

**DRAFT
Invitation to Bid for**

**Preliminary Strategic Outline Business Case for the Eastern Section of the
East West Rail Link**

**For
The East West Rail Eastern Section Group and East West Rail Consortium**

Reference number: XXXXXXXXXXXXXXX

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Preliminary Strategic Outline Business Case Brief

1 INTRODUCTION

The Eastern Section consists of two railway lines: one that serves Suffolk and one that serves Norfolk. The Suffolk line connects different passenger rail services from East Suffolk, Ipswich, Mid Suffolk and West Suffolk with:

- Cambridge (from Ipswich via Needham Market, Stowmarket, Elmswell, Thurston, Bury St Edmunds, Kennet and Dullingham)
- Peterborough (from Ipswich via cross-country routes through Ely)
- London Liverpool Street for passenger rail services travelling between Norwich, Ipswich, Essex and London – which travel on the Great Eastern Main Line.

The Ipswich to Cambridge line also forms part of the Strategic Freight Network which provides rail connectivity for freight trains travelling cross-country via Ely to the Midlands and the North from the Port of Felixstowe.

The Norwich to Cambridge line provides connectivity for passenger rail services to Wymondham, Attleborough, Thetford, Brandon, Ely, Cambridge North and Cambridge. It also forms part of the route between Norwich, Peterborough and Liverpool Lime Street, and part of the route for passenger rail services travelling from Kings Lynn to London Kings Cross, using the West Anglia Main Line, which connects with Essex and London. Services to Stansted and Birmingham all interchange at Ely, which forms part of the rail route between Norwich and Cambridge and Ipswich and Peterborough.

The Eastern Section also forms part of the East West Rail Link – a new rail link that will connect the existing railway lines on the Eastern Section with new sections of track between Cambridgeshire and Bedford, and Bedford and Oxford.



The East West Rail Link comprises three sections. It includes:

- the Western Section (Bedford to Aylesbury, Milton Keynes, Bletchley and Oxford, which is due to be operational by 2023);
- the Central Section (the missing rail link between Cambridge and Bedfordshire, which is being delivered by the East West Rail Company and expected to be operational by 2027); and
- the Eastern Section (the existing rail lines connecting Suffolk and Norfolk to Cambridge).

The delivery of the East West Rail Link is being led by the East West Rail Consortium - a partnership of local authorities across Norfolk, Suffolk, Cambridgeshire, Hertfordshire, Bedfordshire, Luton and Buckinghamshire working together to deliver direct rail connectivity between Oxford, Cambridge, Norwich and Ipswich (known as the East West Rail Link). The Consortium's work is being supported by the East West Rail Company, established by Government to speed up the delivery of the rail link.

As progress is being made on the delivery of the Western Section (which will enter its final development phase at the end of the year) and on the Central Section (a preferred route option will be published for consultation next year), a decision was taken by the East West Rail Consortium to consider the financial benefit of having a direct rail service from Oxford to Ipswich and Norwich. **An Eastern Section Conditional Output Statement Study was commissioned in 2016**, which demonstrated that there is a strong financial case for providing direct rail connectivity between Oxford and Ipswich/Norwich.

In Summer 2017, the Consortium established an East West Rail Eastern Section Rail Group. The Eastern Section Rail Group held its first meeting in May 2018, and the group is Chaired by Suffolk County Council Deputy Cabinet Member for Transport, Cllr Alexander Nicoll. It consists of local authority members across Suffolk, Norfolk and Cambridge and has representation from the New Anglia Local Enterprise Partnership. Since the formation of the group, it has worked to develop an ***Eastern Section Rail Prospectus***, which promotes the economic benefits of providing a rail link between Oxford and Ipswich/Norwich.

1.1 Preliminary Strategic Outline Business Case

The Eastern Section Group would now like to build on the work of the Conditional Output Statement Study and is seeking consultancy support to develop a Preliminary Strategic Outline Business Case (SOBC) to develop a compelling case for investment in the Eastern Section (the lines between Ipswich and Cambridge and Norwich and Cambridge). This work will lay the foundation for the preparation of a “Green Book” compliant Strategic Outline Business Case that meets the Department for Transport and Network Rail business case requirements contained within the Rail Network Enhancements Pipeline (RNEP) guidance document. The Preliminary SOBC will focus heavily on developing three of the five SOBC cases: Strategic Case, Economic Case and Financial Case. Consultants will also be asked to develop indicative costs of infrastructure.

1.2 Meeting Stakeholder Strategic Aims and Objectives

The recommendations of the Preliminary SOBC must meet with the Strategic Aims and objectives of the East West Rail Consortium, the Eastern Section Group and stakeholders across Suffolk, Norfolk and Cambridgeshire. They include:

Strategic Aims:

- Improve East West public transport connectivity
- Provide faster, more frequent, and more reliable rail links from the west to Cambridge, Norwich, Ipswich and beyond
- Reduce journey times and increase reliability of intra-regional and local journeys
- Increase capacity for inter-regional journeys
- Enhance capacity for rail freight, especially from Felixstowe
- Reduce car dependency and carbon emissions from car and road haulage use.

Objectives:

- Improve connectivity between Suffolk and Norfolk and Cambridgeshire
- Improve the frequency of passenger rail services between Suffolk/ Norfolk and Cambridgeshire
- Improve the journey time of passenger rail services to between Ipswich/Norwich to Cambridge
- Improve connectivity between Ipswich/Norwich and Oxford
- A rail route through to Oxford that is attractive for freight.

1.3 Meeting Policy Objectives

Investment in the Eastern Section is a priority for all three counties and is reflected in the following documents:

- *The Suffolk Rail Prospectus identifies a half-hourly passenger rail service between Ipswich and Cambridge as a priority and a need to address East West Rail links*
- *The Norfolk Rail Prospectus identifies a half-hourly passenger rail service between Norwich and Cambridge as a priority and a need to address East West Rail links*
- *The New Anglia Local Enterprise Partnership East Anglia Rail Prospectus identifies a half-hourly rail service between Norwich/Ipswich and Cambridge as a priority that must be delivered*
- *The Cambridgeshire and Peterborough Combined Authority Local Transport Plan*
- *The Suffolk Local Transport Plan*
- *The Norfolk Local Transport Plan.*
- *The New Anglia Local Enterprise Partnership Integrated Transport Strategy*
- *The Economic Strategy for Norfolk and Suffolk*
- *The East West Rail Business Plan*
- *National Infrastructure Commission National Infrastructure Assessment 2018*
- *National Infrastructure Commission 2018/2019 Future of Freight Study*
- *Network Rail – 2016 Anglia Route Study*
- *Network Rail – 2019 Cambridgeshire Corridor Study*

2 BACKGROUND

2.1 Strategic Case

The 2016 Conditional Output Statements Study concludes that the Eastern Section provides significant economic value for the East West Rail business case as a whole because it opens up new markets and rail connectivity that extends further than Oxford. It also concludes that connectivity from the Eastern Section to the East West Rail Link provides access to wider employment, training and leisure opportunities for residents, and it enables businesses to innovate, be more productive and grow.

Despite the vital national and international transport functions the Eastern Section plays in the movement of people and goods, the level of constraint on the existing rail lines means that the Eastern Section is rapidly losing its ability to fulfil its local, national and international role. Passenger rail frequencies on the lines from Ipswich/Norwich to Cambridge are hourly (with services between Ipswich and Peterborough being two-hourly); rail journey times between the economic centres are lengthy and capacity for additional freight and passenger trains is constrained. No direct rail service exists to Oxford, which means that passengers must make multiple changes in order to travel by rail from the East of the country to the West of the country – limiting rail travel to short-distance journeys.

Passenger numbers are at all-time record levels and the rail network is already at or close to capacity. Over the past 10 years there has been a doubling of passenger rail

demand between Cambridge, Norwich, Bury St Edmunds and Newmarket, with demand from Ipswich increasing by over 90%. Strategic rail routes such as the Great Eastern Main Line and cross-country routes via Ely to the Midlands are also constrained. The provision of additional or new rail services and capacity on other rail routes, such as from East to West, is required to reduce demand on central rail hubs where passengers are required to interchange in order to travel to other parts of the country.

Further substantial growth is expected, with significant numbers of new homes and jobs being located along the length of the Eastern Section lines. Ipswich, Norwich and Cambridge will be experiencing high levels of housing and job growth, with 132,000 jobs and 83,000 homes in the three economic growth areas alone expected by 2036. In addition to this, 30,000 new businesses will be created across Suffolk and Norfolk and 90,000 jobs across Cambridgeshire. 140,000 homes across Suffolk and Norfolk and 100,000 new homes across Cambridgeshire and Peterborough are expected to be developed close to the A14, A11 and the existing Eastern Section Railway Line.

Improving the frequency of passenger rail services from Suffolk and Norfolk would act as a catalyst for growth reducing congestion on local and strategic road network. Congestion acts as a barrier to growth and by 2040 Highways England predict that strategic routes by road into and out of Ipswich, Norwich and Cambridge will experience regular or severe congestion. The levels of congestion on the strategic road network will also affect routes into Essex, the Midlands and London.

The Eastern Section acts as a large piece of a rail jigsaw puzzle. Investment in the Eastern Section could create new passenger rail service opportunities, such as a direct rail service between Newmarket, Bury St Edmunds and North Essex and Newmarket Bury St Edmunds and Norwich. The Eastern Section also provides the gateway for direct connectivity with the East West Rail Link, enabling rail links between Suffolk/Norfolk and Bedford, Milton Keynes and Oxford (the route forms a key growth corridor which is expected to delivery 1m homes and 70,000 jobs by 2050). Upgrades to the Eastern Section also holds new rail opportunities for areas of Essex, which could achieve direct connectivity with the Midlands and the North. North Essex will be experiencing housing growth of 7,500 homes and South Essex is part of the Thames Estuary Vision 2050 which seeks to deliver 1m homes and 1.3m new jobs by 2050.

2.2 Freight demand

The Eastern Section is one of the UK's most important rail freight routes providing links to global economies. The Eastern Section forms a key route for the movement of containers heading to/from Felixstowe Port. The Port of Felixstowe is the largest and busiest of three deep water ports in the UK and is worth £2.4bn in GVA to the UK economy. It provides a vital role in the sustainable transportation of goods and

materials to the UK, with key rail routes to the South West, Midlands, North and Scotland.

The complex mixture of passenger rail and freight trains that use the Eastern Section is an additional complication that further reduces network capacity and resilience. Freight growth at the Port of Felixstowe will also require additional capacity on the Eastern Section. Currently rail freight removes 750,000 lorries annually from the A14. The 2013 Network Rail Freight Market Study shows how the number of freight trains per hour leaving the Port of Felixstowe is set to double on cross-country routes. It states that by 2024 there is an aspiration for freight services from the Port of Felixstowe to increase to 47 freight trains per day in each direction, rising to 59 freight trains in both directions by 2033. Network Rail has just completed the installation of a 1.4km track loop near Trimley Station, which will provide capacity from December 2019 for 47 freight trains per day in both directions. This year (2020) the Port of Felixstowe will be increasing its handling of containers, from the 4m in 2018 to 6m.

East West Rail presents a huge opportunity to become a secondary freight route, enabling more services to bypass congested London routes currently used to get to the South West, Midlands and the North. It also presents an opportunity to move aggregates for the development of new housing and nationally significant projects, such as Sizewell C.

2.3 Rail Challenges

In order to unlock the opportunities presented by rail, investment will be required to be made to the Eastern Section. This includes:

- Addressing track capacity (in particular the single line between Newmarket and Cambridge)
- Addressing capacity on Trowse Bridge
- Addressing platform capacity at Ipswich Station
- Addressing constraints at level crossings
- Addressing rail headway constraints
- Addressing capacity issues at Ely, Network Rail, with support from the Suffolk Growth Programme Board, is working on a Strategic Outline Business Case to provide additional train paths (11 train paths per hour, with the aspiration for 14 trains per hour). Addressing train paths at Ely will be crucial to enabling additional services between Norwich and Cambridgeshire. It is anticipated that a phased approach will be implemented at Ely with the first phase starting by 2024
- Doubling the single lead Haughley Junction. Network Rail are currently working on a preferred rail option to double the single lead, and have progressed work to an Outline Business Case, which will be submitted to the Department for Transport in November/December 2019. If successful, the project will be delivered in Control Period 6 (2019 – 2024).

3 ECONOMIC OPPORTUNITIES

A strong Economic Case is presented in the 2017 Eastern Section Conditional Output Statements Study and summarised in the Eastern Section Rail Prospectus. Both documents demonstrate that investment in additional track capacity and level crossings would unlock over £35bn in GVA across growth areas in Norwich, Ipswich and Cambridge; support the creation of 30,000 new businesses and act as a catalyst for the creation of 132,000 new jobs across the three growth areas.

The economies of Suffolk, Norfolk and Cambridgeshire are growing faster than other areas. Our sectors in Agri-tech, Food and Drink; Financial and Insurance Services; Ports and Logistics; Tourism and Culture; and Research and Development desperately need more rail services. This includes the horse racing industry in Newmarket, tech clusters and creative industries in Suffolk and Norfolk (including BT Adastral Park in Ipswich), but also science, research and innovation hubs that are located in Suffolk and the Technology Corridor between Norwich and Cambridge. All of these sectors are over-reliant on travel by road since rail compares poorly in terms of journey time and frequency. This is also true of the technology corridor between Norwich and Cambridge. Rail links from Norfolk connect with the Science Park at Cambridge North and will provide a sustainable transport link to housing growth in Thetford and Attleborough. In Suffolk, the hourly frequency of the rail service to Cambridge and lengthy journey time means that rail is an unattractive option for travel between the counties. This affects our ability to grow our financial sectors (worth £2.7bn), our research and development sector, and our renewable energy sector (worth £3bn to the economy).

Six market towns exist on the line to Cambridge, four of which will be experiencing high growth in both jobs and housing numbers. Newmarket, although environmentally constrained and not expecting high housing growth, still provides a vital function acting as a service centre for surrounding villages that are experiencing high growth and do not have a railway station.

3.1 Population Growth

Population figures for Suffolk, Norfolk and Cambridgeshire are growing. By 2031, Ipswich will experience a 7% increase, Greater Norwich will have grown by 17% and Greater Cambridgeshire will have grown by 27%. The population growth is associated with new housing. Significant numbers of new homes and jobs are being located along the length of the Eastern Section lines.

4 STRUCTURE OF THE COMMISSION

The Eastern Section Group is seeking the development of compelling Preliminary Strategic Outline Business Case. The business case must be developed in line with Government's "Green Book" business case assessment procedures and the Department for Transport's investment decision requirements contained in the Rail Network Enhancements Pipeline (RNEP).

Details of the Rail Network Enhancements Pipeline (RNEP) can be found here - <https://www.gov.uk/government/publications/rail-network-enhancements-pipeline> .

The business case will identify the strategic and economic impacts of the delivery of additional passenger and freight services. A financial case is also required to identify indicative costs of rail infrastructure.

The strategic, economic and financial cases are based on the following deliverables:

- A direct half-hourly passenger rail service between Ipswich, Bury St Edmunds, Newmarket and Cambridge
- A direct half-hourly passenger rail service between Norwich, Wymondham, Attleborough, Thetford and Cambridge
- Improved journey times between Ipswich and Cambridge and Norwich and Cambridge
- Direct rail connectivity between Ipswich/Norwich to Oxford (a medium-term aspiration is for this to be an alternate hourly East West Rail service, with a long-term aspiration for it to be an hourly direct service)
- A journey time of 120 minutes between Ipswich/Norwich Bedford, Milton Keynes and Oxford.

The Preliminary Strategic Outline Business Case must link the deliverables to the Strategic Aims and show how they align with wider strategy, ambitions and policies. It will then go on to show how the objectives of the project will deliver these aims. To complete the justification of strategic alignment the business case will clearly show how each scenario delivers the required objectives. The business case will assess the deliverability of the rail aims (demonstrating which is the earliest that can be delivered) and the benefits that can be unlocked from the Eastern Section Conditional Outputs Statement Study.

The preliminary Strategic Outline Business Case will:

- include results of high-level engineering and service planning options around key rail corridors, working with Network Rail to undertake technical review of infrastructure requirements and timetables.
- test the strategic value of the rail options to the region
- test sensitivities on what economic benefits the Eastern Section will achieve with and without the Central Section.
- assess the economic benefits of the scheme and identify cost of infrastructure to develop a Business Cost Ratio.
- quantify monetised benefits associated with the implementation of the programme and assess non-monetised benefits, including freight growth.
- assess the prioritisation of potential enhancement projects, and based on the priority of the required outcomes and outputs to develop a light cost-effective staged programme of investment
- cost the investment programme, including assessments of appropriate levels of risk

- set out the next steps, move towards a Strategic Outline Business Case and Outline Business Case, explaining how the preliminary Strategic Outline Business Case can be used.

4.1 Strategic Case, Economic Case and Financial Case

Strategic Case

The Strategic Case should identify the problem, drivers for change, objectives and constraints. The Strategic Case should also demonstrate that the Eastern Section is a core piece of a large puzzle. Consideration of other rail projects should also be considered. In particular: -

- Ely Area is significantly constrained, requiring additional track through the station area and to the north of the station. There are level crossings that need to be addressed, two of which are road level crossings (Queen Adelaide and Kiln Lane). There is currently no confirmed timescale for delivery.
- The completion of Phase 2 of the Western Section – Bedford to Bletchley (work to commence early next year)
- Delivery of the Central Section (section between Cambridge and Bedford) – this could be delivered in Mid-2020s.
- Opening of Cambridge South Station (serving Addenbrookes, Papworth and the Cambridge bio-medical campus). There is currently no confirmed timescale for delivery.
- Investment in the Great Eastern Main Line. There is currently no confirmed timescale for delivery.
- Investment in the West Anglia Main Line. There is currently no confirmed timescale for delivery.
- The new franchise awarded to Greater Anglia in 2016 which includes the complete replacement of the train fleet during 2019-20 and the introduction of a new timetable from 2019.

Economic case

The Preliminary Strategic Outline Business Case will include a robust business case. It will therefore need to examine housing delivery, employment growth, GVA.

Enhanced Council Tax and Business rate returns. The economic analysis is expected to be based upon, but not limited to, collating and examining the following:

- Housing and employment growth data in local plans, revised local Strategic Economic Plans, and local economic aspirations contained within other plans and strategies provided by the Project Management Board.
- Develop an understanding of demand for travel along the line in general and at specific locations where growth is expected to be focussed, now and in the future.
- Where new rail opportunities have economic value.
- An understanding of future freight demand and the economic benefits associated with improved rail freight connectivity.
- Develop the economic rationale behind improved connectivity in the form of enhanced service pattern and reduced journey times and the impact improved connectivity will have on demand for travel and economic growth.

- The provision of relevant comparisons with similar economic areas elsewhere in the UK and abroad where investment in rail infrastructure and services has had an impact on growth.
- Identify the broad quantum of jobs /employment land that will be unlocked and the potential business rates generated.
- Identify qualitative improvements such as rural connectivity, access to education and training opportunities and environmental improvements due to reduced congestion and journey times.
- Linkages with wider strategic objectives including those in the Economic Strategy for Norfolk & Suffolk; our emerging Local Industrial Strategy (and earlier response); Transport East's developing strategy and the work of England's Economic Heartland.
- An understanding of how increased services on the Eastern Section can contribute to Greater Cambridge Partnership's trip reduction targets.

Scenarios and Options for testing

A range of scenarios and options have been identified (see below) for testing as part of the Economic Case.

Consultants are asked to calculate passenger growth over a 10-year period based on two scenarios:

- 1, Baseline growth that reflects forecast changes to the economy, population growth and modes of transport based on Network Rail's Long-Term Planning Process.
- 2, A Higher growth scenario based on historic demand to and from key centres examining data provided by key stakeholders.

'Do-Nothing', 'Do-Minimum' and 'Do Something' Scenarios and Options

Bidders are asked to consider the additional costs associated with developing more than one growth scenario within the Preliminary SOBC.

- A 'Do-Nothing' Case – the current May 2019 timetable (with and without the Central Section)
- A 'Do-Minimum' Case – Franchise commitments that require little or no infrastructure enhancement to facilitate delivery. They are either in the process of being delivered or are expected in the near future. Although increasing frequency between Ipswich Cambridge and Norwich to Cambridge is not included in the current franchise, consultants should explore whether a half-hourly Ipswich to Cambridge/Norwich to Cambridge service could run on existing infrastructure for all or part of the day. The option should be tested with and without the Central Section.
- A 'Do-Something' Case – a programme of infrastructure upgrades intended to boost capacity on the Eastern Section to two half-hourly services between Ipswich and Cambridge and Norwich and Cambridge, with one of the two services providing direct connectivity to Oxford. This option should be tested with and without the Central Section, which will obviously affect the direct rail service to Oxford option). This option should also include the opportunity to provide freight paths via the line between Ipswich and Cambridge through to Oxford, giving consideration to Warren Hill Tunnel.

Consultants are asked to also consider for freight growth:

- A 'Do-Nothing' Case – (with and without the Central Section)
- A 'Do-Minimum' Case – rail infrastructure upgrades committed by Network Rail that are either in the process of being delivered or are expected in the near future.
- A 'Do-Something' Case – a programme of infrastructure upgrades intended to boost capacity on the Eastern Section.

The East West Rail Eastern Section Group would like the following rail service deliverables to be tested against the two growth scenarios and the scenarios and options. The rail service deliverables are:

- A direct half-hourly passenger rail service between Ipswich, Stowmarket, Bury St Edmunds, Newmarket and Cambridge (short-term aspiration)
- A direct half-hourly passenger rail service between Norwich, Wymondham, Attleborough, Thetford and Cambridge (short-term aspiration)
- Improved journey times between Ipswich and Cambridge and Norwich and Cambridge (medium term aspiration)
- Direct rail connectivity between Ipswich/Norwich to Oxford (a medium-term aspiration is for this to be an alternate hourly East West Rail service, with a long-term aspiration for it to be an hourly direct service)
- A journey time of 120 minutes between Ipswich/Norwich, Bedford, Milton Keynes and Oxford (long-term aspiration).

Consultants are also asked to:

- Examine the impact of additional demand on the highway capacity and potential economic costs to accommodate growth.

Financial Case

The Financial Case will set out the costs, a high-level risk register, profile, budget and funding.

The Conditional Output Statements Study provides indicative costs for the level of investment needed in the Eastern Section. This includes:

- Addressing track capacity on the line between Ipswich and Cambridge – doubling the single track between Chippenham Junction and Cambridge and addressing signalling
- Remodelling Norwich Station and the 'throat' to station
- Additional platform capacity at Norwich
- Additional platform capacity at Ipswich
- Haughley North Curve
- Addressing level crossings to deliver line speed improvements between Ipswich and Cambridge and Norwich and Cambridge
- Additional platform capacity at Cambridge.

4.2 Geographic Scope

The geographic scope of the study is focused on the Eastern Section between Norwich and Cambridge and Ipswich and Cambridge, as well as connecting lines to Colchester and Ely that will also benefit from investment.



5 PRESENTATION OF RESULTS

The commission will require the presentation of results as follows;

- Preparation of a technical “Green Book” compliant preliminary Strategic Outline Business Case following the Rail Network Enhancements Pipeline (RNEP) methodology suitable for submission to the Department for Transport.
- Presentation of findings to the East West Rail Eastern Section Group and East West Rail Consortium.

6 PROJECT REQUIREMENTS

6.1 Procurement

Note on procurement process

6.2 Project Governance

The study will be project managed by the East West Rail Eastern Section Group, which consists of representation from local authorities across Suffolk, Norfolk and Cambridgeshire, and the New Anglia Local Enterprise Partnership. The Department for Transport, Network Rail and Greater Anglia will be invited to attend meetings.

XXXXXX will procure the study consultants on behalf of the East West Rail Eastern Section Group. Agreement to appoint from the Eastern Section Executive Board.

The Executive Board and East West Rail Consortium will sign-off end of stage reports and the final report, meeting at key stages during the study.

6.3 Deliverables, Milestones and Indicative Timescale

- | | |
|-----------------------------------------------------------------------|-------------|
| • Deadline for submission of quotation | March 2020 |
| • Award of contract | April 2020 |
| • Inception meeting | April 2020 |
| • Presentation of economic findings | July 2020 |
| • Presentation of scenarios and options | July 2020 |
| • Draft Preliminary SOBC report (submission to Eastern Section Group) | July 2020 |
| • Submission of Preliminary SOBC to East West Rail Consortium | Autumn 2020 |

6.4 Report Requirements

The report should be provided in in Word format and as a PDF suitable for uploading onto the Councils' websites, in accordance with the Government's accessibility standards for public sector websites.

<https://www.gov.uk/guidance/accessibility-requirements-for-public-sector-websites-and-apps>

The Consultant will agree versions of any software used with the Eastern Section Group.

The documentation containing the final report and any appendices should be clear, concise and written in plain English and be free from jargon. A glossary of terms will be required as will a clear contents page to assist with navigation.

The Consultant will be required to have version control arrangements in place for the production of documents, and the status of all documents issued should be made clear.

All documents should be capable of printing in A4 or A3 format.

The Eastern Section Group and its partners will have full ownership of all final documents.

6.5 Supporting Documents

Eastern Section

- *Eastern Section Conditional Output Statements Study*
- *The Eastern Section Prospectus*
- *East West Rail Freight Study*
- *Central Section Conditional Output Statements Study*
- *Cambridgeshire Corridor Study*
- *Greater Cambridgeshire Partnership Transport Priorities*
<https://www.greatercambridge.org.uk/transport/>
- *Cambridgeshire and Peterborough Combined Authority Local Transport Plan*
<https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltpl>
- *Cambridge Biomedical Campus Transport Plan* https://cambridge-biomedical.com/wp-content/uploads/CBC-Transport-Strategy-2018_23_10_18_Screen_Only_Version_Low_Resolution.pdf
- *New Anglia Local Enterprise Partnership Local Industrial Strategy*
<https://newanglia.co.uk/wp-content/uploads/2019/09/DRAFT-Norfolk-and-Suffolk-LIS-190911.pdf>
- *Hatch Regeneris, The A14 in Suffolk Britain's Premier Trade Route*
<https://www.suffolkchamber.co.uk/media/46268/10327-scoc-a14-trade-route-brochure-v7-002.pdf>
- *East of England's APPG Submission to Autumn Budget 2018*
<https://eastofenglandappg.org.uk/wp-content/uploads/2018/08/FINAL-EofE-Parliamentary-Submission.pdf>
- *The Economic Strategy for Norfolk and Suffolk*
<https://newanglia.co.uk/our-economic-strategy/>
- *The Integrated Transport Strategy for Norfolk and Suffolk*
https://newanglia.co.uk/wp-content/uploads/2018/06/70035741_EITS_Brochure_v9.pdf

Housing and Growth data

- *Cambridgeshire and Peterborough Combined Authority Housing Strategy*
- *Cambridge Local Plan*
- *South Cambridgeshire Local Plan*
- *East Cambridgeshire Local Plan*
- *West Suffolk Local Plan*
- *East Suffolk Local Plan*
- *Ipswich Local Plan*
- *Babergh and Mid Suffolk Local Plan*
- *Greater Norwich Local Plan*

- *North Norfolk Local Plan*
- *Breckland Local Plan*
- *Great Yarmouth Local Plan*
- *South Norfolk Local Plan*
- *Kings Lynn and West Norfolk Local Plan*
- *North Essex Local Plan*

Network rail Documents

- *Anglia Route Study*; Network Rail, March 2016
 - *The Cambridgeshire Corridor Study 2019*
 - *Freight Market Study*: Network Rail, October 2013
 - *Freight Network Study*: Network Rail, April 2017
- <https://www.networkrail.co.uk/running-the-railway/long-term-planning/>

Business case development

- *The Transport Business Cases*: Department for Transport, January 2013.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/85930/dft-transport-business-case.pdf
- *Rail Network Enhancements Pipeline: A New Approach for Rail Enhancements*: Network Rail, March 2018.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/691719/rail-network-enhancements-pipeline.pdf
- *Market Led Proposals Guidance*: Network Rail, March 2018.
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/691714/rail-market-led-proposals-guidance.pdf

Other documents

- *England's Economic Heartland – Freight Study*
<http://www.englandseconomicheartland.com/Pages/freight.aspx>
- *East West Rail Business Case Western Section*
- *East West Rail Business Case Central Section*