East West Rail
Eastern Section Board
Supported by

TRANSPORT EAST

East-West Rail East

"The vision for the East West Rail Main Line will not be properly fulfilled in passenger, freight and growth terms unless all the opportunities for rail enhancements east of Cambridge towards Norwich, Ipswich and the east coast ports are fully exploited.

"Given the clear support set out by the Chancellor for the East West Rail vision between Oxford and Cambridge, I hope that the further and very clear opportunities to be gained by extending that vision further east will be similarly supported."

Cllr Alexander Nicoll
Chair of the East West Rail Eastern Section Board

EWR - East

Maximising the impact of EWR and transforming the economy of the East of England with rail-led growth

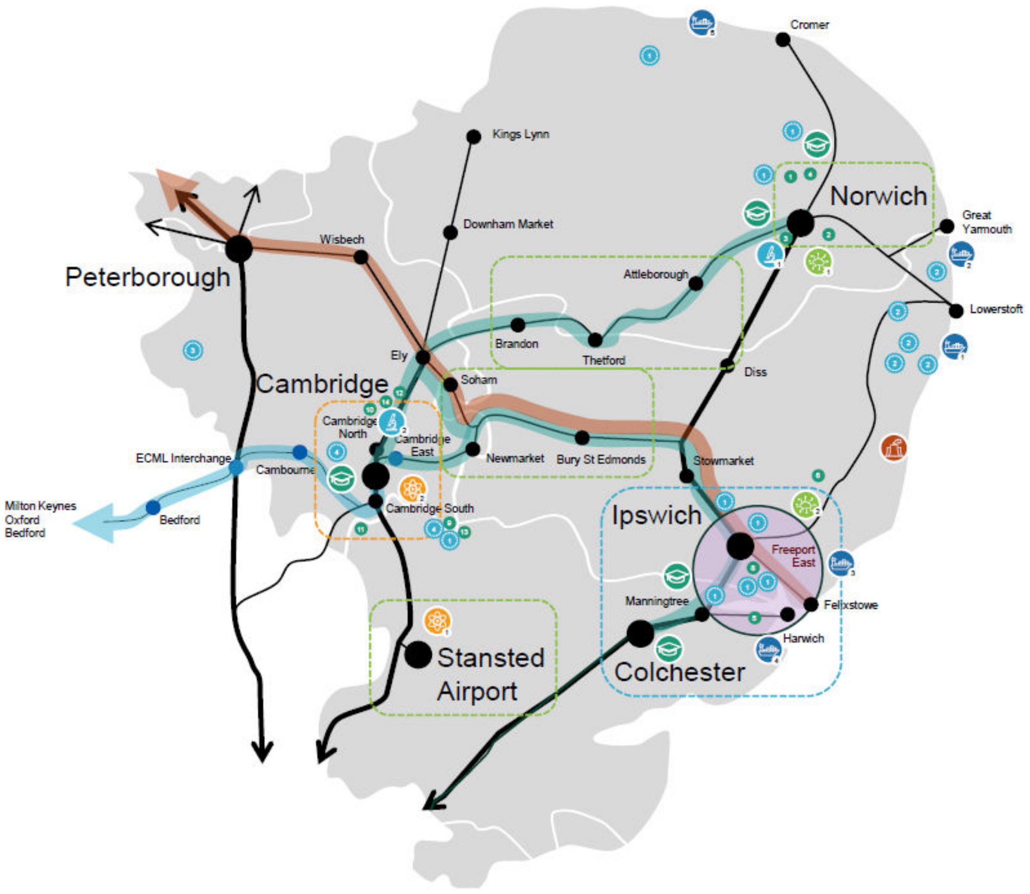
Overview of opportunity

- The East of England contributes £163 billion annually to the UK economy.
- Despite its strengths, there are parts of the region where in transport infrastructure is holding back potential for growth and improved productivity benefitting the whole of the UK.
- To maximise the value of the impactful investment into East West Rail, there is an opportunity to plan now for how the wider region's economy could be transformed through a focused strategy of incremental investment to improve rail connectivity.

Delivering Government Missions

- The opportunity is strongly aligned to the **Economic Growth** mission. It has the potential to transform the economy of the East of England, building on current strengths of life sciences around Cambridge, the International Gateways of Suffolk and Essex, and the agri-tech sector in Norfolk.
- EWR-E will also facilitate other missions, such as **Making Britain a Green Energy Superpower** by supporting the renewable energy sector across the region. It will also **Breakdown Barriers to Opportunity** by widening access to highly productive jobs, further education and new housing.

Development funding required to:	✓ Quantify land use and economic opportunity based on rail-led, sustainable growth ✓ EWR-E Package development and appraisal ✓ Incremental/decremental analysis of package ✓ Delivery strategy – identify which elements come forward first and how they stack up as stand-alone investments ✓ SOBC ✓ OBC scoping
Estimated Cost	£750,000 development funding



Economic opportunity across the East

Don't stop EWR at Cambridge: Despite its transformative potential, the current East West Rail proposals do not fully address connectivity challenges in the east of the country. Slow and infrequent, or indirect rail services from Cambridge to Norwich, Ipswich and Colchester reduce East West Rail's appeal for future commuters, leisure, and business travellers at local and regional levels.

EWR - East

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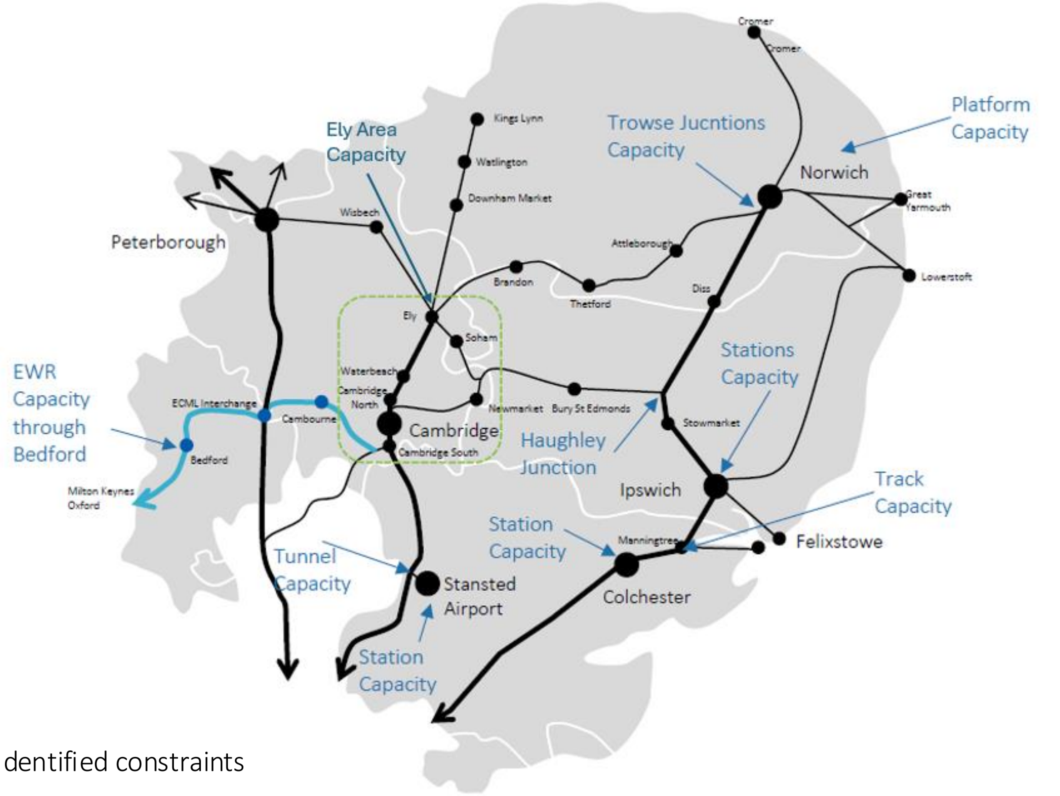

Identified constraints

Alignment to Transport East Aims

The scheme is an important component to achieving the goals of the Transport East Strategy. It will strongly contribute to our **'Connecting Growing Towns and Cities'** pathway, and supports goals to '**Deliver Faster More Reliable Connections Between Growing Places and the Rest of the UK'** and **'Improve Connections Within Towns & Cities, Supporting Sustainable Access.'**

The case for change

Norfolk, Suffolk, Essex and Cambridgeshire will be experiencing significant housing, population and economic growth over the next few years. Critical to this growth is the linking of new housing and the counties' key industries and high technology clusters. Due to poor east to west strategic rail connectivity, the economy and potential of the Eastern region is constrained by already congested A14, A11, Great Eastern Main Line and the London rail network. A new strategy for growth is needed. One which links east to west local economies to create greater agglomerations; provides people in the region with new opportunities to thrive through exciting careers in growing, high-tech industries and enhances rail freight connections to/from one of three of the UK deep water ports, and neighbouring ports.

What are we seeking to do next?

The Board for EWR-E, which represents committed local authorities and the rail industry supported by Transport East, are committed to moving this investment pipeline forward. We have undertaken feasibility studies to understand the rail network opportunities and constraints, with initial economic analysis, and believe we understand where investment is needed in the existing network to achieve the levels of connectivity required. We are seeking funding and support from government to move forward two main issues. Firstly, working with business, we want to develop a growth strategy to quantify the transformational opportunity from a rail-first infrastructure plan. This is needed to quantify what we believe to be the huge economic and societal benefits which this pipeline could unlock. Secondly, we want to move forward the understanding of the costs and wider benefits of the package of infrastructure needed to incrementally build up to the ultimate goals of capacity and journey times between our major towns and cities. The work would culminate in a Programme Strategic Outline Business Case and scope how the package could be delivered incrementally.

Importance to the Transport East region

Transport East's Connectivity Study has carried out a comprehensive assessment of the importance of schemes in the Strategic Investment Plan to the goals of the Transport East Strategy. This study quantified the importance of different corridors against a range of strategic metrics linked to the Strategy.

EWR East supports a very large number of important pan-regional corridors, with potentially transformative impacts on connectivity between some of our largest city economies and Cambridgeshire if journey times were improved. Infrequent services mean public transport options on these corridors are often unattractive at present, supressing economic connectivity and increasing car dependency.