

REALISING THE POTENTIAL OF INTERNATIONAL GATEWAYS FOR A GREATER BRITAIN

On Wednesday 25th May 2022 the East of England and UK Innovation Corridor All-Party Parliamentary Groups will convene a session to discuss **International Gateway: the East of England's Key Role in Global Britain.**

Members of Parliament, Peers and other interested stakeholders will attend to discuss transport priorities and hear from Robert Courts MP, Minister for Airports and Ports, Department for Transport, for this important and timely discussion regarding how the region can further develop its role as an International Gateway.



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Despite the crucial role of the East in the movement of goods and the forecast growth of these sectors, the essential infrastructure relied on daily is not fit for purpose. Long, unreliable journey times add cost through the supply chain, ultimately ending up with the customer. Road haulage is one of the hardest sectors to decarbonise, creating around half of the transport carbon emissions in the East – which are well above the national average.

On the road network, the A13 experiences some of the worst delays in the region, of 40 seconds per vehicle mile. This is a major artery serving the Port of Tilbury, London Gateway, and London Southend Airport (via A127). The A12, A120 and A14 are the main roads between the ports of Felixstowe and Harwich and distribution hubs in the Midlands and around London. All suffer notable congestion. Poor capacity on these routes is compounded by a lack of network resilience, with few viable alternative routes for Heavy Goods Vehicles.

Connections on the east coast road and rail corridors are identified by the Union Connectivity Review as a key priority. The A1 has some of the oldest sections of dual carriageway on National Highway's Strategic Road Network and has significant impacts for the movement of freight between London and the east, and Scotland.

Improvements to the A505, running east-west past Luton Airport and into Hertfordshire, is

another priority, as is delivery of the HERT A414 rapid transit scheme, which includes connectivity to Stansted Airport.

Improving sustainable passenger and employee access to Stansted is crucial. Particularly reducing rail journey times between London and Stansted to 40 mins, and increasing service frequencies. This requires multiple interventions across the length of the West Anglia Main Line.

Rail freight services travelling to and from major ports such as Felixstowe, Harwich, Tilbury and London Gateway also suffer from constrained capacity. While there have been some capacity improvements on the Felixstowe Branch Line, capacity constraints around Ely and at Haughley Junction limit the number of freight trains, adding more HGVs to the road and forcing trains to travel to and from the Midlands via north London.

East West Rail between Oxford and Milton Keynes is under construction and will open by 2025. Given the key role that East West Rail has in enabling the economic potential of the region to be realised, it is vital that the next stages to Bedford and Cambridge are delivered as soon as possible. Doing so would also unlock the potential of an 'East West Main Line' from Norfolk and Suffolk to Oxford (and beyond towards south Wales), with improved connectivity to international gateways including Luton, Stansted and Felixstowe.

London Stansted Airport, part of Manchester Airports Group (MAG), wants to develop its route network into long-haul destinations with full-service carriers. Research from its partner airport, Manchester, demonstrates the substantial economic dividend available to regions when their airports add new direct air routes to key markets. Two years after it established a direct route to Beijing from Manchester, back in 2016, independent research found that the number of people travelling between these two locations shot up by 80 per cent, with the route growing faster than any other UK-China route; export values from Manchester Airport to China grew 41 per cent to £1.29bn, at a time when national values fell 30 per cent; and the number of Chinese students in Greater Manchester grew 9 per cent versus national growth of 4 per cent. The potential for London Stansted Airport to serve as the international gateway for the East of England – boosting investment and supporting regional exports – is significant.

Our ports at Ipswich and King’s Lynn play a crucial role in moving non-containerised cargo especially for the agricultural industry. The ports of Great Yarmouth and Lowestoft are well-established major centres for serving the offshore energy industry including the large concentration of offshore wind projects in the North Sea. Both are reliant on the A47, for which there has been a long campaign to upgrade junctions and dual to increase safety and provide more reliable journeys.

UK container and roll-on/ roll-off freight are both expected to grow by 130% between 2016 and 2050, which will place further strain on the transport networks serving our ports.

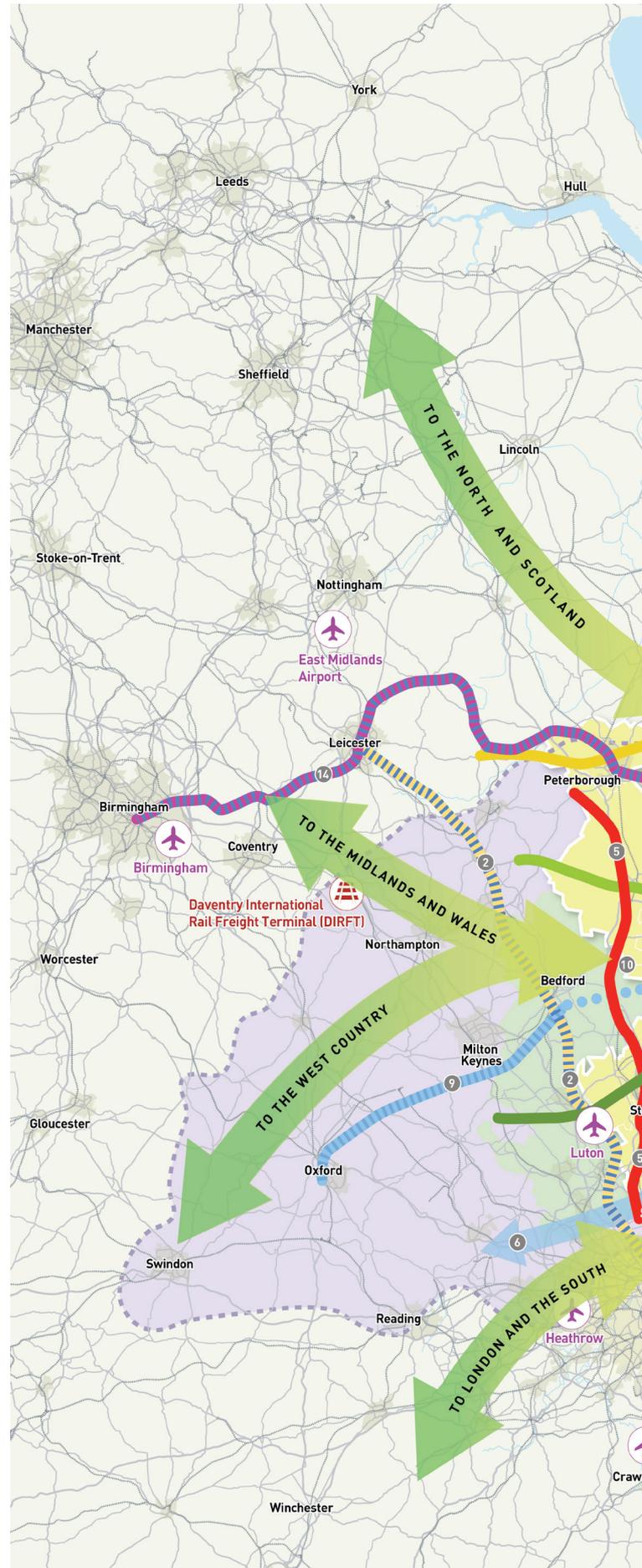
The designation of two Freeports in the region will stimulate significant economic activity but will require further transport investment in the very near future for capacity to accommodate the additional demands.

If global Britain is to thrive, an ambitious plan is needed to address these challenges and allow our gateways to reach their potential as catalysts for international trade and foreign investment.

SUMMARY

Better connections across the region’s economies as well as its airports and ports will help the whole of UK business to thrive, boosting the nation’s economy and helping to level up communities through better access to international markets and facilitating foreign direct investment.

Our agenda is to work with central government, making the case that investment in the East cannot be decoupled from the levelling-up agenda, and more over may stifle the engine of innovation that the country benefits from.





FOR MORE INFORMATION

For more detailed information on the schemes noted within this document, please refer to the transport strategies from Transport East www.transporteast.org.uk and England's Economic Heartland www.Englandseconomicheartland.com.

YOU CAN CONTACT US AT

steve@devoconnect.co.uk | [@EastEnglandAPPG](https://twitter.com/EastEnglandAPPG) | www.eastofenglandappg.org.uk

ukicappg@cofinitive.com | [@UKICnews](https://twitter.com/UKICnews) | www.innovationcorridor.uk

In conjunction with



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TRANSPORTEAST

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