faster trains for Essex, Suffolk and Norfolk

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

EastWestRail





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> International - accessing the world from the East



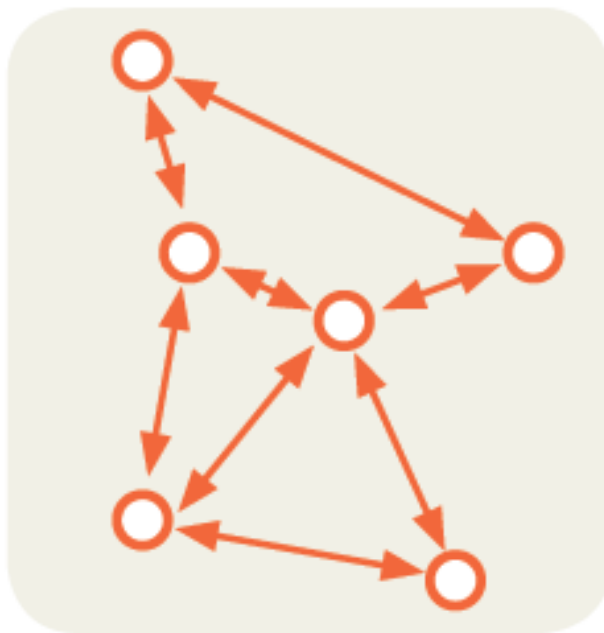
> National – accessing the rest of the UK from the East



> Regional – enabling easier accessibility across the region



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



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



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





HM Government

NetworkRail



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



Thank you