



The future of rail

A regional role for Transport East

Introduction

- Regional Rail Lead – who am I?
- What was our understanding of rail?
- What has changed?
- The Future
- Objectives for rail
- Transport East's role



What was our understanding of rail?



- Dominated by commuting, especially to London, providing a predictable and regular income from season tickets and peak fares
- Consistent passenger growth, c30% in the decade to 2019, increasing population, more demand for travel, especially to London
- Capacity constraints and crowding – interventions needed in the short term
- Less frequent rural services, but local capacity constraints
- A growing rail freight market, especially to and from the ports

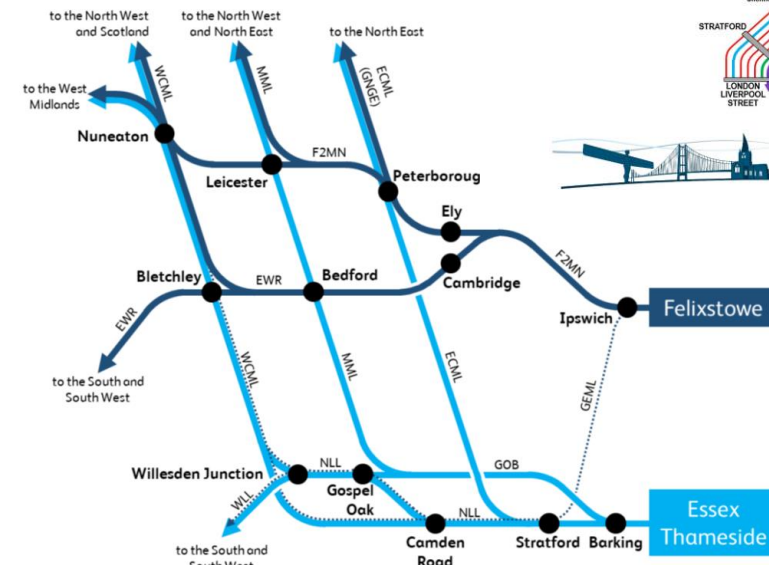
What has changed?

- Changed travel patterns, an increase in leisure travel, reduced commuting, and significantly reduced business travel
- New trains on GA plus additional trains on c2c – add capacity and enable reduced journey times
- Revised timetables, greater resilience – GA and c2c are the best performers in the country
- Revised NR studies / TE studies – a refreshed evidence base
- Shift in freight market – the need to be prepared for the impacts of commercial decisions



The future

- GBR, transfer of passenger services to DfT Operator
- Devolution in Greater Essex, Norfolk and Suffolk – the role of Mayors
- Passenger demand forecasts. Significant number of new homes in the East – has everything changed?
- Fares and ticketing – simplification, integration
- Integration with other modes of travel
- Freight – 75% growth target, significant growth at east coast ports, commercial decisions



Transport East Vision and Priorities

“A thriving Eastern region with safe, efficient and net zero transport networks advancing a future of inclusive and sustainable growth for decades to come.”

Transport East strategic priorities

- Creating a net zero carbon transport network
- Connecting our growing towns and cities
- Energising our coastal and rural communities
- Unlocking our global gateways



Global gateways

- The movement of freight is essential for the UK economy and rail is key to moving large quantities of goods.
- Passengers need access to our airports
- Our ports and airports are also major local employers

Growing towns and cities

- A growing economy increases demand for people to travel and this increases the need for the movement of freight
- Connecting our towns and cities opens up markets for local businesses, increases productivity and provides access to a wider range of opportunities for local residents



Coastal and rural

- Residents of rural and coastal areas can have restricted access to services and opportunities when compared to larger urban areas
- Rail can contribute to improved access. This could be delivered by
 - reduced train journey times
 - increased service frequency
 - better integration with other forms of transport

Net zero

- Rail offers a lower carbon alternative, especially for longer journeys
- The government has identified a target to increase the use of rail freight by 75%. Freight needs to be competitive
- Seamless, frequent, integrated, accessible end to end journeys that offer value for money are needed if people are to be attracted to use rail

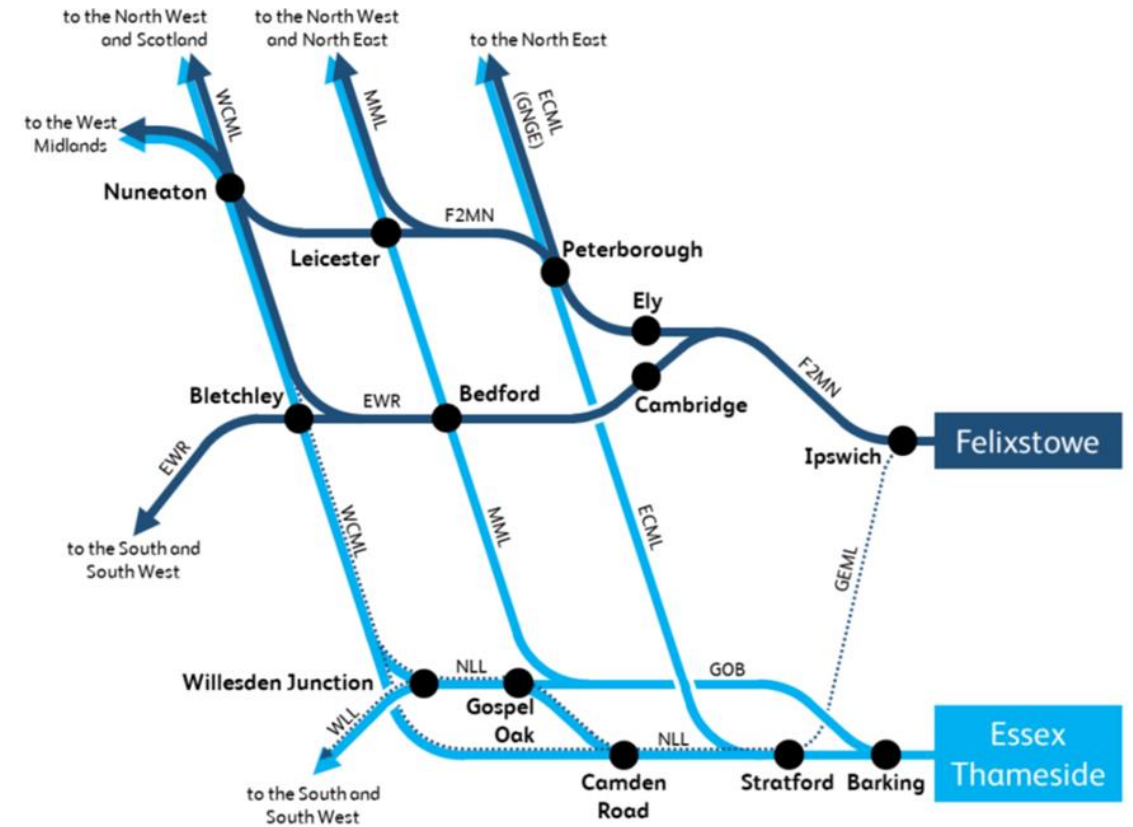


The role of Transport East

Data and evidence

Developing and supporting the case for rail in the east requires a wide range of data

- Basic rail data, usage, reliability etc
- Travel surveys and public perceptions
- Basic demographic and economic data
- The local of planned new homes
- Working with partners to understand freight needs
- Understanding rural and coastal needs
- Adding data to TRIP so that it is easy to use

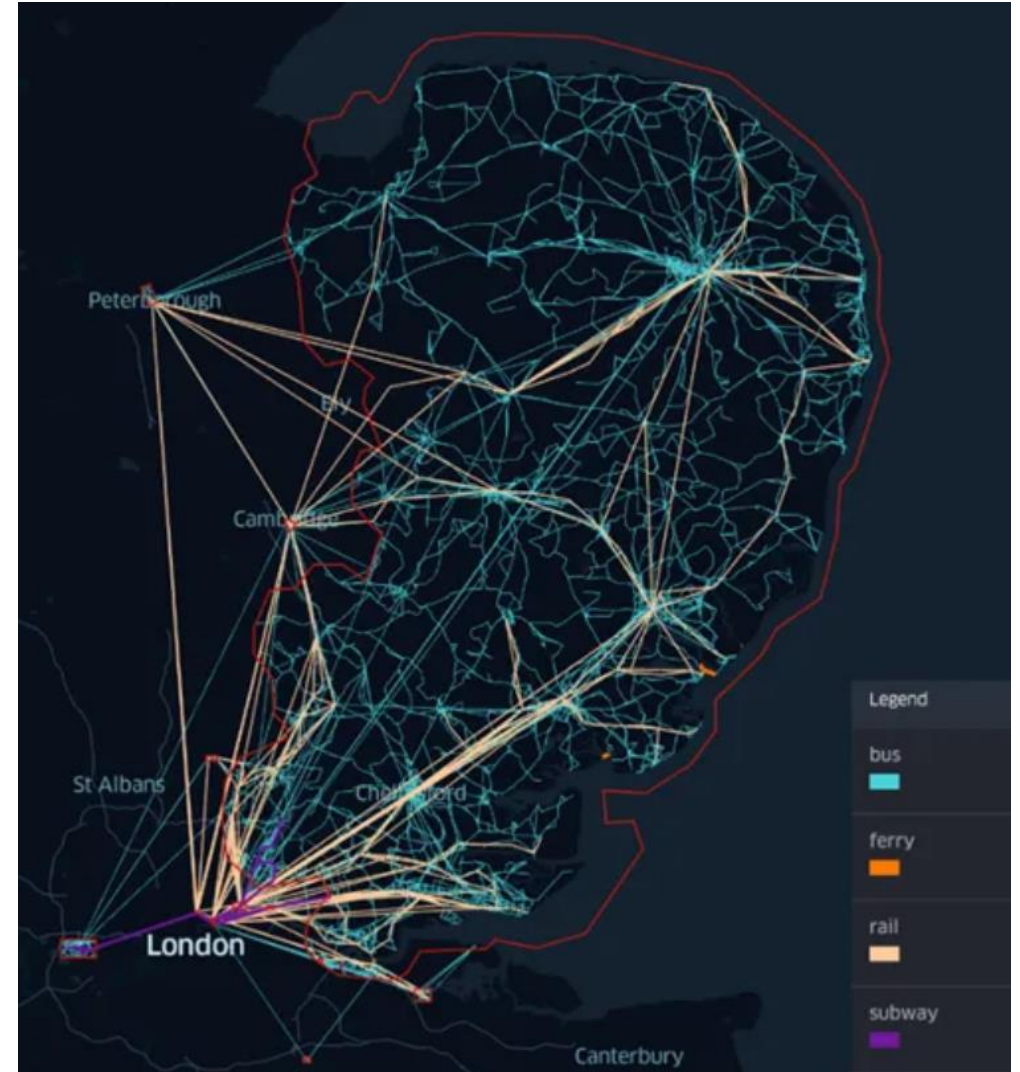


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Analysis

Data, on its own, has little value. Using data to “tell a story”.

- Combining data
- Understanding the economic benefits of rail – agglomeration, productivity
- Modelling demand, “Agent based” modelling
- Transport East connectivity study
- Making the case for 2tph to Clacton
- Working with Network Rail to refresh their long term planning documents



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Building consensus

Developing a consistent and coherent regional view

- Working with partners – "one voice"
- Timetable – avoiding conflicting asks
- Integration between modes
- Fares and ticketing – what works for the east?
- a new "strategic framework" for rail in the east
- Wider benefits of rail – employment opportunities



The role of Transport East

Advocacy

Actively making the case for investment in the east

- Support for the Rail Taskforces (Great Eastern mainline, West Anglia Mainline, Essex Thameside),
- East-West Rail Partnership and Eastern Section Board
- Ely and Haughley junctions - “Keeping Trade on Track”
- Working with STBs, for example the Wider South-East Rail Partnership,
- Stansted Rail Working Group

