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Newsletter of East Anglia Branch of Railfuture

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Internet at www.railfuture.org.uk/East+Anglia TWITTER at twitter.com/RailfutureEA.



CB courtesy Network Rail

Hello. We are now firmly embarked on 2017. But what a year we enjoyed in 2016, and not just because of the unique all-new-trains promise for the new Greater Anglia franchise. The Railfuture East Anglia Committee, and especially its Chair, Peter Wakefield also achieved a highly productive and influential 2016, as Peter explains on Page 2. Considerably improved stations reached completion in several locations last year; Waltham Cross, Manningtree, Ipswich, Colchester and Cambridge, just to tag five of them. *(And there's Cambridge North heading confidently to its opening in May: here we see the footbridge covered in neo-Arabic tracery linking the main building to the platforms to the right.)*

Network Rail were also diligently updating track, signals and overhead

wire, especially on the Great Eastern Main Line from Chelmsford into Liverpool St, not least to prepare for the opening of Crossrail from Shenfield to Heathrow. So it's never just about smart, state-of-the-art trains.

But welcome though all these new things are, what Railfuture East Anglia really wishes to see are firm starting dates for vital schemes destined to measurably improve reliability and unlock timetable options for East Anglia's rail users.

Projects such as: extra lines added to the routes into Liverpool St; the rebuilding of Ely North Junction, and an extra track over the River Wensum at Trowse in Norwich. These give greatest value benefiting both the railway and the largest number of its customers, freight as well as passenger.

WHAT'S INSIDE

2015-16 Station Footfall statistics

Shelford-Whittlesford Rail User Group is go!

Ipswich-Cambridge capacity upgrade hopes

Railfuture and the Sizewell Project

Jamie Burles talks to Railfuture Cambridge Meeting

And we will be emphasising these schemes, and others very much on our list, throughout the coming year, starting in this issue with Ipswich to Cambridge/Ely. We will be particularly vigorous after the Department for Transport publishes the High Level Output Specification

(HLOS) plus the Statement of Funds Available (SOFA) for Control Period 6, 2019-24 (both expected around June this year). These two documents will be the first embracing a nationalised Network Rail and as such are very significant. CB

Our Chairman, Peter Wakefield, offers his customary annual review

The past year has been another busy one for me and Railfuture East Anglia Branch Committee. Over these months we have gradually reorganised the way the branch committee operates; we now have a member of the committee resident in or near each large town across East Anglia. This means that we are able to attend to local issues more quickly and knowledgeably than in the past. The new system seems to be bedding down well. We have Ian Couzens in Norwich, Phil Smart in Ipswich, Martin Cooper in Colchester, Peter Wakefield in Cambridge and Peter Chivall in Peterborough. Any issues around those locales you think should be attended to, please contact me, Peter Wakefield, first.

Branch Committee members have attended many railway industry stakeholder meetings, mainly in London, met local authority officials, members of parliament and worked closely with and supported our regional rail user groups. We are also in the process of setting up a new Rail User Group to serve Shelford and Whittlesford stations and assisting the formation of a Meldreth, Shepreth and Foxton Community Rail Partnership, both exciting projects. There have been responses to consultations submitted on varying topics such as Sizewell C construction, Soham station, East-West Rail - all to the National Infrastructure Commission. Responses also to Network Rail's consultations on Peterborough

Werrington grade separation proposals, renewing the Broads' swing bridges, Felixstowe track-doubling and the national freight network. Other work included station audits at Meldreth, Shepreth, Foxton and Whittlesford, progressing the Wisbech reopening, Sizewell C project and its East Suffolk line implications. And, of course, East-West Rail. All needing informed input and willing volunteers. Thank you all.

We have continued to develop the concept of "Easy Stations", gaining the support of Greater Anglia. We will launch the first award very shortly to a station where Access-for-All improvements have been successfully made.

The Greater Cambridge City Deal has taken a huge amount of time but we are having real success in gently persuading the process to take the role of rail seriously. Out of the work around rail and the 'City Deal' has arisen the concept of a light rail network for the Cambridge area. This has been developed largely by our Branch member Colin Harris, along with members throughout the society. The concept is gaining ground, and you can learn much more about it by attending the Branch AGM on Saturday February 25th in Bury St Edmunds, when Colin will present a progress-so-far talk.

I thank all those who are involved in producing our newsletter, RailEast. Great efforts ranging from planning meetings

about content, editing material, setting the material for the page, proof reading, even stuffing envelopes, sticking on address labels and stamps, all very time consuming. Thank you all. A great team!

We have four public and four committee meetings a year, time consuming to arrange and to travel to if a committee member. More so if you are our ever patient secretary Paul Hollinghurst, who is also our accurate Minute-taker and equally good at software formatting the many responses and reports alluded to earlier. We even have some most excellent catering volunteers! Thanks indeed to you all. Again, team-work!

Several committee members have been arranging the staging of our national AGM in Peterborough on **Saturday May 20th**. You will have another chance to hear an excellent talk by Jamie Burles, MD of GA, no doubt with more to tell us as the franchise develops. Phil Hutchinson, the chief timetabler of GTR, has an absorbing tale to tell about compiling that most complicated of timetables: Thameslink 2018; a project with huge rail implications nationally as well as expanding East Anglia's connectivity in a revolutionary way. **Do book the date.**

There are seemingly endless media calls, newspapers, radio, television: frustratingly the latter often means hours

of messing about in the wind and rain for a second or two on the news! Many thanks to all involved. But, all worth it with many excellent reports on a great variety of issues. Follow the Railfuture Branch Twitter @twitter.com/RailfutureEA-a useful and sometimes fun medium.

Change is in the offing though: our Committee members* fortunately indicate they wish to continue next year. However, after 15 years of chairing the Branch I am giving up that post. Certainly I hope I will be allowed to stay on the committee and continue the work but it is time for a new person to take the chair.

So, please, do come to Bury St Edmunds AGM to find out more and, of course, to see and hear Colin Harris' excellent talk followed by the usual time for questions.. PW

Current Committee Members and responsibilities: **Peter Wakefield, Chair and Cambridge area, **Paul Hollinghurst**, Secretary, **Chris Burton**, RailEast Co-ordinator, **Mike Farahar**, Treasurer, **Alan Mayes**, Cambridge North, **Peter Chivall**, Peterborough, **John Henderson**, EWRL, **Nick Dibben**, ECML, **Ian Couzens**, Norwich area, **Phil Smart**, Ipswich area, **EWRL**, **Martin Cooper**, Colchester area, **Peter Bayless**, Membership, **Ben Walsh**, Newmarket liaison.*

Wisbech Rail...a national show case?

The project to restore the Right Way to Wisbech is progressing quite well. However, concerns are being raised at the projected costs for the railway coming in at about £100m. Most people feel this is excessive for a line of only 7 to 8 miles length!

The Cambridgeshire County Council website gave the impression that the project had reached GRIP3 funding. A Freedom Of Information request revealed that was not so as the Local Enterprise Partnership (LEP) had stalled at providing the funding. We have urged the LEP to get on with establishing the costs through the GRIP 3 process.

At a recent Wisbech 2020 meeting, full support for the project was expressed especially by the strong Cambridge University team advising on the town's regeneration. They view the railway as imperative to the innovative and exciting plan for a Wisbech Garden Town, a plan which will increase the town's population to around 65,000.

We have pointed out that the route is mothballed therefore no passing trains to interfere, and has no unexpected WW2 ordinance to threaten activity! Only a small area of one embankment needs any stabilisation work plus 7/8 level crossings to be restored at about £400,000 each. If the Swindon to Kemble line restoration of £4m per mile is any guide, the Wisbech restoration ought to be around £30-40m including level crossings. With speed probably limited to around 60 mph, the rails need only be second hand from the nearby Network Rail maintenance depot. We think current costs reflect unnecessarily lavish standards of work. Or profit!

Effective restoration of passenger services to Wisbech does depends however on additional capacity through Ely and that is unlikely to happen until well into the next NR Control Period starting in 2019.



A Half-Barrier LC between Wisbech and March, admits road traffic as a charter train heads away to March on 21 November 1998. CB

We are reliably informed that various government departments are very keen to quickly progress the project, not least to regenerate Wisbech and to provide new housing for Cambridge, as mentioned already. It is strongly suggested that the project should be detached from Network Rail's supervision, and the immensely expensive "GRIP" process that Network Rail demands, and delivered as a stand-alone, independently managed scheme. Hopefully it could then become a "demonstrator" of good practice, innovation and good value for money for similar projects nationally.

About £350,000 has been spent already on this death-by-consultation preparation. There will no need to pay for GRIP 3/4 studies. This would leave NR free to concentrate on the complex Ely area changes with Wisbech rail up and ready to use the additional capacity at Ely from day one. In the meantime a shuttle service can run to a March connection with existing services, with through services to Cambridge where paths can be found. Additional Stadler FLIRT units will have to be added to the order GA is currently processing so there will be some urgency in this area too.

This seems an excellent way to progress the project in a controlled, disciplined and carefully staged manner that will eventually give the Fens the two trains-per-hour to Cambridge that studies indicate as offering the best overall benefit-cost-ratio. We note that Mr Carne, NR's Chief Executive, has stated that "if somebody can build it cheaper, let them do it". The McNulty Report called for innovation of just this sort. PW

East Anglia's major railway 'Pinch Points'

The rapid development of East Anglia has led to a series of locations where the railway just isn't up to fulfilling the timetable pressures placed upon it, either now or in the near future. Inadequate infrastructure in other words, whether in scale, resilience or both. And these need attending to if we are to have the passenger train service the people and economy of East Anglia warrant. Over the next few editions of Rail East we shall take a look at each of these 'fragile' components in turn, beginning with a route rather than a narrow location: that from Ipswich to Cambridge and Ely.

Traffic levels on this line currently consist, each way, of one passenger train per hour between Ipswich and Cambridge stopping at all stations; a passenger train every two hours between Ipswich and Ely (Peterborough), and approximately one freight train every 90 minutes between Ipswich and Ely.

Expectations for the line in the near future see Greater Anglia (GA) committing to an hourly service from Ipswich to Peterborough.

Aspiration for a second train per hour between Ipswich and Cambridge comes from Railfuture East Anglia Branch, all the local authorities, and, we believe, GA too.

The route is also a significant artery for freight operators who aim to raise use to roughly one path per hour throughout 24 hours five-and-a-half-days-a-week.

For the passenger services we have produced a timetable we firmly believe will work, especially between Newmarket and Cambridge.

This section of line must be double-track, thus enabling a minimum of two passenger trains an hour to operate between Newmarket and Cambridge without constraint. It allows this great asset to play an increasingly important role in the local economy. This will be especially true when East-West Rail project opens, with its requirement for a freight path as well.



A Class170 at Wilbraham in 2014, clearly showing original position of second track, removed by BR in 1980s. CB.

How much will this cost? Well nearly all the recent doubling of lines such as the two projects in the Cotswolds mentioned earlier, have worked out at about £4m per mile. This included embankment and cutting stabilisation, slewing track as appropriate, resignalling, new platforms, over 11 track miles between Swindon and Kemble, and a further 19 miles between Oxford and Worcester.

The distance between Cambridge, Coldham's Lane Junction to Newmarket station is around 14 miles. So with the existing Dullingham 1 mile loop, this leaves some 13 miles to be restored to double-track. Together with platform works at Newmarket enabling the long single platform to be used by two trains simultaneously, as at Penryn in Cornwall. With removal of the points at Dullingham, we crudely estimate the total cost would be about £60m including the line and platform works at Newmarket. Additional signalling costs would have to be added, of course.

We think much of this could come from Tranche 2 of the Greater Cambridge City Deal funding or more likely, in due course, from the Cambridgeshire Mayor's Office.

Additional to this work the third line from Cambridge to Coldham Lane Junction should be restored and the Newmarket West Curve. Together, these projects would allow trains from Ely via Soham and Newmarket to operate on a very busy corridor.

Looking at the route as a major freight carrier from Felixstowe to Peterborough



A candidate for the second track; marshy, fragile land between Stuntney and Ely approaching the River Ouse bridge. CB

and beyond shows that much more needs to be done and funded at a national level.

This includes restoring the double junction at Haughley, where the route to Peterborough parts from that to Norwich, and creation of through lines at Bury St Edmunds. This would allow freight trains to pass through at line speed or to be held should a passenger train need to be prioritised, or if the port at Felixstowe needs to regulate freight trains into its terminals. Of course, the single line between Soham and Ely needs to become two lines, enabling that bottleneck to be removed and the all important station at Soham to be restored. PW

Hornsey Depot and trains....the Thameslink rail future symbolised

Railfuture was recently invited to attend the opening of the new Siemens train maintenance depot on Coronation Sidings, Hornsey. First we heard of the plans for the new train fleets and, equally importantly, how young people were being trained as the traction engineers of the future train fleets via GTR's impressive apprenticeship scheme. It was inspirational chatting to them.



We then were taken through the current depot glimpsing another fundamental change, this was in the depot yard where

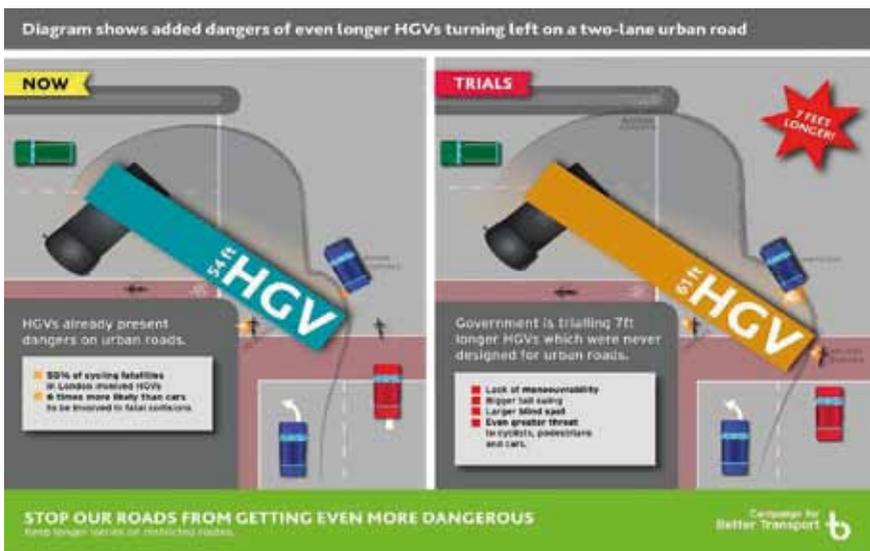
the track and signalling is now controlled from the depot's very own power signal box - no more hand-operated points or

indeed, hand signalling. To stand and watch is to be very impressed.

And the quiet purpose of the depot is always admirable as the great beasts that cart us around stand meekly allowing the maintenance to happen, wherever. But sad it is, in a way, that Classes 313, 317, and 321 will soon become receding memories as they are moved elsewhere. Then on to the incredible new Siemens Coronation depot just north of the original depot. It is long, very long, well it has to be to cover the mighty 242.6 mtr/796 feet of

the new 12-car Class 700 train. We were also pleased to note, adorning a workshop wall, a nameplate in honour of one of our members, Robert Stripe, a nameplate which was once also carried by a Class 365 train.

And these future workhorses were standing quietly waiting for us to wear them out over the next 35 years, anywhere between Peterborough, Cambridge and south of the Thames. So, Class 700s, engineers, technicians, and those apprentices, over to you. PW (inc. photos)



We thought this rather splendid poster from lobby group, Campaign for Better Transport, might encourage you to look at their website found at: <http://www.bettertransport.org.uk/contact-us>. Don't forget, HGVs and diesel vehicles generally, pollute our air.

Railfuture East Anglia Branch: Public Meeting, Cambridge, 3 December 2016

Guest presentation was by Jamie Burles, Managing Director, Greater Anglia

With 2.5 years and two frustratingly short franchises under his belt, Mr Jamie Burles, MD of Greater Anglia (GA), was understandably pleased to stand before our Railfuture Cambridge meeting and explain details of the exciting but challenging new nine-year + franchise. And make no mistake, this is a tremendous challenge, as he readily admitted in his refreshingly frank and enthusiastic presentation, in turn receiving an appreciative response with many good questions.

He told us that GA could get fined up to £15m per year if they are responsible for trains running late (or not at all!). The punctuality/reliability target by the end of the franchise is a demanding 93%. That's on top of replacing completely all current train fleets with kit utterly new to crews and maintenance staff alike.

Just thinking of tasks like these makes 'challenging' begin to sound like a weasel word. And that is before discussing Network Rail's critical part in this ambitious franchise.

Many of the 2019 timetable fundamentals depend on Network Rail (NR) delivering appropriate improvements. Discussions with the infrastructure operator on subjects such as the hourly Ipswich to Peterborough service and reducing delays caused by cable faults, a major problem we were told, were continuing.

Apparently, NR was not at all pleased for schedule Recovery Time to be spread across a journey rather than largely lumped together near ultimate destination, that is, on-time final destination arrivals



not preceded by late arrivals at earlier stops. Mr Burles was not impressed by NR's unhelpful (his word was rather more abrupt) attitude to rebuilding Ely North Junction, one of the timetable-critical engineering needs. GA was preparing a list of the key infrastructure improvements needed: items such as extra capacity into Liverpool St from both Colchester and Cambridge, Ely area (including Wisbech), replacing fragile signal cabling with a far more robust design. And many other things too.

The final design of the new rolling stock from Bombardier and Stadler is not resolved as yet, although maintenance for the Bombardier electric trains will focus on a new depot near Manningtree. Crown Point, Norwich will be retained, enlarged and upgraded for the FLIRT bi-mode trains, and GA sought maintenance capability at Cambridge. This could have been easily effected on land at Chesterton, had it not been sold off. In

any case, probably a temporary need while extending Crown Point. Several electrical sub-stations are to be boosted to provide extra amps for the overhead line, essential as twelve-coach trains become the peak-hour norm.

The new rolling stock is expected to quickly reach an average mileage between service- interrupting faults of around 85,000 miles - quite a hike from the 11,000 to 40,000 miles standard of today's trains. The payback is in part from reduced claims for rolling stock causing delays. By 2019/2020 these new trains will allow an expanded timetable of over 150 extra trains daily delivering a 55% increase in peak hour seats serving London. *Regional services will be formed of bi-mode 3-and 4-car units produced by the Swiss firm Stadler. The diesel engines will be contained within a power pack unit that can be removed in the future if routes are electrified. Their modular design also permits a rapid-repair-by-replacement regime which will keep trains out of service for notably fewer hours than now.*

In essence, the vision adopted for the franchise is to transform the passenger experience very much for the better, essentially capacity, comfort, speed and reliability, the things which fuel rail-

business growth everywhere including East Anglia.

Staff will be incentivised to play their part in improving the passenger experience by being paid a bonus of up to £750 if passenger satisfaction targets are met. Greater Anglia has started paying performance bonuses to all front-line staff, typically an extra £500 per year if targets were met. The company was committed to the local Community Rail Partnerships and there was a community fund for station improvements where a business case for GA was not viable.

The many questions from the audience covered subjects including; coordinating rail activity with new development in Cambridge, improved service to Newmarket, extra toilets needed on the new trains, Ely station improvements, cycles on trains and improved services to Clacton. All of which were answered with a straightforward candour. Mr Burles said that discussions on the design of the new trains was ongoing and that GA was willing to talk to Local Authorities and LEPs to see what needed to be done to enable an increased train service on many routes. All in all a very worthwhile meeting and our gratitude to Jamie Burles for giving us his spare time.

And talking of Greater Anglia FLIRTING with the Swiss.....



Nick Dibben tells us that a trip to Switzerland over Christmas and New Year provided an opportunity to try out some of the Stadler designed trains that will be appearing in our region in a few years' time.

Of course, being Switzerland, the entire network is electrified, so no experience of them in diesel mode, but under the wires the various units were both comfortable and displayed some impressive

acceleration away from stations. The newer trains had full display screen information in each coach which showed the next few stops with times and the final destination. As an interchange station was approached, the displays showed the times and platforms of connecting trains

and buses! Most impressive; and when you are trying to make 5-6 connections at stations, having this information before you get off the train really helps. It also appears that these trains like operating on both Christmas and Boxing Day too! (Nick also took the picture, at Basel)

Whittlesford Parkway & Shelford

The ‘three village’ stations between Royston and Cambridge have seen the establishment of a very successful rail user group. This has evolved into a Community Rail Partnership for the area that could lead to real benefits and improvements for the users of those stations.

Shelford and Whittlesford villages are increasingly busy (see the footfall table) but neither station has received improved facilities to mirror this increased demand.



Accident spot map of Whittlesford Parkway area (Map courtesy CambsCC)

Hence a lot of local dissatisfaction. Railfuture East Anglia was asked to help set up a user group and to that end a meeting took place with 20 or so concerned local people, and out of that an embryonic user group has emerged. Its first meeting took place on February 1st in Sawston which was well attended and is successfully taking the RUG concept to the next stage.

A few miles away on the Audley End to Cambridge line the stations serving

To help refine some of the issues facing the new group, several Branch members travelled to Whittlesford to undertake a station audit. Our findings are at our Branch website: <http://railfuture.org.uk/East+Anglia>. There is a lot to do to make the station easier and safer to reach as well as function more efficiently in the future. PW



1. But where to start....? Whittlesford Parkway east-side-make an entrance
2. And bikes under platform shelter rather than passengers?

Railfuture East Anglian Branch, Area Footfall Figures 2015-16

Thanks to Mike Farahar for once again compiling these line-by-line figures.

The upward trend in our region has continued by 4.7% over the year and about 22% since 2011. Individual stations have continued to vary whether it be to readjustments in the way the figures are compiled or owing to local circumstances.

Stations on lines leading to Cambridge have shown remarkable increases in general with Newmarket rising by 12% and Kennett not far behind. This reiterates comment elsewhere in this newsletter concerning the demand on this line. News comes of a third racecourse at Newmarket, and the district council warning of the need to build more houses around Kennett and Newmarket.

The mixed performance of the Great Eastern Main Line whether from planned

engineering or unplanned events has seen lacklustre growth at the main stations. When we finally get that artery back for seven days a week, it can be expected that growth will bounce back.

Stansted Airport has posted phenomenal growth again, and down the line Manea is showing the way forward in the Fens! Shippea Hill, now beloved by the media, will prove its worth when Mildenhall Air Base closes and the builders move in and the residents realise that Cambridge North is just 20 minutes up the line..... Mildenhall Road (P&R) again anyone?

Cambridge North opens 21 May: we await with immense interest to see just what effect its existence will have on the present extraordinary figures through Cambridge station. PW

EAST ANGLIA STATION USAGE ESTIMATES 2011-2016

Station name	<u>Year ended 31st March</u>			<u>% change 2016</u>	
	2011	2015	2016	to 2011	to 2015
Norwich	3,749,474	4,071,502	4,048,984	8.0	-0.6
Salhouse	6,822	9,806	12,998	90.5	32.6
Hoveton & Wroxham	109,022	131,024	133,314	22.3	1.7
Worstead	18,898	24,394	23,956	26.8	-1.8
North Walsham	215,874	239,934	246,660	14.3	2.8
Gunton	18,714	16,138	14,422	-22.9	-10.6
Roughton Road	13,306	12,464	12,814	-3.7	2.8
Cromer	178,778	183,032	192,100	7.5	5.0
West Runton	23,030	26,464	27,804	20.7	5.1
Sheringham	183,970	196,068	195,104	6.1	-0.5
Brundall Gardens	11,010	11,482	12,176	10.6	6.0
Brundall	90,594	98,472	104,734	15.6	6.4
Lingwood	49,492	46,966	45,502	-8.1	-3.1
Acle	48,170	48,076	48,660	1.0	1.2
Great Yarmouth	428,320	436,834	409,432	-4.4	-6.3
Cantley	16,668	21,350	21,530	29.2	0.8
Reedham (Norfolk)	40,326	45,336	43,080	6.8	-5.0
Berney Arms	1,686	1,396	1,016	-39.7	-27.2
Haddiscoe	10,292	12,832	12,754	23.9	-0.6
Buckenham	106	88	134	26.4	52.3
Somerleyton	10,822	10,610	10,092	-6.7	-4.9
Oulton Broad North	113,582	125,506	118,852	4.6	-5.3
Lowestoft	418,866	460,384	455,434	8.7	-1.1

Oulton Broad South	21,240	48,132	50,918	139.7	5.8
Beccles	83,762	105,254	108,800	29.9	3.4
Brampton (Suffolk)	6,826	8,968	8,630	26.4	-3.8
Halesworth	73,212	94,702	95,968	31.1	1.3
Darsham	43,434	56,744	56,262	29.5	-0.8
Saxmundham	112,874	139,246	147,346	30.5	5.8
Wickham Market	29,682	43,804	44,332	49.4	1.2
Melton	43,216	64,710	63,510	47.0	-1.9
Woodbridge	133,398	203,574	202,554	51.8	-0.5
Westerfield	13,346	9,490	8,538	-36.0	-10.0
Derby Road	37,544	45,204	42,972	14.5	-4.9
Trimley	40,382	36,106	32,102	-20.5	-11.1
Felixstowe	193,986	205,176	193,776	-0.1	-5.6
Ipswich	3,004,678	3,295,398	3,284,934	9.3	-0.3
Mistley	57,120	77,378	77,110	35.0	-0.3
Wrabness	21,912	20,758	24,338	11.1	17.2
Harwich International	103,082	100,620	91,024	-11.7	-9.5
Dovercourt	118,126	168,052	173,004	46.5	2.9
Harwich Town	175,078	150,658	135,396	-22.7	-10.1
Diss	600,904	682,142	675,036	12.3	-1.0
Manningtree	890,624	1,169,288	1,124,876	26.3	-3.8
Colchester	4,362,914	4,457,306	4,460,848	2.2	0.1
Colchester Town	381,232	771,804	772,418	102.6	0.1
Hythe	90,822	137,440	158,564	74.6	15.4
Wivenhoe	330,030	378,700	383,030	16.1	1.1
Alresford	62,516	62,098	68,436	9.5	10.2
Great Bentley	69,768	75,606	74,710	7.1	-1.2
Weeley	22,806	30,100	32,104	40.8	6.7
Thorpe-le-Soken	124,146	134,870	137,476	10.7	1.9
Clacton	713,998	794,306	804,508	12.7	1.3
Kirby Cross	42,114	40,430	41,618	-1.2	2.9
Frinton	168,460	197,916	203,396	20.7	2.8
Walton-On-Naze	118,520	121,402	121,466	2.5	0.1
Marks Tey	428,816	503,540	523,218	22.0	3.9
Chappel & Wakes Colne	32,756	42,868	41,420	26.5	-3.4
Bures	51,370	60,450	61,586	19.9	1.9
Sudbury	292,124	333,374	320,994	9.9	-3.7
Kelvedon	791,312	854,088	878,096	11.0	2.8
Needham Market	67,056	92,418	88,242	31.6	-4.5
Stowmarket	855,692	932,510	956,202	11.7	2.5
Elmswell	65,738	74,284	71,498	8.8	-3.8
Thurston	49,060	69,856	71,930	46.6	3.0
Bury St.Edmunds	469,500	595,638	603,518	28.5	1.3
Kennett	18,878	31,896	35,692	89.1	11.9
Newmarket	197,924	289,734	324,592	64.0	12.0
Dullingham	26,476	39,528	45,812	73.0	15.9
Cambridge	8,245,416	10,420,178	10,954,212	32.9	5.1
Shelford	149,788	159,920	174,954	16.8	9.4
Whittlesford	338,306	454,734	493,004	45.7	8.4
Great Chesterford	116,328	111,046	109,846	-5.6	-1.1
Audley End	746,746	878,746	928,532	24.3	5.7

Newport (Essex)	220,370	192,228	180,136	-18.3	-6.3
Elsenham	173,080	194,738	200,088	15.6	2.7
Stansted Airport	4,074,210	4,501,996	6,012,526	47.6	33.6
Stansted Mountfitchet	395,658	526,590	540,510	36.6	2.6
Foxton	76,860	94,080	88,236	14.8	-6.2
Shepreth	83,524	105,802	105,852	26.7	0.0
Meldreth	198,626	267,218	278,044	40.0	4.1
Royston	1,193,950	1,394,104	1,434,684	20.2	2.9
Ashwell & Morden	115,720	138,638	144,158	24.6	4.0
Baldock	496,896	623,898	658,208	32.5	5.5
Letchworth	1,447,418	1,751,820	1,861,902	28.6	6.3
Hitchin	2,594,012	3,035,692	3,199,352	23.3	5.4
Arlesey	444,680	627,196	667,602	50.1	6.4
Biggleswade	739,632	943,358	992,082	34.1	5.2
Sandy	444,122	501,652	527,172	18.7	5.1
St.Neots	1,091,388	1,272,152	1,340,514	22.8	5.4
Huntingdon	1,629,780	1,769,702	1,805,532	10.8	2.0
Peterborough	4,076,724	4,596,144	4,697,874	15.2	2.2
Whittlesea	23,474	26,102	28,456	21.2	9.0
March	316,292	378,586	386,610	22.2	2.1
Manea	3,368	10,794	12,020	256.9	11.4
Ely	1,731,956	2,068,240	2,131,818	23.1	3.1
Shippea Hill	812	22	12	-98.5	-45.5
Lakenheath	404	458	416	3.0	-9.2
Brandon	84,648	103,196	106,302	25.6	3.0
Thetford	242,756	295,044	300,286	23.7	1.8
Harling Road	3,494	3,292	1,872	-46.4	-43.1
Eccles Road	1,676	1,098	824	-50.8	-25.0
Attleborough	161,610	153,828	153,804	-4.8	0.0
Spooner Row	640	490	664	3.8	35.5
Wymondham	138,006	182,080	180,246	30.6	-1.0
King's Lynn	821,772	970,890	973,660	18.5	0.3
Watlington	113,898	143,904	148,928	30.8	3.5
Downham Market	406,690	491,744	500,442	23.1	1.8
Littleport	178,254	238,062	229,628	28.8	-3.5
Waterbeach	301,376	381,202	420,730	39.6	10.4
Total	55,020,636	64,088,388	67,086,090	21.9	4.7

BRANCH AGM

Saturday 25 February 2017

Will be held at Friends Meeting House, St John's St, Bury St Edmunds IP33 1SJ starting at 14.00 hours. **Our speaker:**

Dr Colin M Harris of Environmental Research & Assessment in Cambridge, is leading the way on the Cambridge Light Rail project called Cambridge Connect. Colin will explain the rationale and plans for this rapidly evolving project and its progress so far.

He is kindly giving up his afternoon to go to Bury so a full house would be wonderful. You will be enthused by what he says and go forth spreading the message! PW

National Railfuture AGM: Peterborough 20 May 2017

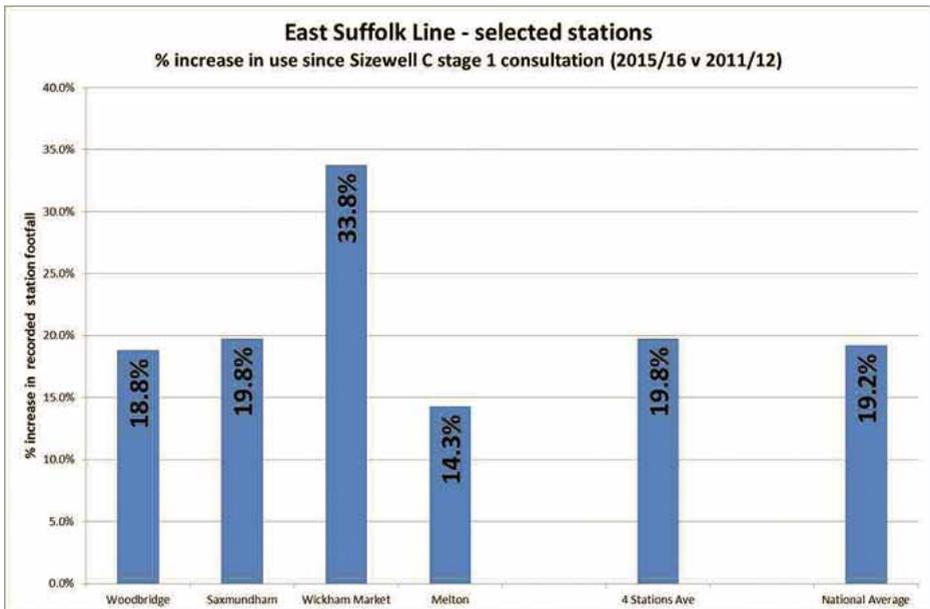
At the John Clare Theatre, PE1 1RX. Registration from 10:00

Full details at: <http://www.railfuture.org.uk/conferences>

Sizewell Expansion and the East Suffolk Line: A Golden Opportunity?

What follows is an extract from our recent evidence to the Sizewell C Stage 2 consultation, which looks at the East Suffolk Line between Ipswich and Lowestoft and argues the case for the next stage in its development to reduce journey times and increase service frequency.

Britain's railways are experiencing unprecedented levels of growth and carrying more passengers, on fewer route miles, than at any time ever. The East Suffolk Line is no exception as the following illustration shows:



East Suffolk Line passenger growth compared with the national trend

- This growth is projected to continue for a number of reasons:
- Population growth/high incidence of A-B classic rail customers
- Local housing growth projections at key locations served by the line
- Changes in travel habits assisted by mobile technology
- Relocation of public service headquarters to Melton
- Construction and operation of Sizewell C
- Induced demand from improved services on the line

The Greater Anglia franchise announced in August 2016 contains two elements that directly impact on the operation of the East Suffolk Line:

- The replacement of the entire current fleet of trains. Until now the timetable on the East Suffolk line has been written around a maximum line speed of 55mph and much single-line working. This includes many restrictions to far lower speeds than 55mph at various locations over the entire route from Westerfield to Saxmundham. So the increased acceleration promised by the new Stadler diesel units will be much appreciated, whilst their 100mph maximum speed, like the 75/100mph maximum of their predecessors, will continue to be an irrelevance, unless infrastructure is greatly improved. In this respect the Sizewell project might well unlock some worthwhile possibilities.
- The Invitation to Tender (ITT) specified that there should be four trains per day from Lowestoft to London that don't require a change at Ipswich. This produces a considerable risk to reliability of the service if a train is delayed on route. Sections of single line mean that a train running late in one direction will make the train in the opposite direction late as well. With train paths limited on the Great Eastern Main Line (GEML) south of Ipswich there will be a considerable advantage in removing these potential bottlenecks.

The Case for Doubling the Line from Woodbridge to Saxmundham

Doubling of this line is relatively easy – the existing track is entirely on one (the 'down') side of the formation. The land is in Network Rail ownership and all the bridge structures remain double-track from the days when it was the mainline to Great Yarmouth.

Why Double Tracking the Full 12 miles is Our Preferred Option

In forming our conclusion we have considered the following alternatives:

- 1. Double-track from just north of Melton to just south of Wickham Market.** No new platform access or reinstatement would be needed, and only one level crossing (LC) would need to be modified (perhaps none if the double track were to start north of Ufford LC). It would require two additional points/signals to be installed at new locations on the line with associated maintenance costs for point motors, heaters and lubrication. It permits a half-hourly passenger service, but it is a reliability risk and limits any further development of the line to exploit improved train performance. Nevertheless, it serves the purpose.
- 2. Double track from just north of Melton through to Saxmundham.** The approximately 1½ miles of single track this option leaves, would not impose significant timetabling constraints. It may be cheaper in capital terms than the full double track option as it reduces the infrastructure to a single new platform reinstatement/access and three LCs to modify but would still require two additional set of points/signals, one of which would be at a new location
- 3. Double track the entire section between Woodbridge and Saxmundham.** This, our preferred option, would require reinstatement of two up platforms and modification of six automatic barrier level crossings. However, it avoids a net increase of point installation, the additional set at Saxmundham being offset by the

removal of the set at Woodbridge, and would simplify signalling arrangements. It also offers the highest level of reliability and flexibility for both passenger and freight services.

Stations at Wickham Market and Melton

Both stations still exhibit the remains of the former platforms on the ‘up’ line, the condition of which would need to be assessed prior to any refurbishment or replacement. In both cases, access suitable for persons with reduced mobility would be required from the ‘down’ platforms.



Former ‘up’ platform at Melton



Former ‘up’ platform at Wickham Market

Possible Timetable - Existing and Proposed Services

	Existing service pattern		Proposed service pattern		
	East Suffolk Line	Felixstowe Line	East Suffolk Line (fast)	East Suffolk Line (stopping)	Felixstowe line
Lowestoft	X		X		
Oulton Broad Sth.	X		X		
Beccles	X		X		
Brampton	R		R		
Halesworth	X		X		
Darsham	X		X		
Leiston				X	
Saxmundham	X		X	X	
Wickham Market	X			X	
Melton	X			X	
Woodbridge	X		X	X	
Felixstowe		X			X
Trimley		X			X
Derby Road		X			X
Westerfield	X*	X		X	X
Ipswich	X	X	X	X	X

**Only a limited number of East Suffolk Line trains call at Westerfield but this is the location of housing development of 1,500 homes to the north of Ipswich during the Sizewell C project timescale. R Brampton is a ‘request only’ stop.*

Once in a Lifetime Opportunity

The East Suffolk Line is an important route offering sustainable travel options for the inhabitants of the towns it serves. Its development would create a viable and attractive alternative to the increasingly congested A12. The advantages of double-tracking the section between Saxmundham and Woodbridge can be summarised as providing for future growth in population and travel demand.

EAST SUFFOLK TRAVELLERS' ASSOCIATION

The local active Rail User Group

For details of all of these events, log on to www.eastsuffolktravel.org On Saturday May 13th ESTA will hold its Annual General Meeting, which is also open to the public, at Halesworth.

Meldreth, Shepreth and Foxton Community Rail Partnership: upgrade!

Susan van de Ven tells us that the Meldreth, Shepreth and Foxton CRP was officially kicked off back in 2013, with a light-touch approach that allowed exploration of all good things that a CRP could offer. Indeed the benefits have been so voluminous that it was felt a stronger structure was needed.

The GRP is forming a Community Interest Company to keep our finances in order, and have raised funds from parish councils, the train operating company and the District Council that will enable a paid post to help run regular business – hopefully in place this spring/summer.

The significant piece of work that prompted the effort to up its game was Railfuture's three station audit. This gives the County Council a prompt to think more strategically about working with the TOC on Station Travel Planning and modernising these stations as transport interchanges, ahead of the transformative Thameslink half-hourly off-peak service in 2018.

Hire Local for Meldreth Station Booking Office / platform extensions too

Random closures of Meldreth Station booking office, without warning or explanation, have become an all-too frequent occurrence. Sadly, this has affected passenger confidence, as well as Govia Thameslink's standing.

The part-time Booking Office post has been vacant since December 2015 – why is it taking so long to fill? Because of the reduction in booking office hours across the network, it would seem that innumerable posts are being restructured. Whatever the complexities, and especially given the juxtaposition of a thriving Meldreth, Shepreth and Foxton Community Rail Partnership and Rail User Group, why not rethink and recruit from the local community? Certainly a part-time post at the local station would attract keen interest.

The proposal has been floated – just waiting now for an enthusiastic reply. Would be glad to hear of any other RUGs or CRPs with similar experience. SV



And platform lengthening at Meldreth, Shepreth and Foxton (*which you can see marked out on the left, although not on the right. Later maybe. CB*) will start on 19 February to accommodate the new eight- and 12-car fixed-formation Class 700s, which are due to start running in 2017. This work will remove through trains between Cambridge and King's Cross on 25-26 February and 5 March when it's buses Cambridge to Letchworth (and return)! CB

Just what might a £2m 'Smaller Projects' buy

Railfuture met Paul Maynard MP, Parliamentary Under-Secretary of State for Transport on 28th November 2016, and during the discussion he said he would “welcome thoughts on smaller projects that would meet a rail need, for areas currently unserved or to meet the demand for growing capacity.”

The Railfuture East Anglia committee came up with some ideas which are being considered at national level, but what would you do? Around £2m could be available, perhaps more.

We considered a few ideas:

- Step-free access – this was thought to be an ideal candidate as lifts for footbridges are affordable, and for many people steps prevent or seriously hinder access to stations. The “Access for All” scheme used to fund this kind of work, but was recently withdrawn.
- Station car parks and Park and Ride – stations are increasingly popular as park and ride sites, but many stations have inadequate car parks, and this could be addressed with modest amounts of funding.
- Rail infrastructure – even a passing loop is going to be difficult to provide for £2m, but we did suggest trackwork at Cambridge to allow the introduction of a half-hourly service frequency between Cambridge and Bury St Edmunds.
- Wi-Fi and station information – very valuable but these are the kind of things which are picked up in franchise commitments so shouldn't need to be paid from a fund.
- Bus rail interchanges – would be ideal in a country with coordinated bus and rail services, but could end up being unused here by the private bus operators. We hope to cover this concept in greater detail at future Railfuture public meetings. PH

EMAIL OR PAPER

You may not appreciate that this journal can be received via email to appear on your Smartphone, Tablet, Computer or whatever, wherever. To effect this, just contact Chris Burton (see next page). Your email address will then be added to the electronic mailing list thus saving a stamped addressed envelope and, yes, some labour too!

Late News:

GA has announced that its fleet of **Class 170s is to get a full internal refurbishment**. This will take place at Arriva Traincare, Crewe and involves new carpets, refurbished seats, including new cushions and seat-back covers, plus internal repaint. Ironically, shortly after this work is complete the diesel units will be transferred away from our region having been replaced by the new bi-mode Stadler trains. So elsewhere in the country will benefit most from this refit! CB

And just as we go to press we learn that a station for Addenbrooke's Hospital might well become a privately-funded

scheme. Investment company, John Laing Infrastructure is investigating how it might fund ideally building just the station, and leave financing connected infrastructure work to other parties. In their initial report they say regarding rail: "A new railway station for the Campus and South Cambridge is at an early stage but initial feasibility studies are positive and work is progressing to bring the station to reality." AstroZenica stated that despite not being able to corporately finance its construction they were nonetheless actively working with Network Rail and John Laing and thus far very encouraged by progress. CB



A possible site for the station? As seen from the road linking Addenbrooke's site with the M11 junction. In the distance the bridge carrying cyclists, pedestrians and the Guided-Bus. CB

And there we have to close this edition of Rail East until early June (which in this bleak winter weather seems an eternity away) for which contributions, please, by Tuesday 30 May 2017. Stories with photographs are always preferred, if you can manage this. Thanks too to several gimlet-eyed proof readers, and to John Clark who volunteers his design skills in page layout. CB

Railfuture

The next meeting will be our AGM on 25 February 2017 at 14:00
at Friends Meeting House in Bury St Edmunds IP33 1SJ

Guest Speaker: Colin Harris:
The potential for Light Rail within Cambridge City Deal

and then...

Saturday 24 June at
St Mary at Stoke Church Hall, Ipswich IP2 0QQ

Guest Speaker: Allison Cosgrove:
The Borders Railway / Railfuture
(to be confirmed)

Railfuture

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