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Delivering the full benefit of the corridor - linking development with other regions

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Thank you chair,

(slide 1. Intro slide)

Today I will **preview the consortium’s Eastern Section Prospectus** which **challenges any notion** that this railway will be complete when the section from Bedford to Cambridge is built.

By **investing now** in the ‘Eastern Section’ and making it ‘**Central Section Ready**’, we spread the **economic benefit** of ‘East West Rail’ across **FIVE** regions giving it **national significance**. So let me take these in turn.

(slide 2. “1. Economic Heartland”)

Martin Tugwell has already covered the ‘**Economic Heartland**’, so I will make **just two points about Cambridge**.

1. Cambridge is **overheating**. Its **housing market** forces more people to commute from beyond its boundaries, yet this is virtually impossible from the **east other than by car**. The **single line** between Cambridge and Newmarket (for example) limits capacity to one train an hour. Serving all stops on the route it takes **75 minutes** for the **55 miles** from Ipswich. No match for the A14!
2. **Cambridge is a ‘through’ station**. Making it the **eastern terminus** for **East-West Rail** as well as the **Northern terminus** for ‘**Thameslink**’ is inviting **performance risk**.

Station dwell times, limited **platform capacity** and the number of **conflicting moves** will all conspire to **generate delay minutes** and **transmit** these between the two groups of services.

East-West services should therefore extend beyond Cambridge and terminate at both Ipswich and at Norwich every hour. **Which brings me to....**

(slide 3. “2. East Anglia”)

East Anglia: the fastest growing region in the UK, it makes net payments to the treasury.

Yet access to it by rail is only possible via London or Lincolnshire. *(*NB Stamford and Grantham are both in Lincolnshire!)*

Many people just give up and go by car!

Within the region too, the main centres of population are poorly connected with one another. The constrained network of single lead junctions and sections of single track only permit one slow train per hour on both the Cambridge to Ipswich and Cambridge to Norwich routes.

(slide 4. Atkins service pattern)

We need to do better than that and look to **'East-West Rail'** to trigger the necessary investment.

Work by the **Atkins** consultancy shows the **increases in speed and frequency** that East Anglia should expect given its **population and rate of growth!**

(slide 5. "3. The **'Northern Powerhouse'** and 4. The **'Midlands Engine'**") - illustration of **'Emma Mearsk'** at Felixstowe

Next, **2 regions for the price of one!**

The decline in coal traffic has fed the myth that **'freight no longer matters'**, but **movement of containers by rail** is growing rapidly, **limited only by the capacity and capability of the network.**

If you want to understand **land transport**, you need to know what is happening **at sea!**

This photo was taken 12 years ago and shows the **'Emma Mearsk'**, calling at Felixstowe. Too big to fit under the cranes it was the first of a **new generation of 'super ships'.**

(slide 6. Table of increases in ship size)

Since then the shipping lines have been playing **'Top Trumps'**, the **'Emma Mearsk'** is no longer in the **top 50 vessels by size** and the Port has invested in new equipment to handle them.

This trend has reduced the North Sea to a mere **'milk round'**, ships dropping off full boxes and picking up the empties on the **'Far East to Northern Europe'** shipping routes.

So the **Port of Felixstowe** has become the **UKs 'deep water doorstep'** and **70% of its trade is with the Midlands and the North.**

To remain competitive, **business** in those regions need **convenient** rail links to the port.

(slide 7. Soham-Ely)

This is the one we have at the moment! The **Ely Area Improvements** are long overdue, but even when complete, will still be **insufficient** to cope with growing demand.

(slide 8. Table of forecast growth)

With pressure to take **freight off our roads** as well as **off the North London line**, we need a **NEW rail link with additional capacity and capability**, not just to serve the north, **but also** new distribution centres in the South Midlands and **'Heartland'** regions. **'East West Rail'** could deliver that capacity.

Finally (as I am sure we all know) **any case** for transport investment....

(slide 9. “5 London”)

...should play the London card!

The Railway is integral to the London economy.

The housing market is forcing commuters to travel greater distances to work in our capital.

Developments in technology, such as **laptops, mobile phones and Wi-Fi** mean that for many, the working day starts when they get ON the train, not when they get OFF. The railway has become an extension to the office, as well as the shop, cinema and bank!

The radial lines into London are full! The city generates its **own** travel demand without being the transit route for **people and goods** trying to get from one region to another.

40 years ago, anyone who argued that London **didn't need the M25**, would not have been taken seriously!

East West Rail is as **essential to London** as it is to anywhere else!

(slide 10. The take home message)

So my ‘take home’ message is this!

1. If the **National Infrastructure Commission** needs reminding of its ‘mission statement’ then the clue is in the word **‘National’**!
and
2. If **East West Rail** is to become a **nationally significant project** then the clue is in the word **‘East’**.