

# raileast

Newsletter of East Anglia Branch of Railfuture

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## From East Anglia Branch Secretary to Mayor (St Ives)

After more years than he wishes to count, Nick Dibben stepped down as Branch Secretary at the February AGM. In recognition of his enormous contribution to our Branch, work which has greatly enhanced our reputation in so many places, members bought a framed picture of St Ives, presented to him by our Chairman, Peter Wakefield.

Since then Nick has assumed the mantle of Mayor of St Ives, along with the glistening metalwork and statutory “visit this”, or “open that”, duty schedule. The investiture occurred on Thursday 8<sup>th</sup> May and Peter Wakefield attended together with committee members, Ben Walsh and Chris Burton. And yet, despite the time-sapping duties that are the mayoral role and Nick's mortgage-paying employment in London, he intends to remain an active member of our Branch Committee. Alleluia! CB

## Public Meeting Reports

Such was the pressure on space in our last issue that an account of our 8 December 2012 meeting was deferred. But no longer. It took place at Cambridge public library and welcomed as Guest Speaker, Richard Eccles, Director, Network Rail Planning and Strategy. His reputation as a witty, well informed speaker obviously went before him as 45 people attended. Richard certainly didn't disappoint except possibly when he seemed luke warm on the business case for doubling part of the Felixstowe-Ipswich route. Our Secretary Niick Dibben sent the following account of proceedings.



*Presentation by Richard Eccles, on the Strategic Freight Network*

Richard told us that during much of his 35 years in the business, he'd been closing things down and flogging off land. So it was a delightful and quite unimaginable change, over the past eight years, to be now deeply involved in

expansion right across the network., aided by cheap interest payments.

The objectives of the Strategic Freight Network (SFN) were to improve the performance of rail freight on key routes linking the ports, terminals and key markets. This involved:

- Providing train lengths up to 775m
- Keeping trains moving
- 24 hr day, 7 day a week railway with alternative routes
- W12 loading gauge for 9'6" containers
- Extra capacity and train paths
- New terminals
- Electrification as cheaper to run.

The SFN had a steering group comprising rail industry representatives, DfT, PTEs ORR etc. £240m was being spent in CP4 (2009 -2014), more would be spent in CP5 (2014- 19). Railfreight had many advantages such as lower CO2 emissions and greater reliability as roads became more congested.

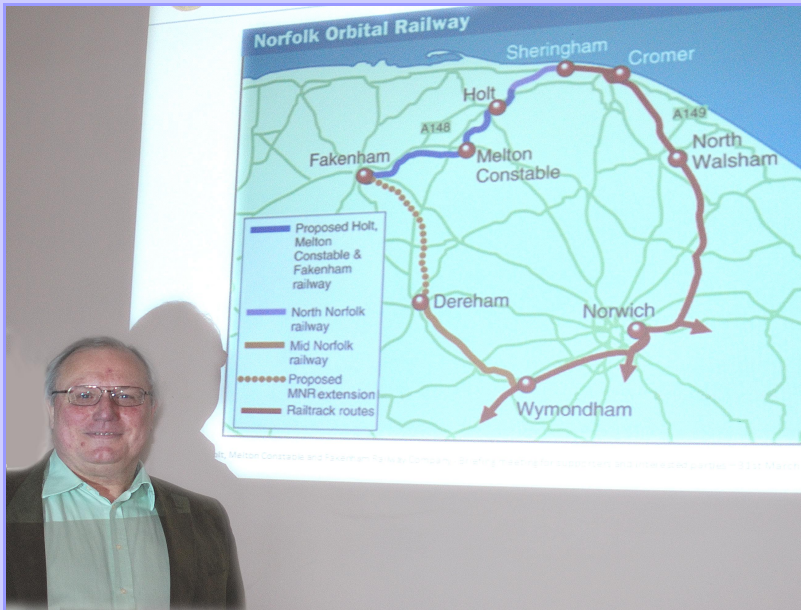
DfT required a business case to be shown before spending money. Results could be spectacular; rail container traffic from Southampton had increased from 12 to a 30% share following gauge enhancements.

Key SFN projects for CP5 included:

- Southampton to West Coast Main Line
- Felixstowe to Nuneaton phase 2
- WCML north of Preston

## Our AGM at Bury St Edmunds

Aside from the usual business of AGMs, our Guest Speaker on this occasion was Derek Haynes of the Norfolk Orbital Railway (NOR) ; the project which wishes to link Wymondham with Sheringham via Dereham, Fakenham and Holt. Yes, they lack nothing in ambition.



Derek explained how consultants, W.S. Atkins, with Network Rail are both assisting in the groundwork for this project, as is North Norfolk Railway. The project current base cost is £44m, This seemed rather remarkable value.

Public surveys have revealed 90% reasonably supportive with 67% extremely so. Derek explained with diagrammatic pictures some of the engineering challenges

to be confronted, especially at Holt. He also added that the long term expectation is that the completed route would be added to the Greater Anglia Franchise. This outlook might surprise the North Norfolk Railway of course. Otherwise we were duly impressed by the 'hard-nosed' business attitude of NOR. For more details go to their website at: <http://www.norfolk-orbital-railway.co.uk/Pages/mnrplans.html>  
ND/CB

## NEWS

### **Haverhill to Cambridge railway**

Restoration of the 18 mile Haverhill to Cambridge railway link recently received a fillip from West Suffolk MP, Matthew Hancock, who told local business people that the government was now evaluating this possibility.

He said: "Something has changed in the argument about 'our' [railway](#) line resulting from the Oxford to Bedford route being restored because that track bed had not been built on. We are starting to look seriously at it (Haverhill to Cambridge), and joked "I can't see it being finished by Christmas."

As if to heighten the point, Mr Hancock also told the meeting that unemployment in Haverhill is steady and falling slightly, but that he was very

concerned about youth unemployment. That good transport links are 'arteries' vital to sustainable employment, is now widely acknowledged.

Peter Wakefield adds "Reinstatement would enable train services to operate on the 18 mile route to Cambridge and Cambridge Science Park in about 25 minutes.....Cambridgeshire County Council has added the project to its list of aspirations to be achieved over the next 40 years (!) This is good to see ...but, *please*, more urgency from both Cambridgeshire and Suffolk! (See *also Facebook Haverhill Rail Campaign for local action*) PW/CB

### **Soham Station**

At the beginning of March Newmarket Councillors welcomed the progress being made to provide Soham residents with a railway station once again. Both East Cambridgeshire District Council and Cambridgeshire County Council have been working closely with Network Rail and Greater Anglia over the past two years to build the case for re-opening the station at Soham.

This key element of the Soham Master-Plan will support the town's growing population, help attract new jobs to the area and provide a direct rail link to Ely and Cambridge. Cllr James Palmer said the district council would be working with the county council over the next few months to put together a business case for this station project. CB

### **Station within a Station**

...or so claimed Greater Anglia at Norwich where they, along with Cycle UK, have installed a 'Cycle Station'. Here 30 cycles are available for pre-booked day or overnight hire at £10 per day. Sounds a splendid idea of which our late member, Clara Zilahi (see page 7), a keen cyclist, would particularly have approved. May there be more in our region at appropriate locations. PL/CB

### **Evergreen 3 Oxford to Bicester (and London) gets green light**

A High Court injunction against this scheme was rejected on Friday 17 May. Construction will therefore begin this Summer for completion in February 2014, which is truly splendid news. When this project opens it will represent the "first new rail link between two major cities (Oxford and London) for 100 years," said Chiltern Railways, Managing Director Graham Cross. The benefit to the local economy is calculated as very significant. AM/CB





Norwich to Lowestoft service leaves Somerleyton Swing Bridge June 1989 CB

## **TProblem Bridges**

he railway from Norwich to Lowestoft encounters two century-old old swing-bridges, at Reedham and Somerleyton, both of which are notably unreliable. Repair work has started but major decisions remain, such as finding money to replace the present structures. But with what; fixed bridge, rising bridge, or another

swing Bridge? Network Rail (NR) faces a minimum bill of £18m *per bridge*, depending on the option chosen, and is now in serious talks with the Broads Authority. Given that the river users are equal beneficiaries with Network Rail, maybe the final bill ought to be shared. Thanks to Peter Lawrence for noting this significant matter, and apologies for the vintage photograph, but it was all the Editor had to hand. *PL/CB*

## **Cambridge Science Park Station**

Alan Mayes reports that Cambridge's second railway station is currently on schedule to open in the Autumn of 2015. County Council officers are currently consulting on the scheme and preparing the detailed planning application.

Officers from Cambridgeshire County and South Cambridgeshire District Councils have been speaking to meetings of Parish Councils. Some local Railfuture members attended the annual meeting of Milton Parish Council where council officers presented the latest plans for the station and answered questions from parish councillors and members of the public. The plan is for a high-quality station with three platforms each long enough for 12 carriage trains. More consideration has been given to providing shelter from the rain. Railfuture has suggested that the bus-way extension from Milton Road to the new station should be an ordinary bus-only road usable by all buses. AM

## **Joint Meeting with London & South East Branch of Railfuture.**

This will be held on July 13 at Chelmsford Friends Meeting House at 14.00, Chelmsford CM1 2QL.

The venue is a few minutes from the station. Turn right out of the station and then right again into Duke Street/ Rainsford Road. Walk on the right hand side of the road until arriving at The Parkway. The venue is on the opposite side of this road. There are three entrances to the Meeting House: through the front double doors; through the side door from the car park (this has a ramp); and through the wheelchair access door at the rear of the building. This latter is

approached from the car park through the gate into the garden. All are welcome. PW

### **Cambridge Station Ticketing Hall: progress report.**

It is pleasing to note that Greater Anglia are progressing the planning application for the expansion of the concourse. Congestion delays in this hall have on too many occasions become unacceptable. We hope GA will put the plans on view to users for comment.

The enlargement of the station is to be completed in 2014. GA has pledged to review signs through the new works on a weekly basis. It took 18 months



of nagging to get paper arrows stuck over out-of-date signs in the ticket hall to direct the unwary onwards. We hope for a rather better attention to detail, placing the user at the forefront. As to the new bus station and *its* sign-posting, we hope to have positive news to report in the next issue of Rail East. PW

### **Re-connecting Wisbech to the national railway network campaign...12000 leaflets delivered!**

*Extraordinary work by Railfuture has been underway of late in Wisbech as Chairman Peter Wakefield reports.. a team of Railfuture East Anglia volunteers has delivered a leaflet to every household in Wisbech drawing attention to Cambridgeshire County Council's current feasibility study of the mothballed Wisbech to March railway. We asked residents in and around the town and any distant family and friends to sign a petition supporting Cambridgeshire's efforts and calling for a through service to Cambridge.*



To date 3000 people have done so. The Wisbech MP, Mr Steve Barclay has supported the campaign asking his constituents to sign up. The enclosed leaflet tells you all about the campaign. We have also delivered a modified leaflet to all houses in Manea and many in March, outlining the benefits of a dedicated Cambridge to Wisbech service to all communities in The Fens. Wisbech, with a population of 33,000 is one of the largest towns in the UK without a railway

passenger service...yet the railway already runs into the centre of the town!

PW



## CLARA ZILAHİ 1927-2013

Clara, for so many years our diligent Membership Secretary, died peacefully on 27 March. She was 85.

Throughout her long life Clara was an ardent and consistent user of bicycles, buses and trains. She never owned a car. Clara was a member of the Railway Development Society long before its campaigning arm became Railfuture. Throughout she worked tirelessly for its success often raising money by lengthy sponsored cycle rides. When the 'Bee in the bonnet' was firmly buzzing, Clara became utterly tenacious in her resolve. As Membership Secretary she was very efficient.

Living in Downham Market Clara was a founder member of FLUA (Fen Line Users Association), helped form West Norfolk Public Transport Users Association, and was a committee member of MARPA (Mid Anglia Rail Passenger Association).

Although speaking flawless English Clara actually hailed from Vienna, but like so many was forced out by the Anschluss, coming to England with her parents in 1938. Her high intelligence soon mastered English and ultimately making it to Newnham College, Cambridge where she read French. She returned later to get further degree - this time in medicine - eventually becoming a surgeon in 1955 and a FRCS in 1965. But her unwavering Roman Catholic faith and a profound dislike of Vatican 2 (1965) changes caused her to renounce medicine and run the Latin Mass Society. And she supported this belief to the very end.

Clara's friends and colleagues in Railfuture and elsewhere will greatly miss her enthusiasm, presence and ceaseless work. May she rest in peace. CB

## ORR Footfall Figures for East Anglia...up 3.9% from last year

Overall the annual increase continues: Cambridge station is the busiest station showing a remarkable 7% increase 2011 - 12. The most impressive route increase is Ipswich - Cambridge reflecting the importance of the hourly interval-service, as indeed does that between Ipswich and Saxmundham. Read on for the three tables, . PW

# **ANGLIA FOOTFALL STATISTICS 2007-2012**

Station name	2007-08	2008-09	2009-10	2010-11	2011-12	% change 2011-12	
						/ 2007-08	/ 2010-11
Norwich	3,449,928	3,568,618	3,496,082	3,749,474	3,885,002	12.6	3.6
Salhouse	6,475	6,056	6,120	6,822	6,252	-3.4	-8.4
Hoveton & Wroxham	101,084	104,096	100,254	109,022	113,854	12.6	4.4
Worstead	20,553	22,072	20,014	18,898	21,908	6.6	15.9
North Walsham	218,295	225,072	210,800	215,874	222,140	1.8	2.9
Gunton	16,399	18,200	17,136	18,714	16,742	2.1	-10.5
Roughton Road	13,508	14,544	13,906	13,306	13,646	1.0	2.6
Cromer	181,546	188,700	171,236	178,778	185,162	2.0	3.6
West Runton	21,220	23,748	22,042	23,030	23,800	12.2	3.3
Sheringham	177,090	185,888	179,542	183,970	188,656	6.5	2.5
Brundall Gardens	9,178	11,096	10,720	11,010	10,962	19.4	-0.4
Brundall	92,143	89,204	87,732	90,594	88,984	-3.4	-1.8
Lingwood	47,586	53,526	48,244	49,492	48,248	1.4	-2.5
Acle	53,213	50,764	45,482	48,170	52,596	-1.2	9.2
Great Yarmouth	416,713	417,212	403,428	428,320	440,824	5.8	2.9
Cantley	17,935	17,866	16,062	16,668	16,174	-9.8	-3.0
Reedham (Norfolk)	36,889	36,552	25,294	40,326	43,870	18.9	8.8
Berney Arms	1,014	1,038	1,628	1,686	1,436	41.6	-14.8
Haddiscoe	9,877	10,650	10,246	10,292	9,524	-3.6	-7.5
Buckenham	97	132	154	106	100	3.1	-5.7
Somerleyton	12,240	12,600	9,850	10,822	10,580	-13.6	-2.2
Oulton Broad North	118,081	119,074	108,634	113,582	118,966	0.7	4.7
Lowestoft	410,244	423,632	412,246	418,866	413,534	0.8	-1.3
Oulton Broad South	18,028	18,684	17,660	21,240	21,792	20.9	2.6
Beccles	84,989	89,836	82,146	83,762	78,620	-7.5	-6.1
Brampton (Suffolk)	5,569	6,440	5,980	6,826	6,052	8.7	-11.3
Halesworth	69,597	68,940	65,970	73,212	76,676	10.2	4.7
Darsham	39,862	39,356	39,744	43,434	44,170	10.8	1.7
Saxmundham	110,028	106,394	102,002	112,874	122,400	11.2	8.4
Wickham Market	28,767	28,524	28,810	29,682	32,856	14.2	10.7
Melton	36,727	42,060	40,012	43,216	55,086	50.0	27.5
Woodbridge	114,036	115,888	115,940	133,398	169,390	48.5	27.0
Westerfield	9,764	11,100	11,688	13,346	14,792	51.5	10.8
Derby Road	39,319	38,758	35,868	37,544	43,220	9.9	15.1
Trimley	42,413	40,724	37,910	40,382	37,744	-11.0	-6.5
Felixstowe	208,587	203,244	190,136	193,986	196,246	-5.9	1.2
Ipswich	2,807,395	2,825,352	2,774,536	3,004,678	3,159,316	12.5	5.1
Mistley	48,600	49,682	53,722	57,120	63,314	30.3	10.8
Wrabness	22,540	19,778	17,736	21,912	20,116	-10.8	-8.2
Harwich International	92,166	108,722	98,454	103,082	93,008	0.9	-9.8



Dovercourt	147,528	149,228	129,620	118,126	137,192	-7.0	16.1
Harwich Town	145,527	147,764	151,438	175,078	176,846	21.5	1.0
Diss	551,781	559,544	539,234	600,904	615,010	11.5	2.3
Manningtree	910,384	833,888	799,776	890,624	983,060	8.0	10.4
Colchester	4,525,791	4,502,739	4,218,622	4,362,914	4,579,130	1.2	5.0
Colchester Town	442,593	448,381	394,882	381,232	463,876	4.8	21.7
Hythe	51,836	60,188	69,124	90,822	100,426	93.7	10.6
Wivenhoe	335,294	328,872	309,328	330,030	354,144	5.6	7.3
Alresford	46,833	50,888	56,012	62,516	58,732	25.4	-6.1
Great Bentley	64,770	73,792	71,628	69,768	65,428	1.0	-6.2
Weeley	17,692	24,142	23,270	22,806	21,218	19.9	-7.0
Thorpe-le-Soken	128,996	124,466	118,324	124,146	124,370	-3.6	0.2
Clacton	704,196	713,108	660,964	713,998	752,648	6.9	5.4
Kirby Cross	39,715	44,542	41,508	42,114	42,266	6.4	0.4
Frinton	171,663	173,404	165,828	168,460	175,886	2.5	4.4
Walton-On-Naze	115,112	117,998	113,330	118,520	123,358	7.2	4.1
Marks Tey	459,980	443,724	428,804	428,816	437,002	-5.0	1.9
Chappel & Wakes Colne	29,903	30,940	31,674	32,756	38,082	27.4	16.3
Bures	48,383	50,532	49,216	51,370	53,944	11.5	5.0
Sudbury	285,865	284,938	270,390	292,124	313,516	9.7	7.3
Kelvedon	799,437	797,236	763,240	791,312	827,344	3.5	4.6
Needham Market	43,937	52,782	58,054	67,056	77,550	76.5	15.6
Stowmarket	705,583	751,802	756,484	855,692	879,814	24.7	2.8
Elmswell	53,597	61,844	60,828	65,738	68,812	28.4	4.7
Thurston	38,387	40,208	41,030	49,060	53,930	40.5	9.9
Bury St.Edmunds	373,739	415,914	419,914	469,500	488,740	30.8	4.1
Kennett	17,675	16,274	14,542	18,878	20,234	14.5	7.2
Newmarket	148,515	164,548	165,592	197,924	232,374	56.5	17.4
Dullingham	26,723	26,354	24,304	26,476	27,466	2.8	3.7
Cambridge	6,997,883	7,571,828	7,661,146	8,245,416	8,823,274	26.1	7.0
Shelford	125,588	145,304	137,754	149,788	145,904	16.2	-2.6
Whittlesford	314,895	333,144	317,244	338,306	343,768	9.2	1.6
Great Chesterford	97,949	100,158	98,418	116,328	118,654	21.1	2.0
Audley End	773,805	765,608	722,606	746,746	751,188	-2.9	0.6
Newport (Essex)	215,036	212,566	200,314	220,370	210,840	-2.0	-4.3
Elsenham	181,425	186,176	163,942	173,080	176,226	-2.9	1.8
Stansted Airport	5,521,687	5,241,387	4,458,756	4,074,210	3,723,850	-	-8.6
						32.6	
Stansted Mountfitchet	383,993	401,474	363,204	395,658	458,130	19.3	15.8
Foxton	63,418	76,898	72,072	76,860	83,366	31.5	8.5
Shepreth	75,052	75,704	79,104	83,524	82,366	9.7	-1.4
Meldreth	213,562	216,990	205,836	198,626	204,244	-4.4	2.8
Royston	1,147,905	1,155,024	1,112,974	1,193,950	1,217,516	6.1	2.0
Ashwell & Morden	104,417	116,908	112,350	115,720	130,196	24.7	12.5
Baldock	419,784	473,396	455,473	496,896	517,022	23.2	4.1
Letchworth	1,364,936	1,445,886	1,366,714	1,447,418	1,513,282	10.9	4.6
Hitchin	2,543,526	2,569,494	2,478,832	2,594,012	2,641,462	3.9	1.8
Arlesey	398,128	413,870	411,056	444,680	503,446	26.5	13.2
Biggleswade	751,154	734,458	703,386	739,632	788,104	4.9	6.6

Sandy	449,698	446,186	424,906	444,122	461,878	2.7	4.0
St.Neots	979,356	1,029,338	1,001,248	1,091,388	1,138,702	16.3	4.3
Huntingdon	1,564,270	1,592,696	1,542,100	1,629,780	1,673,204	7.0	2.7
Peterborough	4,070,725	4,099,754	3,936,754	4,076,724	4,208,108	3.4	3.2
Whittlesea	26,064	24,896	23,506	23,474	22,534	-13.5	-4.0
March	293,434	305,256	301,832	316,292	335,232	14.2	6.0
Manea	2,506	3,048	2,596	3,368	3,050	21.7	-9.4
Ely	1,505,730	1,583,246	1,579,948	1,731,956	1,824,034	21.1	5.3
Shippea Hill	845	868	942	812	378	-55.3	-53.4
Lakenheath	552	536	370	404	390	-29.3	-3.5
Brandon	50,232	65,342	71,406	84,648	89,522	78.2	5.8
Thetford	212,576	218,542	236,470	242,756	257,966	21.4	6.3
Harling Road	4,323	4,152	3,900	3,494	4,224	-2.3	20.9
Eccles Road	1,643	1,966	1,796	1,676	1,242	-24.4	-25.9
Attleborough	151,389	154,064	153,410	161,610	170,948	12.9	5.8
Spooner Row	493	718	618	640	338	-31.4	-47.2
Wymondham	115,983	133,464	134,518	138,006	156,624	35.0	13.5
King's Lynn	680,230	739,282	750,783	821,772	869,000	27.8	5.7
Watlington	100,664	111,612	107,956	113,898	129,014	28.2	13.3
Downham Market	361,434	365,612	360,032	406,690	431,994	19.5	6.2
Littleport	148,836	156,124	149,428	178,254	199,798	34.2	12.1
Waterbeach	250,039	277,470	266,026	301,376	312,220	24.9	3.6
<b>Totals</b>	<b>53306295</b>	<b>54454307</b>	<b>52253852</b>	<b>55020636</b>	<b>57183394</b>	<b>7.3</b>	<b>3.9</b>

## Temporary Route Closures – Explanation, please

Work continues unabated to renew our railway track, signalling and bridges, which is why Cambridge to Norwich route was closed in May for a week and why the Felixstowe to Ipswich line has even lengthier disruption planned.

During the week of May 6th to May 12th the focus was on strengthening and repairing the girder bridge at Queen Adelaide near Ely as well as laying new track at Shippea Hill. This closed the route between Ely and Brandon for the entire week with buses substituting. EMT trains terminated at Ely and Greater Anglia at Brandon. No problem with that. But what about Ely and Cambridge? There was no engineering work on that section of the route. The Norwich to Cambridge trains constitute about a third of the interval service between Ely and Cambridge. And yet the planners thought fit to abandon that segment, causing as you might expect, grave inconvenience each hour to many users off-peak, and hugely unpleasant travelling conditions during the peak as displaced passengers tried to board the already overcrowded remaining services.

So a whole week of 'lost' trains while elsewhere in the region others are lost more randomly. For example the 07.43 service from Felixstowe to Ipswich has been cancelled seven times so far this year, train breakdowns often the cause. Apart from obvious disruption to the start and end of the day, there is growing concern about loss of confidence in the service and a drift away to other travel modes. Patronage figures will be less than they ought to be resulting in investment in the service being delayed or rejected.

Engineering works *are* essential, but during the current 15 week period (begun in November 2012 and intermittent thereafter), there were no Sunday trains between Ipswich and Felixstowe, substituted by part rail part bus. This period covered two busy Bank Holiday weekends in May. Yet, with no attempt all day to collect fares, concern over affect on revenue for 2013 rose further.

Whilst this itself is worrying, revenue is also suppressed by conductors failing to collect fares. Why do some conductors always start fare collection at the same end of the train? Regular observations are made of canny passengers choosing to stand where the conductor never reaches. *PW*

### **Route upgrade closures...travellers like to know what's going on.**

Your Editor (CB) asked the NR Route Director, Richard Schofield, the cause of the Ely to Brandon blockade, and was fully and clearly answered. Would it not be courteous to all users to give detailed explanation for major closures as a matter of course? Indeed, not only courteous but effective public relations. *PW*

## **Delay Repay**

A traveller with regularly delayed/cancelled trains has expressed the view that the whole system of compensation for delays needs urgent reform.

He commented: "The future revised franchising process will require rail operators to give priority to passengers' interests. Additionally it appears that EU legislation in 2014 will demand improved compensation for public transport journeys.

Currently, GA will only pay the minimum as per the National Rail Conditions of Carriage. So if GA cancels, say, the 07.43 ex Felixstowe there are two options, either wait for an hour (or as ten days ago, wait for two hours at Ipswich), or catch a bus. Despite completing various Delay Repay forms and sending the bus ticket as a receipt they will only pay the pro rata amount of a season ticket. *(And how will those clobbered by the loss of the Cambridge to Ely trains be compensated? Ed.)*

Why should anyone be out of pocket when the operator fails on the service? Why are we still receiving Travel Vouchers and not real payment? When a ticket is purchased both parties enter into a legal contract. If GA cancel an

advertised service they generally are in breach and should, if external factors are not prime cause, refund in full ,in line with other purchases. When you buy an annual season ticket, using a ticket machine or 'on-line', how often are there opportunities to redeem the voucher?" PW

## The Norwich to Cambridge Service

The Mid Norfolk MP, George Freeman, has launched a public consultation with Greater Anglia (GA), LEP & Norfolk County Council for Norwich to Cambridge railway upgrades. The Branch Committee fully supports this initiative, and to this end you can fill in the associated survey at

<http://www.georgefreeman.co.uk/survey> You are encouraged to do so.

**GA franchise extension issues:** as you may know GA has been granted a two year extension to its original short Franchise. Many of us were concerned that the extension would be effectively a standstill period in terms of enhancements. Which makes me pleased to report that GA has now requested ideas for enhancements over this two year extension.

Our list was mainly from the East Anglia Rail Prospectus including an hourly Ipswich to Peterborough service; half hourly Norwich to Cambridge, Stansted Airport to Cambridge; improved service pattern between Colchester and Clacton/Walton; refurbishment of intercity rolling stock on the GEML and the class 317 train sets on the WAML; work to reopen the Wisbech to March

railway, plus work to improve line speeds.



We considered the total refurbishment of Bury St Edmunds station buildings (see picture) a priority together with improvements at Newmarket and Thetford stations. PW



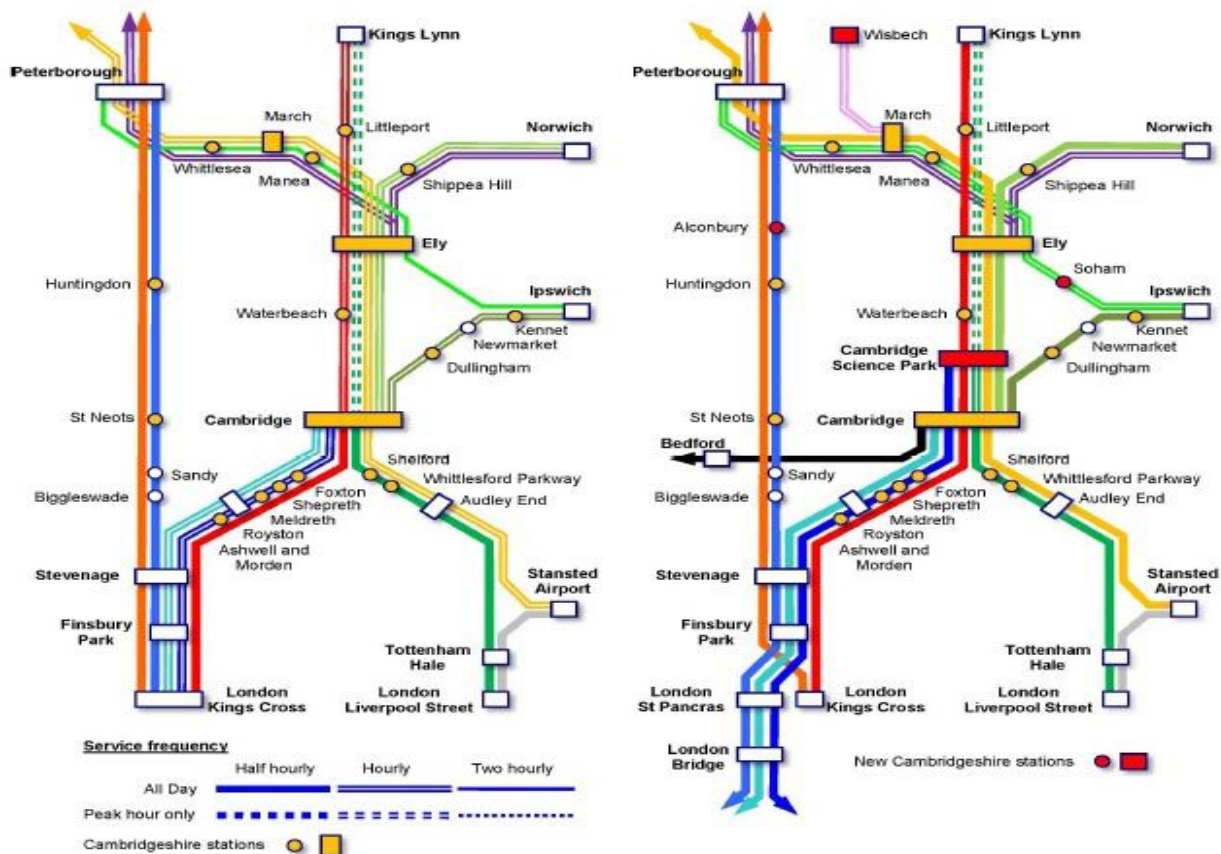
# Cambridgeshire & Peterborough Long Term Transport Strategy

Cambridgeshire County Council has produced the above document that seeks "to provide a high level framework for strategic transport policies which support sustainable development and continued economic prosperity, enabling transport infrastructure to keep pace with planned growth."

It does not provide for the detail of the LTP3 but gives an overview of how working with the County District Councils, Peterborough City and Norfolk and Suffolk, transport enhancements might be achieved up to 2050. It covers all modes but does give support to the East Anglian Prospectus. Rail is given importance. Suffice to say, on the right of the interesting map below, is what the County aspires to for rail service development up to 2024.

This map shows new stations at Wisbech, Alconbury, Soham as well as the key role the new station at Cambridge Science Park will play in the area's rail services. Note the new route to Bedford. The report explains that additional new stations at Cambridge, Addenbrooke's Hospital, as well as Cambridge suburban stations at Cherry Hinton and Fulbourn might well be needed in the longer term as well as the new railway from Shelford to Haverhill. *PW*

## Current map alongside aspiration to 2024



# BUS-RAIL INTEGRATION – HALESWORTH TO SOUTHWOLD

## Background

Greater Anglia, Anglian Bus, Suffolk County Council and the East Suffolk Lines CRP are combining to promote integrated travel with bus and rail to Southwold.

## Service details

Anglian's 520 service now provides an hourly link between Halesworth and Southwold on Monday to Saturday daytimes, that connects to the hourly train service on the East Suffolk Lines between Ipswich and Lowestoft.

## Ticketing

From 19 May, a separate add-on bus fare of £2 single and £4 return will be available for rail ticket holders to or from Halesworth, provided each mode ticket is bought at the same time. The through ticket can be purchased at any railway station, or via on-line services such as the GA website, [Trainline.com](http://Trainline.com). On-line purchase lets Southwold residents purchase advance through-tickets, posted to their home address. For regular travellers, bi-mode season tickets will also be available.

From 8 September, a further improved on-line booking facility will allow purchasers to either generate their own 'Print Your Own' (PYO) ticket, or to buy a ticket on their mobile phone. These are more complex things to set up requiring longer lead times, but they will make booking a ticket for Southwold residents a much more flexible proposition. By then it may also be possible for people to go on line at the local library/tourist office and print their tickets, even if they have no access to the internet at home.

Also from September, GA's ticket vending machines will be upgraded to show 'Southwold Bus' as an additional station on the network.

**Target markets** - two specific target markets:

- Day visitors to Southwold – able to utilise rail travel from anywhere in East Anglia, via the East Suffolk Line trains and the bus connection from Halesworth to Southwold. Key locations for promotion will be London, Chelmsford, Colchester, Ipswich, Norwich and, possibly, Cambridge.
- Travel for Southwold residents to Ipswich, London, and other major locations on the GE Main Line. There may be options for season ticket sales in this direction too. *A big "thank you" to Treasurer, Mike Farahar, for this insight into developments on and around the Lowestoft-Ipswich rail service.*

## **LATE NEWS**

### **Remembering the link from Bedford to Cambridge!**



John Henderson of Railfuture and Susan Dye of Campaign for Better Transport are organising a cycle rally and walk along part of the closed route from Bedford to Cambridge, on Sat. 29 June. Join them in Bedford's Priory Park. Remember: big crowds mean big media interest. For full details go to <http://www.railfuture.org.uk/ox-cam+walk> JH

### **Hitchin Flyover spur: almost ready to 'Spark!'**



The overhead electric wires across the new Hitchin Flyover spur were due to be 'energised' on Sunday 2 June with full commissioning on Monday 24<sup>th</sup>. We see here by generous courtesy of photographer, *Alisdair Anderson*, the view looking

south toward Hitchin as we cross the East Coast main line to the Letchworth side of the new flyover. The picture was taken on the weekend of the sponsored charity walk across the new route. CB

### **Meldreth, Shepreth & Foxton Rail User Group: Comm' Rail Partnership**

*Susan van de Ven writes to say :* the MS&Foxton RUG is delighted that a Community Rail Partnership with First Capital Connect, Cambridgeshire CC, Network Rail and other local partners will soon be formalized. The idea is to affirm a huge amount of good community work already taking place around the three stations, and to continue the strong relationships that have been built with FCC and NR. A CRP for these stations is already included in the County Council's Local Transport Plan, and the hope is that it will enhance the

development of local rail as the area's best form of public transport. The critical theme will be keeping things simple and sustainable!

Meanwhile a poppy planting scheme on formerly derelict land abutting Shepreth Station is underway, to mark the centenary of World War One. This pays tribute to the role of Shepreth Hospital for wounded soldiers, who arrived at Shepreth by train. The scheme is being coordinated by the Meldreth, Shepreth and Foxton Rail User Group, with support from local businesses situated at Shepreth Sidings, and also BBC Radio Cambridgeshire who will be broadcasting a gardeners' question time from the station on June 29.

## Euro-Tunnel act to encourage Channel Tunnel rail freight.

It might not seem directly relevant to our region but believe us it is; not least because new traffic it might serve Potters Distribution at Ely, using the west Anglia route through Cambridge from Barking, and certainly the East Coast main line through Hitchin to Peterborough and beyond.

At the end of May Euro-Tunnel announced that it would “financially support freight operators using the tunnel” through an initiative called Euro Tunnel Incentive for Capacity Additions (ETICA), and would apply to the first year only of any new service run by an independent operator. In no way a state subsidy it acknowledges the hurdles of first year costs and marketing in implementing a new service. At the same time Eurotunnel say its Channel Tunnel charges are very competitive with market charges about £100 for a container forming part of a 750m long train running on a week-night. It claimed that these initial costs plus security matters at Frethún near Calais, were the real obstacles to new trans-tunnel services. UK's Rail Freight Group welcomed the new development as indeed do Railfuture. CB

**And this is where we have to bring this issue to a close: my regular but no less heartfelt thanks to all contributors and look forward to hearing from you for next time. I'm always in need of relevant pictures so do please send them in either JPEG or TIFF format. Any blemish removal or trim they may need is easily dealt with at this end in that algorithmic alchemy known as Adobe Photoshop. May summer prove to be just that, for a change! Ed.**

**DEADLINE FOR ISSUE 159 IS 26 AUGUST**

*AND DONT FORGET>>>>>>>>>>>>*



## Our 22 June Conference in Taunton

# Aspects of Future Railway Operation

### •Speakers:

- John Chapman, Director, Kilbride Group (talking about Community Rail Schemes)
- [John Dora](#) , John Dora Consulting (former Network Rail engineer) (talking about Planning for Climate and Environmental Change)
  - [Alan Matthews](#) , Chairman, [Portishead Railway Group](#) (talking about Campaigning to reopen a long-closed line)
- Dean Cockwell, [Project Manager](#), New Somerset and Dorset Railway (talking about Campaigning to reopen a long-closed line)
- [Bernard Lane](#) , Chairman, [Friends of Suburban Bristol Railways](#)(talking about Campaigning for an effective Suburban Rail Network)
- [John Burch](#) , Chairman, [Tarka Rail Association](#) (talking about The Problem that is Cowley Bridge Junction)
  - Two further speakers to be arranged

### THE VENUE



•: [Albemarle Centre](#) [photo]

- Albemarle Road
- Postcode: TA1 1BA
- Phone: (01823) 252945
- Places are still free to book - but bookings for this conference will [close](#) on 20/06/2013
- The 'Early Bird' offer for members ended on 30/04/2013 - all places now at the full price.
  - Prices for Taunton: [\[book\]](#)
  - £30.00 - Members after 30th April
  - £30.00 - Non-members
  - £55.00 - 2 People
- Includes: Lunch and Conference Report
- For further details about the conference please email [taunton2013@railfuture.org.uk](mailto:taunton2013@railfuture.org.uk).**

## ***Railfuture***

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## ***Railfuture***

### ***EAST ANGLIA BRANCH :***

**15 June: Branch Meeting**

**Williamson House 159**

**Magdalen St, Colchester CO1**

**2JX, Guest Speaker:**

**DOMINIC LUND-CONLON**

**Accessibility to the Railway-  
The Future**

**22 June: National**

**Conference, Taunton**

<http://www.railfuture.org.uk/taunton>

**Branch Meeting**

**28 September. Norwich**

**NR2 1SD. Guest Speaker:**

**TBA**

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