

## Transport East Forum

**Date:** 3 November 2020  
**Item:** (5d) Investment and Delivery Plan  
**Report by:** Andrew Summers, Strategic Director, Transport East  
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### Purpose

This Forum reviewed a draft version of the *Investment and Delivery Plan* (IDP) in July and requested a series of updates. Appendix 1 sets out the updated version.

### Recommendations

Forum members are requested to endorse the attached *Investment and Delivery Plan* for use in communications until our Strategy is complete

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## 1. Introduction

- 1.1 Transport East is initiating its Transport Strategy to determine our long term goals, strategic approach and priorities to 2050.
- 1.2 In advance of that process completing in 2021, Transport East needs a ‘single source of truth’ which sets out our existing sub-national programme of strategic transport projects and pan-regional packages currently being promoted by our members. This is important for our short-term communications activities, and most other STBs across England have this in place.
- 1.3 The attached Investment and Delivery Plan (IDP) addresses that short-term need by:
  - Providing a snapshot of our existing (circa 30) strategic transport investment projects already being promoted across the region
  - Identifying for each of those, their current stage of development and the next steps for the Transport East partnership to help progress them
  - Providing a broader narrative for projects in the context of strategic corridors and related to Transport East’s three strategic outcomes (Multi-centred growth, International Gateways, and Energised Coastal Areas), as well as other outcomes including housing growth, supporting the economy and decarbonisation.
  - Providing a ‘proactive’ starting point for any forthcoming request for Sub-National Transport Bodies to set out transport investment opportunities in their area.
- 1.4 This IDP will be used over the next 4-6 months to support our ‘Single Voice’ engagement and communications, ensuring all partners have a shared understanding of the ‘bigger picture’ across the whole region, and the trigger points for each project at which collective Transport East communications and advocacy could support the progression of each project to the next phase.

## 2. Updates following last meeting

- 2.1 This Forum reviewed a draft IDP in July. Forum members provided comments both at the meeting, and afterwards, as representatives of their member organisations. The TESOG group has reviewed all member comments received and produced an updated version (appendix 1).
- 2.2 The key updates, in additions to corrections, have been:

- Merging of two south Essex corridors into one more comprehensive corridor (E), in partnership with officers from Thurrock, Southend and Essex.
  - Greater emphasis on the role of our ports.
  - Greater emphasis on cross-boundary projects and relationship to neighbouring regions.
- 2.3 The Forum also requested we prioritise to a shorter list of c.10 projects in advance of the Transport East Comprehensive Spending Review 2020 submission. Due to the eventual requirements for CSR20 proposals this year, it was not necessary for us to prioritise at this stage. We have deferred that prioritisation process to the Strategy development, and commissioned Jacobs to specifically include this in their 20/21 work programme. This will have the benefits of a more robust and partner-inclusive approach, and direct alignment to our strategy.
- 2.4 Once agreed by this Forum, we will use the final document as our guide for the partnership to support communications activities over the next six months, in advance of completing our Transport Strategy which will contain a longer term Investment and Delivery Plan also incorporating 'top-down' proposals developed through the strategy development process.
- 2.5 It should be noted that the detailed contents of the Summary Table (p.16-29) evolves on a monthly basis as schemes progress and quickly becomes 'out of date'. We propose that the Forum delegates responsibility to TESOG to keep the public version updated on a monthly basis.

### **3. Next Steps**

- 3.1 The Forum is requested to:
- Endorse the IDP in appendix 1, and its suitability for 'interim use' until we have completed the Transport Strategy.
  - Delegate responsibility to TESOG to keep the public version of the summary table updated, in collaboration with local authority partners, on a monthly basis.
- 3.2 Following this meeting a final version will be circulated to Forum members for ongoing use in communications activities, and posted on our website.

### **Appendix 1**

#### Investment and Delivery Plan



SEPTEMBER 2020



Transport East

# INVESTMENT AND DELIVERY PLAN



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# A NEW DAWN FOR TRANSPORT IN THE EAST OF ENGLAND

## Welcome to Transport East

Transport East is the Sub-national Transport Body (STB) for the east of England, a partnership of local authorities, Local Enterprise Partnerships, business groups, Network Rail and Highways England. We are tasked with delivering an ambitious and cohesive transport infrastructure strategy for the region supported by a strong Infrastructure Investment and Delivery Plan.

## This document

This document collates our partners' existing strategic transport projects and sets out their role in delivering a world-class transport system, focused on six strategic multi-modal corridors.

It sets out the contribution of our investment programme in boosting the East of England's already impressive economic role, taking full advantage of our growing economic hubs, our proximity to mainland Europe and the outstanding opportunity to deliver a world-leading green power revolution.

## What this document does

In advance of our forthcoming strategy development, this Investment and Delivery Plan provides Transport East with a snapshot of the strategic investment programme across our region, guiding our partnership on where it should focus its 'single voice' communications and advocacy over the next six months. It sets out the next steps for each project and their role in supporting economic growth, the levelling up of our deprived communities and sustained growth for the future. We will keep it up to date with emerging proposals.

# REASONS TO INVEST IN THE EAST

Our region includes fast-growing urban centres, thriving international ports and airports and the UK's Energised coastal communities. We have a diverse economy with particular strengths in international transport, renewable and low carbon energy production, agri-tech, food science and technology.

We anticipate substantial population and jobs growth, including major expansions of our coastal energy, major port activities and our towns in the coming years. All of this requires investment in updating and expanding our transport infrastructure to cater for increased demand, attract a strong workforce with the right skills and maintain efficient access to national and international markets.

## The East of England is:

- **A place of rapid regional economic growth.** With an economy worth £73bn, the east plays an important role in the overall success of UK and is one of the fastest growing regions outside of London.
- **Creating multi-centred connectivity serving our high growth economic clusters.** Enhanced links between our fastest growing places and business clusters are enabling the area to function as a coherent economy and boosting productivity.
- **A gateway connecting the country to world markets:** With 13 ports, three international airports and proximity to the largest ports in mainland Europe, we are in the perfect place to deliver the UK economy's international ambitions. Connections to the rest of the world will be more important than ever, and early adoption of emerging technologies will be vital to keep us globally competitive. Better connected ports and airports help UK businesses thrive and boost the nation's economy through greater access to international markets and facilitate Foreign Direct Investment.
- **The home of energised coastal communities.** We are creating a reinvented, sustainable coast for the 21st century which delivers on our ambition to become the UK's foremost all-energy coast, as well as levelling-up coastal communities, and supporting a year-round tourist industry'.

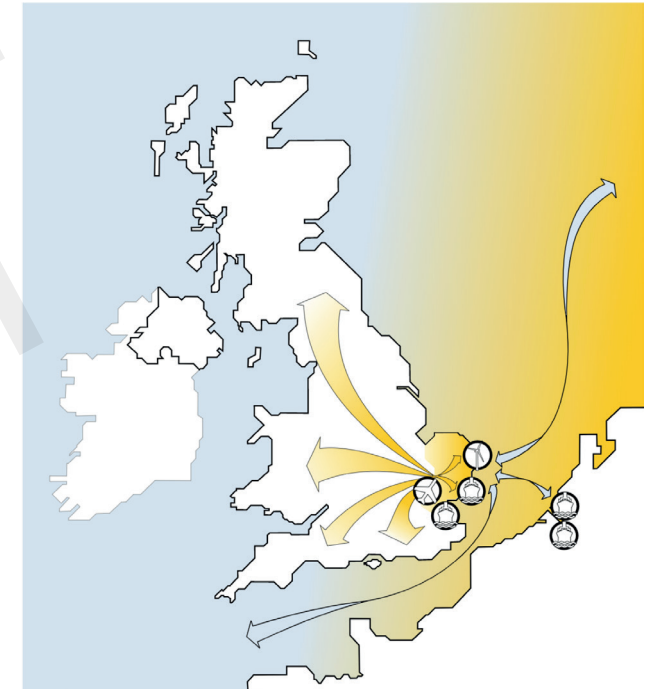


Figure 1: A region with national and international significance and outcomes

# REASONS TO INVEST IN THE EAST

## Core themes

Our Investment and Delivery Plan provides a strong framework for achieving better strategic transport packages in our towns and cities and along seven strategic corridors. Delivery across all modes, from active travel to buses, rail and road, will strengthen our £73bn contribution to the economy from our **Energised Coastal Communities, Multi-centred Growth** and **Global Gateways**.

### Supporting Energised Coastal Communities

We need to unleash the potential of our energised coast, attracting investment of £50bn over 20 years in delivering energy projects of international standing, including major North Sea offshore wind power clusters off Great Yarmouth, Lowestoft and the mouth of the River Thames, as well as nuclear power, with the doubling of capacity at Sizewell power station and the new power station at Bradwell.

Our coastal communities are important centres for economic growth and tourism, with significant future potential that can be further unlocked through levelling-up and transport infrastructure investment.

## Multi-Centred Growth

Our fastest-expanding areas include Harlow, Ipswich, Norwich, Chelmsford, Colchester, Southend-on-Sea, Thurrock and Basildon, closely connected to neighbouring cities such as Cambridge and London, with particular strengths in motive technology, higher education, medicine, agri-technology, life sciences and engineering. As our area grows, so will our population, and to this end the projects in this plan will support several new settlements, together accommodating over 60,000 new homes over 50 years.



## Global Gateways

Our region has a total of 13 ports and three international airports. Felixstowe handles 48% of Britain's containerised trade, welcoming over 3,000 ships each year from 700 ports worldwide. Tilbury has a throughput of 16m tonnes per annum with an estimated value of £8.7bn, making it the largest port on the Thames, with expansion being delivered through the Tilbury2 development. DP World London Gateway Port incorporates the largest logistics park in Europe and the capacity to process 2.4m containers annually.

We have three airports, at London Stansted, London Southend and Norwich. London Stansted is the largest of those airports, handling over 24 million passengers annually and serving over 200 short and long-haul destinations worldwide. London Southend Airport handles 1.5 million passengers per annum and has permission to grow. Norwich Airport has a regular connection to the international hub airport of Schipol, as well as providing an important base for offshore energy operations.



# INVESTMENT AND DELIVERY PLAN

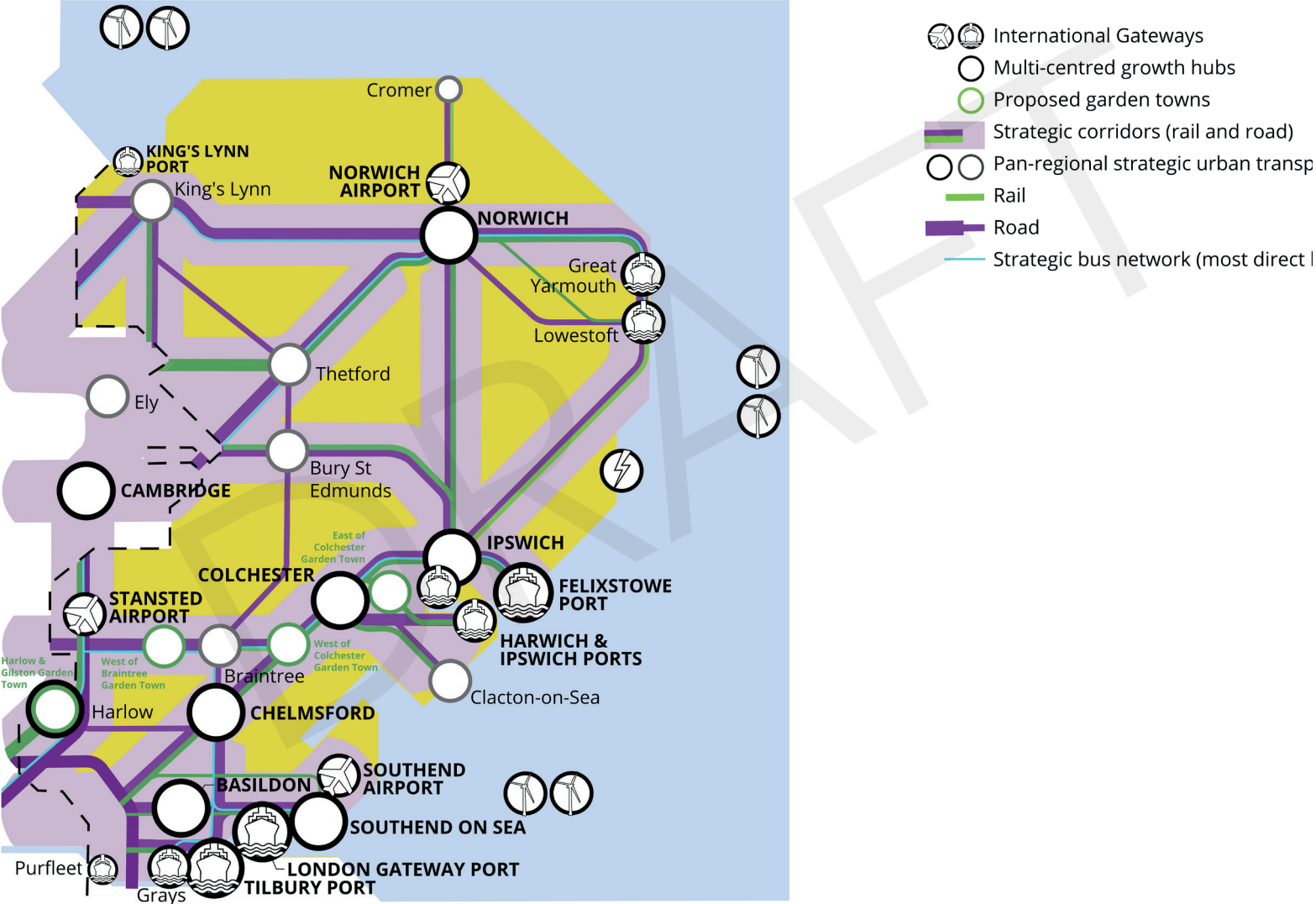


Figure 2a: Strategic rail and road corridors in the Transport East sub-national area

# INVESTMENT AND DELIVERY PLAN

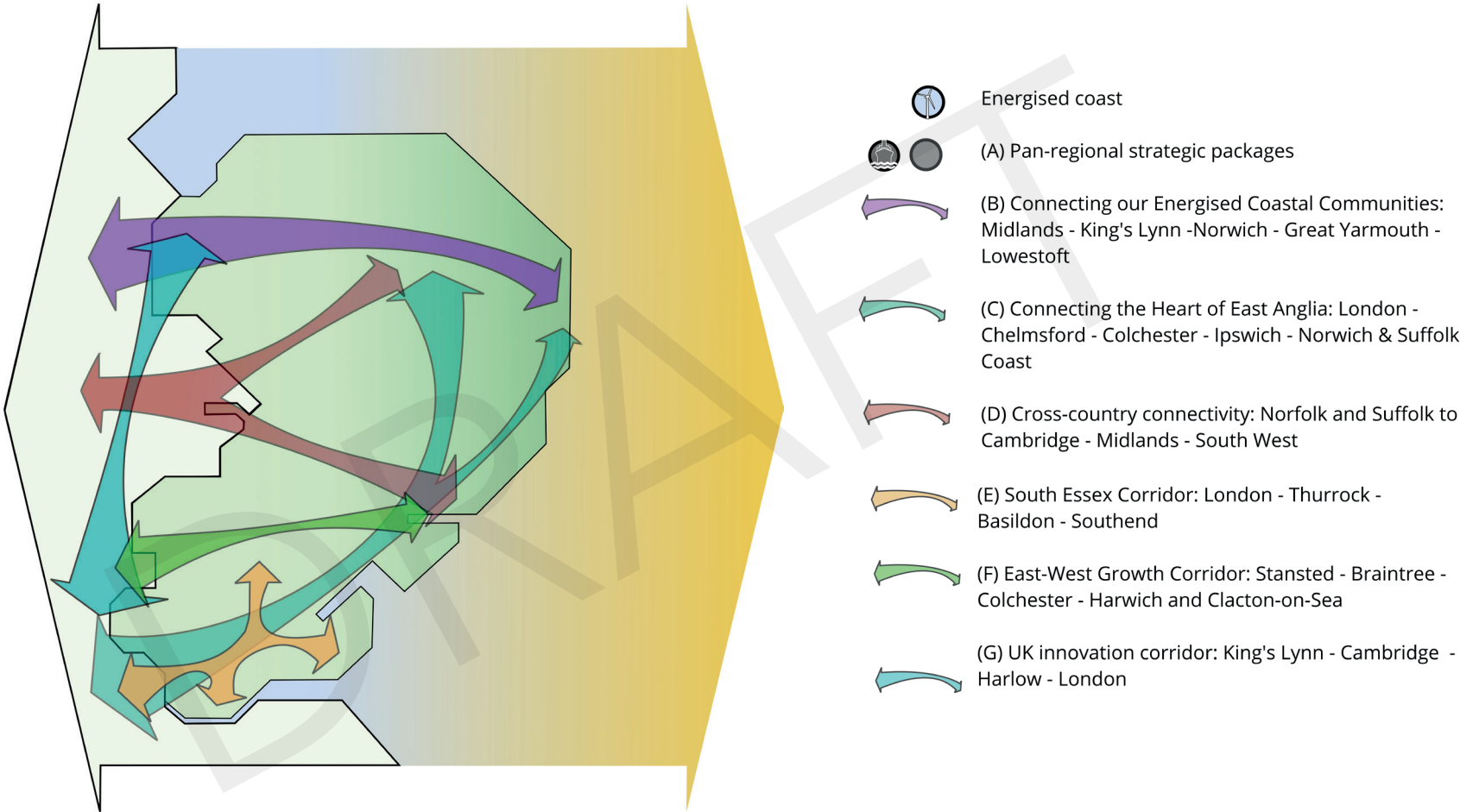


Figure 2b: Strategic transport packages and seven strategic corridors in context with our towns and cities, energy coast and gateways.



## Pan-regional strategic packages

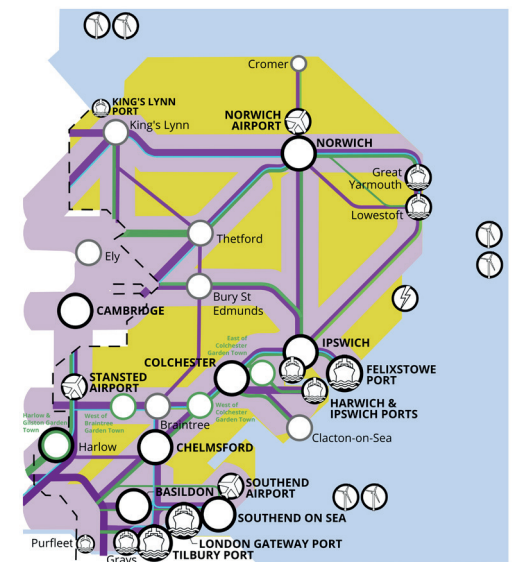
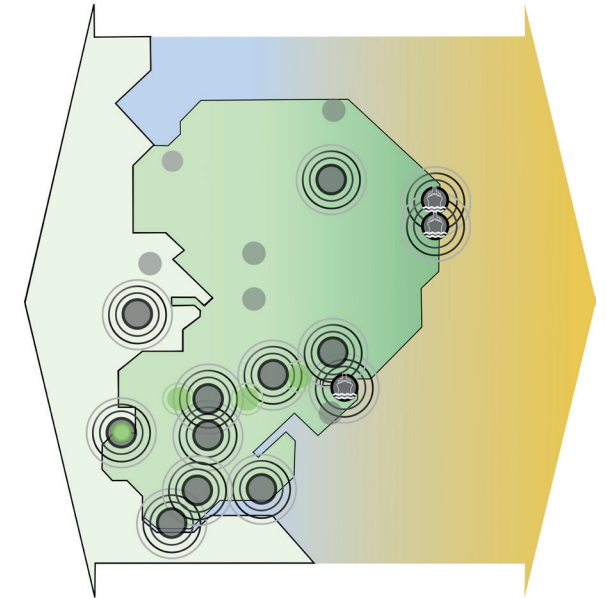
Local Transport Plan proposals for each of our towns and cities express a range of schemes that are designed to reduce congestion and improve air quality, producing positive environmental, health and economic impacts not only within those urban areas but also on the wider transport network. The COVID-19 pandemic has underlined the importance of making our urban areas welcoming to those who want to travel on foot, cycle and safe public transport, and we are already seeing intensified Government investment in active travel measures.

Transport East will be supporting local authorities at a strategic level to progress and accelerate these proposals, ensuring the collective strategic case for their delivery is clearly communicated and supported including:

- The roll out and expansion of local authorities' walking and cycling programmes, including infrastructure and behaviour change. Over the coming months, Transport East will support proposals seeking funding from the government's Transforming Cities Fund, Walking and Cycling Fund, and other sources.

- Support for local authority bus and passenger transport operations throughout the region, from bus priority infrastructure to supporting immediate operational challenges aligned to COVID-19. The Transport East partnership will help authorities tackle the immediate and long-term strategic issues on a regional scale
- The expansion of infrastructure to support the growth of Electric Vehicles including support local authority programmes to deliver charging points in key locations across the region.

As we emerge from the COVID-19 pandemic, and as part of developing the Transport East strategy and associated Infrastructure and Delivery Plan, Transport East will support local authorities to rapidly develop comprehensive and fully integrated packages of measures to deliver the economic benefits of sustainable travel, including improved public spaces and access to town centres, healthy streets and reductions in ultra-short car journeys. This, in turn, will help to reduce car travel demand on the strategic road network so that it operates more efficiently and contributes to a strong recovery and subsequent growth.







## Connecting our Energised Coastal Communities: Midlands – King’s Lynn – Norwich – Great Yarmouth

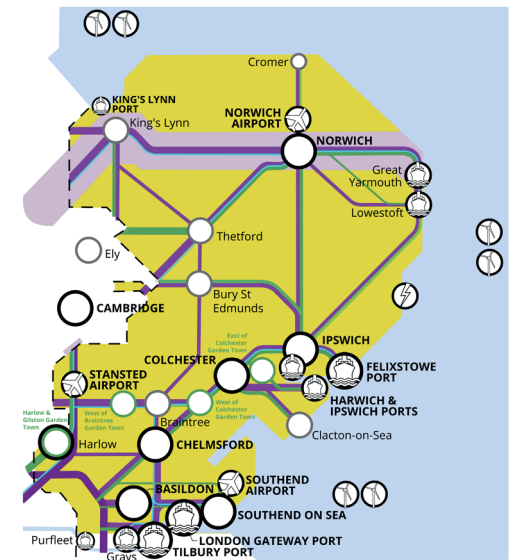
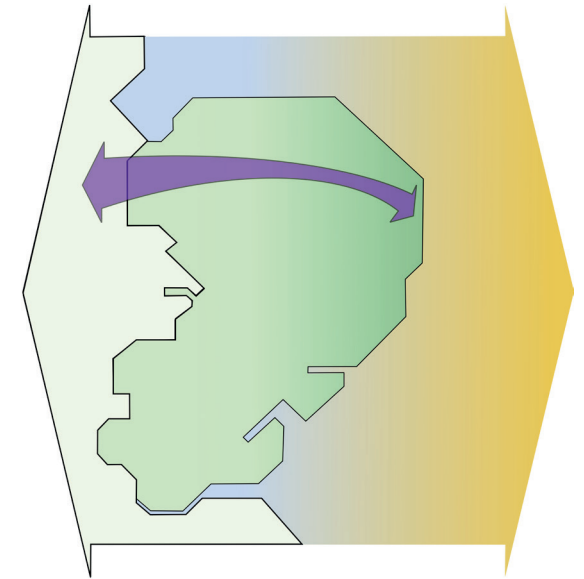
Dualling the remaining single-carriageway sections of the A47 will connect the Midlands with our **Energised coastal communities**, helping unlock over £50bn of inward investment over the next 20 years. This corridor connects to internationally significant offshore wind energy clusters at Great Yarmouth and Lowestoft, as well as connecting **multiple growth centres** at Norwich and King’s Lynn. Norwich is one of the two fastest-growing cities in the region and one of the three fastest expanding economic hubs in the country – together with Cambridge and Ipswich.

Currently, the remaining sections of single carriageway are frequently blocked by congestion, adding business freight transport costs each year estimated at £25m, creating a barrier to inward investment and economic development, and hampering progress on the ‘levelling up’ of deprived communities.

Delivering investment in a reliable and efficient A47 corridor will support economic expansion, including the creation of 9,000 jobs and a further 4,500 supply chain jobs in the Lowestoft and Great Yarmouth Enterprise Zone by 2025. It is critical to the expansion and regeneration of Norwich, King’s Lynn Port, and coastal communities and visitor attractions including Cromer, Sheringham and the Norfolk and Suffolk Broads. In total, the route, extending into Cambridgeshire and Peterborough, will support 125,000 new homes and 75,000 new jobs.

This proposal is a package of measures including:

- A47 Tilney to East Winch dualling.
- Norwich Western Link.
- Acle Straight Dualling.
- Great Yarmouth Third River Crossing.
- A47 Wisbech to Peterborough dualling





## Connecting the Heart of East Anglia: London – Chelmsford – Colchester – Ipswich – Norwich & Suffolk Coast

Our central spine running north-south through the 'Heart of East Anglia' provides the connections to important and fastest-growing **towns and cities** and serves some of our major **gateway ports**. It includes onward connections by rail and road to the **energy coast** of East Suffolk and Norfolk and connects with our most important strategic corridors. World-class connectivity on this corridor is essential to the projected £4bn growth and delivery of 10,000 jobs in the region. Rail and road improvements are both vital.

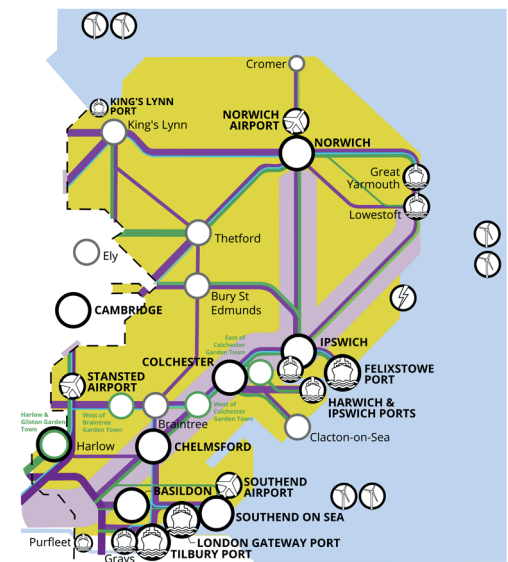
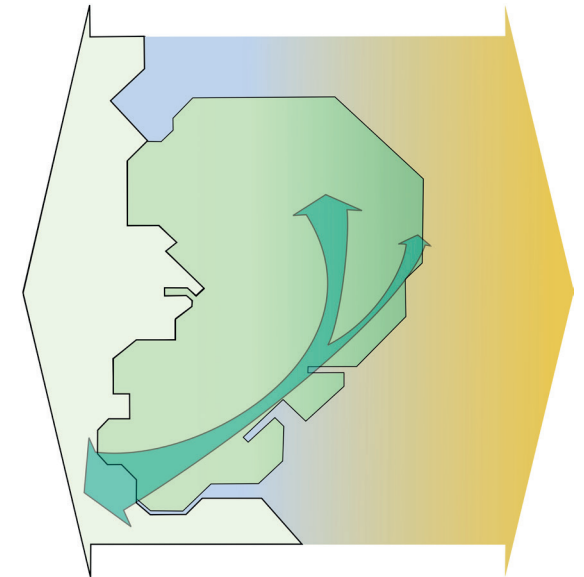
For rail, improvements to the Great Eastern Mainline, both for passengers and freight are vital. Currently, even with new rolling stock, passenger and station capacity are inadequate, limiting prospects for modal shift. Haughley Junction is a major pinchpoint on the Felixstowe to Nuneaton freight corridor. Capacity enhancements including passing loops will be needed to enable higher line speeds and 90-minute Norwich to London journey times.

Similarly on the roads, the A12 (south) carries over 100,000 vehicles per day and suffers congestion at key points around its intersection with the M25 and between the M25, Colchester and Ipswich.

Delivering a multi-modal package will support the sustainable development of the Essex, Suffolk and Norfolk economies, providing cross-regional links and better connecting the region's towns and cities, including Chelmsford, Colchester, Ipswich and Norwich. The corridor will improve connections to the Energy Coast, with improvements along the A12 (north) supporting the recovery of the visitor economies, local growth and delivery of energy projects such as Sizewell C. It will also support the recovery of visitor economies of Norfolk and Suffolk which has suffered during the COVID-19 pandemic.

Strategic schemes include:

- GEML strategic package (improvements in London, Essex, Suffolk, Norfolk).
- A12 strategic package South (Colchester to M25).
- Chelmsford strategic package NE bypass, (Army and Navy, Beaulieu Park).
- A12 Strategic Package North (Ipswich to Suffolk Coast) including Woodbridge Bypass.
- Lowestoft Lake Lothing third crossing.
- Long Stratton Bypass.





## Cross-country connectivity: Norfolk and Suffolk to Cambridge – Midlands – South-West

The two corridors include **Gateways** at Felixstowe and Ipswich Ports, Norwich Airport and **growing towns and cities** at Norwich, Thetford, Bury St Edmunds and Ipswich. This is a gateway corridor of national importance for both rail and road

For rail, the Ipswich Chord, completed in 2014, enabled the expansion of services between Felixstowe and the rest of the UK from just 28 trains per day in 2011 to 36 today. To maximise the contribution of our ports to post-Brexit UK economic growth, in addition to relieving the road network of 750,000 lorries by 2030 and supporting decarbonisation, we need to significantly enhance rail capacity further on what is Britain's premier rail freight corridor.

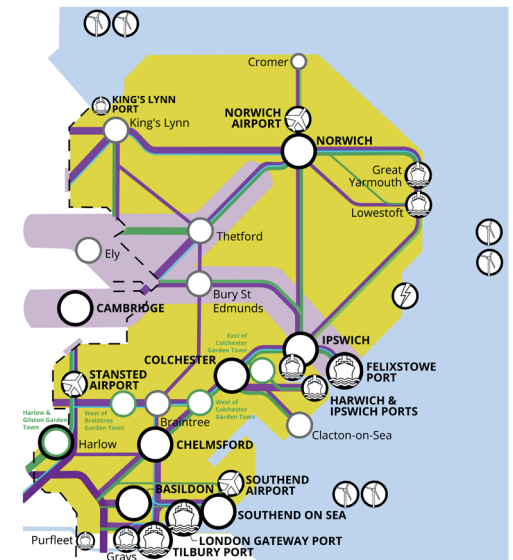
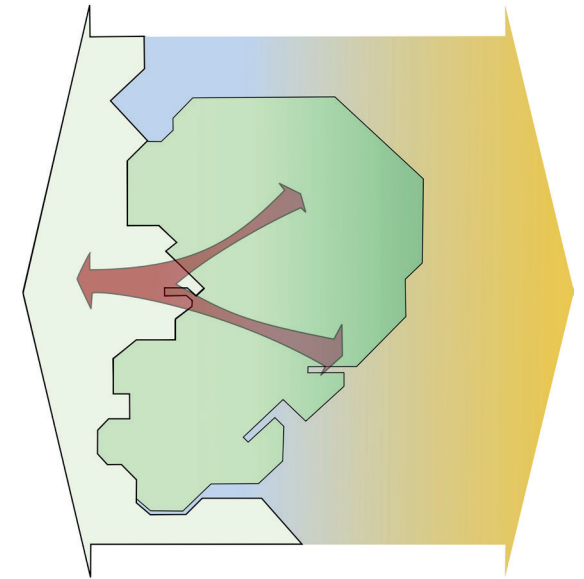
The Ely area and Haughley railway junction are the main focus of investment, serving both of these strategic corridors. These essential junction capacity improvements, paired with double-tracking, electrification, resolving crossing issues and traction power increases are vital components of this package.

Passenger connectivity is also vital, and the

East-West Rail Eastern Section is a nationally significant project as part of the wider East West Rail (EWR) project linking our towns and cities to the Oxford to Cambridge Arc, directly connecting to the Central Section of EWR.

Strengthening infrastructure along the Cambridge to Norwich Tech Corridor, linking two of the UK's powerhouse cities, will help realise its full potential. For road, improvements to the A11 were completed in 2014 when the last single-carriageway stretch between Thetford and Barton Mills was dualled by Highways England. However, there is a need to address the pinch point at the Mildenhall Fiveways Junction to further unlock the benefits of this corridor.

The A14 forms the road component of the UK's premier freight corridor and requires upgrading to expressway standard along its length, including improvements to the A14/A12 Copdock interchange to address congestion. There are also significant resilience issues with the Orwell Bridge.





There are already 5,000 lorry movements out of Felixstowe per day. This includes addressing seven pinch-points, the most notable at Bury St Edmunds and Ipswich.

Strategic schemes include:

- East-West rail package (enhanced Norwich and Ipswich connectivity and capacity to Cambridge as Eastern section of national East-West Rail project).
- Felixstowe to Nuneaton rail freight capacity review and delivery package (Haughley junction and Ely area,, twin-tracking remaining single-track sections, and power increases).
- A11 Fiveways.
- A14/A12 Copdock.
- A14 package – junctions 37 A14/A142 (Newmarket), 43 and 44 (Bury St Edmunds), A14 to Expressway standard and improved interchange at Copdock (also see A12 corridor)
- Support for cross-boundary projects in neighbouring areas, including the expansion of Cambridge Autonomous Metro to settlements such as Mildenhall and Haverhill



## South Essex corridor: Connecting South Essex – London – Thurrock – Basildon – Southend

Our South Essex corridor is a major location for economic growth, and existing proposals will unlock the further expansion of our **global gateways**. The corridor comprises growing urban areas across **Thurrock, Southend** and South Essex including **Basildon**, connecting to neighbouring areas including London and across the Thames to Kent.

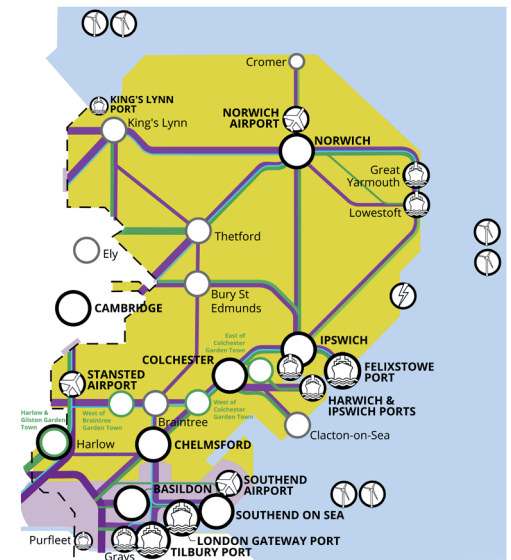
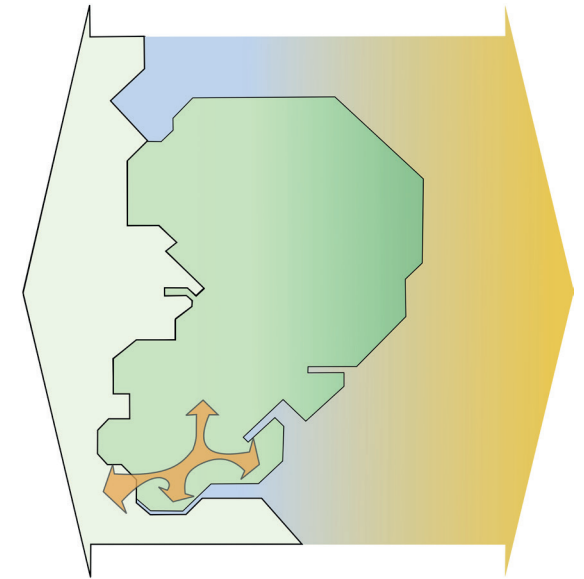
**Thurrock** is home to several major international ports of strategic national economic importance, including London Gateway, Tilbury and Purfleet.

London Gateway, comprising a deep-sea container port and logistics park is one of the fastest growing ports in the world. Currently the Port has a throughput of approximately 1.5 million TEU, whilst in the logistics park 154,674 square metres (sq.m) of floorspace is currently occupied with a further 94,000sq.m currently under construction. When fully constructed the Port shall have a capacity of up to 3.5 million containers (TEU), whilst the park will provide up to 830,000sq.m of commercial floorspace. As the largest of its kind in Europe, it has potential

to directly and indirectly provide c.36,000 new jobs once fully developed. The Local Development Order applied to the logistics park allows accelerated planning permissions and rapid expansion of warehousing facilities, enabling new warehousing and distribution centres to be erected in just nine months.

Alongside London Gateway, Tilbury and Purfleet are major gateways. The Port of Tilbury has ambitious expansion proposals to redevelop the former Tilbury power station site, adding several hundred jobs to the existing 8,600FTE directly and indirectly employed, whilst Purfleet Thames Terminal (PTT) handles approximately 250,000 trailers, containers and tanks per year including the import and export of 400,000 vehicles.

The expansion of this economic gateway as a powerhouse for future UK trade is restrained by the capacity of the rail and road network. The A13 along its entire length already carries 64,000 vehicles (including cars and lorries) daily, and junction 30 of the M25 also plays a significant role in enabling traffic movement



through the South Essex corridor. Continued congestion and delays will affect network capacity and act as a barrier to growth.

Strategic schemes on this corridor located around **Thurrock** include:

- Stanford-Le-Hope station (final approvals, funding and construction)
- Essex Thameside rail network study (passenger, freight)
- A13 widening (including A13/A1014 junction)
- A13/A126 east-facing slips
- Tilbury Link Road
- A13/A1014 junction improvements
- A1306 improvements and bus priority.
- M25 junction 30 capacity enhancements

Further east along the corridor are some of the most densely-populated settlements in the region, featuring major high-value and expanding industries covering digital, creative, ICT, vehicle automation and aerospace sectors. Investment in this area will unlock expansion of **growing towns**, principally **Southend-on-Sea** and **Basildon**, and the important international gateway at **Southend Airport**, which handles 1.5 million passengers per annum and has permission to grow.

**Basildon** is a new town developed in the

middle of the 20th Century. It has a local economy worth £3.7bn – the largest in Essex - and employs 97,000 people, with ambitious plans to redevelop its central area for the 21st Century. **Southend-on-Sea** is the centre of the largest urban area in the east with the Borough providing some 65,000 jobs and welcoming over 6.5 million visitors per year.

This part of the South Essex corridor experiences the worst traffic congestion in Essex, with a significant proportion of residents driving to work. The A127 carries 75,000 vehicles per day and the A1159 to Shoeburyness accommodates 37,000 vehicles daily.

To cater for economic and population growth, investment in the road, rail and the bus network is required. Rail investment identified includes longer trains, digital signalling to enable higher frequencies and additional freight paths to cater for port expansion and modal shift. A new station is approaching detailed design consent at Stanford-Le-Hope. Bus proposals include rapid transit to link up with rail services, smart and integrated fares, ticketing and passenger information.

Strategic schemes on this corridor that will serve connections to and within Southend, Basildon and other urban areas include:

- Proposals identified in the Essex Thameside rail network study (passenger, freight)
- A127 strategic package of capacity and safety improvements including sustainable options and potential re-trunking of the A127 and schemes to address local pinch points.
- A127 Outer Relief Road – Southend and Essex
- A127 Northern Relief Road – Southend and Rochford
- Harp House roundabout improvements (access to Southend Airport)
- South Essex bus metro.





## East-West growth corridor: Stansted – Braintree – Colchester – Harwich and Clacton

Completing the remaining section of A120 dualling between Braintree and the A12 will boost our **connectivity between growing towns and cities** and link the M11 Innovation Corridor with **gateways** at London Stansted Airport and Felixstowe, Ipswich and Harwich international Ports. Improved connectivity and capacity on this corridor will support adjoining corridors, including links to the A414 and Hertfordshire.

The dualled A120 will support the creation of two garden communities, to the west of Colchester and west of Braintree and at Harlow and Gilston. It extends to Harwich and Clacton-on-Sea, supporting the regeneration of these communities. This corridor also supports the provision of essential high capacity public transport and cycleways linking the existing and new communities.

Currently, the A120 suffers from increasing unreliability due to the single-carriageway section, which also has adverse impacts on communities and homes along its length. With the planned for population and activity growth, this situation is expected to become critical,

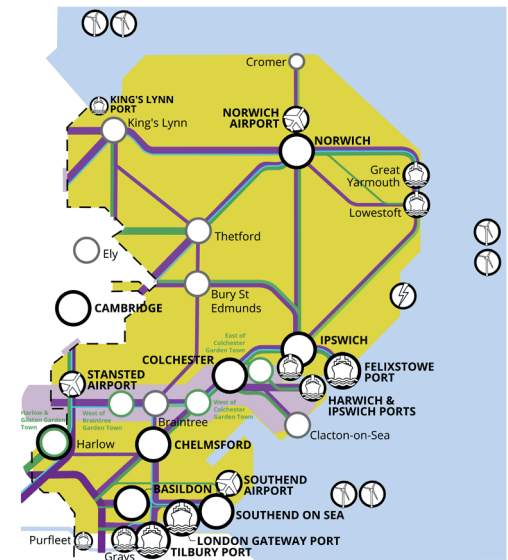
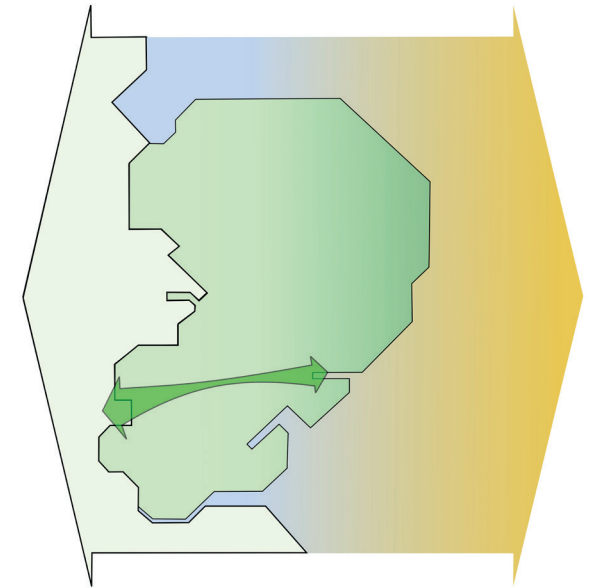
affecting east-west movement and limiting route choices to and from the region's primary gateways.

Investment in the A120 corridor will deliver:

- A consistent level of provision throughout this important link, supporting the region's strong distribution industry by linking key gateways.
- Supporting infrastructure to enable the construction of four new communities.
- Opportunities to provide high quality rapid inter-urban public transport on a commercial basis.
- Continued economic growth in a high performing area. Braintree has experienced 20% job growth over the past five years.

Strategic Schemes include:

- Dualling of the A120 between Braintree and Marks Tey.
- Clacton Town Centre Action Plan
- North Essex Rapid Transit





## UK Innovation Corridor: King's Lynn – Cambridge – Harlow – London

The UK Innovation Corridor growth partnership is working closely with Transport East, promoting development, transport and better infrastructure around the themes of next-generation science and technology powered by London and Cambridge. The West Anglia Mainline railway and A10 northwards to King's Lynn is a natural extension of this, encapsulating a growing economy based around medical and agri-tech, life sciences and bio-sciences. The corridors include **Gateways** at London Stansted Airport and King's Lynn Port and **multi-centred growth** at King's Lynn and Harlow, including Harlow and Gilston Garden Community.

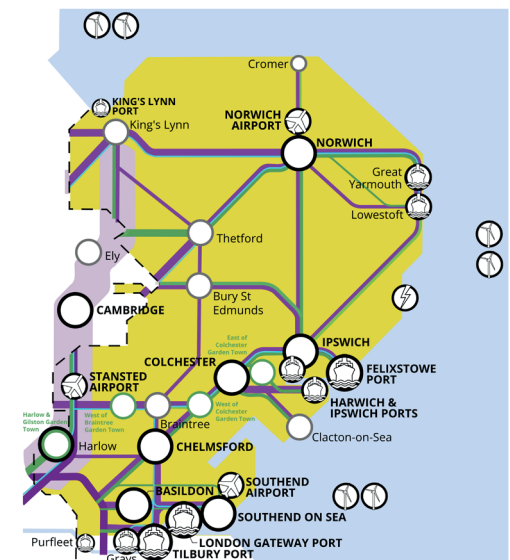
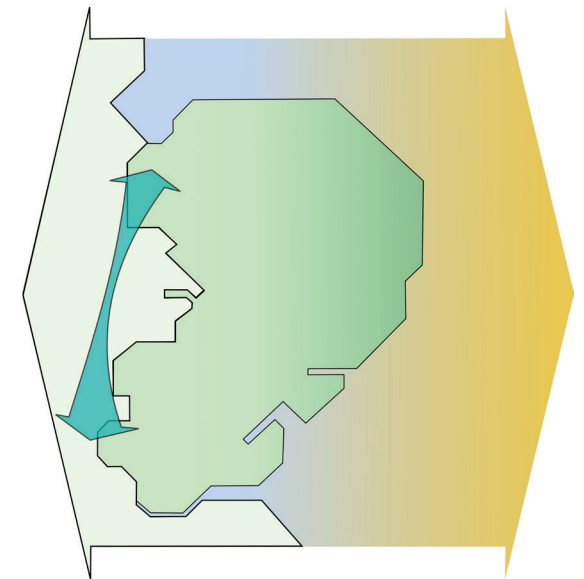
In advance of Crossrail 2, Network Rail has, in sections within London and Broxbourne, scoped four-tracking and station capacity increases on the West Anglia main line to bring forward 20,000 homes and 10,000 jobs sooner than 2030. This clearly has positive implications for growth in the Innovation corridor, benefiting Harlow and King's Lynn. Also proposed (currently GRIP2/3) are capacity and other improvements at Ely to

allow to allow additional train movements and improve the connection between Felixstowe and the Midlands (see also Corridor C above).

Junction improvements on the M11 and dualling of the A47 at West Winch will be important for opening up economic activity at Harlow and north of Cambridge.

Strategic schemes include:

- West Anglia main line package.
- M11 junction improvements at J7 and J8 including the new J7a.
- A10 West Winch housing access road.
- Harlow and Gilston Sustainable Transport Corridor.



# SUMMARY TABLE OF SCHEMES

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>(A) Pan-regional strategic packages</b>							
<b>Walking and cycling schemes</b> (including DfT Walking and Cycling and Transforming Cities funds) across all towns and rural areas in the region.	Multi-centred growth, Energised coastal communities	Creating attractive and appealing places to live; attracting skilled workforce. Equality of opportunity, access to work. Health, reduced pollution, support for town centres, access to universities and schools.	Varied across local authorities	To be confirmed	Transforming Cities Fund DfT Walking and Cycling Grants s.106/CIL Local funding	Support production and funding of Local Cycling & Walking Infrastructure Plans (LCWIPs)  Support through Transport East Active Travel group work programme	Ongoing
<b>Strategic support for EV charging</b> across all towns and rural areas in the region.	Multi-centred growth, Energised coastal communities	Reducing air pollution at the tailpipe.	Varied across local authorities	To be confirmed	Local LTP capital funding, CIL, s.106  OLEV funding bids	Support through decarbonisation strategy	Ongoing
<b>Strategic support for passenger transport operations</b> including buses and school travel in all towns, cities and rural areas in the region.	Multi-centred growth	Providing efficient, high capacity transport. Equality of opportunity, access to work. Support for town centres, access to universities and schools.	Varied across local authorities	Not Known		Support through Transport East Passenger Transport group work programme	Ongoing

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>Lower Thames Crossing</b>	Global gateways Multi-centred growth	Relieve severe congestion and capacity constraints at the Dartford Crossing – port access  Journey time and reliability and safety benefits	Preferred route announced.  Funding announced alongside 2020 Budget.  Expected delivery from 2025	£3bn for crossing, c£6bn incl. access roads	RIS2	Decision to deliver from Government.  Continued analysis and development of schemes on local network to support growth for delivery via future MRN and RIS funding.	By 2027
<b>(B) Connecting our Energised Coastal Communities Midlands – King’s Lynn – Norwich – Great Yarmouth</b>							
<b>A47 Tilney to Each Winch dualling</b>	Multi-centred growth, global gateways	Reduced congestion, reduced delay, more reliable journeys, improved connectivity, improved road safety, removes traffic from settlements. Supporting housing and jobs growth.	Not identified in current programme (either RIS1 or RIS2)	£130m (est 2010 prices)	DfT funding required. Potential local contributions	Support scheme for inclusion in RIS3 trunk road programme	RIS3 (2025-2030)
<b>Norwich Western Link</b>	Multi-centred growth Global gateways	Improving connectivity, accessibility and journey times on key routes in Greater Norwich while reducing existing traffic impacts in western Norwich and improving conditions for walking and cycling.	Outline business case funded by DfT to support scheme under MRN and LLM programme. Comms and Stakeholder engagement underway.	£150m	DfT 85% as an LLM scheme.	Provide support for DfT approval of Outline Business Case to be submitted in December 2020.	Construction 2023-2025



Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>Acle Straight dualling</b>	Energised coast Multi-centred growth, global gateways	Reduced congestion, reduced delay, more reliable journeys, improved connectivity, improved road safety. Supporting regeneration (incl housing and jobs growth) of the coast and connections to gateway port.	Not identified in current programme (either RIS1 or RIS2)	£78m (est 2010 prices)	DfT funding required. Potential local contributions	Support scheme for inclusion in RIS3 trunk road programme	RIS3 (2025-2030)
<b>Great Yarmouth Third River Crossing</b>	Energised coast Multi-centred growth	The Third River Crossing is important to Great Yarmouth's future success, helping to attract investment, enable growth and create skilled jobs. The new bridge will ease traffic congestion on the town's roads and improve network resilience, shortening journey times and improving journey reliability.	Funding announcement anticipated late summer 2020	£120m	DfT £98m Local funding for remainder.	Encourage a prompt decision from DfT following submission of Full Business Case to enable a start of construction in January 2021	Funding awarded 2017 Scheme declared nationally significant 2018. DCO approval anticipated summer 2020.

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>(C) Connecting the Heart of East Anglia: London – Chelmsford – Colchester – Ipswich – Norwich &amp; Suffolk Coast</b>							
<b>GEML strategic package: Taskforce schemes:</b> <ul style="list-style-type: none"> <li>• Bow Junction Enhancement</li> <li>• Beaulieu Park Station loops</li> <li>• Haughley Junction doubling</li> <li>• Loops / partial 3or4 tracking south of Colchester and headway reductions south of Colchester</li> <li>• Loops / partial 3or4 tracking Ipswich to Haughley</li> <li>• Further assessment of Trowse Bridge</li> <li>• Further assessment of line speed enhancements</li> </ul>	Multi Centred growth, Global Gateways Energised Coastal communities	£4bn economic growth, more than 10,000 direct and indirect jobs and accelerated delivery of new homes resulting from: <ul style="list-style-type: none"> <li>• Norwich in 90 or better for all journeys with proportionate journey time reductions for all stations along the line.</li> <li>• Delivery of the rail capacity and connectivity necessary to drive economic growth and support the delivery of new homes.</li> <li>• An enhanced journey experience for all passengers.</li> </ul>	Draft SOBC being discussed with Network rail and DfT.  Submission of SOBC summer 2020  Work currently underway to refresh the Wider Economic Benefits case Network Rail examining options for delivery order and timing of schemes  Final SOBC due late summer  Separate studies underway: Liverpool Street and Stratford.	TBC	National Rail enhancement funding  Housing Infrastructure Fund  Local Growth Fundw S106	Continue to support essential Network Rail GEML improvements to deliver capacity and economic growth Approval of "Decision to Develop" within RNEP process  Early priority for the delivery of Bow Junction Enhancement project  Support for Beaulieu Park – listed separately	Beaulieu Park Station 2024/5

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>GEML outside strategic package</b> Manningtree level crossing / low bridge signals and improved access		Improved access for pedestrians, cycles and public transport, reduced congestion.	Pipeline project without formal processes at this stage.	£1m			
<b>A12 strategic package (south):</b> <ul style="list-style-type: none"> <li>• Chelmsford to Marks Tey</li> <li>• M25 to Chelmsford</li> <li>• Marks Tey to Colchester</li> </ul>	Global gateways, multcentred growth.	Capacity and connectivity improvements to the A12 corridor – Journey time and reliability and safety benefits.	A12 "Expressway" included in RIS 1 programme announcement  Marks Tey-Chelmsford: Work expected to start in RIS1  Investigating options for southern (M25 to Chelmsford) and northern (Marks Tey to Colchester) sections. Seeking RIS 2 funding.  Highways England preparing business case for RIS2 delivery		RIS2	Next steps: Confirmation of scheme delivery	2020-25

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<p>NE Chelmsford garden community package:</p> <ul style="list-style-type: none"> <li>• Beaulieu Park Station</li> <li>• Chelmsford NE bypass</li> <li>• Army and Navy Improvement scheme</li> </ul>	<p>Multi-centred growth</p>	<p>Delivery of c9000 homes</p> <p>Rail capacity and journey time savings Associated passing loop provides Capacity and resilience to GEML</p> <p>Road access to homes, network resilience and journey time savings.</p> <p>Improved strategic road connectivity between the A12 at Chelmsford and A120 at Braintree</p>	<p>Business case with MHCLG and DfT</p> <p>Chelmsford NE design underway</p> <p>BP GRIP3 nearing completion</p> <p>Army&amp;Navy draft SOBC with DfT. Option appraisal underway (5 options)</p>	<p>£164m</p>	<p>HIF schemes to support development of 9,000 homes north of Chelmsford</p> <p>LGF</p> <p>s.106</p> <p>MRN local contributions</p>	<p>Support discussions to secure funding from multiple sources – calls for simplification / streamlining and better co-ordination of Government decision making process for complex schemes.</p> <p>Agree extension to HIF funding window from 2024 to 2025. Beaulieu Park TWA application.</p> <p>Army&amp;Navy: Seeking SOBC decision and DfT funding to support OBC</p>	<p>2022-26 (rail element) 2025 (NE bypass and Army&amp;Navy)</p>



Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>A12 Corridor North package:</b> <ul style="list-style-type: none"> <li>Ipswich to Suffolk coast</li> </ul>	Energised coastal communities Multi-centred growth	Opens up opportunities for growth around Ipswich and on the corridor. Provides mitigation for the significant energy projects on the Suffolk Coast, including Sizewell C. Comprises a number of schemes from A12 junction with A14 to Saxmundham.	SOBC (A12 Woodbridge) OBC funding (A12 East of Ipswich) Funding approved- HIF	To be confirmed	DfT, Developers, Local contributions	To be confirmed	2021-2024
<b>A14 Junction 55/ A12 Copdock</b>	Global Gateways, multi-centred growth	Improved reliability and reduced congestion on the SRN around Ipswich	RIS 3 Pipeline- early development work committed	To be confirmed	Highways England/ RIS	To be confirmed	2025 onwards
<b>A12 North Corridor package</b> <ul style="list-style-type: none"> <li>Ipswich to Suffolk coast</li> </ul>	Multi-centred growth	Opens up opportunities for growth around Ipswich and on the corridor. Provides mitigation for the significant energy projects on the Suffolk coast, including Sizewell C. Comprises a number of schemes from A12 junction with A14 to Saxmundham.	A12 Stratford St Andrew: two village bypasses. A12/A1094 Friday St Junction	To be confirmed	DfT Developer funding	To be confirmed	

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>Lowestoft Lake Lothing Crossing</b>	Energised coastal communities Multi-centred growth	Open up opportunities for regeneration and development in Lowestoft, reducing community severance between north and south Lowestoft. It will reduce congestion and delay on the existing bridges over Lake Lothing, in the town centre and improve accessibility	Development Consent Order, final funding announcement expected end of Summer 2020	£100m	DfT, local contributions	DfT to consider FBC decision, cost figure update to £126.75m	2021-2023
<b>Long Stratton bypass</b>	Multi-centred growth, global gateways	Reduced congestion, delays, greenhouse gas emissions and noise levels in the Town. Improved connectivity, road safety and quality of life for the community. Supporting delivery of planned residential development and employment land.	DfT awarded £0.57m for development of outline business case. Comms and Stakeholder engagement underway.	£37.44m	70% DfT, 30% Local contribution.	Provide support for DfT approval of Outline Business Case to be submitted in December 2020.	Planning application submission Winter 2020/ Spring 2021.
<b>(D) Cross-country connectivity: Norfolk and Suffolk to Cambridge – Midlands – South-West</b>							
<b>East-west rail package (Cambridge to Norwich and Ipswich)</b>	Energised coastal communities  Multi-centred growth	Increased capacity for passengers and freight; enabling more frequent passenger services.	Route package ongoing	To be confirmed	Part of £2bn NR Anglia package	To be confirmed	To be confirmed

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>East-west rail package:</b>  Felixstowe to Nuneaton passenger and freight package including: <ul style="list-style-type: none"> <li>• Ely Junction area upgrade.</li> <li>• Haughley Junction four-tracking or flyover</li> <li>• Track, bridges and crossing upgrades. Bridge replacements</li> </ul>	Global gateways  Multi-centred growth	Increased capacity for passengers and freight; enabling more frequent passenger services.	Ely Junction: £9.3m awarded by Peterborough and Cambridge combined authority, New Anglia LEP and Strategic Freight Network  Route package ongoing	To be confirmed	Ely: Local partners £9.3m DfT £590m  Route package: part of £2bn NR Anglia package	To be confirmed	Ely SOBC submission late 2020.
<b>A11 Fiveways</b>	Multi-centred growth	Reduced congestion, and improved safety on the SRN	RIS 3 Pipeline- early development work committed	To be confirmed	Highways England/ RIS	To be confirmed	2025-
<b>A14 corridor package</b> <ul style="list-style-type: none"> <li>• A14/A142 junction, Newmarket</li> <li>• A14/A137 junction, Wherestead</li> <li>• A14/A1189 Nacton Road junction</li> <li>• Interchange to Copdock</li> </ul>	Multi-centred growth	Support growth. Reduced congestion and improved safety on SRN.  Links to A14 investment further west (Cambridge to Huntingdon)  Cements Britain's premier multi-modal freight route.	To be confirmed	To be confirmed	Highways England/ RIS	To be confirmed	To be confirmed

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>(E) South Essex corridor: Connecting South Essex – London – Thurrock – Basildon – Southend</b>							
<b>Stanford Le-Hope station</b>	Global Gateways	Modern transport hub serving growth at London Gateway Port	Detailed design, pre-consent	£30m	Local Growth Deal, National Stations Improvement Programme, developer contribution from DP world	To be confirmed	2022/23
<b>Essex Thameside rail network and capacity improvements package</b>  • Passenger and freight (studies)  <i>Scheme as South Essex (north).</i>	Multi Centred Growth, Global Gateways Energised Coastal Communities	Improved passenger and freight rail capacity in response to population growth including potential garden communities. Sustainable transport, access to two major ports.	Business case with DfT  Network Rail has recently completed the “Essex Thameside Study”.	To be confirmed	To be confirmed	Decision to develop proposals for early delivery via RNEP Further development on medium- and long-term options.	Three phases early phase 2020-25
<b>A13 widening</b>	Global Gateways	Continuous three lanes each way between the M25 and Stanford Le-Hope	Under construction	£120m	SELEP LGF, developer contributions, Council capital funding	To be confirmed	Late 2021



Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>A13/A126 East Facing Access Scheme</b>	Global Gateways Energised coastal communities Multi-centred growth	Unlocking congestion issues across Thurrock and wider Thames Estuary area while reducing traffic on local roads. Supporting 32,500 new homes and 24,500 new jobs.	Outline funding submission to DfT due end of 2020	£70-85m	DfT: 90% Thurrock Council and developer contributions: 10%	To be confirmed	2020-2026
<b>Tilbury Link Road</b>	Global Gateways Multi-centred growth	Facilitating growth in Tilbury, East Tilbury, CSM and beyond. Providing a strategic link to port activities at Tilbury and supporting development of 10,000-12,000 new homes.  Note: tunnel proposal withdrawn)	Options Assessment Report commissioned	£100-£150m	Highways England to identify funding	To be confirmed	To be confirmed
<b>A13/A1014 junction improvements</b>	Global gateways	Supporting economic growth around London Gateway port and associated development. Linked with A13 widening.  Mitigating LTC traffic generation	Identification of schemes to deliver junction improvements	£75-100m	To be confirmed	To be confirmed	To be confirmed
<b>A1306 capacity enhancements and bus priority</b>	Multi-centred growth	Reducing congestion and rat-running on local roads. Providing bus priority and walking and cycling infrastructure.	Funding bid underway	£15m	DfT local pinch-point fund, developer contributions	To be confirmed	To be confirmed

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>Essex Thameside rail network and capacity improvements package</b> <ul style="list-style-type: none"> <li>Passenger and freight (studies)</li> <li>Scheme as South Essex (south).</li> </ul>	Multi Centred Growth, Global gateways Energised coastal Communities	Improved passenger and freight rail capacity in response to population growth including potential garden communities. Sustainable transport, access to two major ports.	Business case with DfT  Network Rail has recently completed the "Essex Thameside Study".	To be confirmed	To be confirmed	Decision to develop proposals for early delivery via RNEP Further development on medium- and long-term options.	Three phases early phase 2020-25
<b>A127 strategic package of capacity and safety improvements including sustainable options</b>	Multi-centred growth	Capacity improvements on links and junctions Accommodating high traffic levels to build resilience and enable development.	Various from pipeline to detailed design and implementation.	Not known	Potential DfT Local Pinch-points fund and SBC capital	Lobbying support required from TE	2023 – 2025
<b>A127 Outer Relief Road, Southend and Rochford</b>	Multi-centred growth	Improving connectivity, accessibility and journey times from Southend to the north	Pipeline	£300m	Unknown	Lobbying support required from TE	Post 2025
<b>A127 Northern Relief Road, Southend and Rochford</b>	Multi-centred growth	Improving connectivity, accessibility and journey times to open up potential garden communities	Pipeline	£150m	Unknown	Lobbying support required from TE	Post 2025
<b>Harp House Roundabout improvements access to London Southend Airport</b>	Multi-centred growth	Reduce congestion on local roads thereby improving journey times on key routes in Southend and to London Southend Airport.	Detailed design commenced	Not known	Potential DfT -local pinch point fund and SBC capital	Lobbying support required from TE	March 2024

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>(F) East-West growth corridor: Stansted – Braintree – Colchester – Harwich and Clacton</b>							
<b>A120 Dualling (new dual carriageway road)</b> <ul style="list-style-type: none"> <li>Route option D</li> </ul>	Multi-centred growth Global gateways	Provide infrastructure to support growth Reduce congestion and delay Improve safety Reduce impact of traffic on communities along existing A120 Improve strategic connectivity Improve local connectivity by non-motorised modes.	Proposal submitted to Highways England for funding decision (RIS2)	£700m	To be confirmed	To be confirmed	To be confirmed
North Essex Rapid Transit	Multi-centred growth	phase 1 rapid transit link from the garden community to the east of Colchester to the town centre and railway station	Successful bid to HIF and under design for construction by 2024	to be confirmed	£34m HIF	discussions with DfT and MHCLG ongoing	2024

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>(G) UK Innovation Corridor: King's Lynn – Cambridge – Harlow – London</b>							
<b>West Anglia Main Line Corridor Package</b>	Multi-centred growth  Energised coastal communities	The West Anglia Main Line corridor is vital for the UK economy. London and the East of England are two of the fastest growing regions in the UK, and the West Anglia Main Line links them together. The railway is essential for bringing jobs, homes and businesses together. <ul style="list-style-type: none"> <li>• Crossrail 2 is seen as the long-term solution for the WAML, delivering capacity for metro style services in London and increased capacity and reduced journey times for longer distance services to Harlow, Stansted and Cambridge</li> <li>• Stansted Airport is seeking reduced journey times to central London and the provision of earlier and later trains to better support flight patterns.</li> </ul>	<ul style="list-style-type: none"> <li>• Crossrail 2 Independent (Gerrard) Affordability review submitted to 2018 spending review but not published.</li> <li>• The CR2 SOBC has been upheld by the DfT</li> <li>• A political decision is still outstanding.</li> <li>• West Anglia Mainline Medium Term Capacity Study has commenced.</li> </ul>	TBC	National Rail enhancement funding  HIF,  LGF,  S106	Collaborative work with DfT and NR to understand growth and demand for travel along the WAML and identify appropriate short and medium-term interventions that could be delivered ahead of Crossrail 2	Study 2020  Infra pre-Crossrail 2



Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<p><b>M11 between Junction 7a &amp; 8 Gilden Way</b></p> <p>Corridor improvements</p>	Multi-centred Growth	New junction to provide improved connectivity to new homes and employment in north Harlow	<p>Under construction</p> <p>Scheme is currently live. COVID-19 has caused additional cost, with additional site cabins etc. required.</p>	£76.3m	S106 RIS1 £5m SELEP LGF	<p>Transport East support</p> <p>Seeking additional funding for delivery via SELEP as part of Gov Covid recovery infrastructure programme.</p>	Completion Sept 2022
<b>M11 J8</b>	Access to Ports, multi-centred growth	Junction improvements to provide capacity, resilience and improve journey times and reliability to support airport growth and new homes.	<p>Draft contract – FBC with finalised costs</p> <p>Tenders have come back significantly over the available budget. Additional third-party funding being sought</p>	£12.7m	Manchester Airport Group NPIF LGF Essex County Council	<p>TE support to secure funding.</p> <p>Seeking funding for delivery via SELEP as part of Gov Covid recovery infrastructure programme.</p>	2021

Strategic package or project name (and main components)	Transport East Strategic objectives	Anticipated benefits	Current stage of delivery	Scheme costs £m	Funding sources	Transport East / Government next stage	Delivery timescale
<b>West Winch Housing Access Road</b>		<p>Increased highway capacity in the West Winch area of King's Lynn</p> <p>The enabling of 4,000 new dwellings in the South East King's Lynn Growth Area (SEKLG A)</p> <p>An effective bypass of West Winch relieving congestion and delay for strategic A10 traffic and providing environmental and community relief to the village</p>	<p>A revised SOBC is in preparation</p>	<p>Up to £52m</p>	<p>MRN plus a local contribution of at least 15% as set out in an Infrastructure Delivery Plan (IDP) for the SEKLG A prepared by the Borough Council.</p>	<p>TE support for the scheme including to secure conditional approval and OBC funding</p>	<p>Construction start 2023</p>
<b>Harlow Gilston Garden Community sustainable transport package</b> <ul style="list-style-type: none"> <li>• Harlow Sustainable Transport Corridor</li> <li>• LCWIP cycling projects (see (A) pan-regional projects)</li> </ul>	<p>Multi-centred Growth</p>	<p>Joint project straddling Herts / Essex boundary. Delivery managed by Herts CC (also covering delivery risk).</p> <p>MHCLG funded scheme to support housing and employment to the north of Harlow</p> <p>Delivery of c10000 homes Sustainable linkage from homes to Harlow town centre and station.</p>	<p>This ECC secured funding element of £38.5m cover scheme, costs in Essex.</p> <p>Business case with MHCLG</p> <p>Design underway</p>	<p>Corridor: £172m</p>	<p>"not HIF" – MHCLG growth funding</p>	<p>Liaison with EEH.</p> <p>Continued Government support.</p>	<p>Corridor completion May 2024</p>