

Transport Masterplan

**FREEPORT
EAST**

**FELIXSTOWE
GATEWAY 14
HARWICH**

A GLOBAL FREEPORT FOR A GLOBAL BRITAIN

Driving Productivity & Opportunity Through Connectivity

April 2026

1.0 Foreword

Executive Summary



Freeport East, as a flagship UK Government Industrial Strategy Zone, is designed to drive increased trade and investment, higher paying jobs and wider sustainable growth, based on the strengths of our world-class international maritime gateways.

Driving economic productivity, a key national objective, is central to that – and in our view, **productivity comes from connectivity.**

Occupying a strategically significant position, centred on the UK's only Global Top 50 container port at Felixstowe with deep-water access close to the main European shipping lanes, along with other key port facilities, close to Stansted Airport and within easy reach of London and a range of world-class Universities and centres of excellence, Freeport East quite literally trades on its connections.

The Freeport is **central to the East of England's national economic impact**, a region contributing £163bn GVA and supporting 3.2 million jobs - making it one of the UK's fastest-growing and most productive regions.

Guided by Transport East's strategic narrative, the Freeport East Transport Masterplan prioritises connectivity, unlocking international gateways, decarbonisation, and rural and coastal access, aligning transport investment with the region's strengths in clean energy, agri-tech, and international trade.

By embedding these priorities, we aim to accelerate sustainable growth, support the UK's net zero ambitions, and enhance food and energy security. With Freeport East expected to create 13,500 new jobs and up to £5.5bn GVA over ten years, our approach ensures transport delivers benefits locally and nationally, driving innovation and resilience for communities and the wider UK economy.

Over recent years the private sector has led in investing hundreds of millions of pounds in enhancing transport infrastructure and capabilities in the region. That includes £120m to deepen the channel berths in the Harwich Haven, investments in new quay and crane infrastructure in Felixstowe and Ipswich, and the new vessels, trains, trucks and vans that help whisk incoming goods away to their final destinations across the UK. Add to that a £1bn expansion at Stansted Airport and **we stand on strong foundations and clear private sector support.**

But ensuring we maintain those links that help the UK trade effectively and efficiently, whilst driving cost-efficient decarbonisation of transport and ensuring local businesses and communities are also served by appropriate transport connections, means that **ongoing investment is required, at the strategic and local level.**

1.0 Foreword

In particular, as we develop our regional economy by driving new industrial investments in green energy, digital technology, advanced manufacturing and more, it is **vitaly important that local supply chains and local communities are given the best possible access to those opportunities.**

Ensuring effective connections to places of learning as well as employment is critical to allowing everyone to find their own opportunity to grow. Ensuring small businesses can get to their customers ensures we capture local economic gains.

Supporting the development of new infrastructure that also strengthens the experience of visitors from far and wide adds wider benefits to our local economies. And it is vital that we utilise the very latest technologies to deliver more efficient transport solutions whilst tackling those regional challenges such as rural disconnection.

Finally, it is critically important that we recognise the limits in central Government funding resources available to support the scale of our ambition. Developing alternative financing mechanisms that capture the value of new transport infrastructure across both public and private sectors will need to be a key focus if we are to see all the priority schemes delivered. At the same time, ensuring effective value engineering and bearing down on costs will ensure the risk of unfunded schemes is mitigated.

Freeport East will work closely with a range of local partners as well as central Government to ensure we can create realistic delivery models to support the infrastructure our region requires. Devolution and the creation of new Mayoral authorities provides a key opportunity to drive these options forward.

We all know that infrastructure is key to driving economic growth – finding the right tools and funding models to deliver that infrastructure will need to be as much of a priority as identifying which schemes we consider to be most impactful.

The Freeport East Transport Masterplan, developed in collaboration with Transport East, sets out **our priorities for delivering on these challenges and opportunities.** Whilst neither exhaustive or fixed in stone, it will help guide our focus over the coming years and illustrate where we see greatest opportunities for collaboration and partnership with others in order to deliver the transport connectivity that will maximise the ability of Freeport East to deliver for all its stakeholders.



Steve Beel
Chief Executive
Freeport East



Andrew Summers
Chief Executive
Transport East

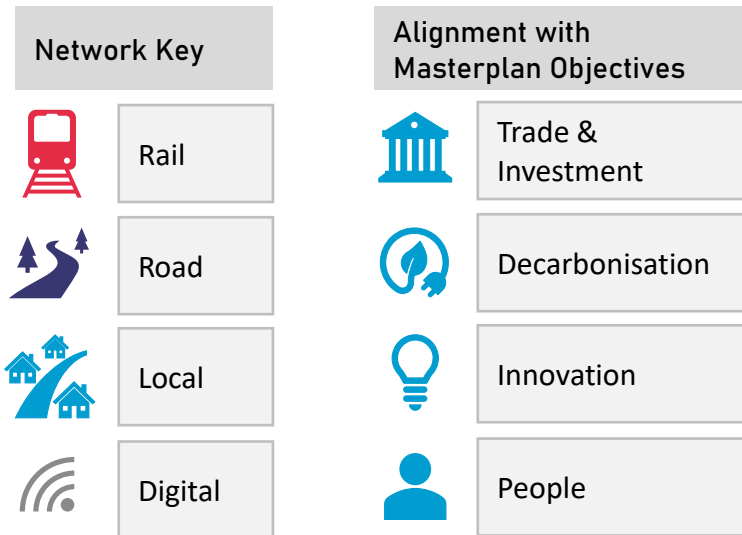
1.1 From Vision to Action

Key Findings & Recommendations

Our Foreword sets out a clear vision: **connectivity drives productivity**, unlocking investment, supporting communities, and enabling sustainable economic growth.

Our Transport Masterplan translates that ambition into a **prioritised programme of transport interventions** across road, rail, bus, active travel, and digital integration.

The following section summarises the Key Findings & Recommendations, including each intervention’s purpose, Freeport East’s role, indicative costs and timelines.



Executive Summary

Understanding the Transport Interventions Table

Freeport East Role

Advocate - focus on leading or co-leading advocacy and convening partners

Delivery Partner - joint development and delivery with local authorities, operators or national agencies

Project Development Stage

Development - Early exploration, feasibility & case making

Design - Scheme design and modelling

Delivery - Capital delivery, implementation or service launch

Indicative Cost Bands

£ - Low (approx. £10k-£5m)

££ - Medium (approx. £5m-£50m)

£££ - High (£50m+)



















Indicative Timelines

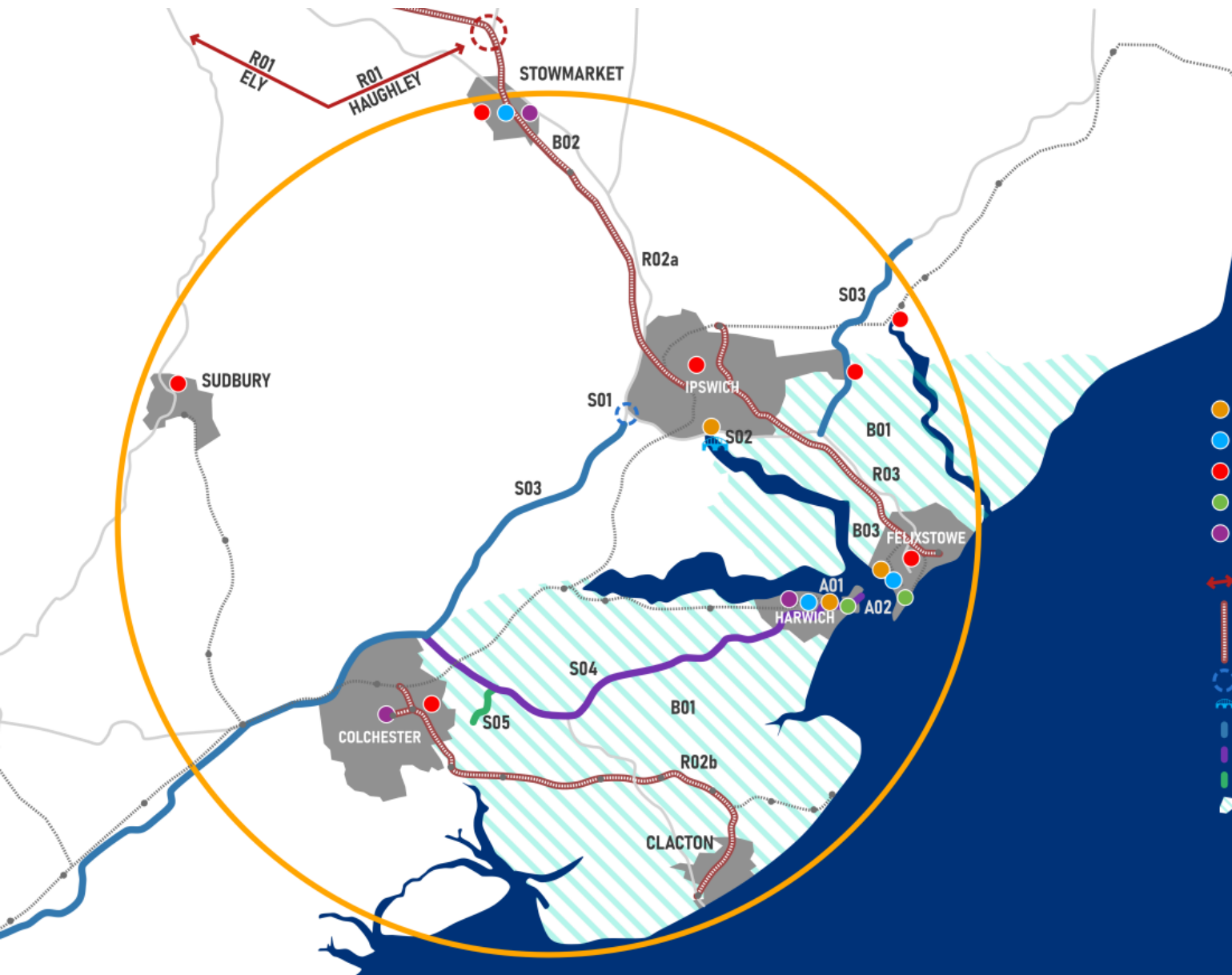
0-3 years - Short term

3-5 years - Medium term

5+ years - Long term

1.2 Transport Interventions

Network	Transport Intervention	Freeport East's Current Role	Current Status	Indicative Cost	Indicative Timeline	Masterplan Objectives
	Ely & Haughley	Advocate	Development	£££	5 years+	
	Passenger Service Enhancements (Colchester-Clacton, Ipswich-Cambridge)	Advocate	Delivery	£	0-3 years	
	Infill Electrification (Ipswich-Felixstowe)	Advocate	Development	££	5 years+	
	A14 Copdock Interchange	Advocate	Design	££	3-5 years	
	A14 Orwell Crossing	Advocate	Development	£££	5 years+	
	A12 Corridor Improvements	Advocate	Design	££	0-3 years	
	A120 Corridor Improvements	Advocate	Development	££	3-5 years	
	A1331 Link Road	Advocate	Design	££	3-5 years	
	Bus Service Innovations	Advocate	Design	£	0-3 years	
	Gateway-14 Rail Link Shuttle Service	Delivery Partner	Delivery	£	0-3 years	
	Autonomous Bus & Freight	Delivery Partner	Development	££	3-5 years	
	Bathside Bay Green Access Routes	Delivery Partner	Design	£	0-3 years	
	Felixstowe-Shotley-Harwich Connectivity	Delivery Partner	Development	£	0-3 years	
	Innovative Planning & Ticketing Solutions	Advocate	Design	£	0-3 years	



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- PORTS
 - TAX SITES
 - INNOVATION CENTRES
 - PLANNED INNOVATION CENTRES
 - INNOVATION HUBS
- ↔ R01 Ely & Haughley Rail Improvements
 - R02a Ipswich-Cambridge & Peterborough Service Enhancements
 - R02b Colchester-Clacton Service Enhancements
 - R03 Ipswich-Felixstowe Line Electrification
 - ⊕ S01 A14 Copdock Interchange
 - ⊕ S02 Orwell Crossing Resilience
 - S03 A12 Corridor Improvements
 - S04 A120 Corridor Improvements
 - S05 A1331 Link Road
 - ⊕ B01 Technology-enabled Bus Service Innovations
 - ⊕ B02 G14 Electric Shuttle Service
 - ⊕ B03 Autonomous Bus & Freight Projects
 - ⊕ A01 Bathside Bay Green Access Corridor
 - ⊕ A02 Felixstowe Foot Ferry
 - ⊕ D01 Innovative Journey Planning & Ticketing Solutions

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Transport Masterplan:
Driving Productivity & Opportunity Through Connectivity

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2.0 Introduction & Overview of Freeport East

2.1 Introduction & Overview of Freeport East

The Freeport East Transport Masterplan sets out a series of key transport priorities, and places them in a broader regional and national strategic framework for transport. These transport projects and investments have clear potential to maximise the strategic economic opportunities the Freeport affords.

Freeport East enjoys a distinct status, as one of the UK government's flagship Industrial Strategy Zones, designed to deliver on the Modern Industrial Strategy through attracting investment, creating jobs, and boosting innovation.

There are 3 key locations that house 'tax sites' within the Freeport East geography that serve as anchors and catalysts in the Transport Masterplan analysis. These locations include Port of Felixstowe, Harwich International Port (HIP) and Gateway 14 (Stowmarket).

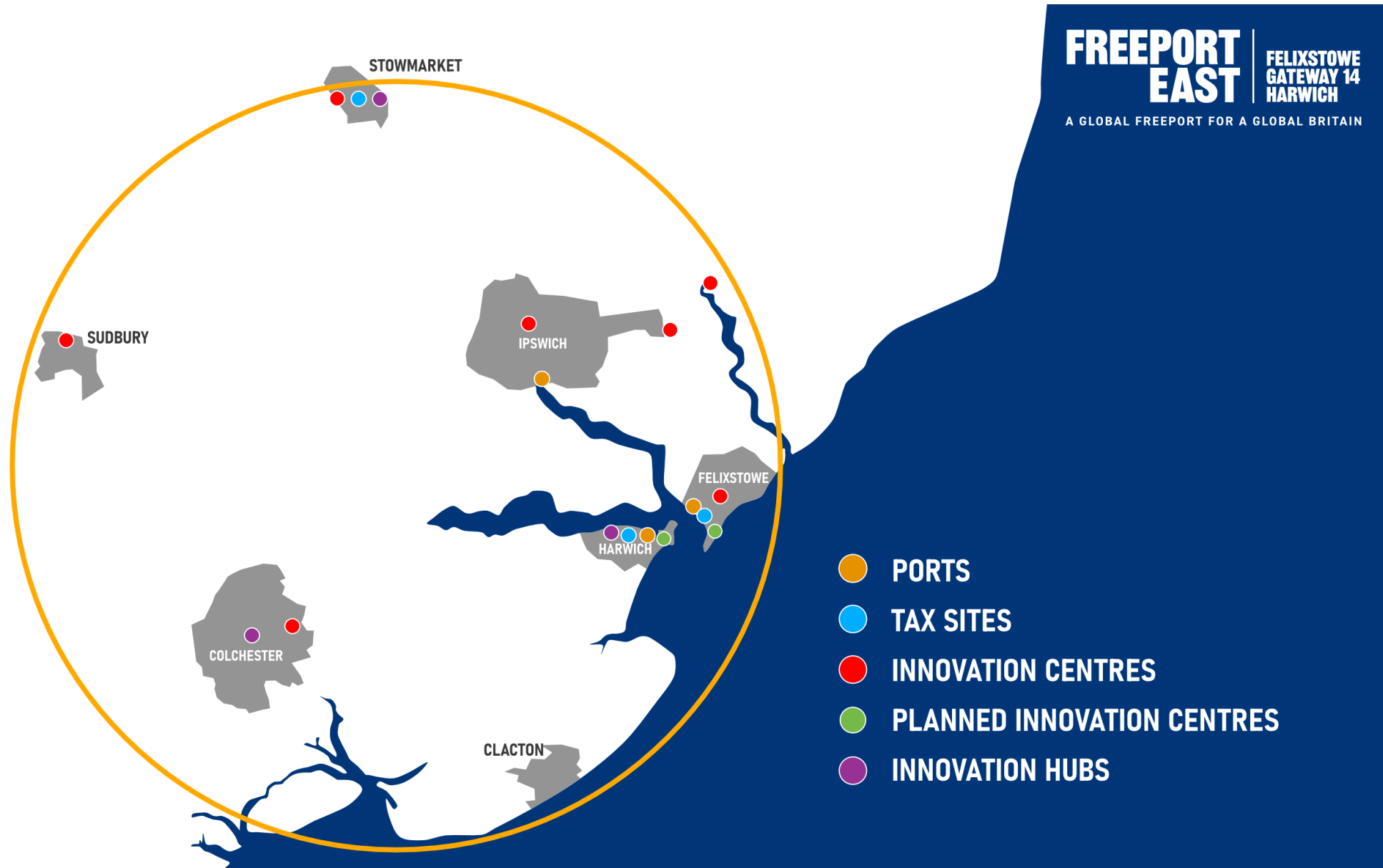
- The Port of Felixstowe is the UK's largest container port, handling nearly 40% of the country's containerised

trade. As well as being a linchpin in the nation's logistics operations, the port continues to invest in cutting edge technology (e.g. investment in autonomous trucks) in its efforts to accelerate transition toward its Net-Zero emissions objectives. With ongoing investment in new power capacity and site preparation, it offers a uniquely located strategic option for manufacturing and advanced logistics.

- HIP is a key maritime hub, with the distinctive offering of substantive additional capacity opportunities for investment in offshore wind and a range of other related clean energy and maritime sectors.
- Gateway 14 is a crucial inland business park and logistics hub, which has already successfully attracted high value FDI in the advanced logistic and manufacturing sectors, and will be home to a key Freeport East investment – the Stowmarket Innovation Gateway.

The Freeport East geography also encompasses an additional key port at Ipswich, which acts as a regional hub for agricultural and construction products, two universities – University of Essex on the outskirts of the city of Colchester, and the University of Suffolk located at the heart of Ipswich's major waterfront regeneration site - as well as BT's innovative R&D centre, Adastral Park - located on the outskirts of Ipswich.

The Freeport area is also home to a range of new housing developments, including the flagship Tendring & Colchester Borders Garden Community. This landmark project will provide around 7,500 new homes and is intended to be designed as an entirely self-sufficient new community. It will be delivering new schools, a country park, new healthcare and retail, leisure and job opportunities, alongside infrastructure and new facilities to serve new residents as well as benefitting existing communities.



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2.0 Vision & Objectives

2.2 Vision & Objectives

The overarching vision for the Freeport East Transport Masterplan is:

“Fostering a future-ready transport system that balances economic prosperity with environmental and social responsibility, enabling sustainable growth.”

To achieve this vision, the Masterplan is guided by four key objectives:

1. **Unlock Domestic & International Investment:** Attract and secure sustainable inward investment by demonstrating a strategic approach to transport considerations and implementation of key priorities. This involves showcasing the capacity of the Freeport East region to support businesses and industries with robust transport networks. **(Trade and Investment)**
2. **Improve Access to Employment and Skills:** Identify solutions to improve public and active transport, making employment and skills development opportunities more accessible. This addresses key challenges

such as transport deprivation in under-served communities, promoting inclusion and tackling inequalities. **(People)**

3. **Drive the Innovation Economy:** Enhance multi-modal transport efficiency to support innovation and productivity growth across the Freeport East area and wider East of England. This includes improving people-to-people and business-to-business networks, improving all forms of transport connectivity and frequency, and integrating new technologies that enhance user experience and create new economic opportunities. **(Innovation)**
4. **Support Lower Business Costs & Transport Decarbonisation:** Promote sustainable transport initiatives that drive down business operating costs, provide protection from fuel price volatility and align with decarbonisation goals. This includes enhancing infrastructure for alternative fuel solutions and integrating green transport technologies. **(Decarbonisation)**

By further enabling the growth prospects of key trade gateways such as Felixstowe and Harwich, all four of these objectives aim to directly support economic growth for the Freeport and broader region and also make a meaningful contribution to national economic growth and fiscal revenue targets.

Furthermore, the focus on unlocking investment and improving connectivity to and between key sites such as Felixstowe, Harwich, and Gateway 14, ensures that Freeport East remains an attractive location for businesses seeking efficient transport connections to UK and international markets.

Ultimately, the Transport Masterplan’s holistic approach reflects Freeport East’s vision by balancing the need for economic prosperity with social inclusion and environmental responsibility, creating a resilient transport network that promotes sustainable growth. The Transport Masterplan supports environmental sustainability while driving economic innovation and competitiveness, reinforcing Freeport East's position as a hub for green technologies.

2.0 Vision & Objectives

2.3 Policy Context

In a broader policy context, the Transport Masterplan aims to align closely with the UK Government's missions, supporting its long-term goals for transforming the nation's economy, addressing regional disparities, and tackling critical challenges such as climate change and productivity growth by contributing to the achievement of multiple missions at the national level, including: the 7 pillars of the UK government's growth mission.

UK Government's 7 Pillars

1. **Investment, Infrastructure and planning:** Higher public and private investment, improved infrastructure like transport, and planning reform.
2. **Place:** Regional Growth through investment, devolution and reform, and support to house building.
3. **People:** More people in good jobs and improved employment prospects, skills and productivity.
4. **Industrial strategy and trade:** An industrial strategy and trade to bolster growth-driving sectors and free, open trade.
5. **Innovation:** Support for scientific breakthroughs, research and development, and the diffusion of technologies including AI.
6. **Decarbonisation & Net Zero:** Net Zero delivered in a way that supports growth and captures economic opportunities.
7. **Economic and fiscal stability:** Macroeconomic and financial stability, fiscal sustainability and policy certainty.

Various other key local and national strategies have been taken account of in framing the Freeport East Transport Masterplan, a full list can be found in appendix four.



2.0 Vision & Objectives

2.4 Scope

The Transport Masterplan includes a comprehensive assessment of transport needs and opportunities, focusing on:

- Connectivity for freight and people, addressing large-scale freight movements and local transport needs for residents and employees.
- Multi-modal transport solutions to enhance productivity and growth, integrating road, rail, and alternative transport options.
- Sustainable transport initiatives, including decarbonisation, alternative fuel solutions, and active travel infrastructure.
- Technological enhancements such as digital twin models and intelligent transport systems.

The report itself does not involve new research but synthesises existing data and strategic plans to present actionable recommendations.

The Transport Masterplan assumes that existing infrastructure, such as key road and rail corridors, will remain central to the areas transport strategy. Exclusions include any detailed costings or newly commissioned research or analysis.

This document serves as a central framework for ongoing assessment and may be updated as the Freeport evolves over time, and subsequently, new priorities and opportunities emerge.

A full breakdown of the methodology and key documents used to develop and inform the evidence base of this document can be found in appendix four.

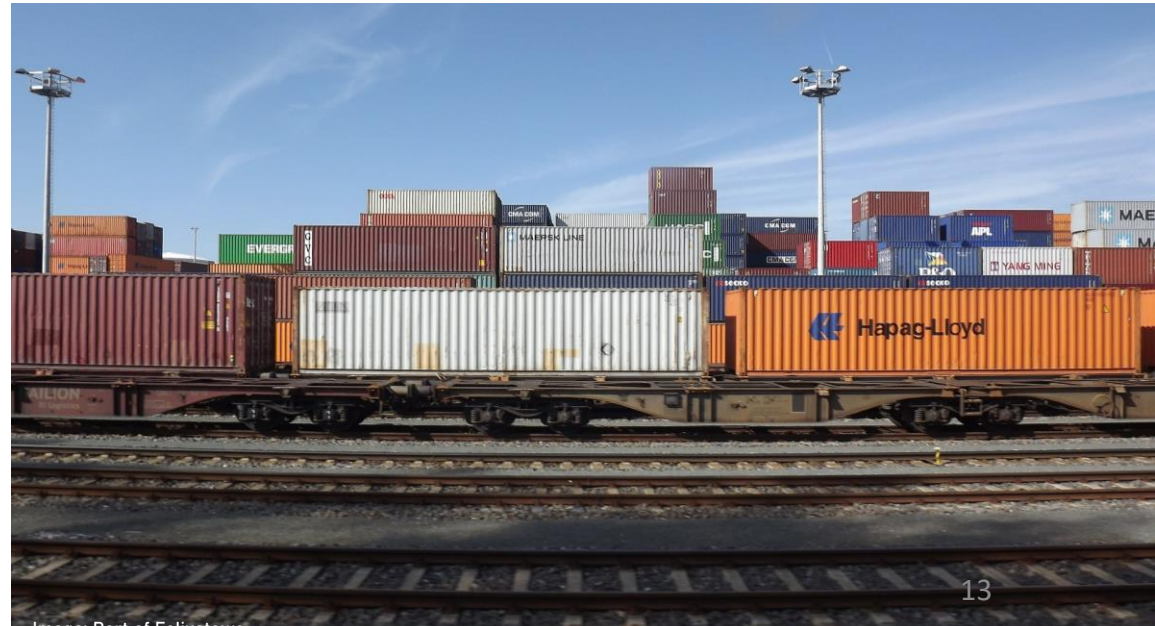


Image: Port of Felixstowe

3.0 Key Findings & Recommendations

3.1 Key Findings

Freeport East, with the support of a focused transport group and Transport East, has systematically identified, assessed, and prioritised transport interventions mapped across both strategic and local priorities to align with and deliver on its strategic goals.

The Transport Masterplan articulates the rationale for intervention, supporting future funding alignment. Additionally, as a package of measures, these priorities are considered likely to deliver maximum benefits to the wider region.

Freeport East benefits from a diverse transport network that links the region to national and international markets. The three tax sites at the Port of Felixstowe, Gateway 14 and Harwich International are key drivers of this dynamic economic zone. The Freeport East Transport Masterplan considers these networks holistically, as one multi-modal network to support economic growth leveraging inward investment to optimise a shift toward more sustainable transport options.

As international gateways, the ports (Port of Felixstowe, Harwich International and Port of Ipswich), link the UK to global markets, providing vital access for imports and exports. The A14 in particular is central to a distinct, nationally significant freight corridor between Port of Felixstowe and large-scale warehousing and freight breakdown operations in the East Midlands, which are essential to

maintaining Freeport East's competitive edge and ensuring it can accommodate growing freight volumes.

- The A14, a major freight corridor to the midlands, and the A12, which connects the area to London both play pivotal roles in securing the full economic growth potential of the Freeport area. Consistent advocacy is required, in order to secure sufficient investment in these networks and parallel rail networks within these corridors. E.g., the Felixstowe-to-Nuneaton rail freight line provides a crucial alternative for moving goods, suitable funding will ease the risk of capacity constraints and prevent bottlenecks.

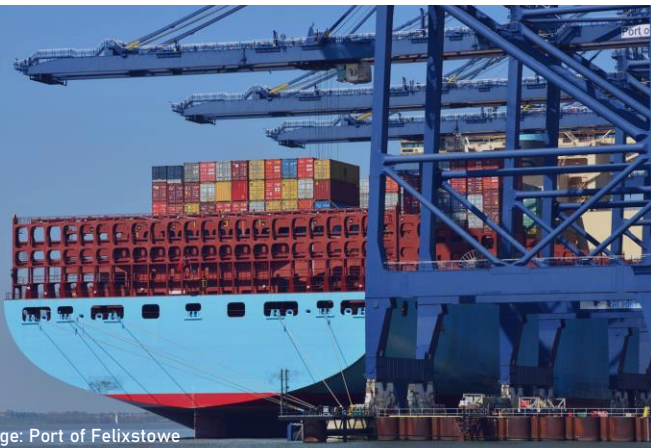


Image: Port of Felixstowe

3.0 Key Findings & Recommendations

3.1 Key Findings

- The designation of a Green Freight Corridor between the East Midlands Freeport and Freeport East is actively driving potential solutions to realising electric HGV re-charging facilities, as well as identifying necessary milestones and investments to facilitate an increase in modal shift of freight movements – from the road and on to the railways.
- Enhancing rail connections can further reduce road congestion, lower carbon emissions and align with the key sustainability objectives of supply chain operators and end-users. Expanding rail options supports decarbonisation goals and meets the needs of a growing workforce, higher frequency passenger rail services have demonstrated significant increase in passenger footfall.
- The Freeport is also engaging with key stakeholders, such as UKPN and central government departments, to ensure that the area secures sufficient investment in grid infrastructure upgrades to support both modal shift and adoption of alternative fuels. Thanks to Freeport East's advocacy and analysis, an additional 500MW of grid capacity has been identified as a priority delivery need in the NESO National Energy Plan.

The following prioritised interventions aim to support and align with Freeport East's strategic goals most notably to boost and drive sustainable economic growth, enhance social inclusion, and advance decarbonisation objectives.

The priorities identified for Freeport East should be actively integrated into the Spatial Development Strategies and Growth Plans of incoming Mayors from May 2026, ensuring that transport, economic, and international gateway ambitions are aligned to maximise regional and national impact.



Image: Freeport East

3.0 Key Findings & Recommendations

3.2 Headline Recommendations

The headline recommendations and priority interventions presented here are the outcome of a structured prioritisation exercise, drawing on evidence, stakeholder engagement and alignment with Freeport East's strategic objectives. Collectively, they focus investment on schemes that unlock international gateways, improve connectivity, support decarbonisation and strengthen the resilience of the transport network serving key Freeport sites and clusters.

The Green Freight Corridor is treated as a cross-cutting strategic initiative, delivered through several of the priority interventions rather than as a standalone scheme. In practice, this is supported by rail capacity and decarbonisation projects such as the Ely and Haughley improvements and the Ipswich to Felixstowe infill electrification, alongside wider investment in grid capacity to enable modal shift and the adoption of

alternative fuels. Together, these interventions advance Freeport East's objectives on trade and investment, decarbonisation, innovation and people, ensuring transport investment delivers long-term economic and environmental value.

The following table provides a descriptive list of the interventions that have been identified, categorised by mode of transport.

It should be noted they have not been ranked in any kind of hierarchical or priority order.

However, the recommendations include an indication of the extent of the Freeport's role, its partnership with key stakeholders, and an overview of timelines and potential headline costings – where applicable.

Indicative Cost Grading:

- Low = £10,000 to £5,000,000
- Medium = £5,000,000 to £50,000,000
- High = £50,000,000 and above

Indicative Timing of Intervention / Project Completion:

- Short term = 0-36 months
- Medium term = 3-5 years
- Long term = 5 years+

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
RAIL [R01]	<p>Ely and Haughley Rail Improvement</p> <p>Package of rail measures including a double track junction at Haughley to facilitate enhanced rail freight capacity, and area capacity enhancements through Soham and Ely.</p>	Support leading advocates in continuing to lobby to progress the full business case, and in particular defining the ‘additional’ benefits around investment in the Haughley sub project initially.	In development, a robust full business case has been in place for some time, though it may now need to refresh and update certain aspects – in particular central government has indicated a revision needs to clearly articulate the ‘additional’ benefits supporting the core business case.	<p>(Total Ely/Haughley upgrade)</p> <p>High – circa £500m+ for the entire project.</p> <p>(Haughley)</p> <p>Medium – circa £30m</p>	<p>Long-term for the entire project – 5-10yrs</p> <p>(Haughley) Medium-term 3-5yrs – if funding can be secured with the next 12-18 months</p>	Trade & Investment Decarbonisation
RAIL [R02a]	<p>Ipswich - Cambridge [&] Ipswich – Peterborough increased line service frequency</p> <p>Increase the frequency of services that would enhance connections between Freeport East area/Ipswich and the Peterborough-Cambridge growth clusters.</p>	Support leading partner advocates in continuing to lobby to progress business case(s).	Studies to date show that a longer-term aspiration of 2 trains per hour on the east – west routes are reliant on the delivery of the Ely and Haughley remodelling schemes – additional assessment to be carried out to determine the impact Haughley may have.	High	Medium to Long term	People Decarbonisation

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
RAIL [R02b]	<p>Colchester - Clacton line increased service frequency</p> <p>Increase the frequency of services that would provide improved access to employment and education opportunities for Clacton residents as well as support wider economic activity in Clacton.</p>	Support local partners in lobbying and building required evidence base(s) to secure backing and explore potential funding solutions	<p>An all-day half-hourly service between Colchester and Clacton is currently under assessment by GA for promotion in their next annual business plan to DfT/HMT.</p> <p>No additional infrastructure is required.</p>	Low	Short to Medium term	People Decarbonisation
RAIL [R03]	<p>Ipswich-Felixstowe line electrification</p> <p>The current single track branch line to Felixstowe to Ipswich/Westerfield Road would benefit from electrification to bolster the potential for sustainable passenger and freight connections.</p>	Support leading advocacy partners (in continuing to lobby to progress business case(s).	<p>Electrification of the Ipswich–Peterborough rail line was previously considered a short-term decarbonisation project, but Network Rail is currently reassessing such schemes in light of bi- and tri-mode locomotive developments. While short stretches elsewhere on the network may no longer be required, the Felixstowe branch remains a candidate for electrification.</p>	TBD – Medium to High BD	Short to Medium term	Decarbonisation

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
ROAD [S01]	<p>A14 Copdock Interchange</p> <p>Infrastructure improvements at the A14/A12 junction, through either a new bypass road or enhanced and widened carriageway, to improve traffic flow.</p> <p>The interchange can see close to 90,000 vehicle movements per day and is regularly exceeding its original design capacity of approx. 60,000 – according to National Highways data.</p>	Support leading advocates together with Transport East highlighting the need for enhancement in order to accommodate and maximise growth – especially in relation to future investment at the Port of Felixstowe.	While it is recognised that this project sits in (Road Investment Strategy) RIS3, the Freeport will continue to support local partners where necessary – particularly in terms of convening required input from key business and investment interests.	TBD – Medium to High	Medium to longer term	Trade & Investment People

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
ROAD [S02]	<p>A14 Orwell Crossing & Wider Hinterland Resilience and Capacity</p> <p>Measures to address short, medium, and long-term resilience and operation of the Orwell Crossing and identification of relevant schemes to ensure longer term capacity concerns are brought forward in line with forecast traffic demand.</p> <p>The Orwell Crossing sees more than 65,000 vehicle movements per day putting significant pressure on its design capacity of ~70,000 according to National Highways data.</p>	<p>Freeport East to work with partners to secure support from Government and National Highways on an Action Plan to address resilience and alternative capacity concerns – the latter could include a range of potential options (additional crossing, bypass etc)</p>	<p>No future capacity options are currently being assessed by any party.</p> <p>In the shorter term, as well as engaging and supporting local partners in strengthening the evidence base, the Freeport is exploring options to engage a digital twinning analysis – potentially funded via National Highways to evaluate potential traffic flow solutions, using real time data.</p> <p>Opportunity to broaden the extent to align with Freeport East’s wider hinterland catchment (i.e., A14, A12 and A120)</p>	<p>Short term resilience analysis TBD – low (likely tens of 000s)</p> <p>Future new capacity - High</p>	<p>Short: 0-12 months to enhance short-term resilience</p> <p>Medium to Longer term on new capacity options</p>	<p>Trade & Investment People Innovation</p>

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
ROAD [S03]	<p>A12 North and A12 South Corridor Improvements</p> <p>A package of schemes improving capacity of the A12, split into 2 broad packages: a package that would secure improvements between Ipswich and Melton and another that would deliver A12 capacity, between London & Ipswich, reducing congestion to improve journey times and reliability.</p>	Support partner advocacy efforts in continuing to lobby to progress timely delivery and business case analyses.	<p>The A12 north improvements are anticipated to commence towards the latter stages of 2026, pending planning approvals and submission and approval of the Full Business Case by the DfT.</p> <p>In light of recent cancellation of the A12 widening scheme between Chelmsford and the A120 by the Government/DfT, there is a need to work with National Highways and partners to determine credible alternative measures that alleviate traffic pressure along this stretch of the SRN.</p>	Both High	<p>Ipswich to Melton – Short to Medium (estimated within 5 years)</p> <p>A12 widening – alternative measures – uncertain, as local partners need to revisit to develop alternative measures.</p>	People Trade & Investment

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
ROAD [S04]	<p>A120 Corridor Improvements</p> <p>A package of proposals that help unlock the full potential of this growth corridor, including connectivity from Stansted Airport to North East Essex, facilitating new port development at Bathside Bay and new housing and commercial developments around the Colchester periphery and towards Harwich. Measures include safety improvements between Harwich and Horsley Cross and enhancements to the A120 section between Marks Tey and Braintree (as well as full delivery of the A1331 link road to the east of Colchester, see below).</p>	Support leading advocate (Transport East) in continuing to lobby to progress business case(s).	<p>Safety improvements between Harwich and Horsely Cross are under construction, with completion anticipated by the end of 2025.</p> <p>Wider route aspirations (e.g. including enhancements where the A12/A120 intersect around Marks Tey require further investigations and evidence to support progression of a business case.</p>	TBD – Medium to High	Medium to long term	People Trade & Investment

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
ROAD [S05]	<p>A1331 Link Road (linking the A120 with the A133)</p> <p>Enabling local residents and businesses to access the A120 and A12 more easily, reducing the need to travel directly into Colchester minimise local congestion.</p> <p>The A1331 will unlock housing, business and leisure space growth, leading to significant additional employment and training opportunities.</p>	<p>The link road will be a key piece of infrastructure in realising the ambitions around the Tendring Garden community.</p> <p>FPE will work with partners to push for a full funding package for the link and work to maximise the economic benefits arising from the link.</p>	<p>The first phase will provide three new roundabouts as future accesses to the new garden community.</p> <p>The first new roundabout on the A133 to the east of the University of Essex was completed in summer 2025.</p> <p>Two additional roundabouts will be constructed with new 1.8km dual carriageway road (A1331 Phase 1) will then be built to link these together. This is currently expected to be complete and operational in 2026.</p>	Medium	Medium Term	People Trade & Investment

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
BUS [B01]	<p>Technology-Enabled Tendring & Felixstowe Bus Service Innovations:</p> <p>Enhancements based on opportunities have been outlined in Tendring District’s Bus Network Review, more widespread flexible bus need has been identified in other areas within Freeport East.</p>	Option to explore routes to funding, including the potential for funding to support in some capacity. Advocacy and supporting role - convening partners and facilitating engagement	Project development and delivery to be determined through the Essex Enhanced Partnership (EP) and Bus Service Improvement Plan (BSIP) in collaboration with key stakeholders including Tendring District Council, Bus operators and Freeport East.	TBD – Low to Medium	Short term – within the next 12 months	People Decarbonisation Innovation
BUS [B02]	<p>G14-to-rail Electric Shuttle Service</p> <p>A shuttle bus service connecting Gateway 14 business, innovation and logistics site, with Stowmarket town centre, train station, and Cedars Park residential development.</p>	Freeport East to work with Mid Suffolk District Council and Gateway 14 to ensure new bus service is brought into operation as soon as possible and in line with planning consent commitments.		TBD - Medium	Short term – within next 12 – 18 months	People Decarbonisation Innovation

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
BUS [B03]	<p>Autonomous Bus & Freight Projects</p> <p>A programme of autonomous bus and freight innovation projects supporting wider Freeport East objectives for inclusive connectivity, productivity and decarbonisation. This includes potential applications for cost-effective rural, market town and coastal bus services, alongside automated and autonomous freight solutions to improve port and hinterland logistics efficiency. Specific pilots (such as an autonomous bus trial serving Felixstowe) are intended as exemplars within a longer-term programme of testing, learning and scaling-up.</p>	The Freeport to continue and expand partnership efforts, specifically with both the Port of Felixstowe and Suffolk County Council.	Freeport East and partners are developing a rolling programme of autonomous bus and freight activity, including bids to national innovation funding (such as Innovate UK CAM Pathfinder), feasibility work and pilot trials. This is complemented by ongoing engagement with port, logistics and technology partners on port-side autonomous truck and freight automation initiatives, with a focus on building evidence, partnerships and delivery pathways over the medium term	This project could see around £2m spent in testing an autonomous bus route lining the port with the town centre – with around £1m in match funding from Innovate UK	Innovate UK will announce the outcome of the bid process in Feb 26' – so project initiation will be short-term. If successful, the project will run over the remaining financial year.	Innovation Decarbonisation Trade & Investment People

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

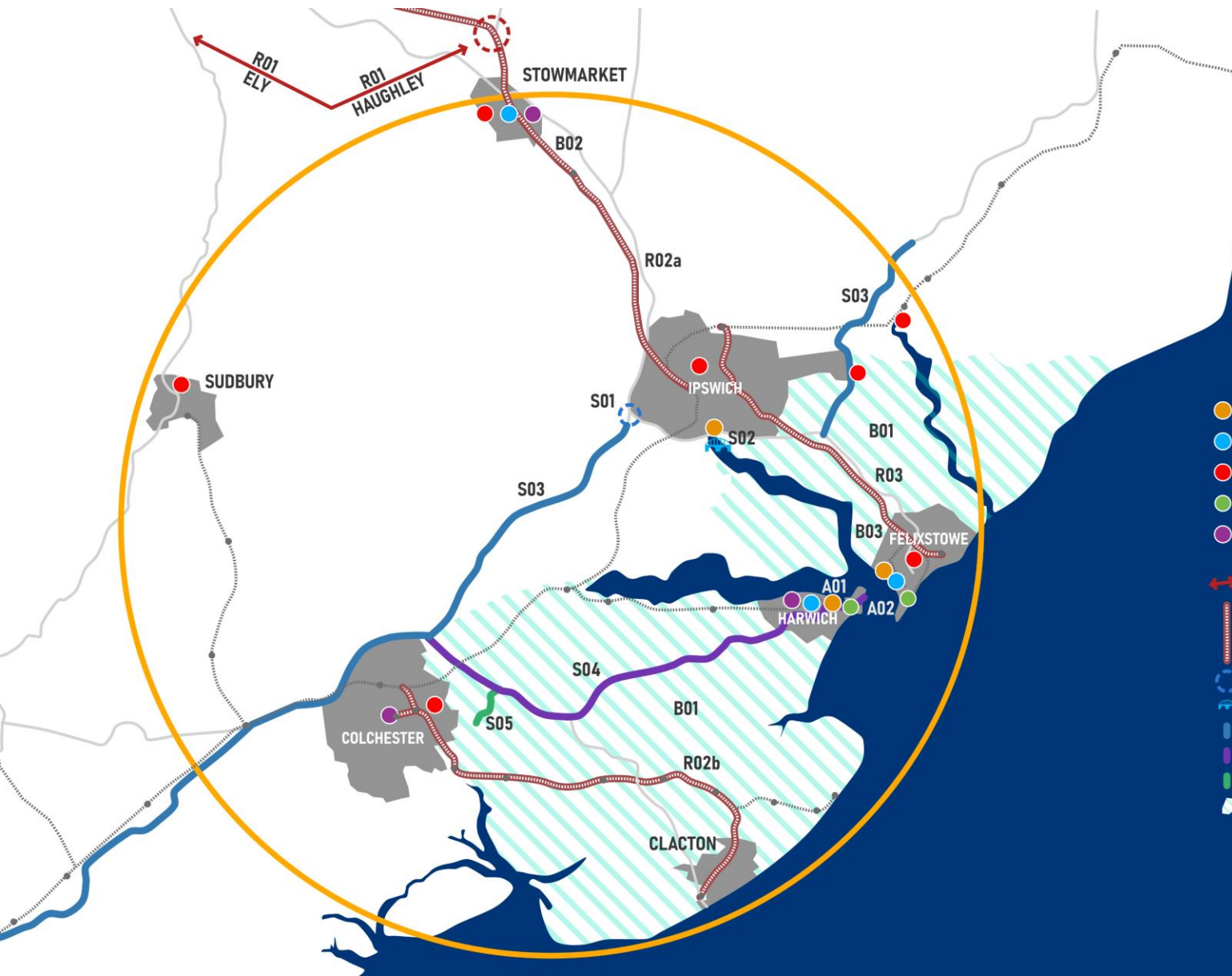
	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
ACTIVE [A01]	<p>Bathside Bay Green Access Routes</p> <p>Improved and safer cycle and pedestrian access to Bathside Bay and future employment areas from Dovercourt and Harwich.</p>	Freeport East to progress use of seed capital to address access to Bathside Bay and work with TDC to deliver improved cycleways across wider Dovercourt area with use of wider regeneration funds.	Schemes have been identified and developed to preliminary design stage with associated costings. The next steps are to progress to detailed design and consultation ahead of being delivery ready.	TBD – Low (likely low millions)	Short term – within next 1-2 yrs	Decarbonisation People
ACTIVE [A02]	<p>Felixstowe-Shotley-Harwich Connectivity Enhancement</p> <p>Efforts to assess the feasibility around different levels of enhancements to the existing foot ferry service together with related landside active travel links.</p>	<p>Build on initial consultation/feasibility work undertaken by Local Authorities and the operator to look at the potential for extending the current seasonal recreation driven foot-ferry, including the potential for investment in an extended service provision into the autumn/winter and/or earlier/later in the day.</p> <p>Freeport East to engage partners on active travel links that could enhance landside links.</p>	<p>Initial analysis on future vessel options complete.</p> <p>Detailed feasibility study to focus on the extension of current services to be explored with partners.</p>	TBD – though likely in the tens of £000s.	<p>Short term – within next 12 months for enhanced services.</p> <p>Medium term for new vessel or infrastructure enhancements.</p>	People Decarbonisation

3.0 Key Findings & Recommendations

3.2 Table 1 – Priority Projects & Interventions

	Project/Intervention	FPE Role + Next Step(s)	Current Status of Intervention/Project	Indicative Cost	Timeline for significant progress or Delivery	Delivery Against Masterplan Objectives
DIGITAL [D01]	<p>Support the potential expansion of innovative journey planning and ticketing solutions (e.g., integrated ticketing and/or Travel Apps)</p> <p>Further detail on specific examples of potential enhancements and innovations can be found in appendix three.</p>	Work with Transport East and partners to assess the viability of integrated ticketing and possible extension of the Travel Essex app across the region, maturing to a Travel East app, enabling seamless integration across public transport modes and operators for end users. To incorporate access to key Freeport sites, improving sustainable transport options for Freeport workforce.	Initial scoping has been undertaken by Transport East, looking at existing schemes in other locations to assess potential best practice models.	TBD - Low	Short term – within next 12 – 18 months	Innovation People Decarbonisation

The Freeport Transport group and the Freeport Executive will be working on all 15 of the priority projects over the coming months and years, these workstreams will be somewhat reactive as specific projects develop over time in terms of the resources deployed to support them. Appendix three contains a table reflecting the respective short/medium/long term delivery windows, thus providing an indicative schedule of when each project could potentially be realised.



FREEPORT EAST

FELIXSTOWE GATEWAY 14 HARWICH

A GLOBAL FREEPORT FOR A GLOBAL BRITAIN

- PORTS
 - TAX SITES
 - INNOVATION CENTRES
 - PLANNED INNOVATION CENTRES
 - INNOVATION HUBS
-
- ↔ R01 Ely & Haughley Rail Improvements
 - R02a Ipswich-Cambridge & Peterborough Service Enhancements
 - R02b Colchester-Clacton Service Enhancements
 - R03 Ipswich-Felixstowe Line Electrification
 - ⊕ S01 A14 Copdock Interchange
 - ⊕ S02 Orwell Crossing Resilience
 - S03 A12 Corridor Improvements
 - S04 A120 Corridor Improvements
 - S05 A1331 Link Road
 - ⊕ B01 Technology-enabled Bus Service Innovations
 - ⊕ B02 G14 Electric Shuttle Service
 - ⊕ B03 Autonomous Bus & Freight Projects
 - ⊕ A01 Bathside Bay Green Access Corridor
 - ⊕ A02 Felixstowe Foot Ferry
 - ⊕ D01 Innovative Journey Planning & Ticketing Solutions

4.0 Roles of Freeport East

4.1 Roles of Freeport East

Freeport East intends to play a pivotal role in advocating for, supporting, and enabling the transport investments and initiatives identified to unlock the full economic and social potential of the Freeport. By collaborating with key stakeholders, including central government departments, national agencies, Sub-national Transport Bodies, local authorities, transport providers, and businesses, Freeport East can act as a strategic enabler and champion for delivering the following priorities:

Advocacy for Investment

Actively champion priority transport schemes that align with Freeport East's objectives, including enhanced road capacity, rail freight upgrades, green transport infrastructure, and cross-border public transport connectivity.

Engage with national government, funding bodies and the private sector to secure financial support for transformative infrastructure projects, including feasibility studies for new transport initiatives.

Facilitating Collaboration

Coordinate partnerships between public and private sectors to accelerate the delivery of transport improvements, ensuring alignment with the needs of businesses, investors, and local communities.

For example, establishing a closer relationship with National Highways regarding Strategic Road Network initiatives, in collaboration with other Partners in the East, as part of the National Highways East of England Programme development through the third Road Investment Strategy (RIS3) period.

Work closely with transport operators to support initiatives that improve connectivity, particularly for public and active transport networks, including cross-border public transport and considerations of possible enhancements to foot ferry services.

Monitoring & Evaluation

Actively champion priority transport schemes that align with Freeport East's objectives, including enhanced road capacity, rail freight upgrades, green transport infrastructure, and cross-border public transport connectivity.

Engage with national government, funding bodies and the private sector to secure financial support for transformative infrastructure projects, including feasibility studies for new transport initiatives.

4.0 Roles of Freeport East

4.1 Roles of Freeport East (cont'd)

Targeted Use of Freeport Funds

Selectively use available Freeport East funds to actively drive forward certain schemes, especially those at the local level and that cross administrative boundaries that may otherwise fall beyond the remit of other funding agencies.

Use Freeport East funds to support transport enhancements whilst also promoting innovation, building momentum in certain thematic or geographic areas and leveraging public-private partnerships for transport.

Enabling Sustainable Growth

Promote sustainable and innovative transport solutions, such as rail freight, green corridors, cross-boundary public transport connectivity and enhanced foot ferry services, to drive decarbonisation while supporting economic growth.

Ensure transport investments contribute to creating inclusive access to employment and skills development opportunities for local communities, particularly in site clusters like Harwich, Clacton and Colchester, and Felixstowe, Ipswich and Stowmarket, and the interconnectivity between these.

5.0 Transport & Connectivity Context

5.1 National & International Connectivity

Freeport East plays a critical role in the UK's national and international trade infrastructure. The area's strategic location, anchored by the Port of Felixstowe, Port of Ipswich and Harwich International, ensures strong global connectivity. Increasing global trade volumes and shifts in international supply chains post-Brexit have heightened the demand for more resilient and efficient transport infrastructure. Hundreds of millions of pounds of private sector investment have gone into accommodating new mega vessels, port equipment and other transport infrastructure, including deepening of the main approach channels to the Haven Gateway ports area.

To complement this, improving strategic road and rail links is essential to maintaining Freeport East's competitive edge and ensuring it can accommodate growing freight volumes.

The A14 and the A12, play pivotal roles in terms of the Freeport's road connectivity. However, both corridors face capacity and congestion challenges, particularly during peak periods. The strategic road network along the A14 between Ipswich and Stowmarket – and the Orwell crossing in particular form critical pinch-points – and not least as this is also the area where the A14 and A12 intersect at the Copdock Interchange.

The Freeport East area is a hub for large-scale freight movements, particularly between the ports and inland logistics centres. The reliance on the A14 for freight transport means that any disruptions on this route significantly impact trade and economic activity.

Similarly, the A12, A120 and A133, which serve and connect Harwich International, also face congestion challenges and have limited capacity for growth using existing infrastructure. With the expected increase in trade volumes and the development of logistics hubs like Gateway 14, and Centurion Park in Tendring, the demand for reliable and efficient freight movement will only grow.

Alongside road enhancements, rail investment is identified as a parallel priority, facilitating greater modal shift from road to rail, forming a vital aspect in achieving a sustainable transport solution within the Freeport – and for the UK economy as a whole. The Felixstowe-Nuneaton rail freight line provides a crucial alternative for moving goods, but its capacity is nearing limits, necessitating upgrades to prevent bottlenecks.



5.0 Transport & Connectivity Context

5.1 National & International Connectivity (cont'd)

Strategic interventions, such as the Ely Area Capacity Enhancement (EACE) programme, are essential to alleviate constraints on growth, reduce congestion, and improve traffic flow. The EACE programme aims to boost network capacity from 6.5 trains per hour to 10, resulting in an extra six freight trains per day to and from Felixstowe. This would remove 98,000 lorry journeys off the road annually, reduce carbon emissions by 1.7 million tonnes over 60 years, and stimulate 277,000 extra rail passenger journeys.

Enhancing the multi-modal transport systems that support critical freight movements will not only unlock growth potential but also contribute to transport decarbonisation efforts. By prioritising the shift from road to rail for freight and trialling best practices in low-carbon transport solutions, these interventions present a vital opportunity to align with broader carbon reduction goals and improve the sustainability of freight operations.

The EACE programme is expected to return £4.89 in benefits for every £1 invested, supporting economic growth in the Midlands, North, and East, cutting emissions and congestion, and unlocking better passenger services.

The enhancements will also support the government's net zero targets and regional rebalancing agenda and are closely aligned with the region's Sub-National Transport Body's (Transport East's) Regional Transport Strategy, Priority Corridors and Strategic Investment Programme.

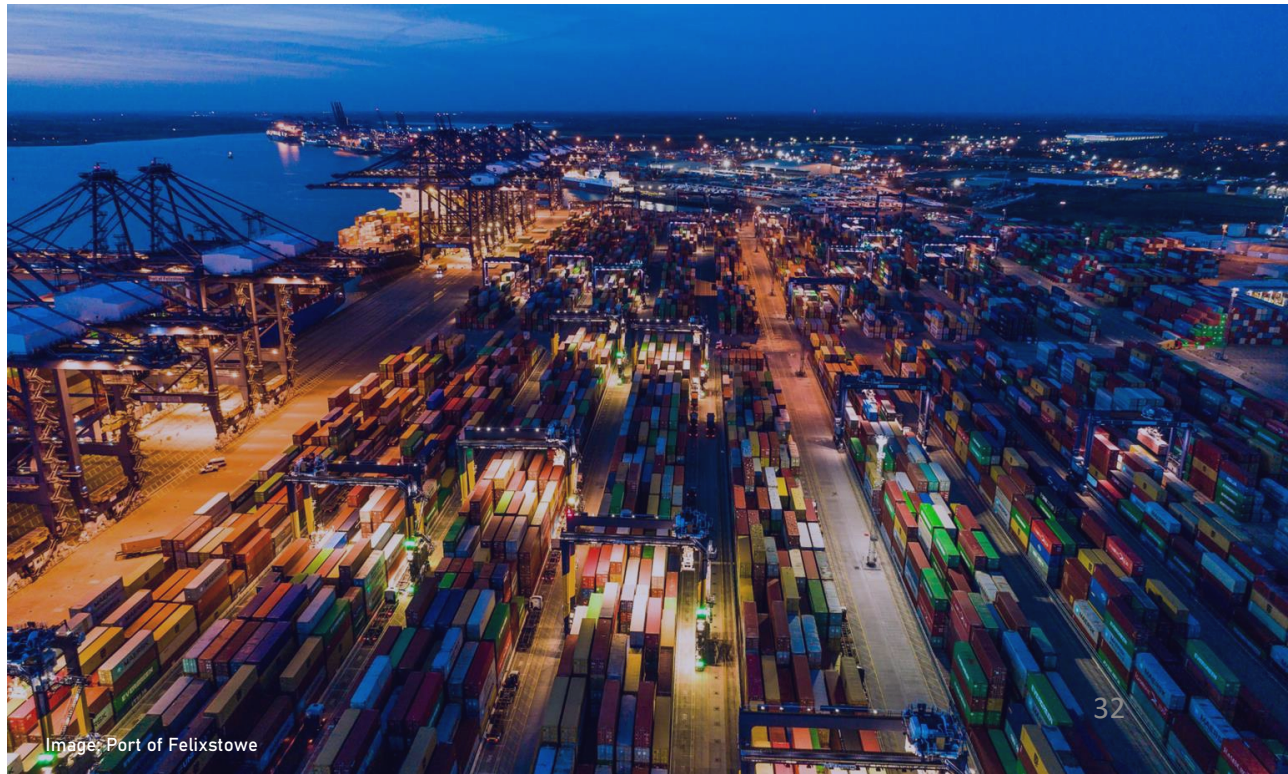


Image: Port of Felixstowe

5.0 Transport & Connectivity Context

5.1 National & International Connectivity (cont'd)

Port Infrastructure

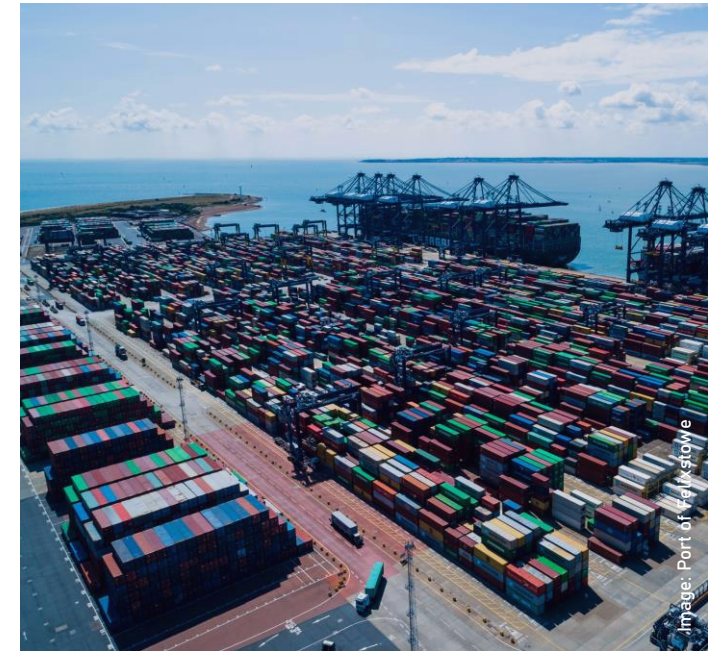
Ports are by their very nature intermodal connection points – they are the transition between maritime and land-based transport. Effective intermodal connections between maritime, road, and rail transport are essential to optimising the flow of goods in and out of Freeport East.

Freeport East's maritime infrastructure is integral to its role as a global trade hub, and continued investment in port infrastructure is critical to supporting future growth. Port of Felixstowe, Harwich International, and Port of Ipswich are all (to varying degrees) key to the region's potential to attract green hydrogen and clean fuels investment projects, and offshore renewable energy industries - but they all face potential limitations in the terms of their connecting road and rail infrastructure.

To maintain competitiveness, Freeport ports are keeping pace with industry best-practice, including expanded terminal facilities, improved handling equipment, and digitalisation efforts that streamline customs processes and port logistics. Additionally, port operations are aligning with decarbonisation objectives, necessitating investments in alternative fuel infrastructure and the adoption of greener technologies like shore power systems. Hutchison Ports, owner of Felixstowe and Harwich ports have a Net Zero target for the UK of 2035.

The Freeport will aim to lend support, (especially with regards to research collaboration and innovation funding opportunities), to each of the port locations – as and where appropriate, recognising that specific commitment and investment decisions will be made by individual port operators, based on their respective commercial viability assessments.

The Freeport will be primarily focused on identifying opportunities and potential collaborations that aid with decarbonisation, trialling either production and/or usage of alternative fuels, (both maritime and land-based freight), and general greening of operations and infrastructure.



5.0 Transport & Connectivity Context

5.2 Regional Links – Transport East’s Priority Corridors

Transport East is the Sub-national Transport Body (STB) that covers the Freeport East geography. In their most recent strategy document, they set out six core strategic corridors linking key destinations across the eastern region.

Three out of the six regional corridors bisect the Freeport East area, including:

1. London – Chelmsford – Colchester – Ipswich – Norwich & Suffolk Coast



2. Norfolk and Suffolk to Cambridge Midlands – South-West



3. Stansted – Braintree – Colchester – Harwich and Clacton



5.0 Transport & Connectivity Context

5.3 Local Links

Within the broader context of well-defined regional transport corridors, there are a range of more local transport links and challenges within the Freeport, which, if effectively addressed will compliment and further enhance the value of the larger projects.

Enabling Access for Local Communities

Freeport East presents a unique opportunity to strengthen connections between local communities and the economic prospects generated by its growth, particularly at key employment sites like Port of Felixstowe, Harwich International, and Gateway 14. Through enhanced transport networks, Freeport East can support residents to participate in its expanding economic landscape, making it easier for people from all backgrounds to access employment and skill development opportunities.

Investing in active and public transport networks across the Freeport East area can facilitate labour mobility, improve accessibility for surrounding communities and create seamless connections to employment hubs. Strengthening bus and rail services, particularly for rural areas, will offer cost-effective and convenient transport options, supporting workforce accessibility and promoting inclusive growth.

Green and Accessible Routes to Employment Clusters

Freeport East is well positioned to promote sustainable and green transport interventions that enhance access and connectivity. By supporting active travel options as sites come forward the Freeport can create efficient, low-emission connections between residential areas and employment clusters. This approach supports Freeport East's decarbonisation ambitions and encourages healthy, sustainable travel.

By integrating active transport solutions with enhanced public transport, Freeport East and its partners can create a seamless, accessible, and green transport network. This approach will help unlock the full potential of the local workforce, ensuring that communities can easily access the employment opportunities generated by Freeport East's growth, ultimately creating a more inclusive and prosperous region for investors and residents alike.

Active travel in broad terms encompasses walking, wheeling, and cycling and is the most sustainable and spatially efficient means of travel available. In a trend that has been accelerated significantly since the pandemic, enhancing local connectivity through the provision of walking and cycling infrastructure has gained traction as an urban planning aspiration.

5.0 Transport & Connectivity Context

5.3 Local Links (cont'd)

Alongside this and linked to health and air quality-related concerns, as well as decarbonisation objectives, the provision of safe and convenient walking, wheeling, and cycling routes is now a central concern of highways authorities.

The Freeport intends to support new initiatives such as TravelEssex - a journey planning app that allows you to search for sustainable travel options throughout Essex - all in one place. You can plan journeys by walking, cycling and public transport, including train, bus and DigiGo.

Ultimately, if proved successful and accessible for residents, the Freeport would look at options to support the development and roll-out of similar solutions across the full scope of the Freeport's coverage into Suffolk.

In the context of the Freeport, this will manifest in terms of employment catchment areas, as well as the at-times uncomfortable relationship between major freight movement and active travel.

Transport & Connectivity Context

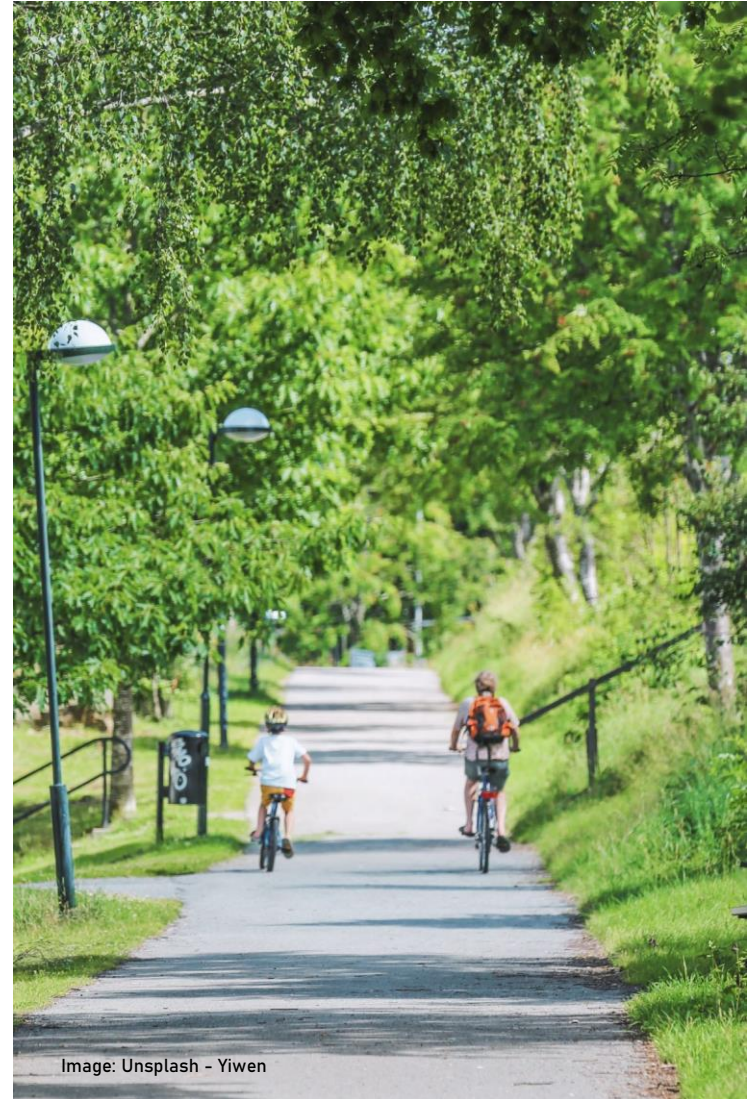


Image: Unsplash - Yiwen

5.0 Transport & Connectivity Context

Transport & Connectivity Context

5.4 Infrastructure Gap Analysis

Further to the recommended interventions and projects in this masterplan, there are several key areas of focus in the existing infrastructure network where greater clarity and certainty around investment decisions and associated timelines have the potential to drive opportunity to attract additional investment, leading to more rapid economic and sustainable growth.

If addressed, this would enhance Freeport East's role in driving up local, regional and national economic growth, given the location's role as a major logistics and transport hub.

The Freeport East Transport Masterplan seeks to address these challenges to ensure the region's strategic, local, and maritime connectivity remains robust.

A SWOT analysis of the Freeport's current transport infrastructure can be found in appendix one.



Image: Transport East

5.0 Infrastructure Gap Analysis

5.4 Key Infrastructure Gaps & Opportunities

ORWELL BRIDGE RESILIENCE



Strategic Importance

Orwell Bridge is a vital part of the A14 freight corridor linking Felixstowe port to UK logistics hubs.

Vulnerabilities and Impacts

Bridge closures from weather, collisions, and maintenance cause significant disruptions and economic costs.

Short-Term Resilience Measures

Digital-twin traffic modelling and improved incident management help optimise traffic flow and resilience.

Long-Term Capacity Solutions

Future-proofing requires evaluating new crossings, bypasses and wider network upgrades across key corridors.

5.0 Infrastructure Gap Analysis

5.4 Key Infrastructure Gaps & Opportunities

A120 ECONOMIC GROWTH CORRIDOR



Image: Unsplash – Jack B

Current Road Constraints

The A120's single-carriageway causes congestion, unpredictable journeys, and safety concerns restricting economic growth along the length of the corridor.

Economic and Community Impact

Limited road access affects freight reliability, business confidence, and local communities' access to services and jobs.

Proposed Corridor Improvements

Upgrading the A120 with widening, junction enhancements, and intelligent traffic systems could boost connectivity and unlock investment.

Regional Benefits

Improved access would promote housing, logistics, clean energy investments, and enhance social and economic outcomes.

5.0 Infrastructure Gap Analysis

5.4 Key Infrastructure Gaps & Opportunities

INFILL RAIL ELECTRIFICATION



Current Diesel Dependence

The rail network near Felixstowe relies on diesel traction, limiting the growth of low-carbon freight transport aligned with decarbonisation goals.

Electrification Challenges

Incomplete electrification on key routes like Ipswich–Felixstowe restricts modal shift from road to rail, affecting congestion and emissions reduction.

Benefits of Infill Electrification

Targeted electrification improves acceleration, reliability, and reduces emissions, supporting a future-proof, sustainable freight network.

Supporting Energy Transition

Electrification enables compatibility with next-generation traction technologies, advancing green freight corridors and sustainable logistics leadership.

5.0 Infrastructure Gap Analysis

5.4 Key Infrastructure Gaps & Opportunities

HYDROGEN OPPORTUNITIES



Potential for Clean Rail

Freeport East offers unique rail routes ideal for pioneering hydrogen fuel technology and reducing diesel reliance.

Infrastructure and Testing Gap

The area currently lacks hydrogen infrastructure and pilot programs, posing a challenge and opportunity for innovation.

Economic and Collaborative Growth

Hydrogen rail pilots can drive local manufacturing, research, and supply chain development for broader clean mobility.

Scalable National Model

Aligning stakeholders could create a scalable model for hydrogen rail adoption complementing net-zero transport goals.

5.0 Transport & Connectivity Context

5.5 Decarbonisation & The Green Freight Corridor

Improved infrastructure and transport solutions are key to unlocking the full potential of Freeport East, supporting economic growth, and enhancing social inclusion. At the same time, the Freeport will maintain a focus on advancing decarbonisation objectives.

Greenhouse gas emissions from transport remain a significant contributor to the UK's emissions. Despite significant and widespread technological change in recent years, emissions from transport are relatively stable. In the UK, while total emissions have decreased by 44% relative to 1990 levels (largely due to a transition away from coal power), emissions from transport only fell by 5% during the same period, according to the Department for Transport (DfT).

The adoption of alternative fuels, such as hydrogen and electric, is crucial for the decarbonisation of transport.

Investments in alternative fuel infrastructure, including hydrogen refuelling stations and EV charging points, will support the transition to cleaner transport options. By promoting the use of alternative fuels, the Freeport can reduce its carbon footprint and contribute to national and regional decarbonisation goals.

The Port of Felixstowe Green Hydrogen Project, and similar green hydrogen project potential at Harwich, have the potential to significantly reduce emissions from maritime operations. These ambitions align with broader green freight corridor initiatives, including the Freeport East – East Midlands Freeport connection, which could reduce emissions across transport flows by integrating hydrogen-powered and electric charging systems into logistics operations.

These efforts have the potential to make Freeport East a leader in maritime decarbonisation while ensuring future-ready infrastructure for alternative fuels.

As part of the region's broader decarbonisation efforts, hydrogen-powered rail services could represent an innovative approach to transport. The Mayflower and East Suffolk lines serve as potential pilot projects for introducing hydrogen-powered passenger services, acting as a testbed for regional and national application. Successful implementation here could lead to wider adoption across the UK rail network, positioning Freeport East at the forefront of innovation and clean rail technologies.

5.0 Transport & Connectivity Context

5.5 Decarbonisation & The Green Freight Corridor

In May 2024, Freeport East and East Midlands Freeport announced a new partnership to support a green freight corridor that will help decarbonise transport and drive enhanced skills and employment initiatives along the length of one of the UK's most important transportation routes.



Image: Pexels - Mike

The Memorandum of Understanding (MoU) underlines both parties' commitment to working with a range of public and private sector partners, particularly in the logistics sector, to deliver a greener transport corridor.

The initiative will emphasise the need for greater investment to support the decarbonisation of transport flows between the two freeport locations. By working together, the freeports will accelerate the technologies, business models, innovation and infrastructure needed to drive decarbonisation by utilising electric charging systems and novel technology applications, such as digital twins, and potentially green hydrogen.

Current and future activity around the Green Freight Corridor includes:

- Collaboration with East Midlands Freeport to develop a joint Green Freight Corridor Action Plan.
- Engagement with transport bodies like Midlands Connect, Transport East, England's Economic Heartland and their partners to collect relevant data.
- Analyse data to establish a baseline for the Green Freight Corridor.
- Propose a clear set of target outcomes for the corridor based on its current statement.
- Design and facilitate workshops to engage key local stakeholders, share the current baseline, validate and refine the vision, and identify gaps and potential further interventions needed to realise the vision.

6.0 Summary

6.1 Summary

The Transport Masterplan provides a strategic blueprint for enhancing key infrastructure and local transport enhancements, aligned with the successful delivery of Freeport East.

Key strategic transport networks that connect Freeport East to the rest of the UK and the world make the Freeport East area particularly attractive for a range of trade-based investors and businesses. However, there remain challenges around capacity, sustainability, and resilience in the event of maintenance or incidents, and local connectivity constraints that must be addressed to fully unlock the area's potential.

By strengthening intermodal connections between maritime, road, and rail networks, Freeport East can accelerate the shift toward greener transport and create integrated logistics solutions. This integrated, multi-modal approach aims to support Freeport East's vision of a future-

ready, decarbonised transport system that promotes sustainable economic growth.

The Masterplan highlights opportunities to enhance connectivity and sustainability across all transport modes, ensuring that Freeport East's infrastructure continues to serve as a robust foundation for local, regional, and global economic activity.

Acknowledging these key strategic advantages, there remains a clear need for targeted public and private investment to enhance infrastructure and streamline transport solutions. Without these key interventions, Freeport East may not be in a position to take full advantage of the benefits emerging from innovative multi-modal transport systems supporting critical freight movements, and in turn, unlock growth potential that would contribute to transport decarbonisation efforts.

The combined shift from road to rail for freight and trialling best practices in low-carbon transport solutions, present a vital opportunity to align with broader carbon reduction goals and improve the sustainability of freight operations.

Additionally, port operations must align with decarbonisation objectives, necessitating investments in alternative fuel infrastructure and the adoption of greener technologies like shore power systems.

6.0 Summary

6.1 Summary

To maximise its economic and social impact, Freeport East must also address the need for robust local transport links that provide access to employment for local communities and ensure the Freeport has access to a skilled and diverse workforce.

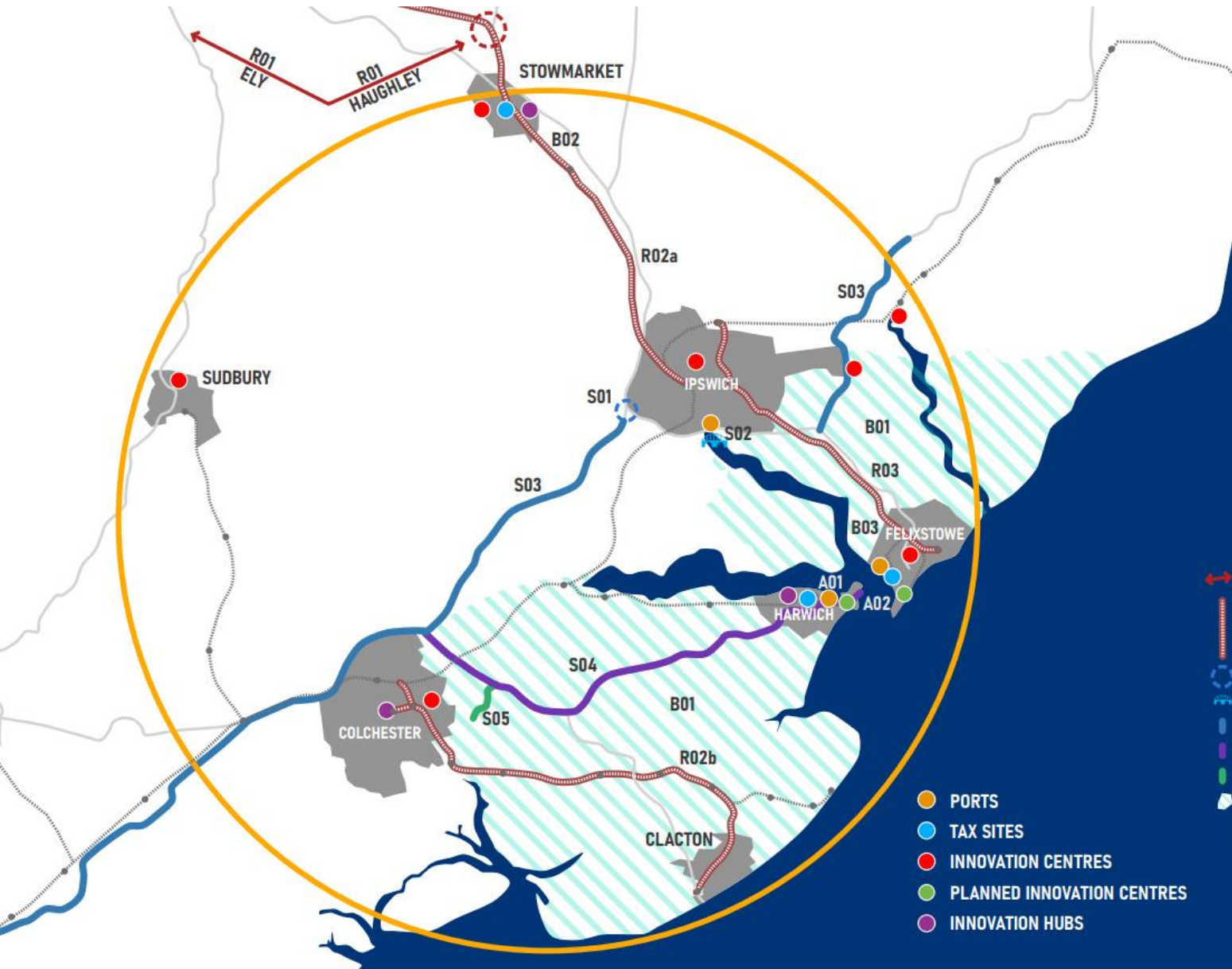
Enhancing bus, cycling, walking, and local rail services will not only support residents in accessing jobs at the Freeport but also improve the Freeport's ability to attract and retain talent. These local connections are critical to creating an accessible and sustainable transport network that benefits both the Freeport and the surrounding region.

Investing in active and public transport networks across the Freeport East area can facilitate labour mobility, improving accessibility for surrounding communities and creating seamless connections to employment hubs.

Strengthening bus and rail services, particularly for rural areas, will offer cost-effective and convenient transport options supporting workforce accessibility and promoting inclusive & sustainable growth.



Image: Port of Felixstowe



FREEPORT EAST

FELIXSTOWE GATEWAY 14 HARWICH

A GLOBAL FREEPORT FOR A GLOBAL BRITAIN

A unique investment opportunity

A major trading gateway

A Green Energy Hub supporting:

- Offshore wind
- Hydrogen production
- Zero emission fuels

13,500 new jobs and £5.5bn GVA

- R01 Ely & Haughley Rail Improvements
- R02a Ipswich-Cambridge & Peterborough Service Enhancements
- R02b Colchester-Clacton Service Enhancements
- R03 Ipswich-Felixstowe Line Electrification
- S01 A14 Copdock Interchange
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- D01 Innovative Journey Planning & Ticketing Solutions

- PORTS
- TAX SITES
- INNOVATION CENTRES
- PLANNED INNOVATION CENTRES
- INNOVATION HUBS

Appendices

**FREEPORT
EAST**

**FELIXSTOWE
GATEWAY 14
HARWICH**

A GLOBAL FREEPORT FOR A GLOBAL BRITAIN

- Appendix One:** Current Transport Infrastructure
- Appendix Two:** Transport Investment Priorities
- Appendix Three:** Project & Intervention Timescale Alignment
- Appendix Four:** Methodology & Engagement

Appendix (i)

Current Transport Infrastructure

**FREEPORT
EAST** | **FELIXSTOWE
GATEWAY 14
HARWICH**

A GLOBAL FREEPORT FOR A GLOBAL BRITAIN

Appendix One: Current transport infrastructure

Overview

Freeport East benefits from a diverse and strategically located transport network, encompassing road, rail and maritime infrastructure that links the region to national and international markets.

The Freeport East Transport Masterplan considers these networks holistically, as one multi-modal network, to optimise a shift toward more sustainable transport options, while ensuring efficient

connectivity to support economic growth leveraging inward investment.

Roads

Strengths

- Major roads like the A14, A12, and A120 provide crucial connectivity for freight and passenger traffic.
- Local roads link rural communities to economic hubs.
- Enhancing bus, cycling, and walking networks can improve employee access to economic hubs.

Opportunities

- Addressing congestion and capacity issues can create seamless connections for labour mobility.
- Promoting sustainable travel options supports decarbonisation goals.

Weaknesses

- Congestion and capacity issues on major roads, especially during peak periods.
- Reliance on private vehicles leading to congestion.
- Limited existing infrastructure for active and public transport.

Threats

- Potential delays and disruptions due to aging infrastructure, road maintenance or incidents.
- Increasing traffic volumes could exacerbate congestion and environmental impact and increase costs to businesses.

Appendix One: Current transport infrastructure

Rail

Strengths

- Felixstowe to the Midlands and the North rail freight corridor reduces road congestion and environmental impact.
- Rail freight access to Harwich International Port provides efficient transport options.

Opportunities

- Enhancing rail connections can further reduce road congestion, lower carbon emissions and align with objectives of supply chain operators and end-users.
- Expanding rail options supports decarbonisation goals and meets the needs of a growing workforce.
- Higher frequency rail services have demonstrated significant increase in passenger footfall.

Weaknesses

- Current limitations in frequency, capacity, and accessibility of local rail services.
- Limited current capacity for increased rail freight.
- Dependence on existing rail infrastructure.

Threats

- Potential disruptions to rail services due to infrastructure issues.
- Competition with road transport for freight movement.
- Balancing investment between freight and passenger services.

Appendix One: Current transport infrastructure

Maritime

Strengths

- Port of Felixstowe, Port of Ipswich and Harwich International Port are critical gateways for UK imports and export.
- Felixstowe manages approximately 4 million TEUs annually.
- Ipswich is UK's leading agricultural port and also handles bulk materials.
- Harwich focuses on passenger ferries, offshore energy, and general freight.
- Significant recent private sector investments in vessels, channel deepening and port equipment maintain highly competitive ports operating position

Opportunities

- Strategic position supports trade and offshore renewable energy development.
- Potential for onshore renewable energy development in the longer term.

Weaknesses

- Dependence on maritime infrastructure for global trade.
- Potential vulnerability to global trade fluctuations.
- Limited capacity for expansion without significant investment.
- High volume of trade through local ports means incidents on local transport network can materially impact the UK's trade flow resilience

Threats

- Environmental impact of maritime activities.
- Competition with other ports for trade and investment.

Appendix (ii)

Transport Investment Priorities

Strategic Rail Connectivity

Ely, Haughley, Soham

Location

Rail network, Ely & Soham north of Cambridge, Haughley northwest of Stowmarket

Description

Package of rail measures including a double track junction at Haughley to facilitate enhanced rail freight capacity, and area capacity enhancements through Soham and Ely.

Investment needs

- **Local:** allows 2,900 extra freight services to operate to and from Felixstowe every year
- **Regional:** unlocks capacity for ~450 lorry equivalents worth of goods movement per day, supporting decarbonisation of freight.
- **National:** solves a major congestion issue on the most intensively used and nationally important rail freight corridor in the UK

Freeport Priority Alignment

Unlock Investment	Enhanced capacity of a currently full-capacity stretch of the rail network to support passenger and freight movement.
Drive Productivity	Facilitate additional rail freight capacity for goods between the Port of Felixstowe, West Midlands and the North.
Improve Access to Jobs	Capacity enhancements to facilitate additional peak hour train services between London and Kings Lynn, and Ipswich and Peterborough.
Decarbonise Transport	Facilitating rail freight can remove significant number of HGVs from the road network.

Appendix 2: Transport Investment Priorities

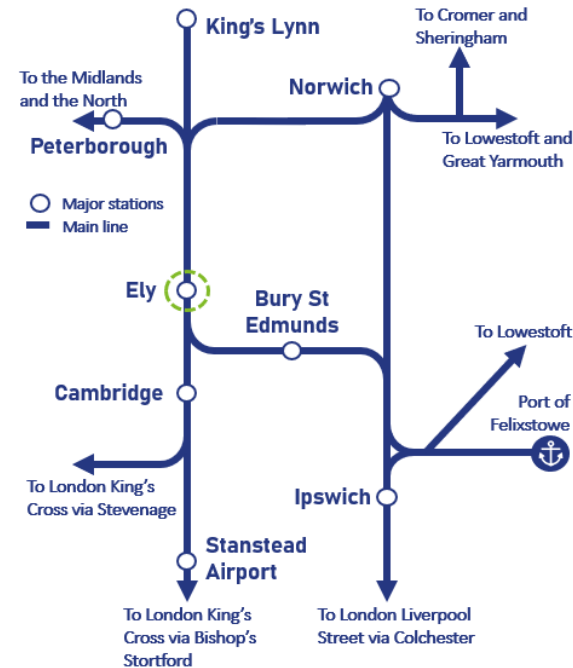


Image: Transport East

The Eastern region forecasts annual rail freight growth of 2 – 3.2% to 2043 – supporting UK wide businesses

Appendix 2: Transport Investment Priorities

Strategic Rail Connectivity

Rail Service Enhancements

Location

Ipswich–Cambridge & Ely/Peterborough corridor, and Colchester-Clacton line.

Description

Increased passenger rail services on key east–west and coastal commuter corridors. Targeted timetable optimisation and incremental service uplifts can improve access to jobs, skills and higher education, widen labour markets, and support sustainable links to Freeport East ports and logistics clusters.

Investment needs

- **Local:** strengthen access for coastal and rural communities to employment, education and services
- **Regional:** enhance connectivity between high-growth centres and Freeport tax sites.
- **National:** support wider economic productivity, reduce pressure on congested roads, and contribute to mode shift and decarbonisation across nationally significant freight and commuter corridors.



Image: Centre for Aging Better

Freeport Priority Alignment

Unlock Investment	By improving connectivity between innovation hubs, ports, and population centres. Better east–west services widen access to talent and encourage co-location of businesses in key growth areas
Drive Productivity	More frequent, reliable services reduce travel times and improve business-to-business connectivity. Improved rail options ease pressure on key road links
Improve Access to Jobs	Additional and better-timed services provide residents with more flexible access to jobs, apprenticeships, FE/HE institutions and major employment sites across the region.
Decarbonise Transport	Increased rail frequency supports mode shift, reducing CO ₂ emissions

Appendix 2: Transport Investment Priorities

Strategic Rail Connectivity

Rail Electrification

Location

Ipswich–Felixstowe branch line connecting the Port of Felixstowe with the national rail network via Ipswich.

Description

Electrification of the Ipswich–Felixstowe branch line to support low-carbon freight and passenger operations.

The line serves the UK’s busiest container port and carries high volumes of rail freight. Electrification would modernise the route, improve performance

and reliability, reduce dependence on diesel traction, and strengthen the case for greater mode shift from road to rail.

It complements capacity improvements such as those at Ely and Haughley, helping unlock additional freight paths and supporting Freeport East’s decarbonisation and clean-energy ambitions.

Investment needs

- **Local:** reduced diesel noise and emissions
- **Regional:** enhances the resilience and efficiency of the region’s logistics system
- **National:** advances national decarbonisation objectives



Freeport Priority Alignment

Unlock Investment	By ensuring a low-carbon, high-performance rail link connecting the Port of Felixstowe with inland logistics parks and intermodal terminals
Drive Productivity	Offering faster acceleration, improved reliability and lower operating costs
Improve Access to Jobs	More reliable rail operations on the branch line support future potential for improved passenger frequency and connectivity
Decarbonise Transport	Directly cuts emissions aligning with national Net Zero commitments, supporting Freeport East’s Green Freight Corridor, and accelerating adoption of cleaner logistics technologies

Strategic Road Connectivity

A14 Copdock Interchange

Location

A14 Junction 55, connecting to the A12, immediately southwest of Ipswich.

Description

Infrastructure improvements at the A14/A12 junction, through either a new bypass road or enhanced and widened carriageway, to improve traffic flow.

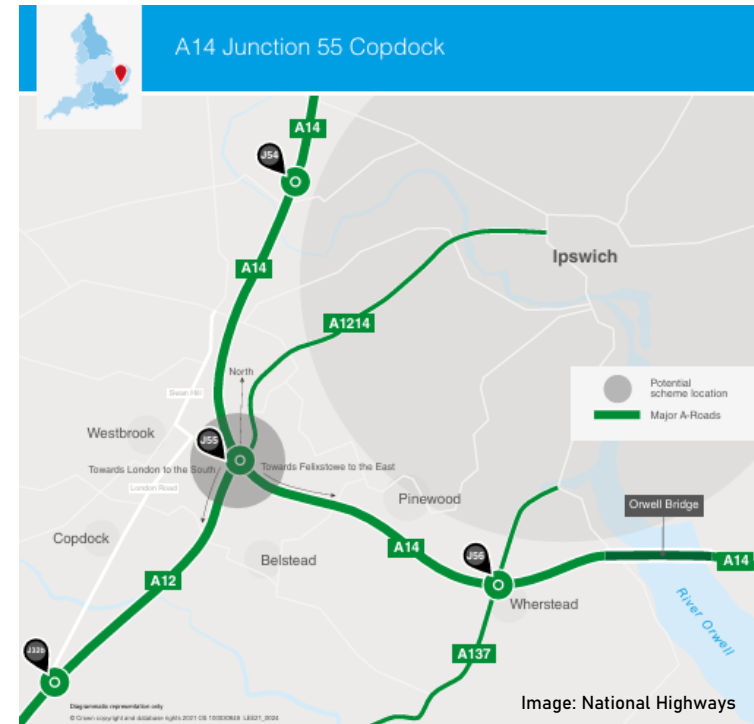
Investment needs

- **Local:** Provide a more accessible and integrated major road network not just for drivers but also cyclists, walkers and other users
- **Regional:** Improve reliability and capacity to reduce congestion and improve access to the west and the Port of Felixstowe.
- **National:** The A14 has national and international importance as it is part of the Trans-European Transport (TEN-T) Network, connecting the Port of Felixstowe with the Midlands, London and beyond.

Freeport Priority Alignment

Unlock Investment	Facilitating reliable access to the Port of Felixstowe to facilitate port growth
Drive Productivity	Improve journey time reliability, crucial to the logistics and distribution chain, for which reliability of journey time may be as important as speed of delivery
Improve Access to Jobs	Facilitating the smooth flow of traffic during peak congestion hours, which typically impact on commuter peaks
Decarbonise Transport	Reducing the level of diversion onto local roads and providing infrastructure for pedestrians and cyclists

Appendix 2: Transport Investment Priorities



The Port of Felixstowe is an essential component of the regional and national economy, handling up to 9,000 HGVs per day

Strategic Road Connectivity

Orwell Crossing Resilience

Location

A14 Orwell Crossing and wider hinterland network, including the A14, A12 and A120 corridors.

Description

A nationally significant freight artery supporting flows to and from the Port of Felixstowe. The crossing already operates close to resilience limits, with weather-related closures, incidents and maintenance presenting major risks to freight, commuter and business travel. No medium- or long-term capacity solutions are currently in assessment, highlighting the need for a coordinated Action Plan covering short-term resilience measures, digital twin analysis, and exploration of

future capacity options across the wider hinterland network.

Investment needs

- **Local:** Improve day-to-day reliability for communities and businesses affected by diversion, congestion and delays when the crossing is disrupted
- **Regional:** Strengthen the functioning of Freeport East’s road hinterland (A14/A12/A120), ensuring resilience for strategic freight flows and supporting wider economic activity
- **National:** Protect the UK’s most important container freight corridor

Freeport Priority Alignment

Unlock Investment	By improving resilience and reliable access to the Port of Felixstowe and surrounding economic centres on a nationally strategic freight link
Drive Productivity	Reduced disruption lowers journey-time variability, cuts congestion costs and supports efficient logistics operations
Improve Access to Jobs	Greater reliability enhances commuting flows into wider employment clusters, reducing uncertainty for workers
Decarbonise Transport	More resilient conditions reduce diversion onto longer routes and help enable innovative solutions such as digital twin modelling to optimise traffic flow and reduce emissions

Appendix 2: Transport Investment Priorities



The Port of Felixstowe is an essential component of the regional and national economy, handling up to 9,000 HGVs per day

Strategic Road Connectivity

A12 North & South Packages

Location

A12 – London to Ipswich and Ipswich to Melton.

Description

These packages provide targeted improvements to journey-time reliability, capacity and safety between London, Colchester, Ipswich and Melton. North of Ipswich, works are expected to begin in the latter stages of 2026. South of Ipswich, following the cancellation of the Chelmsford–A120 widening scheme, there is a requirement to develop credible

alternative measures to address congestion. Together these packages underpin access to ports, planned housing growth and the wider Freeport East economic area.

Investment needs

- **Local:** improved cycle and pedestrian access and crossing opportunities, reduced congestion & improved local journey times
- **Regional:** improved reliability of journeys supporting the Essex/Suffolk growth corridor
- **National:** strengthens a major inter-regional route that connects energy, logistics and manufacturing hubs to London and wider UK markets

Appendix 2: Transport Investment Priorities



Freeport Priority Alignment

Unlock Investment	Improved A12 performance supports new housing, commercial development and major energy projects
Drive Productivity	Faster, more reliable connections reduce delays to freight and business travel and support long-term regional economic competitiveness
Improve Access to Jobs	Better connections along the corridor expand labour markets linking coastal, rural and urban communities to major employment hubs
Decarbonise Transport	Enhancements facilitate more efficient traffic flow, reduce idling and enable supporting measures for cycling and active travel along the corridor

Infrastructure improvements to the most productive road corridor in the East - connecting the Freeport to London and beyond, improving capacity, journey times and reliability

Strategic Road Connectivity

A120 Corridor Improvements

Location

A120 Stansted to Harwich & Clacton corridor.

Description

The A120 corridor provides vital connectivity from Stansted Airport through North Essex to the Haven Gateway ports. Current single-carriageway constraints and reliability issues create barriers to freight efficiency and limit confidence in future investment. Safety improvements between Harwich and Horsley Cross are already

under way, while wider upgrades linking Colchester, Harwich, Bathside Bay and new housing areas require further evidence and long-term development.

Investment needs

- **Local:** Improved safety, reduced collision risk and smoother access
- **Regional:** Supports growth of ports, new developments around Colchester and strengthened links to the A12 & A14
- **National:** Enhances a key strategic route serving international gateway, unlocking economic activity

Appendix 2: Transport Investment Priorities



Image: Unsplash - Jack B

Freeport Priority Alignment

Unlock Investment	Facilitates investment in Bathside Bay, Harwich International and surrounding housing and commercial developments
Drive Productivity	Reduced congestion and improved journey-time reliability support efficient freight flows
Improve Access to Jobs	Enhances connectivity for residents in Tendring, Harwich and Colchester to port-related employment and training opportunities
Decarbonise Transport	Improved journey reliability reduces stop-start traffic, enabling lower emissions and supporting modal shift opportunities linked to port access strategies

Reduce travel delays, underpin new housing and economic growth, and enable businesses to flourish

Strategic Road Connectivity

A1331 Link Road

Location

New A1331 link between the A120 and A133, serving the Tendring–Colchester Borders Garden Community.

Description

The A1331 Link Road is a major enabling scheme for the Tendring–Colchester Borders Garden Community, providing new access to the A120 and A12 while reducing congestion into Colchester.

Investment needs

- **Local:** Supports access to new homes, services and employment while reducing pressure on existing urban routes
- **Regional:** Enhances connectivity between the A120, A12 and Harwich ports
- **National:** Strengthens a key growth corridor and supports new commercial and logistics capacity linked to national supply-chain resilience

Appendix 2: Transport Investment Priorities



Image: Essex County Council

Freeport Priority Alignment

Unlock Investment	Provides essential infrastructure to unlock major housing, commercial and leisure developments
Drive Productivity	Creates a faster and more efficient route between key strategic corridors, cutting travel time and easing congestion for businesses and freight
Improve Access to Jobs	Improves transport links for residents to employment centres across Colchester, Tendring and Freeport-connected sites
Decarbonise Transport	Reduced congestion and a more coherent road layout enable smoother traffic flow, supporting lower emissions and integrating with active travel enhancements

Unlocking ~25,000 new homes within Tendring and Colchester by 2033

Local Bus Connectivity

Technology Enabled Bus Service Innovations

Location

Tendring, Felixstowe, Ipswich and wider Freeport-connected communities.

Description

Delivery of digitally enabled, demand-responsive and higher-quality bus services across Freeport-adjacent communities. Opportunities include real-time passenger information, contactless ticketing, improved reliability monitoring, and flexible or route-optimised operations supporting key employment and training locations

Investment needs

- **Local:** communities benefit from more reliable, easier-to-use services connecting homes to jobs, education and town centres
- **Regional:** Improves connectivity into Freeport sites, strengthens interchange with rail, and supports wider public transport integration across Suffolk and Essex
- **National:** Demonstrates scalable, technology-led approaches to modernising bus networks and supporting modal shift

Freeport Priority Alignment

Unlock Investment

Improves access to labour markets and customers, making Freeport-linked locations more attractive for business expansion

Drive Productivity

Better information, punctuality and routing reduce travel time uncertainty

Improve Access to Jobs

Digital tools enable more consistent and legible bus services, opening up opportunities for residents

Decarbonise Transport

Technology-enabled improvements encourage bus use over private car travel, reducing emissions and supporting Freeport East's wider sustainable mobility objectives

Appendix 2: Transport Investment Priorities



Image: Transport East

Local Bus Connectivity

G14 Shuttle Service

Location

Gateway 14, Stowmarket – connecting to rail station, town centre and Cedars Park

Description

A new electric shuttle service providing convenient, high-frequency links between Gateway 14, Stowmarket station, the town centre and key residential areas.

Investment needs

- **Local:** Provides direct, affordable travel options for Stowmarket residents accessing new jobs at Gateway 14
- **Regional:** Improves multimodal connectivity between Freeport sites, rail services and major employment centres
- **National:** Demonstrates a scalable model for low-carbon, first-/last-mile connectivity supporting national freight and clean-growth priorities

Appendix 2: Transport Investment Priorities



Freeport Priority Alignment

Unlock Investment	Supports inward investment to Gateway 14.
Drive Productivity	Supports maximising Gateway 14 full potential.
Improve Access to Jobs	Connects local workforce to Gateway 14, which will host ~4,800 full time equivalent jobs
Decarbonise Transport	Sustainable mode of travel to encourage access by non-car means.

Supporting sustainable access to ~4,800 full-time equivalent jobs

Local Bus Connectivity

Autonomous Bus & Freight Projects

Location

Port-adjacent corridors, Freeport logistics zones and potential pilot routes across Suffolk and Essex.

Description

Advances autonomous mobility trials for both passenger and freight applications, supporting Innovate UK funding opportunities and showcasing Freeport East as a national leader in transport innovation.

Investment needs

- **Local:** Creates new mobility options for residents and businesses near test corridors
- **Regional:** Supports cluster development in advanced logistics, robotics and mobility technologies
- **National:** Demonstrates nationally scalable autonomous transport solutions

Freeport Priority Alignment

Unlock Investment

Autonomous mobility pilots strengthen the region’s innovation profile, attracting R&D funding and high-value business investment in emerging technologies

Drive Productivity

Automation improves operational efficiency by reducing dwell times, enhancing reliability and supporting low-cost port-to-hinterland movements

Improve Access to Jobs

New autonomous shuttle or bus services could expand access to employment, while R&D investment supports new STEM and advanced manufacturing roles

Decarbonise Transport

Autonomous electric vehicles create opportunities for zero-emission, energy-efficient operations, reducing the carbon footprint of both passenger and freight movement

Appendix 2: Transport Investment Priorities



Active Travel Connectivity

Bathside Bay Green Access Corridor

Location

Harwich, Dovercourt and Bathside Bay port area.

Description

High-quality walking and cycling links connecting Harwich and Dovercourt to Bathside Bay, supporting safe and sustainable access to employment areas.

Investment needs

- **Local:** Provides safer, more direct active travel access to employment centres and town-centre destinations
- **Regional:** Supports port growth and Freeport-related logistics activity
- **National:** Demonstrates an integrated model combining port development with sustainable access consistent with national Net Zero priorities

Freeport Priority Alignment

Unlock Investment

Improved access increases the attractiveness of port-related sites to investors and enhances the local development offer

Drive Productivity

Supports reliable workforce access and helps reduce local congestion around employment sites

Improve Access to Jobs

Safe, well-connected routes enable more people to access employment and training opportunities in the Freeport area

Decarbonise Transport

Provides sustainable alternative options to car that help shift short journeys to walking and cycling, contributing to local air-quality improvements and reducing emissions from work-related trips

Appendix 2: Transport Investment Priorities



Image: Unsplash - Yiwen

Active Travel Connectivity

Felixstowe-Shotley-Harwich Foot Ferry Enhancement

Location

Stour & Orwell estuary (Felixstowe-Shotley-Harwich coastal corridor)

Description

Enhancing the foot ferry service between Felixstowe, Shotley and Harwich would strengthen cross-estuary connectivity for commuters, visitors and leisure users.

Investment needs

- **Local:** Improves direct access between coastal communities, town centres and employment sites
- **Regional:** Strengthens sustainable cross-Freeport links supporting tourism, workforce mobility and multimodal access to ports
- **National:** Acts as a model for low-carbon coastal connectivity that enhances resilience and reduces pressure on strategic roads

Freeport Priority Alignment

Unlock Investment

Better connectivity between coastal towns and Freeport locations

Drive Productivity

A higher-reliability ferry reduces travel time around the estuary, improving movement of workers, visitors and small-scale freight

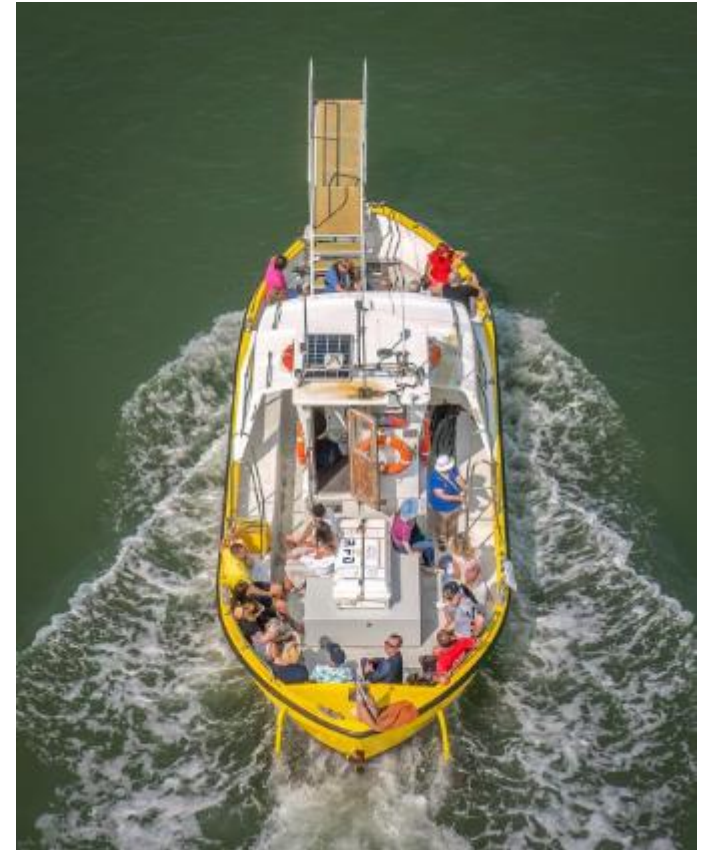
Improve Access to Jobs

Provides a direct, affordable route to port, logistics and visitor-economy jobs that currently require long road journeys

Decarbonise Transport

Supports a zero- or low-emission alternative to car travel, enabling multimodal journeys combining ferry, cycle and walking links

Appendix 2: Transport Investment Priorities



Appendix 2: Transport Investment Priorities

Digital Connectivity

Innovative Journey Planning & Ticketing Solutions

Location

Freeport East area – across Suffolk and Essex transport networks

Description

Supporting a unified digital platform that integrates real-time journey planning, multimodal trip options and simplified ticketing. Building on the Travel Essex concept, solutions would extend coverage to Freeport-connected routes and employment hubs, making public transport easier to navigate and more attractive.

Investment needs

- **Local:** Enhances travel confidence for residents by providing clear, accurate information and easier payment options
- **Regional:** Strengthens multimodal connectivity into Freeport employment zones, reducing barriers to sustainable travel
- **National:** Demonstrates a scalable, user-centred digital model supporting public transport reform and innovation across the UK



Freeport Priority Alignment

Unlock Investment	Integrated ticketing makes Freeport areas more accessible, improving the appeal of sites for business growth
Drive Productivity	Streamlined journey planning reduces time lost to complex modal transfers and improves the efficiency of daily travel
Improve Access to Jobs	Simplified information and ticketing help residents access a wider range of employment, training and education opportunities
Decarbonise Transport	Improved user experience encourages modal shift to public transport and active travel, reducing carbon emissions

Appendix (iii) Prioritised Projects Aligned to Timescales

Short Term (0-3 years)

Transport Priority/Opportunity	Freeport Actions/Activity
Felixstowe/Shotley/Harwich foot ferry Enhancement	Support the operator and established local partnership network in efforts to extend the current seasonal service to one that provides transit for a longer period – potentially all year.
G14-to-rail Electric Shuttle Service	Support local transport partners in bringing the bus service into operation – in accordance with planning consent commitments
Technology-Enabled Tendring & Felixstowe Bus Service Innovations	Continue to liaise and assess performance of current on-demand and digi-bus services across Tendring/N. Essex – with a view to identifying potential options for sustaining viable routes as well as assessing options for expansion and adoption across the Freeport patch.
Bathside Bay Green Access Corridor	Continue to work closely with Hutchison on the deployment of seed capital to realise the ambitions set out in the FBC and the subsequent business case.
Support the potential expansion of innovative journey planning and ticketing solutions (e.g., integrated ticketing and/or Travel Apps)	Continue to explore options for the trialling and potential adoption and implementation of innovative ticketing solutions to link active and public transport solutions, particularly focused around moving employees and residents on and off the 3 tax sites.
A14 Orwell Crossing & Wider Hinterland Resilience and Capacity	Short term resilience analysis, specifically options to include potentially working with local partners to develop digital twinning options and similar.
Autonomous Bus & Freight Projects	Having partnered with Suffolk County Council and Maritime in making the application to Innovate UK for the Felixstowe Autonomous Bus project – if successful – the Freeport will ramp activity in supporting the projects rollout, reflecting the activity laid out in the project plan. The Freeport will also continue with existing regular dialogue around supporting future expansion of the autonomous truck fleet at Felixstowe port.

Medium Term (3-5 years)

Transport Priority/Opportunity	Freeport Actions/Activity
Colchester - Clacton line increased service frequency	Support leading advocacy partners (in continuing to lobby to progress business case(s)).
Ipswich-Felixstowe line electrification	Support leading advocacy partners (in continuing to lobby to progress business case(s)).
A12 North and A12 South Corridor Improvements	The A12 north improvements are anticipated to commence towards the latter stages of 2026, pending planning approvals and submission and approval of the Full Business Case by the DfT.
A1331 Link Road (linking the A120 with the A133)	Work with local partners in bringing the project forward and deliver capacity enhancements to facilitate the potential economic growth opportunity.
Felixstowe/Shotley/Harwich foot ferry Enhancement	Sustained support for the operator and local partners – if the operator looks to extend the current service, especially with a view to year-round service, and/or a commuter service, they would need to invest in an alternative vessel, which would lead to the exploration of a range of financing/funding options.

Longer Term (5+ years)

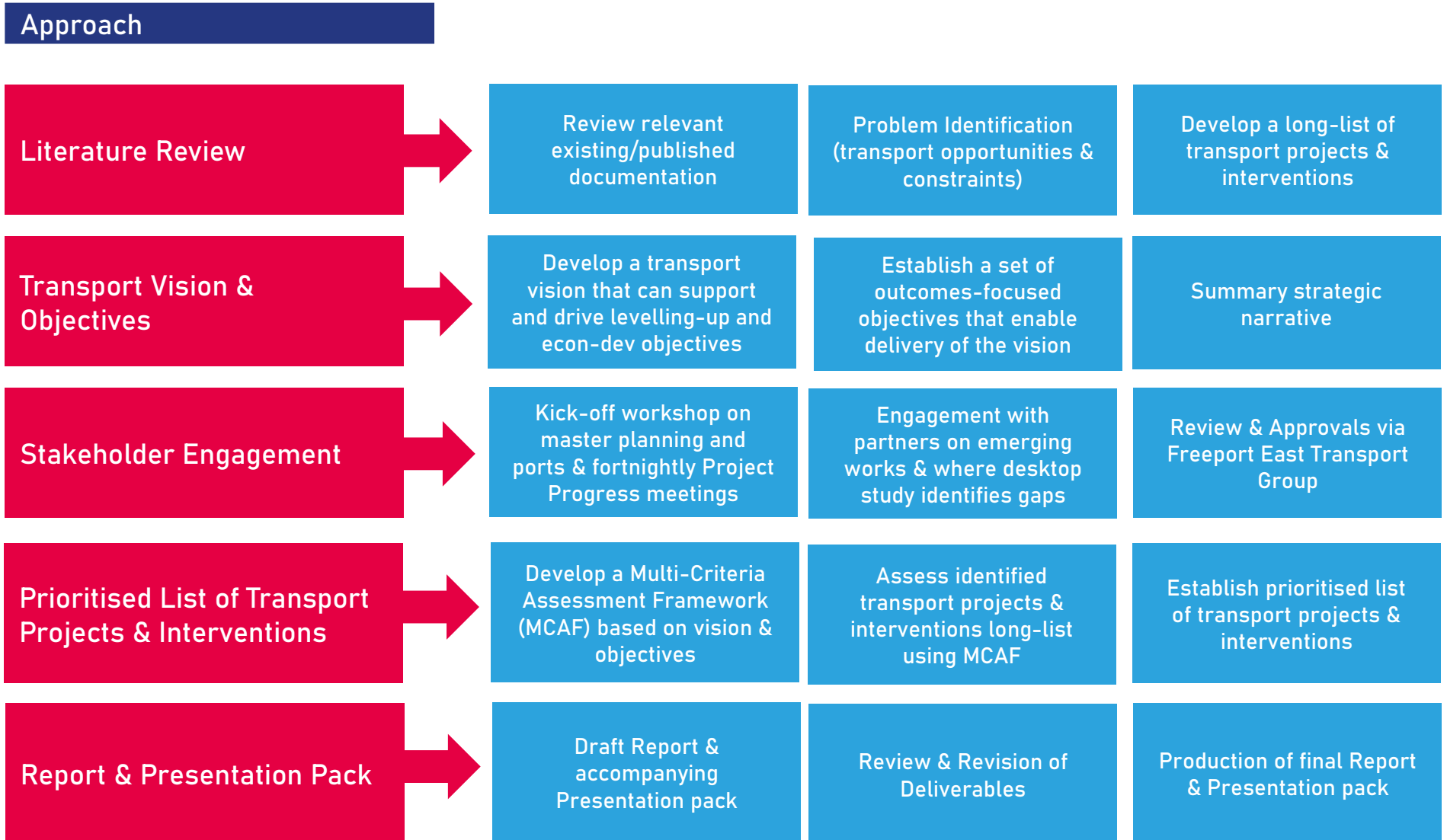
Transport Priority/Opportunity	Freeport Actions/Activity
Ely and Haughley Rail Improvement	Support leading advocates in continuing to lobby to progress the full business case, and in particular defining the 'additional' benefits around investment in the Haughley sub project initially.
Ipswich - Cambridge [&] Ipswich – Peterborough increased line service frequency	Continue to support and work with relevant local partners to advocate for firmer funding commitments.
A14 Copdock Interchange	Continue to support and work with relevant local partners to advocate for additional, thorough analysis to identify both potential resilience and capacity enhancement options.
A120 Corridor Improvements	Continue to support and work with relevant local partners to advocate for additional, thorough analysis to identify both potential resilience and capacity enhancement options.
A12 North and A12 South Corridor Improvements	Continue to support and work with relevant local partners to advocate for firmer funding commitments, and a revised project timeframe for delivery
A14 Orwell Crossing & Wider Hinterland Resilience and Capacity	Continue to support and work with relevant local partners to advocate for additional, thorough analysis to identify potential capacity enhancement options.

Appendix (iv) Methodology & Engagement

**FREEPORT
EAST** | **FELIXSTOWE
GATEWAY 14
HARWICH**

A GLOBAL FREEPORT FOR A GLOBAL BRITAIN

Appendix 4: Methodology & Engagement



Reference Documents

The Freeport East Transport Masterplan has been informed by a comprehensive review of existing strategies, business cases, technical studies and engagement outputs at local, regional and national level. Key source documents include:

Freeport East Strategies & Evidence

- Freeport East Full Business Case (2022)
- Freeport East Business Plans (including 2024-25)
- Freeport East Skills & Employment Plan
- Freeport East Green Strategy Hub
- Freeport East Hydrogen Offtake Assessment
- Freeport East Green Hydrogen Hub / Hydrogen Commission Reports
- Freeport East & East Midlands Freeport Green Freight Corridor evidence
- Site-specific access and development studies (Felixstowe, Harwich International, Gateway 14)

Engagement & Technical Inputs

- Freeport East Transport Group workshops and meeting outputs
- Stakeholder workshops and bilateral meetings with local authorities, operators and government bodies
- Consultant technical notes and synthesis produced by Transport East, Arup and Steer
- Desktop reviews of published policy, data and best-practice case studies

National & Local Evidence

- House of Commons Business & Trade Committee: Performance of Investment Zones & Freeports in England
- Port Resilience Framework for Action (Arup)
- DfT Decarbonising Transport: A Better, Greener Britain
- DfT Transport Infrastructure for our Global Future
- DfT England's Port Connectivity: the current picture
- Network Rail: Ely Area Capacity Enhancement (including Haughley Junction) material
- National Highways: Road Investment Strategy (RIS) documentation
- Local Transport Plans and transport strategies (including LCWIPs) for Suffolk & Essex
- Bus Service Improvement Plans and Enhanced Partnership material

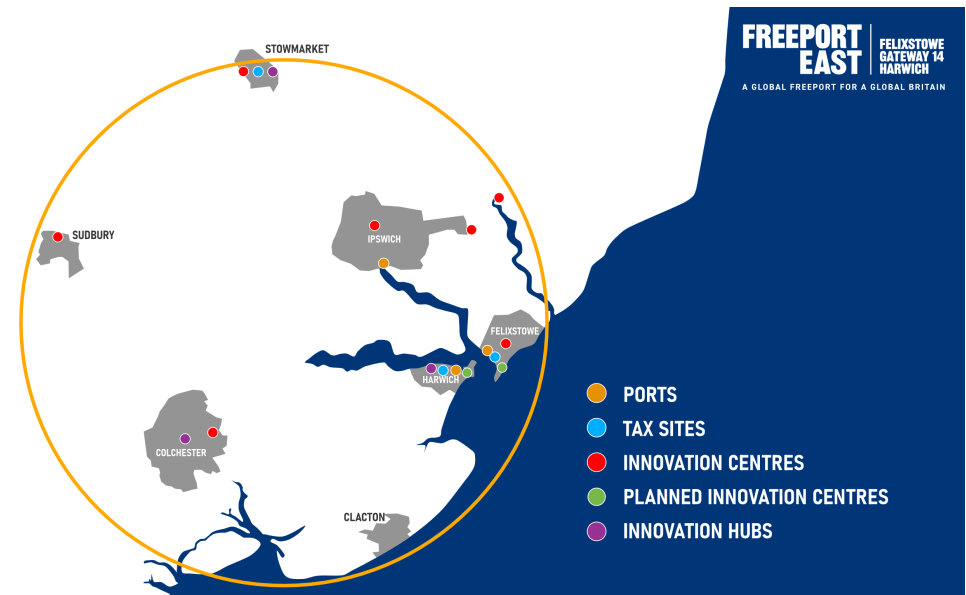
Transport East & Regional Evidence

- Transport East Regional Transport Strategy (2023)
- Transport East Strategic Investment Programme
- Transport East Rail Opportunities Reports
- Transport East Strategic Roads Advice Report
- Transport East evidence on multi-modal connectivity and freight flows

Engagement Aims & Objectives

Freeport East's Transport Masterplan aims to enhance connectivity, boost economic growth, and improve the overall quality of access to & from its sites. Effective stakeholder engagement is crucial for the successful planning and implementation of this project. This engagement plan outlines strategies and approaches for involving all relevant stakeholders throughout the project's lifecycle.

- **Inform** stakeholders about the project's goals, benefits and potential impacts
- **Consult** stakeholders to gather feedback and insights to shape the project
- **Involve** stakeholders in the decision-making process to ensure their needs & concerns are addressed
- **Collaborate** with stakeholders to foster partnerships and shared ownership of the project
- **Empower** stakeholders by incorporating their input into the project design & implementation



Engagement Opportunities

Information Dissemination

Consultation

Involvement

Collaboration

Empowerment

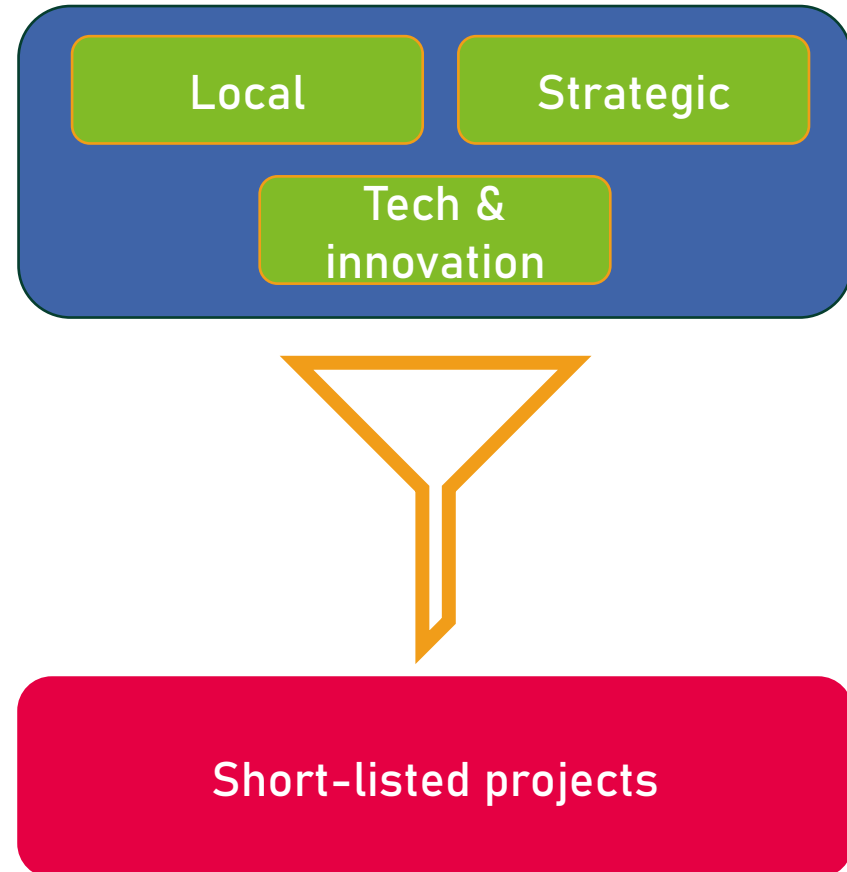
- **Digital:** Regular updates, project milestones, FAQs, and feedback forms.
- **Email Newsletters:** Periodic bulletins to keep stakeholders informed.
- **Surveys & Questionnaires:** Collect input from broad range of stakeholders.
- **Meetings & Workshops:** Engage directly with stakeholders to discuss progress and opportunities.
- **Focus Groups:** In-depth discussions with specific stakeholder groups.
- **Advisory Panel:** Include representatives from key stakeholder groups (e.g., Transport Group).
- **Stakeholder Updates:** Regular correspondence to review project progress and gather feedback.
- **Partnerships:** Collaborate with local authorities, port and transport operators.
- **Working Groups:** Establish network project team to drive project.
- **Feedback Integration:** Demonstrate how stakeholder input influences project decisions.
- **Participatory Decision-Making:** Include stakeholders in key decision-making processes e.g., Transport Group as approvals board.
- **Stakeholder-Led Initiatives:** Support initiatives proposed and led by key stakeholders.

Methodology

An option long-list has been developed in collaboration with Freeport East's Transport Group. Public information regarding potential and planned transport schemes has been complemented with stakeholder engagement to ensure that all relevant schemes can be considered.

The long-list options have been categorised as Local (including Active and Public Transport), Strategic, or Technology and Innovation.

Where local schemes are relatively small in scale or highly localised in their impact, they have been grouped to ensure the assessment retains a strategic focus whilst not discounting important local connectivity measures.



Assessment Criteria

Strategic Dimension

