

## Railfuture East Anglia

### East Coast franchising aspirations

Railfuture East Anglia has sent to the bid directors of each of the three bidders for the EC franchise the following aspirations as an update of Railfuture's response to the East Coast Franchise Consultation which can be viewed here:

[www.railfuture.org.uk/tiki-download\\_file.php?fileId=415](http://www.railfuture.org.uk/tiki-download_file.php?fileId=415) (PDF download)

### Stevenage

There should be a minimum of 1tph (Long Distance) in each direction with good connections to the Cambridge Line and south to and via Hertford and to and via Welwyn GC...and eventually Thameslink via Farringdon.

### Peterborough

There should be a minimum 3tph evenly spaced nonstop to / from London King's Cross.

Northbound there should be a minimum 1tph to Leeds and 1tph fast to Newcastle and Edinburgh plus 1tph to York, all evenly spaced on departure from Kings Cross. In addition, services to the Highland Mainline should call. Speed is key.

The development of a western entrance is very important for users and is included in the Cambridgeshire and Peterborough long term transport plan - the franchisee will need to work with the local authority to deliver this enhancement.

### Intermediate stations Stevenage to Peterborough

Connections from these stations are important. However we do not feel that IC trains should be slowed by any intermediate stops.

However we note that EWRL/Central Section will probably be built during the lifetime of this franchise and wherever it interfaces with the ECML planning must take into account additional services from EWRL to / from and via Peterborough.

## Interchange at Peterborough from / to East Anglia

Exemplary interchange between services to / from East Anglia are vital to the economy of East Anglia and the north of England and Scotland.

We want the new EC franchisee:

- to pay careful attention to these connections particularly to Ely, Cambridge, Stansted Airport, Norwich and Ipswich and key intermediate towns throughout the period of the franchise and this can only be done with close cooperation with other TOCS and note that the timetable from Peterborough to East Anglia is likely to be rapidly evolutionary over next few years.

Any work on connections at Peterborough needs to take note of the growth rates of Norwich, Ipswich and, in particular, Cambridge over this time. Connectivity at Peterborough needs to assume increased travel flows reflecting hourly Ipswich to Peterborough services (for example). It has to be assumed that F2N electrification is likely to phase in during the ECML franchise period and sufficient capacity/connectivity allowed for in the future to absorb likely growth thus induced;

- to pay careful attention to upgrading passenger facilities and information systems at Peterborough station as, in spite of considerable recent expenditure, these are poor, especially on the newly built platforms 6 and 7. Station announcements must be much more proactive in keeping users on the move via connecting services from East Anglian nodes distant from Peterborough - at Ely for example.

There must be a commitment to work with user groups to continually review the situation at Peterborough, so important is this interchange. The new incumbent must ensure that sufficient flexibility/review processes are in place to cover the likely period of the franchise.

## Connectivity to Lincolnshire, Nottinghamshire, South Humberside, Harrogate

In addition to the Long distance services mentioned above, we aspire to an addition hourly service that calls at all EC stations north of Peterborough to Doncaster and York. This service will provide much better connectivity between East Anglia and Grantham, Newark, Retford, Doncaster and York throughout the day. There must timetable work carried out with other operators to provide hourly tight connections at all these stations to Sleaford, Boston, Skegness; Lincoln, Market Rasen, Grimsby; Gainsborough, Worksop; Goole, Selby, Hull, Scunthorpe; Malton, Scarborough and Harrogate.

Additionally we support the Lincolnshire Branch of Railfuture call for work to be carried out on the feasibility of bi-mode trains to operate via the GE-GN Joint Line to Lincoln via Peterborough from London. There is now sufficient platform space to join / detach portions at Peterborough.

## Premium parcels service.

Plan for off peak long distance services to have small portions of each train sealed off to enable the development of premium rated parcels traffic. This service would be hugely beneficial to the economies of all regions served by EC. (See 5PL website <http://www.5pl-uk.com/> ).

## Cycles

There is suitable room for cycles in the DVTs and in HST power cars. Cycle reservations should not be compulsory for all trains; passengers with tickets for the next stop should always be taken with their cycles without a reservation, provided there is space.

The cycle storage areas should be marked clearly on the side of the train and at the stopping point on the platforms.

At their introduction, IEP trains must have easily accessed cycle accommodation.

## Fares

Simplify the fare structure by easing peak restrictions, using first class more efficiently, developing advance purchase fares out of all towns and cities in East Anglia to access the EC network at Stevenage, Peterborough and with without time constraints imposed by Cross Country trains.

Offer/promote the London Travelcard Zone 1-6 as a ticket from all EC and connecting stations to avoid the long queues at LU Kings Cross ticket offices, e.g. Leeds to Zones 1-6. If that's not possible, sell Travelcards separately, e.g. Leeds to Kings Cross, plus a separate Travelcard. Provide leaflets throughout the franchise that explains the benefits of the travel card add-on...how it works, where it works and on which forms of transport is it available.

We are worried by the possible effect on fares of the very much higher leasing charges for IEP rolling stock. We assume this concern justified and will expect a vigorous lengthy marketing campaign to fill the new trains without fare increase.

## Rolling stock

It is to be assumed that the incumbent TOC will be locked into IEP. However, the longer the franchise the more risk of overcrowding unless rolling stock keeps pace with demand. Sufficient 'spares' need to be retained. We would want retention of some IC125/225s as emergency cover. (These, after all, are written off in financial terms and should be cheaper to lease.)

## Integrated Transport

Communicate train times and changes to train times promptly to local bus operators.

Cooperate with highway authorities in providing comprehensive road signage around the towns and cities with stations operated by the franchise holder. Cooperate with the Highways Agency in providing signage from trunk roads to all EC stations. Set up a project team to get this signage completed once and for all.

Communicate via PIS all onward railway connections at every calling point that is an EC junction.

Pre-booked taxi service to be available off every train at every EC station.

Cycle hire facilities at every EC station.

## Line Capacity

The franchisee must undertake to work carefully with Network Rail to make sure that on all renewal of points and signalling, subsequently trains can enter/exit loops and stations as fast as possible, commensurate with 21st Century braking and safety considerations. 'Like for like replacement' too often hinders a modern railway. For example at Grantham DOWN services currently leaving the main line are impeded by very low speed restrictions. Moving the junction for platform 3 and the loops to the south of the B1174 bridge and thus create a longer loop to slow down on, would greatly improve capacity and cut delays. The extended loop will allow passenger trains waiting to enter platform 3 to stand clear of the down main.

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