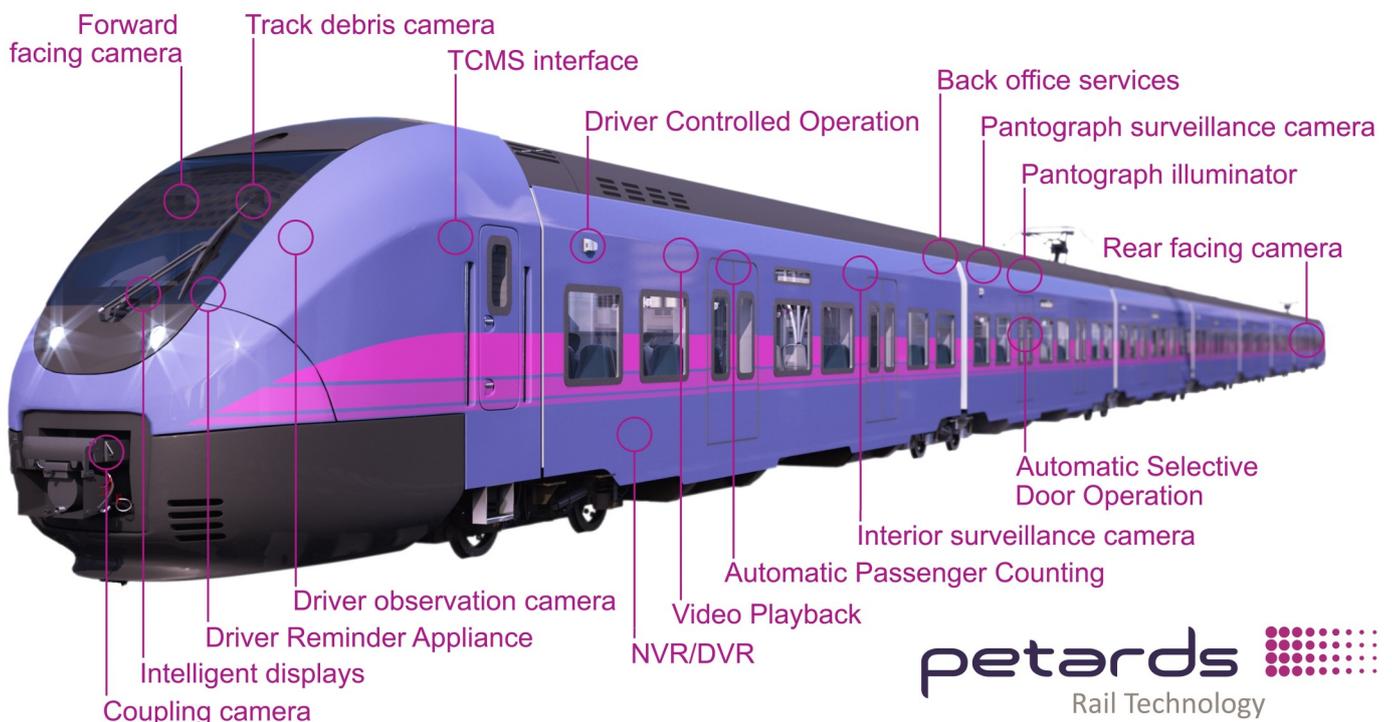


IT'S A NEW DECADE RAILFUTURE LOOKS BACK OVER 10 YEARS AND WHAT WE WANT IN THE NEXT 10

SPECIAL FEATURE ON HOW THE LATEST TRAIN TECHNOLOGY CAN BENEFIT PASSENGERS



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Rail Technology

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Inside this edition of RAIL EAST...

- East West Rail - Progress at last!
- Look back over last 10 years
- What we expect in the next 10
- Cambridge South consultation
- Station footfall for 2018/19
- Easy Stations — the winners
- A giant leap for train technology
- Whittlesford audit improvements

TOPICS COVERED IN THIS ISSUE OF RAIL EAST

In this issue's 24 pages we have fewer (but longer) articles than last time and only five authors. Contributions are welcome from readers. Contact info on page 23.

Chair's thoughts – p.3

Easy Stations winners announced – plus how do our stations compare with Germany's? And a snapshot of progress with platform development work at Stevenage

East West Rail big announcement (1) – p.5

Preferred route for the central section is finally published – now the serious work begins

East West Rail big announcement (2) – p.7

Progress on the western section, as Transport & Works Order is published and work on the ground is set to start

Another critical consultation – Cambridge South – p.8

Momentum builds on this key item of passenger infrastructure – Railfuture's wish-list for the new station insists on incorporating features that reflect its unique functions at the heart of an internationally renowned medical science campus

Passenger footfall at East Anglian stations 2018/19 – p.11

Station by station data and a summary analysis - numbers overall continue to grow, but the pattern is not uniform – and capacity at some key nodes is a real challenge for operators

COVER STORY - Clever things, trains – p.14

How data gathering and onward communication are transforming train fleets – and hopefully leading to increasingly reliable and efficient services (teething problems aside). Click on <https://www.petards.com/our-solutions/eyetrain/> to watch a fascinating video about the technology now on board some trains.

A decade of progress on the regional infrastructure – p.16

A snapshot of the projects completed since 2010 that have contributed to a "bigger and better railway" and enhanced the experience of the travelling public

So what can we now look forward to? – p.18

We polish up the Railfuture crystal ball and identify the critical schemes that ought to start happening over the next ten years

Progress on the Whittlesford Parkway station masterplan – p.22

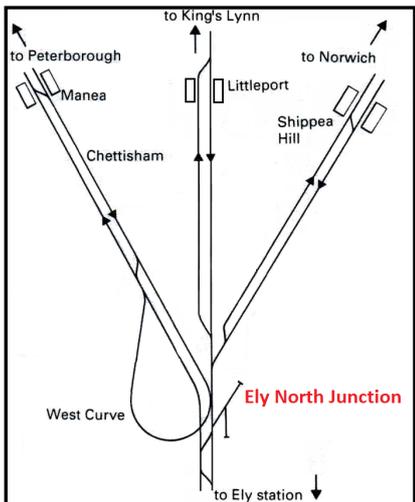
Further signs of progress for station users, in line with Railfuture's facilities audit

Some images to illustrate articles in this issue of RAIL EAST.

For a few weeks Greater Anglia's new trains could not stop at Kennett and Elmswell because the ASDO had not been certified.

The infamous Ely north junction.

Network Rail promotes its Cambridge South station consultation in the entrance at Cambridge North.



Consultation event	Mon 20 Jan	April	April
Cambridge South: The Kennedy Centre, Centre Music, Cambridge, CB2 1RQ			
Long Road Sixth Form College, Long Road, Cambridge, CB2 9RQ	Tue 21 Jan	5pm - 8pm	
Robert Royston Hospital, Robert Royston, Cambridge HealthCare Campus, Cambridge, CB2 3QR	Wed 22 Jan	10am - 1pm	
Northwood School, Northwood, Cambridge, CB2 1RQ	Thu 23 Jan	1pm - 3pm	
Queen Elizabeth's Hosp, Cambridge, CB2 3RU			
Cambridge Theatre, King George's Hallway, King's Lynn Road, Trumpington, CB2 3JF	Fri 24 Jan	10am - 1pm	
Whittlesford Primary, Whittlesford, Cambridge Road, Great Shelford, CB22 5JQ	Sat 25 Jan	10am - 1pm	
Little Shelford Intermodal Hub, The South Farm, 11 Church Lane, Little Shelford, CB22 5JQ	Tue 28 Jan	3.30pm - 7.30pm	
Southdown Village Hall, Southdown, Cambridge, CB2 3RQ	Wed 29 Jan	10am - 1pm	
St Andrew's Church, Cambridge, CB2 3RQ	Thu 30 Jan	10am - 1pm	

How to have your say
To view the consultation materials, visit www.networkrail.co.uk/cambridge-south-station. You can also have your say by attending one of the public consultation events. For more information, visit www.networkrail.co.uk/cambridge-south-station or call 0800 400 400. For further information, visit www.networkrail.co.uk/cambridge-south-station or call 0800 400 400. For further information, visit www.networkrail.co.uk/cambridge-south-station or call 0800 400 400.

EASY STATIONS – NOW WE KNOW AND HOW DO WE COMPARE? BY NICK DIBBEN, CHAIR, EAST ANGLIA BRANCH

Congratulations to **King’s Lynn, Audley End, Sandy** and **Wickham Market** as winners of our *Easy Stations Survey*. You can access the full report at www.railfuture.org.uk/East+Anglia+Easy+Stations on our website. A big thank you to all who helped with the surveys. Special thanks to Martin Cooper, Ian Couzens, John Henderson and Trevor Garrod who reviewed the results and wrote the report.

I was delighted to present a copy of the report to our guests from GTR (Andrew Chillingsworth, left) and Greater Anglia (Alan Neville, right) at our December 2019 public meeting in Cambridge.



There are a number of stations that just failed to win awards, hopefully with some work at these stations being undertaken during 2020 we will be in a position to make further awards at the end of the year.

I have recently spent a week in Germany in the Mosel Valley. I travelled out via Eurostar to Brussels and then by train through Belgium and Luxembourg. Whilst there, I made several trips by local train along the line to visit the various towns. Although I didn’t take any Easy Stations forms with me, the survey meant I was making mental notes at each station visited. So how do our stations compare? Many of the larger stations in Germany showed signs of recent improvements. Whilst the original station buildings had been retained, the platforms had been completely rebuilt (generally to a standard design) with lifts and escalators provided to the subways that linked the platforms. So far, so good. However, poor train information that I have noticed on previous trips is still an issue. For some reason, the main departure boards and the platform displays don’t show all the calling points for the train. There was also a lack of information at the foot of the stairs to each platform. This could be a problem for people seeking reassurance, such as those with dementia, but equally anyone using the railway infrequently.



Löf station is typical of many small German stations, with an island platform and access via some steep steps – *photo Nick Dibben*

The smaller stations were a mixed bag. Many stations on double track lines have a single island platform, served by steps from a subway – no step free access here! To be fair to the Germans, similar stations in Britain were closed during the Beeching era. Here the villages have an hourly train service, seven days a week. It would be very difficult to justify installing a lift at many of these small village stations.

The main practical difference for rail users between British stations and their cousins on the European mainland is the issue of platform heights. At rebuilt platforms with the right rolling stock, there was level access, very handy when you are with a group of not so young people with suitcases.

Elsewhere, there were some major height differences, often 18 inches (450mm). There were also cases of very narrow platforms and unmade platform surfaces.

So overall, I feel our stations are generally better for access, although as our survey shows there is still room for improvement.

Closer to home, work to build an additional platform at Stevenage (just outside the Railfuture East Anglia branch area though used as an interchange by people going into our area), is well underway as the accompanying image shows. When the work is complete, the new platform will enable trains from Moorgate via Hertford North to terminate at Stevenage without blocking the main running lines. At present the train service between Stevenage and Watton at Stone / Hertford North is suspended on weekdays and replacement buses are being provided.



Unlike the pre-fabricated and removable platform extensions being constructed at Waterbeach and Littleport stations, the new Stevenage is built in the traditional way.

RAILFUTURE EAST ANGLIA AGM — SAT 29 FEBRUARY 2020

Friends Meeting House, St John's Street, Bury St Edmunds IP33 1SJ

We hope you will be able to attend our AGM, starting at **14:00**. There will be a report of Railfuture activities in East Anglia over the last year, our plans for 2020, and formal business, which includes the treasurer's report and electing the branch committee to serve until the AGM in 2021. Voting is restricted to current members, but non-members are welcome to attend.

This is your chance to find out more about what Railfuture does and contribute to or influence our campaigns.

As usual, refreshments will be provided, with donations being gratefully received.

EAST WEST RAIL CENTRAL SECTION ROUTE ANNOUNCED A HUGE STEP FORWARD — STILL A LONG WAY TO GO

BY PHIL SMART

Two important decisions about East West Rail were held-up by the election purdah period but announced just in time for this edition of RAIL EAST.

The long-awaited announcement of the preferred route option for the East West Rail 'Central section' between Bedford and Cambridge was made on 30 January 2020, ending a year of speculation and suspense following the consultation on five possible options that began on 28 January 2019.

Although of the options presented, Railfuture supported option A as being the most direct and cheapest at the time and so more likely to succeed, much can happen in a year. (Option A involved a route starting from a new Bedford South station, via a re-located station at Sandy, Bassingbourn and reaching Cambridge as option E via Cambridge South). Cost assumptions change with further modelling, and Option E was only £100m more than option A and cheaper than the remaining options – besides being the most popular choice of those who took part in the public consultation. But cost is only half the picture. A Benefit Cost Ratio (BCR) also looks at the value of benefits and option E won out owing to its better connectivity performance, the regeneration opportunities it brings to the centre of Bedford and its ability to serve existing settlements. Option A would have incurred considerable environmental challenges too, particularly around Wimpole Hall and would have required considerable mitigation on top of basic construction costs.



Central Section Preferred Route Option 'E' (Bedford Station via St Neots, Cambourne and Cambridge South to Cambridge) taken from the East West Railway Company website

Some features of this route are worthy of note.

At **Bedford** there will be two additional tracks and platforms on the east side dedicated to East West Rail and associated relocation of the station entrance. Although there will be physical connection with existing lines, the intention is for east-west to be operationally independent from any disruption on the Midland Main Line. The Thameslink depot sidings may be relocated too but there are no details at this stage.

There will be a new station on the East Coast Main Line between **St. Neots and Sandy** with a broad range of options for its precise location. Passenger interchange will be by high and low level platforms.

At **Cambourne** there will be a new station provided to serve existing and projected housing development. It is not intended to obviate the need for any future 'Metro' proposal but to complement it, as the latter will have an intensive stopping pattern between Cambourne and Cambridge Central whilst metro passengers can access East West Rail at either end of its route.

The line will then swing south eastwards to enter Cambridge from the south at a point below the projected **Cambridge South** station. There are two reasons for this. The first is the importance of the bio-medical campus as a trip generator and the second is operational, as services entering from the south can continue without reversal, towards Ipswich or Norwich. No details are yet available for its design as this is a separate project with which the East West Railway Company is engaged.

At **Cambridge Central** there will be a need for further remodelling to create additional capacity. There are no details of this but it is likely to involve extending the island platform.

Other developments

With greater certainty surrounding the East West project, the more expectations it attracts. Where once there was serious concern that it would be limited in scope to an Oxford to Cambridge commuter railway, there is now widespread support for it to become the East-West Main Line (EWML?). It is almost certain that when this line opens ("by the end of the decade"!) it will be a mixed traffic line with capacity and capability for longer distance services as well as freight. The climate emergency declaration has also affected assumptions. The East West Railway Company is determined to create a 'net zero carbon' railway and electrification is now back in favour.

A route is not an alignment

We must not forget that there is still much detailed design work ahead before this project obtains a Development Consent Order. There will doubtless be plenty of opportunity for comment on details as they emerge for consultation but, for now, Railfuture welcomes this as a major step towards realising our vision.



Railfuture has actively campaigned since the 1990s for the full Oxford-Cambridge route to be reopened. This photo shows a Railfuture / Campaign for Better Transport walk in 2013 to gain publicity and political support. Phil Smart is pictured in the centre at the front.

EAST WEST RAIL NEWS (2) — WESTERN SECTION APPROVED **BY JOHN HENDERSON**



On 29 January 2020 the government officially approved Network Rail's (NR) plans for the Bicester to Bedford section of East West Rail. This is the long-awaited result of the public inquiry and subsequent Inspector's Report that started in early 2019.

The Transport & Works Act Order (TWAO) issued by the government approves the project almost completely in accordance with NR's application. In other words, NR has got everything it asked for. It means that most of the objections were overruled. Here are the issues that raised most of the objections with the outcome now confirmed as follows:

- The land-take for Ecological Compensation Sites, rather than housing development, is still in the plans
- There will be no special protection for barn owls and some mortality is expected
- No further measures are needed to conserve bats, but new data from surveys will be used by NR in the detailed design of the project
- However, NR is required to design the project to increase the number of species of wild plants, birds and animals by 10% (no time limit)
- The noise barriers and sound proofing proposed by NR are adequate for the houses near to the railway
- The routes for construction traffic, including temporary road closures / diversions, are approved without any change
- The level crossing at London Road, Bicester will remain, but NR will make changes to signalling to reduce the barrier-down periods
- The level crossing at Bow Brickhill will be closed without any replacement bridge or underpass. Traffic will be diverted to bridges further along the line
- The pedestrian crossing for Lidlington school will be closed and users will have to share the road level crossing with traffic (in fact, they will probably just drive to the school as the crossing is hazardous)
- The pedestrian crossing at Woburn school will be closed and no bridge is added to the project, but NR may propose a separate project for a new pedestrian bridge
- The line will not be electrified and platforms will be limited to 6 carriages, but clearances are adequate for it to be electrified at a later date.

The main, specific planning conditions are:

- Telecoms masts must be no higher than 20 metres
- Seven locations are to be landscaped with trees, plants and other features, according to designs to be approved by the local planning authorities
- Archaeological surveys need to be carried out and any discoveries properly recorded and conserved
- Ecological Management Plans, Codes of Construction Practice, Construction Traffic Management Plans and Surface Water Drainage Assessment have to be written by NR, approved by the local authorities and updated through the project stages.

During 2019, NR has been making what progress it can without a TWAO. Now it can complete the detailed engineering and hire construction companies to undertake the work. Railfuture will be providing updates as the work progresses. Funding for the scheme was announced by the Chancellor of the Exchequer back in 2012. Railfuture is not alone in wanting this vital rail route opened sooner rather than later.

CAMBRIDGE SOUTH STATION ‘CONSULTATION ONE’

BY PETER WAKEFIELD

Continuing on the theme of East West Rail, the proposed Cambridge South station is a vital part of the rail service from Oxford all the way to Ipswich and Norwich.

Network Rail is carrying out a series of public consultations across south Cambridge and south Cambridgeshire to obtain feedback from the public about its proposal to build a new Cambridge South station at a site 2km south of Cambridge Station.

A second consultation will take place later in 2020 to obtain public reaction to the final options for the station.

Where will a new station be built?

It will be built adjacent to the Cambridge Bio Medical Campus (CBC), which has developed around the world famous Addenbrooke’s Hospital, originally founded on a site opposite the Fitzwilliam Museum in 1766. The hospital is run by Cambridge University’s NHS Foundation Trust and is a designated academic health science centre. It is also the East of England’s Major Trauma Centre – the first to be operational in the UK. There are currently two other hospitals on the site, the recently opened Royal Papworth and the Rosie Maternity Hospital. A Children’s Hospital is in scope to be added.



The possible site of Cambridge South station indicated by the position of a diverted LNER Edinburgh to London King’s Cross Azuma service on Sunday 12 January 2020. A GTR Cambridge bound service approaches in the distance – *photo Peter Wakefield*

Why is a station needed?

With an estimated 67,500 daily trips into and out of the campus by 2031, it will be busier than Stansted Airport – and of course no current rail link!

The **Cambridge Biomedical Campus** is the largest centre of medical science and health in Europe. Over 20,000 people work at the site, which is home to a number of organisations, including Cambridge University Hospitals NHS Trust, The Royal Papworth Hospital NHS, the Wellcome Trust, Cancer Research UK, the University’s medical school, the UK government’s Medical Research Council and Astra Zeneca. Residents living adjacent to the CBC highlight problems of ever-increasing road traffic from people travelling to the site for work, which is leading to poor air quality and gridlock.

In February 2019 the weekly “Cambridge Independent” newspaper reported on the Joint Assembly of the Greater Cambridge Partnership (GCP) discussions of the

situation and the paper it commissioned to look at the effects of the CBC developments on its neighbours. The GCP paper stated that:

*Further growth is anticipated to 2031 and beyond, with this development serving to increase the number of staff and visitors to the site. Economic success to date has been widely celebrated in the Greater Cambridge Region, but it is now contributing to **transport congestion that threatens to choke further economic growth and compromise high quality of life.***

The report adds that by 2031 the area is expected to see 26,000 workers accessing the campus, with 25,100 patients and visitors also needing access. **This, the GCP warns, equates to 67,500 daily trips to the biomedical campus**, 46,400 of which are predicted to be made by car "if current travel patterns continue". In response to these findings GCP Assembly member Prof Helen Valentin from Anglia Ruskin University said the GCP needed to push forward to try to secure a new railway station near Addenbrooke's Hospital as a priority. "I think it is truly scary for that part of Cambridge, the volumes of traffic are huge. It seems to me Cambridge South is absolutely essential. It would be a disaster without that."

Peter Blake, transport director at the GCP agreed, saying the new station is an important part of making sure transport to and from the campus does not make things worse for people and businesses nearby.

Timescale... "by 2025"

There is a consensus that the station cannot be built quickly enough. The Cambridgeshire & Peterborough Combined Authority as a station sponsor wants it up and running by 2022 to alleviate chronic traffic congestion and keep the CBC development as sustainable as possible. However, 2022 is probably unrealistic as the railway alongside the CBC is already the busiest in East Anglia. Current timetabled train services must be prioritised, so a temporary two-platform arrangement cannot be countenanced as the timetable just wouldn't work. Network Rail feels that an opening date in 2025 is realistic though it hopes for delivery before then if all the consents needed can be put in place. These include planning permissions, land purchase, Transport and Works Act approvals.

What will the station look like?

At our informal discussions with Network Rail we learned that the station would have four platforms from the outset. These will be served by four operational tracks even though the eventual planned four tracks all the way from Cambridge [Central] station to Shepreth Branch Junction at Shelford will not all be in place. That project will have to wait for East West Rail to come along a little later, as will the planned grade separation at Shelford.

The station's four platform faces will stretch away south of the guided busway bridge and have canopies along most of their length. We assume that there will be an over-track concourse. We stressed in our meeting that this station must be the most passenger-friendly station ever designed, bearing in mind that many users will be patients attending the four hospitals. Colour schemes, materials on the concourse and along the platforms must reflect that fact. No more cold and stark greys, perforated metal and hard surfaces as at Cambridge North Station! We urged the station planners to be bold architecturally and that there should be a warm airport style covered aerial walkway from the large concourse (with travellers) coming down to the front doors of Astra Zeneca and the Royal Papworth via steps and escalators. The station must be future proofed for huge growth, especially given that it will have a large catchment area served by rail.

What should the train service be?

This station will serve a workforce, daily and occasional, drawn from a very wide area of East Anglia, the Home Counties and the East and South Midlands, as well as patients and visitors from an equally large area. Indeed, from much further afield when the excellent rail links to Stansted Airport, Gatwick Airport, Heathrow Airport via Farringdon and Luton Airport via Bedford are taken into account. The footfall at Cambridge South will quickly reach several millions per year.

Currently there are 10 trains each way an hour off-peak passing the site. They will be joined by up to seven more each way when East West Rail is completed sometime after 2025. So up to 17 trains an hour each way off peak – more in the peak, as several additional fast trains operate to/from Liverpool Street.

We understand that ‘most’ trains will stop at the station. **However, we will urge that operators should stop ALL trains at the station**, not least to make sure the relatively short distance to Cambridge [Central] station, with its dearth of platforms, operates smoothly. Currently train services operating past the station site run directly from/to Ely, Norwich, King’s Lynn, March, Peterborough, Leicester, Birmingham, Royston, Stevenage, Hatfield, London King’s Cross-St Pancras, London Bridge, East Croydon, Gatwick Airport, Brighton, Audley End, Stansted Airport, Tottenham Hale, London Liverpool Street and many intermediate stations.

When East West Rail’s Central and Eastern sections open as new or upgraded lines, Newmarket, Bury St Edmunds, Ipswich, Norwich, Bedford, Milton Keynes, Winslow, Bicester and Oxford will be added to the list. A potential footfall in the region of five million annually is feasible – so it is vital that the design and build anticipates this to avoid expensive future retrofitting.

What we want

The “essentials” list must include: good cycle links into the surrounding community, including schools; ‘state of the art’ secure cycle parking provision; an easy link to adjacent bus stops, with buses operating directly to nearby residential districts; start of service/end of service staffing on concourse and on platforms; ticket issue through station host as well as machine and smart card; retail/catering from day one in concourse; warm enclosed waiting rooms on platforms; canopies over full length of platforms; two lifts from each platform to concourse bearing in mind many users will be visiting a hospital (lift redundancy is imperative, given the critical need to ensure a working lift is always available on each platform); cycle hire/cycle repair/sales shop; toilets at concourse level and on platforms; large warm concourse that is part of over-track research development; users and station neighbours to be at the heart of all planning for this new and invaluable resource that will serve all of East Anglia.

What we do not want

Any additional road traffic generation created by the station; any provision for car parking; any provision for car-based drop off/pick up, unlimited public road access; completely free access for taxi/hire car to adjacent residential area.

What you can do

This station will serve all of our region, so wherever you live in East Anglia, please support the plans for this station by taking part in the two consultations and offering support to Network Rail, the scheme sponsor. Details of the consultation can be found here:

<https://consultations.networkrail.co.uk/communications/cambridge-south/>

EAST ANGLIA STATION FOOTFALL ANALYSIS — 2018/19 OVERALL MODEST GROWTH HIDING CONTRASTS ACROSS THE REGION

BY PETER WAKEFIELD

As in previous years, we are highlighting the footfall figures for the year 2018/19 at all 109 railway stations in the Railfuture East Anglia branch area, which covers Norfolk, Suffolk, Cambridgeshire, North Essex and North East Hertfordshire. These figures are compiled by the Office of Rail & Road (ORR).

The tables are arranged line by line in approximate clockwise direction from Norwich. The data presented indicates both annual movements in estimated passenger numbers and the all-important five-year trend at each station. In summary, the footfall at the region's stations shows an increase of 3.1% for the year, 21.8% over the last five years.

However, the May 2018 Great Northern/Thameslink (GN/TL) timetable problems are reflected in the decreases in footfall at nearly all stations towards Hitchin from both Cambridge and Peterborough, though the decreases are surprisingly small, indicating a strong recovery as the timetable has settled down. These decreases have masked the stronger growth at most GA stations.

In spite of GN/TL problem, growth at the Cambridge stations continued to be strong, with 3.9% increases at Cambridge and over 66% at Cambridge North in the second year since its opening. This shows that patronage is running above that predicted in the business case. Total Cambridge stations footfall now stands at 12,796,292.

Elsewhere in the region, the Greater Anglia Felixstowe branch has suffered from dire reliability problems. The introduction of the new trains should be accompanied by increased patronage — an interesting line to watch next year. Also worthy of comment is the five-year declining trend in footfall at Great Yarmouth and Lowestoft, which looks to be principally associated with services from the resort towns to Norwich. Data for the East Suffolk line stations between Lowestoft and Ipswich looks altogether more robust, and yet further quantifiable vindication for the benefits of the hourly service made possible by the Beccles loop.

The Ipswich – Cambridge figures again demonstrate strong growth. The extra capacity provided by the new trains is welcome but observations at Cambridge in the peaks show that has already been used up, with users often unable to board. In the short term we hope that the temporary but welcome surplus of 755 units is used to lengthen those services. In the medium term a way must be found to provide a half-hourly service at least between Cambridge and Bury St Edmunds using the Dullingham passing loop. Not long beyond that, the doubling of the Cambridge – Chippenham Junction line must be progressed rapidly.

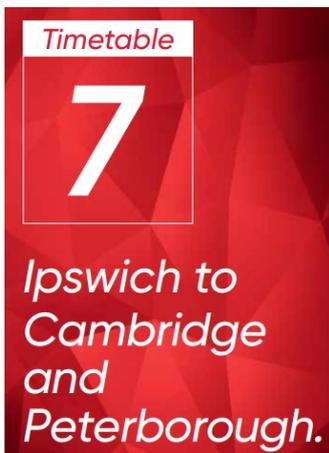
One other stand-out line in the tables is the case of Stansted Airport, which among larger stations has had the most spectacular growth in passenger numbers – from just under 3.7 million in 2013/14 to nearly 9.8 million in 2018/19, a rise of well over 150%, making the station a significant contributor to the five-year and annual percentage increases in the region overall. No other large station comes close to this scale of growth. Air industry data indicates that in the five-year period numbers flying from Stansted increased from 20 million to 26 million (https://en.wikipedia.org/wiki/London_Stansted_Airport). Whilst additional air passenger traffic is not good news from the point of view of CO2 emissions, on a more positive note it looks like a significant proportion of those passengers are travelling to and from the airport by train. And the trajectory of passenger number growth suggests that as long as there are no constraints imposed on air travel and numbers continue to rise, the issue of available capacity at Stansted will have to be addressed.

The rail industry has helped to grow patronage by running extra (and later) services for public events attracting large numbers of people. (Ed Sheeran in Ipswich.)

Also improved timetables, with more frequent Sunday services by utilising trains better.

Infrastructure (such as the second platform and passing loop at Beccles) allows more services too.

Lastly, new trains that are a delight to travel on.



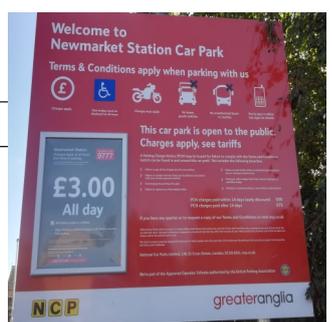
EAST ANGLIA STATION USAGE ESTIMATES 2014-2019

(As published by Office of Rail & Road 14/01/20)

Station name	Year ended 31st March			% change 2019 to:	
	2014	2018	2019	2014	2018
Norwich	4,139,874	4,156,302	4,250,834	2.7	2.3
Salhouse	9,390	10,448	11,778	25.4	12.7
Hoveton & Wroxham	122,654	129,552	136,414	11.2	5.3
Worstead	21,604	26,766	25,650	18.7	-4.2
North Walsham	241,604	257,940	265,400	9.8	2.9
Gunton	17,290	17,008	19,188	11.0	12.8
Roughton Road	11,854	16,846	21,766	83.6	29.2
Cromer	186,672	204,582	219,244	17.4	7.2
West Runton	23,972	24,844	27,212	13.5	9.5
Sheringham	189,976	221,480	225,894	18.9	2.0
Brundall Gardens	10,534	14,022	12,248	16.3	-12.7
Brundall	92,892	99,930	97,164	4.6	-2.8
Lingwood	50,072	47,934	46,134	-7.9	-3.8
Acle	50,282	44,914	45,336	-9.8	0.9
Great Yarmouth	460,924	384,966	381,002	-17.3	-1.0
Cantley	18,898	21,682	20,590	9.0	-5.0
Reedham (Norfolk)	45,482	46,020	45,618	0.3	-0.9
Berney Arms	1,510	966	442	-70.7	-54.2
Haddiscoe	11,236	12,924	13,580	20.9	5.1
Buckenham	80	202	216	170.0	6.9
Somerleyton	11,830	12,378	12,972	9.7	4.8
Oulton Broad North	124,368	115,400	112,600	-9.5	-2.4
Lowestoft	471,348	452,118	438,476	-7.0	-3.0
Oulton Broad South	42,884	47,996	47,696	11.2	-0.6
Beccles	101,280	110,774	114,302	12.9	3.2
Brampton (Suffolk)	7,284	9,004	9,532	30.9	5.9
Halesworth	93,962	97,870	102,016	8.6	4.2
Darsham	55,498	57,728	59,924	8.0	3.8
Saxmundham	139,254	154,322	164,400	18.1	6.5
Wickham Market	44,272	47,890	50,932	15.0	6.4
Melton	68,516	77,748	84,358	23.1	8.5
Woodbridge	202,444	206,028	210,440	3.9	2.1
Westerfield	9,864	11,110	11,642	18.0	4.8
Derby Road	46,336	48,310	47,938	3.5	-0.8
Trimley	37,134	32,420	32,178	-13.3	-0.7
Felixstowe	211,240	202,568	187,454	-11.3	-7.5
Ipswich	3,312,564	3,351,902	3,416,026	3.1	1.9
Mistley	64,492	71,082	75,366	16.9	6.0
Wrabness	23,042	30,526	30,348	31.7	-0.6
Harwich International	102,792	105,802	110,944	7.9	4.9
Dovercourt	163,132	174,788	177,752	9.0	1.7
Harwich Town	155,938	140,520	151,076	-3.1	7.5
Diss	675,528	689,962	700,586	3.7	1.5
Manningtree	1,154,296	1,078,502	1,106,204	-4.2	2.6
Colchester	4,402,053	4,378,760	4,453,178	1.2	1.7
Colchester Town	762,237	758,204	771,090	1.2	1.7
Hythe	124,000	234,522	265,716	114.3	13.3
Wivenhoe	367,722	389,822	401,240	9.1	2.9
Alresford	57,480	61,752	62,994	9.6	2.0
Great Bentley	64,076	76,770	81,144	26.6	5.7
Weeley	25,748	33,354	34,908	35.6	4.7
Thorpe-le-Soken	130,164	127,928	131,088	0.7	2.5
Clacton	785,580	790,866	799,344	1.8	1.1
Kirby Cross	40,400	46,386	44,782	10.8	-3.5
Frinton	189,644	191,352	200,904	5.9	5.0
Walton-On-Naze	123,352	131,148	136,708	10.8	4.2

Station name	Year ended 31st March			% change 2019 to:	
	2014	2018	2019	2014	2018
Marks Tey	494,998	577,550	604,902	22.2	4.7
Chappel & Wakes Colne	47,976	38,544	39,360	-18.0	2.1
Bures	60,172	58,680	60,432	0.4	3.0
Sudbury	329,154	323,052	334,274	1.6	3.5
Kelvedon	837,236	844,570	847,748	1.3	0.4
Needham Market	91,358	100,648	102,320	12.0	1.7
Stowmarket	944,466	935,244	967,114	2.4	3.4
Elmswell	80,558	68,546	71,078	-11.8	3.7
Thurston	70,500	72,388	77,592	10.1	7.2
Bury St.Edmunds	578,016	652,084	665,112	15.1	2.0
Kennett	30,992	39,512	42,684	37.7	8.0
Newmarket	285,066	358,798	355,068	24.6	-1.0
Dullingham	36,536	39,028	41,832	14.5	7.2
Shelford	152,976	204,618	207,478	35.6	1.4
Whittlesford	431,544	538,972	558,134	29.3	3.6
Great Chesterford	106,940	109,116	110,120	3.0	0.9
Audley End	838,804	1,011,626	979,414	16.8	-3.2
Newport (Essex)	195,246	184,798	188,094	-3.7	1.8
Elsenham	182,252	246,268	252,716	38.7	2.6
Stansted Airport	3,686,010	8,934,250	9,773,870	165.2	9.4
Stansted Mountfitchet	509,178	584,288	599,478	17.7	2.6
Foxton	87,164	102,170	101,990	17.0	-0.2
Shepreth	92,146	114,294	115,600	25.5	1.1
Meldreth	243,646	307,868	295,470	21.3	-4.0
Royston	1,300,522	1,477,616	1,467,154	12.8	-0.7
Ashwell & Morden	131,148	152,372	156,490	19.3	2.7
Baldock	568,182	653,280	637,664	12.2	-2.4
Letchworth	1,652,256	1,900,970	1,856,558	12.4	-2.3
Hitchin	2,902,606	3,237,946	3,265,142	12.5	0.8
Arlesey	562,732	674,194	662,676	17.8	-1.7
Biggleswade	858,490	1,058,184	1,038,164	20.9	-1.9
Sandy	480,562	529,072	497,992	3.6	-5.9
St.Neots	1,214,390	1,337,948	1,325,534	9.2	-0.9
Huntingdon	1,692,154	1,845,126	1,786,548	5.6	-3.2
Peterborough	4,399,096	4,909,286	5,059,576	15.0	3.1
Whittlesea	26,938	32,556	31,986	18.7	-1.8
March	357,864	403,972	407,914	14.0	1.0
Manea	3,694	15,894	18,950	413.0	19.2
Ely	1,976,150	2,281,710	2,386,744	20.8	4.6
Shippea Hill	12	276	432	3500.0	56.5
Lakenheath	378	468	454	20.1	-3.0
Brandon	102,090	115,932	117,798	15.4	1.6
Thetford	289,802	297,388	299,752	3.4	0.8
Harling Road	3,222	3,074	2,880	-10.6	-6.3
Eccles Road	2,126	2,700	2,952	38.9	9.3
Attleborough	154,172	159,916	163,062	5.8	2.0
Spooner Row	388	1,628	1,344	246.4	-17.4
Wymondham	178,038	186,924	200,332	12.5	7.2
King's Lynn	913,460	988,498	991,252	8.5	0.3
Watlington	131,742	146,014	153,782	16.7	5.3
Downham Market	460,060	533,426	549,562	19.5	3.0
Littleport	225,024	245,786	248,808	10.6	1.2
Waterbeach	344,726	430,050	407,650	18.3	-5.2
Cambridge North (opened 21/5/17)		488,878	812,972	0.0	0.0
Cambridge	9,824,910	11,530,238	11,983,320	22.0	3.9
Total	61,268,422	72,375,174	74,631,292	21.8	3.1

Rail passenger numbers continue to rise despite stations such as Diss (mentioned in the article by Phil Smart) being inaccessible to some users, station lifts being regularly out of order, car parking charges imposed unnecessarily and a Santa Special sadly cancelled because of "signalling problems"...



ONE GIANT LEAP FOR...TRAIN TECHNOLOGY

COVER STORY

BY JERRY ALDERSON

Modern trains have more 'clever stuff' on them than 1969's Apollo 11 lunar module, launched just months after London's Victoria line introduced the world's first automatic train operation. The Class 170 Turbostar trains, which operated in East Anglia between 1999 and 2019, were the last trains not heavily reliant upon computers.

The fascinating graphic of the kit installed in trains on the front cover of this issue of RAIL EAST (courtesy of Petards Rail Technology, which sells all of the products mentioned on it) shows how far train technology has come in the last two decades. The focus today is no longer on powering the trains, nor the use of computers, but capturing and using *data*, which records almost every part of a train's activity. This brings benefits to both passengers (improved service and reliability with more predictive maintenance that reduces the risk of a failure in service) and operators (more flexibility and lower costs).

Trains can provide information to passengers to improve their journey experience. A good example is the ability to calculate the loading in each carriage and inform passengers that they could move to a different carriage in order to get a seat.

In future, once real-time integration between the train and station (or control centre) computer systems is completed, this information will be available on the platforms at stations so that passengers know the best place to wait for the train's arrival to get a seat.



The loading information on the Greater Anglia Class 755 train (above) isn't particularly helpful on this occasion as all carriages appear to be lightly loaded.

Most trains have multiple toilets and the information screens can advise passengers which are currently free, simply by checking whether the door is locked or not. An area where Britain is years behind operators on the European mainland is providing real-time connection information on screens – the multiplicity of operators has hindered this. GTR's Class 700 trains show the status of each London Underground line but, annoyingly, do this not only on trains approaching London but those that left it ages ago as well. This 'out of context' travel information occurs because the display is not integrated with the train's location or direction of travel – a lack of foresight by designers.

An innovation that passengers will not experience is that mechanics in train depots are informed about train faults by the train itself while it is in service, so that they can be ready to fit replacement parts as soon as the train arrives at the depot. Their limited time will focus on remedial work to be done rather than inspections to check if it needs to be done. This should reduce the amount of time that trains are out of service, leading to fewer short-formed trains running and fewer services cancelled through lack of available trains. Railfuture hopes, however, that better utilisation will not simply lead to operators acquiring fewer trains to save money – otherwise we are back to square one.

Today's trains have knowledge that in the past only a driver would have and, arguably, no longer needs to have. Passengers are familiar with selective door operation (SDO), which allows trains to safely call at stations with short platforms by keeping certain doors locked. Previously the driver would have to know which doors could be opened at each station and then operate the relevant buttons to control them. However, Greater Anglia's new train fleet has seen the introduction of Automatic-SDO (ASDO), whereby the train is aware of the location and length of the station's platform. What benefit does this bring? With the introduction of longer trains, with more occurrences of too-short platforms, it avoids the additional 'cognitive load' upon the driver to decide which doors to open. This reduces the risk of opening the wrong doors. Reduced thinking time can allow doors to open sooner.

It's not just the rear doors of trains that remain locked either. London's Class 345 trains have three sets of doors with the middle set in each carriage locked at stations with curved platforms because of a large gap between train and platform.

Of course, there is more than one way of skinning a cat. The train can gain its knowledge by reading balises (beacons) in the track that show the location. The downside of this is the expense of installing the balise, which could require a possession. An alternative approach, used on GA's Class 745 and 755 trains, is for the platform characteristics to be stored on the train's computer system. This is the cost-effective solution from Petards, which has provided the ASDO technology on GA's trains from Stadler, as well as the Hitachi intercity trains. Its system is also being retrofitted on the Electrostars for West Midlands Trains and GWR's Class 16x fleet. GA's new trains from Bombardier will have their own ASDO system.

An advantage of the train's computer knowing about the station's platform length is that it could advise passengers in advance of the need to move to a different carriage in order to alight. On-board CIS does this already but takes its information from a different customer-info source. As passengers are aware, the screens often show incorrect information. A challenge for the rail industry is to have a *single source of truth* that integrates with everything (on trains and at stations).

Some may see ASDO as another small step towards driverless trains. However, most new technology improves the role of the driver rather than abolishing it. As a fail-safe the driver retains ultimate control, having first to confirm that the train has correctly identified the station/platform (and the length of the train) before the door opens. The driver can override the train where necessary.

The railway's high public profile makes safety paramount. Before GA could enable ASDO on trains carrying passengers it was necessary to visit every platform at every station to record the locations of both the stop board(s) and the end of platform. After updating the database, GA had to drive the train in and out of each station and observe that it worked. New technology requires an approvals process so third-party safety accreditation was required before ASDO could be enabled.

GA was faced with a dilemma. Should it delay putting trains in passenger service – and therefore delay the considerable benefits of new trains and risk having a shortage of trains as the existing stock was being withdrawn – or go live with ASDO disabled and the trains prevented from calling at stations with short platforms. GA chose the latter option, which upset some rail user groups.

New technology on trains (and at stations) will bring huge benefits to users. Experience has shown, regrettably, that all change needs to be planned and properly managed to avoid service interruption and inconvenience to passengers. But crucially the railway cannot continue to be risk averse, taking ages to implement improvements that passengers need and want. Achieving both really is a challenge!

Railfuture wishes to thank John Pope, Technical Sales Director of Petards, for his assistance in explaining the ASDO technology mentioned above.

EAST ANGLIA RAILWAYS – 10 YEARS OF PROGRESS

BY NICK DIBBEN

At the start of 2020, it is worth looking back at the last decade to see what changes have taken place on the region’s railways. The table below indicates some of the main improvements to the railway infrastructure. Such changes reflect a railway that is carrying more passengers in more trains and more freight.

Record numbers of people are travelling by train. National figures for 2018/19 show 1.76 billion passenger journeys were made, an increase of 3% over 2017/18. For more detailed news on passenger footfall trends in our region, see the feature on page 11. Freight traffic also showed a 3% increase to 17.4 billion net tonne-kilometres. Intermodal trains are now the main source of freight traffic.

Date	Improvement
March 2010	Sheringham Level Crossing re-opens, allowing through trains from Network Rail to the North Norfolk Railway
August 2011	New Network Rail track maintenance depot opens at March
December 2011	New platforms 7 and 8 open at Cambridge Station, enabling completion of HLOS train lengthening to 12-car programme on West Anglia Main Line and Great Northern lines
March 2012	New station concourse opens at King’s Cross
August 2012	Ely - Wymondham “Breckland Line” signalling modernisation project completed
December 2012	New passing loop at Beccles, allowing an hourly service on the East Suffolk Line
June 2013	Port of Felixstowe North Intermodal Freight Terminal opens
December 2013	Hitchin flyover opens to traffic New platforms 6 and 7 open at Peterborough Station
March 2014	Bacon Factory Curve opens at Ipswich, allowing freight from Felixstowe direct route towards Peterborough
July 2014	King’s Lynn station refurbishment completed
June 2016	Cambridge station new cycle park opens, providing 3000 cycle spaces. Ipswich station enlarged concourse opens
October 2016	Cambridge station enlarged ticket hall / gate line opens
May 2017	Cambridge North station opens Chesterton Junction freight terminal opens
May 2018	Direct Thameslink services from Cambridge and Peterborough through London to Gatwick Airport and Brighton via new connection near King’s Cross
May 2019	Felixstowe line freight capacity improvement work complete

It is worth emphasising that the region has also seen a number of major improvements to stations, including the installation of new footbridges and lifts to improve access for the mobility impaired. Stations with new lifts include Huntingdon, Ipswich, Manningtree and St Neots. This is not to deny that much more remains to be done in achieving the goal of “access for all”. Many stations, especially on the main routes into London, have had platforms extended to allow for the running of longer trains up to 12 coaches.

The next page contains some images showing 10 years of the railway’s progress.



Twenty-eight years after the East Suffolk line was rationalised, hourly services returned thanks to a new passing loop at Beccles.

Like several stations, Manningtree was provided with lifts (above).

Cambridge (left) shows three changes: Greater Anglia's new class 755 bi-mode train in platform 6; Britain's largest station cycle park (in the lower levels of the Ibis hotel build) and in the background the lift to the new island platforms.



The first container over the Ipswich Chord on 4th March 2014, prior to the start of revenue earning traffic. Railfuture campaigned for the chord, which allowed Felixstowe to Nuneaton trans train to avoid a time-consuming reversal at Ipswich.

THE NEXT TEN YEARS? SOME 2020 VISION

BY PHIL SMART

Anticipating the coming decade presents a familiar dilemma. Do we do so with optimism for things we would like to see or lapse into a cynical cry of 'nothing much will change'? Inevitably our crystal ball will be a little cloudy, our vision never as clear as our title suggests. The accompanying retrospective piece (see page 16) suggests that some things can happen surprisingly quickly; the Ipswich Bacon factory chord, for example, was both announced and delivered within five years, whilst other schemes take a little longer.

The certainties

We can at least start with some good news. By the end of 2021 we can expect the recent troubles with new rolling stock to be behind us. There will be all new trains on the Great Eastern Main Line (GEML) with Stadler 745s and Bombardier 720s entering service. The regional lines too will see a mixture of three- and four-car Stadler 755s, making Greater Anglia the only passenger rail franchise where the entire fleet has been replaced well within the timeframe of the current franchise.

The not-so-certain

Besides the complete replacement of the train fleet, the Anglia franchise promised three things whose introduction, for varying reasons, is less certain; 'Norwich in 90', London—Lowestoft through trains and an hourly Ipswich—Peterborough service.

Norwich-in-90 can be said to have been achieved but very much in a headline fashion rather than as a regular feature of the hourly timetable. So far its reliability has been poor as it has been squeezed into the current timetable alongside existing services using the old fleet. It is anyone's guess when the GEML timetable can be recast with confidence, as other factors come into play. Four key factors are:

1. **The delivery of the 110 mph Bombardier fleet.** Speeding up the long distance expresses cannot be achieved alone as they catch up the 'stopping' services. Everything has to be accelerated together. Even then, the stopping patterns of the commuter services mean that fast trains will need to pass in different locations.
2. **Passing loops between Shenfield and Witham.** Development of Beaulieu Park with the associated new station north of Chelmsford is one such location offering passing opportunity. Delivery of this scheme is said to have been approved but how soon it will be delivered in the new decade remains to be seen.
3. **Crossrail.** This will bring huge connectivity benefits to the GEML, offering connections to the west end and Paddington with a single change at either Stratford or Liverpool Street. It also frees up platform capacity at Liverpool Street, allowing more space for the 'Norwich-in-90' and other services.
4. **Signalling.** Improvements to signalling south of Chelmsford have been proposed by Network Rail. Digital signalling permits the gap between trains – known as headway – to be reduced, thus creating more capacity. This works up to a point as long as the trains have similar operating characteristics. On a 'mixed traffic' railway, with commuter, long distance and freight trains all trying to use the same lines, the benefits are limited.

Through trains to London from Lowestoft

Improvements to the GEML will help the introduction of these services too, though in reality the train paths south of Ipswich are likely to be those used by the existing 'outer suburban' services. As these trains will be class 755 bi-modes –

able to run on electricity or diesel – they will be limited in length unless worked in multiple and have no catering. It will be interesting to see if they prove popular. With single track along much of the East Suffolk line, this service will not be without performance risk, as delays in one direction impact on services in the other and transmit delay minutes throughout the timetable.

Hourly service between Ipswich and Peterborough

Another long overdue ambition and the last regional service to offer alternate hour frequency only. Initially approved by Network Rail at the time the franchise bids were submitted, this is now on hold, despite the provision of sufficient new trains to cover this commitment. The problem, we are told, is the increased risk of accidents at level crossings in the Ely area despite this risk being vanishingly small when compared to the risk of making the journey by road. We fear that this argument will rumble on until there is a comprehensive plan for this area which brings us to...

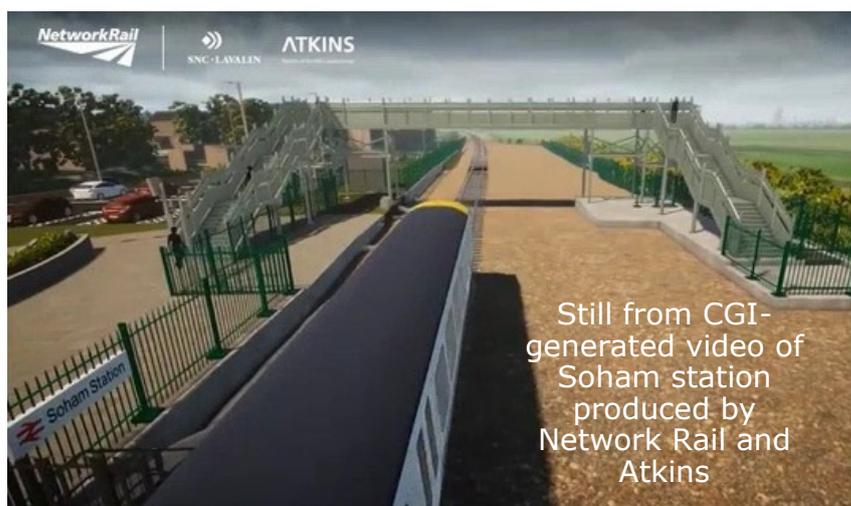
Ely area improvements

Readers of RAIL EAST will be familiar with this project and the length of time it is taking to deliver. Originally, the proposed doubling of the line between Ely and Soham was planned for control period 5 (2014-19) and would have been celebrated in the accompanying article on progress made in the last decade!

Having been assured by the previous transport secretary that Ely North Junction would definitely be delivered by 2024, we understand that it is only at the 'decision to develop' stage in the Rail Network Enhancements Programme. Furthermore, 'informed sources' suggest that to do the scheme properly (probably involving grade separation) would require £800,000 but Network Rail have been asked 'what can you do by 2024 for £200,000?'. Another example of vital projects being de-scoped down to a price rather than designed up to a specification. So what if it costs £1bn? The additional capacity for freight alone would take up to a million shipping containers off the road network every year. Over a design life of 100 years this works out at £5 per box. Anyone want to suggest a cheaper way of moving freight around the country? Thought not! The growing demand for freight along the Mid-Anglia route also requires improvements to **Haughley Junction** described in a recent issue of RAIL EAST (see issue 183, page 9).

Soham station

This is being sponsored by the Cambridge and Peterborough Combined Authority with the backing of the elected mayor. One of Railfuture's long standing campaigns, work was scheduled to start in late 2020, and we look forward to the eventual doubling of the line, for which passive provision has been made in the design.



Cambridge South

Another new station project that has the backing of the combined authority and which Railfuture agrees is long overdue. The bio-medical cluster around Addenbrooke's is fast outgrowing the transport network and this new demand puts untold strain on the road network. Network Rail believes it can be designed and delivered by 2025 with passive provision for EWR. It cannot wait beyond that. See accompanying article (pages 8-10) for more about this project.

Cambridge Eastern Entrance and Additional Platforms

As our feature (page 11) on the recently published footfall figures demonstrates, rail use at Cambridge continues to grow, reflecting the city's increasing economic importance. This trend is likely to continue and accelerate with the arrival of East West Rail and increased frequency of services generally. Railfuture has published plans for an entrance to the east of the station, combined with a second footbridge accessing both the new entrance and an extension to the island platform to create platforms 9 & 10 – which will be needed to accommodate East West Rail services towards the end of the decade.

East West Rail

Campaigning for this has occupied various people for nearly five decades! Surely the 2020s will finally see the first trains running. The preferred route for the central section was announced in January 2020, although changes to the scope of this project are likely. Ministerial statements hitherto have limited this to a 'commuter' railway between Cambridge and Oxford. However, there are growing demands from members of the East West Rail Consortium, the Rail Freight Group and other industry bodies that this new link should be a 'mixed traffic' line, catering for longer distance services such as Ipswich to Oxford or Norwich to Bristol, as well as providing additional capacity for freight. There is also a growing chorus of commentators asking why this line is not being electrified. The cost overruns of electrification elsewhere demonstrate the problems of retrofitting on a live railway. Wiring the railway, like wiring your house, is cheaper when you build it in the first place.

Before the new line opens, the East West Rail Consortium in its Eastern Section Prospectus is calling for the network east of Cambridge to be 'central section ready'. To permit a service pattern to extend eastwards from Cambridge requires the restoration of the **double track to Newmarket** (Warren Hill tunnel). In 2019 Railfuture published its plan for the Mid-Anglia line which covers this in greater detail (issue 184 pages 4-5). The line to Norwich is already double track until the bottleneck just outside the city at **Trowse Bridge**, where Breckland line services conflict with the Great Eastern Main Line.

Wisbech

Another call on platform capacity at Cambridge, as well as track and platform capacity at Ely, is the requirement to serve projected housing growth that will double the size of Wisbech (right). This is one of the 'left behind' towns (Haverhill being another example), which is stranded without access to the rail network despite its proximity to Cambridge. Given its dependence on the **Ely Area Improvements** (see above) a direct service to Cambridge may struggle to make it by 2030 but as a minimum we need to see a start on this, perhaps with a shuttle to March, with provision there for the through service to Cambridge, and as the Combined Authority proposes, to Peterborough, as soon as "Ely" is sorted.



Station Access

The last decade saw improvements summarised in our retrospective piece but much still needs to be done. Diss, Marks Tey and Whittlesford Parkway are all key stations on the Great Eastern and West Anglia mainlines crying out for step free access to all

platforms. Colchester too only has access from the southern entrance in spite of the car park being to the north! Several smaller stations, such as Needham Market and Wymondham, often get overlooked in a bidding war that favours major stations. Much of this is down to the Department for Transport, which is happy to talk about PRM (passengers of reduced mobility) compliant trains but apparently less bothered about what happens when you get off one!



Marks Tey station with the Sudbury branch on the right and a barrow crossing between the signal posts

Politics and policy making

What changes can we expect to happen in the next decade? Network Rail is undergoing yet another reorganisation, with more autonomy devolved to the regions. In response to calls for improvements to the Mid-Anglia line we believe Network Rail will undertake a broader look at the whole of **Norfolk and Suffolk**. This is a major opportunity for us to shape its conclusions and press for many of the improvements outlined above. There are certainly many potential projects in both counties that need to be progressed if economic and climate emergency targets are to be aligned.

But loosening the purse strings requires support from politicians, both national and local. Obtaining the support of MPs is vital, but so is that from those who inhabit the confusing patchwork of regional bodies that have sprung up in recent years. These include the Cambridge and Peterborough Combined Authority, the emerging 'Sub National Transport Bodies' of England's Economic Heartland and Transport East as well as the New Anglia Local Enterprise Partnership. National government is unlikely to support schemes unless they are supported by all these partners and Railfuture will be busy in the coming years ensuring alignment of policy between them.

Electrification

Transport is now rightly at the centre of the carbon debate and while technology offers some hope for the future of the private car, the movement of freight is more challenging. As we covered in RAIL EAST issue 183, Felixstowe port is the largest generator of freight traffic in the UK and the case for electrification is now imperative. Hopefully the next decade will see some progress both for the Felixstowe to the Midlands route ("F2N") and East West Rail. It is inconceivable that the latter will not be electrified from day one.

Sustainable International Travel

The west of our region enjoys convenient access to 'High Speed One' at St. Pancras. Eurostar, soon to be rebranded 'Greenspeed' to tap into growing demand for alternatives to aviation, is extending services to Amsterdam, with Cologne and Frankfurt likely to follow. Closer to home, Eurostar is receptive to including **Stratford International** in its calling pattern. Stratford is an important hub with a footfall far in excess of (say) Ebbsfleet which is included as a stop in current Eurostar schedules. Besides offering connections with the GEML, the Great Western Main Line will have convenient access via Paddington and Crossrail so this too may be one to watch by 2030.

WHITTLESFORD PARKWAY — RAILFUTURE SUCCESS

BY PETER WAKEFIELD

Greater Anglia has been quietly getting on with making positive changes to Whittlesford Parkway Station cycling facilities, in line with the recommendations outlined in the audit Railfuture carried out in 2016. This can be seen below in two photos by Peter Wakefield.



A new 200-space Cycle Point has been constructed next to the east side entrance (above left) but is not yet in use. On the west side (right) two new covered stands for about 40 cycles have been installed.



Also on the west side, the increasingly busy Cambridge-bound platform has had the shelter provided by the canopy increased by the removal of the bike storage hoops.

Further developments of the station under the Whittlesford Parkway Station Masterplan are awaited with interest.

NEW IN BRIEF

Norfolk County Council has just published an initial draft of its rail prospectus. Railfuture will be commenting on it in due course, in time to meet the 28 February deadline for feedback. Send any thoughts to peter.wakefield@railfuture.org.uk. The prospectus can be accessed at https://norfolk.citizenspace.com/consultation/norfolk-rail-prospectus-2020/supporting_documents/DRAFTNorfolkRailProspectus2020.pdf.

A new daily intermodal freight service has started between Felixstowe and the recently opened freight terminal at Castle Donington in the East Midlands.

Internet train ticket provider Trainline has started to sell "split journey" tickets on its website. For many years more railway savvy passengers have realised that it can be cheaper to buy two tickets for a journey rather than a single through ticket. Such tickets are valid as long as the train stops at the station noted on the ticket.

NEWS FROM AFFILIATED RAIL USER GROUPS

MARPA (MID-ANGLIA RAIL PASSENGER ASSOCIATION)

**CANCELLED
COVID-19**

On Saturday 4 April 2020 starting at 14:00 at the Friends Meeting House, St John's Street, Bury St Edmunds IP33 1SJ, the guest speaker at MARPA's AGM will be Phil Smart from Railfuture. He will be speaking about the scope for making significant improvements to the existing service between Cambridge and Ipswich via Newmarket, and also the potential for new services between Newmarket and Ely. Charles Baker from Network Rail has been invited to provide an industry view on how such plans might be realised, and to offer the meeting an update on Network Rail improvement work across the East Anglia network. Railfuture members, and the general public, are warmly invited to attend.

More info at <http://www.marpa.org.uk/>.

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 **15 May 2020**, 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.

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Thank you to Railfuture members who have agreed to receive RAIL EAST by email. This helps to keep Railfuture's costs down and so spend funds on rail campaigning.

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.

The latest RAIL EAST is always at <https://www.railfuture.org.uk/east/rail-east/>.

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Railfuture campaigns for a bigger and better railway for passengers and freight.

It is funded entirely by the public, who use the railway. This means that it can stand up for their interests; hopefully RAIL EAST proves this, with its justifiable criticism (plus much-deserved praise—Railfuture *promotes* rail travel, after all).

Railfuture works *constructively* with the rail industry, government (national and local), businesses and stakeholders to improve and expand the railway. Its "bigger and better railway" strapline has been copied by Network Rail and no doubt the "better services over a bigger railway" slogan will be plagiarised as well.

A large membership base — across the generations — is needed, so please make an effort to join or persuade someone else to become a Railfuture member.

The annual membership fee is **£20** (£22 for joint membership). Rail user groups are £25. We think it's a bargain, not just for the four editions of Railwatch magazine and (for those in East Anglia) RAIL EAST, but for what Railfuture achieves (often with its affiliated rail user groups) directly and indirectly for rail users. Young members are needed so those aged under 26 years can join for just £14. Apply to join online at <https://www.railfuture.org.uk/join/> using a credit/debit card or PayPal.

railfuture East Anglia

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Also see <https://www.railfuture.org.uk/East+Anglia+Contacts>

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 29 FEB 2020

Friends Meeting House,
St John's Street

BURY ST EDMUNDS

IP33 1SJ

SATURDAY 20 JUN 2020

Church Hall
St Mary's Stoke
19 Church
IP2 8DA

**CANCELLED
COVID-19**

SATURDAY 26 SEP 2020

Friends Meeting House
5 Upper Goat Lane

NORWICH

NR2 1EW

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