

THE GROWTH INTERSECTION

Unlocking economic and housing growth in Cambridge, the East of England and wider UK.

Cambridge is the most intensive innovation cluster in Europe. Its success is crucial to the Government's economic and housing growth ambitions.

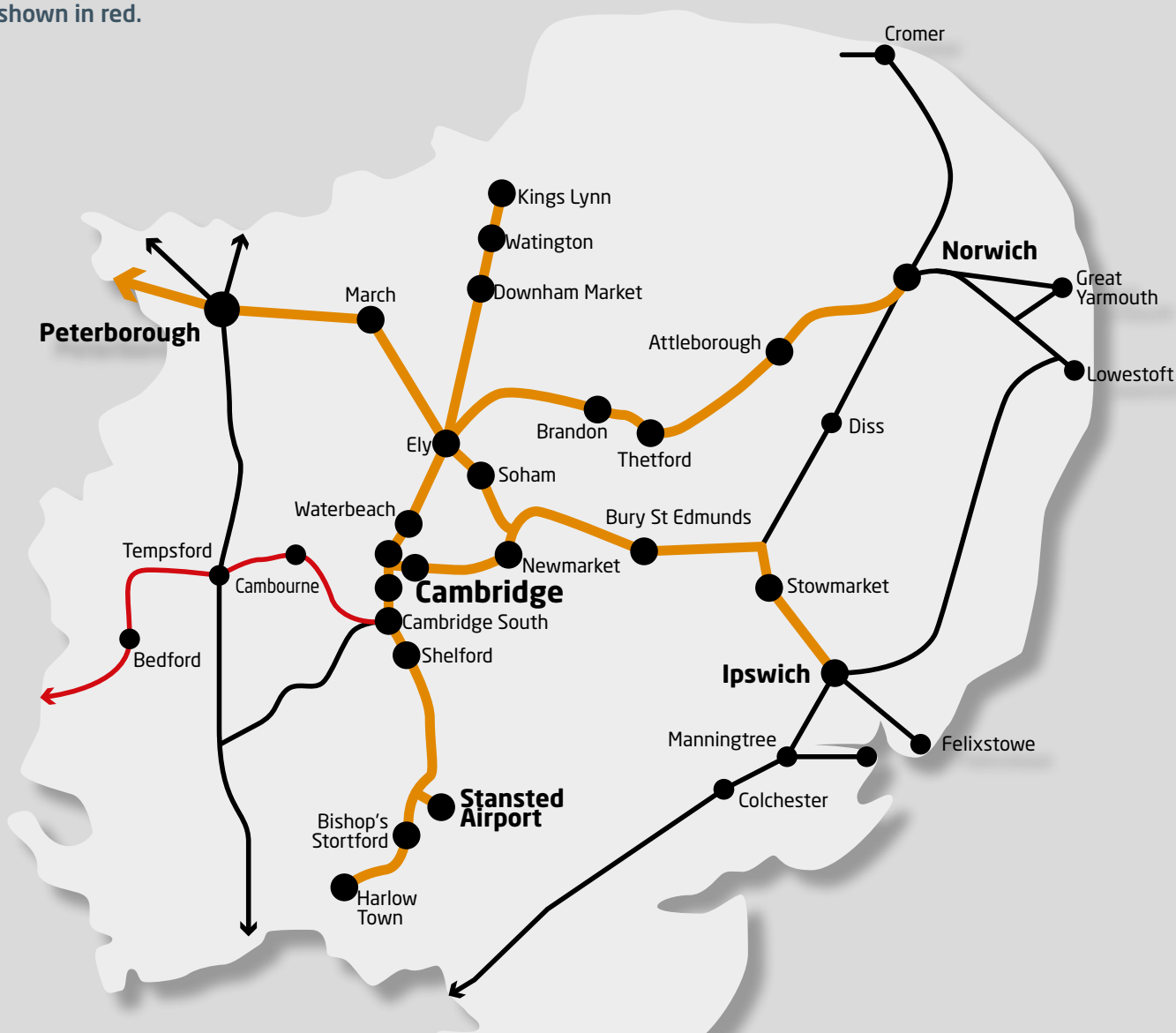
But Cambridge doesn't sit in isolation. It is surrounded, from all point of the compass, by other cities, towns, airports and ports which can play a pivotal role in supercharging the UK economy.

Unlocking better rail connectivity between these places will act as a catalyst for transformational economic and housing growth. It will also transform international trade and the movement of goods by increasing the amount of rail freight able to travel up and down the whole country from Felixstowe and the Thameside ports, cutting congestion caused by HGVs on our roads and making a huge economic contribution to the country.

Achieving this requires addressing rail bottlenecks in and around Cambridgeshire and East of England. This starts with the junction improvements around Ely - providing the foundation upon which other enhancements can build.



The Growth Intersection interventions improve passenger services along the highlighted routes in orange. The Growth Intersection would also maximise the benefit of investment in East West Rail, shown in red.



What's changed since the 2022 Ely business case?

- Housing and economic growth has become the central Government mission.
- Cambridgeshire and Peterborough Combined Authority's Local Growth Plan has an ambition to double the size of the economy (with a mayoral ambition to triple it). Meeting the core ambition will require 215,000 new homes by 2050.
- The Government has increased housing targets by an average of 44% for the planning authorities which stand to benefit most from The Growth Intersection.
- The Government has made the Oxford-Cambridge Growth Corridor a national economic priority.
- Knowledge intensive sectors identified within the new Industrial Strategy highlight the synergies between Cambridge and its neighbouring towns and cities.
- The East West Railway Company has identified the potential for services 'potentially beyond' Cambridge.
- Stansted Airport is expanding from 30 million passengers per year to more than 50 million.
- Universal Studios in Bedford will attract more than 12 million visitors per year.
- The Thameside Ports - which would benefit from The Growth Intersection - have grown in scale and have ambitious expansion plans.



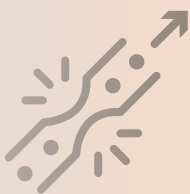
CAMBRIDGE AND THE WIDER REGION PRESENT A HUGE ECONOMIC OPPORTUNITY FOR THE UK

Cambridge is of global importance – a science and technology superpower whose success is crucial to the Government's economic and housing growth ambitions. It is surrounded, from all point of the compass, by other cities, towns, airports and ports with significant economic strengths and ambitious housing plans.



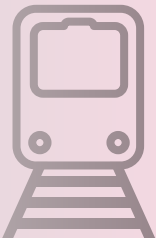
IMPROVED CONNECTIVITY IS KEY TO UNLOCKING THE GROWTH POTENTIAL

Improved connectivity by rail between Cambridge and its neighbouring cities, towns and airports is critical to enabling the region to fulfil its economic and housing potential. Meanwhile, shifting more freight from our ports onto rail will make the movement of goods speedier and more efficient, reduce the cost of living, cut congestion caused by HGVs, and lower emissions.



BOTTLENECKS IN THE RAIL NETWORK ARE BLOCKING THE ABILITY TO IMPROVE SERVICES

Bottlenecks within the rail system are currently preventing more frequent passenger services between Cambridge and other locations such as Peterborough, Norwich, Ipswich and Stansted Airport. The bottlenecks are also limiting the number of freight trains able to operate out of Felixstowe and Thameside ports.



THE GROWTH INTERSECTION IS THE SOLUTION

Improving capacity around Ely Junction is fundamental to unblocking these bottlenecks. Doing so lays the foundations for improving other pinch points in the East of England, which will unlock further benefits. This includes the doubling of passenger services from Cambridge to Peterborough, Ipswich, Norwich and Stansted Airport, while also transforming the amount of goods which can be carried by rail – removing the need for 12 miles' worth of HGVs, every day. Collectively, these interventions form The Growth Intersection.



A REFRESHED BUSINESS CASE IS REQUIRED WHICH REFLECTS THE RADICALLY DIFFERENT POLICY LANDSCAPE SINCE 2022

We ask that Network Rail works in collaboration with partners to refresh the Ely Area Capacity Enhancement business case to reflect the transformed policy landscape since it was produced in 2022. There are new, incredibly ambitious economic and housing growth plans taking shape across Cambridge and the wider region, while the growth of the Thameside ports adds a new dimension to the strategic case for supporting rail freight.



THE REGION IS PREPARED TO PLAY ITS PART IN MAKING THIS HAPPEN

To reduce overall costs, Cambridgeshire and Peterborough Combined Authority is open to reviewing level crossing provision associated with the project, while ensuring that community severance continues to be mitigated. Partners in the region are also due to commission an in-depth study into how alternative funding sources can be secured towards the scheme, and are also establishing a high-level Taskforce to steer work and engage with Government.

The proposals for a transformation in passenger and freight services include upgrades in the Ely area alongside other interventions across the region. The table below sets out the benefits that each of The Growth Intersection interventions could unlock.

We are not proposing these interventions must be delivered simultaneously: they provide an ambitious vision for what the rail network could achieve to unlock unprecedented economic and housing growth.

Everything starts with the interventions around Ely. As the graphic below illustrates, Ely is the foundation on which other improvements are built. We ask that Network Rail works in collaboration with partners to refresh its business case, and that it is funded at the next Spending Review.



¹ Potential for additional Ipswich path to be an extension of an EWR service, subject to timetabling and capacity analysis.

² It is assumed that EWR will be delivering upgrades to Coldham Lane Junction and the Newmarket line up to the new station at Cambridge East.

³ Extension of Peterborough-Cambridge path unlocked by EACE.

⁴ Current Stansted Airport branch capacity not currently fully understood, further work required to understand whether any unused capacity exists.

⁵ Potential for additional Norwich path to be an extension of an EWR service, subject to timetabling and capacity analysis.