

raileast

Newsletter of East Anglia Branch of Railfuture

Issue 187 • Sept 2020

www.railfuture.org.uk/East+Anglia

twitter.com/RailfutureEA

Railfuture campaigns for better services over a bigger railway (passengers + freight)

Join us for £20 per year

www.railfuture.org.uk/join

Q. WHAT IS THIS A PICTURE OF?

0

A. THE ALMOST 'NOTHING' THAT GOVERNMENT DEMANDED TRAINS CARRY SINCE THE LOCKDOWN BEGAN - "ABSOLUTELY NECESSARY" ?

Inside this edition of RAIL EAST...

- RSSB says train risks very low
- Danger: Passengers stay away!
- COVID-19: Good and bad action
- Fen Line upgrade sees finish line
- Full steam ahead for Wisbech
- Ely Area Capacity Enhancement
- Brandon station building listed
- Community Rail Partnerships
- More on Easy Stations project
- Great Yarmouth freight link

TOPICS COVERED IN THIS ISSUE OF RAIL EAST

Chair's thoughts – p.3

The real risk of contracting Covid-19 on a train, plus news on a tale of two stations

Fenline eight-car trains – p.5

Is there a credible rationale for delaying the longer trains until December 2020?

GTR Stakeholder news – p.7

Welcome news of plans for a return to something like normal

Good news for Wisbech – p.8

The Combined Authority approves the business case, bringing spades in the ground much nearer

COVER STORY – Passengers, who wants them? – p.10

A sorry tale of government mixed messages over many months

More on the pandemic & train travel – operator responses – p.11

How our East Anglian train operators are engaging with customers

Ely Area consultation – p.14

Another significant step as Network Rail seeks public feedback on plans to improve Ely capacity

Community Rail Partnerships recognised – p.16

Official approval, as two of our CRPs achieve government accreditation

Foxton Travel Hub plans – p.17

Greater Cambridge Partnership to progress ambitious plans at Foxton station

"Easy Stations" revisited – p.18

The results, key areas for improvement emerging – and what happens next

"Open for business" – p.19

Imaginative use of redundant station buildings on the East Suffolk line

Keeping rail options open at Great Yarmouth – p.20

Railfuture's support for local campaign to keep alive the possible re-opening of a rail link to the port

Railfreight news – p.21

A reminder that it's not just about containers en route to/from Felixstowe!

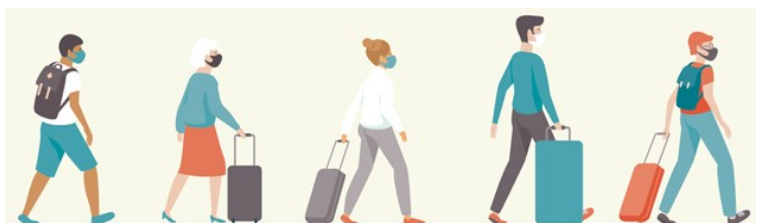
175th birthdays – p.22

Whatever happened in 1845? A big anniversary for three of our biggest stations.

In the four months since mid-May when people in England were allowed to leave their homes for any reason (with more venues reopening each month) the use of passenger trains in Britain is *far* lower than most other European countries.

While Britons were told not to use the train unless absolutely essential, Belgian railways were marketing leisure travel (image from SNCB e-newsletter, below).

Research carried out by Deutsche Bahn found "little or no evidence" that the disease had spread on its trains: "*Not a single contact tracing has been identified in Germany and Austria as having been triggered by an infection on the train journey.*"

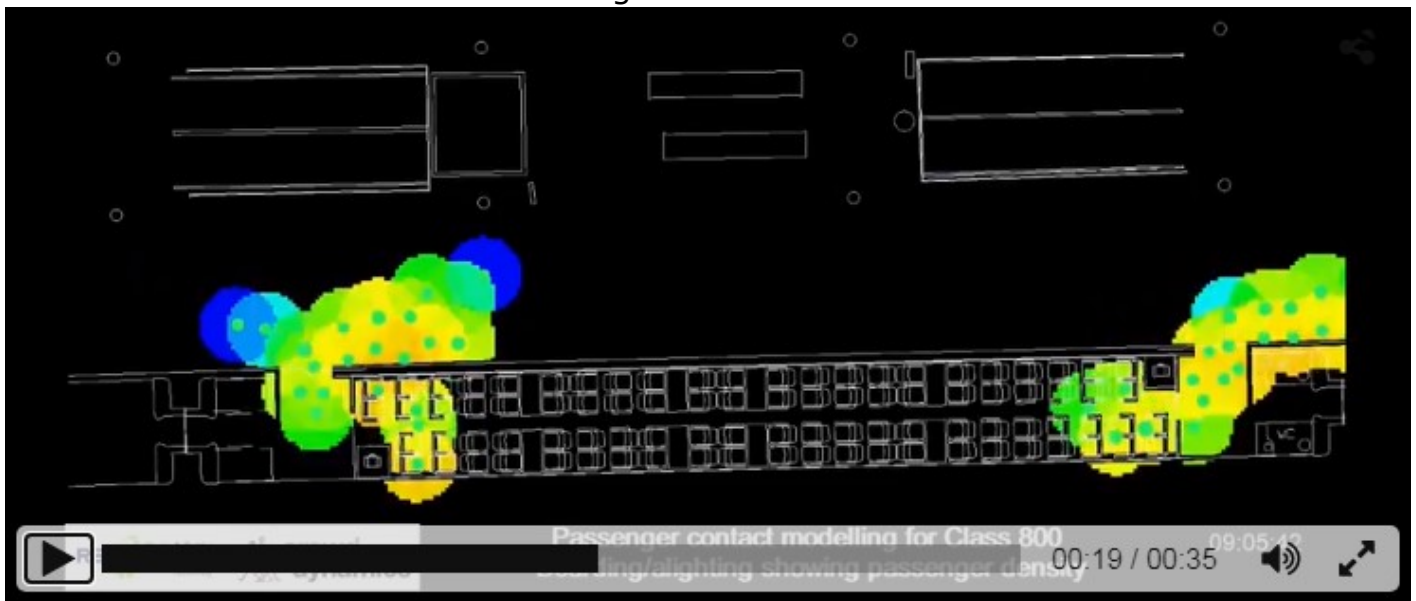


RAIL TRAVEL & COVID-19 — ESTIMATING THE REAL RISK

BY NICK DIBBEN, CHAIR, EAST ANGLIA BRANCH

Five months into the lockdown and things, as far as the railway is concerned, are far away from getting back to normal. The latest passenger figures for August 2020 show that rail travel is still only 25% of the numbers a year ago. Patronage is slowly increasing but there is still a long way to go and no one is sure what the long-term impact will be. The low figures are due to the mixed messages being given out by both the railway industry and government about whether it is safe to travel by train (see article on page 10). Following some work by the RSSB (formerly Railway Safety and Standards Board) we have some idea of the risk. Based on COVID transmission data it simulated the effect of an hour's journey by train with 44 people in a carriage and with passengers boarding and alighting at an intermediate station.

An extract from the RSSB's modelling within a Class 800 train is shown below.



The simulation estimated that the risk of contracting COVID-19 after a journey of 60 minutes was 1:11,000 if no-one wore a face covering (1:20,000 if they all did). It would be useful for other sectors to publish equivalent results - for example what is the risk of catching the disease by spending an hour in a supermarket or a pub? These RSSB figures were released at the end of July and although mentioned in the specialist railway media, generated little coverage in the national media.

Despite the shadow of COVID-19, there is positive news for East Anglia's railway network. J Murphy and Sons Ltd have been appointed by Network Rail to build the new station at Soham. Enabling works are due to start in autumn 2020 with the main construction works to start early 2021.

The Cambridge and Peterborough Combined Authority Mayor has also signed off the business case for the Wisbech line re-opening (see article on pages 8 and 9).

Just outside the Railfuture East Anglia branch area, the new platform 5 at Stevenage (photo, right, by Jerry Alderson) has been opened, which allows trains from the Hertford North line to run into Stevenage without causing disruption to the Great Northern trains to Cambridge and Peterborough.





Plans to demolish the station building at Brandon (photo, left) have been put on hold following a decision in a Judicial Review that Breckland District Council who granted planning permission did not follow the correct process. That verdict did not mean that the building could not be demolished, just that the Council had not followed the correct procedures when making its decision. However, at the end of August, the government announced that the station

building was to be given Grade II listed status. This means that the building will not be demolished and work is underway to develop plans to restore the building and to find new uses to secure its future.

As we reported in RAIL EAST issue 182 (June 2019), Greater Anglia was seeking to remove the building, which is in a poor state of repair, to make way for a series of station improvements, including a larger car park and new platform facilities. Local residents and conservation organisations, who are trying to preserve the building, are seeking new uses for the building as well as raising funds and looking for grants to pay for the repairs.

It is understood that Greater Anglia is looking to utilise the compound area, last used in 2012 during the re-signalling of the Ely-Norwich line, for additional car parking.



Currently unused railway compound at Brandon station, viewed from the footbridge.

It is conveniently close to the platform and footbridge and is also adjacent to the existing car park.

Photo: Jerry Alderson

The full RSSB report on COVID 19 risk can be found here:

<https://www.rssb.co.uk/-/media/Project/RSSB/Platform/Documents/Public/Public-content/Insight-and-News/2020-08-Methodology-C19-Infection-Risk-v11docx.pdf>.

Ali Chegini, Director of Systems and Systems and Health at the RSSB, is one of the five speakers at Railfuture's Webinar on Saturday 3 October from 11:00 to 12:30. Details at <https://www.railfuture.org.uk/webinar>. See also information on page 21.

RAILFUTURE EAST ANGLIA MEETINGS

Because of the continuing restrictions caused by the pandemic, Railfuture East Anglia has decided not to hold the scheduled Norwich public meeting in September, and at this stage it is not clear if a December meeting in Cambridge will be possible. More details will be provided in the December 2020 issue of RAIL EAST.

FENLINE EIGHT-CAR TRAINS - DECEMBER 2020 CONFIRMED

COMMENTARY BY JOHN GRANT, FEN LINE USERS ASSOCIATION

In RAIL EAST 186 ("Looking a gift horse in the mouth") Railfuture explained the reasons why the rail industry had not intended running eight-car trains to King's Lynn, calling at all stations, when the infrastructure was ready. Instead it would wait until the timetable change in December 2020 (confirmed by Network Rail and GTR in June), despite Network Rail and Great Northern (GN) having previously announced in public a willingness to work together to try to introduce longer trains sooner, because hopes were derailed by "the myriad of impacts of COVID-19."

It's no wonder the government likes to invest in road schemes when benefits are realised the moment after the work is completed. The A14 upgrade was opened to vehicles months early. In contrast, new railway infrastructure is only brought into service months after the work is done, after every organisation involved can give the OK. A government eager to show results before the next election will have greater success with road schemes. This is a situation that must change.

Passengers on the route are represented by the Fen Line Users Association (FLUA). RAIL EAST has invited its chair, **John Grant**, to comment. He writes...

The mystery deepens

By mid-July the platform extensions at Waterbeach and Littleport seemed to have been finished – signage, seats, and shelter all in place – and the signalling changes had been commissioned two months earlier. As far as we could tell, all that remained to be done was to remove the barrier and uncover the "4-car stop" and "8-car stop" signs. The outstanding installation of illuminated handrails and removal of scaffolding is not preventing running longer trains.

Of course, FLUA realises there might still be outstanding work that wasn't visible, or something else holding up the formal "Entry Into Service" of the infrastructure. And there might be other things the TOCs need to do before their trains can actually stop.

Now, we know the new siding at King's Lynn wasn't able to be finished because of the need for the orange army to be socially distanced, and the work was completed over the August Bank Holiday weekend. But that should only affect the trains that need to be stabled there overnight – the last few 'down' trains and the first few 'up' trains.

As far as FLUA can tell, there are four scenarios where an 8-car train might stop. Firstly, it can happen that when a train arrives at Cambridge from London there isn't a driver available to take the back half to the sidings, so it



Waterbeach 'down' platform.
Photo: John Grant



Scaffolding at Littleport 'up' platform until installation of illuminated handrails.
Photo: Jerry Alderson

goes forward as eight cars, and currently that means it has to skip the stops at Waterbeach and Littleport. (Curiously, they also skip Littleport on the way back, although the up platform isn't being extended.) Secondly, we've been told that the Ely - King's Cross trains will stop at Waterbeach; that clearly requires a change to the published timetable, but if the service to Meridian Water can start in September it's not clear why ours can't. Thirdly, trains that arrive at King's Lynn, sit in the platform for a while, and then set off back to London, and which currently split and join at Cambridge. You'd think they could simply not use the paths from platform 1 to the sidings and from the sidings to platform 7. Finally, lengthening the trains that are stabled overnight clearly had to wait for the work on the sidings to be finished.

We've asked for detail of what is possible, what driver training etc is needed, whether there are factors we haven't thought of; this has been met by stone-walling of which England batting legend Geoffrey Boycott would be proud, which makes us wonder whether any forward planning at all has been done. For instance we're told: "Following Network Rail's work to complete the sidings at the end of August we will also need to ... reach agreement with unions regarding walking routes, and carriage attachment agreements as well as developing and agreeing new driver diagrams and rosters with the unions." Why has that not already been done? Especially as a lot of money has clearly been spent on footpaths to access the new sidings.



Note: The new siding is long enough to stable an eight-car train but can be extended for longer trains in future if necessary.

Update (by Jerry Alderson): GTR had said at the FLUA AGM in 2019 that all of its trains north of Cambridge would have eight carriages. However, in August 2020 GTR Stakeholder Relations told Railfuture: "There will still be a handful of four-carriage services in the off-peak to get units in the right locations, but fair to say the "normal" for King's Lynn will be eight carriages from the December 2020 timetable in peak and most of the off-peak."

According to its website, "FLUA works to develop services between the Fen Line stations (King's Lynn, Watlington, Downham Market, Littleport, Ely, Waterbeach, and Cambridge North) and onwards to Cambridge and London." FLUA is affiliated to Railfuture. See www.flua.org.uk for details of its activities and how to join.

GTR AUTUMN 2020 ONLINE STAKEHOLDER FORUM

BY PETER WAKEFIELD

At the end of August GTR organised its autumn stakeholder meeting, at which there was a series of very useful presentations covering topics including

- monitoring train loadings in relation to COVID-19 safety
- the development of ticket types to match emerging trends in demand
- further development of its Key Smart Card
- a gradual return to normal service levels but with an emphasis on punctuality
- how service levels will be adapted to the return to school and college.

On this final point, many hundreds of year 12 and 13 students travel into Cambridge every day to attend the various colleges close to Cambridge Central and North. GTR reassured us that its staff have been informing the colleges about hygiene arrangements and service levels for the start back to school and college this month.

Currently GTR is operating a basic Saturday service but to cope with increasing traffic demands at the start of term, additional trains will operate as under:

1. 06:58 London King's Cross will now operate through to Cambridge to provide an 08:03 arrival (previously terminated at Royston)
2. 07:57 Cambridge to King's Cross will now start at Cambridge (previously Royston)
3. 14:58 London King's Cross will now operate through to Cambridge to provide an 16:03 arrival (previously terminated at Royston)
4. 15:57 Cambridge to King's Cross will start at Cambridge rather than Royston
5. New train - 15:31 Cambridge to Ely
6. New train - 16:20 Cambridge to King's Lynn
7. New train - 17:15 King's Lynn to Cambridge

Product type	This week % of last year
Peak	29.3%
Off-Peak	37.9%
Other (e.g Super Off-Peak)	36.9%
Advance	37.7%
Weekly season	30.8%
Monthly season	16.6%
Annual season	19.3%

GTR provided patronage data for a week in late August versus the same week in 2019.

A return to a full weekday timetable was announced for December. This will coincide with the opening of the platform extensions at Waterbeach and Littleport, as discussed in previous article, enabling all Cambridge-King's Lynn services to operate with 8 coaches all day long (not just in the peaks as previously announced).

At the end of August 2020 loadings on GTR services were at 30% of pre COVID-19 weekday levels but at weekends it was at 45%.

GTR summed up on a slide how it aimed to grow patronage in three phases:

Phase 1: Reassurance in rail

- Late September through to end of November
- Showcase rail as safe and reliable, normalise travel by rail. Continue current focus on travel advice
- Promotion of new smart ticketing initiatives

Phase 2: Encourage steady increase in travel

- Mid-late 2020
- Reinforcement of benefits of rail travel especially for weekend breaks

Phase 3: Inspire travel

- Early 2021
- Demand generation for destinations across the UK

GTR We're with you

FULL STEAM AHEAD FOR THE WISBECH RESTORATION

BY PETER WAKEFIELD

Jubilation as the business plan for the restoration of passenger trains to Wisbech is approved.

At its July 2020 meeting the Cambridgeshire & Peterborough Combined Authority Board approved the Business Plan outlining the best way to restore passenger train services from Wisbech to March. As you can imagine, the decision was greeted with much delight in and around the town and district.

"Good Value for Money"

The Business Case decision is based on a service of two trains per hour operating between Wisbech-March-Ely-Cambridge. This produces a very good benefit cost ratio of 4.4:1 and is deemed "good value for money". It is based around the town's current population of some 35,000 people and not conditional on the additional housing planned, which nevertheless, will double its population. The railway will enable the housing plans to be progressed.

Improvements to the adjacent road network and utility costs will be around half of the project's predicted £184m cost (which excludes risk) as all level crossings will be abolished. Several of them will be replaced by road over rail bridges.

The rest will be spent on:

- **a station close to the town centre at Wisbech**, together with a 200-space car park and bus interchange
- **a passing loop** at Coldham
- **a cycleway parallel to the railway** between Wisbech and March

The project will involve significant investment at **March** in addition to the enhancements outlined in the June 2020 issue of RAIL EAST (186). Additional enhancements will include

- **the disused platform, now numbered 3**, restored for Wisbech trains together with a 200-space car park on the north side of the station
- **the historic building on disused platform 4** being repurposed to provide a new north side entrance from this car park
- **step-free access from this new station entrance** AND the existing southern entrance by the provision of a new footbridge/lifts across the centre part of the station to platforms 1-3
- **considerable enhancements to the track layout and signalling** with the two manual signal boxes abolished and their work being transferred to a new panel at Cambridge Power Box (see comment about ETCS on next page).

Element	Core Scenario
Wisbech station	4.6
Rail line upgrade and extension	71.9 (70.4)
Highways works	75.6 (76.9)
March station	8.1
C3 Utility Costs	15.4 (0)
Capex total	175.6 (160.1)
Land acquisition	8.0
Garden Town Access	N/a
Risk @ 19%	34.9 (31.9)
TOTAL (ex. Optimism Bias)	218.5 (200)

Capital costs in £ million at 2019 prices. Source: Mott McDonald

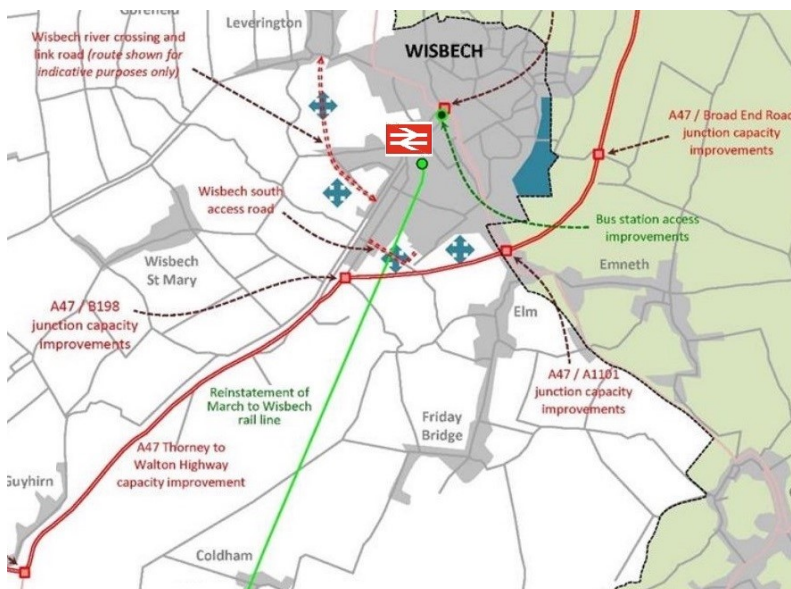


View from accessible route to platform 2. Fenced off platform 3 (left), track-bed and platform 4 (right). Photo: Jerry Alderson.

"More than..."

It is noteworthy that this project is more than the crucial provision of a railway station in Wisbech. The service to and from the town will also hugely benefit March as three trains an hour will operate to Cambridge. The Business Case predicts that the already high numbers of March users travelling towards Cambridge will be tripled by this extra service provision. The expected growth in new residents at Manea, Ely and above all at the new towns planned at Waterbeach and Cambridge North will be well catered for by this frequent Fenland stopping service.

The funding for this important project has to be finally established. It may be descoped to make it more affordable, but it is worth considering that these overall high capital costs make for long term low operating costs and to reiterate, the CPCA Board agreed that the project is 'good value for money'.



As the map above shows, the railway (shown in green) isn't the only transport scheme proposed. There will be A47 capacity improvements as well.

Finished and opened by...2028

The Business Case predicts a restoration of train services from Wisbech by 2028. This is several years away... but not long to get the resignalling and all the necessary capacity enhancements throughout the Ely area completed. Without this activity there can be no extra train services. However, there is a lot to do on the Wisbech line and at March. These works must be completed well before the resignalling works. Wisbech has waited too long already. We urge all our MPs and councils to lobby hard to get all these works funded and completed before 2028.

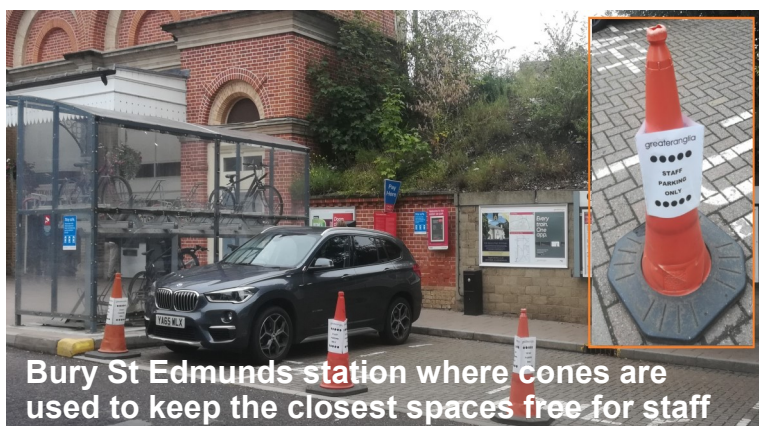
ETCS....digital signalling

Subsequently it seems this now may not be the signalling plan as it is reported that the introduction of digital technology on the East Coast Main Line between London King's Cross over the 160kms through Peterborough to just south of Grantham by 2024, the country's first major mainline deployment of European Train Control System (ETCS) signalling, will be extended on from Peterborough to March/Wisbech, Ely and King's Lynn, allowing the elimination of no fewer than 10 Victorian-era manual signal boxes. This is to be welcomed as ETCS will provide extra capacity along this already remarkably busy railway line.

SENDING THE WRONG MESSAGE TO CUSTOMERS

No-one claims it's easy to run a railway, but the trick, with any business, is for your customers to think they are the most important people and are treated as such.

Staff who work early or late shifts want to park safely, and 'quick response' staff need to park close to the station building. But what message does it send to much-needed customers that staff get the closest (i.e. 'best') spaces?



Bury St Edmunds station where cones are used to keep the closest spaces free for staff

PASSENGERS — WHO WANTS THEM? NOT THE RAILWAY!

COVER STORY BY JERRY ALDERSON

History will judge governments around the world — many harshly in all probability — on how they handled the COVID-19 pandemic. If only people had changed their behaviour, everywhere, weeks earlier. There may never have been a need for a lockdown. But there was. The issue for the railway was not the lockdown, but how to exit from it. The answer, sadly, is badly, very badly indeed.



Boris Johnson instructs you:

USE YOUR CAR - NOT PUBLIC TRANSPORT

Defy him and you will DIE!!!



The image above is invented, although some might imagine Dominic Cummings conceiving it. Prime Minister Boris Johnson didn't actually threaten certain death to anyone who boarded a train, but the messaging from government, which the (temporarily?) nationalised train operators were forced to spout, wasn't a million miles away from the made-up caption above. What matters is not what was said but how it is perceived. Some people really did—and still do—think they could die.

During the initial lockdown introduced on 23 March 2020 people were only allowed out of their homes for very limited reasons. Trains were restricted to 'key workers' only, to ensure social distancing, and the police were out in force at stations to ask people their reason for travel and turn them away. The restrictions were first relaxed, some six weeks later, when people could travel anywhere in England for any reason, and the message became "Stay alert, control the virus, save lives" from 10 May. By this time the railway knew how many people were travelling on trains. Aside from London Underground, the answer, of course, was practically nobody. Did they seriously think that if they changed the message, even just a smidgen, that there would be a deluge of passengers?

After "Stay at home" was abandoned the government officially **advised** that people only used public transport if they had no other alternative. By this they meant that the journey was essential and public transport was the only option. Then they said that "anybody may use public transport" but continued to "encourage people to consider alternative means of transport where they are available."

Train operators kept putting out every message imaginable to dissuade anything but "essential" or "absolutely necessary" journeys. Having become frustrated by the absurdity of maintaining this position after pubs, restaurants and cafes had opened on 4 July, Railfuture spent a month on Twitter telling everyone to **completely ignore** all Tweets from train operators that told or advised them not to travel by train, at least in England (other than Leicester for a short while). Having checked with NRES, BTP and others, we stressed that people had the absolute right to **go anywhere for any reason** by any mode of transport without challenge.

Eventually, after approval by government, the Rail Delivery Group introduced a "safer travel pledge" whereby all train operators would promote how safe the railway was, but not actually encourage anyone to use the train!

By early August operators were "welcoming" passenger back and, almost through gritted teeth, saying that leisure travel was allowed. But they hadn't told staff to remove signs saying "essential travel only" or, worse, "Stay at home". A passenger told Railfuture in **September** that Felixstowe station had a "Stay at home" sign!

COVID-19 — HOW OPERATORS MADE THE RAILWAY SAFE

BY JERRY ALDERSON

The National Railway Museum (NRM), part of the Science Museum Group, holds an archive of materials from Railfuture's predecessor organisations, which were founded in the 1950s when the railway started to fear for its future. Have we come full circle?

The NRM recently asked for copies of documents — and even tweets — showing what Railfuture is saying about COVID-19. RAIL EAST issue 186 covered it on nine pages, but it is too early to say how many of our predictions will come true. On the two centre pages we present images (all by Jerry Alderson), mainly from stations, showing what train operators in East Anglia have done to make train travel safe.

Page 12, clockwise from top left:

1. Cambridge North staff use imagination with Freddie Mercury and a Queen lyric
2. Sign in window of café at Ely station that is selling face masks
3. Bottle of hand sanitiser at Bury St Edmunds ticket office counter
4. Cambridge North host 'info desk' has protective screen (and other displays)
5. Bury St Edmunds gents toilets ensures there is space around the hand drier
6. Two examples of Cross Country COVID-19 displays on Ely station platform 1
7. Greater Anglia website/app informs travellers which trains *might be* less busy
8. Staff at Ely improvise by modifying the exit sign (but two months late).

Page 13, clockwise from top left:

1. Bury St Edmunds seat allows to people to sit now that two-metre rule has been relaxed, reversing situation where only the middle seat was usable, but the former text is still visible, which confused some travellers — could they sit there?
2. Face coverings are required even at unstaffed, open air Waterbeach station
3. Graphic from c2c showing how to (and not) wear a face covering
4. TVMs at Cambridge North — all three usable after Perspex screens had been installed and, before, when the middle one was taken out of use to provide space
5. Only one of the two car parking machines at Audley End in use to provide space
6. Greater Anglia was very proud of its water bottle refill water fountains and issued several press releases about them. However, it stopped passengers using the one at Cambridge station because of COVID-19. The message didn't get through to GA staff at Ely, Witham and Shenfield where they are still in use.

A lot of effort has been spent by all operators at both stations and on trains to provide a clean environment and ensure that passengers keep apart. The measures have evolved from the lockdown when only 'key workers' were allowed to travel, and after the restrictions were withdrawn with social distancing reduced from two metres to 'one metre plus' plus the requirement to wear face coverings (unless exempt). The relaxation saw operators open up more seats and TVMs, for example.

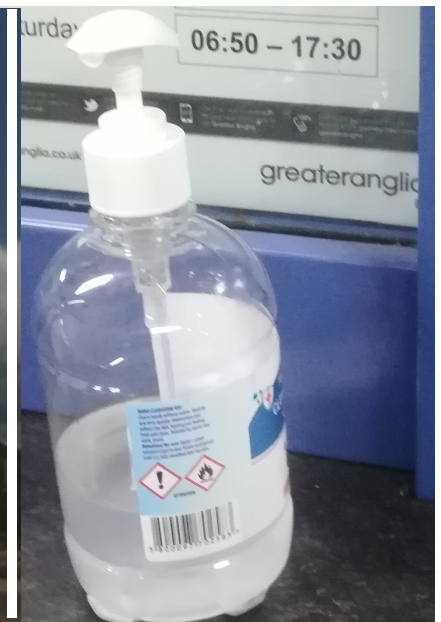
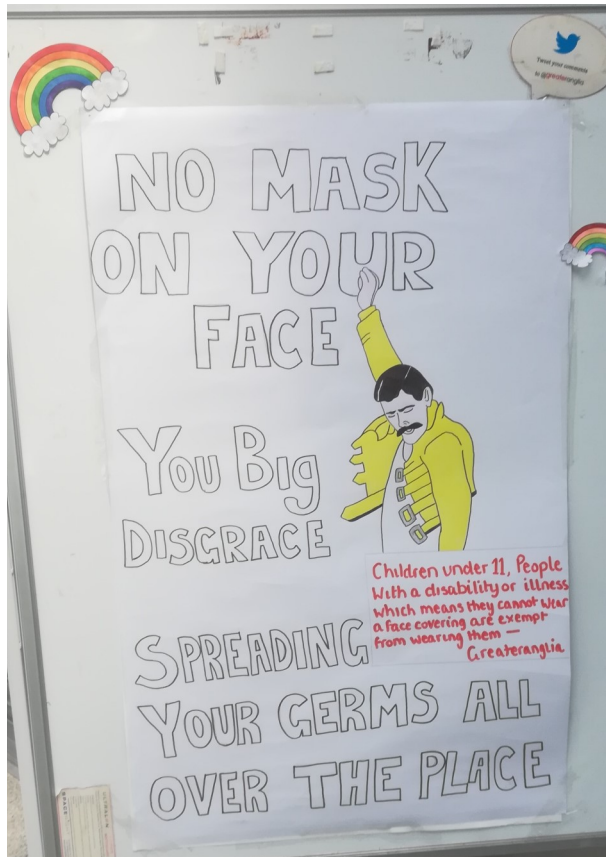
As face-to-face contact poses a greater risk of spreading the disease, the railway has, like every shop and venue, introduced a one-way system wherever possible so that people face someone's head rather than face.

The measures fall into two categories: a) those that are harmless or a little annoying and b) those that cause a big inconvenience. Unfortunately operators seem to have gone overboard with the latter, and some car park operators have prevented anyone from parking their car unless they pay online (photo, right, is at Ely station car park).

In summer fully enclosed waiting shelters are not essential, but as winter comes passengers will be annoyed if they continue to be locked, although they are still open at some stations, such as Bury St Edmunds and Sudbury.



EAST ANGLIA'S RAILWAY COPING WITH COVID-19



Departure	Arrival	CBG-LST
06:03	07:17	
06:20	07:46	
07:03	08:17	
07:20	08:46	
08:03	09:17	
08:20	09:46	

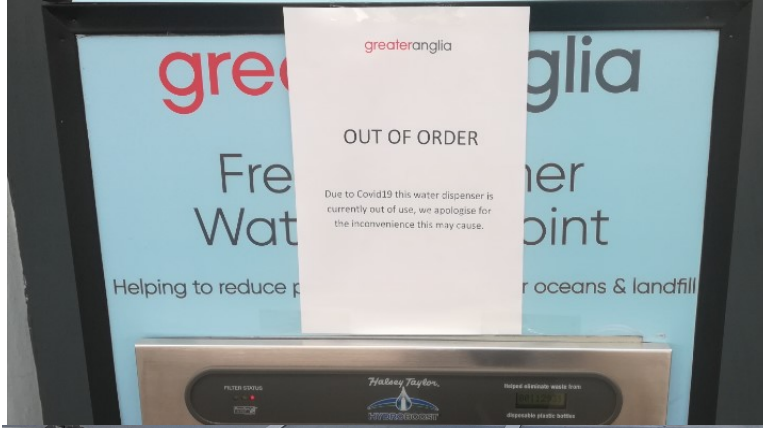


Green indicates there has been plenty of space for social distancing on the train, and its social distancing capacity is less than 50%.

Amber indicates trains are running low on social distancing capacity, and its social distancing capacity is between 51% and 74%.

Red indicates that trains are at social distancing capacity of more than 75%. [greateranglia](https://www.greateranglia.co.uk)





ELY AREA CAPACITY ENHANCEMENTS — TAKE PART!

BY PETER WAKEFIELD AND JERRY ALDERSON

Peter Wakefield reports that following on from coverage of the vital Ely Area Capacity Enhancement (EACE) scheme in RAIL EAST issue 186 (featuring scope of project and business benefits), there is more progress. Network Rail (NR) will hold its first round of public consultation between 21 September and 1 November 2020. RAIL EAST readers are encouraged to take part.

Residents and businesses in and around Ely are being invited to learn more about the EACE programme and given an opportunity to understand:

- what the aspirations are to increase capacity
- the challenges that will have to be addressed to increase capacity
- how the public will be consulted as options are progressed
- current funding position

NR's consultation will be run via an online web-portal over six weeks. Take part at: <https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/ely-area-capacity-enhancement-scheme/>
Email: ElyAreaCapacityEnhancements@networkrail.co.uk

There will also be opportunities to speak to project representatives via webchats at specific times throughout the consultation period as well as by phone.

Webchat available from 21 September to 1 October on the following days:

- Mon, Tues, Thurs 10:00 – 16:00
- Weds 14:00 – 20:00

The dedicated consultation line 0800 160 1780 is open from 21 September to 3 October on the following days:

- Mon, Tues, Thurs 14:00 – 17:00
- Wed 17:00 – 20:00
- Saturday 10:00 – 13:00

Readers can follow NR on Twitter **@networkrailLST** using the hashtag **#ElyRail**.

Feedback will be used to help inform NR design process so that it can present potential options at future stages of consultation. Please take part as this project affects all parts of our region and will impact hugely on future rail provision across East Anglia and more widely.

Network Rail's press release for the public consultation explained that there are currently six or seven train paths per direction per hour, and it wishes to increase this to 11 to meet the political demand for half-hourly passenger services (including Wisbech to Cambridge) as well as more container trains. Its website doesn't provide any clue to how this might be achieved.

Jerry Alderson looks at the problem and considers some 'blue skies' thinking.

It isn't just the single leads at Ely North Junction that constrain capacity but also the weak bridges between Ely station and the junction, which British Rail could not afford to replace. However, on 13 August 2020 engineers were drilling investigative holes into the abutments of the bridge beside the former Ely station level crossing (photo right by Jerry Alderson). According to the engineers, this was to see what would be necessary to allow faster trains.



But that is just one of the bridges. Beyond it are three that limit passenger trains to 35mph and freight to only 20mph. The different maximum speeds on this mixed-use line cause significant pathing problems. The table below shows that a 700-metre-long freight train travelling at 20mph will take an additional 75 seconds compared to a Greater Anglia 65-metre-long three-car bi-mode to cross one sleeper — that's 20 times as long, for any distance.

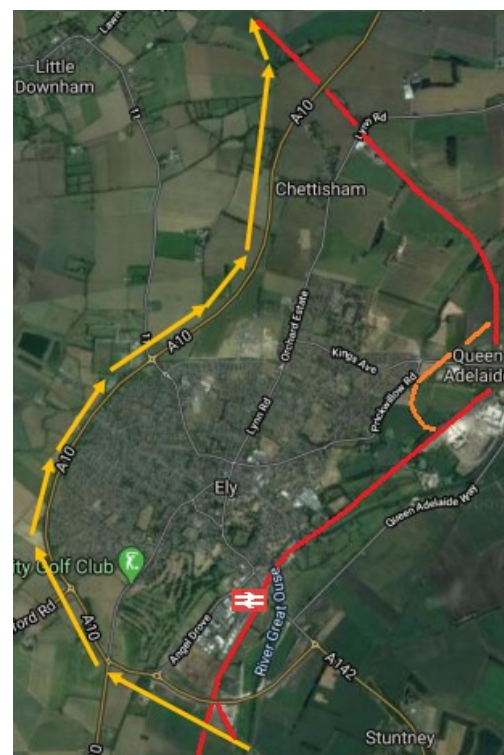
mph	length	seconds	train type
20	700	79	Freight train
35	40	3	Two-car Class 170
35	65	4	Three-car Class 755
35	80	5	Four-car Class 755

If it was upgraded to 40mph for both, the differential would be 35 seconds but still 10 times as long, because the freight train is much longer.



The two-track stretch from the station to the junction is a bottleneck, however the junction is remodelled, as the above figures are exacerbated by the slower acceleration of freight trains. Whilst a 60mph line speed would be welcome for passenger trains, a freight train would not reach that speed.

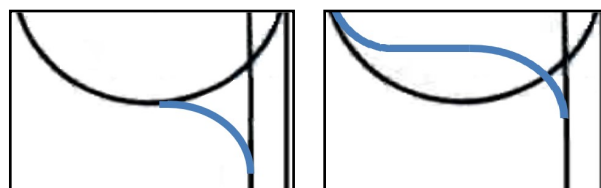
Some have suggested an additional bi-directional track but Railfuture's Phil Smart has gone a step further and said that freight and passenger trains should be separated with container trains bypassing Ely station completely, on a new alignment roughly paralleling the Ely bypass roads. This map (right) shows the railway in red (west loop in orange) and a possible route beside existing roads in yellow. See www.railfuture.org.uk/display2320 for close-up.



An advantage of a bypass is that construction would be performed independently and result in minimum disruption to rail services, only needing to be connected up. Phil suggested an alignment next to existing roads as it ought to incur fewer objections.

The bridges require strengthening and line speeds raising in all scenarios. Most attention has focused on the single-lead Ely North Junction being restored to a full double junction, but since British Rail rationalisation both rail and road traffic has increased so the three level crossings in a row present a risk to Network Rail. It is ironic that the West Curve — a very under-used fourth line — has an overbridge. If only more traffic could use it, but the junction points north (useful for trains from King's Lynn and Norwich) but not south (container trains). Is there any possibility of creating a south-facing chord in this very constrained area (which includes water and a site of special scientific interest)? The answer is probably no, but has it been looked at in sufficient depth to rule it out?

The two diagrams on the right show how a chord might feasibly be created. The first is quite tight which means a low line speed, whilst the one on the right is less sharp.



At the time of writing, it is unclear whether Network Rail's 'first round' of public consultation will give any indication of what the consultants have been considering, or whether it is just to get the public 'on side', to avoid the problems that some other rail schemes have faced, such as East West Rail western section — and HS2!

RECOGNITION FOR COMMUNITY RAIL PARTNERSHIPS

BY PETER FEENEY

Two of East Anglia's Community Rail Partnerships (CRPs) – Community Rail Norfolk and the Meldreth, Shepreth & Foxton Partnership – have recently been recognised for the quality of the work they undertake through the awarding of the Department for Transport's Accredited Partnership charter mark.



Community Rail Norfolk, the parent organisation of the Bittern Line and Wherry Lines Community Rail Partnerships, operates across Norfolk and North Suffolk. Over the past year (2019/20) initiatives have included new signage schemes promoting the local economy and tourism, restoration and repurposing of derelict station buildings and an education initiative in partnership with the Water, Mills & Marshes Landscape Project involving over two hundred pupils from six primary schools.

The Wherry Lines Community Rail Partnership worked with Network Rail to support community engagement activity during the £60m modernisation of the signalling system, as part of which it was able to facilitate a series of public open days at Lowestoft Signal Box during September 2019.



The Bittern Line Community Rail Partnership has undertaken initiatives including hosting Dementia Awareness training for volunteers, renewed station signage in support of the local tourism economy, and provided support to Greater Anglia during its construction of a new, extended length station platform at Sheringham. It has also been a key supporter of the award-winning Lowestoft Central Project, which has brought improvements to the town's station, including the creation of a new public exhibition space housed in the former Parcels Office.



Meanwhile, the Meldreth, Shepreth and Foxton Community Rail Partnership has also been awarded the new charter mark. During 2019 one of its successes involved work with four organisations – Eddies, Safe Soulmate, Red2Green and Melbourn Village College Young Carers – to run trips in which 39 individuals, alongside their carers, befrienders or teachers, were helped to use a train for the first time. The partnership also engaged local businesses and residents to participate in consultations on behalf of the community, including how funding should be spent locally and where new stations should be sited. To support local businesses and encourage people to travel by train the partnership also created and advertised walking routes that could be completed from the three stations.



The recognition for these two groups serves as a reminder of the real difference that a well-run CRP can make to communities served by the railway. Users of the services between Cambridge and Ipswich & Norwich have particular reason to feel a touch of envy at the continued progress of community-led initiatives such as those summarised above. Let's hope that with work on the New River (Hertford East to Broxbourne) CRP now complete, Greater Anglia can move these remaining services up the to do list.

Finally; a number of East Anglian CRPs have been nominated for national awards in a range of categories under the aegis of the Community Rail Network – formerly known as ACoRP (more details at <https://communityrail.org.uk/a-look-forward-to-the-community-rail-awards-2020/>). Winners are due to be announced via an online event early in December, so we aim to report on any local successes in issue 188 of RAIL EAST.

GTR CAMBRIDGE PARTNERSHIP'S FOXTON TRAVEL HUB

BY PETER WAKEFIELD

The Greater Cambridge Partnership ('GCP' but formerly known as the Cambridge City Deal) has three main remits (see box below), one of which is to improve traffic flows around the city of Cambridge. A project under this heading is to construct a series of "Travel Hubs" around the city. These are in effect intermodal transport interchanges between any or all of train users, bus users, cyclists and car users. We have already commented on the proposal for the Travel Hub proposed for Whittlesford Parkway Station and now another rail-based site has found favour, this time at Foxton. The image on the right advertised the 2019 consultation.



Foxton station is seven miles southwest of Cambridge Central station on the Royston line and is ideal for intercepting the heavy Cambridge bound car-based commuter traffic on the adjacent A10. About 750 spaces will be provided for the latter group in the expectation that many of them will choose to switch to the two trains an hour serving Foxton or to buses.

During the consultation 41% of respondents preferred the southern site, whilst 13% preferred the northern one.

In July 2020 the GCP voted to progress with plans for the £9m travel hub. It will now develop a full outline business case and preliminary designs but it will still need to return to the board for final approval.



Below is a recap of "What is the City Deal?", for which thanks to the Cambridge Smarter Transport website (www.smartertransport.uk).

The City Deal is an agreement between central government and three local authorities to invest in Greater Cambridge to encourage growth, benefitting the UK economy and wider society.

Where are these investments going to be made?

- Transport
- Housing
- Training

What is 'Greater Cambridge'?

- It is the area covered by Cambridge City Council and South Cambridgeshire District Council.

How much is the deal worth?

- The City Deal agreement is potentially worth £500m. This will be supplemented by other funds, including planning gain (developer contributions via the Community Infrastructure Levy and Section 106 agreements), New Homes Bonuses (worth £11.5m in 2016/17) and other government grants. It is expected that total funds available could be £1bn.

EASY STATIONS REVISITED

BY IAN COUZENS

In 2019 a great deal of work was carried out by many RAIL EAST readers in surveying most East Anglian railway stations for their accessibility and user friendliness. A project update was provided in issue 183 (September 2019). The work culminated in the Railfuture Easy Stations report to be found on the Railfuture website at www.railfuture.org.uk/East+Anglia+Easy+Stations. This article looks at some of the report's key conclusions and provides an update on what has happened since. However, first, a recap on how we compiled our report and presented results.

At the outset our assessors, aided by checklists, looked at four main areas of experience for the rail traveller:

- *Getting to the station* – for example local signage, nearby bus stops, availability of parking, cycle parks
- *Access to the trains and platforms* – such as step free access, covered seating on platforms, ticket vending machines, tactile paving
- *Facilities at staffed stations* – including waiting rooms, toilets
- *Other features* - including imaginative reuse of buildings, murals, floral displays

The report analysed the data and graded all the stations according to the results of our survey. Since facilities offered would clearly vary according to station size we divided the stations into three categories:

- Category 1 – staffed stations with over 1 million passengers per year
- Category 2 – other staffed stations
- Category 3 – all unstaffed stations

At our branch meeting at Cambridge in December 2019, we were pleased to announce the winning stations in each category as **Audley End** for Category 1, **Sandy** and **King's Lynn** for Category 2, and **Wickham Market** for category 3.

We have now had some fine looking Railfuture winners' plaques made, thanks to the proceeds of Clara Zilahi's legacy, and very much look forward to presenting these to the winning stations as soon as suitable opportunities can be arranged.

Apart from passing the basic tests, the winning stations all had something extra to offer. At Audley End, it was a model rural transport hub and good reuse of legacy buildings. At Sandy, useful signage and a new toilet on the station approach. King's Lynn revealed attractive investment in the station which maintained its historic features. And Wickham Market had a local cafe sited in a former station building. The following article discusses the use of station buildings on the East Suffolk line in more detail.

An important conclusion drawn from our winners would be to see more reinvestment or new uses put to old legacy buildings to encourage local business involvement and enhance the rail traveller's experience.

While good practice across our stations was much in evidence, the report identified a number of issues to be addressed – some of the key ones are given below.

- **Lack of step free access.** While most larger stations are step free, a few still fail this key test and we will continue to lobby for funding for lifts or other measures until all work is complete
- **Serious lack of platform depth** at some six stations and some inconvenience at another four
- **Lack of tactile paving** at some 32 stations
- **More seating needed**, or other improvements such as platform canopies or shelters, at 13 stations
- Problems with **siting of Ticket Vending Machines** or visibility of screen at some stations and lack of machines at a few, albeit small stations.

At four stations a number of issues culminated in them having particularly low scores. The report suggests they should be a priority for Network Rail and the train operators.

We have sent copies to local authorities and MPs and hope this will better inform our community leaders about both the good aspects and the issues that need addressing for stations on their patch. We have publicised our work with Railfuture nationally and hope that branches will carry out similar exercises in their areas.

Our work doesn't end here. We now have a very good database and reference point for future work and we will certainly want to identify where progress has been made in years to come – or highlight shortcomings where we need to.

Please do read the report if you haven't already done so as it contains far more information and references to individual stations than can be relayed here. We would welcome any comments or observations whether on individual stations or on any other aspect of the report.

“OPEN FOR BUSINESS” – TEN EAST SUFFOLK EXAMPLES

BY TREVOR GARROD, CHAIR, EAST SUFFOLK TRAVELLERS' ASSOC.

The Railfuture Easy Stations report summarised in the preceding article states that "Unstaffed stations which have a business on the premises usually scored better in our survey because they enhanced the overall facilities for rail passengers, and/or their very presence made the station a more welcoming place for passengers."

The station at Campsea Ash (Wickham Market) was one of the four in East Anglia awarded plaques by Railfuture, but others on the Ipswich - Lowestoft line also provide good examples.

All nine intermediate stations were destaffed in the late 1960s after the line was saved from closure and when Melton was reopened in 1984 it was also unstaffed. The experiences of the half century since 1970 are instructive, showing how station buildings have been adapted and continue to provide a reassuring human presence.

Only at Brampton, the quietest station on the line, was the station house demolished. Of the others, two are now private residences (Oulton Broad South and Westerfield); two contain taxi offices (Woodbridge and Melton); three have cafés (Woodbridge, Wickham Market and Beccles); Woodbridge station is also home to a B&B and florist's shop; Beccles and Wickham Market (Station House Connections, Campsea Ash) also have meeting rooms for hire; while Beccles and Halesworth station buildings contain offices. Holiday accommodation is available at Darsham, the town museum is situated in Halesworth station and Melton is - perhaps? - the only station in the country which has a butcher's shop on the premises!

Saxmundham station house once contained a travel agency and another small business. In February 2018 its upper floor was destroyed by fire but work is now in hand to rebuild it as a bungalow, with a waiting room and another room which will initially be used for storage but in due course, we are told, can be rented out to a small business.

The business template varies from stations to station. For example Beccles station café is a social enterprise and the rest of the building operates as Beccles Regeneration Company, whereas at Campsea Ash the business is a charitable community benefit society.

To complete the picture, every station has a board provided by the local users' association ESTA, and the Community Rail Partnership has a similar presence.

KEEP POTENTIAL FOR GT. YARMOUTH PORT RAIL LINK

BY IAN COUZENS

With the opening of the new seaward facing outer harbour in 2009 the port of Great Yarmouth has been able to accommodate much larger ships than had previously been the case with the old river port.

During the planning phase some work had been undertaken by Mott Macdonald in 2001 to see if a rail link to the proposed outer harbour was possible. The report concluded that a rail link could be constructed along the route of the old port link, which used to go from Great Yarmouth station, across Vauxhall Bridge and ending up at the old fish market. However, the new link would be extended further to the outer harbour, located at the end of the South Denes peninsula.

The 3.75km link ran along roads for nearly the entire length although mostly through the port area itself. At the time of the report it was envisaged the harbour would handle containers, allowing two trains per day in each direction up to 750 metres long, running at 5km/hour. After the container market weakened following the 2008 financial crash, the port looked for other opportunities for its new harbour. It now specialises in receiving the large boats needed for offshore windfarm construction, and the rail link proposal was not developed. However, the port is capable of handling a whole range of products from very large ships. In 2014 for example 3,300 Hyundai cars were unloaded from the 64,000 tonne *Glovis Splendour*.

Although the rail link didn't go ahead, the Borough Council had nonetheless adopted a policy in its 2001 local plan seeking to protect the rail alignment, a policy which has remained until now. Regrettably the Borough Council has explicitly dropped the policy from the new draft plan which recently went out for final consultation. Railfuture has responded by asking for the policy to be retained, and indeed strengthened. The port is well equipped to handle bulk goods and commodities which are suitable for moving by rail. Should opportunities arise in the future the rail option should not be lost due to not safeguarding the alignment. A recent report by the Department for Transport which assessed port connectivity stated that 18 ports in England have rail links which are operational and another six have links which are not currently used. Strikingly, the report also commented that while rail traffic was focused on the larger ports, a number of other ports and businesses that use ports hold ambitions to connect or reconnect to the rail network. It could be a lost opportunity if the Borough decided a rail link should no longer figure in its plans.

Railfuture has stressed that dropping the policy would go against sustainability criteria set out in national planning guidance and that such a move would be very short sighted considering the increased role that rail freight can play in the fight against climate change. According to The Department for Transport's own Rail Freight Strategy Report of 2016, each tonne mile by rail compared to road reduces carbon emissions by 76%. And each freight train removes between 43 and 76 lorries from the roads.

Road access to the port is likely to be improved soon with the building of the new river bridge across the River Yare. The Borough should not lose sight of the need to build in rail connectivity as well.

Acknowledgement: Ian Couzens wishes to thank Michael Boon, chief executive of the Great Yarmouth Port Authority from 1974 to 1999. Michael is a strong supporter of retaining a rail alignment to the outer harbour and it was he who alerted Railfuture to the removal of the rail policy from the new draft plan.



EAST ANGLIA RAILFREIGHT DEVELOPMENTS IN BRIEF

BY PETER WAKEFIELD

At Tallington, just north of Peterborough on the East Coast Mainline (ECML), the sidings serving the concrete products factory are back in use. Trains are leaving for the Isle of Grain with the concrete tunnel linings for the £4.9bn London Tideway Sewer scheme.

China clay slurry is being transported from Aberdeen to King's Lynn for the paper industry there. It's being off-loaded at Spalding for road tanker "last mile" delivery to the factory...actually 28 miles. There is, apparently, no siding left at King's Lynn for freight...a warning to us all about the disposal of operational railway sidings and land.

Cambridge North Freight Terminal is a recently constructed facility handling several thousand tonnes of mainly aggregate each week. On the developing plans for the new town planned in the area, it seems to vanish over a series of planning maps. Something to watch. Freight facilities are rare and valuable community assets as the lack at King's Lynn demonstrates.

The Port of Felixstowe continues to develop very significant intermodal rail traffic flows but is now approaching capacity because of the inability to get more trains through Ely. The DfT must sanction the plan to unlock Ely...over to you, MPs. The options are simple: it's the train or more CO2 emissions, noise, air pollution etc.

On the Foxton to Barrington Light Railway planning permission has been given by Cambridgeshire County Council for freight traffic to continue to the former Barrington Cement Works chalk pits land fill until 2034...on the proviso that quiet modern locomotives are used. The clean and inert land fill comes mainly from London construction sites such as the Tideway Sewer Scheme mentioned above.

Also very relevant on the freight front is Ian Couzens's article on p.20 concerning preservation of a potential rail link from the port area at Great Yarmouth.

Attracting passengers back to rail

railfuture Webinar

www.railfuture.org.uk/webinar

Britain's railway faces its greatest threat since the 1960s Beeching cuts. COVID-19 caused patronage to collapse. It has only partly recovered. The government will not keep the railway afloat at vast cost indefinitely. Fare income from passengers is vital. The public must use the railway or risk losing it.

Rail travel must be safe, value for money, punctual, convenient and enjoyable. Our rail industry speakers represent organisations that can offer expert advice or take necessary actions to encourage people to use Britain's railway.

Webinar includes a Q&A – it's your chance to tell senior people in the rail industry what you want from your railway

Saturday 3 October 2020

#ReturnToRail

11.00 - 12.30

Admission FREE - booking essential



Charlene Wallace
Director for National
Passenger &
Customer Experience
Network Rail



Jacqueline Starr
Chief Operating Officer
(pre-recorded video)
Rail Delivery Group



Ali Chegini
Director of Systems
and Health
RSSB



Peter Sargent
Head of Rail
Development
**West Midlands
Rail Executive**



Linda McCord
Senior Stakeholder
Manager
Transport Focus

175TH BIRTHDAYS FOR EAST ANGLIA'S RAILWAY: CAMBRIDGE, NORWICH AND PETERBOROUGH

BY PHIL SMART

The coronavirus pandemic has not left many of us in a celebratory mood recently, but the summer of 2020 contained a number of anniversaries in the history of railway development in the area covered by the East Anglian branch of Railfuture.

Of the main towns and cities in our region, Colchester had its 175th birthday back in March 2018. Tuesday 2 June 2020, however, marked the arrival of the first line into Peterborough in 1845. This was not, as in Colchester's case, a direct line from the capital but instead the *London & Birmingham Railway* branch line from Northampton. This was due to meet the *Eastern Counties* line from Ely at a joint station (later Peterborough East) but this was not achieved until 1847. Peterborough did not get its direct line to London (Maiden Lane), via Huntingdon until 7 August 1850.



Crest of the Great Eastern Railway, formed in 1862 by the merging of several companies including the Eastern Counties Railway.

The line to Cambridge from London (Bishopsgate) had progressed in modest steps reaching Broxbourne in 1840, Harlow in 1841 and Bishops Stortford in 1842. After protracted negotiation between parties the railway further north was completed by three separate companies; the *Northern & Eastern* continued the line from Bishops Stortford to Newport, the *Newport & Brandon* the section through Cambridge itself and the *Norwich & Brandon* through to a temporary station at Trowse. All three sections opened on the same day, 30 July 1845. The routes we know today were completed later. The extension from Trowse to Thorpe Junction was completed in December 1845 to join with the *Norwich & Yarmouth* line which had opened the previous year. The line into King's Cross was completed in 1852 and the line into Liverpool Street as late as 1875.

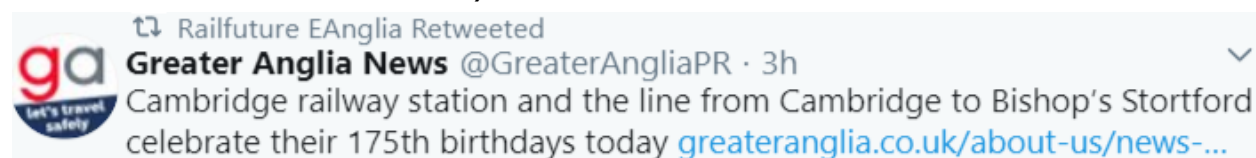


Cambridge station c.1908 from the John Alsop collection. Image taken from www.disused-stations.org.uk.

It is worth reflecting on the mood of the Railway Mania years. The 1841 Census records the population of Cambridge at just 24,453, yet investors could be found to back many miles of new railway to reach the city. In contrast, the RNEP and GRIP processes of today seem stifling by comparison to prove business cases for projects like East West Rail that will link populations of many hundreds of thousands.

Further reading:

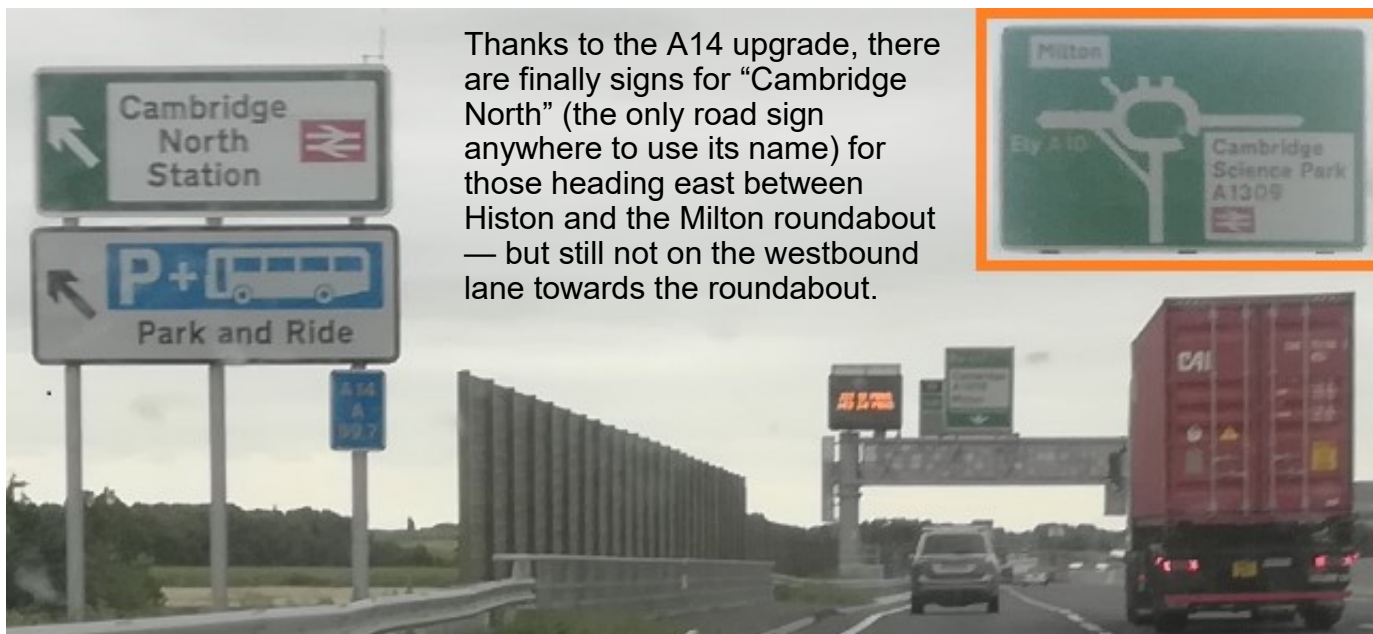
- 'A Regional History of the Railways of Great Britain Volume 5 – Eastern Counties'. D.I.Gordon
- 'The Great Eastern Railway'. Cecil J.Allen



Today's operators remember and celebrate their railway's history, in modern ways.

SMALL VICTORY FOR RAILFUTURE — AND RAIL USERS

In RAIL EAST issue 179 (September 2018) we reviewed the success of Cambridge North station, which was then 15 months old, and complained that the rail industry and local authorities had made *very little* effort to promote the new station. We mentioned the absence of signs on the A14 despite many other towns having them.



Thanks to the A14 upgrade, there are finally signs for “Cambridge North” (the only road sign anywhere to use its name) for those heading east between Histon and the Milton roundabout — but still not on the westbound lane towards the roundabout.

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 **6 November 2020**, please, but articles covering late news will be considered just before sending to the printer a week later.

RAIL EAST is formatted by Jerry Alderson.

RECEIVING RAIL EAST BY POST OR ELECTRONICALLY?

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/>.
Links to recent issues: <https://www.railfuture.org.uk/tiki-like/east/rail-east/covers/>

JOIN RAILFUTURE — SUPPORT OUR CAMPAIGN WORK

Railfuture 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 (we call for a “bigger and better railway”). A large membership base — across the generations — is needed.

Join at www.railfuture.org.uk/join/ using a credit/debit card or PayPal.

railfuture East Anglia

MEDIA CONTACTS

Chairman: Nick Dibben

24 Bure Close, St Ives PE27 3FE

Tel: 01480 495101

nick.dibben@railfuture.org.uk

Vice-Chairman: Chris Burton

Tel: 01223 352327 / 07780 856212

chris.burton@railfuture.org.uk

Vice-Chairman: Peter Wakefield

Tel: 01223 352364 / 07738 085307

peter.wakefield@railfuture.org.uk

OTHER CONTACTS

Secretary: Paul Hollinghurst

110 Catharine Street, Cambridge CB1 3AR

paul.hollinghurst@railfuture.org.uk

Contributions for RAIL EAST: Peter Feeney

raileast@railfuture.org.uk

East Anglia Membership Secretary: Peter Bayless

3 Queens St, Spooner Row, Wymondham NR18 9JU

petlinbay@btinternet.com

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 5 DEC 2020
CAMBRIDGE**

To be confirmed.

SATURDAY 29 FEB 2021
Friends Meeting House,
St John's Street
BURY ST EDMUNDS
IP33 1SJ

All meetings provisional.

Other meetings in 2021 to be confirmed, but hopefully in June, September and December.

Follow Railfuture East Anglia on Twitter <https://twitter.com/RailfutureEA>

Railfuture Ltd is a (not for profit) Company Limited by Guarantee. Registered in England and Wales No. 05011634.
Registered Office: Edinburgh House, 1-5 Bellevue Road, Clevedon, North Somerset BS21 7NP (for legal correspondence only)
All other (non-branch) correspondence to 24 Chedworth Place, Tattingstone, Suffolk IP9 2ND