

**From:** [REDACTED]  
**To:** [SizewellC](#)  
**Subject:** Written copy of my statement at the open floor hearing on Friday 21st May 2021  
**Date:** 26 May 2021 11:19:47  
**Attachments:** [Sizewell C Personal Statement standard script.docx](#)  
[Suffolk-Rail-Prospectus.pdf](#)  
[AECOM-Limited-Report-to-Sizewell-C-DCO-Rail-Response-v0-5-Final.pdf](#)  
[East Suffolk Re-signalling plan sheet 4.pdf](#)

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### **My statement to Open Floor Hearing on Friday 21st May 2021**

I attach a copy of my statement to the Open Floor Hearing last Friday. At that hearing the chairperson asked that I send her copies of the documents referred to in that statement. The documents are:

- The draft version of the signalling plan for the re-signalling of the East Suffolk line. This is sheet 4 of 9 and shows the section of line between Melton and Saxmundham. Importantly it shows that, even then, consideration was being given to a loop at Wickham Market station for the anticipated freight traffic in association with the construction of Sizewell C.
- The "Suffolk Rail Prospectus" produced by Suffolk County Council in 2015 and freely available on the internet. The relevant pages are 29 for the East Suffolk line and 27 which refers to constraints to freight traffic in East Anglia.
- Preliminary technical review by AECOM Cadenza on Sizewell C DC) application, Rail Proposals dated 17th September 2020. This review was commissioned by Suffolk County Council and is freely available on the internet.

Please acknowledge receipt of this e-mail .

Clive Lovelock (Interested Party Registration i.d. 20025570)

## **Sizewell C Personal Statement**

**Author: Clive Lovelock**

Good Morning

I am Clive Lovelock. I am a retired railway signal engineer and have project managed railway infrastructure schemes including one for Didcot Power Station.

I live in Halesworth, Suffolk approximately ten miles from the site of the proposed Sizewell C power station. I have known the coast around Sizewell for the last year 30 years and when my wife and I retired we came to live in Suffolk in 2010. The reason for choosing the area was greatly influenced by the beauty of the nearby coast and in particular the area around the RSPB's Minsmere site. This along with Dunwich Heath is our regular recreation area. But it's not just us, it's our friends and family who love the open country roundabout. It's a favourite playground for our grandchildren, all of whom either live in London or large towns. My wife and I are now in our seventies and it is sad to think that if this project goes ahead we will never see the land in the Sizewell area returned to its unspoilt beauty.

We moved from the country at Sibton Green into Halesworth two years ago. One of the key factors in choosing to move to Halesworth was its good public transport links. Sadly just before we moved we lost our hourly bus service to Norwich and bus links from Halesworth are poor, infrequent and do not operate after six in the evening.

However we are less than ten minutes walk from Halesworth Railway station on the East Suffolk line. We have a regular hourly train service to Lowestoft and Ipswich, with good connections at Ipswich to London. This is now the principal public transport link from Halesworth and is reliable with modern trains. However it uses the section of line between Saxmundham and Ipswich which EDF propose to use for freight trains during the construction of Sizewell C.

Let me say from the outset, that I believe that rail transport of heavy goods for construction projects is environmentally the best solution. Unfortunately EDF have only come to realise this at a very late stage, indeed they have had to be "dragged kicking and screaming" to a rail solution. It is only when they appreciated the level of opposition, from local councils and residents, that they have changed their stance. Unfortunately they have still not grasped, or have chosen to ignore, the current limitations of the railway infrastructure between Saxmundham and Woodbridge. This is strange as every study I have ever seen has identified a need for additional rail infrastructure between Woodbridge and Saxmundham.

- Here is a preliminary drawing from Network Rail dated 22<sup>nd</sup> April 2011, a full ten years ago!, making provision for a passing loop at Wickham Market
- Here is a prospectus issued by Suffolk County council in 2015 Identifying the need for a loop at Wickham Market or doubling the track between Saxmundham and Wickham Market
- Here is a report by Cadenza transport consulting dated September 2020 commissioned by Suffolk County Council which clearly identifies that additional rail infrastructure is required between Saxmundham and Woodbridge to support the level of freight train services required by EDF for construction of Sizewell C.

How many more reports do we need before EDF admit that the level of freight train services required by them particularly in 2025/6 cannot be achieved without impacting the frequency and reliability of passenger trains on the East Suffolk Line.

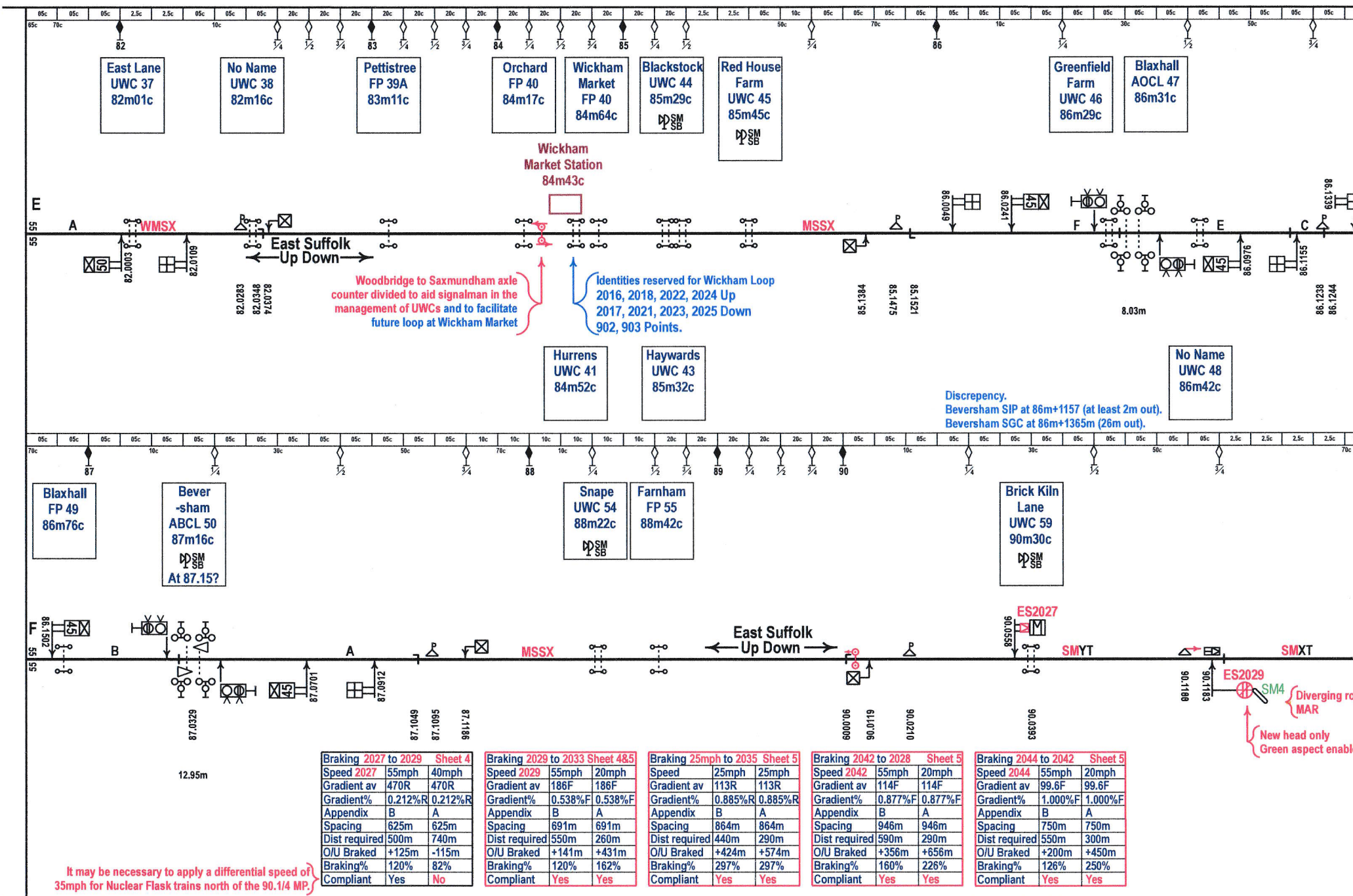
It is clear that EDF do not want to pay the cost of additional infrastructure nor do they want to accept that these works will not be ready for 2025/6 and they will have to delay their construction programme.

All along EDF have resisted the cost and time constraints of new railway infrastructure and now belatedly when they are being forced to come up with a rail solution, they want to do it at the expense of the only reliable, regular public transport system in East Suffolk.

- If EDF had embraced a rail solution back in 2015,
- If they had engaged in meaningful discussions with Network Rail back then, they would have the necessary infrastructure for their construction programme. As it is they want the travelling public to pay for their prevarication over the past five years.

I trust you will investigate thoroughly EDF's rail proposal as I believe it is little more than a "wish List" which they will renege on once they are granted planning permission.

Thank you.



Braking 2027 to 2029 Sheet 4		
Speed 2027	55mph	40mph
Gradient av	470R	470R
Gradient%	0.212%R	0.212%R
Appendix	B	A
Spacing	625m	625m
Dist required	500m	740m
O/U Braked	+125m	-115m
Braking%	120%	82%
Compliant	Yes	No

Braking 2029 to 2033 Sheet 4&5		
Speed 2029	55mph	20mph
Gradient av	186F	186F
Gradient%	0.538%F	0.538%F
Appendix	B	A
Spacing	691m	691m
Dist required	550m	260m
O/U Braked	+141m	+431m
Braking%	120%	162%
Compliant	Yes	Yes

Braking 25mph to 2035 Sheet 5		
Speed	25mph	25mph
Gradient av	113R	113R
Gradient%	0.885%R	0.885%R
Appendix	B	A
Spacing	864m	864m
Dist required	440m	290m
O/U Braked	+424m	+574m
Braking%	297%	297%
Compliant	Yes	Yes

Braking 2042 to 2028 Sheet 5		
Speed 2042	55mph	20mph
Gradient av	114F	114F
Gradient%	0.877%F	0.877%F
Appendix	B	A
Spacing	946m	946m
Dist required	590m	290m
O/U Braked	+356m	+656m
Braking%	160%	226%
Compliant	Yes	Yes

Braking 2044 to 2042 Sheet 5		
Speed 2044	55mph	20mph
Gradient av	99.6F	99.6F
Gradient%	1.000%F	1.000%F
Appendix	B	A
Spacing	750m	750m
Dist required	550m	300m
O/U Braked	+200m	+450m
Braking%	126%	250%
Compliant	Yes	Yes

It may be necessary to apply a differential speed of 35mph for Nuclear Flask trains north of the 90.1/4 MP.

ES2029 SM4 Diverging ro MAR  
New head only Green aspect enable



# Sizewell C DCO application, Rail Proposals

Preliminary technical review

Suffolk County Council  
V0-5 Final

Project number: 60445024

17 September 2020

## Quality information

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**Checked by**

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**Verified by**

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## Revision History


Revision	Revision date	Details	Authorized	Name	Position
0-1	07 Sep 2020	Work in progress			
0-2	08 Sep 2020	Work in progress			
0-3	08 Sep 2020	DRAFT			
0-4	14 Sep 2020	Final			
0-5	17 Sep 2020	Final	Bevin Carey	Bevin Carey	Associate Director

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## Glossary of terms

Acronym or Term	Meaning
ALCRM	All Level Crossing Risk Model
Cadenza	Cadenza Transport Consulting Limited
DCO	Development Consent Order
EDF	EDF Energy
GRIP	Governance for Railway Investment Projects
LCOs	Level Crossing Orders
LXEU	Level Crossing Equivalent Unit
NR	Network Rail
ORR	Office for Rail and Road
PDRs	Permitted Development Rights
PROWs	Public Rights Of Way
SCC	Suffolk County Council
SEU	Signalling Equivalent Unit
SSRAs	Suitable and Sufficient Risk Assessment
TWAO	Transport Works Act Order
RNEP	Rail Network Enhancements Pipeline

## Executive Summary

EDF Energy (“EDF”) submitted a DCO to obtain permission to build a new nuclear reactor, ‘Sizewell C’ near Leiston in Suffolk. The transport strategy for materials submitted in the DCO is an ‘integrated’ strategy which makes more use of the road transport (>60%) than Suffolk County Council (SCC) consider acceptable. SCC considers that every effort should be made, and all opportunities explored, to maximise rail and sea transport to minimise the impacts of road haulage on the local communities in Suffolk.

SCC has commissioned AECOM to provide an independent view on whether the strategy proposed by Network Rail is appropriate and deliverable within EDF’s timescales to begin construction in 2025.

SCC advised (04 Sep 20) that EDF’s integrated transport proposals included the railway works to the Leiston branch, including the ‘Green Line’ option, the Saxmundham junction modifications and three freight trains per 24-hour period, to run outside the hours of passenger services. It was therefore agreed that the technical team should concentrate on amendments on the East Suffolk Line.

The purpose of this technical note is to capture the team’s emerging view on the documents available to assist SCC in developing its formal response to the EDF submission. To that end, the team has provided its initial response below to the following key questions:

- Why has Network Rail adopted the approach described in the rail-led proposal?
- To what extent is Network Rail’s approach appropriate as an industry solution?
- To what extent might the programme proposed by Network Rail be compressed?
- What alternate approaches might be worth exploring as a means of delivering a robust programme within EDF’s timescales?
- How might Suffolk County Council respond to this aspect of the DCO as submitted?

It has not been possible in the timescales provided to engage with Network Rail or EDF or any other stakeholders such as the Network Rail System Operator. We have not had sight of the Network Rail GRIP 2 study report, or any further documents outlining the railway proposals, therefore it has been necessary to take an experienced judgement view at this stage. We have not read all of the consultation documents available, and, given the compressed times to this project have undertaken a selective review of the identified documents.

### Why has Network Rail adopted the approach described in the rail-led proposal?

The linespeed for freight through the single track section is limited to 20 mph, which is far less than the 55 mph for passenger trains. The timetabled journey time for the single line section is 21.5 minutes for each passenger train, which does not leave much room in the hour for threading additional freight services through which are likely to take almost 40 minutes. Therefore it is necessary to both increase the linespeed for freight and find a means of allowing freight and passenger trains to pass on the loop.

The introduction of additional and faster services is likely to trigger the need for level crossing assessments on some 47 level crossings, and Network Rail’s initial view is that 45 may need upgrade or closure as a result.

### To what extent is Network Rail’s approach appropriate as an industry solution?

As far as we are able to deduce the reasons from the proposed solutions, it appears to us that Network Rail has presented its optimal solution. That is to say, it appears to have a logical basis and represent a reasonable position to take at GRIP 2 given the level of risk Network Rail is typically prepared to take at this stage. In the normal sequence of events, subsequent GRIP phases would be expected to challenge and refine the design, seeking a reduction in scope and costs where possible.

The 52-month programme from GRIP 3 to Infrastructure Delivery looks to be a reasonable first pass, and we anticipate would include allowance for the statutory consultation processes.

### To what extent might the programme proposed by Network Rail be compressed?

Although it may be possible to achieve time savings through a mixture of resource, scope and process solutions, these are not sequential and a great deal of overlap is likely e.g. a reduction in the number of level crossings may



achieve savings through a reduced scope and reduced need for specialist resource, but the benefit is not additive, nor is it easy to disaggregate.

In the natural course of projects, not every aspect goes as planned, and not every improvement is quite as positive as hoped. Therefore, an initial estimate on the savings possible is 3-8 months (up to 15%) overall with strategic adoption of the measures outlined above. A more detailed review is unlikely conclude that further savings would be possible.

### **What alternate approaches might be worth exploring as a means of delivering a robust programme within EDF's timescales?**

We have presented a series of alternate operational and infrastructure approaches that could be considered and discussed with the Network Rail teams. The operational approaches are aimed at avoiding or minimising changes to the level crossings and hence reducing programme duration and risk, though they may increase costs. The infrastructure approaches suggested are unlikely to be complete solutions in themselves, though they may form part of the discussion to provide a holistic solution.

It is possible that some or all of these propositions have been tried and rejected in GRIP 2 for robust reasons, but we consider that an ongoing conversation with Network Rail should seek to examine whether any of these might present a realistic prospect of being delivered by 2025 and in so doing provide the environmental benefit to society and business benefit to the railway industry.

### **How might Suffolk County Council respond to this aspect of the submitted DCO?**

We suggest that SCC's response could contain the following comments and challenges:

- We note that the GRIP 2 report was completed some 15 months ago, but it is not clear what further work, if any, has been taken to progress this since then.
- We would hope that Network Rail has been continuing to develop the scheme on behalf of EDF and should have a much better idea of the likely level crossing changes should be.
- The reports suggest that Network Rail has been conservative / cautious in its approach to date, and a third party approach (such as that used on the Northumberland Line recently) may be more focused on value and less constrained by process.
- SCC would ask for Network Rail's GRIP reports to be shared and would welcome discussion between Network Rail and SCC's advisors in the key disciplines including Level Crossings and Operations in order to test alternate strategies
- Passenger services on the route are fairly self-contained so we wish to explore to what extent Network Rail has considered re-casting the timetable to suit the introduction of freight services.
- We have considered potential operational and infrastructure solutions at conceptual level and consider there may be alternatives that require fewer infrastructure changes and hence may be more deliverable within the programme time remaining.

# 1. Introduction

## 1.1 Context

EDF Energy (“EDF”) has submitted a DCO as to enable the delivery of a new nuclear reactor, ‘Sizewell C’ near Leiston in Suffolk. Its construction proposition involves an ‘integrated highways and railways transport’ strategy which makes more use of road haulage than Suffolk County Council (SCC) consider acceptable.

At the stage 3 consultation considerable details were included on a rail led strategy including improvements to the East Suffolk Line. This report relies on information contained within that document and knowledge that the previous consultation proposed a rail-based strategy was developed by Network Rail (NR) to stage 2 of Network Rail’s Governance for Railway Investment Projects (GRIP). The indicative programme from that exercise suggested a programme that EDF now feels places too much delivery risk on the railway upgrades proposed by Network Rail.

## 1.2 Brief

SCC would like an independent view on whether the strategy proposed by Network Rail is appropriate and deliverable within EDF’s timescales to begin construction in 2025.

SCC has asked AECOM for a targeted high level review of EDF’s railway proposition. AECOM has asked Cadenza Transport Consulting Limited (“Cadenza”) for assistance, having worked together on other similar projects recently.

## 1.3 Methodology

SCC has provided AECOM and Cadenza with various links to publicly available documents relating to EDF’s proposals. AECOM and Cadenza have obtained further railway industry reference documents and other publicly available information such as Google Earth Pro mapping.

SCC gave the AECOM and Cadenza technical leads a briefing on Friday 4th September 2020 and requested high level draft feedback by Tuesday 8th September.

The AECOM and Cadenza technical leads have reviewed the documents provided as shown in Appendix A. AECOM has focussed on the operational and timetable aspects, while Cadenza has focussed on the infrastructure, systems and consents aspects.

SCC advised (04 Sep 20) that EDF’s integrated transport proposals included the railway works to the Leiston branch, including the ‘Green Line’ option, the Saxmundham junction modifications and three freight trains each way per 24-hour period, to operate between 2300 and 0600. It was therefore agreed that the technical team should concentrate on amendments on the East Suffolk Line.

Together the team has then captured its findings in this technical note.

## 1.4 Purpose and structure of this document

The purpose of this technical note is to capture the team’s emerging view on the documents available to assist SCC in developing its formal response and representations to the EDF Development Consent Order (DCO) consultation. To that end, the team has provided its initial response below to the following key questions:

- Why has Network Rail adopted the approach described in the rail-led proposal?
- To what extent is Network Rail’s approach appropriate as an industry solution?
- To what extent might the programme proposed by Network Rail be compressed?
- What alternate approaches might be worth exploring as a means of delivering a robust programme within EDF’s timescales?
- How might Suffolk County Council respond to the DCO, specifically in terms of the removal of a rail led freight strategy?

This technical note adopts a structure that follows the sequence of questions above followed by Appendices containing profiles of the authors and a list of documents reviewed.

The work captured in this technical note is preliminary, based on very limited information and within very limited timescales. Some of the findings and conclusions identified here may be overturned in future as more information comes to light.

It has not been possible in the timescales provided to engage with Network Rail or EDF or any other stakeholders. We have not had sight of the Network Rail GRIP 2 study report, or any further documents outlining the railway proposals, therefore it has been necessary to take an experienced judgement view at this stage. We have not read in detail all of the consultation documents available, and, given the compressed times to this project have undertaken a selective review of the identified documents.

## 2. Why has Network Rail adopted the approach described in the rail-led proposal?

### 2.1 Summary of the rail-led proposal

The 2019 Stage 3 Pre-Application Consultation January 2019 Volume 1 Development proposals summarises the major changes to the East Suffolk Line as follows.

#### *8.5. Upgrades to the East Suffolk line (rail-led strategy)*

*8.5.1. Under the rail-led strategy, all trains bringing materials for the construction of Sizewell C would travel along the East Suffolk line as far as Saxmundham and then along the branch line towards Leiston.*

*8.5.2. At the Stage 2 consultation, we explained that due to the hourly passenger service operating between Ipswich and Lowestoft, combined with the existing sections of single track, there is very limited capacity on the line to accommodate the additional freight services required for the project. We explained that we were working closely with Network Rail to establish the upgrades required to increase the track capacity to accommodate the additional five freight trains a day, over and above the existing passenger timetable, and to identify the precise location of a 'passing loop' (a section of double track) on the East Suffolk line between Ipswich and Saxmundham in order to increase the capacity of the existing single track.*

*8.5.3. At Stage 2, we also noted that additional signalling would be required between Ipswich and Saxmundham to enable trains to be dispatched more efficiently along this section of line, and that a track crossover might also be required at Saxmundham to avoid a capacity constraint at the point where the track joins the Saxmundham to Leiston branch line.*

*8.5.4. The feasibility study carried out by Network Rail since the Stage 2 consultation has confirmed that all of the infrastructure upgrades described above would be required in order to support use of the East Suffolk line for up to five freight trains per day. In addition, the feasibility study confirmed that 45 level crossings along the route from Ipswich to the Saxmundham junction may require upgrading or closure and six bridges would potentially require strengthening.*

*2019 Stage 3 Pre-Application Consultation January 2019 Volume 1, page 256*

### 2.2 Timetable operations

To operate freight along the East Suffolk Line, a timetable path must be found between the existing passenger trains. Passenger trains are cleared to run at up to 55 mph on the single line section between Woodbridge and Saxmundham, but taking into account stops for stations, the block section from Woodbridge station to Saxmundham station is timetabled to take approximately 21.5 minutes in either direction.

Since it is a single line section, trains can only run in one direction at a time, so a total of 43 minutes in the hour is taken up by an off-peak service of one train per hour per direction, leaving approximately 17 minutes in the hour.

Non-nuclear-flask freight services are restricted to 20 mph in this section and, assuming non-stop travel at maximum allowable speed the whole way, might be expected to take 40 minutes to clear the section, stop to stop.

To each of these times, junction re-set time and timetable resilience allowances are likely to be added, so there simply is not the time in the current timetable and track configuration to fit the trains onto the track and maintain a regular hourly timetable.

It is not entirely clear why the freight speed is limited to 20mph, though there are several possible causes, including: limiting track damage, reducing risk at specific level crossings, positioning of signals for level crossing 'strike-in' points, and weak underbridge structures. All of these are resolvable with further investment in the railway, but of these, the changes to level crossings present the greatest programme risk as described further in section 2.3.

To mitigate the effect of slow freight trains, Network Rail proposed to double the maximum allowable freight run speed to 40 mph, taking a minimum 24 minutes to traverse the single line block section, given a 15mph restriction leaving Woodbridge onto single line. This is still not fast enough to maintain a reliable service, so a passing loop is proposed.

By Stage 4 Consultation, the location of the passing loop was relocated from Wickham Market station to a position a couple of miles south of the station and extended from approximately 500 m to approximately 900 m long, presumably to allow longer trains and/or to allow the freight to enter/leave the loop at a reasonable speed and avoid blocking the primary line for too long.

The introduction of the loop would also create new signal block sections within the single line section, allowing a freight train to follow a preceding passenger train into the single-track section earlier.

Although we have not yet been able to carry out an assessment of the timetable, it is surmised that this strategy would enable a reasonable timetable to be developed that allowed the through movements of freight.

## 2.3 Level crossing alterations

One of the important features of this route is the 47 level crossings from Ipswich to Saxmundham junction. Some of these were upgraded earlier this year<sup>1</sup>, however in the absence of detailed information from NR it is not possible to confirm what further upgrades may be needed to accommodate either faster or more frequent freight services. Any increase in the number of services on the route will increase the risk profile at most level crossings and may require further upgrades.

Each level crossing would need to go through several stages:

- 9-day census: to establish current usage patterns. Not just numbers and types of users but capturing any risky behaviours.
- ALCRM reports: The All Level Crossing Risk Model (ALCRM) is a calculation model to determine the overall risk profile of each level crossing given specific inputs. This can only be carried out by Network Rail, and AECOM/Cadenza's experience on the Northumberland Line has been that this can take 6 months or more to complete.
- Suitable and Sufficient Risk Assessment (SSRAs): A structured approach to develop a report concluding the most appropriate solution.
- Consultation: Level Crossing Orders (LCOs) statutory consultation process with the Office for Rail and Road (ORR), relevant land owners, and the statutory duty holders for the railway and the highway.
- Preparation of Ground Plans (for highway level crossings with proposed changes): Very detailed drawings compliant with a specific standard for duty holder signoff.
- Design and construction of the level crossings.
- Obtain agreement with duty holders to stop up or divert Public Rights Of Way (PROWs) by private treaty or Transport and Works Act Order (TWAO).

This is a lengthy process and resource constrained at specific points. Network Rail's insistence that the analysis must be done by them has been a programme critical path problem elsewhere. The ORR has very limited staff, with perhaps ten individuals covering all the level crossings in the country, but in practice it is fewer than this because some staff take on policy or managerial roles, and the individual likely to cover the Suffolk patch is also likely to be the same person we are working with in Northumberland. Thus, their rate of review of the level crossing proposals is likely to be constrained and this could present a programme risk.

## 2.4 Other infrastructure and systems

Network Rail has flagged up that perhaps six bridges may need to be strengthened. This would require a review of the latest structural assessments and new inspections if the latest inspections were too old or not available.

The proposal for a passing loop has been identified above as having an operational imperative. The location of the passing loop appears sensible, seeming to avoid including level crossings within it, which would further

<sup>1</sup> <https://eastsuffolklines.co.uk/upgrade-improves-safety-and-reduces-wait-time-at-manual-crossings>

increase crossing risk. It is not clear how the length has been calculated or what the acceptable speed over the crossings at each end is, so it is not possible to consider whether this is the right length, but it seems reasonable in principle.

The increase in freight traffic may drive additional track maintenance or even upgrade to cope with the additional tonnage, and the costs of this may be one aspect to EDF's desire to restrict the number of freight trains using the route.

The existing and proposed signalling systems are barely described, other than to identify eight new signals relating to the loop. It may depend a little on exactly how the signals are counted, but it could well be the right answer for a loop that is bi-directional on both sides, as would be needed in this situation. It is not clear how the existing system protecting two trains from being on the same piece of track is to be replaced, but we would assume that the single line is re-signalled to be consistent with the adjacent signalling system (unknown).

Unlike the LCOs / TWAO, all of these works are likely to be constructed within the railway boundary within Permitted Development Rights (PDRs) unless new permanent accesses and/or temporary access rights are required.

## 2.5 Indicative programme

The AECOM notes from the initial meeting with SCC indicate:

*...indicative delivery timescales provided by Network Rail as below based on a Summer 2019 commission:*

*Phase 2 Rail-Led Option, Main-Line Upgrade, Loop Option 3, Junction Option 4 (54xSEU's, 33xLXEU's) 96 mons Mon 01/07/19 Fri 06/11/26*

*GRIP 3 (Option Selection) 9 mons Mon 01/07/19 Fri 06/03/20*

- *GRIP 4 (Single Option Development / Concept Design) 12 mons Mon 08/02/21 Fri 07/01/22*

- *GRIP 5-6 (Detailed Design, Construction, Testing & Commissioning) 27 mons Mon 12/12/22 Fri 03/01/25*

- *Rail Infrastructure ready for 5FTPD 0 days Fri 03/01/25 Fri 03/01/25*

- *GRIP 7 (Scheme Handback) 6 mons Mon 06/01/25 Fri 20/06/25*

- *GRIP 8 (Project Closeout) 18 mons Mon 23/06/25 Fri 06/11/26*

It should be noted that at time of writing, we understand the GRIP 3 stage has not been started, and hence this programme is already delayed by 15 months, which implies the infrastructure readiness date of Jan 2025 would also be 15 months delayed, representing nearly 30% of a 52 month programme and a revised delivery date of approximately March 2026 if GRIP 3 commenced immediately.

The DCO as submitted does not include any improvements to the East Suffolk Line other than at the junction with the Leiston Branch at Saxmundham.



### 3. To what extent is Network Rail's approach appropriate as an industry solution?

#### 3.1 Preliminary response

Without access to the original GRIP 2 document, it is not possible to assess the detail, but as far as we are able to deduce the reasons from the proposed solutions, it appears to us that Network Rail has presented its optimal solution.

That is to say, it appears to have a logical basis and represent a reasonable position to take at GRIP 2. In the normal sequence of events, subsequent GRIP phases would be expected to challenge and refine the design, seeking a reduction in scope and costs where possible, though in practice, further investigations often lead to a greater scope in response to unforeseen conditions.

The 52 month programme from GRIP 3 to Infrastructure Delivery looks to be a reasonable first pass, and we anticipate would include allowance for the statutory consultation processes. The ORR advises that LCOs typically take 12-24 months to complete, but to achieve the 12-month end of the scale requires very great efficiency in the whole process which, as we have commented, cannot be guaranteed.

## 4. To what extent might the programme proposed by Network Rail be compressed?

### 4.1 Resource solutions

Our preliminary view is that the greatest risk to the programme is the resource capability to process the various level crossing assessments and changes. This might be improved by:

- Early agreement with Network Rail to commit to service level agreements for the delivery of the ALCRM reports within, say, 4 weeks. It may be that the promoter would need to cover the costs of additional resource within Network Rail to deliver this, and make representation (as AECOM/Cadenza has done) to Network Rail for third parties to be allowed to use the model, perhaps under 'license'.
- Early engagement with the ORR to agree a programme of works, so that it is able to gear up to review the SSRAs in a timely manner.
- Early engagement with legal consent expertise to ensure that the consenting strategy covers the powers needed for stopping up and diverting PROWs alongside preparing and executing the LCO powers.
- Ensure that Network Rail and/or the supply chain has the capacity to develop the SSRAs and Ground Plans in bulk. Note that for some types of level crossings, it may be possible to group similar crossings into one SSRA for efficiency.
- Design the level crossing solutions on the basis of a 'conservative best guess' approach, while the census, ALCRM and SSRAs are being developed, accepting that some will need to be re-done as a result of the findings of the formal assessment process, but in the meantime, the overall design delivery will be ahead of programme.
- Work with Network Rail as early as possible to consider each level crossing against different permutations of timing, frequency and speed of freight trains to determine what might be possible without major changes to level crossings infrastructure. This would be 'reverse engineering' to determine what the level crossings are able to accommodate, and design the timetable around this in order to minimise impacts on the programme.

Possible improvement in programme duration to infrastructure complete: 2-10 months estimated

### 4.2 Scope solutions

It is possible that Network Rail would itself identify opportunities to improve the solution through the normal GRIP process, though independent challenge can also be helpful. It seems likely to us that a scope challenge would have the following effects:

- Reduction in the number of level crossings to be upgraded or altered, particularly given the works completed earlier this year.
- Increase in the costs of level crossing closures (through the requirement to replace some with footbridges).
- Reduction in the degree of interventions to the underbridges.
- Possible increase in allowable freight speed – perhaps tempered by the extent of track damage anticipated as a result and consequentially the quantum of track renewals proposed. We would hope that track works themselves would be refined and reduced back down if senior leadership is supportive.
- Additional/improved signalling to support closer spacing of trains following through the single line section
- Deliver as many changes within PDRs as soon as possible as advanced works, in parallel with the consenting process activities so that as little as possible is left once the legal powers are granted.

Unfortunately, several of these would result in increased costs in order to deliver improved performance. Most would have little or no impact on the programme to construction, though a few months may be saved if a significant number of level crossing changes could be removed from the scope and works within the boundary could be delivered early.

Possible improvement in programme duration to infrastructure complete: 4-10 months estimated.

### 4.3 Process solutions

Over the last few years, Network Rail has become much more open to the idea of working with third party projects to deliver railway projects, though this is typically aimed at new stations rather than route upgrades. The process of getting access to site, record drawings and Network Rail's engineers for discussion and formal review is governed through a (Basic) Asset Protection Agreement, which can often take a long time to prepare and resolve.

Other processes, such as the Rail Network Enhancements Pipeline (RNEP) have been introduced to streamline delivery, though this is a new process and the DfT is still working through the detail of how to conduct stage gate reviews efficiently.

Nevertheless, with strong local and national political support, it may be possible to develop a scheme outside the GRIP process, but connected with it at key points, which can lead to more effective delivery. This does require political support as mentioned, along with a proactive and positive relationship with Network Rail.

Possible improvement in programme duration to infrastructure complete: 2-4 months estimated

### 4.4 Programme compression summary

Although it may be possible to achieve savings in the order of the estimates above, these are not sequential and a great deal of overlap is likely e.g. a reduction in the number of level crossings may achieve savings through a reduced scope and reduced need for specialist resource, but the benefit is not additive, nor is it easy to disaggregate.

In the natural course of projects, not every aspect goes as planned, and not every improvement is quite as positive as hoped. Therefore an initial estimate on the savings possible is 3-8 months overall with strategic adoption of the measures outlined above.

## 5. What alternate approaches might be worth exploring as a means of delivering a robust programme within EDF's timescales?

### 5.1 Operational approaches

#### 5.1.1 Run all five freight trains at night

In this scenario, the five freight trains would continue to run at 20 mph through the night after the passenger services had stopped. We are not sure why the current proposals are limited to three trains at night, save for noise impact on local residents, possible concerns about maintenance access hours for the railway, and signaller operating hours. We also note the recent comments by EDF in the East Anglian Daily Times (10 Sep 20) that EDF aims 'to increase the number of trains deliveries from three to four', though no further information is given over what further changes are proposed to enable this.

To enable all five trains to run at night, it may be necessary to carry out track works to improve ride quality and reduce noise. Similarly, strategic placement of noise barriers or sleeper pads to reduce sound and vibration may help. Given the prospect of a few freight trains at night versus many more lorries during the day, it may be that residents prefer the night freight option.

If the proposed options are limited to three trains because the signaller hours are limited, it may be appropriate for EDF to pay for additional signallers during the construction period. It is also likely to be necessary to retain engineering access hours, though this could perhaps be built into 'rest days' when EDF could manage without freight services.

It may be necessary for the Green line option to be extended or include three or more sidings to facilitate temporary storage and/or rapid unloading.

This approach would add capital cost to this element of the scheme but it might avoid changes elsewhere to the level crossings and thereby simplify delivery significantly.

#### 5.1.2 Run longer trains

If three trains per night is acceptable, perhaps each train could be lengthened to cover the equivalent of five trains. This would allow the existing integrated solution to accommodate the freight volume required without additional major intervention and programme risk. We note, however, that we don't know how long the current trains are intended to be, though we understand from SCC that the intended loading is approximately 500 tonnes, which gives a train length of approximately 150m which seems too short. Typical tonnages for aggregate trains are well over 1000 tonnes, even as much as 3,000 tonnes with sufficient traction power.

For three trains to cover the loading of five trains, each train would need to be 60% longer which would have several consequential impacts as a solution:

- Longer sidings needed at the Leiston terminus and any other loops or temporary sidings on route from the source / destination
- Heavier trains may require additional locos or cause difficulties keeping to the timetable
- Signalling block sections may need to be altered if the trains become too long, which would be very expensive

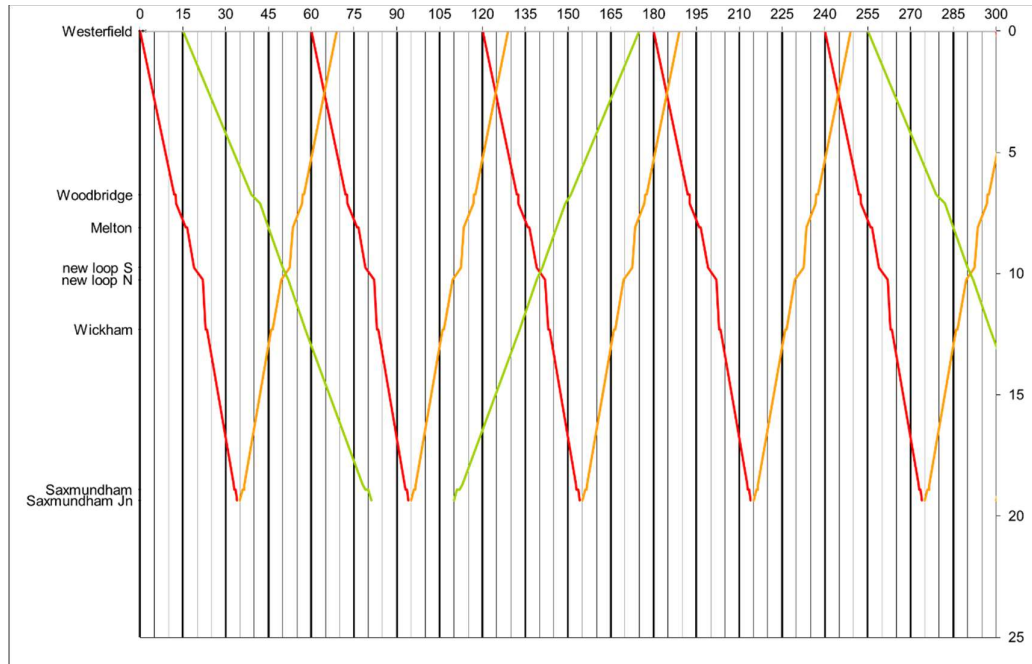
#### 5.1.3 Run trains night and day

If three trains run at night and the passenger timetable were altered to feed just two trains through in the day, then the five train requirement could be achieved.

It is likely that this solution would require passenger services on the East Suffolk line to lose their clock face timetable, squeezing services closer together to free up two or three slots long enough for a 20 mph freight to thread through the train timetable with room to spare for disruption.

This strategy is illustrated in Figure 1 below with red lines indicating the northbound passenger service, the orange lines as the southbound passenger service, and the green as the freight in either direction.

**Figure 1 Use of passing loop to accommodate 20mph freight**



The graph shows the time in minutes across the X-axis and distance from Westerfield on the Y axis, working towards Saxmundham junction at the bottom left. Services before and after these points are not shown because they are on dual track thereafter which means that services in opposite directions may pass without conflict, though a service in the same direction may catch up.

The strategy shown here assumes the freight will run through at current 20mph linespeed limits, with the passenger trains pausing in the passing loop. Although it would be normal for the passenger train to take priority at the passing loop, the time taken for the freight to slow and then clear the section would probably add more delay to the passenger service than the strategy illustrated here, though in practice it could result in a more reactive arrangement between the freight and passenger trains.

The clear risk to this option is that delays to either the passenger or freight services could make this difficult to recover. However, the benefit is that the level crossing study would only need to consider an increase in trains per day from 35 to 40 (+14%) rather than an increase in speed as well, and therefore fewer level crossings are likely to need upgrade, and hence the delivery risk is much reduced.

### 5.1.4 Run trains seven days per week

We are not clear what the EDF strategy is for running trains at weekends, but given the likely reduction in passenger services at these times, it may be possible to retain the proposed 3 freight trains per day on week days, but increase the number of freight services at weekends to make up the difference.

If the total number of freight trains became too high for the timetable or for public acceptance or for unloading/loading in the sidings, then it may be possible to increase the length of each train as per section 5.1.2 in combination.

## 5.2 Infrastructure approaches

### 5.2.1 Two passing loops in the single line section

The principle here would be to create two passing loops at roughly 1/3 and 2/3 the distance along the single line section with a view to creating the opportunity for freight to work its way up the section between passenger trains.

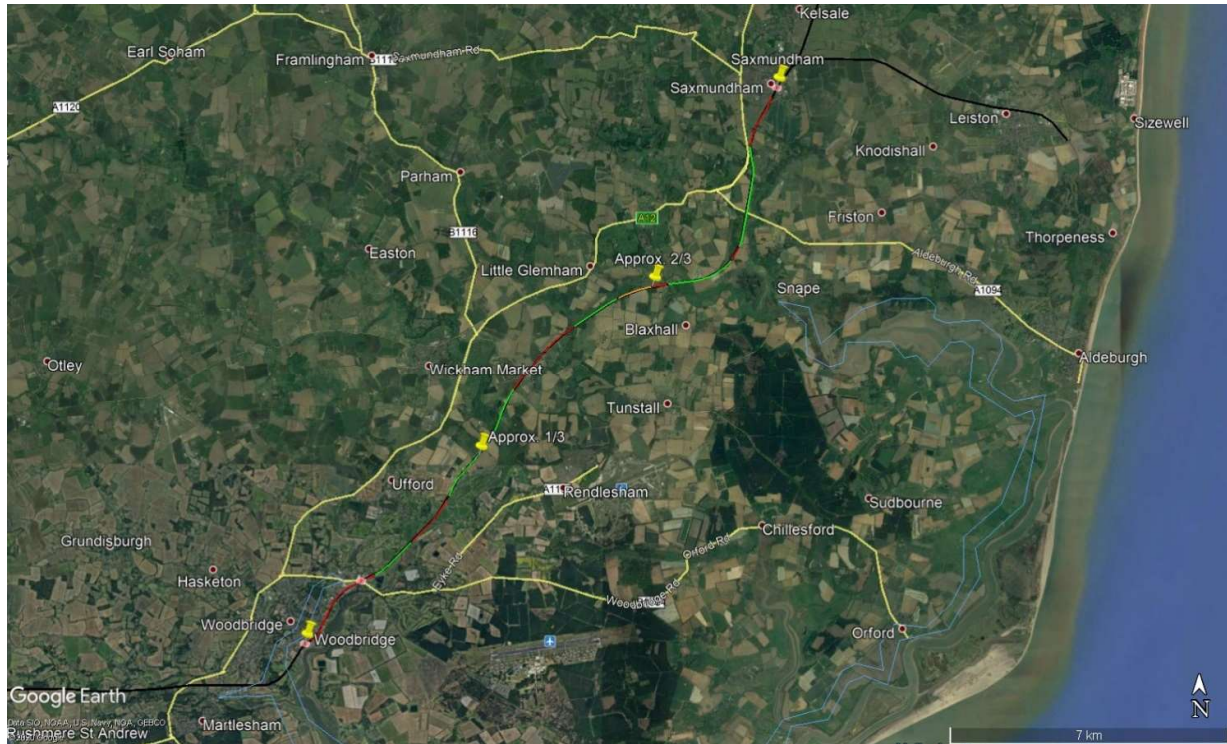
**Figure 2: Initial assessment of potential loop locations**

Figure 2 illustrates in green the sections where a loop may be possible without conflicting with level crossings, in order to simplify arrangements. It would require signalling modifications to accommodate the new switches, significant track slew/relaying, and possible embankment works.

Where this might help is in allowing existing line speeds and passenger train operating patterns to remain but for freight to weave its way through in short steps. However, we have not yet been able to model the off-peak timetable or assess the practicality of this.

There are drawbacks with this approach, apart from cost:

- Operators will generally try to keep freight moving because it takes a long time to get up to speed and a long time to stop, which has detrimental impacts on the other rail operations. For freight to stop in a loop, then start up and run for just a few miles before stopping again is very inefficient. Although freight services are often less time-sensitive than passenger services, it does have a cost.
- Dependency on passing loops is restrictive when dealing with disrupted operations.
- Since it is likely that the increase in services will drive level crossing assessments and possible upgrades throughout anyway, there may be very little advantage to attempting to retain the existing freight speed in order to avoid making changes to level crossings.

Given the drawbacks of this approach, we would consider that this would have a low chance of adding sufficient value on its own to be worth pursuing, though the principles explored may have value in conjunction with other solutions suggested.

### 5.2.2 A freight holding loop south of Woodbridge junction

A passing loop off the Down line south of Woodbridge junction would potentially allow a northbound freight to wait up while a passenger train passed, and then follow close behind as soon as the section were clear. This proposal would benefit from the addition of at least one new track section within the single line so that the faster passenger train could clear the entry to the single line section quicker and hence make more efficient use of the timetable path. At the other end, the Leiston branch line serves to provide a similar function.

Without a full understanding of the timetable it is not possible to confirm the suitability of this solution, but there are some potential drawbacks we note below.



- The closest likely location for a holding loop south of Woodbridge junction is also south of Woodbridge station and is only about 830m long between Broomheath and The Avenue, which is further away from the junction than desirable.
- This approach might only gain win back 5-10 minutes from the hourly timetable given the relative journey time differentials of passenger and freight trains through the single line section.
- The holding loop would require purchase of land.
- It is likely that the increase in services will drive level crossing assessments and possible upgrades throughout anyway, so the provision of a holding loop may not in itself allow the freight line speeds to be retained and save the cost and risk of level crossing upgrades.

Given the drawbacks of this approach, we would consider that this would have a low chance of adding sufficient value on its own to be worth pursuing, though the principles explored may have value in conjunction with other solutions suggested.

### 5.3 Alternate approaches summary

It is possible that some or all of these propositions have been tried and rejected in GRIP 2 for robust reasons, but we consider that an ongoing conversation with Network Rail should seek to examine whether any of these might present a realistic prospect of being delivered by 2025 and in so doing provide the environmental benefit to society and business benefit to the railway industry.

## 6. How Might Suffolk County Council Respond to the Transport Strategy as Submitted in the DCO?

### 6.1 Guiding principles

As far as we are able to discern without access to Network Rail's work, we consider that they appear to have to have taken an optimal approach that is logical, if a little conservative, which is reasonable at GRIP 2.

The extent of level crossing assessments is a programme risk, but we are aware that some changes have been made since the GRIP 2 report. What is not so clear is whether Network Rail has continued to develop the scheme since GRIP 2. The design may have moved on, in which case lessons on programme acceleration from Northumberland Line would have more chance of success.

There is a natural inclination to retain a 'clockface' passenger timetable i.e. services depart at the same times past each hour, but this is a fairly self-contained route between Ipswich and Lowestoft, and there may be opportunities to re-cast the timetable to accommodate freight services if an irregular service is acceptable to stakeholders.

However, we have also presented some ideas in concept that should be discussed with Network Rail to examine whether they might offer a viable alternative.

### 6.2 Suggested response points

We suggest that SCC's response could contain the following comments and challenges:

- We note that the GRIP 2 report was completed some 15 months ago, but it is not clear what further work, if any, has been taken to progress this since then.
- We would hope that Network Rail has been continuing to develop the scheme and should have a much better idea of the likely level crossing changes should be given different permutations of timing, frequency and speed of freight trains.
- The reports suggest that Network Rail has been conservative / cautious in its approach to date, and a third party approach (such as that used on the Northumberland Line recently) may be more focused on value and less constrained by process.
- SCC would ask for Network Rail's GRIP reports to be shared and would welcome discussion between Network Rail and SCC's advisors in the key disciplines including Level Crossings and Operations in order to test alternate strategies
- Passenger services on the route are fairly self-contained so we wish to explore to what extent Network Rail has considered re-casting the timetable to suit the introduction of freight services.
- We have considered potential operational and infrastructure solutions at conceptual level and consider there may be alternatives that require fewer infrastructure changes and hence may be more deliverable within the programme time remaining.

## Appendix A Author profiles

### Claire Falkiner BCom, MSc MIRO, MCIHT

Associate Director, AECOM

Claire has 30 years of experience in rail-based operational planning in the UK and Ireland. Claire has worked for train operating companies, government bodies and major infrastructure project teams, gathering extensive knowledge of rail industry systems and processes. This includes national timetable planning/operations/performance as well as the interfaces with fares/ticketing/reservations systems. She has applied a number of operational modelling tools, including Railsys and VISION, in addition to developing spreadsheet-based analysis. Claire has particular experience in analysing the relationships between practical operational and commercial/financial issues, both at an early stage of scheme development and on established corridors. Specific projects of relevance include:

- **Warrington Borough Council - Warrington West Operational Modelling:** Project Manager for Railsys operational modelling study determining impacts of new station on busy railway between Manchester and Liverpool. Development of new timetable and stopping pattern around complex capacity constraints at either end of route. Assessment of infrastructure interventions including revised signalling.
- **Network Rail/DfT – Line Speed Improvements Strategic Outline Business Cases:** Project Manager for three separate Strategic Outline Business Cases for investment in line speed improvements, to facilitate new stations and enhanced frequency on South Wales relief lines, North Wales coast and Wrexham-Bidston route.
- **Network Rail – Maesteg frequency enhancement:** Timetable development and operational modelling to assess feasibility of increasing frequency of heavy rail service on Maesteg branch to 2 tph, through upgrading existing loop. Detailed analysis of actual timings, including token working and variations in vehicle performance.
- **Abellio Rail Cymru - Cardiff Valleys capacity enhancement W&B franchise bid team:** Major element of larger study into improving capacity of Cardiff area railway network. Primary areas of responsibility - strategic transport planning issues, light /heavy rail evaluation, operational simulation and passenger demand/revenue/crowding forecasting.
- **Welsh Government – Carmarthen-Aberystwyth re-opening:** Initial feasibility of rail-based options to improve connectivity between West and Mid-Wales. Identification of alternatives to former rail alignment, including new tunnelling. Led multi-disciplinary team of civil engineers, geo-technical advisors, transport planners, property/consent advisors, operational analysts and environmental experts in high level creation of options and multi-criteria assessment.

### Julian Sindall MSc(Eng) MEng CEng FICE MAPM MIAM

Director, Cadenza Transport Consulting Ltd

Julian is a Chartered civil engineering professional with more than 25 years' experience in a wide range of transport projects in the UK, mainland Europe and the Middle East. He is a specialist in railway feasibility projects, with more than 15 years' experience of developing new routes and stations for railways from the initial idea through feasibility stages and to public inquiry. He provides a 'whole system' approach to route definition, incorporating the needs of the major railway disciplines and balancing those with the physical, geographical, transport, social, political, financial, commercial and economic environment. He has worked on high speed, freight, main line, light rail and metro railways and also provides independent technical reviews on work at a similar stage by other consultants. Specific projects of relevance include:

- **Northumberland Line Feasibility study (UK):** Technical manager / feasibility specialist advisor for the AECOM multidisciplinary team developing an alternative GRIP 2 design for reinstating passenger services on the Ashington-Blyth-Tyne freight route. Prepared the Technical Summary Report, represented the engineering team to the project Steering Group and led the technical presence at public consultation and individual land owner stakeholder engagement. Created the concept of using the new stations as Economic Development Opportunities to support the project aims of regeneration and led social value initiatives.

- **Lakes Line Feasibility study (UK):** Provided technical feasibility support for the Lakes Line Community Rail Partnership to identify and assess options for the location of a passing loop to increase capacity on this single track railway, as well as specific improvements at two other stations. Outputs included a technical report in non-specialist language and indicative cost estimates.
- **HS2 Phase 2b Strategic Alternatives, (UK):** Developing concept designs and design commentaries for a range of interventions for strategic alternatives to HS2 Phase 2b on behalf of Atkins for the Department for Transport. The work included flyovers, tunnels, and route widening schemes.
- **HEx depot relocation (2015-6, Slough Borough Council, UK):** Provided independent technical advice on HS2/Network Rail's proposed relocation of the Heathrow Express (Hex) depot at Langley and developed alternate options to meet Slough Borough Council's objectives. Was Slough BC's rail technical expert witness to the HS2 Select Committee of MPs leading to commercial agreement between the parties.
- **Independent technical review of Crossrail 2 central section (UK):** Provided an independent technical review of the Crossrail 2 technical feasibility work by Hyder Consulting on the central London tunnels and stations providing: a balanced review of the project progress to date and recommendations for changes.
- **Etihad Rail Stage 2 Concept Design (UAE):** Provided project support as trouble-shooter to resolve intractable problems with principles of station design, systems engineering and route proposals for this 500km, £6bn freight / passenger railway through the UAE desert.
- **Košice to Vienna Broad Gauge Study (Slovakia and Austria):** Led multidisciplinary design team developing pre-feasibility study of a 500km, £6bn broad gauge freight railway across the mountains and plains of Slovakia and Austria with associated transshipment facilities.

## SIMON MIDDLETON MEng (Hons) CEng FICE FPWI

Regional Director, AECOM

Simon has over 20 years' experience in the rail and infrastructure market and is Director for AECOM's Eastern Region Rail Business – leading a team of 50 multi-disciplinary rail designers, with revenues in excess of £10M pa. Simon's background includes the planning design and delivery of rail projects in both the UK and Australia. Specific projects of relevance include:

- **Northumberland Line – RNEP Design Phase:** Simon continues to act as Project Director as the Northumberland Line moves forward towards its delivery Phase. Simon has been influential in driving new ways of working that are promoted through the Project SPEED (Swift, Pragmatic, Efficient, Enhancement Delivery) Programme, that is focused on accelerating the delivery of the programme and reducing costs.
- **Northumberland Line OBC:** Simon was Project Director for the ongoing development of the design to support the Outline Business Case (OBC) for the Northumberland Line. This significant piece of work was delivered in half the timescales of traditionally delivered rail projects of this scale and resulted in DfT releasing funding the associated Decision to Design through RNEP.
- **Northumberland Line SOBC:** AECOM are undertaking a number of tasks to progress the Northumberland Line scheme to support its progress through the Department for Transport's (DfT) 2018 guidance on the Rail Network Enhancements Pipeline (RNEP). Simon has acted as the consultant's project director and supported the development of the infrastructure requirements that are required to open the line for passenger services. This includes inputs from various rail disciplines and coordination with the transport planning and business case teams to provide inputs into the Strategic Outline Business Case for the scheme.
- **WMCA Rail Advisor Framework (£30M - 4 years):** Set up joint venture with specialist SME and led AECOM input into successful bid for £30M Rail Advisory Framework with West Midlands Combined Authority and Coventry City Council. The Rail Advisors Framework will enable the Council to draw on SLC Rail's unique expertise in conceptualising and developing rail schemes and unlocking third party funding and AECOM's wide ranging expertise in managing and delivering rail projects. The activities covered by the framework will be for grant funded projects only, and will include developing business cases for rail projects, negotiating new funding models, project planning, project and programme management, timetable performance modelling and station operation planning. The initial framework is being placed by Coventry

City Council, with access also available to West Midlands Combined Authority (WMCA) and Solihull Metropolitan Borough

## Appendix B – Reference Documents

Table 2 List of documents received/obtained

Date Rec'd	Reference	Title	Summary of contents
03/09/20	2020-08-26 SCC – EDF Summary	SCC / Sizewell C Rail Strategy August 2020	Notes from a meeting between Steven Merry and Simon Middleton
03/09/20	Volume 2 TRACKmaps Sep 2006 p9	Railway track Diagrams Eastern	Track layout schematic
03/09/20	<a href="https://www.edfenergy.com/sites/default/files/edf-szc4-sumdoc_digital_compressed.pdf">https://www.edfenergy.com/sites/default/files/edf-szc4-sumdoc_digital_compressed.pdf</a>	Consultation Summary document Sizewell C Stage 4 Pre-Application Consultation Summer 2019	Updated transport proposals
03/09/20	<a href="https://edf.thirdlight.com/pf.tlx/ysyceAyLRmwf">https://edf.thirdlight.com/pf.tlx/ysyceAyLRmwf</a>	Stage 1 Transport Strategy Supporting Document Version 4 Final	Description of the freight movement strategy
03/09/20	SZC_Bk8_8.4_Planning_Statement_2020.pdf	The Sizewell C Project 8.4 Planning Statement Revision 1.0 May 2020	Planning Statement
03/09/20	Sectional Appendix extracts EA1430-002 to 007 and EA1520-001	Sectional Appendix extracts EA1430-002 to 007 and EA1520-001	Local linespeed restrictions and infrastructure locations
04/09/20	<a href="https://www.edfenergy.com/energy/nuclear-new-build-projects/sizewell-c/proposals">https://www.edfenergy.com/energy/nuclear-new-build-projects/sizewell-c/proposals</a>	Sizewell C proposals	Home page of consultation website
04/09/20	<a href="https://edf.thirdlight.com/pf.tlx/YZfYZmqYUoBpQ">https://edf.thirdlight.com/pf.tlx/YZfYZmqYUoBpQ</a>	Sizewell C Stage 3 Pre-Application Consultation January 2019 Vol 2A	Preliminary Environmental Information including the Green Rail Route and Other Rail Improvements
04/09/20	<a href="https://edf.thirdlight.com/pf.tlx/FVFMA3FMgCGVZ">https://edf.thirdlight.com/pf.tlx/FVFMA3FMgCGVZ</a>	Sizewell C Stage 3 Pre-Application Consultation January 2019 Volume 1 Development proposals	Ch8 Rail and Ch9 Level crossings
04/09/20	Working Timetable extracts May20-Dec20	Working Timetable extracts May20-Dec20	Industry railway timetable details
04/09/20	Flood zone from Saxmundham to Sizewell	Flood zone from Saxmundham to Sizewell	Environment Agency Flood Zone mapping extract
04/09/20	Number of passengers to or from Wickham Market station 2018-19	Number of passengers to or from Wickham Market station 2018-19	Extract of data tables featuring Wickham Market
04/09/20	2018-320-001 Level Crossing images SIZ	2018-320-001 Level Crossing images SIZ	4-way images of level crossings on the Leiston branch
04/09/20	2018-320-002 Level Crossing images Woodbridge - Saxmundham	2018-320-002 Level Crossing images Woodbridge - Saxmundham	4-way images of level crossings on the East Suffolk Line single line section
10/09/20	East Anglian Daily Times 10 September 2020	East Anglian Daily Times 10 September 2020	Advert by Sizewell C in the East Anglian Daily Times on 10 <sup>th</sup> September 2020 referring to the proposed increase in the number of trains from 3/day to 4/day





# Suffolk Rail Prospectus



# East Anglia Passenger Rail Service





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# Suffolk Rail Prospectus

## Foreword

### **Cllr Graham Newman, Suffolk County Council, Cabinet Member for Roads, Transport and Planning**

This Suffolk Rail Prospectus sets out the county's rail priorities for the next 20 years. A decent rail service is vital to growing our county's economy, attracting investment, creating jobs and supporting a growing population. It is our ambition to improve rail services and infrastructure, and we will use the priorities contained within this document to make our case to Government and the wider rail industry.

A better connected Suffolk will deliver many benefits for the county, strengthening existing markets and opening new ones. The Centre for Cities Report identifies Suffolk's largest town, Ipswich, to be one of the ten fastest growing towns in the UK, and the fastest growing town in the East of England. High levels of growth are also occurring in Lowestoft, Felixstowe, Stowmarket, Bury St Edmunds and Haverhill. This potential needs to be supported by Government investment in Suffolk's railways and it is imperative that we demonstrate the value for money that investment will deliver.

Now is the opportunity to really campaign for improvements on the county's railways. Through joint-working with partners, we have already secured Government commitment to increase line speeds and improve frequency and rolling stock on the Great Eastern Mainline. However, we must not forget the importance of all of Suffolk's rail lines - they play a vital role to serving the county's economy and population. Our demands for improving passenger rail frequencies, line speeds and rolling stock are balanced with the current and future rail needs of the county's ports, particularly Felixstowe - Britain's largest container port.


Our desire to see rail enhancements that will benefit passenger and freight is also contained in the East Anglia Rail Prospectus. This excellent document has been co-produced by New Anglia Local Enterprise Partnership and Suffolk, Norfolk, Essex and Cambridgeshire councils, supported by Greater Cambridgeshire and Peterborough Local Enterprise Partnership. The prospectus highlights the importance of rail to the Suffolk and wider East of England economies and the need for substantial investment if the economy is to grow to its full potential over the next 20 years.

The Suffolk Rail Prospectus and the East Anglia Rail Prospectus are key documents in helping to shape our demands for a new rail franchise. The franchise, a 7 or 10 year contract, will commence in October 2016. We will make sure that the Department for Transport (DfT) fully understands the county's rail needs. In addition to the new rail franchise, we are also engaging with Network Rail on its Long Term Planning Strategy, which identifies rail investment priorities over the next 30 years.

We have a rare opportunity to achieve a step-change in rail improvements. This prospectus sets out the case for the improvements that the county needs. We can't expect to achieve all of the county's needs and wants immediately and so we have set out the key improvements to services and infrastructure we think are priorities for early delivery. These include:

- **Commitment by Government for new rolling stock on intercity services between Norwich and London Liverpool Street and for faster and more reliable journeys on that route.**
- **The introduction of a direct hourly service between Ipswich and Peterborough.**
- **Capacity improvements and electrification of the line from Felixstowe through to Peterborough and on to Birmingham to improve freight and passenger services.**
- **Building on the introduction of an hourly service between Ipswich and Lowestoft by working towards shorter journey times and the restoration of direct services between Lowestoft and London.**
- **More capacity and better trains between Ipswich and Cambridge with a future aim of increasing the frequency to half-hourly.**
- **Working towards a fast and frequent rail service connecting the key centres of growth in the region: Ipswich, Cambridge and Norwich.**

We cannot achieve these goals without the help and support of our key partners. They have helped to shape this document and identify the rail priorities contained within it. We look forward to continuing to work with our partners in addressing these priorities and providing a railway that enables the county to realise its full potential.



**Graham L. Newman (Cllr)**  
**Member for Felixstowe Coastal Division**  
**Cabinet Member for Roads, Transport and Planning**



# Recent Progress

**2012**

A draft of the Suffolk Rail Prospectus was published in 2012. At the time of publication, there were a number of uncertainties about the timescales for the new Greater Anglia franchise and Network Rail's processes for future rail infrastructure planning.

In winter 2014, three key rail documents were released. The Department for Transport published the East Anglia Rail Franchise consultation document, and Network Rail issued their Anglia Route Study and Improving Connectivity study for consultation. The Suffolk Rail Prospectus seeks to respond to all consultations, as well as set out the wider rail priorities for the future.

**2014**

Suffolk County Council continues to work with its partners, including other local authorities, Members of Parliament, Local Enterprise Partnerships (LEP), the rail industry and businesses to lobby on key priorities for rail. We have been successful in achieving a number of rail improvements

**Partnership working**

**Great Eastern Mainline**

In November 2013, the Chancellor of the Exchequer established the Great Eastern Mainline Taskforce, which has representation from Members of Parliament from Suffolk, Norfolk and Essex; the New Anglia LEP; Network Rail; Abellio Greater Anglia and the Department for Transport. The County Council has worked to support the taskforce by assisting with the development of a strong business case for improving rolling stock, frequency and line speeds on the Great Eastern Mainline (GEML). The business case has been welcomed by the Secretary of State for Transport and will inform both the Greater Anglia franchise and Network Rail's long-term rail investment plan (the Anglia Route Study).

Suffolk County Council is also working with Ipswich Borough Council and Abellio Greater Anglia to redevelop Ipswich Station building and forecourt, providing a much improved gateway to Suffolk's largest town.

### East Suffolk Line

Work is ongoing to build upon the hourly Ipswich to Lowestoft passenger service, secured as part of the capacity infrastructure at Beccles. Meetings have taken place with Network Rail to identify options for increasing line speeds between Ipswich and Lowestoft. In addition to this, the County Council has worked with the franchise provider and the East Suffolk Line Community Rail Partnership to improve facilities at stations. This includes building a new transport interchange hub at Lowestoft train station, providing funding for new ticket vending machines and supporting better bus connections to stations. The County Council continues to work with the East Suffolk Line Community Rail Partnership to improve stations and passenger rail services on the East Suffolk Line.

The County Council is also working with Network Rail, the Port of Felixstowe and Suffolk Coastal District Council to consider options for providing additional capacity on the line between Ipswich and Felixstowe. In addition to this work, discussions must take place between Suffolk County Council, Network Rail and EDF Energy to ensure that the construction of Sizewell C will not have a detrimental effect on rail capacity on the East Suffolk Line. The opportunity to achieve a passenger service for Leiston should also be considered as a legacy from new development at Sizewell.

### East West Rail Line

Suffolk County Council is assisting in the development of a business case for a new rail link between Cambridge and Oxford. Suffolk County Council is a member of the East West Rail Consortium which commissioned research to identify the economic value of services between Cambridge and Oxford. The study has enabled the project to progress, with Network Rail working closely with the consortium in the development of a business case. The business case will be presented to Government for inclusion in the next rail funding period, due to commence in 2019.



# Summary

Improvements to rail services and infrastructure are vital for the development and growth of a modern economy. This prospectus sets out the rail improvements necessary to support the economy of Suffolk over the next 20 years. These improvements are summarised below.

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## 1 The Great Eastern Mainline (GEML)

- An early commitment to high quality new trains from the start of the new franchise.
- Re-modelling of Bow Junction (between Stratford and London Liverpool Street) to make use of the capacity released by Crossrail – commitment has been made within Network Rail’s Control Period 5 Enhancement Delivery Plan for delivery in 2019.
- Provision of additional track on the GEML between Colchester and Shenfield. This will improve reliability and reduce journey times. Our aspiration is to have a service that can have average journey times from Norwich to London in 90 minutes and Ipswich to London in 60 minutes.
- A review to be undertaken by Network Rail into signalling infrastructure, power supply, and platform clearance issues all along the GEML, to identify improvements that can increase line speeds.
- Consistent service 7 days a week with minimal need for Sunday bus replacement.
- A more reliable and punctual service.
- Improvements to Ipswich Station and forecourt and to Stowmarket Station.

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## 2 The Ipswich – Peterborough Line

- A direct hourly service between Ipswich and Peterborough from the start of the new franchise.
- High quality rolling stock with more seating capacity.
- Capacity improvements and future electrification of the line between Felixstowe and Peterborough/Birmingham to speed up services and reliability.
- Capacity improvements to Ely junctions, between Ely and Soham, and south of Ely station to support Suffolk’s aims.
- Improvements to level crossings.

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### 3 The East Suffolk Line

- A better than hourly service between Lowestoft and Ipswich.
- Improved journey times between Lowestoft and Ipswich with the longer term aim of achieving a 60-minute journey time.
- Future electrification of the East Suffolk Line.
- Improved line capacity between Woodbridge and Saxmundham, and Oulton Broad and Lowestoft.
- Renaming of Wickham Market Station to Campsea Ashe Station.
- Future aspiration of a direct passenger rail service between Lowestoft and London Liverpool Street.
- Improved bus connections at stations.
- High quality rolling stock with more seating capacity.
- Station improvements.

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### 4 The Lowestoft – Norwich Line

- Increased frequency.
- High quality passenger rolling stock with more seating capacity.
- Faster journeys between Lowestoft and Norwich.
- Hourly Sunday frequency. Aspiration for 30-minute frequency.
- Direct rail service between Lowestoft and Great Yarmouth.

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### 5 The Ipswich - Cambridge Line

- High quality rolling stock on all services with more seating capacity.
- Faster journeys between Ipswich and Cambridge.
- Future electrification of the line.
- Half-hourly frequency between Ipswich and Cambridge
- Hourly Sunday frequency.

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### 6 The Cambridge – Norwich Line

- Increased frequency.
  - Level crossing improvement at Brandon.
  - Regular weekday and weekend trains stopping at Lakenheath.
  - Norwich – Peterborough service stopping at Brandon.
  - High quality rolling stock on all services with more seating capacity.
  - A rail-bus link from Mildenhall to connect to trains between Cambridge and Norwich.
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### 7 Moving more Freight to Rail

- Additional capacity on Felixstowe to Birmingham route.
- Electrification of the Felixstowe to Peterborough / Birmingham route.
- More freight trains to travel cross-country.
- Line speed improvements.
- Capacity improvement at Ely to support freight and passenger rail growth.
- Capacity improvements to Felixstowe Branch Line.

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### 8 Commitment from Government to extend the East West rail link from Oxford to Cambridge

- The Government has already approved funding for the western section of the route between Oxford and Bedford. Commitment is now sought for the development of the central section between Cambridge and Bedford stations. This will better connect people in Ipswich and Norwich to Oxford and the West of England.

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### 9 Railway Stations and other Infrastructure – Minimum standards

#### Urban Railway Stations – Ipswich, Lowestoft, Bury St. Edmunds and Stowmarket

The minimum requirements for these stations should be:

- Improved security and perception of security, taking opportunities to increase staff presence at these stations.
- High quality DDA compliant waiting facilities with additional seating on all platforms.
- Refreshment facilities available on all platforms.
- Real Time Passenger Information, including bus information.
- DDA compliant toilets.
- Improved forecourts for pedestrian access.
- Additional ticket machines.
- More covered and secure cycle parking. Cycle hire.
- Improved accessibility to the station and platforms.
- Improved bus links and waiting facilities at stations.
- Improved signage to town centres.

## Market Town Stations

- Part-time staff at some stations.
- Real Time Passenger Information, including bus information.
- High quality DDA compliant waiting facilities with additional seating on all platforms.
- DDA compliant toilets.
- More cycle parking – covered and secure.
- Ticket machines.
- Tourist information and some commercial retail facilities available.
- Improved accessibility to the station and platforms.
- Improved bus links and waiting facilities at stations.

## Rural Stations

- Improved sheltered waiting facilities.
- Adequate cycle parking – covered and secure.
- Additional car parking.
- Tourist information leaflets available.
- Safe accessibility to the station and platforms.
- Improved bus links and waiting facilities at stations.
- Real Time Passenger Information Systems.

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## 10 Public Transport Links to Railway Stations

- A commitment within the franchise to provide virtual railways through the provision of rail-bus connections from market towns without a railway station including Haverhill and Mildenhall.

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## 11 Ticket Purchasing Infrastructure and Information

- A commitment by the current and future train operating company to improve ticket machines at some stations; address the cost of fares where discrepancies occur; and improve the quality of information given to passengers concerning discounted tickets.
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# Introduction

Major decisions on rail investment are taken nationally by central Government. In summer 2012, the Government published its infrastructure requirements (High Level Output Statement) and indicated how much money it wanted to invest (Statement of Funds Available) for the 2014 – 2019 Network Rail spending period. £38bn has been allocated for funding rail infrastructure across the UK during the 2014 - 2019 five year funding period.



*The Greater Anglia franchise is one of only two profitable franchises and it generates revenue for the Treasury.*



In March 2012 the Department for Transport published its rail command paper which sets out the direction of government policy on rail for the next 15-20 years. The key points include:

- A move to encourage longer term strategic investment from train operating companies (TOCs) and more collaborative working between TOCs and Network Rail.
- The rail industry as a whole delivering £3.5 billion of efficiency savings by 2019/20 (about 30% of total government funding for the period 2014-19) without reducing the coverage of the network.
- Increases in regulated rail fares to be limited to RPI + 1% for 2013 and 2014, with a longer term objective of ending above-inflation increases in average regulated rail fares.

The command paper indicated the financial challenges faced by Government and the rail industry. After the collapse of the re-franchising of the West Coast Mainline services, the DfT commissioned a review (The Brown Review) of the department's rail franchising process. The key recommendations of The Brown Review of the Rail Franchising Programme include:

- an initial 7 or 10 year rail franchise term with further terms of 3 to 5 years subject to agreed franchise criteria being met
- emphasis should be placed on assessing the financial robustness and deliverability of rail franchise bids
- bids should be scored on their proposals for improving service quality for passengers.

In response to The Brown Review of the Rail Franchising Programme, the Government established the Rail Executive to manage the franchise process. Work to start the process for the new East Anglia rail franchise began in early 2014.

The East Anglia region is only one of two net contributor regions to the treasury. Our view is that investment into the East Anglian rail network to support the local economy (amongst the most dynamic in the country) will generate substantial wider economic benefits through growth of local businesses, as well as produce greater financial contributions to UKplc.



# The East Anglian Rail Prospectus

A Rail Prospectus was produced in July 2012 by Suffolk, Norfolk, Cambridgeshire and Essex county councils together with all of the East Anglian MPs, district councils and Local Enterprise Partnerships. The prospectus was recently updated to reflect the changes in rail policies and take account of new studies and strategies.

The East Anglia Rail Prospectus contains the high level priorities for the regional rail network. It identifies the importance of rail to helping the region's economy grow and connecting key cities and towns. For Suffolk, the East Anglia Rail Prospectus identifies the following priorities:

- The introduction of a direct hourly service between Ipswich and Peterborough.
- Shorter journey times on the GEML.
- Better than hourly service between Lowestoft and Ipswich.
- Felixstowe to Birmingham rail line improvements.
- Electrification of line between Ipswich and Cambridge.
- Implementation of the East-West Rail Link.
- New rolling stock.
- Services that are more reliable and punctual.
- Refurbished stations.
- Smartcard ticketing.
- Increased parking capacity and accessibility to platforms at stations.





# The Challenges ahead for Suffolk and the Importance of Rail

An improved rail service can help an economy to grow by:

- Improving the density and connectivity between businesses and workers.
- Providing a 'mobile work space' allowing workers the space and facilities to be productive whilst travelling.
- Making it cheaper and easier for a worker to commute to a job in a particular place, thereby increasing the number of potential workers in that area who are prepared to work for a certain wage.
- Enabling people to commute to more productive jobs, thereby increasing the amount of Gross Value Added in the economy.
- Enabling people who are unemployed to find work in areas of the region they might not have otherwise been able to travel to.
- Helping bring forward the development of residential and employment sites in settlements containing a railway station.
- Facilitating uplift in house prices in settlements that contain a railway station.

Suffolk's population is expected to increase significantly within the next 20 years with around 60,000 new homes and a similar number of jobs. Much of this growth is expected to take place within and around the main urban areas of Ipswich, Lowestoft, and Bury St. Edmunds and other rail connected towns. Improved local rail services between these towns and to regional centres such as Cambridge, Colchester, Norwich and Peterborough will be important to increase the opportunities for business and employment across Suffolk.

Our vision is for a high quality fast and frequent rail service between the three dynamic and growing regional centres of Ipswich, Cambridge and Norwich.

Improved rail services help relieve the burden on the main trunk roads that run through Suffolk by enabling commuters and business users to take the train to work instead of using the congested road network such as the A12 and A14.

Port and Logistics is a key sector of the Suffolk economy and improved facilities for rail freight between Suffolk's ports, particularly Felixstowe, and its markets in the London and Midlands area will help relieve traffic congestion caused by heavy goods vehicles on the strategic road network.



*Our vision is for a high quality fast and frequent rail service between the three dynamic and growing regional centres of Ipswich, Cambridge and Norwich.*





**Table 1: Suffolk's Key Economic Sectors and How an Improved Rail Service can Support Them**

Sector	Districts/Boroughs	Rail requirements
<b>Finance &amp; Insurance</b>	Ipswich and Bury St. Edmunds.	Frequent connections and faster services to London connecting back offices to corporate centres.
<b>Food &amp; Farming</b>	Food manufacturing is mainly prominent in Bury St Edmunds, Suffolk Coastal and Waveney. However, crop and livestock farming has a presence over all districts and boroughs.	Freight connections to transport grain and food products to ports and rest of the UK.  Passenger connections to rural stations for tourism.
<b>Information &amp; Communication Technology</b>	Ipswich, Suffolk Coastal (in particular Adastral Park – home to BT) and Waveney.	Good passenger connections to Cambridge, South East and London.
<b>Ports &amp; Logistics</b>	Suffolk Coastal (Port of Felixstowe), Ipswich and Waveney. Businesses associated with logistics, such as hauliers, are mostly located in Mid Suffolk.	Good freight connections to Birmingham and London. Capacity for more freight cross-country services to reduce demand on passenger lines.
<b>Energy</b>	Suffolk Coastal and Waveney.	Passenger connections to towns between Ipswich / Norwich and Lowestoft. Freight access for Sizewell.
<b>Advanced Manufacturing</b>	Bury St Edmunds and Babergh.	Freight to move commodities. Frequent passenger services to transport commuting workforce.
<b>Tourism</b>	Suffolk Coastal, Babergh, Ipswich, Forest Heath, Waveney and Bury St Edmunds.	Passenger services linking to rural stations. Bus connections linking stations with tourist attractions and events. Improved stations providing an appropriate gateway to Suffolk's historic towns
<b>Creative industries</b>	Suffolk Coastal, Ipswich and Babergh.	Passenger services linking to rural and urban stations.
<b>Life Sciences &amp; Biotechnology</b>	Suffolk Coastal, Forest Heath and St Edmundsbury.	Frequent passenger services linking to Cambridge.





# Consultation on the Suffolk Rail Prospectus

This prospectus has been produced following an intense period of stakeholder and public consultation, culminating in the Suffolk Rail Conference on 26 October 2012. Since that time, Suffolk County Council held two more rail conferences and has continued to work with its partners to review and reaffirm the county's rail priorities. A passenger survey was undertaken in 2012, which has helped to inform this prospectus. Despite changes being made to rail policy and the rail industry since the County Council's passenger survey in 2012, responses to the survey are still consistent with rail passenger priorities identified in Passenger Focus research undertaken in 2013.

## Survey: Headline Findings

Suffolk County Council surveyed passengers at Ipswich, Lowestoft and Bury St. Edmunds railway stations and invited response through the Council's website. There were 733 replies and the results were as follows:

36% of respondents who usually travelled from Lowestoft rated direct train services to London as a high priority.

**36**  
PERCENT

33% of respondents usually travelled from Ipswich. For them, London was by far the most popular destination. About half of these respondents rated faster services as a high priority.

**33**  
PERCENT

47% of respondents said they used the train at peak times. A high number of these said they usually travelled between Ipswich and London but many people also travel to Cambridge, Bury St. Edmunds, Stowmarket and Ipswich.

**47**  
PERCENT

55% of respondents said they used the train for leisure purposes. For these respondents, Ipswich is the usual journey starting point and London the usual destination. This helps make the case for improvements on the GEML and indicates that the commuter market is not the only important one.

**55**  
PERCENT

Concerning improvements to railway stations in Suffolk, 58% of the total number of respondents said they need better waiting facilities at stations. Suffolk County Council is working with the current train operating company to identify station improvements for Ipswich, Lowestoft and Bury St. Edmunds railway stations.

**58**  
PERCENT

Overall, 37% of respondents said they rated more punctual and reliable train services as a high priority. Of these, 41% travelled from Ipswich and 59% travelled to London.

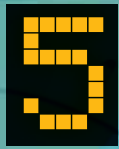
**37**  
PERCENT

Norwich, London and Ipswich were the most popular destination for passengers who said they usually travelled from Lowestoft. 38% of this group rated faster train services as a high priority.

**38**  
PERCENT

Over 45% of respondents overall said they used the train once a month or less. A frequent complaint articulated nationally and locally is that high ticket prices act as a disincentive to use the train.

**45**  
PERCENT



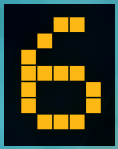
# Suffolk Rail Conferences

Annual rail conferences hosted by Suffolk County Council have allowed stakeholder discussions about Suffolk's rail service and infrastructure priorities. The events brought together rail industry experts and delegates from Suffolk's district and borough councils, neighbouring councils, businesses, Members of Parliament, Rail Ministers, Government representatives and user groups. Discussions that have taken place at the rail conferences have identified the following:

- Planned improvements at Ely Junction must benefit services for passengers and freight from Suffolk, as well as improving services from Norfolk to Cambridgeshire. Government need to commit to delivering all promised infrastructure improvements at Ely (in particular double tracking Ely to Soham) within the 2014 to 2019 period.
- Businesses should be more involved in local rail partnerships, both as lobbyists for improvements to local services, and as tenants of commercial property in or close to stations to help make them into local community and/or travel information hubs.
- A rail-bus service could connect people in towns without a rail station to the rail network (e.g. Haverhill and Mildenhall).
- Bus and rail operators should work together to take advantage of existing and imminent technological improvements (e.g. real-time information and on-board scanning devices on buses) so as to provide a multi-operator, multi-modal solution.
- There needs to be extra rolling stock and a minimum of an hourly service on local lines, and a longer term consideration given to building a railway station at Leiston as a legacy from the development of a proposed new power station at Sizewell.
- Network Rail is examining the case for improved infrastructure in light of upcoming work at Sizewell. This must include double-tracking between Woodbridge and Saxmundham.

The Rail Minister, Claire Perry MP (centre), Suffolk Members of Parliament (far right) and the Chairman of the New Anglia Local Enterprise Partnership (far left) were some of the many speakers that delivered presentations at the 2014 Suffolk Rail Conference hosted by Suffolk County Council and chaired by Councillor Graham Newman.





# Rail Improvements for Suffolk

Suffolk Rail Prospectus

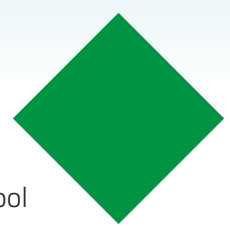
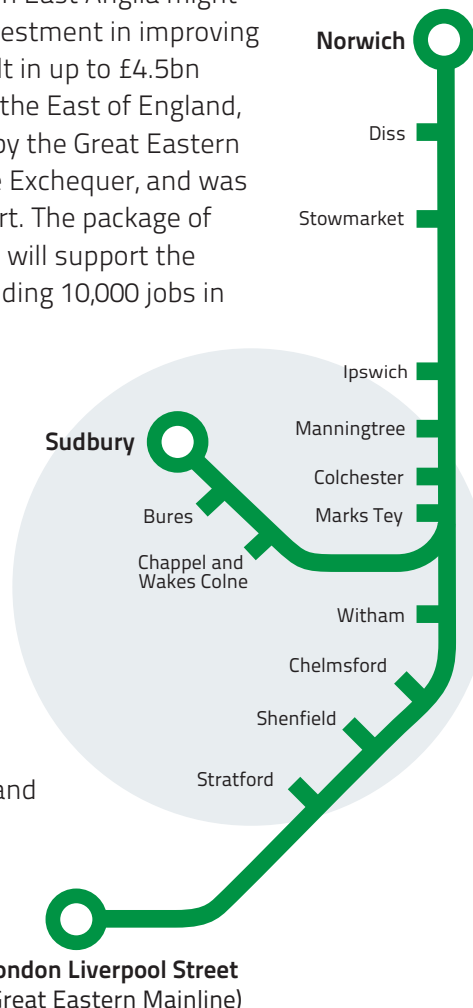
This section of the prospectus considers each rail route serving Suffolk's towns and businesses and identifies the improvements that we need to see. It also sets out minimum standards for stations that should be provided by Government and the rail industry.

## The Great Eastern Mainline (GEML)

The GEML is the intercity route connecting Norfolk, Suffolk and Essex with London Liverpool Street. It is well used by passengers travelling for business purposes. The urban areas of Norwich, Ipswich, Colchester and Chelmsford all contain companies in the financial services sector that have their headquarters in the city of London and back office functions in these 4 towns. All of these towns are expected to see an increase in employment of 10-15% by 2028. This is without taking into account the employment growth that will occur in London over the same period, which residents in East Anglia might benefit from. A recent study has shown that £476m investment in improving infrastructure on the GEML, outlined below, would result in up to £4.5bn return in conventional and wider economic benefits for the East of England, and more than £75bn in GVA. The study was overseen by the Great Eastern Mainline Taskforce, established by the Chancellor of the Exchequer, and was submitted in 2014 to the Secretary of State for Transport. The package of improvements proposed for the Great Eastern Mainline will support the provision of 184,000 homes and 205,000 new jobs (including 10,000 jobs in Ipswich) in the East Anglia region.

### What the Problems are and what needs to be done

The challenges affecting passenger services on the GEML are laid out in the Great Eastern Mainline Taskforce Business Case. The issues identified echo the concerns of Suffolk passengers, which were recorded by the September 2012 passenger survey conducted by SCC. Passenger concerns focus on the need to upgrade old rolling stock, provide more track capacity to improve line speeds and service frequency, and that rolling stock and infrastructure provides a more punctual and resilient service.





*Rail passengers told us that punctual and reliable services were priorities for them.*



In the survey SCC conducted in September 2012, 63% of passengers that used the GEML to commute to work rated faster journey times as a high priority.

A study commissioned by the county councils of Suffolk, Norfolk and Essex, undertaken by Atkins Consultants, shows that rolling stock is capable of doing speeds of up to 110 mph on the GEML. However, it is prevented by inappropriate infrastructure. Sixteen automatic half-barrier level crossings need upgrading; train warning protection systems need to be adjusted; and low-bridge train clearance issues need rectifying at the 114 bridges on the line. Network Rail is replacing the overhead electrical lines between London Liverpool Street and Chelmsford within Control Period 5. However, this will not result in dramatic improvements in line speed due to the sheer number of trains that use the Chelmsford – London stretch of track.

The GEML operates with some of the lowest subsidies in the UK – Greater Anglia is the second least subsidised service in the country, receiving only 1.5 pence per passenger mile, against a national average of 12.5 pence per passenger mile. Alongside this, the GEML has some of the oldest carriages (average age is 25 years) and is one of the slowest main lines in the UK.

Fifty-eight per cent of peak-time passengers told us that punctual and reliable services were priorities for them. The current public performance measure for Greater Anglia inter-city services highlights the relative poor performance with only 84% of trains arriving at their final destination within ten minutes of the advertised time against a target of 93%. This reflects the issues associated with operating older carriages and infrastructure which is in need of investment.

The line between Shenfield and Norwich is double-tracked and contains a high number of short loops. This results in lack of flexibility in timetabling and limits the ability of the train operating company and/or Network Rail to act quickly in the event of a train breaking down. Suffolk County Council believes that the installation of additional tracking between Colchester and Shenfield would help solve this problem and would help speed up journey times by allowing faster intercity trains to pass slower local ones more easily. The commercial and strategic benefits of this work means that this would represent very good value for money. We want to see funding committed to the development of the scheme in the period 2014 -19 with implementation to follow soon afterwards. The development of the new Beaulieu Park Station, north of Chelmsford, will help to alleviate passenger congestion at Chelmsford Station, as well as provide passing opportunities for faster trains to overtake slower passenger and freight trains. The new station has been granted planning permission; however, the scheme still needs additional track capacity which is not yet agreed and requires additional funding.

Forty percent of GEML passengers told us that more seating capacity, particularly at peak times, is required. It is estimated that there will be a shortfall of 3,000 seats at peak times by 2031 if no action is taken to increase seating capacity. The remodelling of Bow Junction to use the capacity released by Crossrail would allow 28 trains per hour out of Liverpool Street Station. Although the remodelling of Bow Junction has secured development funding within the 2014 -2019 funding period, we will continue to work with partners to ensure that further funding for this project is allocated so that it can be delivered by the time Crossrail opens in 2019. This will also help improve capacity on West-Anglia services travelling from London Liverpool Street to Cambridge via Stratford.





Although Crossrail will provide many opportunities for Suffolk, such as direct connections via Stratford with London Heathrow Airport, Thames Valley towns and London's West End, it will also present many challenges. Crossrail trains will be required to use the line between Shenfield and Bow Junction, meaning that rail services from Suffolk will be required to share the already congested double tracked line with other passenger rail services. This issue must be resolved to ensure that Crossrail services are not prioritised to the detriment of Suffolk passengers.

Fifty percent of GEML passengers told us they would like to see improved train carriages. The intercity services currently used on the GEML are Class 90 electric locomotives dating back to 1987/90. Passenger carriages consist of the Mark 3 units, which date back to the 1980s. These have manual doors and are fitted with toilets that are not DDA-compliant. This creates problems for people getting on or off the train who are disabled, or for those that have heavy luggage, or are travelling with small children. All trains are required to be DDA compliant after 2019; trains that do not meet this standard must be modified or replaced.

Total InterCity revenue growth between London Liverpool Street and Norwich has averaged 4.6% over the seven years to 2013. This is significantly below average UK InterCity sector revenue growth of 5.3% over the same period.





“  
*Journey time improvements on the GEML are estimated at delivering annual financial benefits of £8.9m.*

”

Suffolk County Council is supportive of the GEML Taskforce’s campaign to see new and improved rolling stock; faster line speeds; and half-hourly passenger rail service frequencies between Norfolk, Suffolk, Essex and London. A list of analysed recommendations for achieving the Taskforce’s vision is set out in the GEML Taskforce Business Case. New trains will be essential to achieving faster journey times, making Suffolk more accessible and competitive. The financial benefit of journey time savings alone are estimated at £8.9m annually, making the investment in rolling stock and infrastructure very high value for money. New and improved trains should be made available early in the next franchise. This would enable faster line speeds and would significantly improve passenger comfort.

The County Council also agrees with the recommendation in the GEML Taskforce Business Case that improving track capacity and electrifying the Felixstowe to Birmingham line is a priority for supporting additional freight growth from Suffolk’s ports and reducing the need for further freight demand on the GEML.

Network Rail should also investigate the availability of passenger capacity and facilities at Stratford, as the station becomes a major interchange between Crossrail, the Great Eastern Mainline and other rail routes. Such investigation would also ensure that capacity is available for international services. This would offer improved connectivity between Suffolk and the rest of Europe. A later train from London Liverpool Street to Ipswich (than the current 22:30 departure) would enable passengers to take advantage of Stratford as an international interchange, as well as enjoy the London evening economy.

Suffolk County Council has been working in collaboration with Ipswich Borough Council to support the current franchise holder and part fund its £1.9m project to renovate Ipswich Station. The project includes redevelopment of Ipswich station and the station forecourt to improve passenger facilities and make the station safer and more accessible.

Stowmarket Rail Station requires better DDA access between platforms. A steep stepped bridge provides access between the two platforms, meaning that cyclists, disabled people, and passengers with pushchairs or heavy luggage must walk along the main road to access the other platform.





## The Sudbury Branch Line

Sudbury station provides a key role connecting residents with Essex and London via a platform change at Marks Tey. Passenger footfall shows that 329,000 passengers used the stations between 2013 – 2014 (a growth of 50% over 16 years).

Sudbury is a growth location, and will be experiencing high levels of housing and jobs over the next 20 years. This includes the Chilton Woods development, expected to be one of the largest housing schemes in Suffolk, which will deliver 1,250 homes alongside employment (2,500 jobs). Sudbury also plays a significant role in Suffolk’s tourism sector.

Connecting rail services at Marks Tey can be unreliable, leaving passengers stranded if connecting trains are cancelled. Marks Tey station is in desperate need of a new or improved footbridge with lifts or an underpass to enable disabled passengers, cyclists and those travelling with small children or heavy bags to cross between platforms to catch connecting trains to Sudbury.

A direct service between Sudbury and London would open the town to further investment, as well as encourage more visitors to come to Sudbury’s historic villages and town. An aspiration is for electrification of the Sudbury branch line to be included in CP6. A direct service to London should be considered as soon as capacity becomes available on the Great Eastern Mainline.



*A direct service between Sudbury and London would open the town to further investment, as well as encourage more visitors*



### GEML Key priorities

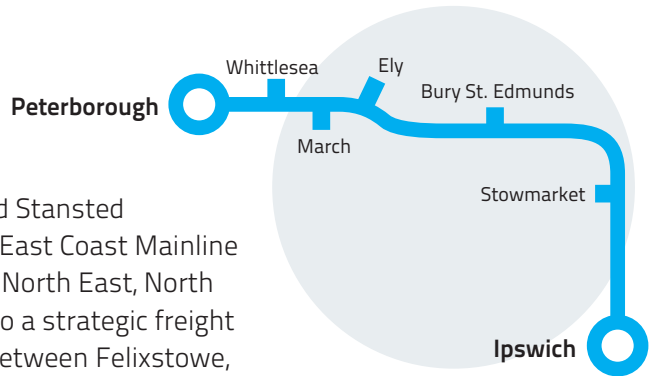
- A commitment to provide new and improved trains early in the new franchise.
- Government committed funding for the re-modelling of Bow Junction to be delivered within the CP5 period to make use of the capacity released by Crossrail. Additional track capacity will be needed between Colchester and Shenfield to improve reliability and reduce journey times. Our aspiration is to have a service that can have average journey times from Norwich to London in 90 minutes and Ipswich to London in 60 minutes.
- Capacity improvements and electrification of the Felixstowe – Birmingham freight route to help reduce freight use of GEML.
- Future provision of a direct service between Sudbury and London.
- Electrification of the Sudbury branch line in CP6.
- Lifts installed at Marks Tey Station.
- A review to be undertaken by Network Rail into signalling infrastructure, power supply, and platform clearance issues all along the GEML, with a view to improving line speeds.
- Half-hourly passenger service frequency, consistent service 7 days a week with minimum need for Sunday bus replacement.
- Improved waiting facilities, toilets, ticketing foyer and redevelopment of the station forecourt at Ipswich Station. Improvements should also be made at Stowmarket Station to make platform crossing more DDA compliant and improve bus waiting facilities and the forecourt.
- A more reliable and punctual passenger rail service.





## The Ipswich – Peterborough Line

This line provides access to Peterborough on a current two-hour frequency. It has connections at Ely to Cambridge and Stansted Airport, and at Peterborough to the East Coast Mainline (linking Suffolk to the Midlands, the North East, North West and Scotland). The route is also a strategic freight route for goods being transported between Felixstowe, the East Coast Mainline and the West Coast Mainline at Birmingham. Both passenger and freight services travel through Ely.



Work to improve capacity at Ely North Junction is scheduled for delivery in May 2017. Plans to provide additional track capacity between Soham and Ely is also included in the CP5 period, however no fixed dates have been committed. In addition to this, further capacity improvements are required at Ely if it is to support more passenger and freight services. It is vital that this work is comprehensive; delivered within Control Period 5 and makes possible all of the required improvements for passenger and freight movements from Suffolk.

The route shares a corridor with the A14 trunk road through Suffolk. Increasing the use of the line for passengers and freight will help to reduce traffic growth on the congested A14.

### The economic significance of the line

In its economic assessment of 2011, Cambridgeshire County Council concluded that, although it has a resilient economy, and that Cambridge city is a centre for skilled employment, there are disparities in skills and earnings between the north and south of the county which are exacerbated by transport links. A study commissioned by Suffolk, Norfolk



and Cambridgeshire county councils concluded that improvements to the rail services for passengers and freight passing through Ely would generate some £220 million in wider economic benefits in addition to rail revenue. Some of this would be generated by the creation of additional jobs in Peterborough, Bury St. Edmunds, Stowmarket and Ipswich. Spatial inequalities between different parts of these localities would be reduced. The study also forecasts that the rail improvements would help bring forward the construction of new housing and increase the value of housing in settlements along this line. For Suffolk, the passenger service provides a critical link between the county's towns. Ipswich, Stowmarket and Bury St Edmunds are areas that will be experiencing high levels of economic and housing growth. Good transport links to and between the towns will support the growing economies and attract investors.

## What are the problems and what needs to be done?

Of the respondents who travelled to Peterborough from stations within Suffolk, 50% said they would like more frequent services to Peterborough and more available seating. The Ipswich to Peterborough service is the only service in the region to run at such a poor frequency. This is unacceptable and we want a commitment from Government to provide a direct hourly service as early as possible. This will provide a step change in the economic opportunities for communities and businesses along the line, and add to the attractiveness of this service to business users and leisure users alike.

The HLOS also commits to improving the rolling stock, capacity and speed of the East Coast Mainline Service. The remodelling of Peterborough station has created more capacity, and an opportunity for increased frequencies between Ipswich and Peterborough, and from Suffolk to the Midlands and the North. It is important that more and higher quality rolling stock is procured for the Ipswich to Peterborough service when it becomes available. The Rail Executive's consultation on the new East Anglia rail franchise, sets out options which could potentially limit the current two hourly service to Ely, with changes for onward journeys to Peterborough. This would be completely unacceptable. A direct service between Ipswich and Peterborough is required to support population growth and the expanding economy. Proposals within the Anglia Route Study for the Ipswich to Peterborough rail service also includes an option for the service to split and join at Ely. This raises concerns about how the service will operate if connecting services are late or cancelled, and, ultimately, the impact this will have on passengers and the future travel choices they will make.

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... improvements to the rail services for passengers and freight passing through Ely would generate some £220 million in wider economic benefits in addition to rail revenue.  
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### Key priorities

- Hourly direct service between Ipswich and Peterborough from the start of the new franchise.
- High quality rolling stock (air conditioning, automatic doors, Wi-Fi, and power sockets) with more seating capacity.
- Electrification of the line between Ipswich and Birmingham to speed up services and improve reliability.
- Capacity improvements between Ely and Soham within CP5.
- Capacity improvements to Ely junctions to support Suffolk's aims.



## Freight

This line is critically important for the Port of Felixstowe – it is the link to the port’s markets in the North, Midlands and North West. We want to see a commitment to electrify the route between Felixstowe and Peterborough / Birmingham as early as possible to accommodate the ambitions of rail passengers and get more freight on to rail.

The Port of Felixstowe is the largest container port in the UK. In 2014, it handled in excess of 4 million TEU (twenty foot equivalent units). It is also the country’s largest intermodal rail freight terminal. 41% of the UK container rail freight is transported from the Port of Felixstowe.

Over 30,000 people in Suffolk rely on Ports and transport for their livelihoods. The Port of Felixstowe is a key driver of economic growth and vital to the Suffolk, East Anglian and UK economy. Rail connectivity is a fundamental element in ensuring the Port’s continued success. Investment in the Strategic Freight Network is welcomed, in particular continued investment in the strategically important Felixstowe to Birmingham route (to include additional capacity works between Felixstowe and Peterborough and early electrification).

We are pleased that the Government is supporting the improvement of the line between Felixstowe and Birmingham through the Strategic Freight Network Fund. This has previously helped to fund the development of the Ipswich Northern Chord and re-signalling at Kennett. However, other short term improvements are desperately needed. They include capacity improvements to the east of Ely and improvements at Bury St. Edmunds. The opportunity to move the freight sidings out of the town centre should also be considered to reduce HGV impacts in the town. Serious concerns have arisen for Felixstowe to Birmingham projects not



just in Suffolk but in other counties, such as Leicestershire – which forms part of the Strategic Freight Network. Work at Leicester, which is being developed as part of the Midland Mainline electrification programme, cannot be completed within CP5. Although ‘stop gap’ solutions are being sought, the full outputs for freight will not be delivered until CP6.

We also understand that work at Ely is slipping into CP6, and there are significant costs to upgrade level crossings which are presently entirely unfunded. It is unclear whether any enhanced capacity can be delivered without the full scheme in place. There are also concerns over the plans for the necessary re-signalling between Peterborough and Helpston, which is deferred pending European Rail Traffic Management System (ERTMS) fitment. And finally, there is little or no progress on the future development plans for electrification of the route. Such infrastructure is critical to support growth at the Port of Felixstowe, which will increase the number of freight trains to 48 trains per day by 2019, and 60 trains per day by 2024.

The intention to increase freight trains from Felixstowe will deliver £49 million to the county and the expansion of the port will deliver £44 million to the local economy. Significant enhancement of the Felixstowe to Birmingham freight route is essential.

The rail network around Ely junction is an important constraint to our aspirations for additional freight capacity and for enhanced passenger services. An improvement scheme is included in the Government’s HLOS for the 2014 – 2019 period. It is important that the improvement is comprehensive and allows for growth of both freight and passenger services through the area and along the Felixstowe to Birmingham route.

Proposals for capacity improvements to the Felixstowe branch line are being considered by Network Rail. It is important that these improvements are sufficient to support planned freight growth and to support better and more reliable passenger services.

At the same time it should be recognised that given forecast demand and the need to access electrified routes, existing freight paths on the Great Eastern Mainline will need to be retained.

For the most part, passenger and freight services share the same lines, so increasing frequencies for passenger services has to be balanced with increasing frequencies for freight, unless further capacity is provided. In particular the line between Felixstowe and Ipswich is single-tracked, which causes capacity issues for the hourly passenger service. Electrification of the line to Peterborough would provide a short-term solution to capacity issues, as well as provide economic benefits.

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*The Port of Felixstowe is also the country's largest intermodal rail freight terminal. 41% of the UK container rail freight is transported from the port.*

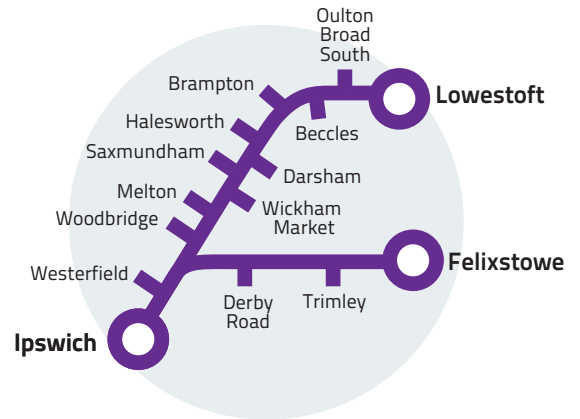
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### Key priorities

- Significant capacity improvements on the Felixstowe branch line.
- Ely infrastructure improvements.
- Additional capacity on Felixstowe to Peterborough.
- Electrification of the Felixstowe to Peterborough line to support freight growth.
- Line speed improvements.
- Upgrades at Leicester and between Peterborough and Helpston to be delivered within CP5.

## The East Suffolk Line

The East Suffolk Line runs between Lowestoft and Ipswich. A passenger service currently operates hourly, and connects 10 Suffolk stations.



In December 2012, the service frequency increased from two hourly to hourly. This step change in the level of service presents a

unique opportunity to develop the economic potential of the railway to serve tourism and other businesses in East Suffolk. Working with the Community Rail Partnership, local communities and bus operators, we will promote the use of rail, work towards improving bus/rail connectivity and encourage more commercial use of station buildings.



*Our aim is now to ensure that the additional frequency is supported by improvements to the journey time between Ipswich and Lowestoft*



**The line has seen much increased usage, with passenger numbers at Woodbridge up 52% to over 200,000 over the past four years, and at Oulton Broad South a 101% increase in numbers to nearly 43,000 over the same period.**

Our aim is now to ensure that the additional frequency is supported by improvements to the journey time between Ipswich and Lowestoft with a long term target of a 60-minute journey. Meeting that objective will require significant improvements to track infrastructure and rolling stock, and the modernisation of the level crossings along the route. We will work with Network Rail and the franchise operator to ensure that the necessary improvements are made, without local resident's access to routes being compromised.

The Felixstowe branch line connects at Westerfield and provides an hourly passenger service between Felixstowe and Ipswich. The line is part of the key national rail freight route from the Port of Felixstowe to the East Coast and West Coast mainlines.

### The economic significance of the line

#### Ipswich to Lowestoft

The line between Ipswich and Lowestoft contains a number of stations that are within walking distance from residential areas and centres of employment. A study commissioned by the Council in 2006 found that the residential population of the Oulton Broad – Lowestoft rail corridor is expected to increase by 6.2% and the number of jobs by 5.2%. We anticipate that Lowestoft will become a key centre for energy-related employment, and a centre for education and training linked to the energy industry in the future. Good rail connections to and from Lowestoft will help to ensure that the town can make the most of its economic opportunities.

The residential population of the Woodbridge – Melton corridor is expected to increase by 14% by 2021 and the number of jobs by 9% so it is likely that commuting pressures will increase. The improved connectivity offered by the increase in frequency will help to reduce traffic growth on the A12.



Rail services can also help alleviate deprivation by helping to widen access to more highly paid, productive jobs for residents of a certain area. For example, in 2011, full-time equivalent median annual earnings in the Suffolk Coastal district were nearly £3,500 more than in the Waveney district. Waveney residents can only benefit from the opportunities improved rail services will give them to commute to take up better paid jobs.

The line also plays a key role in assisting Suffolk's tourism industry. Lowestoft Station is within fairly easy walking distance of the sea-front with its wide range of accommodation and leisure. The line also has a number of stations that act as important public transport interchanges for tourist destinations. For example, trains stop at Halesworth to enable tourists to catch a bus to Southwold. Woodbridge and Saxmundham operate as public transport interchanges where tourists can catch bus services to Aldeburgh and Thorpeness. The increase in frequency gives the opportunity to also improve connecting bus services so that the overall public transport offer for passengers to the coastal resorts can be made far more attractive.

### What are the problems and what needs to be done?

Fifty-four per cent of people in Suffolk County Council's survey who said they used this line said they wanted more frequent services. The £4 million Beccles Loop (partly funded by Suffolk County Council) provides a passing track for trains between Halesworth and Oulton Broad. The installation of the track has enabled the two-hourly frequency to be changed to hourly. Suffolk County Council aims to use this step-change in service provision in order to achieve additional growth in the passenger market and ensure that rail travel is given more prominence as a means of people travelling for leisure and tourism to Suffolk.

Double tracking between Woodbridge and Saxmundham will be required for the movement of construction materials to the proposed new nuclear power station at Sizewell and this will also help to improve journey times. Wickham Market Station is located in Campsea Ashe, two-miles away from Wickham Market. The route between the two villages consists of narrow roads, without adequate footpaths, and no taxis or buses are located within close proximity to the station. The station name causes confusion amongst passengers who want to get to Wickham Market, only to discover their mistake when they arrive at the station in Campsea Ashe. Suffolk County Council expects the station to be renamed to



*Fifty-four per cent of people in Suffolk County Council's survey who said they used this line said they wanted more frequent services.*



The £4m Beccles Loop opened in December 2012





'Campsea Ashe Station'. This should occur as soon as possible, or at the very least at the start of the new rail franchise.

Fifty four per cent of passengers on the line told us they would like to see faster services between Ipswich and Lowestoft. Although existing rolling stock is capable of travelling at an average speed of 75 mph along the line, it is prevented from doing so by large sections of the line that are single tracked, and the level-crossings along the railway line which is only 49 miles long. We will work with Network Rail to identify improvements along the line to reduce journey times with a longer term aim to achieve an average journey time between Lowestoft and Ipswich from its current 90 minutes to 60 minutes. We believe there is scope to double-track the section of line between Lowestoft and Oulton Broad South and between Saxmundham and Woodbridge. In the long term, electrification of the whole East Suffolk line would facilitate faster journey times and improved reliability of services.

Until recently, Sizewell A nuclear site, formally the Magnox Power Station, was moving freight north of Westerfield Junction. The movement of freight saw an interaction with passenger services at Westerfield Junction. Freight trains from the Sizewell A site are no longer in operation. However, plans to use the East Suffolk Line to transport construction materials between Leiston and Ipswich for the development of the proposed new Sizewell C power plant are being considered and will add pressure on current track capacity. It is

therefore essential that work is undertaken with Network Rail to mitigate any possible future conflicts at Westerfield Junction. The County Council does acknowledge that the development of Sizewell C will present opportunities for a new station at Leiston and a passenger service, as well as double tracking between Woodbridge and Saxmundham. However, it is imperative that the design of the signalling system for any dual-tracked section between Saxmundham and Woodbridge ensures that freight trains are not held at signals adjacent to housing developments situated close to the line. For example at the currently named 'Wickham Market' station.

The area surrounding Westerfield Station is earmarked for residential development (estimated to be over 3,000 homes) over the next ten years. The position of the station should be relocated west of Westerfield Road to better serve the new development and improve access across the railway track, linking the new development with Ipswich Town Centre. All East Suffolk Line passenger services should stop at Westerfield Station in order to serve residents at the new Northern Fringe development.

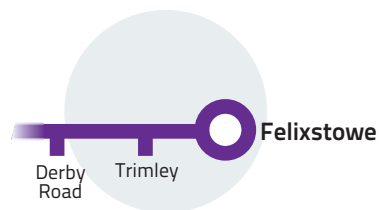


*It is essential that work is undertaken with Network Rail to mitigate any possible future conflicts at Westerfield Junction*



## The Felixstowe Branch Line

The Ipswich – Felixstowe branch line also plays a vital role within the Suffolk community by enabling people to commute to work and to access the popular seaside resort of Felixstowe, thereby taking unnecessary congestion from a stretch of the A14 that is well used by HGVs. We believe it is vital to maintain an hourly (or better) passenger service as well as support the growth of freight from the Port and encourage the maximum use of rail for freight movements to reduce pressure on the A14. In the shorter term, the Council believes that capacity improvements between Felixstowe and Ipswich are required as soon as possible and these should be of a sufficient scale to support planned growth at Felixstowe and to enable an improved passenger service.



### Key priorities

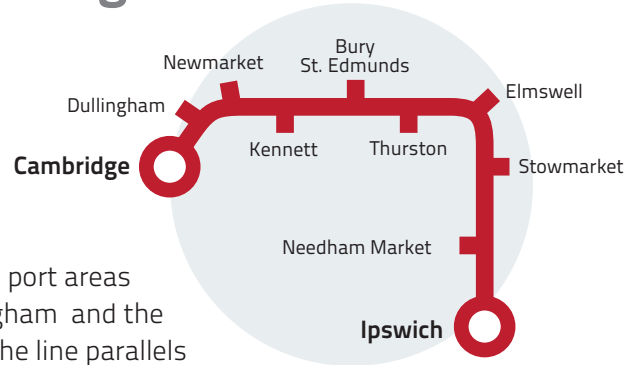
- Major refurbishment of Lowestoft Station.
- A better than hourly service connecting Lowestoft and Ipswich, with a future aspiration to provide a direct service between Lowestoft and London Liverpool Street.
- Improved journey times through electrification between Lowestoft and Ipswich, with the aim of achieving a travelling time of 60 minutes.
- Improved line capacity between Lowestoft and Oulton Broad South and Woodbridge and Saxmundham.
- High quality passenger rolling stock with more seating capacity.
- Improved capacity on the Ipswich – Felixstowe branch line within CP5, with an urgent need to electrify the line between Felixstowe and Peterborough.
- Relocation of Westerfield Station.
- Network Rail to further assess capacity at Westerfield Junction.
- Electrification of the East Suffolk Line.





## The Ipswich - Cambridge Line

The line connects seven Suffolk stations: Newmarket, Bury St Edmunds, Thurston, Elmswell, Stowmarket, Needham Market and Ipswich with Cambridge. The line east of Newmarket is also a crucial part of the rail-freight network connecting the port areas of London and Felixstowe with Birmingham and the West Coast Mainline service. Much of the line parallels the A14 trunk road, and shifting traffic on to rail will help to relieve future growth pressure on this route.



Our aspiration is for fast and frequent rail services connecting the key regional economic centres of Ipswich, Cambridge and Norwich.

Much of the line parallels the A14 trunk road, and shifting traffic on to rail will help to relieve future growth pressure on this route.

### The economic significance of the line

The line connects Ipswich and West Suffolk with the thriving economic area around Cambridge, a regional employment centre specialising in higher education, life-science, pharmaceuticals, computer software development, and tourism sectors. Rail widens access to the labour market along the whole Ipswich – Cambridge corridor. A study commissioned



by Suffolk, Norfolk and Cambridgeshire county councils in July 2012 showed that the number of employee jobs within the Cambridge district area is due to increase by 38% by 2021 whereas the population in the area is forecast to grow by only 24% in the same time.

Because of the wider range of skilled jobs available in the Cambridge area, the average annual salary is approximately £6,500 more per annum than in Ipswich for example. A more frequent rail service would open up these opportunities to people living in Suffolk (the County Council has a future aim of achieving a half-hourly rail service frequency between Ipswich and Cambridge). The study also indicates that there are significant wider economic benefits arising from clustering of businesses around the rail corridor.

Ipswich and Cambridge both have strong growth potential which is acknowledged by Government in the signing of City Deals. Improving the connectivity between the two towns and their hinterlands will support both City Deals.

## What are the problems and what needs to be done?

In the survey we conducted in October 2012, 58% of passengers who said they used this line said they wanted to see more frequent services and 34% faster journey times between Ipswich and Cambridge. There is a significant trade-off to be made between more frequent services and faster journey times. Despite the close proximity of Cambridge to Suffolk, the journey time is 1 hour 20 minutes. Because of this, the Council feels it is more realistic and desirable to prioritise faster journey times. The installation of new signalling equipment at west of Kennett will help enable this. However, the Council also believes that the section of the line between Dullingham and Cambridge should be double-tracked in order to improve journey times and reliability. Future electrification of the Felixstowe – Birmingham freight corridor raises the possibility of electrification of the section of line to Newmarket and Cambridge.

The popular peak-time service into Ipswich is overcrowded. Other rolling stock, although refurbished, is worn out and old. More and better units need to be deployed on this line to increase the availability of seats and improve the overall passenger experience. A study commissioned by Suffolk County Council to assess the benefit of a half-hourly service between Ipswich and Cambridge found that it would generate over £35m in economic and associated benefits. A later passenger rail train between Suffolk and Cambridge will also help to boost the counties' evening economies.

The frequency of the Sunday service is two-hourly, which leaves passengers with a long-wait for a connecting train. An hourly service on a Sunday would significantly benefit leisure passengers.

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... 58% of passengers who said they used this line said they wanted to see more frequent services

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### Key priorities

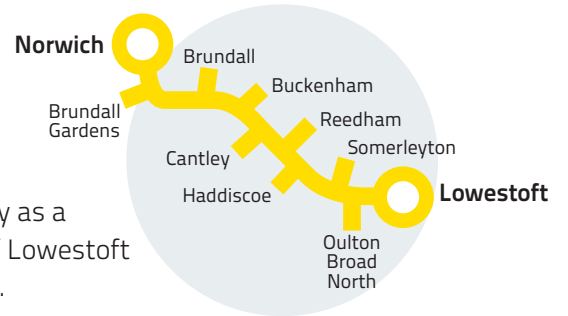
- Faster journeys between Ipswich and Cambridge.
- High quality rolling stock with more seating capacity.
- Future electrification of the line.
- Introduction of a half-hourly frequency between Ipswich and Cambridge
- Hourly Sunday frequency.





## The Lowestoft – Norwich Line (Wherry Line)

This line connects Lowestoft with Norwich, and Norwich with Great Yarmouth. It is a key passenger route for the tourism industry and for employment. The line is very important for the Lowestoft economy both for the tourism industry and the town's future prosperity as a centre for energy investment. The poor quality of Lowestoft Station is discussed elsewhere in the prospectus.



The level crossing at Oulton Broad North Station causes considerable delays to road traffic because of the length of time it remains closed. Suffolk County Council has been working with Network Rail and local partners to try to improve the situation. Re-signalling is scheduled for 2016 and will bring about some reduction in barrier down time. In the





meantime the County Council is improving the information given to motorists about delays. A review of the level crossing is required, especially if there is an increase in the number of passenger rail services using the Wherry Line.

## The economic significance of the line

Norwich is a key destination for people living in Lowestoft as a key centre of employment. It also provides a wide range of retail and leisure facilities. Norwich provides key rail links to the popular tourist destinations of the Norfolk Broads and North Norfolk. The number of employee jobs within the district is expected to increase by 9% by 2031 (based on 2010 levels). Four mixed development sites within easy walking distance of Norwich station have been earmarked for development by 2031. The service also connects people from Lowestoft and Great Yarmouth to passenger trains to Liverpool and Manchester.

The line also has a role to play in the development of the off-shore energy sector within the areas of Lowestoft and Great Yarmouth, as it can help connect the often transient workforce to Norwich Airport and therefore other key centres for this industry, most notably Aberdeen and Humberside.



*Norwich is a key destination for people living in Lowestoft as a key centre of employment.*



## What are the problems and what needs to be done?

Thirty-six percent of passengers surveyed told us they used this line and said they want to see faster services between Lowestoft and Norwich. Travelling between Lowestoft and Norwich by train is only five minutes quicker than by car. There is an hourly service on weekdays, but the service runs two-hourly on a Sunday, when most people may choose to take day trips. A faster and hourly Sunday service could encourage more people to use the train, assisting in boosting both economies in Norwich and Lowestoft.

Network Rail has indicated in its Improving Connectivity consultation document that additional track capacity would not be needed between Lowestoft and Norwich to enable a half hourly Lowestoft to Norwich service. We will work with Norfolk County Council and Network Rail to investigate further what can be achieved to facilitate incremental improvements in journey times between Lowestoft and Norwich within future funding periods.

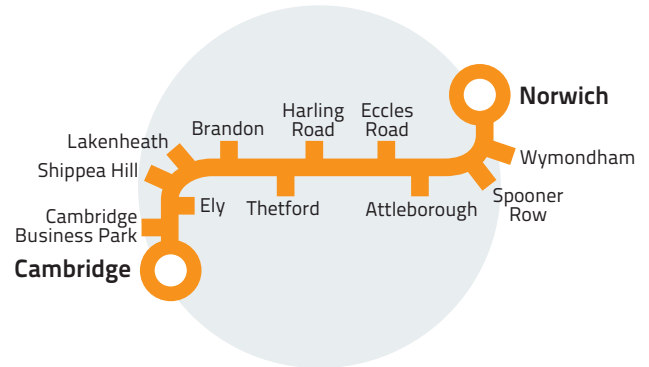
Old rolling stock (consisting of a two car Sprinter unit) is used on the line, and should be replaced as a point of urgency. A study undertaken by Mott MacDonald suggests that by 2027 seating capacity would be reached on the service.

### Key priorities

- Major refurbishment of Lowestoft Station.
- High quality passenger rolling stock with more seating capacity.
- Faster journeys between Lowestoft and Norwich.
- Hourly Sunday frequency.
- Reduce the impact of the level crossing on road users.
- Network Rail to further assess Oulton Broad North Level Crossing.

## The Cambridge – Norwich Line

The Fen Line connects Norwich to Cambridge via two Suffolk stations: Lakenheath and Brandon. The train currently provides an hourly service from Brandon, but the service from Lakenheath is poor with only one train stopping on a Saturday and two trains stopping on a Sunday.



*businesses will need a more frequent rail service to enable them to fill vacancies that the indigenous population cannot.*



### The economic significance of the line for Suffolk

Brandon is a key market town that enables people living in remote areas to access jobs and services. However, its workforce is one of the most static, with 30% of people travelling less than 2km to work. Median annual earnings in the Forest Heath district also rank as the lowest in Suffolk. Improving journey times and the frequency of the service between Brandon, Cambridge, Chesterton Station (which links to Cambridge Business and Science Park) and Norwich will improve access for residents to labour markets containing jobs that pay higher wages. It will also widen the pool of potential employees from which businesses can recruit.

A study commissioned by Suffolk, Cambridgeshire and Norfolk county councils in 2012 highlights that Forest Heath district is due to see an 18% increase in the number of employee jobs by 2021 and an 11% increase in its population. Again, businesses will need a more frequent rail service to enable them to fill vacancies that the indigenous population cannot.

Increasing the frequency of this service would help bring forward further growth in the settlements of Brandon, Thetford, Wymondham, and Attleborough and would add an aggregated property uplift value of over £14 million for houses close to stations. Improved frequency will give residents a regular connection into a key regional centre of employment.

### What are the problems and what needs to be done?

Over half of the passengers who responded to our survey, who used the Norwich – Cambridge line said they wanted to see more frequent and faster services. However, as with the Ipswich – Cambridge line, the Council is aware of the trade-offs between these two improvements and believes that, with the service already running on an hourly basis, faster journey times should be prioritised. The County Council needs Network Rail to conduct further research to see what can be done within CP6 and CP7 to make incremental improvements to journey times.

The level crossing at Brandon station exacerbates congestion from traffic travelling through the town, and adds to rail journey time. Significant work to the level crossing would be required to alleviate congestion and reduce journey times. This will be particularly important as Norfolk County Council has the aspiration to increase the hourly Norwich to Cambridge frequency to half-hourly.

The Government has indicated in the High Level Output Specification that improvements to Ely North Junctions will be made, but they need to facilitate the improvements mentioned above to benefit passengers living in Suffolk as well as Norfolk.





Although the Norwich to Peterborough service passes Brandon, it does not stop at the station. An aspiration should be for the service to serve Brandon to increase journey choice from the town.

Lakenheath is a very lightly used station but this is not surprising as it is only served with a two hourly frequency and only on Saturdays and Sundays. The station is located two miles from town. Increasing the level of service and improving connectivity between the station and the town will be important in supporting the future development of the town.

It is important that both Suffolk and Norfolk county councils work together to ensure that increases in frequencies complement passenger services travelling from Suffolk and Norfolk and do not cause delays or reduce services.

## Key priorities

- Level crossing improvement at Brandon.
- Regular weekday and weekend trains stopping at Lakenheath.
- Norwich – Peterborough service stopping at Brandon.
- Reconditioned rolling stock and carriages within the period of the current franchise.
- A faster, more direct bus link from Mildenhall to the nearest available station which has an hourly service between Cambridge and Norwich.

# The East West Rail Scheme

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*A study commissioned by the East West Rail Consortium demonstrated that there would be significant economic value in the provision of services between Cambridge and Bedford.*

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The East West Rail Scheme is a stretch of new line connecting Oxford with Cambridge. To date no definitive route has been set, but the scheme will connect to Ipswich and Norwich. Once developed, it will provide an electrified route for freight and passenger services.

In July 2012 the Government approved to fund the construction of the £270 million Western Section (Oxford to Bedford), expected to deliver £38 million annual uplift to the South East economy. Work is currently being undertaken to develop the business case for the Central Section (Bedford to Cambridge). Suffolk County Council and Ipswich Borough Council are members of the consortium promoting this work.

A study commissioned by the East West Rail Consortium demonstrated that there would be significant economic value in the provision of services between Cambridge and Bedford. An outline business case is now being undertaken by Network Rail to consider costs and identify a route. The business case will be presented to Government for inclusion in the next rail funding period, due to commence in 2019.

The East West Rail Scheme will also provide opportunities for improving the Ipswich to Cambridge line, presenting a business case to electrify the line and improve track capacity and rolling stock.

East West Rail  
western section  
between Bletchley  
and Bedford.







# Rail Stations and Other Infrastructure

There are 27 stations in Suffolk, many of which are poorly maintained. The train operating companies are responsible for the management and maintenance of stations which are leased from Network Rail. Suffolk County Council will expect improvements at all stations and will work with the train operating company to implement these.

There are different types of rail stations, from those that act as urban public transport hubs or interchanges to those in comparatively remote rural areas. Specifications for improvement will vary depending on the station. For example, the larger urban hubs will require a greater staff presence, more pedestrian friendly forecourts, toilet facilities and waiting rooms. Smaller and more remote stations will require high quality sheltered waiting facilities, safe access to platforms, ticket machines, more cycle parking/car parking spaces and real time passenger information.

Train operating companies are responsible for making best use of any property they manage. Many stations in large urban areas and market towns contain buildings that could be used to generate commercial business such as retail, coffee shop, or tourist information facilities.



*Train operating companies are responsible for making best use of any property they manage.*



## Stations that act as urban transport hubs

### Ipswich

In the survey Suffolk County Council conducted, 56% of passengers who use Ipswich station rated improved waiting facilities as a high priority. The facilities on platforms 1 and 2 could be of a higher standard. The comparatively small main foyer also becomes crowded at peak times. Further investigations into platform capacity at Ipswich Station should be undertaken to ensure that future platform space is available for additional passenger service frequencies.

Forty-one percent said they wanted to see improved toilet facilities. These are only available on platform 2.

The station forecourt is also in need of redevelopment. The forecourt has narrow pedestrian walkways which lead onto a very busy station entrance where pedestrians come into contact with vehicles. Some improvements have been made, a new cycle compound with key fob access was installed in 2014 and provides space for 108 bicycles (bringing the total cycle parking capacity to 160 spaces). The new cycle compound, along with 10 cycles for hire as part of the Bike and Go Scheme, are located in a more secure part of the forecourt and is covered by CCTV. The use of the compound has been popular with all fobs issued and a waiting list in place.

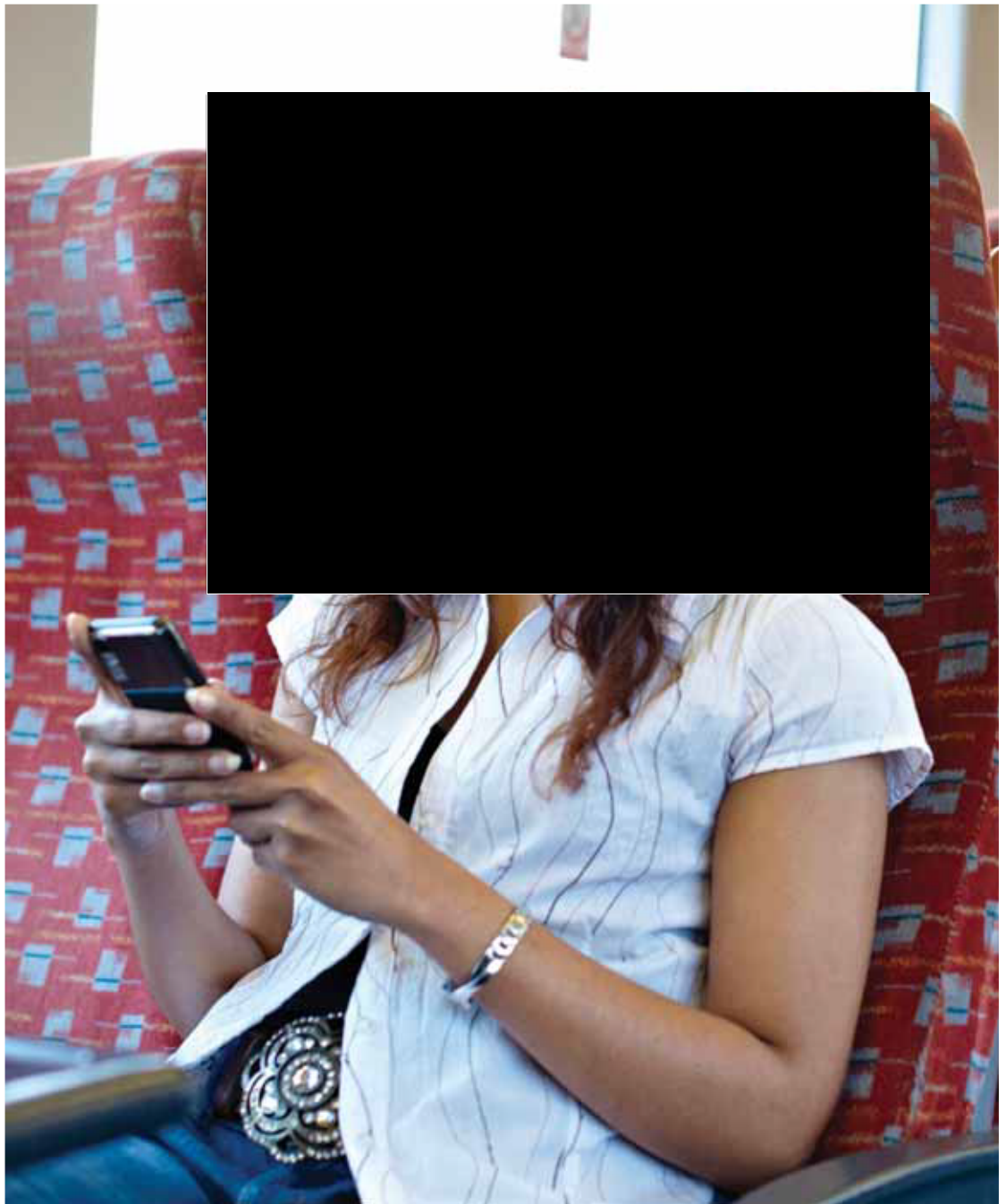
Suffolk County Council, Ipswich Borough Council and Abellio Greater Anglia are working together to implement a project that will redevelop Ipswich Station and its forecourt. The project will improve station waiting facilities, station toilets, and the ticketing foyer. Work on the forecourt will seek to improve safety, accessibility and the appearance of the space.



### Lowestoft

Lowestoft Station is in an appalling state; its condition is completely unacceptable as the gateway to Suffolk's second largest town and does nothing to encourage the tourism and inward business investment necessary for the future prosperity of Lowestoft and the wider economic area of East Suffolk. There is a need for a complete overhaul of the station in order to provide modern facilities and to ensure that its internal and external appearance is appropriate to its role as a gateway to the town. These improvements should be a requirement within the rail franchise.

Fifty-two percent of respondents to Suffolk County Council's rail survey said they wanted to see improved waiting facilities. Thirty nine percent said they wanted more retail facilities. The appearance of the main station building is tatty and requires renovation. The Lowestoft



Renovation Project Group is doing much to breathe new life into Lowestoft Station, so much so that a new retailer has moved into one of the commercial units. A £10,000 Heritage Lottery Fund has helped to kick start work on the station to identify renovation works and develop a business model for the long-term sustainability of the building. Suffolk County Council will work with the Lowestoft Vision Group, Network Rail, East Suffolk Line Community Rail Partnership and the franchise holder to progress the Vision Group's outcomes for the station.

There is seating for 15 people in the station foyer which is only open from 06.40 – 17.05 between Monday and Saturday and 08.00 until 16.15 on Sundays. There is also limited sheltered seating on the station platform. Other than these, the station platform is completely open to the elements. There is currently only one toilet in the station, a further disincentive to want to wait there for a train out of Lowestoft or a bus to one of the surrounding areas. The installation of more sheltered seating and better toilets are just some of the measures that need to be delivered as part of the renovation of Lowestoft Station.

A new secure cycle compound providing 40 cycle spaces, with key fob access and CCTV coverage, was installed at the station in 2014. 10 hoops are also available for cycle parking. The new compound is also accompanied by the Bike and Go cycle hire scheme. Registration is required for using the Bike and Go scheme, with a £10 annual subscription, and a daily rate of £3.80 per day.

Fifty-two percent of Lowestoft Station users who responded to the Council's survey said they wanted to see a greater staff presence. The station is staffed by one person, who is responsible for tidying the station, selling train tickets and getting travel information to customers. The member of staff is employed from 06.40 – 17.05 between Monday and Saturday and 08.00 until 16.15 on Sundays. Unfortunately, because of current financial constraints, extra members of staff are unlikely to be employed at the station within the present franchise. However, this is something Suffolk County Council is keen to see within the timescale of the next franchise. In the meantime, Suffolk County Council, the current train operator, and Waveney District Council are looking at shorter term measures to improve station security, and the public's perception of it. Options include improved CCTV camera coverage and lighting.

The new £1m interchange hub at Lowestoft Station was provided by Suffolk County Council, in conjunction with key partners, and opened in 2013. The scheme provides better bus waiting facilities, as well as safer access to the station for pedestrians and cyclists. The project also included the provision of bus shelters on both sides of Denmark Road.

Suffolk County Council is installing a new real time bus information system for the interchange and other places in the town, to replace the aging system introduced some years ago.

### **Bury St. Edmunds**

Sixty-one percent of respondents to Suffolk County Council's survey who use Bury St. Edmunds railway station said they would like to see improved waiting facilities and 31% said better retail facilities. Forty-seven percent of respondents said they would like to see a greater staff presence. One member of staff is currently employed at the station between 05.45 and 18.15 from Monday – Friday, between 06.50 and 17.30 on Saturdays and between 08.15 and 16.00 on Sundays. Because of this, the café, the waiting rooms, and toilets have to close earlier than at other stations. The lack of staff might also add to the perception of a lack of station security. Suffolk County Council will work with the current and future train operator to investigate the possibility of funding for a greater staff presence at the station.



*The new £1m interchange hub at Lowestoft Station was provided by Suffolk County Council, in conjunction with key partners, and opened in 2013*







Bury St. Edmunds Station

The forecourt requires redesign to make it more user friendly for pedestrians, as there is no clearly signposted or marked sustainable transport route from the station to the town centre. There is a sheltered waiting area for people requiring bus services in the forecourt but improvements should be made to providing public transport information and direct passengers to the additional bus stop (which should also be sheltered) on Station Hill for travel into the town centre. Cycle parking provision should also be improved. Sixteen cycle stands are provided at the station, 6 of which are uncovered.

There is a Goods Yard located just south-west of the station which is used to store seeds and heavy goods. Opportunities should be explored to relocate this facility elsewhere, which could allow redevelopment and remove lorries from this part of the town.

Suffolk County Council will work with the franchise holder, St. Edmundsbury Borough Council, Network Rail and other partner organisations to identify ways to improve Bury St Edmunds Railway Station and tackle some of the problems mentioned above. Such improvements will help to encourage people not only to use the station more but to travel to and from it by sustainable means. Measures to tackle some of the problems mentioned above will require funding from the train operating company.

### Stowmarket

Stowmarket is a growth location and the station plays a vital role in connecting local residents, both in the town and in neighbouring villages with London, Norfolk, Cambridgeshire and the rest of Suffolk. Footfall figures for 2013/14 show that over 940,000 passengers used the station – making Stowmarket one of the busiest stations in Suffolk.

Demand at the station will rise with further economic and housing growth. Investment is therefore needed at Stowmarket to improve the forecourt, cycle parking provision, bus waiting areas, toilets and platform access.

Access between platforms at Stowmarket is obtained by a steep stepped bridge. Cyclists, disabled people, people with pushchairs or heavy luggage must walk along the main road to access the other platform. Investment should therefore be targeted at providing lifts to make access between the platforms more DDA compliant.

Toilets are only located on platform 2. This causes problems for passengers, in particular those waiting on platform 1 who would have difficulty using the stepped bridge to access the facility.

The station forecourt is in urgent need of redevelopment. Passenger transport waiting facilities are poor, no shelters or seating exists. Pedestrian paths into and out of the station are inconsistent, and no designated cycle paths exist, meaning that pedestrians and cyclists are in direct conflict with vehicles.

The station does have cycle parking for 67 bicycles, but the majority of cycle parking spaces are located away from the station and are in need of modernisation and coverage by CCTV.

Stowmarket has one train per hour stopping at the station, in each direction to London Liverpool Street and Norwich as opposed to Diss Station, which has two trains per hour. Stowmarket also has an hourly service in each direction between Ipswich and Cambridge, and two hourly service between Ipswich and Peterborough.

Passenger footfall at Diss for 2013/14 was recorded as 675,000.

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*Footfall figures for 2013/14 show that over 940,000 passengers used the station – making Stowmarket one of the busiest stations in Suffolk.*

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## Table 2: Requirements for urban stations

### Ipswich

#### Improvements required

- Assessment of platform capacity
- Relocation of fuelling yard
- Improvement of station forecourt, widening of pavement outside station and removal of conflict between vehicles and pedestrians
- Improved public transport waiting facilities, information and signage from the station
- Redesign of the ticket foyer to prevent passenger congestion at the ticket barriers and doors
- Toilet facilities on platforms 3 and 4
- Higher quality waiting facilities with additional seating on platforms 1 and 2.

### Stowmarket

#### Improvements required

- Lifts to provide access between platforms
- Improvement of station forecourt, removal of conflict between vehicles and pedestrians
- Toilets to be located on platform 1
- Improved security and staff presence at the station
- Improve cycle parking facilities
- Improved bus waiting facilities
- Two trains per hour stopping at Stowmarket.

### Bury St Edmunds

#### Improvements required

- Relocation of Goods Yard
- Improved security and greater staff presence at the station to ensure that toilet facilities and waiting room facilities can be opened
- Improve waiting room, refreshment and toilet facilities
- More covered cycle parking
- Improved station forecourt providing a decent route and signage for pedestrians to walk from the station into the town centre
- Additional ticket machine
- Improved public transport information and shelter provided on Station Hill.

### Lowestoft

#### Improvements required

- Complete renewal of the station to support the town's economic regeneration.
- Improved waiting, retail, and refreshment facilities.
- Improved security and staff presence at the station.



### Market Town Stations

**Key market towns, such as Newmarket, Felixstowe, Woodbridge and Brandon all operate as centres for employment and provide key connections for people living in rural areas with national rail services. They also act as centres for tourist information.**

All of these towns require improvements to their railway stations. For example, Newmarket Station can be considered as part of the gateway to the horse racing industry and Newmarket Races. It is even more significant now with the opening of the £12.8 million horse racing attraction. Yet the station consists of a single platform that, until recently, could only take two car trains. Waiting facilities on the platform are poor, consisting of a plastic bus shelter. Neither a ticket machine or toilet facilities are available. Cycle parking, car parking and public transport waiting facilities are also poor.

Like Newmarket station, Felixstowe, Woodbridge and Brandon stations are unstaffed and have poor waiting facilities and bus waiting facilities/information is also poor.

Much investment has been made by Suffolk County Council in conjunction with the franchise holder to install more ticketing machines. This work has seen new ticket machines at Woodbridge, Beccles, Saxmundham, Felixstowe and Halesworth.

Access between platforms at Brandon and Woodbridge stations are mainly by a footbridge with stairs, which means that disabled passengers must access the platforms by crossing the railway line.





### Rural Stations

The rural stations in Suffolk provide an important role connecting the county's countryside with urban hubs and vice versa. However, some stations have been neglected and are in need of improvement.

Stations such as Elmswell, Sudbury, Somerleyton, Oulton Broad North, and Darsham do not have real time passenger information. Some rural stations in Suffolk also have pedestrian crossings over the tracks, where passengers are reliant upon a traffic light system. This is particularly dangerous at Thurston where fast moving freight trains and the Peterborough train travel through the station. At Needham Market train station, the link between the two platforms is not DDA compliant and access can only be achieved via a stepped subway. This means that wheelchair users must board a train to Stowmarket train station in order to access the rail line to Ipswich. Not far from Needham Market train station, the Gypsy Lane level crossing provides access across the Great Eastern Mainline for people in the north part of Needham to access Creeting St Mary, the Gipping Valley Path and with the town's nature reserve. The level crossing is being considered for closure, and Suffolk County Council is in discussion with Network Rail to provide a suitable crossing alternative that is DDA compliant and appropriate for the landscape.

Cycle parking and bus waiting facilities at some rural stations are also poor. Good bus provision is particularly important to the rural stations, firstly to link the station with rural areas, but also to link tourists with key attractions.

There are some good examples of rural stations, such as Oulton Broad North, where there is a café, and Halesworth where there is a museum and community bus service that links with the station. Trimley Station is another good example of community groups working together to restore and make use of historical buildings. The Trimley Station Community Trust is renovating the Victorian station building to offer it as commercial use as a café. However, Suffolk County Council is aware that more needs to be done in this area and will continue to work with the four community rail partnerships it is involved in, as well as with the current train operating company, district and borough councils, and other community based organisations to better equip stations in market towns and rural areas to act more as hubs for the communities they serve.

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*Much investment has been made by Suffolk County Council in conjunction with the franchise holder to install more ticketing machines.*

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Halesworth Station



# Railway Stations and other infrastructure – Minimum standards

## Urban Railway Stations

- Improved security and perception of security, taking opportunities to increase staff presence at these stations.
- High quality DDA compliant waiting facilities with additional seating on all platforms.
- Refreshment facilities available on all platforms.
- Real time passenger information, including bus information.
- DDA compliant toilets.
- Improved forecourts for pedestrian access.
- Additional ticket machines.
- More covered and secure cycle parking. Cycle hire availability.
- Improved accessibility to the station and platforms.
- Improved bus links and waiting facilities at stations.
- Improved signage to town centres.

## Market Town Stations

- Part-time staff at some stations.
- Real time passenger information, including bus information.
- High quality DDA compliant waiting facilities with additional seating on all platforms.
- DDA compliant toilets.
- More cycle parking – covered and secure.
- Ticket machines.
- Tourist information and some commercial retail facilities available.
- Improved accessibility to the station and platforms.
- Improved bus links and waiting facilities at stations.

## Rural Stations

- Improved sheltered waiting facilities.
- Adequate cycle parking – covered and secure.
- Additional car parking.
- Tourist information leaflets available.
- Safe accessibility to the station and platforms.
- Improved bus links and waiting facilities at stations.
- Real Time Passenger Information Systems.



### Market towns with no rail connections

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*A rail-bus link could provide an express service between railway stations and market towns.*

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There are a number of market towns in Suffolk that do not have direct access to rail services, and have sporadic public transport links to other towns that do. Examples include Haverhill, Mildenhall, Hadleigh, Aldeburgh, Leiston and Southwold.

Because of the current financial climate, many of the areas in the vicinity of the towns above do not have access to regular bus services to a rail station. The buses that do run are often slow and have to stop at a lot of destinations meaning that journey times are often unpredictable. Demand-responsive transport services are available across rural Suffolk but are not often used to get people to a railway station for the same reasons.

One solution could be a rail-bus link, which would provide an express service between railway stations and market towns. The buses would link up with arriving/departing trains so that passengers do not have a long wait for the next bus. Real Time Passenger Information boards would also show the departure times of the rail-bus. The vehicle would be of appropriate comfort for a rail passenger, who would be able to purchase their rail ticket on the bus. The service should be a commercial venture funded by the train operating company.

Bus and train companies in Oxfordshire have worked together to run a rail-bus. The Cotswold Line Rail-bus serves rural villages, connecting them with trains travelling to Oxford, London and Reading.

Haverhill and Mildenhall are good examples of where a rail-bus arrangement would enable residents to use the train.

Haverhill's close proximity to Great Chesterford train station provides many opportunities for rail access to the Cambridge and London economies. Suffolk County Council is mindful that a robust business case must be presented to reinstate rail links between Haverhill and Cambridge. The scheme to reinstate the line remains a long-term objective.

Although it is not a market town, Great Blakenham has seen a large increase in population and is in need of a new station to support its growth, and the growth of the surrounding villages. Decent bus links to stations in Stowmarket and Needham Market will provide an interim solution to addressing rail demand, but a new station is necessary as a long-term objective.



# Level Crossings

There are 157 level crossings in Suffolk, consisting of footpaths and public roads. For some routes, such as the East Suffolk Line, level crossings slow down services, in other areas such as Brandon they contribute to causing congestion on the local roads.

For rural stations, some pedestrian level crossings do not have barriers. This causes a safety issue for passengers needing to cross between platforms. It also means the train driver has to be more cautious, as it is his or her responsibility to stop the train in any event of a road user disobeying the signal to stop and wait.

Suffolk County Council will work strategically with Network Rail and local communities to assist with level crossing safety improvements. This closer working will ensure that communities are fully consulted (not just in isolation) and that all options are considered for improving safety at level crossings, without removing resident's access to local routes. Suffolk County Council will be responding to Network Rail's Level Crossing Strategy in consultation with local stakeholders.

In instances where these crossings fall in key pedestrian or road areas, the council will work with Network Rail to upgrade them so they can be remotely operated, and have electronic barriers, telephones, and signals installed.

# Connectivity

Suffolk County Council will continue to work with its partners to improve rail connectivity within the Suffolk and across neighbouring counties. New rail connections will do much to improve access to markets and employment, and reduce demand on local highways







*Suffolk County Council would like to see the reinstatement of the intercity service that operated from Cambridge to London Liverpool Street via Bury St Edmunds*



Network Rail has indicated that they are considering the potential to link Newmarket with Peterborough via the connection of Warren Hill Junction to Snailwail Junction. Suffolk County Council supports this concept, but views it as a long-term objective. A rail link such as this would also provide better rail connectivity for Mildenhall, albeit by bus link to Newmarket Station, to Norwich and Cambridge.

In addition to this, Suffolk County Council would like to see the reinstatement of the intercity service that operated from Cambridge to London Liverpool Street via Bury St Edmunds railway station. This service provided a direct rail link for St Edmundsbury with the London economy.

Efforts should also be made to connect Suffolk with new stations such as Great Chesterford, Soham in Cambridgeshire and Beaulieu Park in Essex.

## Facilities/infrastructure for buying tickets

In the short-term, the county expects a more convenient and more user-friendly system. This can be achieved by providing a variety of options to purchase tickets, such as mobile ticketing and 'print off at home tickets'. However it can also include ticket machines at smaller stations.

More importantly, passengers must be given the right information to purchase tickets at the best price. Through-tickets are more expensive than tickets purchased at certain intervals throughout the route even though the passenger will be on the same train. Most passengers are unaware of this and often pay more for their tickets than they might otherwise. The price of tickets has become more expensive as the Government has withdrawn subsidy of running the rail service. Although it costs over £10bn to run the railways, £6.5bn of the cost is borne from passenger fares, and £4bn from the taxpayer. This has resulted in a dramatic increase in fares, even though service levels or quality of trains have not improved across all franchises and routes.

Suffolk County Council expects the industry to assess ways to reduce running costs and pass on those savings to the customer. In addition, we expect the industry to also make it clear to passengers how they can get the best value on rail tickets. This includes discounted rates on ticket machines for those who purchase their tickets in advance.

The cost of non-regulated single rail fares should also be reviewed to ensure that passengers are paying a reasonable price for their journeys. The current price of non-regulated single rail fares is only marginally cheaper than the cost of a return ticket.

The County Council responded to the Government's consultation on its Rail Fares and Ticketing Review. This included proposals to offer a wider choice of ticket pricing. One proposal was to increase ticket prices during peak times to encourage commuters to use the train when more seats are available. The County Council welcomes proposals to offer a wider choice of cheaper ticket options, but expresses that this is not at the expense of commuters who need to travel during peak times. The County Council also expressed that clearer information must be provided to allow passengers to make more informed choices when purchasing tickets. This is particularly important when passengers are purchasing 'through-tickets'; separating the journey reduces the price of the fare.

The high cost of fares from London outbound services during peak times on the Great Eastern Mainline does much to deter people from accessing East Anglia and the economies and results in a number of empty carriages leaving London Liverpool Street. The price of rail fares should be reduced for these services.



# Conclusion

The Suffolk Rail Prospectus sets out what is needed if the county is to get the best deal from the future franchise agreement and investment in rail infrastructure. These improvements are essential for the future economic development of Suffolk. In order to take these improvements forward the Council will take the lead in consistently lobbying Government so that the improved rail services and infrastructure that we need are properly funded. We will continue to work with partners including Network Rail, train operating companies, local councils and the business community for the economic benefit of Suffolk.

The prospectus is intended to be aspirational but achievable over the next twenty years.

