

Rail enhancements between Ipswich and Peterborough/Cambridge

“Greater Anglia is keen to add extra Ipswich to Cambridge and Peterborough services wherever practical ahead of the hourly frequency that is dependent on the Ely area and Haughley Junction rail infrastructure upgrades.”

Jonathan Denby
Head of Corporate Affairs,
Greater Anglia

Rail enhancements between Ipswich and Peterborough/Cambridge

TRANSPORTEAST

More frequent services to enhance connections to growing economic centres

Overview of scheme

- Currently only one train per hour connects local stations to services and employment opportunities in Ipswich and Cambridge, and there is only one train per every two hours connecting local stations to services, employment and connections to the North and Midlands in Peterborough.
- Doubling service frequency at peak times would reduce wait times, improve interchange opportunities, attract more passengers and maximise the use of existing rail infrastructure.
- Delivering longer term benefits is dependent on the completion of

Ely capacity enhancements.

Delivering Government Missions

- The scheme is strongly aligned to the **Economic Growth** and **Breakdown Barriers to Opportunity** missions; it will improve access to jobs and learning opportunities, enabling social mobility and higher wages.



Car has a 97% mode share for trips between Ipswich and the Midlands and North.

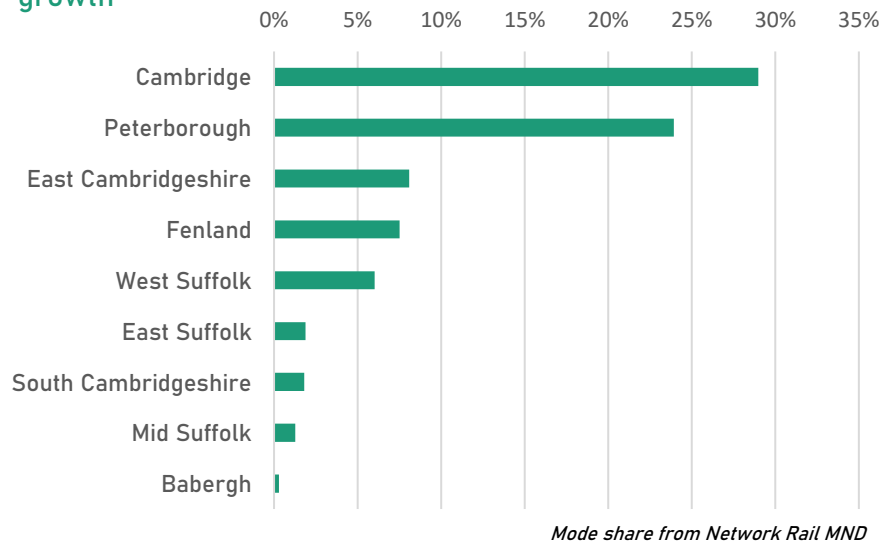
The proposal would support access to high value jobs in Cambridge, growing the region's economy. It will also bring connectivity improvements, bringing enhanced connections to the Midlands and the North without the need to go through London.

Evidence from elsewhere in the region has shown an up to 200% increase in passenger numbers when frequency has increased.

Deliverability in this Parliament ✓	No new infrastructure required, deliverable in short term.
Estimated Cost	Additional peak services would be deliverable at a relatively low cost, without new infrastructure
Next Steps	Partnership working with the rail industry to understand the potential impacts in more detail.

Ipswich to Peterborough/Cambridge

Rail mode share from Ipswich to Cambridge and Peterborough is relatively high, and building on this will support the region's growth



Alignment to Transport East Aims

Scheme aligns with Transport East pathway of **Connecting growing towns and cities**. And specifically supports the goal to **Deliver faster, more reliable connections between growing places and the rest of the UK**.

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The case for change

There is currently only one train per hour connecting local stations to services and employment in Ipswich and Cambridge. Only one train every two hours serves the route between Ipswich and Peterborough, making onward travel to stations on the East Coast Mainline difficult and unattractive. This results in high car use, contributing to the region's greenhouse gas emissions and congestion and limiting business connectivity.

Increasing the frequency of these services at peak times would, at a low cost, support the use of these routes for business travel and connectivity, with a positive contribution to the region's growth.

Why now and what happens if we don't deliver?

There is a longer-term aspiration to increase frequencies on these services, achieving a step change in connectivity for the region. In the shorter term, additional early morning and evening services will support the use of the route for business travel and longer distance journeys, helping to build demand and achieve mode shift away from cars.

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. Schemes were assessed against their likely ability to support the Strategy Goals and how important the corridor they sat within was to regional connectivity.

Services on this route form an important part of the region's public transport connectivity to the Midlands and the North, as well as supporting more local commuting. At present, rail mode share on these longer distance routes is low, and increasing the frequency of services is likely to improve this and reduce emissions.