

raileast

Newsletter of East Anglia Branch of Railfuture

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Ed Sheeran

He has sold more than 38 million albums and 100 million singles worldwide, making him one of the world's best-selling music artists - www.edsheeran.com



WHAT HAS THIS MAN GOT TO DO WITH EAST ANGLIA'S RAILWAY?

FIND OUT INSIDE!

Inside this edition of RAIL EAST...

- Our railway 'saved' 36 years ago
- Putting passengers first
- "East Stations" - a checklist
- Passenger footfall 2017/18
- Cambridge station east entrance
- Sizewell C needs the railway
- Bedford-Cambridge consultation
- East West Rail in East Anglia
- Network Rail plans for Soham
- Mid-Norfolk comes to the rescue

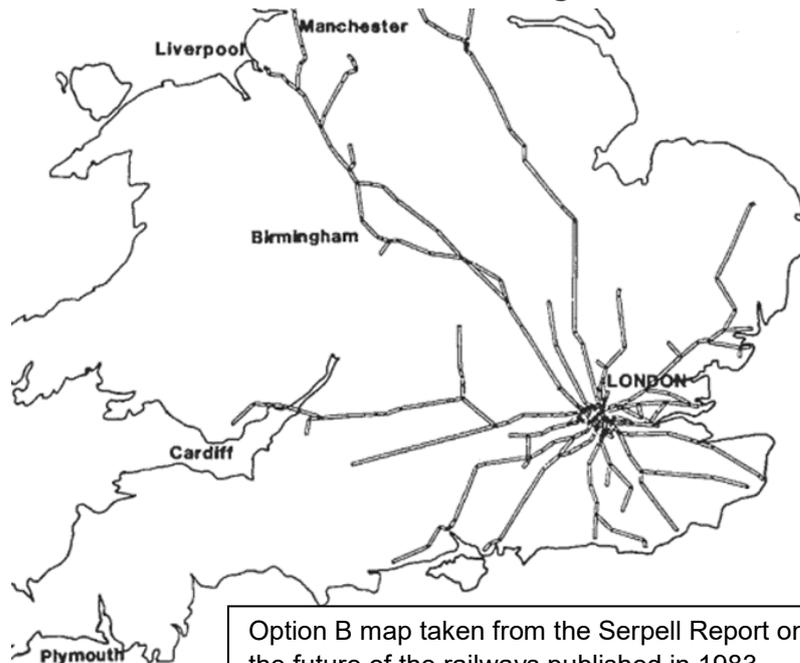
IT WAS 36 YEARS AGO...

BY NICK DIBBEN, CHAIR, EAST ANGLIA BRANCH



January 1983 was a key date in the history of Britain's railway network: 36 years ago, the Serpell Report was issued by the government and included some options for major changes and reductions to our railway system. Part of the Option B map is shown below. Within East Anglia there were to be passenger services between London and Cambridge and Norwich - and that was it. Notice that nationally, major cities such as Derby, Nottingham, Exeter and Plymouth would have lost their passenger service. The report did note that extra freight-only lines might survive. By the way, Option A was even more drastic, with Cambridge losing its passenger service. Just think how that might have affected the development of the city.

Fortunately, all of these options were quickly dropped and major closures avoided. Since then there has been a growing recognition of the importance of the railway system. Could the writers of the report imagine today's railway with over twice as many passengers per year than in the 1980s? (There's a comprehensive outline of the report - and how it came to be commissioned by the government of the day - available on Wikipedia at https://en.wikipedia.org/wiki/Serpell_Report)

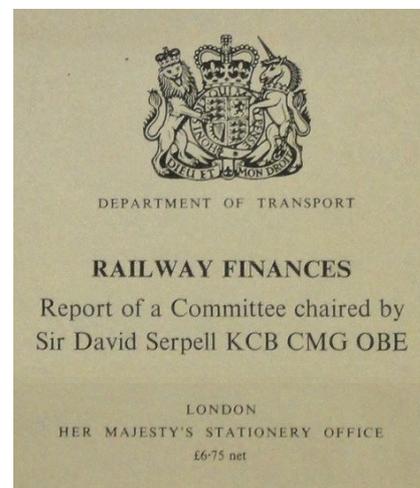


Option B map taken from the Serpell Report on the future of the railways published in 1983.

It's great that our rural lines are still here and have seen some large percentage passenger increases over the last 10 years. Their future looks good with the first of Greater Anglia's new trains for these routes arriving just before Christmas 2018. The role of local Community Rail Partnerships in helping promote these routes has been significant, and you can hear more on this at the Railfuture East Anglia branch AGM in Bury St Edmunds where Martin Halliday, Community Rail Officer for several routes in our region, is our guest speaker. (He has just finalised an Action Plan for Community Rail Norfolk, for whom he has worked since October 2018. His talk will look at a specific project in depth: what he has been doing to improve Lowestoft station, including the ongoing work to transform the former Parcels Office.)

Many local bus services are facing the same problems that the railway did 36 years ago, under financial strain and often unloved. There are lessons to be learnt from what happened on the railway; cuts do not save you money and the social impact and resultant costs to society can be large. Stability, targeted improvements and local community involvement worked for the railway and can work for local buses as well.

I look forward to seeing you at the Railfuture East Anglia Branch AGM on Saturday 23 February 2019 at the Friends Meeting House, Bury St Edmunds, starting at 14:00.
(Details on next page)



RAILFUTURE EAST ANGLIA AGM — SAT 23 FEBRUARY 2019

Friends Meeting House, Bury St Edmunds, starting at 14:00

Agenda

Chairman's welcome

Apologies for absence

Guest speaker – Martin Halliday, Community Rail Officer for Norfolk and Suffolk

Minutes of the 2018 AGM and matters arising

Branch report

National report

Treasurer's report

Appointment of examiner

Election of branch officers and committee

Questions on local rail issues

Date and place of the 2020 AGM

The existing Branch Officers and Committee, except Alan Mayes, are willing to stand for re-election. If other members would like to join the Committee, please contact the Branch Secretary (paul.hollinghurst@railfuture.org.uk) by 21 February. If more members wish to join the Committee than posts available, there will be an election at the AGM, with members present at the meeting being entitled to vote.

RAIL NEWS UPDATES

At the AGM, after our speaker and the formal business, there will be a chance to hear how some of the East Anglia rail schemes are progressing. This RAIL EAST was perfectly timed for a significant update on the Oxford-Cambridge route and progress on a new station to serve Soham, which some readers travelling via Ely to Bury St Edmunds will pass. But first, two important news items for rail travellers.

King's Lynn eight-car progress

The King's Lynn trains that call at all stations north of Cambridge (that's the vast majority) are limited to four coaches and this leads to overcrowding on many services. Plans to extend platforms to accommodate eight coaches have been on the cards for many years. At the end of 2018, the Department for Transport authorised Network Rail to take forward and develop the design to the next stage. Hopefully, by the end of February 2019 final designs will have been produced and costed and a request for a final investment decision submitted to the government. The Cambridgeshire Combined Authority Mayor, James Palmer, has already written to the Transport Minister, Andrew Jones MP, requesting a meeting and urging him to back the project.

Rail Ombudsman starts work

The new Rail Ombudsman started work at the end of 2018. The role is to provide a free, independent and expert service to investigate unresolved passenger complaints about train services. All train operating companies and Network Rail where they are station operators are part of the scheme.

Passengers with complaints should first contact the train operator but can contact the Rail Ombudsman if they are unhappy with the response or fail to receive an answer within 40 days. The Rail Ombudsman will quickly confirm if the problem is within its investigative remit and then review the case in detail and come up with an independent decision based on the evidence provided by both the passenger and train company.

Further details can be found on the website www.railombudsman.org or by telephone: 0330 094 0362.

PUTTING PASSENGERS FIRST - NEW YEAR, SAME CHALLENGES

BY JERRY ALDERSON

In January each year, Railfuture inevitably criticises the government for demanding above-inflation fares that reduce value for money and risk driving people away.

BBC NEWS <https://www.bbc.co.uk/news/uk-46731749>

UK | England | N. Ireland | Scotland | Alba | Wales | Cymru | Local News | 02/01/2019

Rail fares rise 'kick in the wallet' after delays

Rail fares have increased by an average of 3.1% in England and Wales - and almost 3% in Scotland - despite a raft of issues on the network in 2018.

The rail industry says 98p of every pound spent on a ticket is invested back into the network.

But Wednesday's price hike was called "yet another kick in the wallet" by campaign group Railfuture.

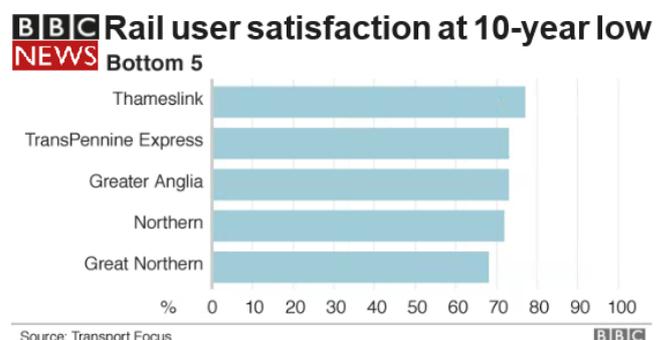
But we don't stop there. Railfuture also produces a list of improvements it expects the railway to deliver, or start to deliver, over the next year.

The "2019 Challenge" (www.railfuture.org.uk/article1815-Rail-Challenge-2019) was covered in an article by Railfuture's Policy Director, Ian Brown. It puts Customer Service firmly at the top of the list and includes my comment that "Everyone who operates and designs parts of the railway should ask themselves how they would feel as a customer having to put up with the current situation, whether that be poor reliability, trains and stations that are not fit for purpose, or a transport system where modes are not integrated with one another."

We all know that the government's priority is not how good the railway is but how much it costs, and that is an attitude that will never change. But the rail industry's attitude can and must change.

I judge customer service by applying the alliterative "Tesco Test", because it is the largest retailer in the UK, with 12.5% of national revenue, and also because it's the supermarket in my village and I do most of my shopping with them.

I'm not suggesting that Tesco puts customers first. Its priority is the return to shareholders (which probably includes more than 10 million people in the UK with a pension). With recently-announced proposals to close meat, fish and dairy counters in many stores it doesn't even put range of produce first. However, what is certain is that Tesco (and its competitors) focus relentlessly on convincing people to shop with them, doing everything commercially viable to attract new customers and keep the ones they have. But does the railway? On the contrary, it seems that railway staff at all levels (both in Network Rail and the train operators) are focused on running the railway (for ease of operations) rather than serving passengers. No wonder that the perception of the railway is so low (passenger satisfaction has fallen to a ten-year low, according to the National Rail Passenger Survey results released on 29 January 2019, and East Anglia is not rated well) and vocal criticism so high.





Retailers have focus groups and use sophisticated software to analyse sales data. They constantly tweak products and services to see what works and what does not. By contrast, the railway changes at a snail's pace and fails to act as one entity. This is one of several criticisms made by Railfuture in its initial response to the government's Rail Review (see <https://www.railfuture.org.uk/article1820-Williams-Rail-Review>), which is led by Keith Williams, deputy chairman of John Lewis & Partners (pictured left).

When considering whether the railway is delivering a satisfactory passenger experience I ask myself the question "would Tesco do that?" No doubt, Keith Williams will ask "Would John Lewis do that?"

Would they lock their doors, preventing hundreds of shoppers leaving the store for no apparent reason? Of course not. But the railway does, because it is too much trouble to let them out. I experienced that on Sunday 27 January 2019. Our King's Lynn to King's Cross GTR train was due to couple up to another unit in platform 1 at Cambridge. For some reason it ran into platform 4 where it stood for six minutes until it was possible to get into platform 1. The driver apologised five times for the delay. Why should passengers believe they are seen as the priority when they are unable to alight from a stationary train for six minutes, delaying their exit from the station or potentially missing a connecting train? Railfuture knows how the railway works. Whilst drivers can unlock their doors, they need platform dispatch staff to allow them to close the doors and move the train a hundred metres forward. That requires communication between driver and staff. Easier to be lazy and just not bother.

The rail industry needs to remember that it is in the business of running trains, not buses. On 4 January 2019 overrunning engineering work at Westbury delayed the reopening of the Great Western mainline for a day. Railfuture's criticism is that passengers who chose to go via Reading on another operator's train were told their tickets were invalid and they should have used a replacement bus. The priority is, surely, to keep passengers on trains, not push them onto the roads.

But let's be positive, because it is not all doom and gloom. Geoff Marshall (pictured on the right of the photo, receiving a certificate), who with his partner Vicki Pipe, travelled to every station in Britain, also makes YouTube videos promoting the railway to current and prospective passengers. GTR recognised the value this brings and worked with him to promote its new trains on the Moorgate branch, presenting him with a certificate, not unlike the ones that Railfuture hands out in its annual Rail User Group awards, which also promote the railway we have.



I'll finish with an uplifting anecdote on what motivates me to spend much of my time promoting Britain's railway.

On 13 January travelling from Cambridge North to King's Cross I had the pleasure of sitting at a table with a lovely young couple, Katy and Jay, who live in King's Lynn. She was celebrating her 30th, and her surprise birthday present was skydiving just outside Norwich. But this had to be called off because of high winds so they took the train to London for some sightseeing. We had a wonderful chat that lasted the whole journey and they generously gave me two glasses of their champagne! At its best you cannot beat travelling by train.

THE 'A TEAM' RISE TO THE CHALLENGE! ED SHEERAN CONCERTS IN IPSWICH

COVER STORY

BY PHIL SMART AND JERRY ALDERSON

Despite the suggestion above that the railway fails to focus on passengers, Railfuture is sometimes pleasantly surprised, and this one deserves the front cover of this issue.

It's not quite New York, Paris, Peckham but rather...

Sao Paulo (Brazil), Porto Alegre (Brazil), Montevideo (Uruguay), Buenos Aires (Argentina), Cape Town (South Africa), Tokyo (Japan), Seoul (South Korea), Osaka (Japan), Singapore, Bangkok (Thailand), Jakarta (Indonesia), Lyon (France), Bordeaux (France), Lisbon (Portugal), Barcelona (Spain), Madrid (Spain), Florence (Italy), Rome (Italy), Milan (Italy), Hockenheim (Germany), Klagenfurt (Austria), Bucharest (Romania), Prague (Czech Republic), Riga (Latvia), Moscow (Russia), Helsinki (Finland), Odense (Denmark), Hannover (Germany), Budapest (Hungary), Reykjavik (Iceland), Leeds (UK). And last, but not least, **IPSWICH** for four consecutive evenings.

In September 2018 the dates were announced for singer and Suffolk boy Ed Sheeran's worldwide tour. The four Ipswich concerts will be staged in Chantry Park, 15 minutes' walking distance from the rail station and attended by 46,000 fans. The dates are Friday 23 to Monday 26 August 2019, the Bank Holiday weekend.



As RAIL EAST readers are well aware, **Network Rail** usually (and understandably) takes advantage of bank holidays to undertake engineering work - so, as soon as the concerts were confirmed, **Ipswich Borough Council (IBC)** contacted **Greater Anglia** to see if it could persuade Network Rail to keep the lines open and consider putting on additional services to cope with the crowds. With 15-20% of the audience (7,000 – 9,000 per concert) expected to come by rail, it was pointed out that these would not all fit on a replacement bus!

"The response from the rail industry has been fantastic", says Phil Smart. Network Rail has agreed to re-schedule maintenance work and Greater Anglia will be putting on additional trains on all routes out of Ipswich to get people home (the concerts finish at 22:30). Postcode data is being shared between the ticket agents, IBC and Greater Anglia to assess the likely demand and the train company is looking at ways to market train travel to and from these concerts.

Railfuture congratulates the Borough Council, Network Rail and Greater Anglia for their vision and co-operation to make **rail the first choice** for concert goers.

All photos from <https://www.edsheeran.com/>.

RAIL SAFETY – IAN PROSSER, OFFICE OF RAIL AND ROAD



OUR LAST MEETING - SATURDAY 1 DECEMBER 14:00 IN CAMBRIDGE

Nick Dibben writes: We need a safe railway, not a gold-plated one, was one of the key messages from Ian Prosser (pictured left), HM Chief Inspector of Railways at the Office of Rail and Road (ORR) at our Cambridge Meeting in December 2018. The role of the ORR is to regulate Network Rail and license train operators to ensure that they comply with the high standards of safety expected of them.

The ORR also covers the work of various light rail systems and preserved railways. The ORR vision is "Zero Industry caused fatalities and ever decreasing risk to passengers, the workforce and the public". The organisation carries out regular inspections and has power to require improvements or even stop operations in extreme cases. The rail network in Britain is among the safest in Europe but there is still scope for improvement.

Current issues include the railway infrastructure getting older and carrying more traffic, level crossing safety and people performance. Level crossings, especially those associated with footpaths and farm tracks, are considered high risk and although over a thousand have been closed, there is a need for new technology to provide more warning to users. New technology has the potential to reduce the risk to the workforce, for example track monitoring trains removing the need for staff to walk along the track for inspections; however, Mr Prosser feels that the way change is implemented and staff consulted must improve to obtain the maximum benefit.

He would also like to see Network Rail challenge standards where risk assessment shows this is justified. This would reduce some of the "gold plating" that is seen on the railways, where equipment on some branch lines often matches that seen on the main high speed routes. But his overriding mantra in a wide-ranging presentation was "Good safety is good business".

See www.railfuture.org.uk/East+Anglia+Meetings+and+Events for info about our past and future meetings and events.

NORWICH – GREAT YARMOUTH 175th ANNIVERSARY

BY TREVOR GARROD

"175 Years Young" will be the title of the exhibition being mounted to celebrate the anniversary of the first railway in Norfolk, opened on 30 April 1844 between Norwich and Great Yarmouth (right).

The exhibition contains photos, maps and other items relating to the development of the line, and culminates in the new Stadler bi-mode trains that will be operating on it by the end of this year. It will also reflect the modernisation of the trackwork and signalling on the route.



The exhibition will be held in Great Yarmouth Library from 29 April to 12 May and in Gorleston Library from 20 May to 1 June 2019. It will then be on display from 3 - 15 June at Brundall post office and Co-op supermarket; and from 17 June to the end of the month in Reedham - partly in the village hall and partly in the heritage room at the station.

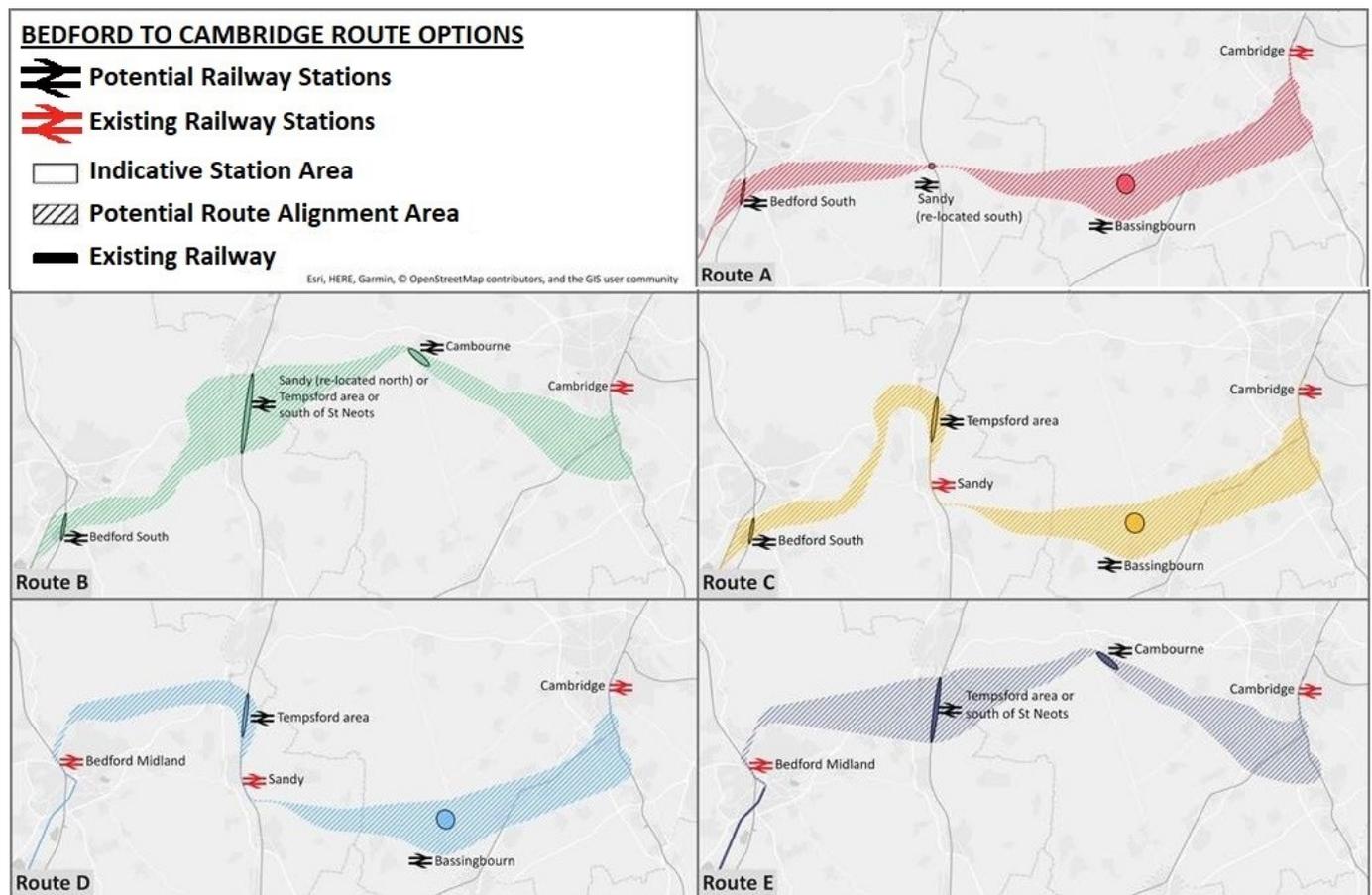
Members of Railfuture and the East Norfolk Transport Users' Association (ENTUA - see www.entua.org.uk) are involved in this work which, with other events, is being co-ordinated and partly funded by the Wherry Lines Community Rail Partnership. It aims to encourage local people to use the trains, and will be linked with other events over a three-month period which should also encourage visitors to the area to take the train.

Other events will include a railway exhibition on Cantley station (also famous for its gardens) on 4 May and a pub walk from Buckenham station on 5 May 2019.

A brochure will be produced detailing all the events and activities at different places along the line during a three-month period, and this will be available from me free of charge (15 Clapham Road South, Lowestoft NR32 1RQ or email to trevorgarrod2000@yahoo.co.uk).

EAST WEST RAIL—BEDFORD TO CAMBRIDGE

FIVE POSSIBLE RAIL ROUTES — SIX-WEEK PUBLIC CONSULTATION



On Monday 28 January the government's East West Railway Company announced a six-week consultation beginning immediately on five possible routes (shown above) for the eagerly awaited new railway linking Bedford with Cambridge, moving Railfuture's 30-year campaign a step closer. Whilst never advocating a specific route, Railfuture has previously highlighted the benefits of a route serving Cambourne and St Neots, which would also allow (subject to capacity being available) faster services between Cambridge and Peterborough. Cambourne appears on two of the proposals, the other three are via Bassingbourn with new or relocated stations between Bedford and Cambridge. All five routes have something crucial in common - they would all come into Cambridge from the south, serving the proposed Cambridge South station (a Railfuture top priority) and being able to continue to Ipswich and Norwich without a reversal at Cambridge.

For anybody interested in finding out more about the shortlisted route options, a public exhibition supporting the consultation is visiting towns and villages in Bedfordshire and Cambridgeshire as follows:

- ST. NEOTS: Monday 11 February, 15:30-19:30, The Priory Centre, Priory Lane
- BEDFORD: Friday 15 February, 15:30-19:30, Scott Hall, Barford Avenue
- BASSINGBOURN: Saturday 16 February, 10:00-14:00, Bassingbourn Community Primary School, Brook Road, Bassingbourn
- POTTON: Tuesday 19 February, 15:30-19:30, Potton and District Club, 34 Station Road, Potton, Sandy
- CAMBRIDGE: Friday 22 February, 15:30-19:30, University Centre, Granta Place
- ORWELL: Tuesday 26 February, 14:00-18:00, Orwell Village Hall, 32-66 High Street, Orwell, Royston
- SANDY: Friday 1 March, 15:30-19:30, Sandy Village Hall, Medusa Way, Sandy.
- CAMBOURNE: Saturday 2 March, 10:00-14:00, Cambridge Belfry, Back Lane.

Consultation ends on 11 March 2019. See: <https://eastwestrail.co.uk/haveyoursay>.

EAST ANGLIA IS VITAL TO EAST WEST RAIL SUCCESS

BY PHIL SMART

This was the message delivered by Railfuture East Anglia member **Phil Smart** at the **Westminster Policy Forum** held in London in December 2018. He was addressing a conference of around 250 people, including senior figures at the Department for Transport, National Infrastructure Commission and other government departments as well as representatives from the construction industry and local government, including Cambridge and Peterborough Combined Authority Mayor, James Palmer.

Benefit FIVE regions, not just one! Phil told the audience that early investment to improve the lines from Cambridge towards Ipswich and Norwich can make the Eastern Section of East West Rail 'Central Section Ready' and maximise the benefits of the scheme. Cambridge, at one end of the **Economic Heartland region**, experiences congestion as people from both east and west are forced to use the car.

The Cambridge to Ipswich and Norwich routes are constrained by sections of single line working and limited junction capacity, allowing only an hourly service with poor journey times. These economic hubs should be better connected to one another as well as to the rest of the country. **East Anglia** is the fastest growing region in the UK - yet connection by rail is only possible via London or Lincolnshire!

Business in the '**Northern Powerhouse**' and '**Midlands Engine**' regions relies on access to the deep water port of Felixstowe for international trade - yet the rail link, even after the Ely Area Improvements, is unlikely to cater properly for future demand. East West Rail can provide much needed additional capacity.

Finally, **London** needs East West Rail too! Lines into the capital are at capacity and cannot cope with moving people and freight from one region to another on top of the travel demand the area creates in its own right.

For further reference to this important policy makers' event, see the item in the January 2019 issue of Rail User Express - www.railfuture.org.uk/Rail+User+Express.

EAST ANGLIA STATION FOOTFALL ANALYSIS NUMBERS UP, BUT AT A SLOWER RATE THAN 2017

BY PETER WAKEFIELD AND PHIL SMART

The Office of Rail & Road (ORR) published its latest annual estimates of station footfall at the beginning of December 2018. The 109 stations in the Railfuture East Anglia area have again produced record numbers of users... up by 3.3% overall during the year ending March 2018.

Growth, as you will see, has not been uniform. On the Wherry Lines (Norwich to Great Yarmouth and Lowestoft) there has again been a decline. The reasons are unclear but one may be the relatively poor service, only hourly, between two such large places as Norwich and Great Yarmouth. Railfuture believes this service should be half hourly in order to compete with other modes on the parallel and reasonably fast road. We argue that Great Yarmouth should also have the added value of through trains to the East Midlands and to Stansted Airport.

In the west, growth is strong into Cambridge, though at Cambridge station it has slowed — reflecting a transfer of some users to the new Cambridge North station. At the latter nearly half a million users are recorded for its first 10 months. However, it should be noted that a footfall of over 1 million is now being recorded at the two Cambridge stations each month.

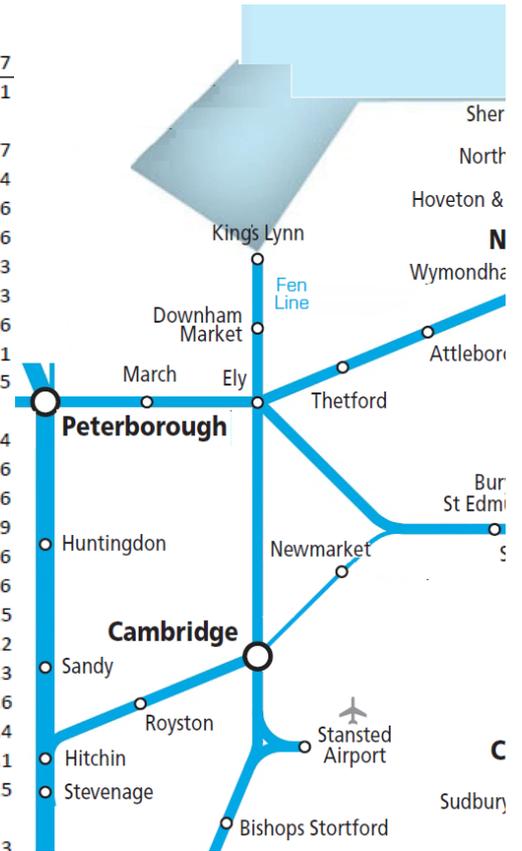
Growth is particularly strong along the West Anglia main line south from Cambridge. This 'West Anglia' is a line where we campaign for an all-day, all-stations half-hourly service as well as the semi fast service. Massive housing and industrial development is planned along this line. *See footfall figures on pages 10/11. Continued on page 12.*

EAST ANGLIA STATION USAGE ESTIMATES 2013-2018

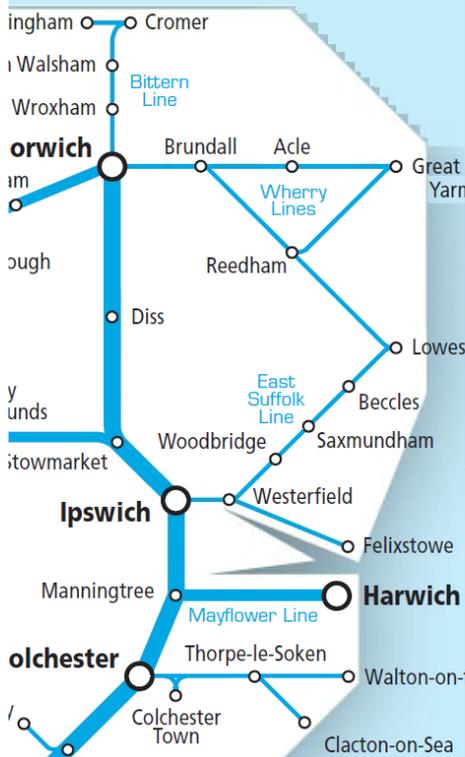
(As published by Office of Rail & Road 11/12/18)

Station name	Year ended 31st March			% change 2018 to:	
	2013	2017	2018	2013	2017
Norwich	4,126,012	4,111,338	4,156,302	0.7	1.1
Salhouse	8,412	13,350	10,448	24.2	-21.7
Hoveton & Wroxham	119,696	125,282	129,552	8.2	3.4
Worstead	21,140	24,652	26,766	26.6	8.6
North Walsham	242,386	251,382	257,940	6.4	2.6
Gunton	18,400	15,848	17,008	-7.6	7.3
Roughton Road	13,052	15,998	16,846	29.1	5.3
Cromer	194,444	201,300	204,582	5.2	1.6
West Runton	25,124	26,186	24,844	-1.1	-5.1
Sheringham	190,844	209,952	221,480	16.1	5.5
Brundall Gardens	12,144	14,360	14,022	15.5	-2.4
Brundall	94,554	108,202	99,930	5.7	-7.6
Lingwood	46,640	49,208	47,934	2.8	-2.6
Acle	52,356	47,714	44,914	-14.2	-5.9
Great Yarmouth	461,574	399,182	384,966	-16.6	-3.6
Cantley	18,008	23,216	21,682	20.4	-6.6
Reedham (Norfolk)	46,112	50,302	46,020	-0.2	-8.5
Berney Arms	1,054	1,126	966	-8.3	-14.2
Haddiscoe	9,662	13,098	12,924	33.8	-1.3
Buckenham	72	122	202	180.6	65.6
Somerleyton	11,902	11,638	12,378	4.0	6.4
Oulton Broad North	126,064	117,920	115,400	-8.5	-2.1
Lowestoft	459,166	449,864	452,118	-1.5	0.5
Oulton Broad South	28,030	48,616	47,996	71.2	-1.3
Beccles	85,040	109,906	110,774	30.3	0.8
Brampton (Suffolk)	6,628	7,842	9,004	35.8	14.8
Halesworth	84,350	100,186	97,870	16.0	-2.3
Darsham	47,676	55,880	57,728	21.1	3.3
Saxmundham	132,418	152,074	154,322	16.5	1.5
Wickham Market	38,900	46,392	47,890	23.1	3.2
Melton	63,196	68,340	77,748	23.0	13.8
Woodbridge	186,486	204,654	206,028	10.5	0.7
Westerfield	13,282	9,580	11,110	-16.4	16.0
Derby Road	45,720	49,014	48,310	5.7	-1.4
Trimley	40,164	32,888	32,420	-19.3	-1.4
Felixstowe	210,762	198,934	202,568	-3.9	1.8
Ipswich	3,348,394	3,342,366	3,351,902	0.1	0.3
Mistley	59,548	77,606	71,082	19.4	-8.4
Wrabness	24,484	25,172	30,526	24.7	21.3
Harwich International	89,844	90,506	105,802	17.8	16.9
Dovercourt	145,740	173,364	174,788	19.9	0.8
Harwich Town	156,344	134,614	140,520	-10.1	4.4
Diss	646,158	685,326	689,962	6.8	0.7
Manningtree	1,093,178	1,068,642	1,078,502	-1.3	0.9
Colchester	4,291,055	4,475,581	4,378,758	2.0	-2.2
Colchester Town	743,017	774,969	758,206	2.0	-2.2
Hythe	112,316	204,786	234,522	108.8	14.5
Wivenhoe	351,316	393,050	389,822	11.0	-0.8
Alresford	57,342	69,720	61,752	7.7	-11.4
Great Bentley	66,450	81,140	76,770	15.5	-5.4
Weeley	23,244	31,820	33,354	43.5	4.8
Thorpe-le-Soken	121,300	134,164	127,928	5.5	-4.6
Clacton	743,038	824,270	790,866	6.4	-4.1
Kirby Cross	43,816	46,332	46,386	5.9	0.1
Frinton	175,226	208,252	191,352	9.2	-8.1
Walton-On-Naze	117,288	132,296	131,148	11.8	-0.9

EAST ANGLIA



2017/18



Left column: Cromer, Colchester Town, pub next to Brundall station, eastern side of Cambridge station viewed from platform 1 (Ben Walsh).

Right column. Downham Market, King's Lynn and Cambridge North hotel in early stages of development with half-full car park behind (Peter Wakefield). Rest by Jerry Alderson.



Station name	Year ended 31st March			% change 2018 to:	
	2013	2017	2018	2013	2017
Marks Tey	473,162	557,456	577,550	22.1	3.6
Chappel & Wakes Colne	41,642	37,408	38,544	-7.4	3.0
Bures	57,632	62,838	58,680	1.8	-6.6
Sudbury	326,340	320,042	323,052	-1.0	0.9
Kelvedon	812,610	865,706	844,570	3.9	-2.4
Needham Market	85,078	91,706	100,648	18.3	9.8
Stowmarket	927,856	951,396	935,244	0.8	-1.7
Elmswell	79,482	71,566	68,546	-13.8	-4.2
Thurston	64,082	69,258	72,388	13.0	4.5
Bury St.Edmunds	566,110	633,362	652,084	15.2	3.0
Kennett	27,530	37,150	39,512	43.5	6.4
Newmarket	268,696	363,784	358,798	33.5	-1.4
Dullingham	31,596	40,376	39,028	23.5	-3.3
Shelford	154,060	182,138	204,618	32.8	12.3
Whittlesford	396,622	509,744	538,972	35.9	5.7
Great Chesterford	110,484	114,146	109,116	-1.2	-4.4
Audley End	810,540	930,960	1,011,626	24.8	8.7
Newport (Essex)	208,416	176,142	184,798	-11.3	4.9
Elsenham	172,546	219,542	246,268	42.7	12.2
Stansted Airport	3,692,934	7,632,108	8,934,250	141.9	17.1
Stansted Mountfitchet	485,210	569,860	584,288	20.4	2.5
Foxton	87,974	92,908	102,170	16.1	10.0
Shepreth	86,304	110,756	114,294	32.4	3.2
Meldreth	221,774	269,934	307,868	38.8	14.1
Royston	1,229,092	1,483,338	1,477,616	20.2	-0.4
Ashwell & Morden	119,042	150,384	152,372	28.0	1.3
Baldock	535,106	648,738	653,280	22.1	0.7
Letchworth	1,569,410	1,890,116	1,900,970	21.1	0.6
Hitchin	2,764,232	3,213,416	3,237,946	17.1	0.8
Arlesey	535,054	693,548	674,194	26.0	-2.8
Biggleswade	819,356	1,029,086	1,058,184	29.1	2.8
Sandy	456,216	522,584	529,072	16.0	1.2
St.Neots	1,181,134	1,351,480	1,337,948	13.3	-1.0
Huntingdon	1,685,132	1,840,936	1,845,126	9.5	0.2
Peterborough	4,290,598	4,774,744	4,909,286	14.4	2.8
Whittlesea	23,494	30,474	32,556	38.6	6.8
March	350,246	395,950	403,972	15.3	2.0
Manea	2,898	13,452	15,894	448.4	18.2
Ely	1,878,426	2,209,350	2,281,710	21.5	3.3
Shippea Hill	50	156	276	452.0	76.9
Lakenheath	440	518	468	6.4	-9.7
Brandon	101,396	112,670	115,932	14.3	2.9
Thetford	287,024	302,920	297,388	3.6	-1.8
Harling Road	3,592	3,022	3,074	-14.4	1.7
Eccles Road	1,930	1,294	2,700	39.9	108.7
Attleborough	157,792	159,466	159,916	1.3	0.3
Spooner Row	264	1,256	1,628	516.7	29.6
Wymondham	168,486	188,224	186,924	10.9	-0.7
King's Lynn	879,836	998,316	988,498	12.4	-1.0
Watlington	137,874	144,114	146,014	5.9	1.3
Downham Market	452,674	523,846	533,426	17.8	1.8
Littleport	206,596	242,814	245,786	19.0	1.2
Waterbeach	335,660	440,142	430,050	28.1	-2.3
Cambridge North (opened 21/5/17)		0	488,878	0.0	0.0
Cambridge	9,168,938	11,424,902	11,530,238	25.8	0.9
Total	59,221,236	70,041,064	72,375,174	22.2	3.3

Continued from page 9.

The ORR has published this data for each station since 1997/98. We therefore have 20 years of data to look back on. Aside from the main hubs (Cambridge, Ipswich and Norwich) where several lines converge, it is interesting to follow the trends on a line-by-line basis, aggregating the footfall over the group of stations served by each line. Some lines have outperformed the national growth rate (about 2.4 x the level 20 years ago) and others have lagged behind. The "historical" data trends can be summarised in the following line-by-line snapshot.

Harwich Branch showed growth matching the national picture until 2010/11 but has remained static since. Now some way behind the national average, and in common with much of the Great Eastern Main Line and its branches, performance is poor. Hopefully, overdue investment in new rolling stock will give a boost but the economy in the east of our region has not performed as strongly as the west.

Sudbury Line has done a little better than the Harwich branch. Despite showing strong growth in line with the national trend until 2014/15, since then it has fallen behind. Hopefully new rolling stock and the eventual extension of through trains to Colchester should attract more passengers in future.

Great Eastern Main Line (GEML) has lagged behind the national growth rate since the financial crash of 2007/08, with little evidence of a subsequent recovery.

Clacton Branch has seen steady growth over the 20-year period, although this has been markedly slower than average since 2007/08, mirroring the GEML.

East Suffolk Line (ESL) continues to exhibit strong growth, in contrast to other lines, outperforming the national average over the last 10 years. This reflects the increasing frequency of services following the installation of the 'Beccles loop' and demonstrates the importance of investment in infrastructure for better services.

Felixstowe Branch has experienced very different fortunes from the ESL. Until 2007/08 its footfall was keeping ahead of the national average but, like the GEML, it has stagnated since then. It also suffers from reliability problems, some of which are associated with sharing the line with increasing numbers of freight trains serving the Port of Felixstowe on a line that is mostly single track. New rolling stock as well as the investment in a new freight passing loop at Trimley should see a turnaround in its fortunes.

Wherry Lines to Lowestoft and Great Yarmouth from Norwich have been falling behind the national trend since 2002/03. Rail has to compete with frequent bus services to Norwich, often from more conveniently situated departure points.

Bittern Line has performed well, with less competition from road and strong housing growth in the Norwich travel to work area. It now carries three times the number of people it carried 20 years ago.

Breckland Line emerges as top of the class in the footfall growth league. Served by Greater Anglia trains between Norwich and Cambridge, as well as East Midland services between Norwich and Liverpool, it carries a staggering FIVE times the passengers it did in 1997/98!

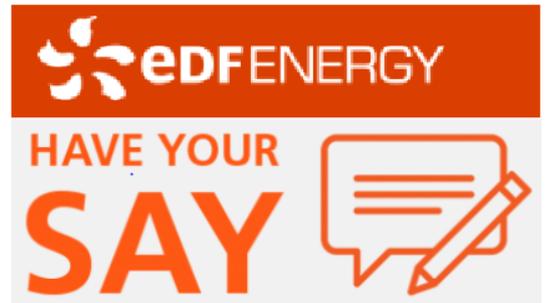
Mid-Anglia Line linking major towns, in this case Cambridge and Ipswich, shows growth moving ahead of the average over the past 15 years, if not at the spectacular rate evidenced by the Breckland line. This is leading to overcrowding on many trains and supports the case for additional services and the infrastructure to support them.

West Anglia Line has in sync with the national average doubled ridership between 1997/8 and 2013/4. Since then it has increased ridership by a further 50%, while the rest of the network has grown by 20%.

SIZEWELL C CONSULTATION – MAKING A CASE FOR RAIL

NICK DIBBEN & PHIL SMART

EDF Energy is carrying out the next stage in the consultation process on its plans to build further nuclear power reactors at Sizewell on the Suffolk coast. It is not part of Railfuture's remit to get involved in the rights and wrongs with respect to nuclear power. We are, however, interested in the impact such plans may have on the local railway.



In previous consultations, Railfuture has highlighted the benefits of moving construction materials by rail. In the current plans, there is an option to move the majority of materials by rail, subject to the timely delivery of improvements to the East Suffolk Line. The plan is to develop the existing sidings close to the site at the end of the Leiston freight-only branch to take longer trains. This will allow two trains each day to use the site. To maximise the use of rail, EDF wishes to build a temporary new line from the existing line into the construction area that could handle up to five trains each day. Work to upgrade existing level crossings on the East Suffolk Line and provide a new passing loop or section of double track would also be required. These improvements would benefit existing passenger services by increasing line speeds through the crossings and reducing delays caused by the single-track section. They would also facilitate running more trains in the future.

An additional feature of the proposal is to provide two major park and ride facilities on the A12 for the expected 7,000 construction workers to then be bussed to the site. One of these sites is adjacent to Darsham station (right), and in the longer term part of the facility could be used to provide much needed parking at the station.



EDF has also published a road-led option, which it claims would be £80m cheaper than rail but leaves no legacy benefit for rail services. It would also increase the volume of lorry traffic, including lorry movements at night. Under the rail-led option these would be limited to between 07:00 and 23:00. EDF assures us that cost will not be the final deciding factor between the two options - after all, £80m is just 0.5% of the whole project cost.

The consultation runs until 29 March 2019 and more details can be found on the project website: www.sizewellc.co.uk. Railfuture will be preparing its own submission to this consultation. *Find out more at our AGM on 23 February 2019.*



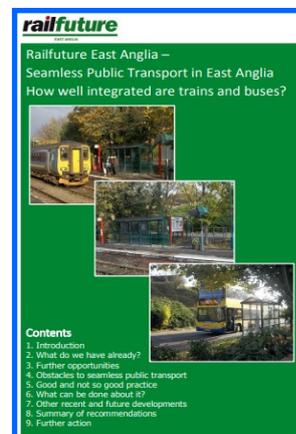
“EASY STATIONS” – THE RAILFUTURE PRINCIPLES AND A CHANCE FOR YOU TO NOMINATE!

BY TREVOR GARROD

This new project follows on from Railfuture East Anglia's 2018 report "Seamless Public Transport in East Anglia." The report was summarised in RAIL EAST issue 177 (February 2018) and is available online to read or download at www.railfuture.org.uk/East+Anglia+Seamless+Public+Transport.

Not only should the trains be easy to use, so should the stations which they serve. How easy is it to know where you are and where you have to go? How easy is it to find things out? How secure is the station and how pleasant is it?

Taking account of correspondence, Railfuture has identified 18 features that should be present at all stations and six further ones that it is reasonable to expect at staffed stations (of which we have some 20 in our region). For example, every station should have step-free access, a help point and seating - some at least of which should be under cover.



At staffed stations passengers should also expect a toilet maintained to suitable standards of hygiene, a heated waiting room plus a notice giving booking office opening hours and information about where tickets can be purchased when the office is closed.

Sometimes it is part of the operator's franchise commitment to enhance the station facilities - such as the new shelters to be provided at Derby Road (Ipswich) by the end of 2020. In addition the train operating company is required to review whether the current facilities are appropriate for footfall experienced at the station and make suitable changes.

On other occasions, local user groups or Community Rail Partnerships have provided enhanced facilities - for example, additional seating or signage (as at Oulton Broad South, Beccles, Halesworth and Woodbridge on the East Suffolk Line).

Station signs (or running-in boards) should be positioned and properly lit so that passengers can see them from the train (especially at night) and on-train announcements clear and audible with correct pronunciation.

Optional facilities can give added value - such as the cafés and toilets at Wickham Market and Beccles stations or businesses established in station buildings, as at Brundall and Wymondham. Some stations (such as Cantley) also have a community notice board advertising local events.

Railfuture East Anglia plans to award plaques in 2019 to the three best stations in our area. This can include stations which have significantly improved over the previous 12 months. The plaques will be paid for from the legacy Railfuture received from our late member Clara Zilahi. It is planned to announce the three winners at our 15 June 2019 meeting in Ipswich.

RAIL EAST readers can help in this process. An **Easy Stations** Checklist form is being posted with this issue of RAIL EAST and can be used to report on a station that you use. It could be your local station, or one that you visit (and with which you may be less familiar). Details on how to return the completed checklist are shown on the form. **The deadline for all submissions is 15 April 2019.** A small panel will be appointed to judge the entries.

SOHAM RAILWAY STATION – A STEP NEARER A NEW STATION FOR EAST CAMBRIDGESHIRE

BY PETER WAKEFIELD

In January 2019 Network Rail issued proposals for a railway station in Soham, Cambridgeshire. It is one of several new stations that Railfuture has supported and campaigned for. The plans, which have been worked up in collaboration with Cambridgeshire and Peterborough Combined Authority (CPCA), will be on display to the public at the **Ross Peters Sports Centre** in Soham on Tuesday 26 (16:00-20:00) and Wednesday 27 February (10:00-14:00).

The proposals are still in development, with the final design due for completion by July 2019. They will include new platforms at the site of the former Soham Station (first opened in 1879 and closed in 1965) as well as car and cycle parking facilities. The early design work (see below) shows a single platform with passive provision for a second platform and footbridge (with spatial passive provision for lift for disabled access) to be constructed should a second track be added in a future project. The platforms will accommodate trains up to 96 metres (4-cars) in length, so capable of accommodating the soon to be introduced Stadler bi-mode trains in Greater Anglia's new fleet. Passive provision for any future overhead electrification of the line is also built into the proposal.



Although no firm date is given for the actual construction and reopening of this long awaited station, the GRIP3 report mentions 2021. (GRIP is the industry acronym for *Governance for Railway Investment Projects* – and stage 3 involves assessment of potential options.) The restored station will be at the end of the appropriately named Station Road.....so nothing wasted, a good descriptive name that always eventually comes into its own.

Currently the passenger train service passing the station site is Greater Anglia's Ipswich to Peterborough, operating at two-hourly intervals. GA has a franchise commitment to increase this to hourly. The GRIP3 report anticipates that most new users will travel towards Ely where the bulk will access connecting trains to Cambridge. The initial numbers anticipated are just over 1,000 per day if the Ely to Cambridge service operates at four trains an hour.

PROGRESS WITH TWO LOCAL RAILFUTURE INITIATIVES "SLOWLY BUT SURELY" SUGGESTS PETER WAKEFIELD

(1) WHITTLESFORD PARKWAY SCHEME

Two years ago, in January 2017, Railfuture East Anglia published its audit of Whittlesford Parkway Station. You can see it here:

<https://www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-2017-01-16-Whittlesford-Parkway-Station-Audit-Report.pdf>

It was widely circulated and specific improvements promised, such as 200 bicycle storage places. More importantly, the Railfuture report influenced the Greater Cambridge Partnership (GCP) to include the station in its innovative rural travel hubs project. As reported in RAIL EAST 179, consultants WYG were appointed to study the station and its surrounds in some detail. The second of its two reports was published on 18 December 2018, offering a series of recommendations. The document, **Whittlesford Parkway Station Transport Masterplan: Stage Two Report: Plans and Proposals**, can be seen here:

<https://www.greatercambridge.org.uk/download/7153/Whittlesford%20Parkway%20Stage%20Two%20Report%20-%20Final.pdf>

Of the thirty-plus recommendations contained in the report, six emerge as clear short-term priorities to enhance the station and improve arrangements for accessing it:

- A new lift and footbridge between the station platforms
- An extended network of dedicated cycle links and safe crossing points
- A bus turning circle to enable safe and efficient interchange with train services
- Improved junctions on the A505 to improve safety, access and capacity
- A new decked car park, increasing the number of parking spaces by around 50
- A transformed public realm which prioritises pedestrians in the immediate vicinity of the station

The GCP asked for comments. Here is Railfuture East Anglia's response.

"This is a well-constructed and very positive report. Overall we can find very little to criticise and feel if this could all be implemented in a timely manner, it could be an exemplar for other similar schemes in the area. The indicative proposals for the station building enhancements including lifts are excellent. Adequate shelter on the platforms is not clear however.

Given the large number of property owners to be consulted with and mitigation necessary of problems with the changes of access to their properties will entail, we hope the project will be continued with.

We note that it is envisaged that the Greater Anglia East Side car park is proposed to be double decked. We feel the indicative drawings fit well with its sensitive surroundings. However, others may not think so. It would be therefore useful to consider land swaps with other land users (the County Council and Highways Agency for example) before planning for other land use is complete.

Greater Anglia train operating company will charge their commercial rates for parking at the facility as per its legal responsibilities set down in its franchise agreement. Most users of this car park will continue to be London-bound.

Railfuture recognises that an increasing number of potential car driving users will

want to travel to Cambridge stations, though we hope most of these users can be persuaded to adopt Active Transport modes. However, we feel that some further thought should be given to a separate subsidised car park similar to other P&R parks in the Cambridge area for travel to Cambridge stations only. Technology will be available to differentiate between parking fees for direction of travel (London or Cambridge) based on the travel ticket purchased. This additional car parking will probably demonstrate the need for thinking about land swaps within the area under review.

We feel Active Transport planning should be given **high priority** (medium priority at the moment) especially in view of additional planned developments that have been revealed since the report was written, including Hua Wei moving to the former Spicers Site.

Cycle ways/walking routes to all development sites as well as Sawston and Duxford should be developed as a matter of high priority.

We recognise that car parking is necessary but all planning should be based on suppressing the need to travel into and around Cambridge by car. Car parks are land hungry and expensive to build and operate and in the end not sustainable.

The indicative plan for the Whittlesford Parkway station area is excellent. However, in light of the expanding list of very large new developments we do have concerns that the bus interchange may not be large enough and difficult to operate should more than one bus route be developed.

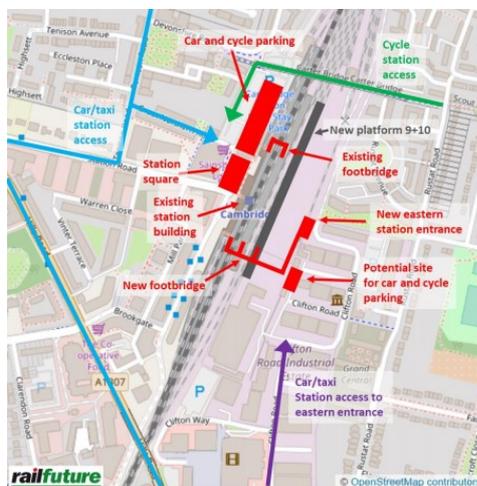
Street parking should be regulated as suggested but we note at present there is no enforcement. The local authority should put into place a method of enforcement."

(2) CAMBRIDGE STATION ACCESS – TOWARDS A WORKABLE MASTER PLAN

The area around Cambridge station has been dramatically redeveloped over the last few years. The area in front of the station has been turned into a large interchange for rail users, with much improved cycle storage, taxi pick up/drop off, short-stay car parking provision, bus stops and the previously dead-end Station Road being turned into a continuous loop for buses. Two hotels, cafés and a convenience store have also greatly improved the area. There is more to come. Not all is working as well as it maybe could, but it is better than before. One problem that is getting worse, in part caused by the ever increasing footfall through the station, is the number of cars accessing it. These cause gridlock on the station access roads at certain times, together with noise and air pollution for residents along the roads.

To mitigate this road congestion and its effects, the station area developers put in a planning application for a new cut-through for taxis across the improved pedestrian areas. Up to 40,000 pedestrians use that space each day. Railfuture East Anglia and other rail user groups objected to the proposal, maintaining that people accessing the station in cars should not have priority over pedestrians. We also argued that whilst there is a problem, other longer-term measures should be adopted, such as opening up an East Station Entrance, and also moving the proposed multi-storey station car park to the east side. Details (including a large version of the map, right) can be seen here:

<https://www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-2018-08-13-Cambridge-Station-Eastern-Entrance-proposal.pdf>



This document has met with considerable interest and there has been some success in at least getting the plan to cut a road across the path of pedestrians taken out of

thinking on re-development around the station. It has been pleasing to see the Highway Authority recommending refusal of the current application on the grounds of highway safety, specifically citing the significantly increased dangers the proposal would pose to pedestrians accessing the station. The strongly worded objection states that the proposal "introduces additional points of conflict between pedestrians and motor vehicles in an environment where not only are pedestrian flows very high, but where, as first in the user hierarchy and the most vulnerable highway users, the pedestrian should be given as much precedence as possible."

There is a long way to go before a master plan for Cambridge station area is drawn up. We believe that such a plan, drawn up by the developers, including Network Rail, can mitigate some of the problems caused by passenger numbers growth.

NEWS IN BRIEF

MARPA AGM – SATURDAY 13 APRIL 2019

Another date for the diary – MARPA (Mid-Anglia Rail Passenger Association) is holding its AGM at the Friends Meeting House, Bury St Edmunds at 14:00 on 13 April 2019. Greater Anglia and Network Rail have confirmed they will provide speakers to offer presentations on the new train fleet (initially running on existing timetables despite their better performance), infrastructure developments – and, possibly, the consultation on the timetable May 2020 changes (postponed from December 2019 because of the problems experienced in May 2018). It promises to be an interesting session. Railfuture members – and the public – are warmly invited to attend. More info at <http://www.marpa.org.uk/>.

RECEIVING RAIL EAST BY POST OR ELECTRONICALLY?

A few Railfuture members have chosen to receive RAIL EAST by email and this is appreciated (not least by Railfuture Finance Director, Jerry Alderson) because it helps to keep our costs down. It means that we can spend funds on campaigning for better services over a bigger railway. The Board has approved a budget of £8,000 in 2019 for printing and posting branch newsletters. The East Anglia branch, which has the second largest number of members, spends a disproportionately high amount of this total because, unlike most of Railfuture's 13 other branches, a) we produce four issues a year, b) it is a quality newsletter with up to 24 colour pages, c) few copies are hand delivered and d) it is not sent out with Railwatch. It costs Railfuture, which is funded entirely by members' subscriptions, about £6 per person each year.

You can be emailed a copy of RAIL EAST on the same day that it goes to the printer, so you will receive it more than a week before other people. To switch to receiving it by email, please contact Lloyd Butler, who manages our database, at renewals@railfuture.org.uk. Your co-operation will be appreciated.

If you prefer to read a paper copy, that's fine. However, if you don't wish to keep it afterwards, please don't throw it away. Perhaps pass it onto a friend or neighbour, leave a copy at your doctor's surgery or library etc., or even tear off the front cover (which has our website and Twitter details along with information about joining Railfuture) and put it on a notice board somewhere. You could even bring your copy to the next Railfuture branch meeting so that we can give it to someone else.

Latest issue of RAIL EAST is always at <https://www.railfuture.org.uk/east/rail-east/>.

CONTRIBUTIONS FOR RAIL EAST

Please send articles for possible inclusion in RAIL EAST to Peter Feeney, who collates all submissions and prepares them for the newsletter. Good quality photos are appreciated, and really are essential in order to make RAIL EAST visually attractive.

All submissions by **18 May 2019**, please, but articles covering late news will be considered just before sending to the printer two weeks later.

RAIL EAST is formatted by Jerry Alderson.

MID-NORFOLK RAILWAY COMES TO THE RESCUE (AGAIN)

BY JERRY ALDERSON

Back in the 1970s, Railfuture supported plans to return passenger services on the Wymondham – Dereham – Fakenham branch line, which had been axed in 1968 with the line remaining for use by freight trains. The track to Fakenham did not survive but in 2020 the Mid-Norfolk Railway (MNR) will celebrate its 25th year since formation by returning passenger trains, albeit heritage ones, to North Elmham.

But the MNR isn't about the past. Over 20 years it has played a valued role in supporting the railway in East Anglia. As well as being used to transport MoD tanks, it has been used for maintaining 'rail-head treatment trains' used during the autumn leaf-fall season, training drivers and crews of track-laying equipment and regularly as an access point for trains being moved by road. However, 2019 will see its most dramatic – and highly-prized – role of stabling Greater Anglia's new trains, before they enter service, and the old trains once they come out of service.



Photo above: advert for the new trains on window of a GA train — without the MNR their introduction could have been more difficult.

With thousands of carriages being replaced over three or four years, something like 56 miles of track is needed to house them all. Thanks to a new track and sidings being paid for by Greater Anglia, the MNR will provide more than a mile of track. Below are two photos from the **Friends of the Mid-Norfolk Railway** Facebook page (<https://www.facebook.com/groups/FofMNR/>) showing infrastructure works. Photos by Bryan Toovey (left) and George Saville, MNR's General Manager (right).



The MNR has ambitious plans, such as a platform close to Wymondham mainline station, but timescales depend on the number of volunteers and financial support from members and sponsors. More info at www.mnr.org.uk.

railfuture East Anglia

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A flyer for our meetings is always at: www.railfuture.org.uk/east/meetings.
This includes a map of the venue and directions from the station.

MEETING DATES AND VENUES

SATURDAY 23 FEB 2019

Friends Meeting House,
St John's Street

BURY ST EDMUNDS

IP33 1SJ

SATURDAY 15 JUN 2019

St Mary's at Stoke,
Church Hall, Stoke Street

IPSWICH

IP2 8DA

SATURDAY 28 SEP 2019

Friends Meeting House,
Upper Goat Lane

NORWICH

NR2 1EW

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