

INSIDE: LATEST STATION FOOTFALL FIGURES

IPSWICH CHORD OPENS FOR BUSINESS



It's Monday 24 March with train 4E33 from Felixstowe to Doncaster easing itself over the River Gipping as the first commercial timetabled service to use the new link from the Felixstowe line avoiding reversal at Ipswich. Ultimately, appropriate crewing arrangements will bring about a re-written freight timetable in which the time currently spent reversing at Ipswich will largely disappear, speeding-up freight transit times and thereby brightening the commercial attraction of rail transport. An on-time, on-budget success, so well done Network Rail, Spencer Rail and everyone else concerned. CB

Haverhill Meeting.

The Rev. Malcolm Hill, of the Cambridge to Sudbury Rail Renewal Association, (www.railhaverhill.net) chaired a well attended meeting of Haverhill townspeople on the evening of Wednesday April 16th. This association is a member of the campaign group getting behind reopening the rail link from Cambridge to Haverhill and includes local councils and the MP for West Suffolk. The case for reopening is steadily strengthening. For example, in its recently published prospectus, Cambridgeshire County Council has said that they are looking at how to improve public transport links between Haverhill and Cambridge with the aim of encouraging growth in the local economy and lessen the number of car journeys to key employment sites, such as Cambridge Biomedical Campus and Granta Park. The railway is one option.

Public support for a railway is strong, as shown by petitions gathered in Cambridge, Haverhill, Clare, Long Melford and Sudbury producing 11,000 signatures, and stage one of the feasibility study showed that 73.2% of people surveyed would use the railway and another 16.2% said they might use the railway. At the April 16th meeting a 'straw poll' revealed those attending unanimously wanted a railway rather than a guided busway.

Railfuture East Anglia fully supports this aspiration pointing out at the meeting that Haverhill is just 15 miles from Shelford station, on the Cambridge to Liverpool Street mainline, 17 miles to the site of the future Addenbrooke's station, 18.25 miles to Cambridge station, and 21 miles all told to the soon-to-be-built Cambridge Science Park station.

So how long might journeys take? Buses are timed between 20 to 30 minutes from Cambridge station to the Science Park but are often double this in the peak hours. On the train this would take 2 to 3 minutes at any time. By bus from Haverhill to Cambridge is a 60 minute plus off-peak trip, expanding to around 90 minutes onward to the Science Park, oh, and a change of bus. By rail, probably around 35 minutes! PW

Cambridge Conference

As the Branch has been tasked with organising this conference, we obviously want it to be a success and that will partly depend on the number of Branch members attending. We have enclosed a copy of the flier giving full details.

It will be a fascinating get together as we have both rail industry and regional speakers. From Network Rail it will be a chance to find out the latest information on the constantly-changing rail freight scene around the country (Felixstowe-Nuneaton and beyond), where capacity is being increased to

support even more freight trains.

On the TOC side we have the Managing Director of First Capital Connect (FCC), who will update us on progress with the £6 billion Thameslink programme, including details about its new trains, depots and implementation of Automatic Train Operation (ATO) providing 24 trains an hour through the core London section.

The operator's perspective will also see new depots for this rolling stock, and implementation of Automatic Train Operation (ATO) to provide 24 trains an hour through the core section. From September there will be a new Thameslink Southern Great Northern franchise, with the DfT taking the revenue risk rather than the TOC. ***(See last page for Franchise announcement, initial response)***

Aside from that, a huge amount is happening on the railway in East Anglia, particularly around Cambridge, fast becoming a major city in Britain thanks to its involvement in the high-tech revolution. Cambridgeshire County Council are not just supporting several rail schemes, but actually leading them. Two council speakers will tell us how they have run the project to build the major new £30m Cambridge Science Park station (the biggest new station project in East Anglia for a century) and how they are developing a route for the 'central section' of East West Rail from Cambridge to Bedford, which the government is now firmly backing for the 2020s.

Railfuture has been campaigning tirelessly for the reopening of the mothballed March-Wisbech line for a regular service from Wisbech to Cambridge. Since the speakers were invited ten months ago a lot has changed and the Wisbech reopening is now looking very likely – find out the latest at the conference.

We welcome too a speaker from the Local Enterprise Partnership, and a strongly pro-rail MP who has been campaigning for rail improvements across the region. Lastly we focus on cycling and how important it is to the railway at Cambridge, the city with greatest use of bicycles in Britain. Cambridge is also a most delightful place in June, so see the flier and book your place. The fee includes lunch. The event is sponsored by Gonville Hotel. PW

East Coast Franchise

As you will remember, the process for finding a successor to the present government owned operator of the East Coast intercity franchise stalled a year or so back. It has recently restarted, producing three preferred bidders: First Group; Keolis; Virgin/Stagecoach. The timeline to creating the new franchise is June 2014 for the 3 bidders to submit their proposals to the DfT, with the successful submission being announced in November. The new operator will replace East Coast in March 2015 for 8 to 9 years.

We updated our list of aspirations for the franchise which can be found on the

Branch website <http://www.railfuture.org.uk/East+Anglia+East+Coast> Suffice to say, we reiterated the need for carefully timed connections to/from East Anglia at Peterborough as well as requiring a frequent even-interval service to/from London for Peterborough itself. We commented that facilities at Peterborough station need to be considerably upgraded to become a truly passenger-friendly interchange between services. PW

Abellio Greater Anglia News

Abellio, the national railway operator in the Netherlands, has been awarded a two-year extension to its Greater Anglia current franchise running through to October 2016. (This may be why each station announcement is now irritatingly prefaced with "Abellio" Greater Anglia....to make us like them?) Be that as it may, new MD, Jamie Burles, has announced a £20m package of upgrades to keep us happy over what many are calling another wasted 2 years before any real step-change/upgrade of passenger services throughout our region can be seriously contemplated. The goodies are retention tanks for sewage on the intercity and some 321 stock together with associated infrastructure to deal with the contents thereof, plus new seat covers for the intercity stock(!). PW

And your Editor adds: "What is hopefully significant, is the Department for Transport's (DfT) published claim that "East Anglia deserves a 'fresh perspective' from the 2016 replacement franchise. This kind of change needs forward preparations – which is what this short Direct Award is about".

How it is all going to be financed we don't as yet know, although I would like to think that the railway press would offer some meat on this topic in forthcoming issues.

Conspicuously absent were official utterances about what is to happen on the beleaguered Felixstowe-Ipswich route. But remember, a year away a General Election looms, and they do have a tendency to produce some wacky, wonderful, or best of all, much-wanted rail developments. Let us be forever hopeful and pro-actively lobbying. CB

And now details of some very welcome extra (mainly on Sunday) train services that are imminent:

July 2014 - New Cambridge-Stansted service: 8 off peak services a day in each direction on Mondays to Fridays.

October 2014 - Norwich to Sheringham hourly Sunday services start to operate on an all year round basis (previously Summer only)-85% increase in Winter Sunday service frequency.

December 2014 - Marks Tey-Sudbury line gains additional later last train on Sundays (all year round).

May 2015 - Norwich-Lowestoft service hourly Summer Sunday introduced

(increased from 2-hourly now). 87% increase in Summer Sunday service frequency.

May 2015 - Lowestoft to Ipswich line - one additional service in each direction introduced all year around.

May 2015 - Norwich, Ipswich, Colchester and London - two additional Summer Sunday services introduced in each direction .

I just hope there will be enough rolling stock available to keep the current service going. No mention of that. Welcome and good luck to Mr Burles. PW

Cambridge S.P. Station: now scheduled to open in May 2016

Alan Mayes reports, "as the authority for the railway network and land owner of Chesterton Sidings, Network Rail are responsible for building Cambridge Science Park railway station and other infrastructure associated with it. Network Rail in consultation with the Department for Transport and wider rail industry decided that May 2016 would be the best time to open the station in order to limit disruption to rail users and coincide with routine timetable changes."

"The County Council is expected to begin construction this summer of the station access routes, ie: Guided Busway extension, foot and cycleways plus road improvements. It is not yet decided whether the busway extension will be a concrete guided busway or a road with controlled entry and exit." AM

'Premier League' Footfall figures outside London

- 1 Birmingham New Street 32,090,346**
- 2 Glasgow Central 27,185,020**
- 3 Leeds 26,200,916**
- 4 Manchester Piccadilly 23,158,477**
- 5 Edinburgh 18,879,684**
- 6 Glasgow Queen Street 16,452,000**
- 7 Brighton 16,187,024**
- 8 Reading 15,412,998**
- 9 Gatwick Airport 15,353,056**
- 10 Liverpool Central 13,522,391**
- 11 Liverpool Lime Street 13,166,539**
- 12 Cardiff Central 11,637,744**
- 13 Cambridge 9,168,938**

And on the next three pages our own local footfall/user figures

EAST ANGLIA STATION USAGE ESTIMATES 2008-2013

Station name	<u>Years to 31st March</u>			<u>% change 2013</u>	
	2008	2012	2013	to 2008	to 2012
Norwich	3,449,928	3,911,508	4,126,012	19.6	5.5
Salhouse	6,475	6,250	8,412	29.9	34.6
Hoveton & Wroxham	101,084	113,896	119,696	18.4	5.1
Worstead	20,553	21,906	21,140	2.9	-3.5
North Walsham	218,295	222,306	242,386	11.0	9.0
Gunton	16,399	16,740	18,400	12.2	9.9
Roughton Road	13,508	13,648	13,052	-3.4	-4.4
Cromer	181,546	185,278	194,444	7.1	4.9
West Runton	21,220	23,798	25,124	18.4	5.6
Sheringham	177,090	189,004	190,844	7.8	1.0
Brundall Gardens	9,178	10,964	12,144	32.3	10.8
Brundall	92,143	88,986	94,554	2.6	6.3
Lingwood	47,586	48,252	46,640	-2.0	-3.3
Acle	53,213	52,596	52,356	-1.6	-0.5
Great Yarmouth	416,713	441,456	461,574	10.8	4.6
Cantley	17,935	16,174	18,008	0.4	11.3
Reedham (Norfolk)	36,889	43,868	46,112	25.0	5.1
Berney Arms	1,014	1,436	1,054	3.9	-26.6
Haddiscoe	9,877	9,524	9,662	-2.2	1.4
Buckenham	97	100	72	-25.8	-28.0
Somerleyton	12,240	10,580	11,902	-2.8	12.5
Oulton Broad North	118,081	118,972	126,064	6.8	6.0
Lowestoft	410,244	413,984	459,166	11.9	10.9
Oulton Broad South	18,028	21,796	28,030	55.5	28.6
Beccles	84,989	78,822	85,040	0.1	7.9
Brampton (Suffolk)	5,569	6,052	6,628	19.0	9.5
Halesworth	69,597	76,790	84,350	21.2	9.8
Darsham	39,862	44,522	47,676	19.6	7.1
Saxmundham	110,028	123,026	132,418	20.3	7.6
Wickham Market	28,767	33,144	38,900	35.2	17.4
Melton	36,727	55,558	63,196	72.1	13.7
Woodbridge	114,036	170,476	186,486	63.5	9.4
Westerfield	9,764	14,792	13,282	36.0	-10.2
Derby Road	39,319	43,216	45,720	16.3	5.8
Trimley	42,413	37,746	40,164	-5.3	6.4
Felixstowe	208,587	196,532	210,762	1.0	7.2
Ipswich	2,807,395	3,159,348	3,348,394	19.3	6.0
Mistley	48,600	63,370	59,548	22.5	-6.0
Wrabness	22,540	20,120	24,484	8.6	21.7
Harwich International	92,166	93,014	89,844	-2.5	-3.4

Dovercourt	147,528	137,188	145,740	-1.2	6.2
Harwich Town	145,527	176,856	156,344	7.4	-11.6
Diss	551,781	621,728	646,158	17.1	3.9
Manningtree	910,384	983,054	1,093,178	20.1	11.2
Colchester	4,525,791	4,584,110	4,291,055	-5.2	-6.4
Colchester Town	442,593	464,398	743,017	67.9	60.0
Hythe	51,836	100,428	112,316	116.7	11.8
Wivenhoe	335,294	354,152	351,316	4.8	-0.8
Alresford	46,833	58,734	57,342	22.4	-2.4
Great Bentley	64,770	65,430	66,450	2.6	1.6
Weeley	17,692	21,220	23,244	31.4	9.5
Thorpe-le-Soken	128,996	124,362	121,300	-6.0	-2.5
Clacton	704,196	752,666	743,038	5.5	-1.3
Kirby Cross	39,715	42,266	43,816	10.3	3.7
Frinton	171,663	175,884	175,226	2.1	-0.4
Walton-On-Naze	115,112	123,358	117,288	1.9	-4.9
Marks Tey	459,980	437,006	473,162	2.9	8.3
Chappel & Wakes Coln	29,903	38,176	41,642	39.3	9.1
Bures	48,383	53,942	57,632	19.1	6.8
Sudbury	285,865	313,510	326,340	14.2	4.1
Kelvedon	799,437	827,358	812,610	1.6	-1.8
Needham Market	43,937	77,554	85,078	93.6	9.7
Stowmarket	705,583	884,962	927,856	31.5	4.8
Elmswell	53,597	68,810	79,482	48.3	15.5
Thurston	38,387	53,932	64,082	66.9	18.8
Bury St.Edmunds	373,739	490,154	566,110	51.5	15.5
Kennett	17,675	20,238	27,530	55.8	36.0
Newmarket	148,515	233,234	268,696	80.9	15.2
Dullingham	26,723	27,464	31,596	18.2	15.0
Cambridge	6,997,883	8,823,236	9,168,938	31.0	3.9
Shelford	125,588	145,900	154,060	22.7	5.6
Whittlesford	314,895	343,772	396,622	26.0	15.4
Great Chesterford	97,949	118,656	110,484	12.8	-6.9
Audley End	773,805	751,194	810,540	4.7	7.9
Newport (Essex)	215,036	210,846	208,416	-3.1	-1.2
Elsenham	181,425	176,222	172,546	-4.9	-2.1
Stansted Airport	5,521,687	3,723,836	3,692,934	-33.1	-0.8
Stansted Mountfitchet	383,993	458,130	485,210	26.4	5.9

Foxton	63,418	83,364	87,974	38.7	5.5
Shepreth	75,052	82,422	86,304	15.0	4.7
Meldreth	213,562	204,582	221,774	3.8	8.4
Royston	1,147,905	1,217,514	1,229,092	7.1	1.0
Ashwell & Morden	104,417	130,196	119,042	14.0	-8.6
Baldock	419,784	517,036	535,106	27.5	3.5
Letchworth	1,364,936	1,513,292	1,569,410	15.0	3.7
Hitchin	2,543,526	2,641,482	2,764,232	8.7	4.6
Arlesey	398,128	503,446	535,054	34.4	6.3
Biggleswade	751,154	788,120	819,356	9.1	4.0
Sandy	449,698	461,884	456,216	1.4	-1.2
St.Neots	979,356	1,138,698	1,181,134	20.6	3.7
Huntingdon	1,564,270	1,673,200	1,685,132	7.7	0.7
Peterborough	4,070,725	4,208,166	4,290,598	5.4	2.0
Whittlesea	26,064	22,538	23,494	-9.9	4.2
March	293,434	336,240	350,246	19.4	4.2
Manea	2,506	3,050	2,898	15.6	-5.0
Ely	1,505,730	1,824,036	1,878,426	24.8	3.0
Shippea Hill	845	376	50	-94.1	-86.7
Lakenheath	552	390	440	-20.3	12.8
Brandon	50,232	89,638	101,396	101.9	13.1
Thetford	212,576	258,510	287,024	35.0	11.0
Harling Road	4,323	4,224	3,592	-16.9	-15.0
Eccles Road	1,643	1,242	1,930	17.5	55.4
Attleborough	151,389	171,018	157,792	4.2	-7.7
Spooner Row	493	338	264	-46.5	-21.9
Wymondham	115,983	156,860	168,486	45.3	7.4
King's Lynn	680,230	869,006	879,836	29.3	1.2
Watlington	100,664	129,146	137,874	37.0	6.8
Downham Market	361,434	432,014	452,674	25.2	4.8
Littleport	148,836	199,804	206,596	38.8	3.4
Waterbeach	250,039	312,216	335,660	34.2	7.5
Total	53306295	57237564	59221236	11.1	3.5

ORR EAB station footfall: commentary and analysis.

We publish the footfall figures for stations in our Branch area once again with thanks to Mike Farahar, the compiler. He comments: *"The ORR website details various limitations to their estimates. Over time their*

data becomes more refined and I notice they have amended some data published for previous years, some station figures for y/e 31/3/12 have changed, eg: Stowmarket, but I've not checked/ updated for any years prior to 31/3/12. Numerous anomalies as ever but hopefully of some use/interest!"

Of great import is the fact that since 2008 usage of our railway has increased by 11.2% and over the year 2011-2012 by 3.2%. Quite some growth. In spite of our concerns from time to time, the railway is proving to be very attractive to an increasing number of our population. This is demonstrated by the powerful calls from numerous towns cruelly cut off from the network such as Wisbech and Haverhill.

Cambridge is setting the pace for growth with a 31% growth since 2008 and another impressive 3.9% in 2011-12. The tabled figures are the estimated totals of entries and exits; at Cambridge this is 9,168,938. The ORR also give a figure of 528,075 for number of people changing trains there. Incidentally, we queried with Greater Anglia why a poster in the booking hall announcing the long overdue expansion of facilities boasted of a footfall of half the actual figure and we received the very odd answer: "The figure we have quoted for Cambridge is passenger numbers, which is usually accepted as Footfall \div 2". So this figure is effectively the number of passengers finishing their journeys in Cambridge and doesn't include journeys starting there, treating every counted passenger as someone who makes a return journey. Explanation anybody? Are there any more examples of this? Why does GA choose to be different from everybody else, and risk underplaying the significance of Cambridge and the need to invest in the station? (Probably because First CC are the major beneficiary).

Committee member, Phil Smart (Ipswich) adds some additional analysis. "Being a bit of a glutton for statistics (who isn't?) further examination reveals other issues that possibly explain certain anomalies or provide evidence for future campaigns."

"Starting with the Harwich branch. Although some of the individual station figures show variable performance, it might be that more people are driving to Manningtree and being 'captured' by the railway. This could be explained by the extra deck added to the car park at this location. Certainly, Manningtree has shown impressive growth, and over the 5 years of data in the table has become the second (after St. Neots in 2009) to join the 'million plus' club."

"If trends continue, we must expect Stowmarket to do the same in the next couple of years. It will be interesting to see if this happens around

the same time as Cambridge is promoted to the '10m' club (unless the latter is reduced by the new 'Science Park' station)".

"Besides Stowmarket, the Mid-Anglia Line is showing impressive growth at both Bury St Edmunds and Newmarket and surely stands comparison with the Breckland line. The latter enjoys 2 tph with Classes 170/158 as the standard offering, whereas the 'Mid-Anglia' pulls in many more passengers with fewer trains and is too often worked by 153s. Bury has now leapt the 'half million' mark, surely helping the campaign for the south platform waiting room. More importantly though, it adds to the case for an hourly Peterborough pattern, as between Ipswich and Cambridge, with alternate 'fast' and 'stopping' trains on each route."

"Colchester North's decline is interesting until one remembers that Colchester has three stations and growth at Hythe and Colchester Town more than make this up."

Ipswich is now handling a 10,000 footfall per day and growing. Five years ago, there were twice as many feet 'falling' at Stansted Airport as there were at Ipswich but the latter could now overtake in the next year or two if trends continue. It would be interesting to know (if anyone does) if this predominantly 'short haul to Europe' airport has felt the impact of Eurostar services moving to St Pancras during the period? (although, like road traffic, aviation has been in decline in the last few years but no-one is allowed to say so!)"

John Smock of Ontrack Rail User Group (South-East Essex) highlights the difficulties of compiling footfall figures and the consequences of inaccuracy. Footfall surveys that Ontrack has undertaken recently at Frinton-on-Sea station suggest that usage is around 25% higher than officially stated. He says "results show that the Official ORR estimates understate actual usage by up to 25% even when ignoring Sundays and/or weekends and Public Holidays. Funding and resourcing of services follow the perceived official ORR usage estimates..."

"Ontrack is campaigning for significant service increases at all stations on the Tendring peninsula."

And if your Editor might be allowed the final observation: "just look at the figures for Brundall Gardens and Salhouse. These surely suggest growth stimulated by road congestion in Norwich allied to new housing, which is a very, very encouraging sign." MF/PS/PW/CB

Bus Pass into Railcard Trial

Our Secretary, Paul Hollinghurst, tells us that the government has just published the results of a year-long ticketing experiment on First Great Western, in which Senior and Disabled concessionary bus-pass holders became eligible for discounted rail fares on selected routes at off-peak times, without also requiring possession of a Senior or Disabled Railcard.

<https://www.gov.uk/government/publications/bus-pass-as-a-rail-card-trial-final-results> The routes chosen were essentially rural, predominantly short journeys, but included urban centres. Locally, the Meldreth, Shepreth and Foxton Rail User Group have been taking a particularly active interest in the scheme as their rail service to Cambridge has similar characteristics.

The trial objectives were to assess how/if travel patterns changed, and whether the scheme gained or lost revenue overall. The questionnaire also gathered information on how people found out about the scheme (mainly from a friend); if the scheme was rated as poor, why (only a small minority); whether people would have used the scheme for long distance journeys had they been available, and did the trial affect people's plans to renew bus passes and rail-cards. As it turned out, it made people feel more positively about train companies.

Happily the trial generated around twice as much new revenue as was lost by providing the discount. A similar pattern was noted with those using Senior Railcards, and that there is potential for the scheme to cause a modal switch thereby becoming still more revenue-generative. The trial was a huge success, generating overall additional revenue and favourable feedback.

The scheme is also supported by the Campaign for Better Transport:
<http://www.bettertransport.org.uk/blogs/rail/is-this-the-start-of-the-bus-train-pass>

This is certainly an idea which Railfuture East Anglia and local Rail User Groups should be pushing for wide adoption, particularly for lines linking rural communities with towns, a conspicuous aspect of our local network. PH

WISBECH REOPENING REPORT

In recent months Wisbech Rail Reopening scheme took another significant step towards certainty when the local MP Steve Barclay announced that the wider economic benefits study has calculated there would be up to £3 of benefits for every £1 spent on the scheme, giving huge additional strength to the case for reopening the line. The study had been commissioned in January by Cambridge County Council and aimed to assess passenger numbers resulting from the transformative effect the rail line would have. Earlier studies had

simply based their figures on existing commuting patterns. The scheme showing greatest benefit takes the line right into Wisbech, rather than the sometimes suggested idea of stopping short of the A47 to save the cost of a road bridge.

This followed on from a Rail 'Summit' which raised the Wisbech Reopening debate to a national level during a parliamentary meeting attended by Transport Minister, Stephen Hammond and a host of political leaders and rail experts including Railfuture's own Chris Austin OBE. The transport minister described the reopening as "a strategic priority". The summit was timed to precede the submission of the Local Enterprise Partnership's bid for funding for infrastructure investment.

Steve Barclay is now exploring sources for the £250,000 to finance the cost assessment by Network Rail, with a view to starting work 2016 on restoring the line.

Railfuture's Wisbech Rail Reopening Campaign has provoked the strong and almost universal local support for the reopening which has allowed Cambridgeshire County Council, Steve Barclay, Fenland District Council and Wisbech Town Council to support and press quickly ahead with the scheme. In as little as 14 months since the start of Railfuture's campaign the prospects have changed from a low-cost, low-capacity shuttle from Wisbech to March with a weak financial case, through to today's announcement that the scheme is of strategic importance with a solid business case.

For up-to-date news about the reopening of the line check the campaign's website here: <http://wisbechrail.org.uk/> PH

Cambridgeshire announced long term transport strategy

Nick Dibben writes to tell us that, "Cambridgeshire County Council has issued a draft long-term transport strategy for the next 35 years. The document outlines key transport infrastructure required to deal with expected growth in the area including 72,000 new homes. Although focused on Cambridgeshire, the report covers a wider area into surrounding counties.

Rail use in Cambridgeshire has increased by 60% in the last 10 years, compared with a 30% increase in bus usage and an average 6% in road traffic, although some roads have far greater increases. Cambridge itself has seen a shift in commuting patterns, fewer residents now drive to work and their numbers are now nearly matched by cyclists; 30% and 29% respectively.

Whilst there are number of new major road schemes mentioned in the report; the A14, A428 and A47, there are many rail projects expected to be completed by 2021. These include:

- New stations at Cambridge Science Park and Soham

- Removing level crossings at Ely, Foxton and Whittlesea
- Extra capacity on the East Coast Main line and around Ely
- Extra services between Cambridge and other centres including Peterborough, Kings Lynn Norwich and Stansted Airport

Other rail projects, that are required to provide additional capacity and support growth, but which require additional studies include:

- March – Wisbech line re-opening
- Railway electrification
- New station at Addenbrooke's Hospital, Cambridge
- Increased frequency between Cambridge and Ipswich
- Additional rolling stock on rural routes
- East-West Rail
- Improved links between Cambridge and Haverhill (bus improvements also being considered)

The full report can be found on the County Council web-site and you can hear more about the proposals at the Railfuture Summer Conference in Cambridge on Saturday 21 June." ND

CAMBRIDGE CONFERENCE (21 JUNE)

Why it's special!

Cambridge has something of a justified reputation for pushing at the frontiers of knowledge and action. In its own modest way our Railfuture Cambridge Conference is trying to do just this, by offering an agenda which focuses on the cornerstones of Railfuture's purpose: enlarging, enhancing or re-opening our railway.

To this end we've invited a sequence of Speakers who know about such things, and what it takes to see projects through the detailed process to fruition. Invigorating ambition is absolutely what Railfuture is about; connecting with the organisations and people who make things happen on the railway by way of thoughtful proposals and persistent promotion. Isn't that what you wish, indeed, expect of Railfuture especially at Branch level?

So we need you at this Conference, actively supporting and engaging with our splendid speakers. Show them you really care about our work by booking straight away, using 'phone, letter, or on-line via:

<http://www.railfuture.org.uk/conferences> We can promise you a stimulating day in good company in a super, easily reached location, (University Centre, CB2 1RU) starting at 11.00 hours What's not to like?

AND OUR NEXT BRANCH MEETING (in Colchester)

Our June meeting is again in Colchester at the YMCA just a 100 metres left out of Colchester Town station (Colchester YMCA 159 Magdalen Street, CO1 2JX.) The date is Saturday 14 June starting at 14.00 hours. It will be a joint meeting with Railfuture London & South East 'Eastern Division'. Our Committee member, Phil Smart, will give a short presentation, continuing our discussion at the last meeting about the need to use Stratford International station for the effective benefit of East Anglian travellers to the Continent.

The Guest Speaker is Rob Fairhead from Network Rail who, incidentally, was Project Manager for the new platforms at Cambridge Station. The upgrade of the GEML will be his primary subject. This should surely stimulate your inquisitiveness, so please do come along and join us. PW



FELIXSTOWE-IPSWICH UPDATE

Much has been written locally in Suffolk about the continuing impasse over increasing the lengthy stretches of single line to double, the current absence of which impacts on passenger and freight traffic alike.

Remember, the Port of Felixstowe is committed to doubling track over four and a bit miles from Trimley to Nacton by 2018. They presumably are still negotiating with the eighty or so landowners affected by the project. As local MP, Denise Coffey has said, "Felixstowe to Nuneaton is an important freight line and I know Government recognise this".

From the passenger point of view, Deputy Mayor of Felixstowe and Suffolk's cabinet member for transport, Graham Newman, occupied local newspaper space by heatedly stating "I am really getting concerned about the way the Felixstowe rail line appears to be facing a serious rundown in passenger services", and lot of other comments besides. He was right, as all the users we know are constantly confirming their profound frustration with Abellio Greater Anglia's constant stream of cancellations and late running, especially at peak times. Lack of double track was too often exacerbated by a shortage of diesel units due to damage by flood, accident or technical failure.

The last twelve months has been far from good on the route. As one traveller told us, "people are just giving up on the train and getting to Ipswich in other ways – even though it isn't anywhere near as convenient." We too in Railfuture are pushing hard the various organisations involved to resolve the many contributing problems. And soon! CB

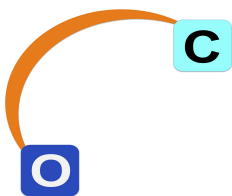
GREAT YARMOUTH RAIL STATION TO HAVE BUS LINK AGAIN

Member, Trevor Garrod, congratulates our corporate member, the East Norfolk Transport Users' Association, for securing a bus link from Great Yarmouth rail station to the town centre, the sea front and the villages of Caister, Scratby and Hemsby to the north of the town.

From May 25th, Service 3 from Vauxhall Holiday Park is being diverted via the station and will operate every hour, connecting with the Norwich trains, until September 20th.

In the school holidays (July 27th - August 30th) the frequency increases to half-hourly.

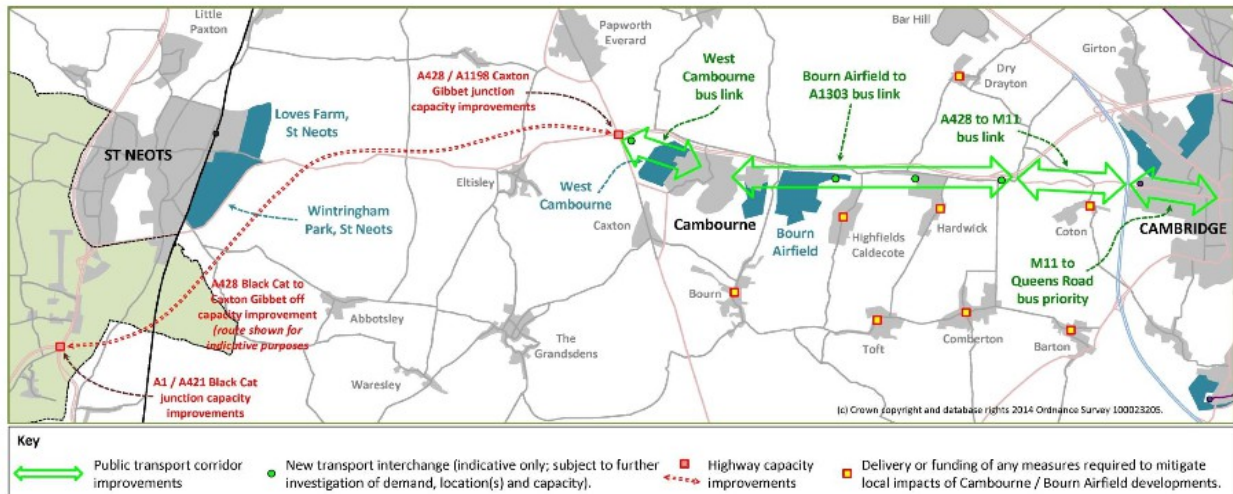
The simplest way to use this bus is to add "Plus Bus" when you book your train ticket to Yarmouth. The more people who use this new bus link, the stronger the case will be for an all-year bus service for Great Yarmouth rail station - so why not encourage your friends, family and colleagues to use it also when they visit the resort this summer? TG



EAST WEST RAIL And The CAMBRIDGESHIRE TRANSPORT STRATEGY

After the vote on HS2 in Parliament on 28th April, writes John Henderson, Patrick McLoughlin, the Transport Secretary said that he expected "spades in the ground by 2017". About a month before that, Network Rail and the East West Rail Consortium (EWRC) announced a 16 month delay to EWR – trains will now start in March 2019. The main reason for the delay is the time it takes to get the permits needed to reopen the lines from Bicester and Aylesbury to Bletchley, including a new station at Winslow. Network Rail estimate it will take three years, from now to 2017, to gain a Transport & Works Act and only then will construction start. The long permitting schedule incorporates lessons learnt from the Oxford –Bicester project (Evergreen 3) where legal action held up construction for two years. The 2019 opening will not include electrification and no major work between Bletchley and Bedford. However, the DfT is working on a follow-on package which will include both of those. But the momentum of HS2 should keep East West Rail to its new timetable: HS2 plans include a construction and maintenance depot in Buckinghamshire, near the crossing point of the two routes. HS2 prefers to supply it by rail, so it will be keen to see EWR opening on time.

Meanwhile on the Central Section from Bedford to Cambridge, plans are about to be published. But perhaps not quite the plans supporters were hoping for. Cambridgeshire County Council is expecting to publish a Long Term Transport Strategy (LTTs) for public consultation in the near future. The draft LTTs proposes 108 transport schemes to be built between now and 2031. They are classified into four priority groups. The Central Section of East West Rail (EWR-C) is in the 4th, lowest priority, group: 'Further schemes that may be needed'; it's in the same group as Cambridge Orbital Highways. The strategy says that



the support for EWR-C is 'to be determined, subject to a compelling economic case'.

On the other hand, a system segregated 'bus links' between the M11 and Camboorne is in the 2nd priority group, and extension of the A428 dual carriageway from Camboorne to the A1 near St Neots, is in the 3rd group. Neither of these is 'subject to a compelling economic case', a requirement which is uniquely applied to EWR-C. A map of the Cambridge – St Neots area shows a route for the A428 dual carriageway, and this featured in a front page article about the LTTS in the Hunts Post. However, no route for EWR-C is shown.

On a different track, EWR Consortium is currently researching an optimum route for the railway and the results are expected in the near future; this isn't mentioned in the Strategy. And here, just to show evidence of meaningful activity, we see Verney on the left and Swanbourne.



The LTTS and a Network Rail presentation on EWR Western Section are available on our website: <http://www.railfuture.org.uk/ox-cam/documents.php>

If visiting the ox-cam website, don't forget to sign our petition to complete the line to Cambridge: <http://www.railfuture.org.uk/ox-cam/registersupport.php>
JH

GOVIA WIN THE THAMESLINK, SOUTHERN, GREAT NORTHERN FRANCHISE

So now we know (or think we do); Govia's experience with the network complexities south of the Thames apparently counted for more than First's less complex network north. Given this is a management contract only, with all revenue heading straight to DfT's coffers it seems a sensible decision – despite a rather fragile Govia reputation with London Midland Franchise. Our sad commiserations go to First Capital Connect with whom we have enjoyed a friendly, purposeful relationship over FCC's eight year tenure. We thank for this.

Certainly our East Anglian Branch offer all concerned with the new franchise, our genuine best wishes for the task of bringing this singularly challenging project to an on-time, on-budget, workably reliable new service. We too are certainly going to work hard to nurture a similarly worthwhile relationship with Govia TSGN.

As far as the details are concerned, most will be found on the Dep.for Transport (DfT) website. However, a telephone call to the DfT press office elicited the information that from 2016, Siemens CI.700 will gradually replace most suburban rolling stock currently working out of King's Cross , with CI.377 (387?) electric units supplanting the CI 365



variety on the Cambridge Express service between King's Lynn, Ely, Cambridge and King's Cross.

But not it seems, north of Hitchin to Peterborough. We await full details of this intention of course. Meanwhile, a couple of explanatory pictures. In the upper picture the present Cambridge Express stock; a Class365. While below, exterior and interior of CI.377 running at present between Brighton and Bedford, completely air-conditioned capable 'tweaking' to 110 mph. CB



And there's where we have to stop. This issue has been a tricky one for your Editor, as sitting at the computer for more than thirty minutes has made his left knee very,very painful (osteo-arthritis) and progress fitful. So apologies for this RE not being quite as varied and colourful as usual. But hopefully better luck next time, contributions for which by **Monday 1 September, please.** Meanwhile, enjoy a hopefully gorgeous summer. CB

Railfuture

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Railfuture

EAST ANGLIA BRANCH : 14 JUNE 2014

COLCHESTER YMCA

159 Magdalen Street

CO1 2JX

Guest Speaker: Rob Fairhead ;

Network Rail

Project Manager

21 June:

Railfuture : Summer

Conference, University

Centre. Mill Lane Cambridge

CB2 1RU

**27 September: Branch
Meeting: Norwich**

Friends Meeting House
NR2 1EW

Speaker: TBA

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