



East Anglia Branch Autumn Meeting

Friends Meeting House

Upper Goat Lane, Norwich

28th September 2019

Join Railfuture for £20 a year (£14 for under 26s)

www.railfuture.org.uk/join

Main Guest Speaker

Huw Edwards

Network Rail Programme
Director for Signalling,
Greater South East
England



Slides available on a separate website link

Second Guest Speaker

**Andrew
Murray
Hunstanton
Reopening
Campaign**



Photo: Lynn News archive



CONNECTIVITY & REVIVING THE ECONOMY

A new King's Lynn-Hunstanton railway (and better roads)

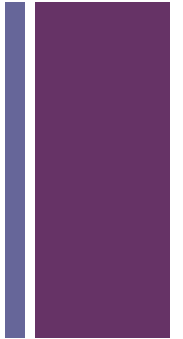
Howard Johnston FCILT September 2019

www.hunstantonrail.org.uk

Andrew Murray presentation to Railfuture
East Anglia 28/09/2019



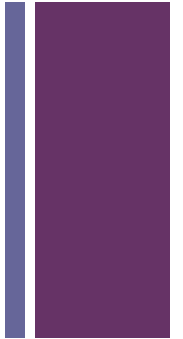
The challenges ahead



- Hunstanton and large communities along the Wash Coast face serious problems if connectivity with King's Lynn and Cambridge is not significantly improved over the next ten years
- It will become impossible to retain young people
- The total number of over-75s will become unmanageable
- We must encourage investors to create jobs on the doorstep
- We must retain and improve our tourism without 'carmageddon', and reduce total reliance
- Norfolk County Council must recognise its responsibilities for the west of the county



The Cambridge Connection



- The fastest growing city economy in the UK
- Far more important to West Norfolk than Norwich and other East Anglian business centres
- 2017/18 - goods and services worth £9.4billion
- Industrial parks lead the way in wireless technology, display technology, and mobile telecommunications
- All our local youngsters need a slice of the action to retain them for a future local economic revival



The new railway

- Hunstanton to King's Lynn:
- Hunstanton to Heacham
- Heacham to Snettisham
- Snettisham to Dersingham
- Dersingham to QE Hospital
- QE Hospital to King's Lynn
- ... and Cambridge



Just 29 min

5 min

6 min

4 min

7 min

7 min

Just 82 min



Don't blame Dr Beeching



- Closure was not in the 1963 Beeching Report
- The Government simply moved the goalposts
- Through London trains and excursions cancelled
- Norwich and East Midlands feeder lines shut
- The private car and the motor coach was king
- The long-term economic impact was not on any agenda

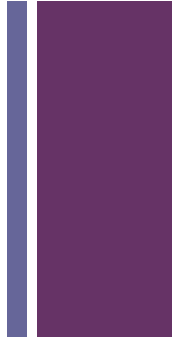
+ Times have changed. We now need...



- Better accessibility to services and opportunities
- Jobs
- More and simpler travel choices for everyone
- More reliable, quicker and seamless journeys
- Appropriate and sustainable housing and economic growth
- Reductions in carbon emissions
- Safer environments and reductions in casualties



Who pays for a new railway?



MEDIUM- AND LONG-TERM OPPORTUNITIES – YOU KNOW ALL THIS!

- Capital funding
- Major scheme funding
- Developer funding
- Community Infrastructure Levy
- Norfolk Infrastructure Fund
- Local Sustainable Transport Fund
- Regional Growth Fund
- Tax Incremental Financing
- The New Homes Bonus
- Good Husbandry



Britain's railway revival gathers pace



- Over 200 railway reopenings now identified in Britain – including Wisbech-March on our doorstep
- Many schemes vigorously supported by local, county and regional authorities
- Consideration given to route safeguarding, but not seriously actioned
- Half-hearted ill-informed reaction from the public sector
- Recent national transport reports
- So, why not in West Norfolk?? Time to jump the queue??

+ Suffocation by ageing population



- North West Norfolk is in the bottom half of the list of UK's most deprived areas; almost the worst performer in Norfolk and Suffolk
- The national average age is 39
- Hunstanton's average age is 59, Heacham 58, Dersingham 56, Snettisham 55, King's Lynn 45
- 44% of the population of Hunstanton is over 65
- 1,000 new homes will further congest the A149
- Care homes can't recruit staff
- Road accidents can't be attended to



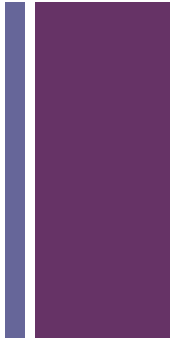
Norfolk's County Transport Plans



- Investing for the best return – but it's not around here
- NCC has said (several times):
 - *“The quality of transport infrastructure is important. For businesses and visitors alike, slow and unreliable journeys into and around the county can have a negative impact, discouraging future visits for example. It is critical that improvements are delivered and negative perceptions altered if we are to fully support and grow Norfolk's economy.”*
 - *“A short-term injection of funding is unlikely to result in longer term changes in travel behaviour, so building longevity into such projects is essential.”*



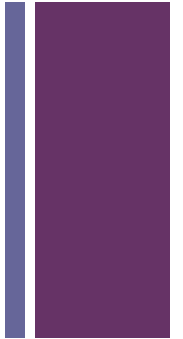
Norfolk's County Transport Plans



- Norfolk County Council (cont.)
 - *“There is a strong link between poor accessibility and social exclusion. Inaccessibility can be caused through a lack of transport availability, lack of awareness, the cost of travel, long distances or simply having infrastructure that is not accessible.”*
- Cambridgeshire Mayor James Palmer has other ideas. He suggests a King's Lynn-Wisbech fixed link for its many benefits, including tourism. He wants other railways rebuilt
- Emissions from road use must be reduced – although this is actually only 20% of the world total. Airlines and cruise ships are far and away the worst offenders



What a new railway offers



- There's no time for romance about the glorious past
- A King's Lynn-Hunstanton line is proven to be an extremely successful people mover
- It will help reduce spending on crucial improvements to the the A149 road at the southern end
- A 'closer' Queen Elizabeth Hospital could be a life saver during peak holiday times
- Easy access to employment and increased tourism.

+ It's just not true!



- Too much of the old railway trackbed has been built over
 - *A partial new alignment increases the new route's relevance*
- It'll cost too much
 - *£10 million/mile is achievable. Over a 50-year life span, a £100 million Hunstanton railway is just £2 million/year*
- Roads are easier and cheaper to build
 - *The West Winch relief road may cost £10 million, and the Hardwick Interchange improvements £14 million.*
- It will take too long to build.
 - *It can be achieved in 6-10 years*

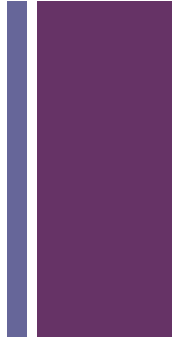
+ Tourism



- North West Norfolk is almost entirely dependent on tourism, which cannot be good
- This is expected to increase from places such as the new Wisbech Garden Town (pop 75,000)
- Road congestion has been a controversial issue for 50 years
- Road improvements have never kept pace
- The young and elderly can't spontaneously get here
- NCC recognises its significance, but seems to act as a bystander



Scottish Borders success story



- Revived Edinburgh-Galashiels railway – 36 miles
- Cost £450 million (2019 prices) to put back despite new bridges and tunnels, and the realignment of the busy Edinburgh southern bypass
- Reopened in 2015: After four years, trains are heavily loaded
- The depressed Galashiels economy is turning round
- The twin town of Hawick (18 miles away) is screaming for a railway extension
- Other rail lines are now being put back, including Leven and possibly Hawick-Carlisle and Aberdeen-Fraserburgh



How do WE get a new railway?



We all know it's not rocket science!



- Get talking
- Identify the problem, dismiss hang-ups
- Gather the data
- Develop the options
- Secure priorities in the planning process
- Discuss funding options
- Secure the powers
- Seek Approvals
- Get mobilised and let the contracts



SUMMARY



- A new railway will help grow the North West Norfolk economy and stabilise the exodus of young people
- We need better connectivity to Cambridge (and London)
- More road building alone is problematic, expensive, and will not achieve long-term sustainability goals
- A new railway is both affordable and physically achievable
- Is the answer to cede West Norfolk to a more dynamic and relevant Cambridgeshire?

+ COUNCIL ACTIONS



- **PLEASE consider the needs of West Norfolk in county transport strategy. Norfolk is far more than just Norwich, Great Yarmouth and King's Lynn**
- **Explore and adopt a policy of reopening the Hunstanton railway, with allied road improvements. This is critical for promoting and improving economic, social and environmental wellbeing. Safeguarding the trackbed is a good start**
- **It won't cost any money to include this as part of a planning vision. The fact that it is identified as a potentially beneficial goal may put such projects in the front seat for future funding assistance**



“Hunstanton appears condemned to remain remote from the rail network, forever held back by road congestion and peripherality.”

Chris Austin OBE

Former British Railways Board Member and Strategic Rail Authority Executive Director (currently an advisor to Railfuture)

Railfuture East Anglia branch activities and local rail news

Nick Dibben

Railfuture East Anglia Branch Chair

Railfuture Report - Activities

■ 'Easy Stations' update

- Railfuture's report will be complete by November 2019
- Awards for best stations presented to GTR / GA in December 2019
- Plaque unveiling at stations in early 2020

■ Campaigning Activity

- Mid-Anglia following Jockey Club meeting in Newmarket on 6/9/2019
 - Presentation by Railfuture to MPs, councillors etc. on its proposed rail schemes
 - www.railfuture.org.uk/east/docs/Railfuture-presentation-on-East-Anglian-Rail-Network-for-Newmarket-meeting-2019.pdf
 - *Reminder:* Railfuture is pleased to give talks about its campaigns
- Railfuture "Mid-Anglia rural branch to main line" report out Oct 2019
- Submitted response to Cambs and Peterborough LTP Consultation

East-West Rail Update

■ Progress and dates (Phil Smart)

□ Western Section Phase 2 (Bicester to Bletchley on to Bedford)

- Inspector's report from public inquiry due imminently (October 2019)
- Approval from Secretary of State expected by end of 2019
- Construction dates locked down (independent of HS2 review)

□ Central Section (Bedford to Cambridge)

- East West Rail Company to announce its preferred route option by end 2019

□ Eastern Section (Cambridge to Ipswich/Norwich)

- Need for full integrated service with rest of route gaining wide support

Railfuture diary 2019/2020

- Dates of future East Anglia branch meetings
 - **7th December 2019** – Cambridge
 - **29th February 2020** – AGM Bury St Edmunds
 - **20th June 2020** – Ipswich
 - **26th September 2020** – Norwich
 - **5th December 2020** – Cambridge
- Railfuture National Events
 - Railfuture Ltd AGM - 27th June 2020 - Birmingham