



EASTERN SECTION PROSPECTUS

Prepared by the East West Rail
Consortium

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INTRODUCTION

The East West Rail Consortium (EWRC) continues to promote the delivery of a strategic railway connecting East Anglia with Central, Southern and Western England. The complete East West Rail (EWR) link will act as a strategic rail route that will link Ipswich, Norwich and Cambridge, with Bedford/Luton, Milton Keynes, Bicester and Oxford, allowing connections to the South Coast, South West England and South Wales. The route comprises three distinct sections as follows:

- Western Section (Oxford to Bedford/Aylesbury to Milton Keynes);
- Central Section (Bedford to Cambridge); and
- Eastern Section (Cambridge to Norwich/Ipswich and beyond), which is the subject of this prospectus.

Within the context of the future Transport Strategy for the corridor and the potential longer distance journey time improvements identified in this prospectus, it is important to recognise that the overall strategic East West Railway can additionally enable the delivery of key interchanges with radial routes such as:

- Oxford – an interchange with Great Western services, including linkages to the west
- Aylesbury – an interchange with Chiltern services, linkages to the south (Wycombe, Old Oak Common/Park Royal)
- Bletchley/MK – an interchange with the WCML, and how the opening of HS2 needs to be used as an opportunity to reallocate capacity to support planned growth
- Bedford – an interchange with the MML
- Sandy area – an interchange with the ECML
- Cambridge – an interchange with Greater Anglian services

STRATEGIC CONTEXT

Following the publication of the NIC Report in October 2017, the NIC has provided a significant contextual relationship between the potential to grow the Oxford – Milton Keynes – Cambridge corridor by the provision of strategic rail and road infrastructure. In particular:

- NIC has identified the economic potential of the Oxford – MK – Cambridge corridor
- It highlighted that improved east-west connectivity is essential to helping realise that potential – indeed the Commission talks in terms of East West Rail forming part of a new ‘multi-modal spine’ – delivery of which represents a ‘once-in-a-generation’ opportunity
- The NIC acknowledged the role the ‘spine’ and by extension EWR has to play in terms of expanding the labour markets of key towns and cities, as well as improving connections to international gateways such as Heathrow.

- It identified the 'spine' as providing a vital step in the development of a strategic transport corridor connecting East Anglia to the West of England and South Wales.
- In response Government has talked about realising the economic potential of the corridor as being a UK priority.
- It has established the East West Railway Company to drive forward the delivery of investment
- As a Consortium we are working closely with the EWR Company to achieve this – but at the same time given the transformational impact of the rail corridor – we are looking at the longer-term potential
- Through the work of England's Economic Heartland (the emerging Sub-national Transport Body) the Consortium members are working with London to understand the role of EWR as part of the rail infrastructure serving the greater South East

EASTERN SECTION

The existing railway east of Cambridge is extensively used by freight as well as providing passenger services, though there are opportunities to dramatically improve these railway connections as well as connecting into the rest of EWR to achieve long distance east-west movements. There were no direct passenger trains between Cambridge and Norwich until an hourly service was introduced in September 2002. In December 2004, the train operator, ONE, introduced an hourly service from Ipswich to Cambridge to reflect the increasing strategic importance of this rail corridor. Now that the Western and Central sections are progressing, it is time to focus on the Eastern Section of EWR (EWR-ES) and review what an EWR-ES scheme should aim to achieve and why.



Passenger rail use in Anglia

Existing rail usage in Anglia is so London-centric that lines around the capital struggle to cope with demand, while much of the rest of the network is very under-utilised.



Passenger road usage in Anglia

Road usage demonstrates that people want to travel throughout the region, not just to and from London. Road demand comprises a multitude of small flows that, in combination, dominate today's travel market.

The adopted New Anglia Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP) states that, 'rail routes from Norwich and Ipswich to Cambridge and Peterborough are increasingly important for businesses. These require additional capacity to cater for our growing economy'. The plan also highlights that 'connectivity and travel times are major obstacles to productivity', and 'faster connections ... are vital to improve productivity and access to markets'.

The LEP's Strategic Economic Plan fits perfectly within the Strategic Context as well as the vision of the NIC as described previously.

EWR-ES has the potential to build on the rail connectivity brought about by the implemented and planned EWR Western Section and Central Section infrastructure, by enhancing journey times and frequency east of Cambridge to Norwich, Ipswich and beyond. The published New Anglia LEP prospectus for East Anglia, "Our Counties Connected" highlights the potential of EWR in this capacity, stating that:

'The aim is to join up the cities of Bristol, Oxford, Milton Keynes, Bedford, Cambridge, Norwich and Ipswich and there are excellent economic benefits to connecting this series of important commercial and educational centres.'

EWR-ES offers the potential to be a core ingredient of enhancing access from East Anglia to businesses and markets in Cambridge and beyond and providing ample capacity for both passenger and freight traffic to unlock growth of the key local economic sectors identified in the Strategic Plan.

The EWRC has developed a set of strategic objectives for EWR, which we have adapted specifically for the EWR-ES:

- Improve east west public transport connectivity;
- Increase economic growth, prosperity and employment within the East of England through improvements to east west rail links;
- Provide faster, more reliable and additional rail links from the west to Cambridge, Norwich, Ipswich and beyond;
- Improve journey times and reliability of inter-regional and commuter journeys;
- Increase capacity for inter-regional and commuter journeys;
- Maintain and enhance capacity for rail freight, especially from key ports; and
- Contribute to tackling climate change by removing traffic from congested inter-regional highway corridors.

PURPOSE

The proposals set out in this prospectus are derived from a sound evidence base of key economic and transport drivers for intervention and recognition of the constraints and challenges that will need to be addressed.

The East West Rail Consortium commissioned an independent study of the economic drivers and linkages that could form the basis of a business case for delivering the East West Rail Consortium's Strategic Objectives. This study

analysed passenger demand, journey times across modes and population and employment growth trends. It then set out 36 priority origin destination pairs which, with an improved Eastern Section, would provide the most benefit in terms of journey time reduction, impact on Gross Value Added and modal shift from road to rail.

A study was then undertaken to explore how the existing rail service east of Cambridge could be developed so as to improve connectivity between these identified origin destination pairs. This study set out the three potential phases for upgrading the network summarised in the table below.

Phase	Outputs	Expected infrastructure inputs
Initial service pattern	An hourly direct EWR service to / from Ipswich, with a good connection at Cambridge to / from Norwich.	No further infrastructure requirements expected above those needed to deliver the Central Section service into Cambridge. Improved journey times could be provided by undertaking incremental linespeed enhancements between Cambridge and Ipswich / Norwich.
Interim service pattern	An hourly direct EWR service to / from Ipswich and an hourly EWR service to / from Norwich, with a good connection to / from Great Yarmouth and Lowestoft. Services between Anglia and Birmingham / Nottingham would be amended to provide a wider range of journey opportunities by integrating the two routes around a cross platform interchange at Peterborough.	Additional platform capacity at Cambridge Double track Trowse Swing Bridge. Signalling upgrades between Norwich and Brundall and between Ely and Ely North Junction to reduce headways. Additional platform capacity at Norwich. Improved journey times and improved connections to / from Sheringham could be provided by undertaking incremental linespeed enhancements between Cambridge and Ipswich / Norwich.
Long-term service pattern	An hourly direct EWR service to / from Manningtree and an hourly	A package of infrastructure

	<p>EWR service to / from Great Yarmouth. Both services would also offer a series of interchanges and the service pattern as a whole would provide a transformation of journey times and frequencies between EWR and many stations across Anglia as well as a transformation of many journeys within Anglia.</p>	<p>enhancements across the region, building on those delivered for the interim phase.</p>
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The Long-term service pattern was developed first in order to define an ambitious end state for the Eastern Section that best fulfilled the conditional outputs. The Initial and Interim phases were then devised to represent realistic steps towards achieving the Long-term service pattern and realising some of its benefits at an earlier stage.

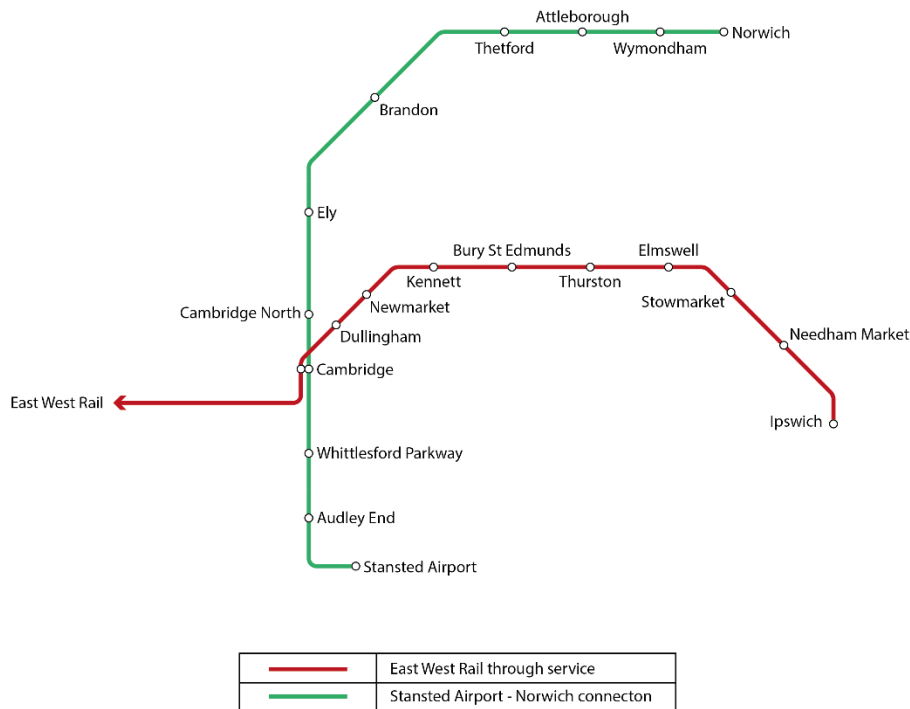
The Long-term service pattern was derived from a proposal that was initially developed by Network Rail and requires a holistic package of infrastructure and service pattern enhancements for the entire Anglia network to be implemented. It maximises connectivity to East West Rail, providing a competitive journey offer between as many station pairs as possible on the combined Anglia and EWR networks, with particular focus on the origin destination pairs identified in the Conditional Output Statement. Improved levels of connectivity provide users (both existing and potential) with a competitive offer that improves access to job opportunities and services/facilities.

Realising this vision requires upgrades to the existing infrastructure and a recast timetable to be introduced. Proposed linespeed upgrades were assessed on the basis of existing track curvature and the resulting running times were either calculated in RailSys or were estimated using Network Rail’s Excel based Routerunner programme. Electric rolling stock was used in this modelling exercise (generally 100mph Class 365 and 360 units); however, it may be possible for diesel or bi-mode stock to match these running times and reduce the scope of electrification requirements. A draft Working Train Timetable was produced using these running times and a previous iteration of the timetable was checked for rules compliance by Network Rail Capability and Capacity Analysis. This timetable has been used to calculate the journey times shown on page 13.

INITIAL SERVICE PATTERN

Passenger services

This initial stage seeks to introduce one direct train per hour between EWR and Ipswich, substituting the existing Cambridge – Ipswich service. To provide connectivity between EWR and Norwich, it is proposed that the service be timed to connect with the forthcoming Stansted Airport – Norwich service at Cambridge. The diagram below explains the service pattern.



Infrastructure requirements

This service is designed to operate on existing infrastructure east of Cambridge and does not increase the total number of services operating.

Assuming the forthcoming Stansted Airport – Norwich service utilises the path of the existing Stansted Airport – Cambridge service south of Cambridge, the new EWR service would only require minor flexing of existing Cambridge – Ipswich paths to achieve a good connection and would not conflict on the single line between Cambridge and Chippenham Junction.

Capacity at Cambridge station has not been assessed as it is assumed that EWR will reach Cambridge station as part of the Central Section works. However, the requirements at Cambridge will need to be subject to ongoing review as there is a risk that further platform capacity will be needed to deliver this Initial phase.

Although not essential for this phase, an additional platform at Stansted Airport is required for the Long-Term Service Pattern and bringing forward this intervention would remove the need for platform sharing which poses a possible performance risk.

Freight services

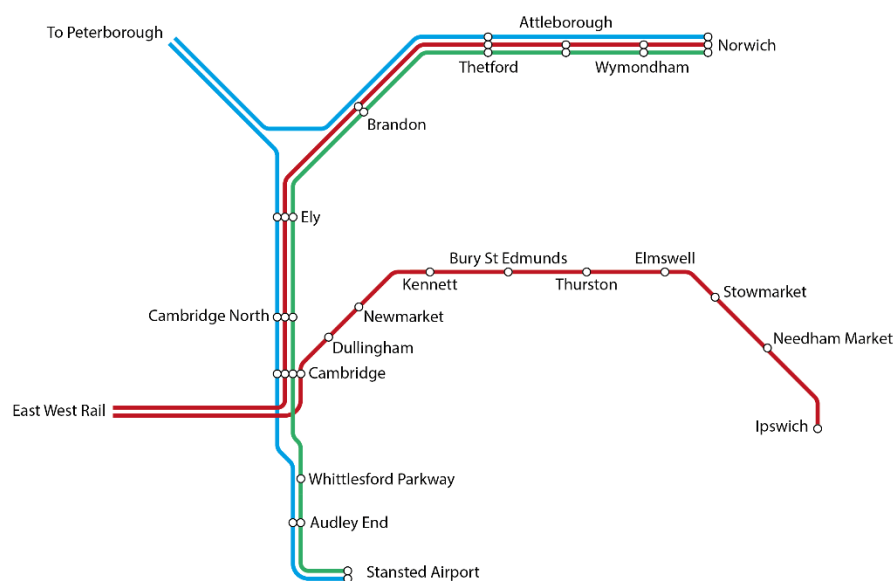
This phase introduces no additional passenger trains onto the network east of Cambridge and is expected to make only minor changes to the timing of passenger train paths. Therefore, it is not expected to have any negative impacts on freight capacity. However, freight capacity interventions, such as reducing freight headways between Ely and Ely North Junction, would provide additional timetabling flexibility and further minimise risks surrounding the implementation of the Initial service pattern.

INTERIM SERVICE PATTERN

Passenger services

This interim stage seeks to introduce an additional direct train per hour onto the Eastern Section by supplementing the service to Ipswich introduced in the Initial phase with a new direct service to Norwich. This is to be facilitated by infrastructure enhancements in the Norwich area and the following changes to services currently operated by Cross Country and East Midlands Trains via Peterborough:

- The existing hourly Birmingham – Stansted Airport service would be amended to provide a 2-hourly Birmingham – Stansted Airport service and a 2-hourly Birmingham – Norwich service (omitting Ely)
- The existing Liverpool – Norwich service would be amended to provide a 2-hourly Liverpool – Norwich service (omitting Ely) and a 2-hourly Liverpool – Stansted Airport service.
- The above services will make a cross-platform interchange with each other at Peterborough.



—	East West Rail through service
—	Stansted Airport - Norwich connecton
—	Stansted Airport - Birmingham, Stansted Airport - Liverpool, Norwich - Birmingham and Norwich - Liverpool services
Note: stopping patterns are indicative	

Operationally, one of the principal advantages of this service pattern is the fact that it removes 1tph in each direction from Ely North Junction, thereby providing capacity for the new EWR service. It also provides passengers with a wider range of direct services: the journey opportunities listed below would be created.

Hour 1

Birmingham – Stansted Airport direct

Birmingham – Norwich with a cross platform change at Peterborough

Liverpool – Norwich direct

Liverpool – Stansted Airport with a cross platform change at Peterborough

Hour 2

Birmingham – Stansted Airport with a cross platform change at Peterborough

Birmingham – Norwich direct

Liverpool – Norwich with a cross platform change at Peterborough

Liverpool – Stansted Airport direct

In each case, the journey time would be the same, irrespective of whether the service was direct or involved a cross platform interchange. It has been assumed the practice of interworking stock between Birmingham – Stansted Airport and Birmingham – Leicester services at Birmingham would cease.

Continuation of Norwich services to either Great Yarmouth or Lowestoft would provide new direct journey opportunities, reduce the requirement for additional platforms at Norwich and save a unit, but would necessitate stock for the Liverpool and Birmingham routes to interwork. This would require the two routes to be operated by the same TOC using the same stock type.

Infrastructure requirements

An outline timetable has been created for this service pattern based around the existing path of the Liverpool – Norwich service on the East Coast Main Line. This timetable indicates that the following interventions would be required:

- Additional platform capacity at Cambridge. The exact requirement will depend on the baseline infrastructure provided for the EWR Central Section.
- Additional platform capacity at Norwich. The requirement will depend on whether services via Peterborough will be extended east of Norwich and the required capacity for London services via Ipswich.
- Enhancements to signalling headways between Norwich and Brundall.
- Enhancements to signalling headways between Ely and Ely North Junction to improve timetabling flexibility.
- The number of services operating between Ely and Norwich increases from 2tph to 3tph. Owing to the number of level crossings on the route, the change in risk will need to be assessed and mitigation may be needed.

Freight

This phase introduces no additional passenger trains onto the most critical sections of infrastructure east of Cambridge. The only increases occur between Cambridge and Ely and between Ely North Junction and Norwich (but not between Ely and Ely North Junction). Neither route is heavily used by freight. Therefore, the Interim service level is not expected to have any negative impacts on freight capacity. However, as with the Initial phase, freight capacity interventions, such as reducing freight headways between Ely and Ely North

Junction, would provide additional timetabling flexibility and further minimise risks surrounding the implementation of the Interim service pattern.

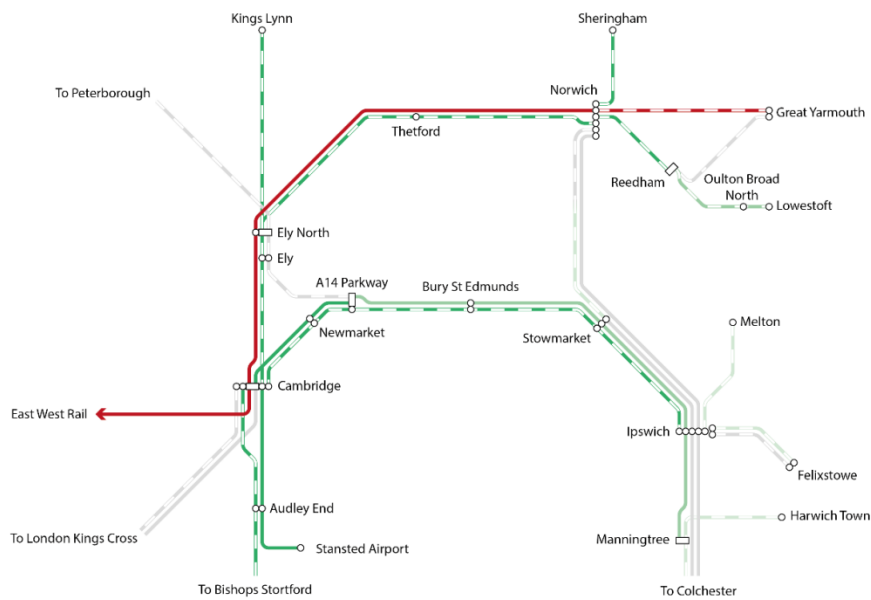
LONG-TERM SERVICE PATTERN

The Long-term service pattern builds upon the Interim service pattern by accelerating the EWR Ipswich and Norwich services, extending the Ipswich service to Manningtree, extending the Norwich service to Great Yarmouth and improving frequencies throughout the region. Each EWR service makes a succession of carefully planned interchanges with other services, many of which are cross platform. This enables a much wider range of stations within Anglia to benefit from East West Rail than would be possible using the traditional approach of solely relying on direct trains without consideration to interchanging passengers.

This is to be facilitated by a package of infrastructure enhancements and a recast timetable to be introduced across Anglia. Although the timetable has been built on the assumption that all elements of the package of improvements are delivered across the Anglia network, the description focusses on those improvements required to deliver through services from EWR and immediate connections and there may be opportunities for partial implementation.

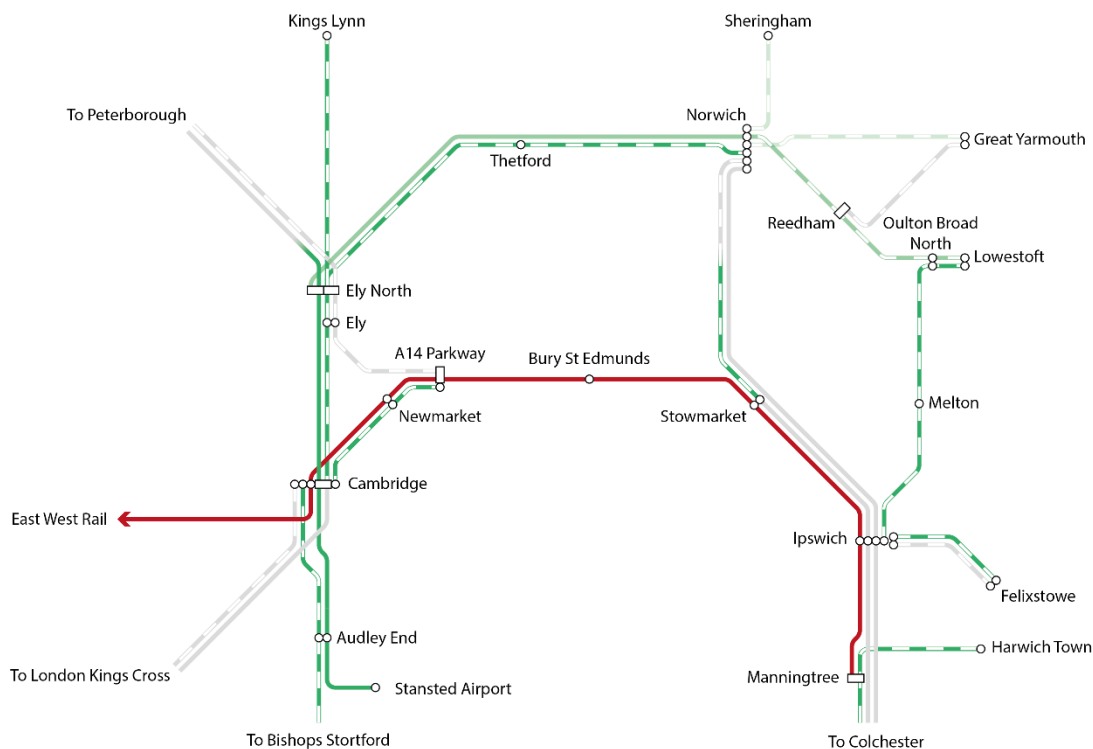
The service patterns for each half hour of the Long-term service pattern is shown below.

Half hour A: East West Rail service continues to Great Yarmouth



Express service	Stopping service	
		East West Rail through service
		East West Rail connection (1 change)
		East West Rail connection (2 changes)
		East West Rail connection (3 changes)
		Other services
		Cross platform connection
Note: some express services become stopping services for part of their journey		

Half hour B: East West Rail continues to Manningtree



Express service	Stopping service	
		East West Rail through service
		East West Rail connect (1 change)
		East West Rail connection (2 changes)
		East West Rail connection (3 changes)
		Other services
		Cross platform connection
Note: some express services become stopping services for part of their journey		

Infrastructure

In order to deliver the proposed service pattern, the following infrastructure interventions have been identified:

- linespeed upgrades across the network up to 100mph
- grade separation of Ely North and Haughley junctions
- doubling of some stretches of single line
- possible electrification
- expansion of Cambridge, Norwich, Reedham, Kings Lynn and Manningtree stations with remodelling of the station throat layouts
- construction of new interchange stations at Ely North and Chippenham Junction (to the east of Newmarket, shown as 'A14 Parkway')
- introduction of a tram-train service on the Felixstowe branch, with doubling between Derby Road and Felixstowe and street running through Ipswich.

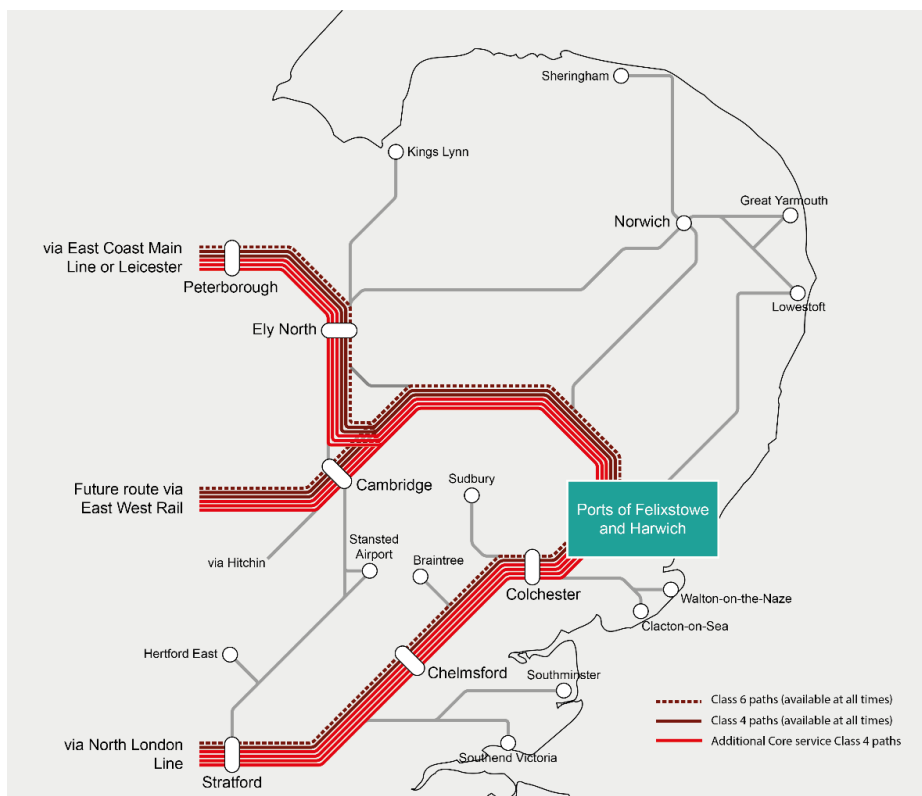
The service pattern assumes 2 East West Rail services per hour, at half hourly intervals, will extend onto the Anglia network at Cambridge. One service will continue to Great Yarmouth via Ely, while the other will continue to Manningtree via Ipswich.

Freight

The Long-term service pattern is designed to meet future freight growth, with particular focus on the Ipswich – Cambridge / Peterborough corridor. The proposed infrastructure interventions increase capacity for both freight and passenger services.

To strike the optimal balance between passenger and freight service levels, two different levels of passenger service are designed into the Long-term service pattern. The journey times and frequencies shown in this prospectus represent the higher level of passenger frequency, but the service can be reduced to a 'Core Service' (still providing at least 1tph on each route, while maintaining interchanges) at times of low passenger demand, creating opportunities to increase freight capacity.

The freight paths built into the Long-term service pattern to serve Felixstowe and Harwich are set out in the diagram below, detailing which paths could operate at all times and which paths are released at times when the Core Service operates. Note that doubling of Warren Hill Tunnel at Newmarket and redoubling between Coldham Lane Junction and Chippenham Junction is included in the infrastructure requirements. It is assumed that most freight would operate via Newmarket, with a new north chord at Coldham Lane Junction, rather than pursuing further doubling of the route via Soham.



MEETING THE CONDITIONAL OUTPUTS: Journey Times and Frequencies

The journey times stated below are based on the Long-term service pattern on the Eastern Section. It has been assumed that, by this stage, a half hourly service will operate on the Central and Western sections between Oxford – Cambridge with the following journey times

From	To	Journey time (mins)
Oxford	Cambridge	73
Bicester	Cambridge	62
Bletchley	Cambridge	39
Bedford	Cambridge	20

Journey times are assumed to be identical in both directions

10 minutes are added to the Bletchley journey time to represent a connection to / from Milton Keynes Central

25 minutes are added to the Oxford journey time to represent the option of one service being extended to / from Reading with a Reading – Oxford non-stop.

38 minutes are added to the Bletchley journey time to represent a connection to / from Aylesbury

Short distance

OD pair	Existing	Proposed
Norwich - Lowestoft	0h42* hourly direct	0h38 half hourly: 1tph direct, 1tph with cross platform change at Reedham
Norwich – Great Yarmouth	0h33 hourly direct	0h26 half hourly direct
Lowestoft – Great Yarmouth	1h25 every 2 hours with change at Brundall	0h31 half hourly: 1tph direct, 1tph with cross platform change at Reedham
Cambridge – Bury St Edmunds	0h39 hourly direct	0h30 half hourly: 1tph direct, 1tph with cross platform change at new A14 Parkway station
Ipswich – Felixstowe	0h26 hourly direct	0h26 every 15 minutes direct
Cambridge – Newmarket	0h20* hourly direct	0h13 half hourly direct
Ipswich – Harwich	0h39 hourly with change at Manningtree	0h36 half hourly with change at Manningtree

* average journey time as actual journey times vary from hour to hour

Medium distance

OD Pair	Existing	Proposed
Bedford – Bury St Edmunds	3h06 hourly with changes at St Pancras / Kings Cross and Cambridge	0h58 half hourly: 1tph direct, 1tph with cross platform changes at Cambridge and A14 Parkway station.
Aylesbury – Bury St Edmunds	3h35 hourly with changes at Marylebone, Baker Street, Kings Cross and Cambridge.	2h05 hourly with change at Bletchley
Milton Keynes – Bury St Edmunds	3h08 hourly with changes at Euston, Kings Cross and Cambridge.	1h22 half hourly: 1tph with change at Bletchley, 1tph with a change at Bletchley and cross platform changes at Cambridge and A14 Parkway station.
Oxford – Bury St Edmunds	3h22 hourly with changes at Paddington, Kings Cross and Cambridge	1h51 half hourly: 1tph direct, 1tph with cross platform changes at Cambridge and A14 Parkway station.
Ipswich – Kings Lynn	2h13 hourly with changes at Norwich and Ely	1h27 half hourly: 1tph with cross platform changes at new Ely North interchange station, 1tph with cross platform changes at new A14 parkway station and new Ely North interchange station.
Norwich – Cambridge	1h11 with change at Ely, 1h20 direct	0h55 half hourly: 1tph direct, 1tph with cross platform change at new Ely North interchange station
Ipswich – Bletchley	2h40 hourly with changes at Liverpool Street and Euston.	1h45 half hourly: 1tph direct, 1tph with cross platform changes at new A14 Parkway station and Cambridge.
Cambridge – Harwich	2h38 hourly with changes at Ipswich and Manningtree	1h34 half hourly: 1tph with change at Manningtree, 1tph with cross platform changes at new A14 Parkway station and change at

		Manningtree
Cambridge – Felixstowe	2h40 hourly with change at Ipswich	1h31 half hourly: 1tph with change at Ipswich, 1tph with cross platform change at new A14 Parkway station and change at Ipswich
Norwich – Bury St Edmunds	0h55 hourly with change at Stowmarket	0h51 half hourly with change at Stowmarket

Long Distance

OD Pair	Existing	Proposed
Reading – Bury St Edmunds	2h58 hourly with changes at Paddington, Kings Cross and Cambridge	2h16 hourly with cross platform changes at Cambridge and new A14 Parkway station.
Reading – Ipswich	2h35 half hourly with changes at Paddington and Liverpool Street	2h43 hourly with cross platform changes at Cambridge and new A14 Parkway station.
Norwich – Bedford	3h06 hourly with changes at Liverpool Street and St Pancras	1h22 half hourly: 1tph direct, 1tph with cross platform change at new Ely North interchange station and change at Cambridge.
Norwich – Oxford	3h49* half hourly: 1tph with changes at Liverpool Street and Paddington, 1tph with changes at Liverpool Street, Paddington and Didcot Parkway	2h15 half hourly: 1tph direct, 1tph with cross platform change at new Ely North station and change at Cambridge.
Ipswich – Oxford	3h10* half hourly: 1tph with changes at Liverpool Street and Paddington, 1tph with changes at Liverpool Street, Paddington and Didcot Parkway	2h19 half hourly: 1tph direct, 1tph with cross platform changes at new A14 Parkway station and Cambridge.
Ipswich – Bedford	2h27 hourly with changes at Liverpool Street and St Pancras.	1h26 half hourly: 1tph direct, 1tph with cross platform changes at new A14 Parkway station and

		Cambridge.
Ipswich – Aylesbury	3h15 half hourly with changes at Liverpool Street, Baker Street and Marylebone.	2h33 hourly with change at Bletchley.
Norwich – Milton Keynes	3h11 half hourly with changes at Liverpool Street and Euston	1h51 half hourly: 1tph with change at Bletchley, 1tph with cross platform change at new Ely North interchange station and changes at Cambridge and Bletchley.
Ipswich – Milton Keynes	2h30 half hourly with changes at Liverpool Street and Euston	1h55 half hourly: 1tph with change at Bletchley, 1tph with cross platform changes at new A14 Parkway station and Cambridge and change at Bletchley.

* average journey time as actual journey times vary by a few minutes between services

Very long distance

OD Pair	Existing	Proposed
Norwich – Reading	3h10 hourly change at Liverpool Street and Paddington	2h40 hourly direct
Reading – Lowestoft	4h09* hourly with changes at Paddington, Liverpool Street and Ipswich	3h30 hourly with change at Norwich and cross platform change at Reedham.
Norwich – Aylesbury	3h54 half hourly with changes at Liverpool Street, Baker Street and Marylebone.	2h29 hourly with cross platform change at new Ely North interchange station and changes at Cambridge and Bletchley.
Ipswich – Bicester	3h13 half hourly with changes at Liverpool Street, Baker Street and Marylebone	2h08 half hourly: 1tph direct, 1tph with cross platform changes at new A14 Parkway station and Cambridge.
Bedford – Lowestoft	4h16 hourly with changes at Farringdon, Liverpool Street and Ipswich.	1h56 half hourly: 1tph with change at Norwich and cross platform change at Reedham, 1tph with change at

		Cambridge and cross platform change at new Ely North interchange station.
Reading – Great Yarmouth	4h09* hourly with changes at Paddington, Liverpool Street and Norwich	3h14 hourly direct
Oxford – Lowestoft	4h39* hourly with changes at Paddington, Liverpool Street and Ipswich or Norwich	3h05 half hourly: 1tph with change at Norwich and cross platform change at Reedham, 1tph with change at Cambridge and cross platform change at new Ely North interchange station.
Milton Keynes – Lowestoft	4h28 hourly with changes at Euston, Liverpool Street and Ipswich	2h41 half hourly: 1tph with changes at Bletchley and Norwich, 1tph with change at Bletchley and Cambridge and cross platform change at new Ely North interchange station.
Aylesbury – Lowestoft	4h55 hourly with changes at Marylebone, Baker Street, Liverpool Street and Ipswich.	3h19 hourly with changes at Bletchley and Cambridge and cross platform change at new Ely North interchange station.
Milton Keynes – Great Yarmouth	4h04 hourly with changes at Euston, Liverpool Street and Norwich	2h25 half hourly: 1tph with change at Bletchley, 1tph with changes at Bletchley, Cambridge and Norwich and cross platform change at new Ely North interchange station.

* average journey time as actual journey times vary by a few minutes between services