

SEPTEMBER 2020



Transport East

INVESTMENT AND DELIVERY PLAN



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A NEW DAWN FOR TRANSPORT IN THE EAST OF ENGLAND

Welcome to Transport East

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

This document

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

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

What this document does

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

REASONS TO INVEST IN THE EAST

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

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

The East of England is:

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

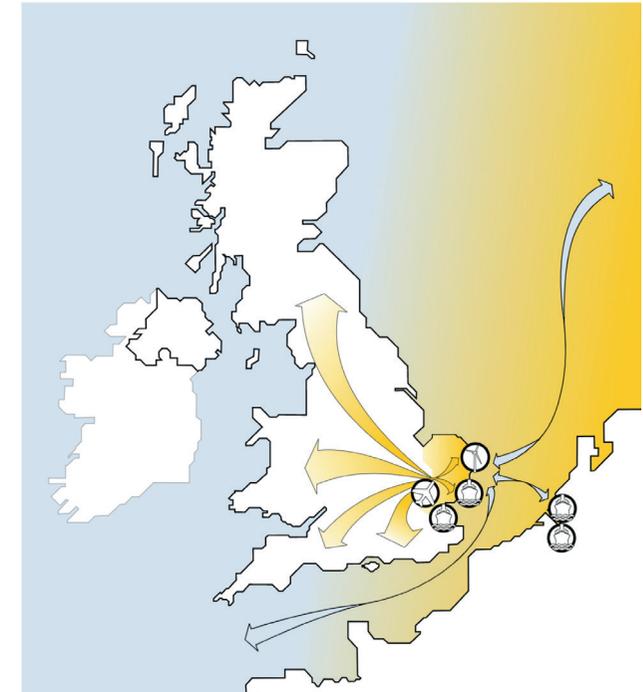


Figure 1: A region with national and international significance and outcomes

REASONS TO INVEST IN THE EAST

Core themes

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

Supporting Energised Coastal Communities

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

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

Multi-Centred Growth

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

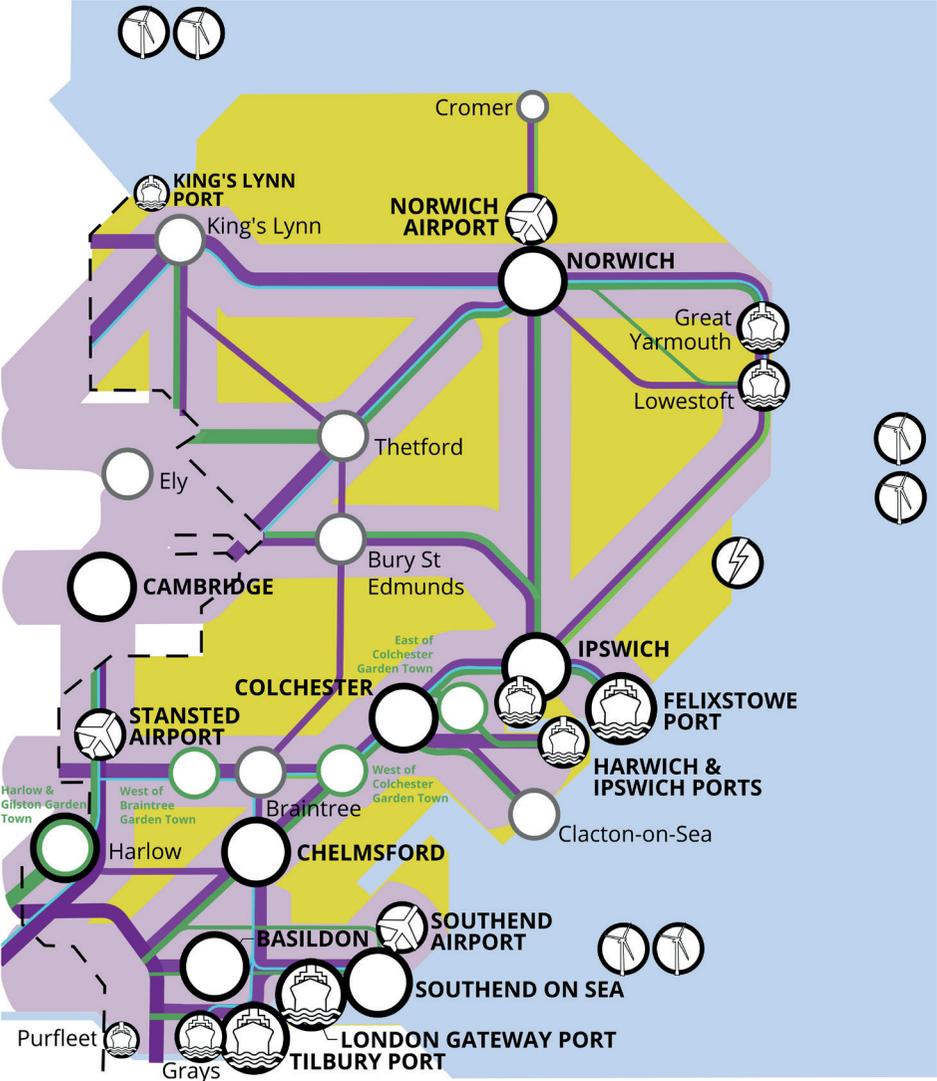


Global Gateways

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

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

INVESTMENT AND DELIVERY PLAN



-  International Gateways
-  Multi-centred growth hubs
-  Proposed garden towns
-  Strategic corridors (rail and road)
-  Pan-regional strategic urban transp
-  Rail
-  Road
-  Strategic bus network (most direct l

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

INVESTMENT AND DELIVERY PLAN

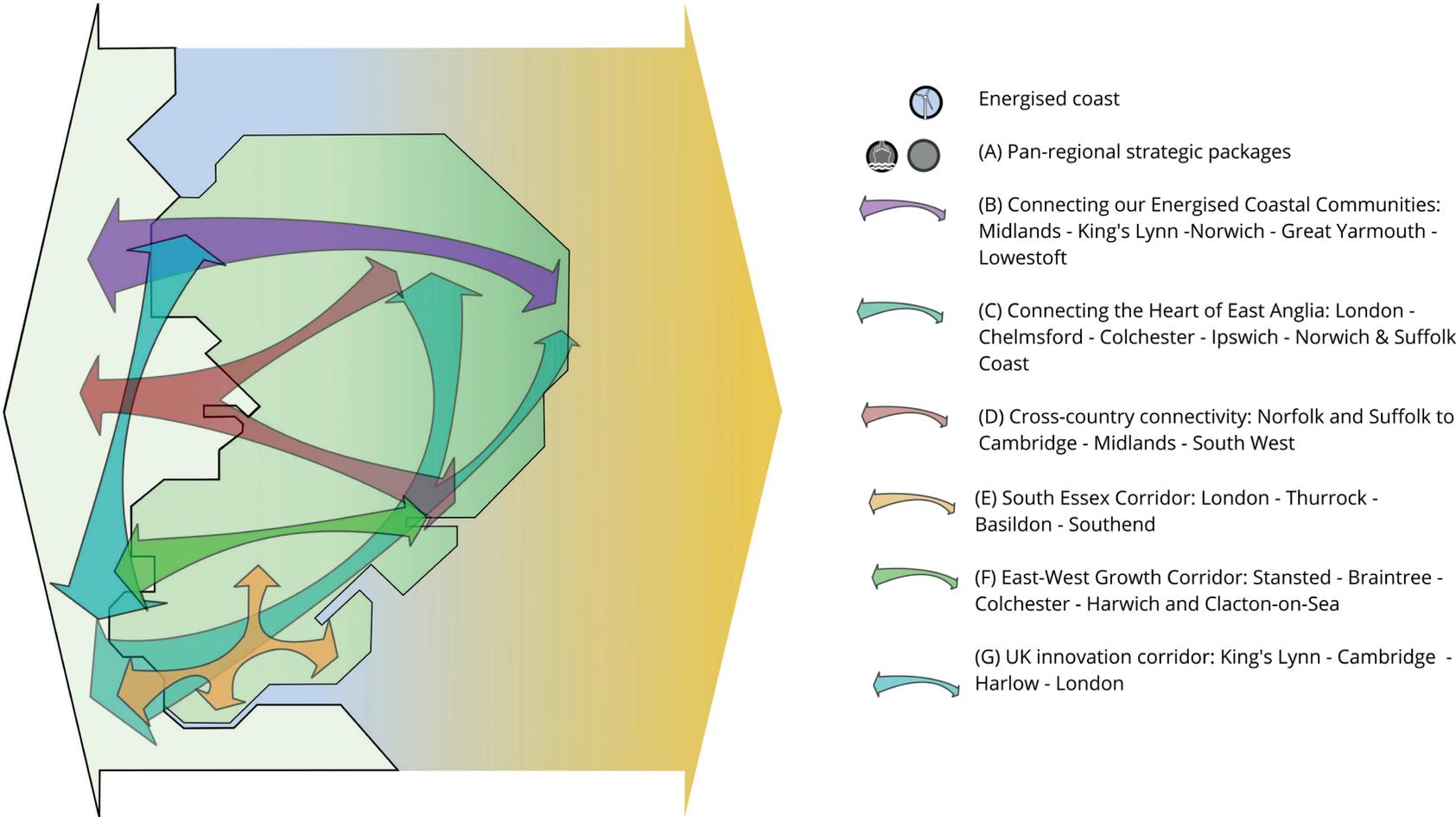


Figure 2b: Strategic transport packages and seven strategic corridors in context with our towns and cities, energy coast and gateways.



Pan-regional strategic packages

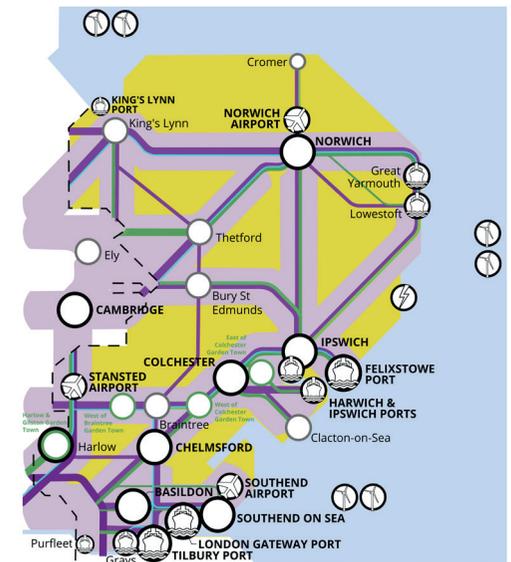
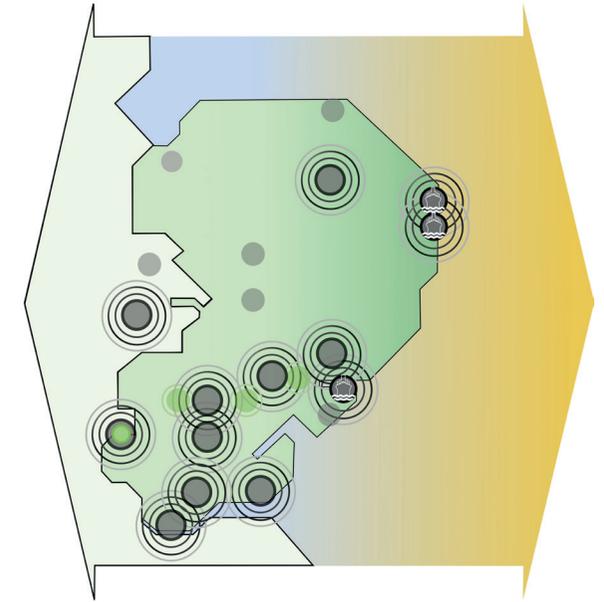
Local Transport Plan proposals for each of our towns and cities express a range of schemes that are designed to reduce congestion and improve air quality, producing positive environmental, health and economic impacts not only within those urban areas but also on the wider transport network. The COVID-19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

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

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

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

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





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

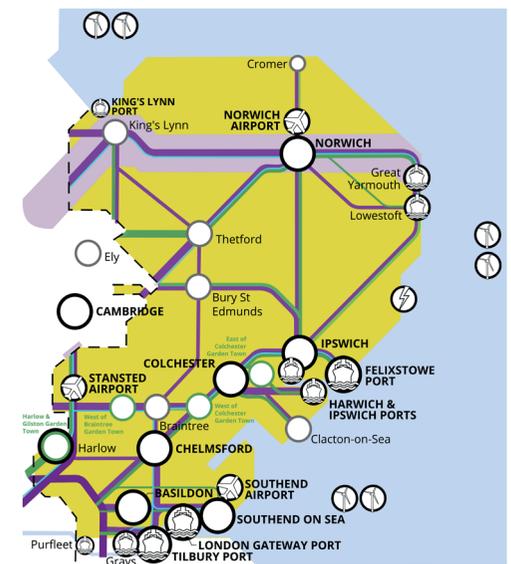
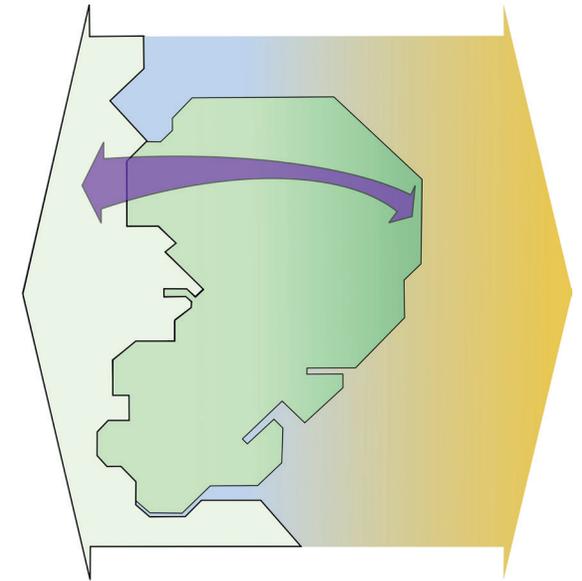
Dualling the remaining single-carriageway sections of the A47 will connect the Midlands with our **Energised coastal communities**, helping unlock over £50bn of inward investment over the next 20 years. This corridor connects to internationally significant offshore wind energy clusters at Great Yarmouth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

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

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

This proposal is a package of measures including:

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





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

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

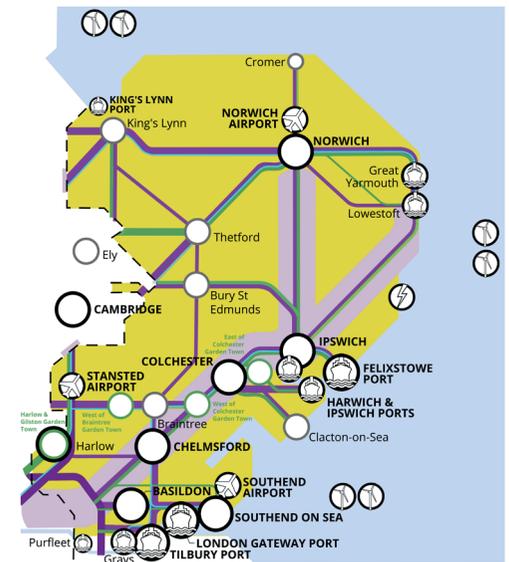
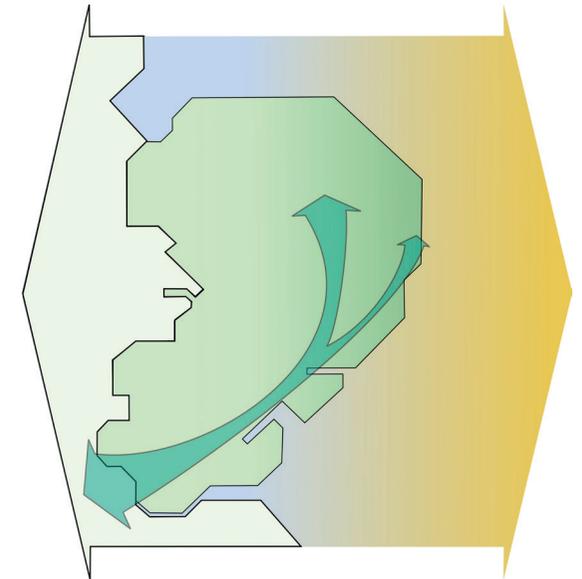
For rail, improvements to the Great Eastern Mainline, both for passengers and freight are vital. Currently, even with new rolling stock, passenger and station capacity are inadequate, limiting prospects for modal shift. Haughley Junction is a major pinchpoint on the Felixstowe to Nuneaton freight corridor.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

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

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

Strategic schemes include:

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





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

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

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

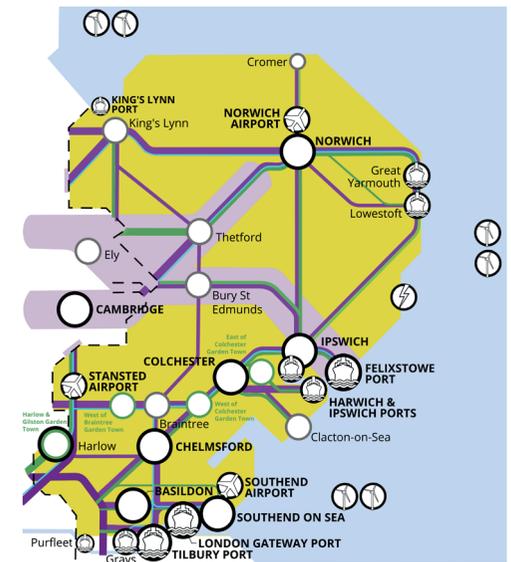
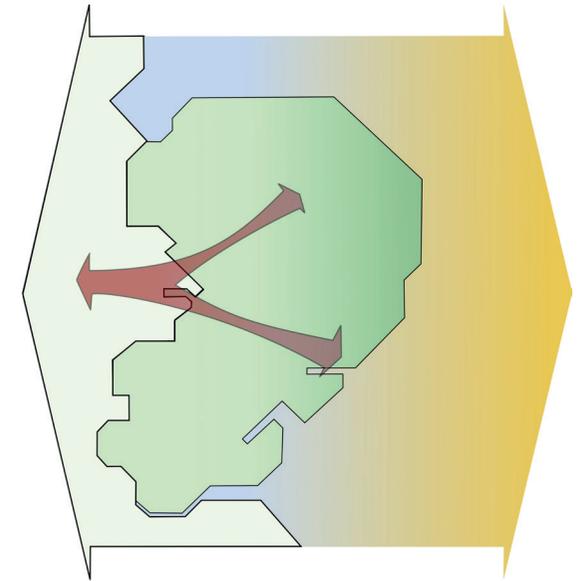
The Ely area and Haughley railway junction are the main focus of investment, serving both of these strategic corridors. These essential junction capacity improvements, paired with double-tracking, electrification, resolving crossing issues and traction power increases are vital components of this package.

Passenger connectivity is also vital, and the

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

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

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



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

Strategic schemes include:

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



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

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

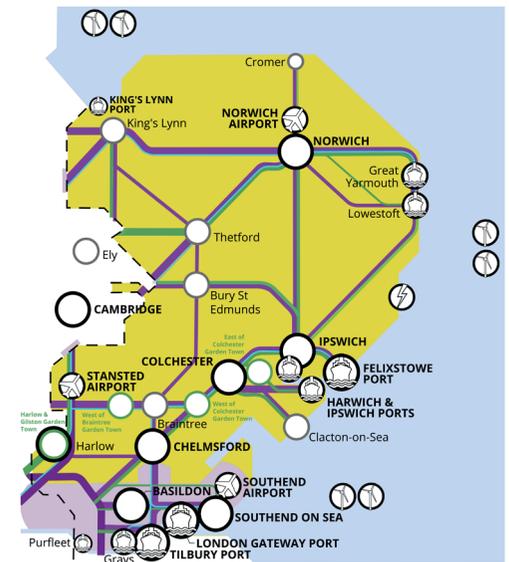
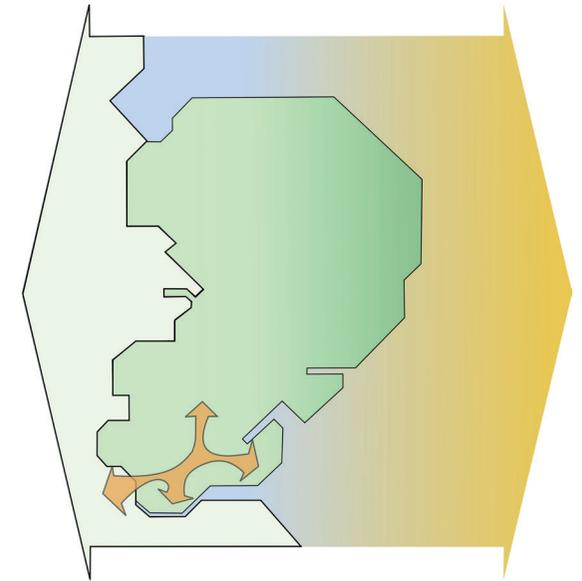
Thurrock is home to several major international ports of strategic national economic importance, including London Gateway, Tilbury and Purfleet.

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

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

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

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



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

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

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

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

Basildon is a new town developed in the

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

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

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

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

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



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

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

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

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

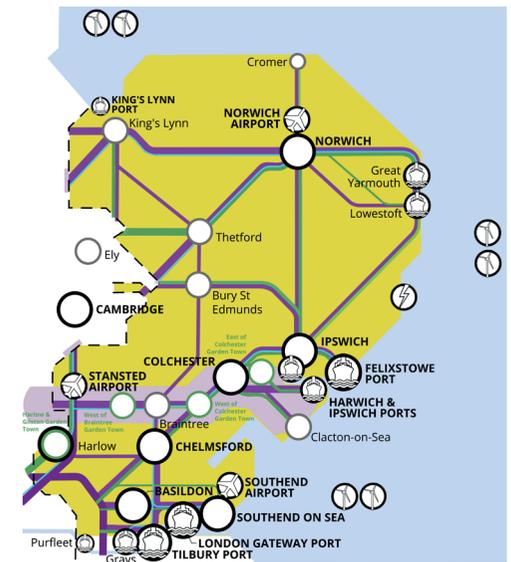
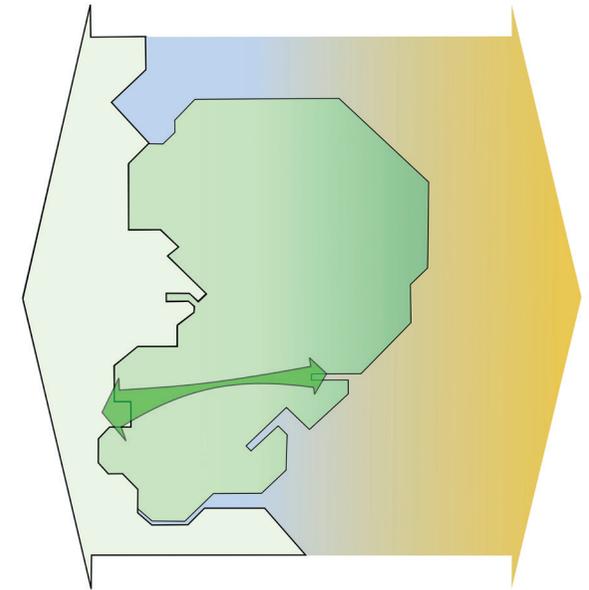
affecting east-west movement and limiting route choices to and from the region's primary gateways.

Investment in the A120 corridor will deliver:

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

Strategic Schemes include:

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





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

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

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

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

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

Strategic schemes include:

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

