

Network Rail note to Transport East Forum – 3 November 2020

Network Rail is very pleased to be joining this Forum and to be a key member of Transport East supporting the vital work of the organisation in improving Transport in the East of England. Undoubtedly rail plays a critical role in the wider transport network in so many ways, from providing access to London for employment and leisure commuting to regional connectivity including links to the north and the west and not least, rail freight access to and from the country's largest ports both regionally and nationally. The rail network in the East is important in so many ways.

Improving the network

We are currently delivering a major programme of rail improvements including both maintenance and improvement of the network. We have worked hard with stakeholders from across the region to secure significant additional investment to operate, maintain and renew our infrastructure over the next few years. With commitment from the Government, in what's known as Control Period 6 (2019-2024), we plan to spend £2.2 billion in the region on maintaining and operating the railway which reflects a 21% increase compared to the previous five-year period. We also have a major programme of improvements to the network planned or underway. Since completion of the Felixstowe to Ipswich capacity scheme in 2019, other significant schemes include:

- Lengthening of services to Kings Lynn;
- Improvements in the Ely area to enable more passenger and freight services;
- New stations at Cambridge South, Beaulieu and Soham;
- Improvements to London Liverpool Street and Stratford stations.

This is all in addition to the expected completion of the Elizabeth Line (Crossrail) and the completion of the roll out of an entire new fleet of trains for Greater Anglia.

Work is also continuing on future 'transformative' rail schemes for the region, including East – West Rail and the Crossrail 2 programmes.

Planning for the future

We are also working closely with Government (Department for Transport), County Councils, Local Enterprise Partnerships and Transport East to identify future long-term opportunities for improving the rail network in the region. We do this through facilitating a range of studies to identify and assess options for improvement of the rail network to present as choices to Government and other funders of the railway.

In 2019, we published studies for Cambridgeshire and the Great Eastern Main Line and in July this year, we also completed a study for the Essex Thameside route. Our aim is to continuously review and update rail strategy in the region in partnership with Transport

East and others. This gives us an opportunity to have clear, evidenced based recommendations for future rail investment.

The growth challenge

Despite the very significant reduction in passenger demand on the railway since early 2020 following the start of the Coronavirus (Covid-19) pandemic, we expect that the long-term prospects for rail use in the region to be strong. With an expected growing population and economy and being one of the fastest growing regions of the country, it is important to continue to plan for the future and consider the long-term challenges of the rail network. It should be noted that with the potential for an increased level of home or flexible working comes a greater opportunity for longer distance commuting, which, in many cases, favours rail.

Assessments carried out for our Great Eastern Main Line study showed that even a relatively modest rate of growth presents challenges on what ordinarily is a highly capacity constrained network. We are working with the Department for Transport and train operators to consider a range of scenarios of long-term passenger growth which will continue into 2021.

We look forward to working with Transport East and its members in partnership over the coming months to develop and make the best case for rail improvements in the region.

Rail in the East of England

James Bradley



Current improvements to the rail network

£2.164bn for infrastructure maintenance and operations, improvements, and renewals

General maintenance and Operations - £950m

Signalling and level crossing improvements - £350m

Major improvements at Clacton and Cambridge

Renewals - £850m:

¼ of the route's track - £400m

Bridges, embankments, cuttings, and structures – £250m

Replacing Liverpool Street Station roof

Overhead line equipment at Fenchurch Street and southern end of the Great Eastern Mainline - £200m

+21% compared to previous 5yr period

Current and recent rail programmes

Kings Lynn

Upgrades to enable 8 car operation

- Platform extensions
- New stabling site at Kings Lynn



Felixstowe Branch

Major work to increase freight capacity

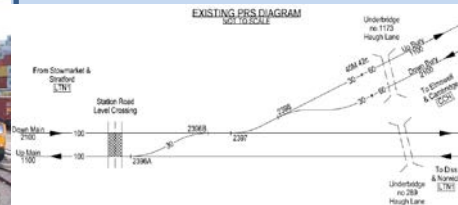
- 1.4km of new track
- Signalling enhancements
- Closure of level crossings
- New footbridges



Haughley Junction

Enhancing the junction to improve capacity and performance

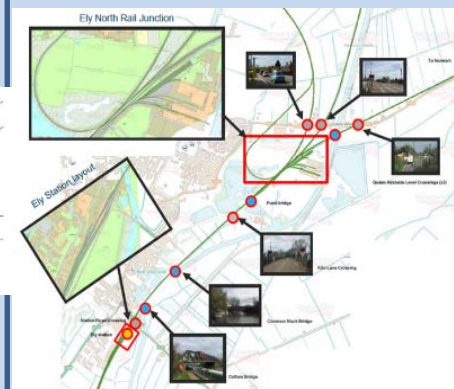
- Double tracking the junction
- Signalling improvements



Ely Area Capacity Enhancements

Enabling additional passenger and freight paths

- Remodelled track layout
- Signal upgrades
- Enhancement and closure of level crossings



New and improved stations

Soham



**Stratford
(regional)**



**London
Liverpool Street**



Beaulieu



**Cambridge
South**

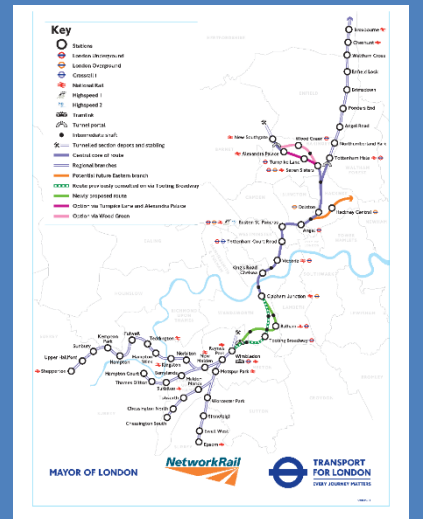


Transformative programmes

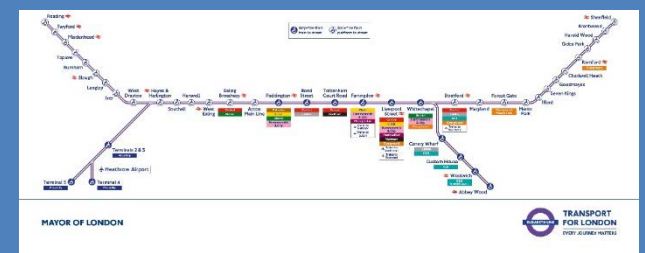
East – West Rail



Crossrail 2



Elizabeth Line



Long term planning

Cambridgeshire corridor

Cambridgeshire Corridor Study
Railway investment choices

July 2019

Logos: Network Rail, Cambridge City Council, Cambridgeshire & Peterborough Combined Authority, Department for Transport



Essex Thameside

ESSEX THAMESIDE STUDY
Railway investment choices

July 2020

Logos: Network Rail, System Operator, c2c

London Rail Strategy

DEVELOPING A RAIL STRATEGY FOR LONDON
A framework for the long-term development of the national rail network in Greater London and its surrounds

DRAFT - September 2020

Logos: Network Rail, National Rail, Transport for London

Great Eastern main line

Great Eastern Main Line Study
Railway investment choices

July 2019

Logos: Network Rail, greateranglia

Traction and Decarbonisation Network Strategy

TRACTION DECARBONISATION NETWORK STRATEGY
Interim Programme Business Case

31st July 2020

Logos: Network Rail, CO₂, hydrogen, lightning bolt, battery

Restoring your railway

Restoring Rail
Improving vital railway connections will be essential in regenerating local economies and helping to level up Britain

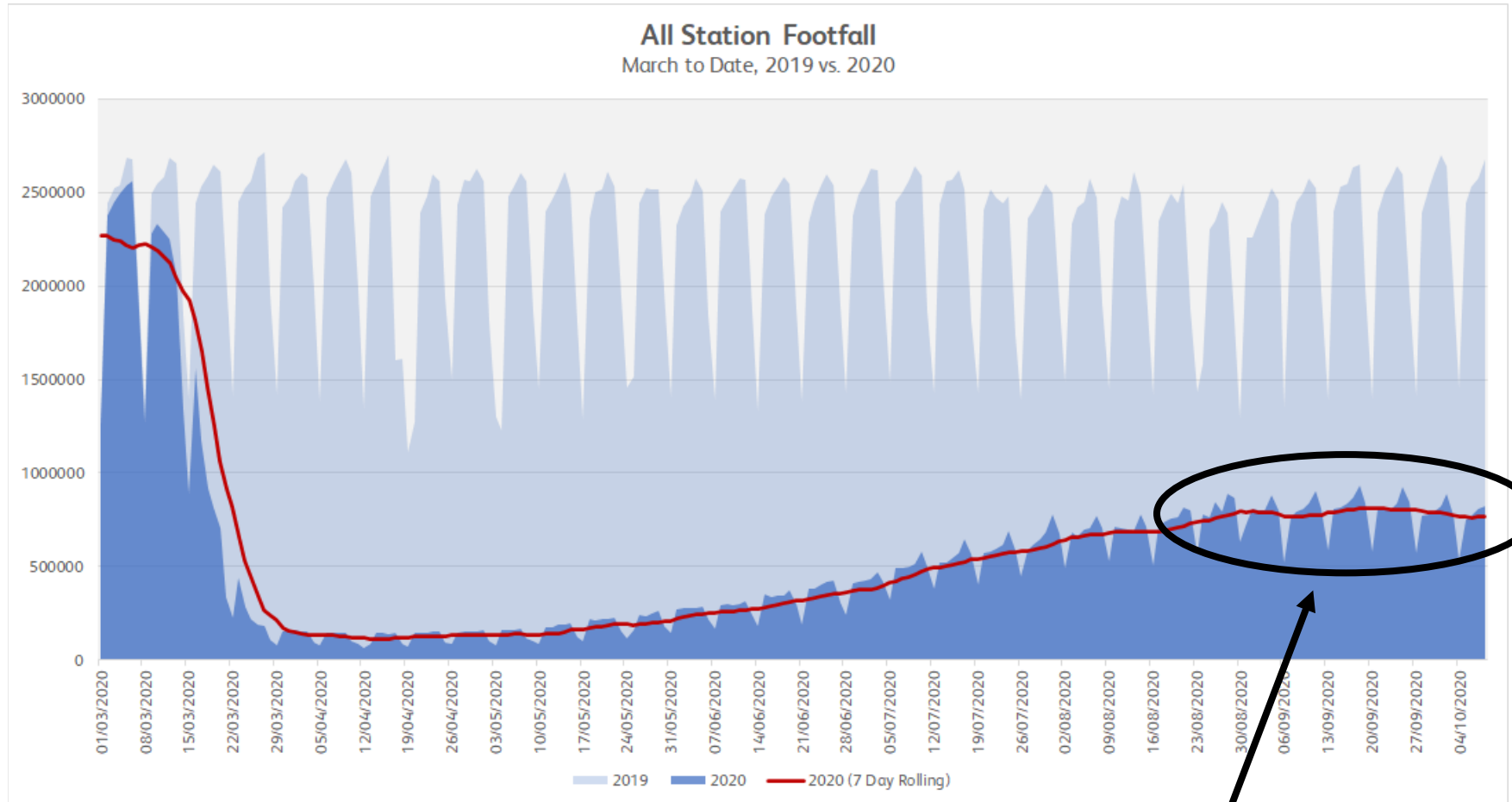
HM Government

Logos: HM Government, Network Rail

Some future priorities and options

Route	Key Enhancement Choices
London Orbitals	<ul style="list-style-type: none"> • Freight electrification schemes • Signalling and junction upgrades
Great Eastern Main Line	<ul style="list-style-type: none"> • Bow Junction remodelling • Haughley Junction doubling • Signalling and passing loops between Shenfield and Colchester • Stratford and London Liverpool Street station improvements • Trowse Swing Bridge doubling
Essex Thameside	<ul style="list-style-type: none"> • Freight electrification schemes • Signalling improvements • Train lengthening • Station upgrades at London Fenchurch Street, West Ham and Barking
Cross-Country	<ul style="list-style-type: none"> • Felixstowe Branch electrification • Ipswich – Peterborough capacity enhancements • Haughley Junction – Peterborough electrification
West Anglia Main Line	<ul style="list-style-type: none"> • Ely Area Capacity Enhancements • Cambridge station • Cambridge to Newmarket service improvements • Journey time and connectivity improvements
Restoring Your Railways proposals	<ul style="list-style-type: none"> • Wymondham – Dereham • Kings Lynn – Hunstanton • March – Wisbech

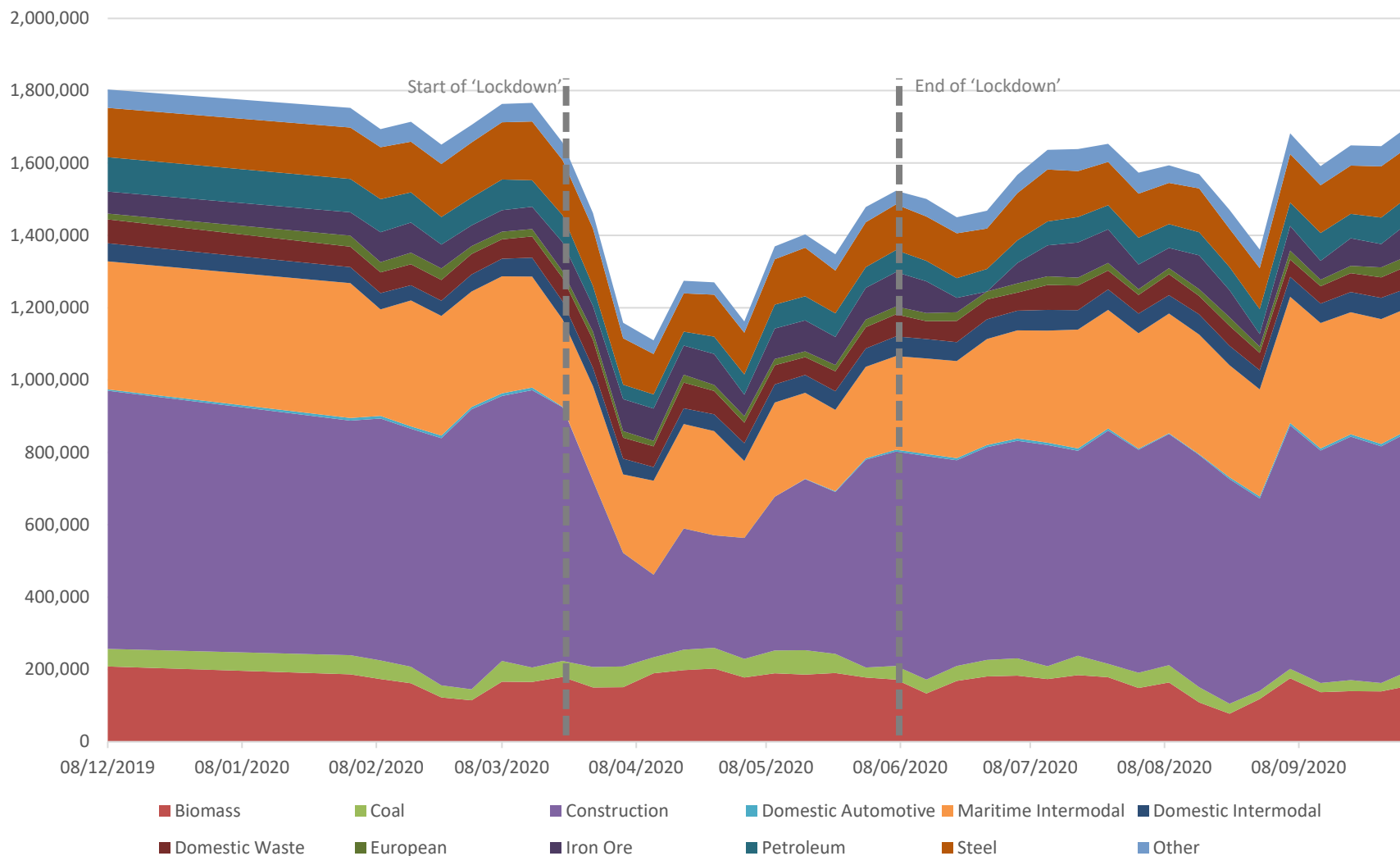
The Coronavirus (Covid-19) challenge



Currently 70% fewer passengers nationally vs 2019

The Coronavirus (Covid-19) challenge

Weekly Freight Tonnage Carried by Commodity



Network Rail and Transport East

working together to achieve a better railway

- Working together to establish shared objectives
- Getting the right priorities as part of an integrated transport strategy
- Making the case for the East
- Considering rail priorities post - Coronavirus

