

Fast track to a better-connected Suffolk

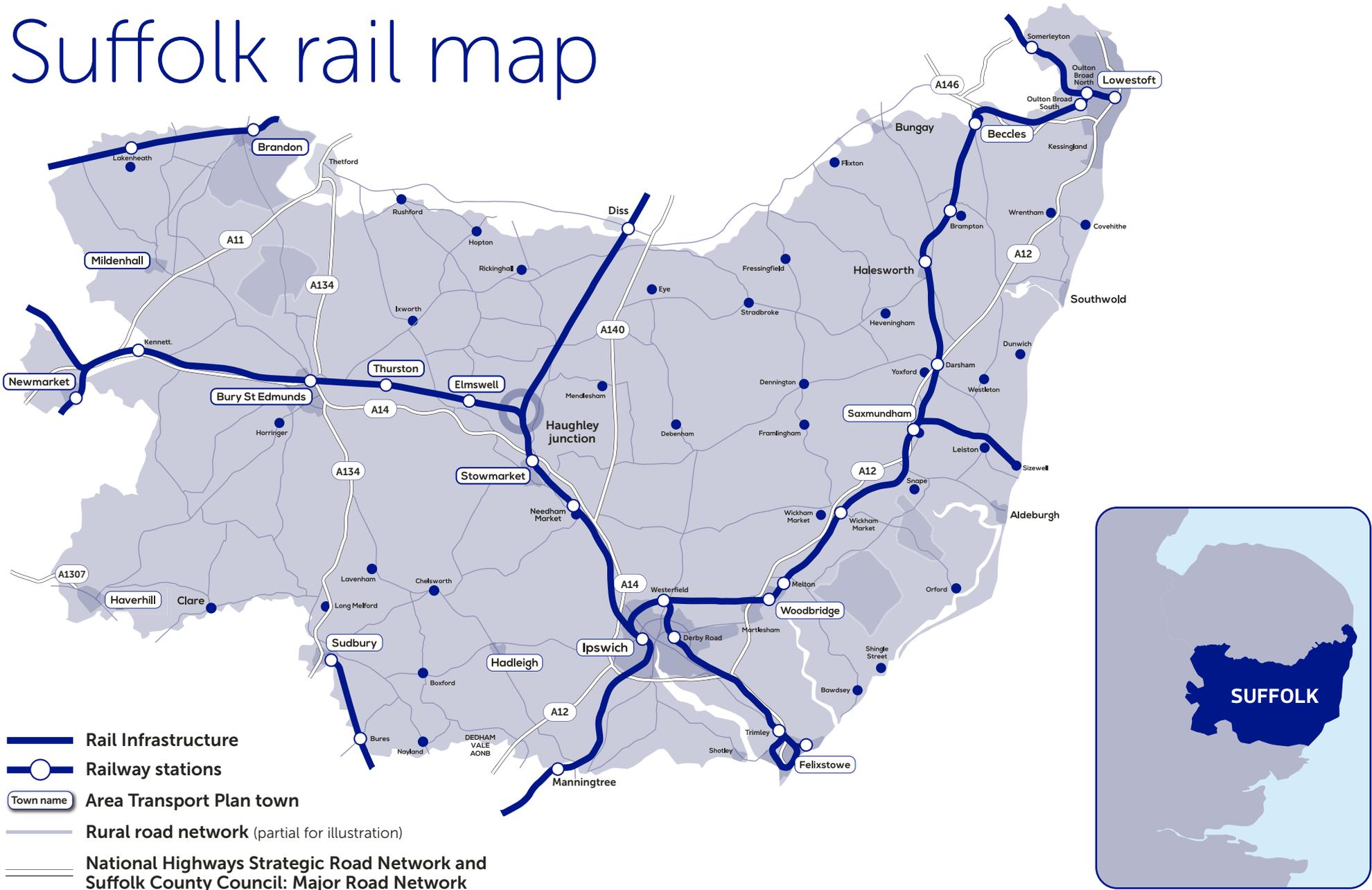
Suffolk Rail Prospectus 2026-2040



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Suffolk rail map





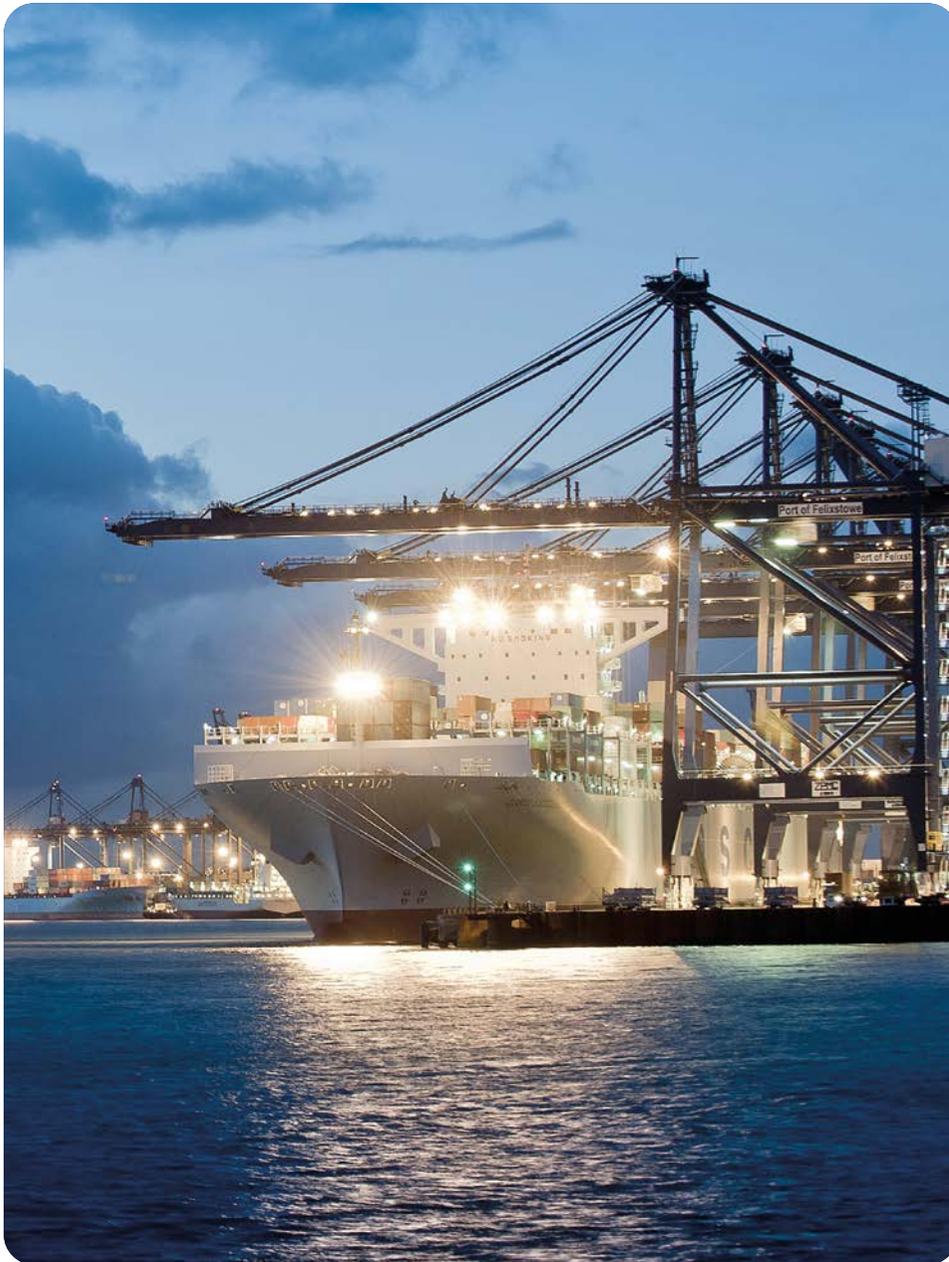
Chris Chambers
Cabinet Member for
Transport Strategy, Planning and Waste
Suffolk County Council

All Aboard



Suffolk has a proud history of railways, and an exciting future connecting communities and businesses and facilitating international trade. Our vision is for a thriving, electrified railway network in Suffolk that is well-connected to other modes of transport, supports active travel and is an attractive alternative to road for passengers and freight users. This will support our local economy and boost job opportunities for local people as well as reduce carbon emissions and improve air quality, making Suffolk an even better place to live, work and do business.

Suffolk is a county we can be proud of.



We are a national leader in clean energy, with offshore wind and nuclear projects at the forefront. Our county puts food on tables up and down the country with the agri-food and drink sector set to grow through sustainable practices and agri-tech innovation. We have the biggest gateway to international trade in the UK and goods make their onward journey through our county and via our warehousing services. Finally, we are strengthening our communities by building new, affordable housing for local people and supporting national ambitions.

Rail is already an important part of Suffolk's infrastructure, economy and communities and we are ambitious to do more.

We want to grow opportunities for local people, better connect our communities for economic growth, and strengthen our position as a nationally significant gateway for UK and international trade.

Rail is at the heart of our plans. It offers a safer, greener way to bring people together and can help us reduce local road congestion by taking Heavy Goods Vehicles (HGVs) and cars off the road.



Passengers in Suffolk



Suffolk
Population
761,000
residents
40% living in rural areas



57%

of England and Wales live
30-minute walk from railway station

24% Babergh • 49% East Suffolk • 24% West Suffolk
• 35% Mid Suffolk • 70% Ipswich



Greater Anglia

Most punctual
operator in UK
for two years
April 2025



Services from
Suffolk arrive in London at

**London
Liverpool
Street**

Most used railway
station in the UK

East of England Region April 2024 to March 2025

35_M
passenger
journeys

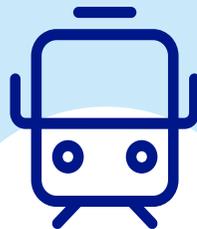
138_M
journeys made to
and from the region

1,502,484
journeys made within Suffolk

93.9%
trains arrived
within 3 minutes
of schedule

99.3%
trains arrived
within 15 minutes
of schedule
(national average 85.9%)

Only
1.7%
of services over
the year were
cancelled



Performance is continuing to be the best in the UK

Mid Suffolk

Number of entries and exits
Stowmarket: 975,908
Needham Market: 129,588
Thurston: 123,640

Popular journeys:
**London Liverpool Street,
Ipswich and Bury St
Edmunds**

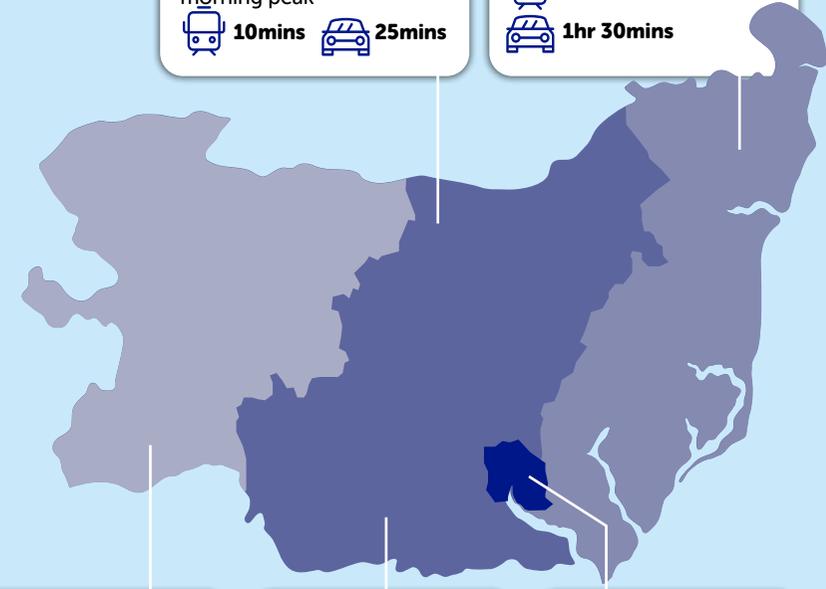
Stowmarket to Ipswich,
morning peak
 10mins 25mins

East Suffolk

Number of entries and exits
Lowestoft: 468,156
Felixstowe: 278,504
Woodbridge: 229,388

Popular journeys:
Norwich and Ipswich

Lowestoft to Ipswich,
morning peak
 1hr 27mins
 1hr 30mins



West Suffolk

Number of entries and exits
Bury St Edmunds, 929,244
Lakenheath: 920

Popular journey:
Stowmarket

BSE to Stowmarket,
morning peak
 18mins 30mins
BSE to Cambridge,
morning peak
 43mins 65mins

Babergh

Number of entries and exits
Sudbury: 347,900

Popular journey:
**to/from London
Liverpool Street**

Sudbury to London
Liverpool Street,
morning peak
 1hr 25mins
 2hr

Ipswich

Number of entries and exits
Ipswich: 3,371,206

Popular journey:
**London Liverpool
Street**

Ipswich to London
Liverpool Street,
morning peak
 1hr
 1hr 50mins -
2hrs 30mins

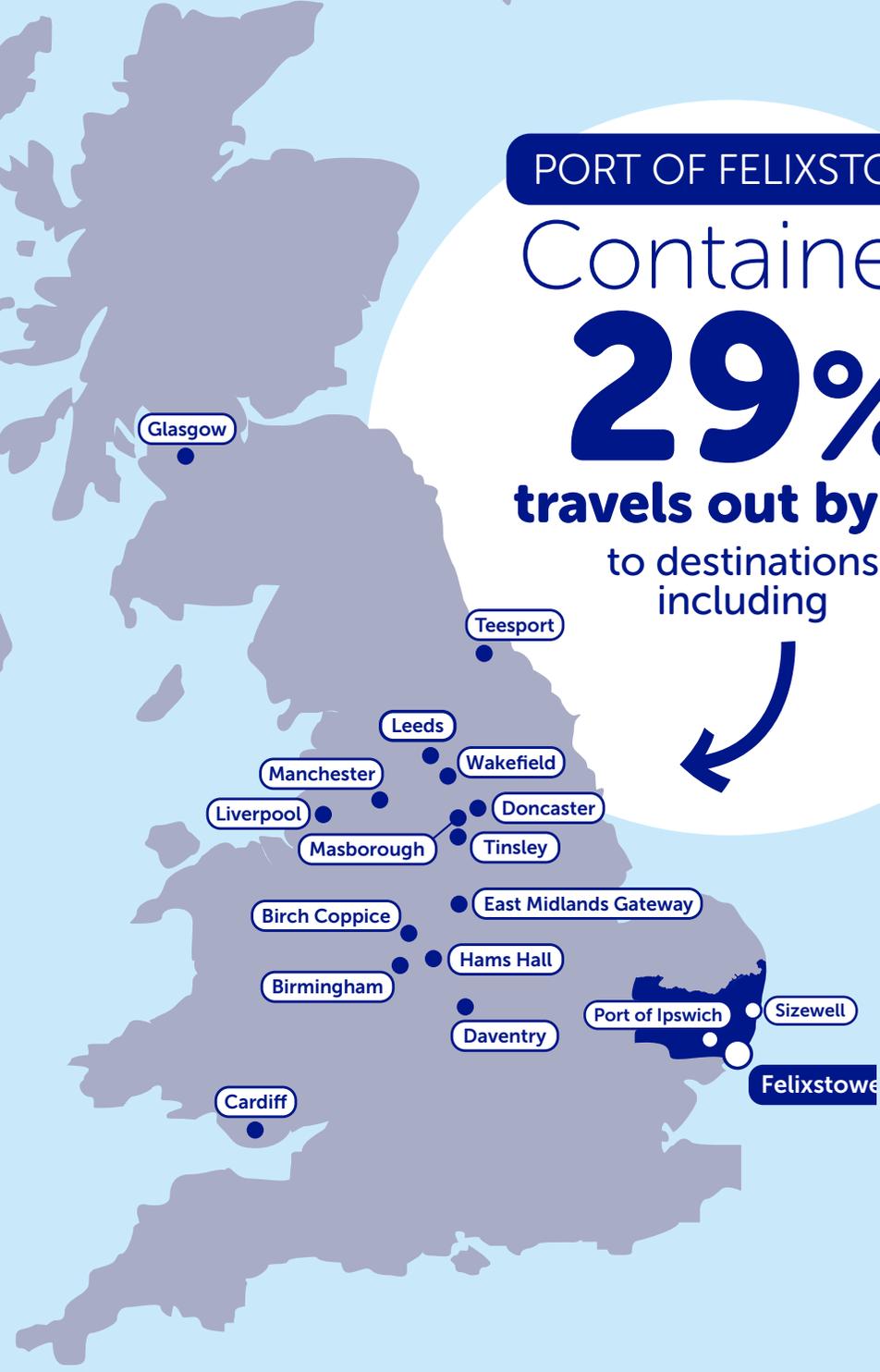
PORT OF FELIXSTOWE

Containers

29%

travels out by rail

to destinations including



One Freight train =

Up to a **mile**

of lorries on a motorway

129
HGV movements

129
Construction HGVs

76
Petroleum HGVs

67
Biomass HGVs

52
Intermodal HGVs

62
Metal HGVs

56
Engineering HGVs

In 2025 we published our [Local Transport Plan \(LTP\)](#) outlining our ambitions across modes for Suffolk. This prospectus expands on the critical role rail will play connecting communities and businesses and opening opportunities for residents. Building on the themes of the LTP we set out the following priorities:

In the future, our rail services will be delivered in the context of a new Norfolk and Suffolk Mayoral Combined County Authority (MCCA) and the biggest rail reform of a generation marked by the creation of Great British Railways (GBR). Not only will we need to anticipate these structural changes, but we also need to work closely with our partners, stakeholders and new organisations to deliver the passenger and freight rail services our residents and businesses deserve.




We want to create better places that are better served by rail.
This means supporting our villages, market towns, large towns and new developments with more frequent services that are easy and safe to access.



A strong, stable and fair local economy in Suffolk is underpinned by rail connectivity.
This is enabled by connecting local businesses and facilitating a thriving international gateway while providing quality jobs and skills for local people.



We are committed to decarbonising Suffolk by 'getting on track'.
Specifically, this means encouraging and incentivising more people and goods to move off road and electrifying more of our services.



Rail services must support health, wellbeing and social inclusion.
This involves making our network more accessible to all users and improving health by facilitating active travel and improving air quality.



We want local rail services that we can be proud of.
We are proud to support community rail partnerships and are looking forward to a future where rail services are more closely shaped by the people who use them.

All Change



Our county and its railways are moving into a new context.

A new mayor will be elected for the MCCA with two new authorities, Norfolk County Council and Suffolk County Council currently planned to be the constituent parts. A new mayor will be elected for the MCCA with two unitary authorities, Norfolk County Council and Suffolk County Council being constituent parts. The MCCA will be responsible for strategic functions which will include transport across the region.

Political devolution is overlaid onto the most significant reform of our railways since the early 1990s with passenger operations being placed into government ownership and track and train coming back together into a single organisation, GBR.

At the time of writing the Railways Bill was passing through the Houses of Parliament with the exact detail yet to be agreed. However, the changes will bring about structural industry reform. There will no longer be privately-run franchised passenger services, instead these will be run by GBR, who will also sell tickets, set fares and manage and run the rail infrastructure. The local train operator, Greater Anglia, transferred to state ownership on 12 October 2025 but further changes are subject to the Railways Bill passing into law. Private companies will still operate freight services and there will be third-party retailers who will compete with GBR selling tickets.

The new Railways Act will require GBR to have regard to Norfolk and Suffolk's long-term transport plans whilst planning, developing and operating the rail network and passenger services. This gives MCCAs the opportunity to help shape future rail services and infrastructure. Furthermore, the new legislation will introduce an option for some of GBR's responsibilities to be undertaken by or with an MCCA.

However, it should be noted that in taking functions from GBR, the MCCA will also be expected to take greater financial responsibility. As such any Mayoral Combined Authority (MCA) or MCCA will want to consider carefully whether it wishes to take on the powers and associated risk.

The Norfolk and Suffolk MCCA, with support from its constituent authorities, will need to clearly articulate what they want from the region's rail services, and ensure GBR delivers on its promises and commitments.

The context of devolution and rail reform mean it is more important than ever to have a clear vision and plan for rail to make sure our local communities and businesses benefit from this changing context.

This prospectus describes our vision for rail and what we want to see delivered or progressing towards in the next 15 years. Delivery of the operational railway and infrastructure enhancements is not in the local authority's control. This prospectus identifies all interventions that support delivery and improvement of rail services in Suffolk and

details our commitments to supporting them. To reflect this, we have categorised the interventions needed on the railways to illustrate our role in delivering them:



Provider

We are responsible for delivering the work and (usually) funding it. For example, an active travel scheme accessing a railway station such as improving Princes Street in Ipswich.



Partner

Someone else is responsible for delivering the works but we may be funding, sponsoring or enabling the works. For example, working with Greater Anglia (future GBR) to improve active travel connections at stations.



Promoter

We have no formal role in delivery, but we are influencing whether a project happens, what we would like it to look like and/or whether it gets funded. For example, major infrastructure enhancements such as Haughley junction.

Headline asks and commitments are outlined in this prospectus with a more comprehensive list of favoured interventions provided at Appendix IV.

A review of the progress of our last rail prospectus is provided at Appendix III.



KEY THEME

Creating better places that are better served by rail

We want to create better places that are better served by rail. This means supporting our villages, market towns, large towns and new developments with more frequent services that are easy and safe to access.





4.1 Getting to the station should be easy and sustainable

Journeys rarely start and end at railway stations. Whether walking, wheeling, cycling, scooting, using the bus, or car, our railway stations need to be well connected to the local communities and businesses that they serve. We want our residents to be able to choose the best way for them to get to the station whilst encouraging greener choices.

Driving to the station is an important option for rural communities and those less well connected by public transport. More people are switching to electric cars as a lower emission choice. It is estimated that there will be around 12,000 electric vehicles (EVs) owned by Suffolk residents by 2030 . The ability to charge at a station whilst the owner is at work, shopping or visiting friends will be important.

Better charging infrastructure at stations will help more people make the switch to EVs which will mean reduced levels of dangerous Nitrogen Oxides (NOx) emissions for residents near roads and stations.

Good public transport to nearby railway stations is essential, not only as a greener option, but also to serve people who don't drive. Some of our communities are poorly served by rail but could see a huge improvement in connectivity from a better bus service to a nearby station opening up destinations around the region and beyond.

Suffolk has many rural communities that are not walkable to railway stations. Only 42% of Suffolk residents live within a 30-minute walk of a railway station . When Ipswich is removed from this data, only around 33% of Suffolk residents live within a 30-minute walk of the station. Haverhill, for example, with a population of just over 27,000 is the largest town in Suffolk, and the sixth largest in Great Britain, not to have a railway station. Less than 1% of Haverhill residents take the train. This makes good bus connections essential for cheaper, greener access to the railway.



A need for this type of connectivity is seen across the county, and a more detailed list is available in Appendix IV.

Walking, wheeling, cycling and scooting to the railway station are green, cheap and healthy. We want to make 'active travel' options an easy and safe choice. Those who cycle to the station should be confident that their bike will still be where they left it after a long day at the office, and walking routes should be well-lit and covered by CCTV.



Princes Street Ipswich

We want a better connection between the town centre and the railway station. Our plans will make Princes Street safer, more accessible and more enjoyable for everyone to walk, wheel and cycle while ensuring those who need to travel by car can still do so easily and directly. Improvements will also make the railway station more accessible by bus.

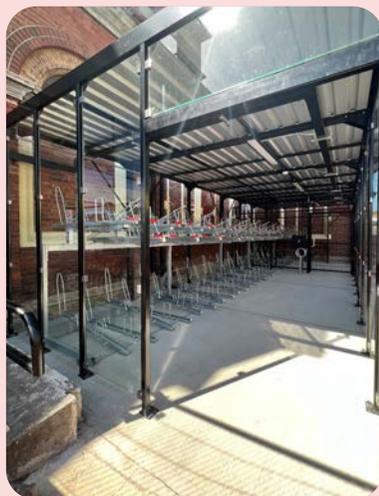
There are 200 CCTV-covered cycle storage spaces at Ipswich station. 106 of these spaces are provided in a secure compound requiring smart card access making cycling to the station a good option for residents.

Bury St Edmunds Cycle Hub

A new cycle hub was opened at Bury St Edmund's Railway Station in September 2025, providing residents with secure cycle storage. The £200,000 scheme provides storage for 52 cycles in addition to 16 spaces in an access-controlled area.

To encourage people to cycle to the station a new cycle path was put in place on the approach to the station making it safer and more attractive for residents.

Every person cycling to the station potentially takes a car off the road, improving air quality for residents and reducing carbon emissions. This approach has the potential to be replicated around Suffolk.



What does success look like?



A better bus-to-rail connection and a solution that meets a local need. This will include real-time information technology where possible.



An increased number of EV chargers at stations.



Quality cycle storage at all our stations.



Enhanced security and safety through lighting and CCTV coverage for main walking routes at all our stations.

To support success, we will:



Help deliver improvements to stations in Suffolk that support an inclusive and accessible transport network.



Delivery of EV charging infrastructure at stations that benefit train passengers and residents.

4.2 Stations are at the heart of communities, new and old

Railway stations are more than just somewhere to wait for a train. They are important hubs in any community providing refreshments, information and often a focal point and sense of identity. We want residents to be proud of Suffolk's railway stations and for them to be hubs for the local community.

Suffolk has ambitious targets for new housing in the region. New houses should be well connected to public transport and supported by active travel infrastructure, linking residents with their workplaces and leisure facilities and reducing car dependency.

Around 1,600 homes are planned to be built in the new Ipswich Garden Suburb at Westerfield which currently has a population of 483. Currently Westerfield Railway Station, which is on the East Suffolk Line and connects to the Felixstowe Branch Line, has just under 60 users per day and is one of the least used in Britain. This is likely to grow exponentially with the new housing developments. As such, the station should be fit for purpose.

Westerfield currently has no car parking and minimal cycle storage. The Local Plan has identified the need to significantly improve cycle storage and safe walking routes to and from the station. This includes a direct walking route between the Fonnereau Way bridge, to Westerfield Road and the station avoiding the level crossing where the barriers can be down for extended periods of time. These developments would turn Westerfield into a Hub Station fitting for its new, thriving community.

This approach to connecting communities with existing rail services can be replicated with our model Hub Station design approach.



Network Rail has created a 'Hub Station' design for small to medium stations which can be easily replicated and make developing stations cheaper and more efficient. We would support 'Hub Stations' being introduced into Suffolk, if the opportunity to explore this option becomes viable. The designs consider how residents will access the station including walking, wheeling, cycling, and micromobility (e.g. electric scooter hire).

Hub Station opportunities



Safe, secure, weatherproof, and easy to use cycle storage area is included to encourage an active travel option for residents who can't take their bike on the train as part of their whole journey to and from the station.



The Station has EV charging for residents to use as part of their sustainable journey, with the potential for charging overnight where no off-street charging facilities are available near their home.



Bus facilities integrated into the station forecourt, including real-time rail and bus information. This allows for seamless connection to rail and bus services for residents to continue their journeys to and from the station.



The station has direct access from adjacent footways, allowing an active travel option for residents nearby.



Lighting and CCTV at the station reassures residents of their safety, making visiting the station a more pleasant and safer option for their journey.



Step-free access is provided between platforms in the form of a footbridge with lifts. This allows residents with mobility issues, pushchairs and heavy luggage access to all rail services to and from this station.

What does success look like?



Westerfield Station enhancements and frequency improvements delivered to support the new garden suburb by 2035, aligned with the Local Plan.



Modern, inclusive and accessible facilities at all our stations including sheltered waiting areas, cycle storage provision and additional ticket machines where needed.



See success for multi-modal connectivity and active travel to stations.

To support success, we will:



Identify stations where 'Hub Stations' would be appropriate and prioritise potential developments based on new housing developments and local need.



Produce 'Hub Station' plans with input from stakeholders, including residents and businesses.



Work with GBR to input to their plans for local station development.

4.3 Frequency is key to true community connectivity

Increasing the frequency of services makes rail more attractive. It gives people more flexibility and reduces waiting times if making onward connections by public transport.

Before 2012, there was only one train in each direction every two hours on the East Suffolk Line between Ipswich and Lowestoft. Improvements including a new passing loop and platform at Beccles, meant there could be a service every hour in each direction on the line. Passenger numbers responded. Following the increase in service to one train an hour, passenger numbers nearly doubled.

As the British rail network is one of the most densely used in Europe finding space for more trains is often challenging and expensive. However, there are some interventions that can be made in Suffolk to provide more frequent services. A detailed list of improvements is contained in Appendix IV; however, some priorities are expanded on here. We must work with GBR to deliver the investments that are needed to unlock this potential.

As per [Network Rail's advice](#), frequency on the southern section of the East Suffolk Line, Ipswich to Saxmundham, can be increased to two trains per hour with the addition of a passing loop and additional platform at Wickham Market, similar to the Beccles interventions, and doubling track between Ipswich Station and East Suffolk junction. This will better serve the growing communities of Westerfield, Woodbridge and Saxmundham. Furthermore, with the developments around Sizewell, better connections to Leiston could be delivered as part of this.

Timetable changes could accommodate additional services between Ipswich and Peterborough, giving commuters more choice in the morning



and evening, connecting two important urban centres, and providing increased connectivity to the north of England and the Midlands.

Additional platform(s) at Ipswich create the potential for improved frequency in the region. This could be used for passenger and freight services including increasing frequency on the East Suffolk Line, to and from London on the Great Eastern Mainline (GEML) and/or for services towards Cambridge. Additional platform(s) at Ipswich would also improve reliability on all routes.



East West Rail

East West Rail (EWR) is a railway project designed to improve the rail connection between Oxford and Cambridge. It will be delivered through a mixture of upgrading existing infrastructure and installing new track and stations. It is due to be delivered by the mid-2030s.

We support the objectives of the [EWR Eastern Section Board](#) who are looking at the benefits for communities east of Cambridge. Better connections will give more employment options and support rail freight development. In addition, Freeport East sites in Stowmarket and Felixstowe need stronger rail links.

A Cambridge East Station, as part of an updated design proposal, is a particularly welcome development and will significantly improve connectivity for Suffolk via EWR.

In addition to improved passenger connectivity, we are supportive of the [new freight flows which EWR supports](#). Two new freight services per day in each direction from Felixstowe via Cambridge would be welcomed first step towards an increased freight frequency and add resilience to the network. East West Railway Company (EWRC) estimates that its developments across the whole network could move 250,000 lorry journeys every year from road to rail.



To make a stronger EWR beyond Cambridge we would support:

- Infrastructure improvements between Cambridge and Chippenham Junction which support improved frequency, increased line speeds and additional service stops at a new station and through to Ipswich
- Ely and Haughley capacity enhancement schemes.
- Capacity enhancements at Ipswich Station (including additional platforms)
- Level crossing solutions between Ipswich and Cambridge
- Infrastructure improvements along the Felixstowe Branch including additional track for freight services and overhead line electrification
- Dual tracking between Chippenham Junction and Ely
- Electrification between Cambridge/Ely and Haughley Junction
- Reinstatement of the Snailwell Loop once additional infrastructure has been introduced between both Cambridge and Ely to Chippenham junction.



What does success look like?

-  Increased frequency between Saxmundham and Ipswich to every 30 minutes
-  Additional peak services between Ipswich and Peterborough by December 2027.
-  Additional platform(s) at Ipswich Station by 2036.

To support success, we will:

-  Work with Transport East and others to collaborate with East West Railway Company and Network Rail (GBR) to explore options for increased services east of Cambridge as part of EWR.
-  Work with Network Rail (GBR) and Public Rights of Way (PROW) Officers to find solutions to level crossing closures that benefit the railway and local communities' freedom of movement



KEY THEME

A strong, stable and fair local economy underpinned by rail

It is important for Suffolk to have a strong, stable and fair local economy underpinned by rail connectivity. This is enabled by connecting local businesses and facilitating a thriving international gateway while providing quality jobs and skills for local people.





5.1 Our economy will thrive with well-connected businesses

The Suffolk economy is worth £21 billion. We have some of the world's top employers based in the region and are a key gateway for international trade. People and goods are connected by rail across Suffolk.

Freeports, delivered by a local partnership of councils, businesses, and other key stakeholders, aim to encourage investment and create jobs. They do this by using mechanisms such as tax incentives and skills development. Freeport East – one of 12 freeports in the UK – covers over a thousand square kilometres, including Felixstowe, Sudbury, Stowmarket and Woodbridge. Freeport East is committed to supporting a 50% increase of freight being moved by rail out of Felixstowe to the Midlands, better connecting Suffolk businesses with the rest of the UK – aligning with the UK Government's commitment to achieving at least 75% growth in rail freight by 2050.

Gateway 14 at Stowmarket – being delivered as part of Freeport East – is a major new logistics park for Suffolk. It will create jobs and host a transformational skills and innovation centre. The site is less than a 30 minutes' walk from Stowmarket station and is partially connected by bus helping people to get work and access new opportunities.

The visitor economy is very important to Suffolk and accounts for 15,400 jobs in the county. Rail services not only get local people to work in the tourism sector but also connects visitors with our many attractions and historic towns.

Frequent, reliable services are important for commuters and residents to get to work across the county.



Reliability across the whole Greater Anglia Network (including Essex and Norfolk) has been very high, with the percentage of trains arriving within 15 minutes of schedule routinely about 94%. The introduction of new passenger rolling stock (trains) in the region has played a big part in this reliability as well as infrastructure upgrades and tighter timetable planning. We will monitor performance and work with the new GBR teams to make sure our residents and commuters continue to experience high reliability, getting them to work on time.

Giving residents more direct services to the places where they work can make rail a better choice. For example, a Sudbury to Colchester, Colchester Town and/or Clacton service would open options to people living on the Gainsborough line and working in Essex.

What does success look like?

-  New direct rail service(s) to London and other major towns e.g. service beyond Sudbury to Colchester and/or Clacton.
-  Maintained, and where possible improved, on-time performance for Suffolk rail users.

To support success, we will:

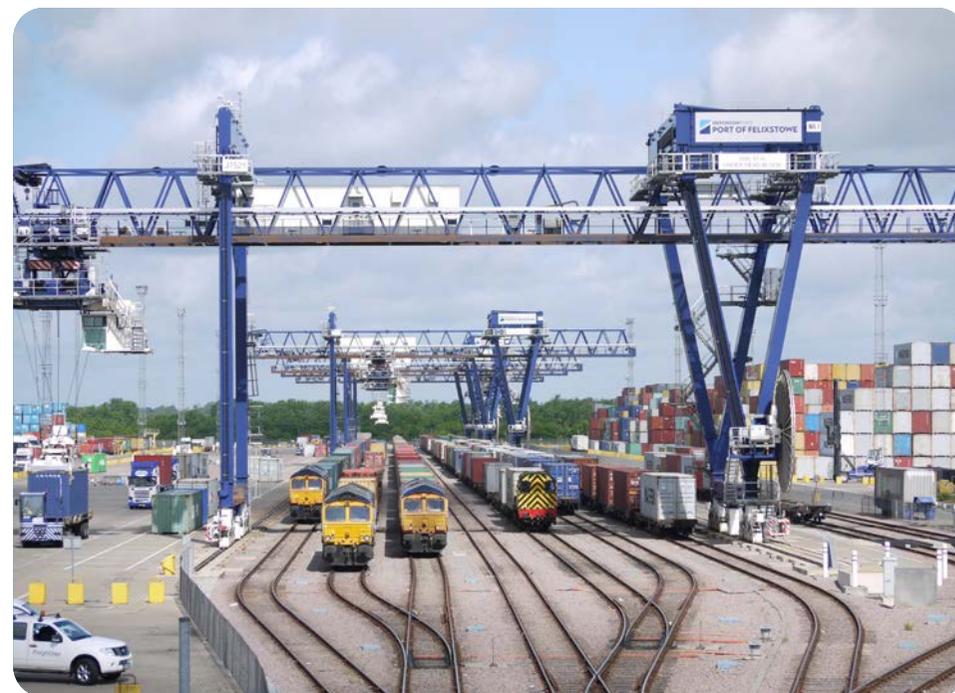
-  Monitor performance and work with the new, integrated GBR to make sure high performance is maintained during rail reform changes and beyond.

See commitments relating to multi-modal station connectivity - [4.2 Stations are at the heart of communities, new and old.](#)

5.2 Suffolk is proud of its role as an international gateway

36% of the UK’s containerised freight came through Felixstowe in 2023 with around 29% of containers making their onward journey by rail . Each train can carry the equivalent of up to 129 HGVs easing congestion on the A14 .

However, there will continue to be constraints on how much freight can be moved by rail without the Ely Area Capacity Enhancement project and Haughley Junction improvement being delivered. The designed scheme facilitates approximately 2,900 additional freight journeys from Felixstowe each year, which means 98,000 fewer lorry journeys from the





local road network. There is also a wider benefit for passenger services with an additional 277,000 passenger journeys every year helping to improve connectivity and service frequencies and reduce journey times.

Improvements at Ely and Haughley have been talked about for years, we need to ensure they happen.

In addition to the major schemes at Ely and Haughley it is important to support freight with more capacity and flexibility through the dualling of the track between Soham and Ely Dock Junction on the Ipswich to Peterborough line. A similar project dualling track between Trimley and Gunn Lane on the Felixstowe branch line created an additional 10 daily freight paths in each direction to support the port.

Improvements to the freight network, supporting international trade, often also have a positive effect on passenger services, increasing capacity, speed and network resilience.

What does success look like?



Ely Area Capacity Enhancement project delivered by 2034



Haughley Junction improvements delivered by 2034



Infrastructure upgrades between Coldham Lane and Chippenham Junction installed by 2034

To support success, we will:



Continue to publicly support the benefits of moving freight on rail and work with GBR to make the case for infrastructure enhancements.

5.3 The rail industry offers high-quality jobs and training

The rail industry creates high-quality jobs in the region.

Network Rail, which owns and maintains the track and infrastructure, has almost 2,500 employees on the Anglia Route many of whom are based in Suffolk. Greater Anglia employs a further 3,000 people across its network. Ipswich is home to a Network Rail Signalling and Telecoms Training and administration office which supports the wider area, and we will work with Network Rail and others in the industry to keep high-quality jobs in the county.

In collaboration with Network Rail, Freightliner has opened two world-class Operational Training Academies to provide training to its employees. The first facility opened in Ipswich in May 2023.

The Operational Training Academy will prepare Freightliner’s freight train drivers who work up and down Suffolk for the in-cab digital signalling being introduced on the East Coast Mainline. The state-of-the-art facility has already welcomed drivers based in Ipswich and from further afield.

In Suffolk 6.6% of employed people work in transport and logistics, higher than the UK average of 5.1%. Furthermore, it is estimated that for every 1,500 jobs in logistics, which includes rail freight in our region, a further 1,000 jobs are created in the local supply chain.

Rail and infrastructure development attract training and development, making sure there is a pipeline of skilled people to deliver projects. At [Gateway 14](#) – being delivered as part of Freeport East – there will be a new innovation and skills centre where local people will have the opportunity to train and gain qualifications to work in sectors such as rail. Furthermore, developments at [Sizewell](#) will include a new further education college in Leiston.

Back on track

In 2022 GB Railfreight (GBRf) who operate freight trains in Suffolk, partnered with Ipswich Academy to provide a schools' mentoring programme. Trained mentors from GBRf worked with year 10 and 11 students to give advice on topics like CV writing and interview skills, as well as providing career insight into the rail freight and logistics industries. The programme shares information about great rail careers in finance, IT, commercial and Human Resources (HR) as well as operations.

Students who complete the programme are guaranteed an interview for apprenticeships at GBRf and have an opportunity to take part in paid summer internships.

The pilot in Suffolk was such a success the programme was rolled out nationwide.



What does success look like?



A continued commitment by GBR and the freight operators to provide high-quality jobs and training in the area.

To support success, we will:



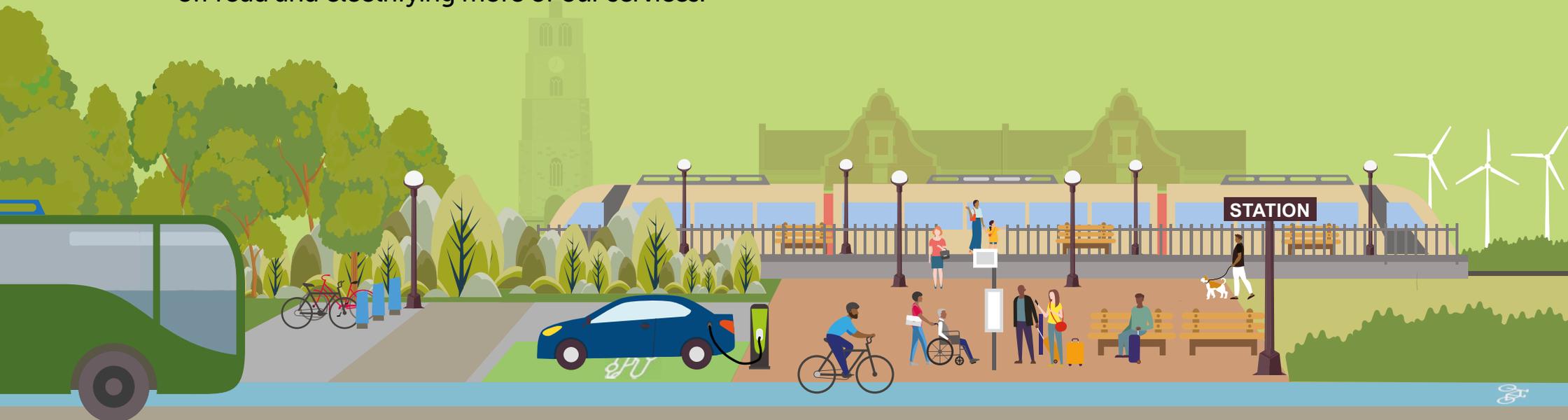
Help connect railway businesses with local schools, colleges and residents to provide high-quality jobs and training to local people.



KEY THEME

We are committed to decarbonising Suffolk by 'getting on track'

We are committed to decarbonising Suffolk by 'getting on track'. Specifically, this means encouraging and incentivising more people and goods to move off road and electrifying more of our services.





6.1 Affordable, frequent and high-quality service can entice people out of their cars

Making rail an affordable, attractive option will encourage residents to choose the train for all or part of their journey. Hare fares, London night out promotions and other Greater Anglia initiatives are an important part of this as well as considering fares and ticketing reform under GBR.

Integrated regional ticketing, including initiatives such as [PlusBus](#), will make multi-modal connectivity easier, thereby encouraging people to use rail.

Commuters into London tend to be less influenced by price, frequency and speed are significant factors for residents when they are choosing whether to make a journey by car or train.

There are opportunities across the Suffolk network to increase line speeds; however, these must be grounded in the actual constraints and characteristics of each route. On the Breckland line, journey times are already broadly comparable with road, and while some sections currently limited to 75 mph may appear to offer potential for enhancement, the key constraint lies north of Ely station where two weak bridges over the River Great Ouse restrict all train speeds. Replacing these bridges—an intervention previously considered as part of the Ely Area Capacity Enhancement work—would improve speeds, likely raising them to around 50–60 mph in line with surrounding limits.

Many routes can improve their line speeds through the removal of level crossings and finding an accessible alternative, eliminating the safety risk to people. For example, on a 47-mile stretch on the East Suffolk Line there are 89 level crossings. This density seriously inhibits line speed.

Level Crossings

Network Rail studies show that all the lines in Suffolk are affected in some way by the prevalence of level crossings and the constraints they create. Dualling of track is often impossible without level crossing upgrades or removals.

The section of line between Woodbridge and Melton on the East Suffolk Line is restricted to speeds of between 15 mph and 40 mph because of level crossings.



Removal of level crossings can significantly increase line speed, improve performance and enhance the capacity of a line. Between 2018 and 2019 the number of freight trains operating between the Port of Felixstowe and the rest of the UK increased by 10 per day as a result of an enhancement scheme that included the closure of six level crossings and alternative walking, wheeling and cycling alternatives.

However, closing level crossings is not without consequence, especially for pedestrians and walkers. Any closures would involve us working with rights of way specialists and local groups to understand and implement alternative routes and make sure communities remain connected.

When modifying level crossings, and working across rail infrastructure improvements across Suffolk, it is important to think about the whole transport network to limit any negative or unintended consequences for local communities with, for example, road travel.



What does success look like?

-  Increase in passenger numbers across Suffolk, particularly where this demand is shifting from road use.
-  Continued fare promotions by Greater Anglia under public ownership.
-  Simplified fares and ticketing regimes implemented by GBR by 2030.

To support success, we will:

-  Support fares and ticketing reform being led by GBR to make it easier and more affordable for Suffolk residents to use rail.
-  Promote the use of the railways among our residents including sharing information about comparative costs and time with car use.
-  Work with the new Norfolk and Suffolk Mayor to explore what elements of fares and ticketing powers can/should be requested to be devolved from GBR.
-  Work with the new Norfolk and Suffolk Mayor on an integrated ticketing offer and linking the rail network up with future bus improvements.

6.2 Rail freight is significantly less polluting than transporting goods by road

Rail freight is the high capacity, low impact backbone of the UK economy. It is 76% less polluting than its road equivalent and significantly helps reduce congestion on Suffolk's roads. Data suggests that a 10% shift from HGVs to rail (nationally) could reduce emissions by as much as the whole rail industry contributes on an annual basis.

We support the government's rail freight growth target and the future responsibility that will be placed on GBR to achieve this.

The improvements to the network outlined in Section 5.2 are critical to getting more freight off our busy local roads and onto rail. [Increasing capacity at Ely](#) could allow the equivalent of 450 HGVs, stretching more than six miles on the A14, to be removed from the road each day. This could reduce congestion by 5.6 million hours per year, along with the associated pollution and emissions of idling vehicles.

[Freeport East's green corridor](#) supports getting more freight off road and onto rail. The green corridor runs from Felixstowe to the Midlands logistics 'Golden Triangle' and the Freeport aims to decarbonise transport between the sites either through mode shift to rail or by providing infrastructure for greener fuels.

Suffolk is home to the Sizewell C project, a new nuclear energy project that, when completed, will generate enough low-carbon energy to power six million homes. The project will support 70,000 jobs across the UK many of them in our county. To reduce the number of HGVs on our rural roads, the aim is for up to [60% of construction materials to be brought in by rail and sea](#).



To get the line ready to support the project, Network Rail will be upgrading track, improving level crossings, installing a crossover and installing new signalling. Improvements include:

- Renewal of 4.5 miles of track
- Installation of a new signalling system
- Upgrade of seven level crossings with new barriers, road traffic lights and monitoring systems
- Closure of one level crossing on the Sizewell branch line (Snowdens) and one on the East Suffolk line (Uffold)

What does success look like?



An increase in rail mode share to and from Felixstowe.



Supporting Network Rail's aim of achieving 60% of Sizewell construction materials being transported by rail and sea.

See successes for Suffolk as an international gateway - [5.2 Suffolk is proud of its role as an international gateway](#)

To support success, we will:



Continue to support infrastructure improvements that increase freight capacity.

6.3 Introducing electric and hydrogen trains to the network can help decarbonise

The GEML is electrified meaning the services connecting Stowmarket, Ipswich and London are run with modern, electric trains. Bi-mode trains operate on the Wherry lines and Sudbury branch meaning that they can switch between diesel and overhead lines depending on whether electric power is available.

The whole route between Peterborough and Felixstowe should be electrified as part of a wider programme of electrification infrastructure allowing electric freight and passenger services to run for the whole journey without the need to change locomotives. Currently, some freight services travelling on the GEML via London and connecting with electrified terminals such as Daventry require a locomotive change from electric to diesel at Ipswich. However, this applies only to these specific flows, as services routed via Ely operate entirely with diesel locomotives due to the route being unelectrified.

In the long term, the East Suffolk, Wherry and Gainsborough lines would be suited to alternative zero-emission rolling stock. While hydrogen trains have been trialled in Britain and operate successfully in countries such as Germany and the United States, current industry thinking suggests that passenger trains capable of operating under overhead lines and then switching to battery power are more likely to be the practical solution for routes away from the main lines. This approach would make use of existing electrification where available, while delivering zero-emission operation on unelectrified sections.



Class 99s – bi-mode freight

Electrifying freight trains is always challenging because of the routes across the country on which they run and the need to operate easily within depots. GBRf is overcoming this challenge, and reducing emissions, by introducing Class 99 locomotives to the network, including on routes to Felixstowe.

The locomotives can run on overhead electric power like passenger trains but also on low-emission Hydrotreated Vegetable Oil (HVO) fuel. HVO fuel is a renewable diesel alternative made from processed plant oils and waste fats that burns cleaner than conventional diesel.

It is expected that the Class 99s reduce carbon emissions by as much as 58% compared to the diesel-only Class 66s.



What does success look like?

-  Ipswich to Peterborough route electrified by 2040.
-  Hydrogen trains to replace diesel on suitable routes when the current rolling stock is life expired.
-  Introduction of Class 99s on the Felixstowe route by February 2026.

To support success, we will:

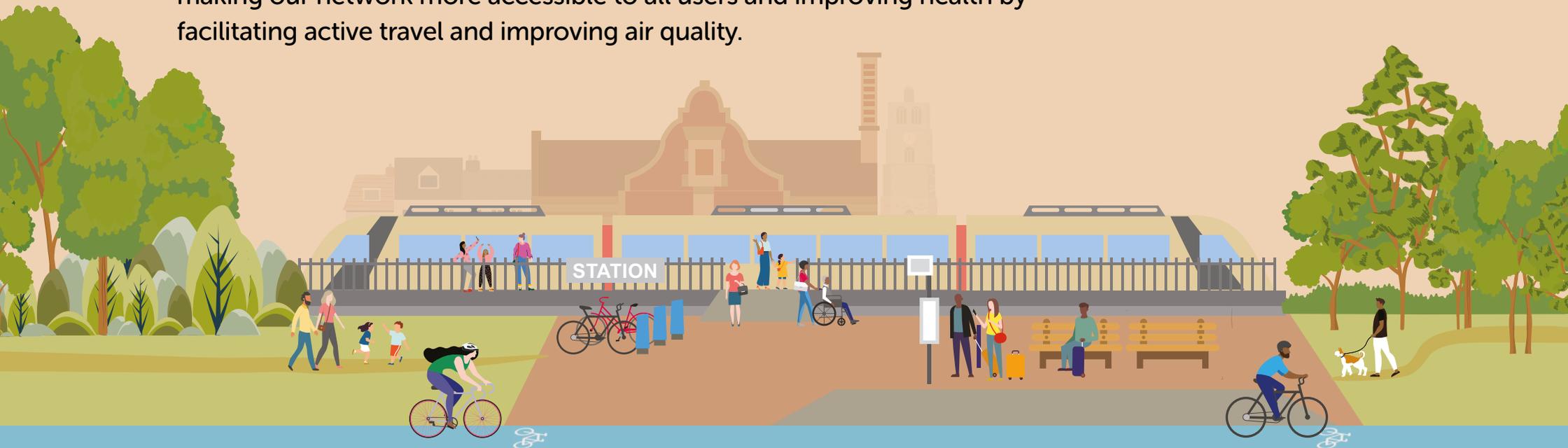
-  Continue to be a proponent of an electrified network.



KEY THEME

Rail services must support health, wellbeing and social inclusion

Rail services must support health, wellbeing and social inclusion. This involves making our network more accessible to all users and improving health by facilitating active travel and improving air quality.





7.1 Easier access to stations is essential for social inclusion

We want all our stations to be accessible to people with disabilities and mobility restrictions. Accessible stations make it easier for residents to get to work, go to the shops and visit friends and family. It can also make it safer for those travelling with luggage and small children in buggies to move around the station.

Improvements can range from tactile flooring and lowered handrails to lifts and accessible toilets.

Stations identified for nearer-term improvements are Needham Market, Beccles, Halesworth and Marks Tey. Whilst Marks Tey is in Essex, it provides a vital connection for Suffolk residents coming from Sudbury and Bures and connecting onto the GEML.

The final design stage has been completed for improvements at Needham Market where the Ipswich platform is only accessible via steep stairs and an underground passageway. It is a high priority to complete these works.

Funding for a feasibility study has been earmarked for Beccles station to provide step-free access between platforms. We will continue to support the study being led by Greater Anglia (as nationalised by the Department for Transport Operator (DfTO)) and push for the implementation of any recommendations.

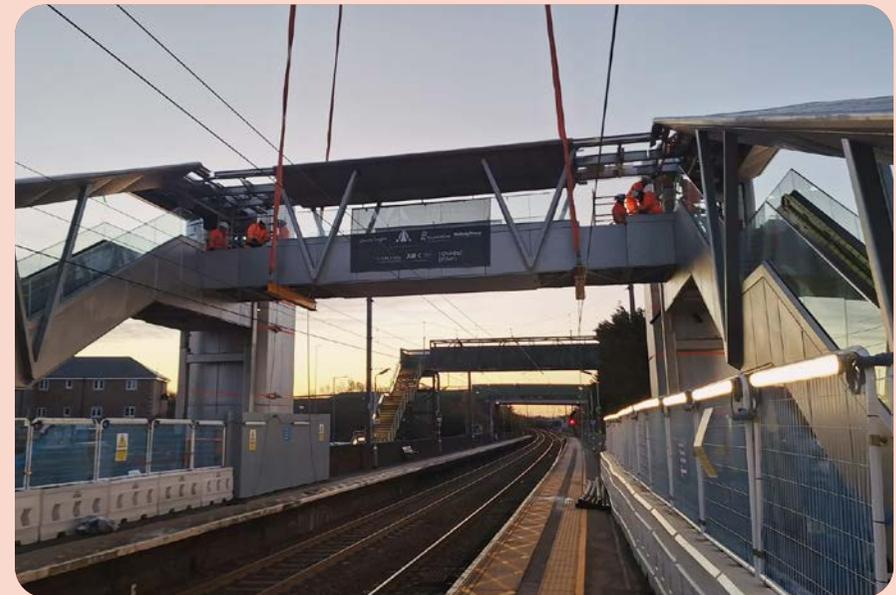
We are supportive of wider rail initiatives that enhance wellbeing, social inclusion and personal safety. There are many life-saving and life-changing projects run by railway organisations and charities. Where appropriate, we will work with these groups to improve the lives of Suffolk residents.

A full list of the stations where we are promoting access for all improvements is included in [Appendix IV](#).

Stowmarket's Access for All Bridge

The Department for Transport's (DfT's) Access for All programme has funded a new first-of-its-kind, accessible footbridge at Stowmarket. The new bridge is a modular design which means it has been quicker and cheaper to construct and takes less time to install at the station. This results in less disruption for passengers.

The modular design and method of lower-impact installation could be replicated at our priority stations across the county, making our stations easier to access.





What does success look like?

-  Delivery of identified priority schemes at Needham Market, Beccles, Halesworth and Marks Tey.
-  All Suffolk stations, and stations on the border, step-free by 2040.

To support success, we will:

-  Support the delivery of step-free access between platforms at Needham Market, Beccles, Halesworth and Marks Tey
-  Explore new, accessible and inclusive highways infrastructure approaching stations.
-  Support partners to deliver new facilities and technology that assist inclusivity, accessibility and safety at stations.

7.2 Making it easier to walk or wheel to the station helps residents be healthier

Getting to the railway station by walking, wheeling, cycling or scooting is not only better for the environment than coming by road but it also helps keep Suffolk communities healthier. As outlined in Section 4.1 we need to make it easier for residents to choose active ways to get to the station by improving things like cycle storage and safe walking routes.

Suffolk has a [Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) active travel strategy and an associated project list.





Active Travel Woodbridge

Suffolk County Council has attracted significant funding from Active Travel England to develop schemes across the county to give people more choice as to how they travel for shorter, local journeys.

We are developing a scheme at Woodbridge which will, among other improvements, make it safer and easier for people to walk to the station. This involves improving the crossing on Station Road and widening the pavements on Quay Street. We want walking to be an easy choice for our residents who live 30 minutes or less from a railway station.



What does success look like?



Delivery of active travel schemes in line with aspirations within Area Transport Plans and Rural Strategy Plan.



Increase in residents accessing Suffolk railway stations by walking, wheeling, cycling or scooting.

See successes for improvements in multimodal connectivity - [4.1 Getting to the station should be easy and sustainable](#)

To support success, we will:



Monitor travel options through local and national travel surveys and possibly future National Census'.



Work with GBR and partners to deliver improvements to accessing stations prioritising active travel options.



Support residents with protected characteristics as part of the Council's Public Sector Equality Duty and Equality Act 200.



7.3 Improving air quality improves health outcomes for Suffolk

Poor air quality can have a serious impact on the health of residents and can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer. Even short-term exposure can have an impact exacerbating asthma and negatively affecting lung function.

Rail can help improve air quality both through mode shift – getting passengers and freight off road and onto rail (Section 6.1) – and through getting diesel trains off the network (Section 6.2). Easier active travel and bus connections to railway stations also help improve local air quality.



What does success look like?

See successes for delivery of improvements on decarbonisation - [6.3 Introducing electric and hydrogen trains to the network can help decarbonise.](#)

See successes for mode shift to rail for passengers and freight - [6.1 Affordable, frequent and high-quality service can entice people out of their cars](#) and [6.2 Rail freight is significantly less polluting than transporting goods by road.](#)

To support success, we will:

See commitments for delivery of improvements on decarbonisation - [6.3 Introducing electric and hydrogen trains to the network can help decarbonise.](#)

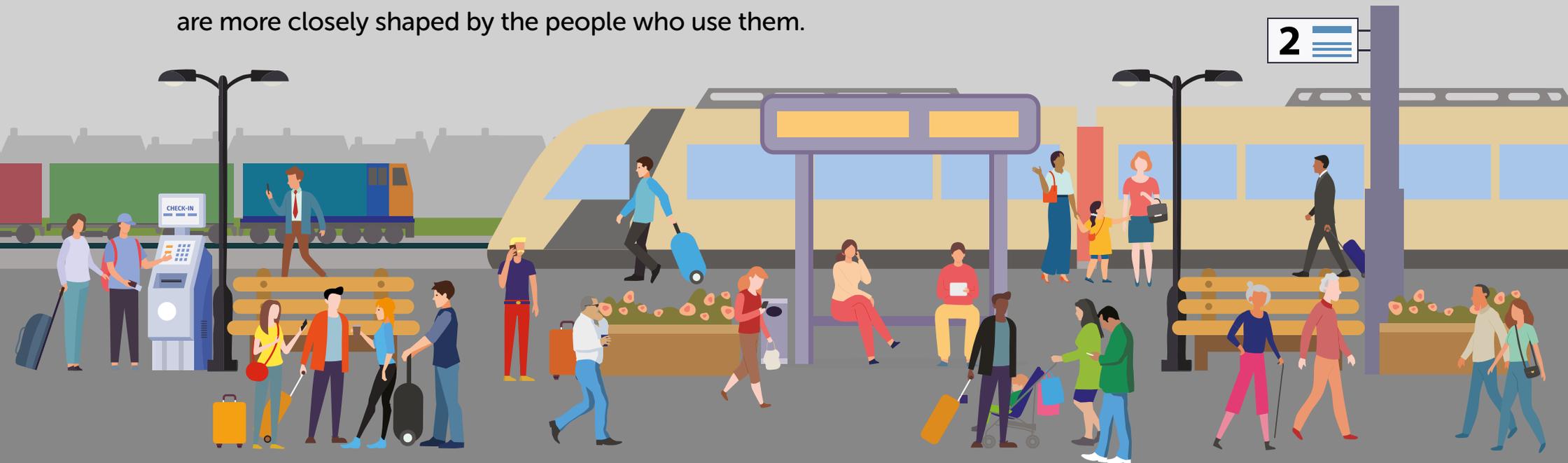
See commitments for mode shift to rail for passengers and freight - [6.1 Affordable, frequent and high-quality service can entice people out of their cars](#) and [6.2 Rail freight is significantly less polluting than transporting goods by road.](#)



KEY THEME

Local rail services that we can be proud of

And finally, we want local rail services that we can be proud of. We are proud to support community rail and are looking forward to a future where rail services are more closely shaped by the people who use them.





We will keep working with Network Rail and Greater Anglia, and GBR in the future, to ensure we have high-quality rail services that Suffolk can be proud of. In the future, a new Railways Act will allow new Mayoral Combined Authorities to have a greater say over rail services and infrastructure. We will work with the new Norfolk and Suffolk Mayor to help them make decisions on which powers to use to best shape rail services in the future.

Community Rail Partnerships (CRPs) bring together residents and volunteers to help them get the most from their local railway. We have four active partnerships in Suffolk, and we will continue to support them to improve station surroundings, encourage local people to take the train and promote tourism to our beautiful county.



[CRPs](#) also play an important role in rail safety providing information as to how people can stay safe near the lines. They often promote Network Rail and British Transport Police (BTP) initiatives in schools warning children of the dangers of the railway. We will continue to host CRPs where we do so today, and provide support and officers to help CRPs deliver.

The [Essex and South Suffolk Community Rail Partnership \(ESSCRP\)](#) includes the

Gainsborough Line to Sudbury. The ESSCRP has created line guides giving people more information about where to go and what to visit as well as about accessibility and sustainability. They have also delivered initiatives on active travel promoting healthier alternatives to driving to the station.

The [East Suffolk Lines Community Rail Partnership \(ESLCRP\)](#) provides information about local walks that can be taken from the route's stations, works with volunteers to 'adopt' stations and promotes active travel. The line has a long history of community action dating back to when residents saved the lines from the famous Beeching closures by racing a train with a bus between Lowestoft and Ipswich!



The [Wherry Lines Community Rail Partnership \(WLCRP\)](#) encourages more people to take the train through the Broads to Great Yarmouth and Lowestoft. The WLCRP has been at the heart of improving Lowestoft Station for the local community.

The [Cambridge to Ipswich Community Rail Partnership](#) was set up in late 2025 and has the aim of improving services on this important corridor.

We will work with all the CRPs and establish an activity log based on best practice across the four partnerships.

What does success look like?



Partner: A long-term plan for rail services in Suffolk that also support ambitions in Norfolk.



Promoter: Continued increase in passenger numbers at Suffolk stations and ones our border.

To support success, we will:



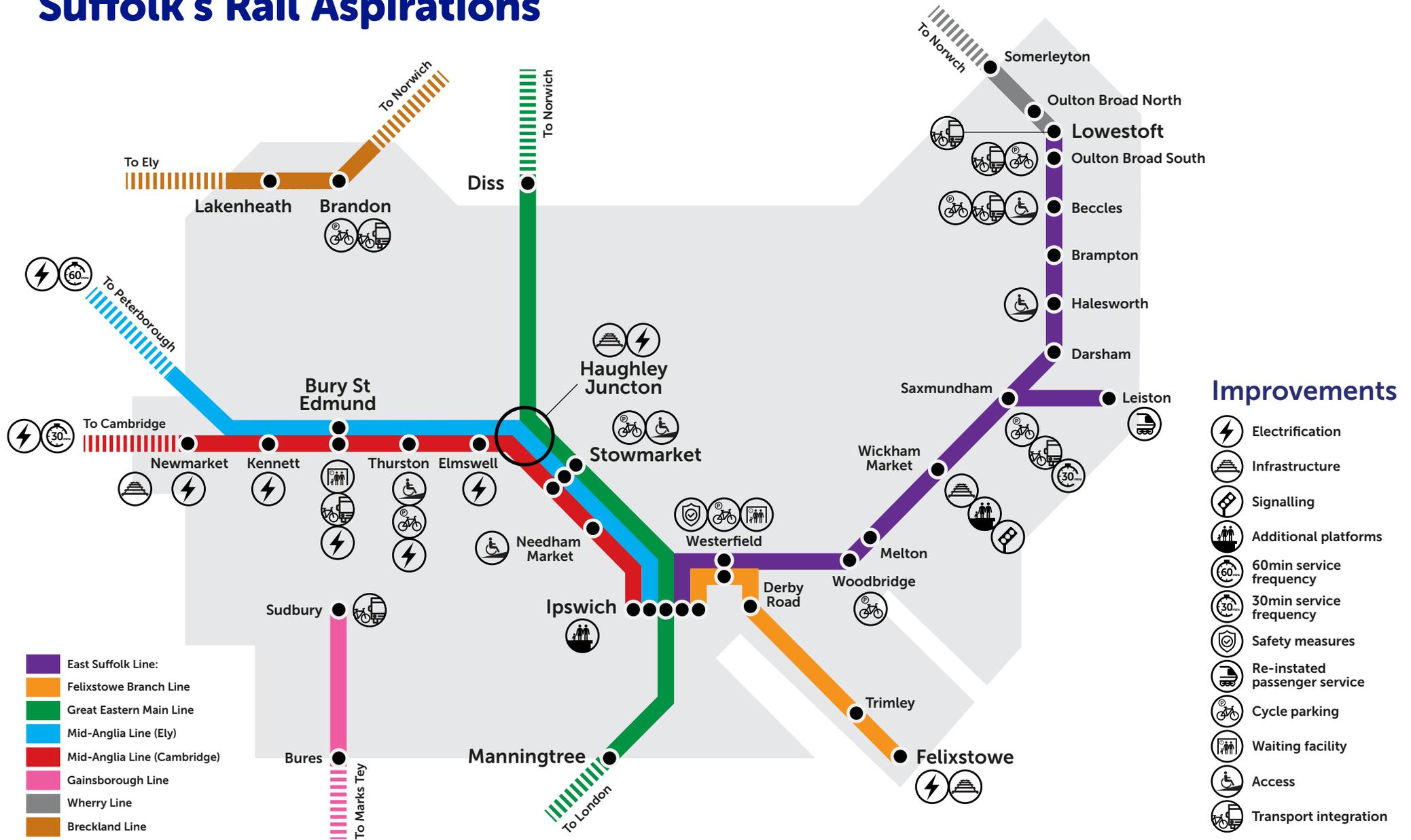
Provider: Continue to support Community Rail Partnerships and where possible financially.



Partner: Where possible, continue to support projects that align with our Local Area and Rural Transport Plans.



Suffolk's Rail Aspirations



Appendices

Appendix I: Lines

Line	Route	Serving Suffolk	Current services	Passenger growth	Improvement options
Great Eastern Mainline	London Liverpool Street to Norwich	Ipswich Stowmarket	<ul style="list-style-type: none"> Eighteen weekday passenger trains per hour to/from London along the whole line (peak) Two Norwich to London services per hour in each direction (serving Ipswich and Stowmarket) (off-peak) One Ipswich to London service per hour in each direction (stopping service) (off-peak) The fastest trains from Ipswich to London Liverpool Street take approximately 1 hour. The fastest trains from Stowmarket to London Liverpool Street take approximately 1 hour 11 minutes. Freight services running from Felixstowe and across to the North London Line. 	It is estimated that by 2050 the growth of passenger use on this line in the peak will be up to 92%. To accommodate this growth, it is estimated that between six and ten peak services per hour would need to be added.	Ipswich platform capacity
East Suffolk Line	Ipswich to Lowestoft	Westerfield Woodbridge Melton Wickham Market Saxmundham Darsham Halesworth Brampton Beccles Oulton Broad South Lowestoft	One train per hour each direction.	It is estimated that by 2050, the line could see a growth in demand by weekday passengers of up to 55% although this could be higher noting the potential impact of Sizewell C developments. Sizewell will also have an impact on freight growth in the short to medium term.	Two trains per hour (south of Saxmundham) Leiston extension Increase to 70 mph

Line	Route	Serving Suffolk	Current services	Passenger/freight growth	Improvement options
Felixstowe Branch Line	Ipswich to Felixstowe	Westerfield Derby Road Trimley Felixstowe	One passenger train per hour each direction.	It is estimated that by 2050, the line could see a growth in demand by weekday passengers of up to 51%.	Two passenger trains per hour (only achievable with capacity and infrastructure improvements) Increase sections to 80 mph
Felixstowe Branch Line	Westerfield to Felixstowe	Felixstowe Trimley	Up to 38 freight trains in each direction can be accommodated in a day.	Central government freight growth target of 75% by 2050.	Up to 47 freight trains each direction per day (only achievable with capacity and infrastructure improvements)
Gainsborough Line	Marks Tey to Sudbury	Sudbury Bures	One train per hour each direction.	Unknown	
Ipswich to Cambridge	Ipswich to Felixstowe	Needham Market Stowmarket Elmswell Thurston Bury St Edmunds Kennett Newmarket Dullingham	One passenger train per hour each direction.	Unknown	Two trains per hour Increase sections to 80 mph
Breckland Line	Norwich to Cambridge (and beyond)	Brandon Lakenheath	Up to two trains per hour in each direction.	It is estimated that by 2050, the maximum expected growth could be as much as 55%.	Peak increases Two trains per hour Increase to 90 mph Freight growth
Wherry Lines	Norwich to Lowestoft	Somerleyton Oulton Broad North	One train per hour each direction (alternating between fast and stopping service).	It is estimated that by 2050, the maximum expected growth could be as much as 56%.	Two trains per hour Increase to 70/80mph

Appendix II: Stations

Station	Line	District	Constituency	Description	Step-free	National key toilet	Accessible ticket machines
Beccles	ESL	East Suffolk	Lowestoft	Urban	Partial	No	Yes
Brampton	ESL	East Suffolk	Waveney Valley	Rural	Partial	No	No
Brandon	Breckland	Norfolk	South West Norfolk	Rural	Partial	No	Yes
Bures	Gainsborough	Essex	Braintree	Rural	Yes	No	Yes
Bury St Edmunds	I2C	West Suffolk	Bury St Edmunds and Stowmarket	Urban	Yes	Yes	Yes
Darsham	ESL	East Suffolk	Suffolk Coastal	Rural	Partial	No	Yes
Derby Road	Felixstowe Branch	Ipswich	Ipswich	Suburban	Partial	No	Yes
Elmswell	I2C	Mid Suffolk	Bury St Edmunds and Stowmarket	Suburban	Partial	No	Yes
Felixstowe	Felixstowe Branch	East Suffolk	Suffolk Coastal	Urban	Yes	No	Yes
Halesworth	ESL	East Suffolk	Waveney Valley	Urban	Partial	No	Yes
Ipswich	GEML	Ipswich	Ipswich	Urban	Yes	Yes	Yes
Kennett	I2C	East Cambridgeshire	Ely and East Cambridgeshire	Rural	Yes	No	Yes
Lakenheath	Breckland	West Suffolk	West Suffolk	Rural	Partial	No	No
Lowestoft	ESL	East Suffolk	Lowestoft	Urban	Yes	No	Yes
Melton	ESL	East Suffolk	Suffolk Coastal	Suburban	Yes	No	Yes

Station	Line	District	Constituency	Description	Step-free	National key toilet	Accessible ticket machines
Needham Market	I2C	Mid Suffolk	Central Suffolk and North Ipswich	Suburban	Partial	Yes - Spring 2026	Yes
Newmarket	I2C	West Suffolk	West Suffolk	Urban	Partial	No	Yes
Oulton Broad North	Wherry	East Suffolk	Lowestoft	Suburban	Partial	No	Yes
Oulton Broad South	ESL	East Suffolk	Lowestoft	Suburban	Partial	No	Yes
Saxmundham	ESL	East Suffolk	Suffolk Coastal	Urban	Partial	Yes	No
Somerleyton	ESL	East Suffolk	Lowestoft	Rural	Partial	No	No
Stowmarket	GEML	Mid Suffolk	Bury St Edmunds and Stowmarket	Urban	Partial	Yes	Yes
Sudbury	Gainsborough	Babergh	South Suffolk	Urban	Yes	No	Yes
Thurston	I2C	Mid Suffolk	Bury St Edmunds and Stowmarket	Suburban	Partial	No	Yes
Trimley	Felixstowe Branch	East Suffolk	Suffolk Coastal	Suburban	Yes	No	Yes
Westerfield	ESL	East Suffolk	Central Suffolk and North Ipswich	Suburban	Partial	No	Yes
Wickham Market	ESL	East Suffolk	Central Suffolk and North Ipswich	Rural	Yes	Yes	Yes
Woodbridge	ESL	East Suffolk	Suffolk Coastal	Urban	Partial	No	Yes

Appendix III: Progress on the 2014 prospectus

Line	Target	Information
GEML 	An early commitment to high quality new trains from the start of the new franchise.	Completed 2023 – new trains have been delivered across the network with Wi-Fi, charging and better accessibility. The new trains have significantly contributed to the high levels of punctuality on the network.
GEML 	A more reliable and punctual service.	In 2014 the average punctuality (i.e. trains arriving within 15 minutes of plan) for the whole of Greater Anglia was 90.8% - by 2024 this had increased to 94%.
GEML 	Improvements to Ipswich Station and forecourt and to Stowmarket Station.	Ipswich forecourt improvement was completed in 2017 making the station more accessible for people arriving and departing by public transport. Stowmarket Station works, including a new accessible footbridge will be complete in early 2026.
GEML 	Re-modelling of Bow Junction (between Stratford and London Liverpool Street) to make use of the capacity released by Crossrail – commitment has been made within Network Rail’s Control Period 5 Enhancement Delivery Plan for delivery in 2019.	This scheme has not been delivered and remains a priority. With an estimated cost of up to £100 million, it was originally planned for Control Period 5, deferred to Control Period 6, and subsequently defunded. Although it has since been identified for further development by Network Rail and Transport East, the latest timetabling work for the GEML Strategic Advice has not identified an urgent need to remodel Bow Junction. Nevertheless, we will continue to support this scheme.
GEML 	Provision of additional track on the GEML between Colchester and Shenfield. This will improve reliability and reduce journey times. Our aspiration is to have a service that can have average journey times from Norwich to London in 90 minutes and Ipswich to London in 60 minutes.	This scheme has not been delivered. However, since the 2014 prospectus, Network Rail has stated the whole section may not need to be made into four-track and adding some sections would help with congestion, reliability and frequency. We will continue to support any improvements.

GEML 	A review to be undertaken by Network Rail into signalling infrastructure, power supply, and platform clearance issues all along the GEML, to identify improvements that can increase line speeds.	Some of these requirements have been addressed in the GEML Strategic Advice by Network Rail. Improvements to signalling are likely to be wrapped up in future developments of digital signalling. We will continue to support digital signalling and the benefits it brings.
GEML 	Consistent service seven days a week with minimal need for Sunday bus replacement.	It is challenging to measure this target, and a reasonable degree of network access is necessary to maintain and upgrade infrastructure. We will continue to monitor this.
Ipswich to Peterborough 	High quality rolling stock with more seating capacity.	Completed 2023 – new trains have been delivered across the network with Wi-Fi, charging and better accessibility. The new trains have significantly contributed to the high levels of punctuality on the network.
Ipswich to Peterborough 	Improvements to level crossings.	In 2016 Network Rail Anglia received powers to close or modify 104 crossings in the region. Hawk End Lane and Lords No.29 level crossings have been closed.
Ipswich to Cambridge 	High quality rolling stock on all services with more seating capacity.	Completed 2023 – new trains have been delivered across the network with Wi-Fi, charging and better accessibility. The new trains have significantly contributed to the high levels of punctuality on the network.
Ipswich to Cambridge 	Half-hourly services between Ipswich and Cambridge.	Remains hourly with additional services during the peak including hourly on Sundays. This remains a priority for us in this edition of the prospectus.
Ipswich to Peterborough 	A direct hourly service between Ipswich and Peterborough from the start of the new franchise.	Services are two-hourly. Infrequent services make the connectivity to the East Coast Mainline unattractive. We will continue to push for frequency improvements as identified in this edition of the prospectus.

Ipswich to Peterborough 	Capacity improvements and future electrification of the line between Felixstowe and Peterborough/Birmingham to speed up services and reliability.	The Ely Area Capacity Enhancement project has not been funded and electrification not completed. Both schemes remain priorities for us in this edition of the prospectus.
Ipswich to Peterborough 	Capacity improvements to Ely junctions, between Ely and Soham, and south of Ely station to support Suffolk's aims.	The Ely Area Capacity Enhancement project has not been funded. This scheme remains a high priority for us as identified in this edition of the prospectus.
Ipswich to Cambridge 	Faster journeys between Ipswich and Cambridge.	This remains a high priority for us in this edition of the prospectus.
Ipswich to Cambridge 	Future electrification of the line.	This remains a high priority for us in this edition of the prospectus.
Ipswich to Cambridge 	Hourly Sunday frequency.	This remains a priority for us in this edition of the prospectus.
ESL 	A better than hourly service between Lowestoft and Ipswich.	The £4 million improvements at Beccles have increased frequency on the East Suffolk Line to one train an hour with a significant uptick in usage as a result.
ESL 	High quality rolling stock with more seating capacity.	Completed 2023 – new trains have been delivered across the network with Wi-Fi, charging and better accessibility. The new trains have significantly contributed to the high levels of punctuality on the network.

ESL 	<p>Station improvements.</p> <ul style="list-style-type: none"> • Halesworth Station CCTV and Ticket Machines 2015 • Lowestoft Station improvements – various including a new canopy 2024 • Saxmundham Station improvements following the 2018 fire • Brampton improvements 	<p>Delivered</p>
ESL 	<p>Improved journey times between Lowestoft and Ipswich with the longer-term aim of achieving a 60-minute journey time.</p>	<p>The average journey time remains at around an hour and a half. We will keep this ambition under review.</p>
ESL 	<p>Future electrification of the East Suffolk Line.</p>	<p>Electrification may not be the most suitable solution for decarbonisation of this route and we will support battery and/or hydrogen trains which may provide a viable alternative.</p>
ESL 	<p>Improved line capacity between Woodbridge and Saxmundham, and Oulton Broad and Lowestoft.</p>	<p>This remains a priority for us in this edition of the prospectus.</p>
ESL 	<p>Improved bus connections at stations.</p>	<p>This remains a high priority for us in this edition of the prospectus.</p>
Wherry 	<p>High quality passenger rolling stock with more seating capacity.</p>	<p>Completed 2023 – new trains have been delivered across the network with Wi-Fi, charging and better accessibility. The new trains have significantly contributed to the high levels of punctuality on the network.</p>
Wherry 	<p>Hourly Sunday frequency. Aspiration for 30-minute frequency.</p>	<p>Hourly services are in place on Sundays.</p>

Wherry 	Increased frequency.	This remains a high priority for us in this edition of the prospectus.
Wherry 	Faster journeys between Lowestoft and Norwich.	This remains a priority for us in this edition of the prospectus.
Wherry 	Direct rail service between Lowestoft and Great Yarmouth.	This has not been re-identified as a priority, but we will monitor the status of this project against bus service options.
Breckland 	Level crossing improvement at Brandon.	New equipment was installed in 2016 and failures have reduced.
Breckland 	Norwich – Peterborough service stopping at Brandon.	Services remain direct between Peterborough and Norwich, but remains a priority for us in this edition of the prospectus.
Breckland 	High quality rolling stock on all services with more seating capacity.	Completed 2023 – new trains have been delivered across the network with Wi-Fi, charging and better accessibility. The new trains have significantly contributed to the high levels of punctuality on the network.
Breckland 	Increased frequency.	This remains a high priority for us in this edition of the prospectus.
Breckland 	Regular weekday and weekend trains stopping at Lakenheath.	This remains a priority for us in this edition of the prospectus.

Breckland 	A rail-bus link from Mildenhall to connect to trains between Cambridge and Norwich.	This remains a priority for us in this edition of the prospectus.
Freight 	Additional capacity on Felixstowe to Birmingham route.	Trimley to Gunn Lane freight loop, Ipswich Chord and gauge clearance have all been delivered significantly enhancing the route.
Freight 	More freight trains to travel cross-country.	Increase of capacity from 33 to 47 freight trains per day in each direction on the branch line. However, only up to 38 trains per day have been managed so far with constraints on capacity elsewhere on the network.
Freight 	Electrification of the Felixstowe to Peterborough / Birmingham route.	This remains a high priority for us in this edition of the prospectus.
Freight 	Line speed improvements.	This remains a high priority for us in this edition of the prospectus.
Freight 	Capacity improvement at Ely to support freight and passenger rail growth.	The Ely Area Capacity Enhancement project has not been funded further. This scheme remains a high priority.
Freight 	Capacity improvements to Felixstowe Branch Line.	This remains a high priority for us in this edition of the prospectus.

Appendix IV: Interventions

Theme	Outcome	Intervention	SCC Role
We want to create better places that are better served by rail	Getting to the station should be easy and sustainable	A better bus-to-rail connection where there is demand and a solution that meets a local need. This will include real-time information technology where possible.	Partner
		Improved bus connectivity between Haverhill and nearby railway station(s).	Partner
		Improved connectivity between Mildenhall and Newmarket	Partner
		Improved bus connectivity between Bury St Edmunds and Sudbury	Partner
		Active travel connections at Suffolk railway stations	Provider
		Quality cycle storage at all our stations.	Partner
		Enhanced security and safety through lighting and CCTV coverage for main walking routes at all our stations.	Partner
		Deliver EV charging infrastructure at stations that benefit train passengers and residents.	Partner
		Park and ride services at Darsham for Sizewell workers	Promoter
		Help deliver improvements to stations in Suffolk that support an inclusive and accessible transport network.	Partner
	Stations are at the heart of communities, new and old	Westerfield Station enhancements and frequency improvements delivered to support the new garden suburb by 2035, aligned with the Local Plan.	Partner
		Identify stations where Hub Stations would be appropriate and prioritise potential developments based on new housing developments and local need.	Provider
		Produce Hub Station plans with input from stakeholders, including residents and businesses.	Provider

		Work with Network Rail (GBR) to input to their plans for local station development.	Partner	
		Modern, inclusive and accessible facilities at all our stations including sheltered waiting areas, cycle storage provision and additional ticket machines	Partner	
		Increased frequency at Kennett Station to support housing developments in Suffolk in Kentford and Red Lodge	Promoter	
		Reconnect Leiston Station to the network supporting travel to Sizewell C	Promoter	
	Frequency is key to true community connectivity		Wickham Market Loop and station improvements	Promoter
			Digital signalling on the Great Eastern Mainline to increase frequency	Promoter
			Additional platform(s) at Ipswich	Promoter
			East West Rail improvements: <ul style="list-style-type: none"> Track improvements at Newmarket including dualling the line to Cambridge and an additional platform at the station Capacity enhancements at Ipswich Station Dualling tracks Newmarket to Soham Level crossing removals between Ipswich and Cambridge Ely and Haughley capacity enhancement schemes Dualling track to Felixstowe Electrification of the whole route Cambridge to Felixstowe 	Partner
			Work with Network Rail (GBR) and Public Rights of Way Officers (PROWO) to find solutions to level crossing closures that benefit the railway and local communities' pedestrian routes.	Partner
			Increased frequency Ipswich to Cambridge – additional peak services	Promoter
			Increased frequency Ipswich to Lowestoft – two trains per hour (Southern section)	Promoter
			Increased frequency Norwich to Lowestoft – two trains per hour	Promoter
		Increased frequency Norwich to Cambridge – two trains per hour	Promoter	

A strong, stable and fair local economy underpinned by rail connectivity	Our economy will thrive with well-connected businesses	Improved freight and passenger connections for Sizewell	Promoter
		Maintained, and where possible improved, on-time performance for Suffolk rail users.	Promoter
		New direct rail service(s) to London and other major towns e.g. service beyond Sudbury to Colchester and/or Clacton.	Promoter
		A new Newmarket to London through service	Promoter
	Suffolk is proud of its role as an international gateway	Ely Area Capacity Enhancement project delivered by 2034	Promoter
		Haughley Junction improvements delivered by 2034	Promoter
		Soham and Ely Dock junction	Promoter
		Upgrade signalling at Brandon to remove inefficient loco run-round improving freight services	Promoter
		Maintain Lowestoft aggregates freight services	Promoter
		Maintain North Walsham gas freight services	Promoter
	The rail industry offers high-quality jobs and training	A continued commitment by GBR and the freight operators to provide high-quality jobs and training in the area.	Promoter
		Railway businesses connected with local schools, colleges and residents to provide high-quality jobs and training to local people.	Provider
We are committed to decarbonising Suffolk by 'getting on track'	Affordable, frequent and high-quality service can entice people out of their cars	Support behaviour-change initiatives and promote the railway, through GBR and/or the Community Rail Partnership	Promoter
		Continued fare promotions by Greater Anglia (GBR) under public ownership.	Promoter
		Simplified fares and ticketing regimes implemented by GBR by 2030.	Promoter
		Level crossing removal across the network	Promoter
		Work with the new Norfolk and Suffolk Mayor to explore what elements of fares and ticketing powers can/should be requested to be devolved from GBR.	Partner

		Work with the new Norfolk and Suffolk Mayor on an integrated ticketing offer and linking the rail network up with future bus franchises.	Partner
		Increased speed Ipswich to Cambridge – up to 100 mph	Promoter
		Increased speed Ipswich to Lowestoft – up to 75mph with given level crossing removal	Promoter
		Increased speed Norwich to Lowestoft – up to 70 mph	Promoter
		Increased speed Norwich to Cambridge – up to 90 mph	Promoter
		Sudbury to Marks Tey – support investigations into speed improvements	Promoter
	Rail freight is significantly less polluting than transporting goods by road	Support a government freight target and GBR interventions to achieve it	Promoter
		Supporting Network Rail’s aim of achieving 60% of Sizewell construction materials being transported by rail.	Promoter
	Introducing electric and hydrogen trains to the network can help decarbonise	Bi-mode freight train deployment to Felixstowe and across the network where appropriate	Promoter
		Introduction of Class 99s on the Felixstowe route by February 2026.	Promoter
		Felixstowe branch line electrification	Promoter
		Breckland line electrification	Promoter
		Felixstowe to Peterborough electrification	Promoter
	Hydrogen and battery trains to Lowestoft from Norwich and Ipswich	Promoter	
	Rail services must support health, wellbeing and social inclusion	Easier access to stations is essential for social inclusion	Access for all at Needham Market
Access for all at Beccles			Promoter
Access for all at Halesworth			Promoter
Access for all at Thurston			Promoter
Access for all at Stowmarket			Promoter

		Access for all at Marks Tey	Promoter	
		All Suffolk stations, and stations on the border, step-free by 2040.	Promoter	
		Explore new, accessible and inclusive highways infrastructure approaching stations.	Provider	
		Support partners to deliver new facilities and technology that assist inclusivity, accessibility and safety at stations.	Partner	
	Making it easier to walk or wheel to the station helps residents be healthier		Micromobility facilitation at Ipswich Station	Partner
			Active travel schemes in line with aspirations within Area Transport Plans and Rural Strategy Plan	Provider
			Monitor travel options through local and national travel surveys and possibly future National Census	Provider
			Support residents with protected characteristics as part of the Council's Public Sector Equality Duty and Equality Act 2010.	Provider
	Improving air quality improves health		See interventions relating to electrification	
			See interventions relating to decarbonisation and mode shift	
Local services we can be proud of		A long-term plan for rail services in Suffolk that also supports ambitions in Norfolk.	Partner	
		Support Community Rail Partnerships	Provider	

Appendix V: Glossary

BTP	British Transport Police	GEML	Great Eastern Mainline
CRP	Community Rail Partnership	HGV	Heavy Goods Vehicle
DfT	Department for Transport	HR	Human Resources
DfTO	Department for Transport Operator	HVO	Hydrotreated Vegetable Oil
ESL	East Suffolk Line	I2C	Ipswich to Cambridge
ESLCRP	East Suffolk Lines Community Rail Partnership	LCWIP	Local Cycling and Walking Infrastructure Plan
EWR	East West Rail	LTP	Local Transport Plan
EWRC	East West Railway Company	MCA	Mayoral Combined Authority
EV	Electric vehicle	MCCA	Mayoral Combined County Authority
ESSCRP	Essex and South Suffolk Community Rail Partnership	NOx	Nitrogen Oxides
GBRf	GB Railfreight	PROW	Public Rights of Way
GBR	Great British Railways	WLCRP	Wherry Lines Community Rail Partnership



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