

raileast

Newsletter of East Anglia Branch of Railfuture

ISSUE 169 FEBRUARY 2016

Internet at www.railfuture.org.uk/East+Anglia TWITTER at twitter.com/RailfutureEA.



Ipswich Station forecourt is in the process of a major redesign which is planned for completion by the end of April this year.

The key changes will be:
New layout, better access for buses and taxis, better access for bicycles and pedestrians, improved environment, much more user-friendly, new traffic signals and road resurfaced.

2. Branch Annual Report 2015-2015.
4. News Items in Brief.
9. 2016 AGM of Railfuture East Anglian Branch.
13. West Anglia Footfall Figures . . .
A few Highlights.
16. National AGM 21 May in Milton Keynes.

2015-2016: Another year of Branch activity coming to an end.

Our Chairman, Peter Wakefield, reports.

First of all, before embarking on a brief review of all the activities undertaken by the East Anglian Branch, may I extend a very warm welcome again to all our new members along with a big “thank you” to all our existing membership for staying with us. What we do is only valid if we have your commitment behind us. So please do renew and, whenever you can, recruit a new member. I have noted real progress this year, often after many years of campaigning and sometimes near-glacial advance.

Nationally too, real progress is being made in getting our message across. Many thanks to that team too.

Our big campaigns over the year include Wisbech; Haverhill; Cambridge City Deal, and of course EastWest Rail.

‘Wisbech’ is ongoing with updates via regular Wisbech 2020 meetings, which we attend, and remaining hopeful of positive action from the new franchisee.

At Haverhill the collection of signatures for the necessary petitions has been conducted by the really excellent Haverhill Rail campaign group led by Heike Sowa. She and her team have gathered much support from public and business for a rail route from Haverhill to Cambridge.

Cambridge City Deal involves the processes of “The Deal” and like-minded local campaign groups. Getting the rail industry to engage has been a major activity involving much lobbying, meetings and letter writing. Without our intervention the case for rail would not be being made.

For this and much else we owe a huge vote of thanks to the thoughtful work of Paul Hollinghurst, our Secretary.

We have kept up meetings with our local Members of Parliament, who impress with their knowledge of our railway and the really good work they are putting in on behalf of us all to achieve the necessary improvements.

For example: Branch members have met MPs, including Ben Gummer; he acts on behalf of a large group of MPs working for a better railway. We sought his support specifically for the enhancements to the Felixstowe to Birmingham via Bury St Edmunds route to be protected in the Hendy review. And, of course, the failings of the Felixstowe to Ipswich passenger train service.

Other contacts include Steve Barclay MP on Wisbech rail reinstatement and Daniel Zeichner MP for Cambridge area rail matters, and we are pleased that

Daniel is now Vice-Chair of the All-Party Parliamentary Group for EastWest Rail.

We have met extensively with council leaders and officials concerning rail development in East Anglia and within the Cambridge City Deal.

Discussions with rail companies has continued, with regular productive contacts with key managers at Abellio Greater Anglia, Govia Thameslink Railway and Network Rail. Our cordial relationships have helped create, for example, tangible improvement, such as at Newmarket. We have also worked with the user group Mid Anglia Rail Passengers Association (MARPA) on this.

You may well know that the first part of East West Rail recently opened between Oxford and Bicester, with the planning for the next section on to Milton Keynes and Bedford well under way. To reassure ourselves of progress our Committee member, John Henderson, organised a meeting with Charles Hurst of Network Rail on 8th June to discuss progress and planning of East West Rail Phase 2. The main purpose of the meeting was to discuss NR's project schedule and especially changes since our last meeting. We expressed Railfuture's desire for as much construction work as possible to be achieved via NR's current permitted development rights, so gaining time. The balance will depend on a new Transport Works Act Order. We also suggested starting a full public consultation programme early so that the project is not delayed by sudden objections during construction. And NR appears to be acting in kind!

We met managers of Chiltern Railways on the first and second days of the new Oxford Parkway to Marylebone service. They demonstrated unique advances in passenger information systems at Oxford Parkway and Bicester stations. We discussed other aspects of the new service including the poor frequency at Islip, Chiltern's interest in running trains to Milton Keynes and Bedford, Phase 2 of EWR, and the split of passengers between Bicester Village and North stations. They did not mention, however, the cuts in the service to/from Bicester North which has generated strong complaints from passengers.

We pay tribute also to the massive work put into promoting the East West Rail concept by the Oxford and Bletchley Rail Action Committee (OBRAC), led so ably by East Anglian member, Chris Wright.

Much time was spent in refining our submissions to the three East Anglia franchise Preferred Bidders. Then there were lengthy meetings with each of them, where our message was clear and understood by all three. We attended by invitation, numerous workshops assessing "the best outcomes" of the franchise, and organised on behalf of the DfT and others.

Committee members attended three AGA “station travel plan” meetings at Cambridge, Norwich and Diss. See:<http://www.stationtravelplans.com/what-are-stps>

That Norfolk and Suffolk County Councils take so much interest in our railway is most encouraging. Both Councils engage fully with us and other interested parties. We have attended the very useful Norfolk Rail Policy Groups and the excellent Suffolk Rail Conferences. Sadly other County authorities do not work so closely: that said meetings have been attended regarding the Cambridge City Deal process.

The Branch co-operates closely with our excellent Rail User Groups, often encouraging them to seek real improvements: better together than individual RUG approach. Community Rail Partnerships also receive our active support.

The National Horse Racing Museum in Newmarket is another focal point: here the racing industry has been persuaded of the need for huge improvement in the station facilities and train service levels, in turn leading to growing support for our ideas to make the track layout around Newmarket more versatile.

Media coverage of our activities is very important and we have successfully made ourselves available for interview by all the following outlets: BBC Look East, BBC Radios Cambridgeshire, Suffolk, Norfolk, and Essex; Heart Radio, Cambridge TV, Cambridge News, Eastern Daily Press. Our ideas for the railway in the Greater Cambridge area targeting the City Deal even topped an informal newspaper poll! *PW*

DON'T FORGET: AGM 27 FEBRUARY IN BURY ST EDMUNDS IP33 1SJ

News Items in Brief

REPLACING KINGS DYKE CROSSING MOVES FORWARD

Just before Christmas, Cambridgeshire County Council submitted plans to replace the Kings Dyke level crossing near Peterborough with a road bridge. The A605 between Peterborough and Whittlesey is used by over 10,000 vehicles each day, in conflict with 120 trains a day: the barriers are often down for between 10 and 20 minutes each hour causing significant traffic congestion and potential delays to rail passengers.

Consultation was carried out on various options early in 2015. The study showed that a new road south of the existing road was preferred and around 95% who responded supported the idea of a bridge.



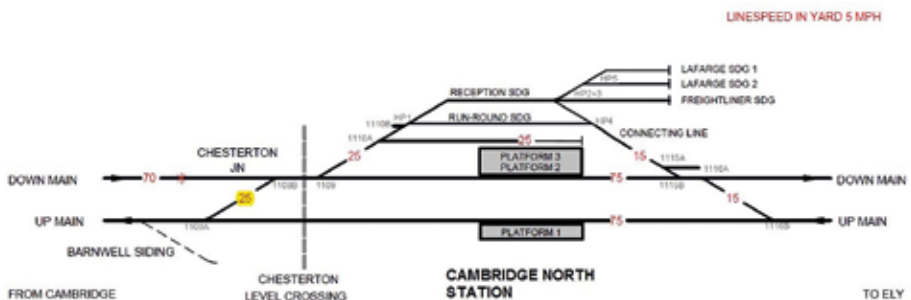
The new road will cost around £17m and construction is expected to take about a year. *ND*

RAIL GOODIES FOR THE NORTH – NOW FOR THE EAST

For the bidders of the next East Anglia franchise, the announcement of the winning bids for the Northern and Trans Pennine rail franchises in early December may have come too late to make last minute changes. But does the announcement provide any clues as to what might materialise in East Anglia? Here are some pointers as to what we might expect.

New trains help you win: a fleet of new trains and extra coaches will not only provide more seats and encourage new passengers, but having all your trains of the same type saves on spares, maintenance costs and improves versatility in operation. *ND*

CAMBRIDGE NORTH AND THE SECTION 106 LEGAL AGREEMENT



The signing of this Section 106 application is likely to be agreed at the Cambridgeshire CC Joint Development Control Committee meeting on 16 March this year. Although the majority of the scheme remains as was agreed under the previous application last August, the new changes are the relocation

of the car park adjacent to the railway station, realignment of the access road from the end of Cowley Road to the station, with associated changes to the taxi rank, drop-off facility and to Station Square.



As you can see from the pictures, building of the station itself is proceeding apace, thanks to weekend closures of the Cambridge-Ely main line. So do check service availability if you are planning to use this line on future weekends.

The actual opening to train services is now slated for 21 May 2017, the beginning of the summer timetable. Excitement mounts! *AM/CB*

PREPARE FOR BETTER TRAINS

The great changeover of rolling stock on Great Northern routes from London to Peterborough and Cambridge will be starting soon according to Keith Jipps, Passenger Service Director – Great Northern, as he addressed our Cambridge meeting in December.

GTR currently has 3 of their new Class 700 Thameslink trains at their Three Bridges depot; one is undergoing trials on the Brighton line whilst the other two are being taken apart and put back together again to enable staff to practise various maintenance tasks. Once 30,000 miles of fault free running has been achieved, the new trains can be accepted ready to start service. In Spring 2016, they will start operating on the Bedford to Brighton route. The 1980's-built class 317 and 321 units currently operating on the Great Northern will be replaced by the newer class 377 trains which are air-conditioned and destined for the off-peak Cambridge Express services. They will also replace some of the mid-

nineties Class 365s. A year later, should see the 8 and 12 coach Class 700 trains introduced on the GN routes taking over the majority of services with some of the existing Class 365 trains being retained for peak hour services.

The introduction of the full Thameslink services in 2018 which will see trains running from Cambridge and Peterborough through London to Gatwick Airport and beyond, is one of the many key objectives set within the GTR franchise which started in September 2014. The final piece of the rolling stock jigsaw are the new trains ordered for the Moorgate routes from Siemens, a variation on the CI.700 Thameslink order, announced in late December.

The franchise is the country's largest, operating around 22% of national train services. In July 2015, the Gatwick Express and Southern routes were added to the franchise. The key reason for the large combined franchise, is to optimise train services south of London furnishing maximum capacity for passengers.

One of the benefits of a larger group is the ability to spread best practice from a small group to an entire franchise. Examples of this include on-train monitoring and vehicle height detectors for low bridges. *ND*

DIFFERENT RULES

The GTR franchise differs from others on the rail network in that the DfT collects all the revenue (and sustains any losses). Also, the financial gain from disruption compensation caused by Network Rail activity has gone too. Yet there are over 200 obligations and many performance criteria to be met, so sharp management is required. To date the company has introduced first-train-to-last-staffing at some stations, a new smartcard ticket and a customer App. Over fifty million pounds is allocated to station improvements, with some of this ring fenced for smaller stations. *ND*

SAVING STATION BUILDINGS

The second presentation at our December meeting was from Martin Yallop of the Association of Community Rail Partnerships (ACoRP). The organisation includes over 60 CRPs and many station 'friends' groups. Preservation of station buildings is a key campaign. Station buildings were once considered important community hubs, but many fell into disuse during the 1960s as part of the general decline in the railway. ACoRP can provide advice to local rail groups and local authority on the best way to protect station buildings and to work with the rail industry to put them back into local use. Groups such as the Workers Education Association (WEA), University of the third Age (U3A) and the Federation of Small Businesses have been interested in taking over buildings.

EAST SUFFOLK TRAVELLERS' ASSOCIATION

Railfuture members will be welcome at the Annual General Meeting of ESTA, to be held on Saturday May 14th in the Gannon Rooms, Station Approach, Saxmundham, starting at 14.00.

After reports and discussion - standard AGM business - we shall welcome as guest speaker Councillor Philip Smart who will give a presentation on Current and Future Rail Developments in and around East Anglia.

The popular booklet "East Suffolk Line Walks" compiled by Roger Wolfe has been updated and re-issued, describing walks between stations and some circular walks from stations. It is available free of charge from Trevor Garrod, 15 Clapham Road South, Lowestoft, NR32 1RQ. The walks vary from 1.5 miles to 9 miles.

Meanwhile, ESTA is also considering producing a leaflet on walks to pubs from East Suffolk Line stations. These will be much less energetic - such as from Brampton to Westhall and from Melton to Ufford. Trevor Garrod would be keen to hear from any member with suggestions, preferably based on experience! (trevor.garrod@railfuture.org.uk) *TG*

"ACTIONS SPEAK BEST"

This was the headline given to a letter in the Boxing Day issue of the Eastern Daily Press from Trevor Garrod.

He was referring to an item in the paper in which the consumer group Which? complained that, when trains were delayed, only 34% of passengers claimed compensation.

Mr Garrod's letter stated, "I have personally claimed and received compensation on four occasions (in this country or abroad) when trains have been badly delayed. Sometimes, however, it is more important to be conveyed in some comparable way to your destination, rather than receive money or vouchers.

"On December 13/14 I travelled from Lowestoft to Brussels and back by rail, encountering a cancellation at Cambridge on the way out and a missed late night connection at Norwich on the way back. The helpful platform staff at Cambridge arranged for me to have a taxi (at no cost to myself) from there to Stevenage and asked any passengers in a similar situation to report to them. At Norwich I and another passenger were put in a taxi (paid for by the train operator) back to Lowestoft.

I regard that as excellent customer service. Perhaps Which? should in future investigate public transport operators' contingency provisions - their Plan B - as well as their actions in compensating passengers." *TG*

COMMEMORATIVE SEATS

The East Anglian Branch has contributed £200 from the Clara Zilahi legacy towards the cost of two commemorative seats - one in memory of the late Albert Godfrey JP, to be installed at Oulton Broad South station, and the other in memory of Olga Awty, to be installed at Halesworth station. Both died during the summer of 2014.

Albert was one of the founders of the East Suffolk Travellers' Association in 1965 and was also for many years a Railfuture member as well as being in later years President of ESTA. Olga was another of the campaigners who saved the East Suffolk Line from closure in the 1960s and ultimately was elected Vice-President of ESTA. Increased use of the two stations concerned means that more seating is welcome.

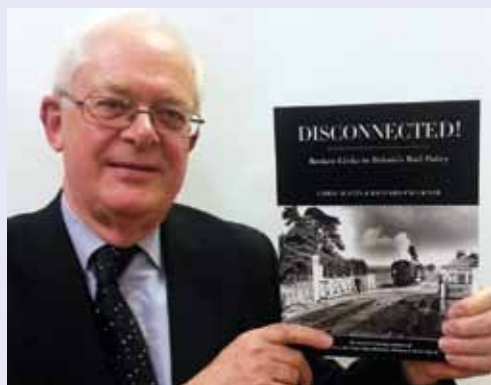
Suitable plaques have also been engraved for each seat. At the time of writing a date for unveiling of the seats is awaited. Check on the ESTA website www.eastsuffolktravel.org.uk. *TG*

2016 AGM OF RAILFUTURE, EAST ANGLIAN BRANCH

SATURDAY 27TH FEBRUARY 2016 – 14:00 hrs

Friends Meeting House, St John's Street

Bury St Edmunds, IP33 1SJ



Where our Guest Speaker will be Chris Austin, talking about his book, co authored with Richard (Lord) Faulkner, DISCONNECTED!, a sequel to the sell-out predecessor, HOLDING THE LINE'

RECOGNITION FOR ONTRACK RAIL USERS ASSOCIATION CHAIRMAN, JOHN SMOCK



Ontrack chairman, John Smock, has recently been nominated for the Tendring District Council’s Pride of Tendring award in recognition of his work leading Ontrack Rail Users Association for the past 20 years, and also as ex-chairman of the Lions Club of Clacton-on-Sea.

The citation states that John “has spearheaded a persuasively argued campaign, ably supported by a small dedicated team of local citizens to raise the profile of the issues around the poor state of rail services in Tendring.” It goes on to say that, “John has met with local and national politicians to save and improve our rail services which are vital social and economic services. John has gained a reputation for being a dedicated, knowledgeable and persistent advocate who wins by convincing arguments on behalf of the residents of the Tendring District.”

With other winners, he will formally receive his accolade at a special ceremony on February 5th.

Photograph shows John, centre, outside Walton-on-the-Naze railway station with other members of Ontrack committee (from left) Peregrine Martin, Tony Baxter(TB), David Payne, Eric Rowley and Dave Bolton. *TB*

MELDRETH STATION MASTER MARVEL



David Piggott: The retirement of Meldreth's legendary Station Master, David Piggott, cannot go unacknowledged. As much as any improvements to train punctuality, capacity or routing, the value of the person selling a ticket and helping a traveller to make a confident start to their journey has been proven many times over in the vicinity of Meldreth Station, South Cambridgeshire.

In addition to a zest for finding best fares, tips on where and when to go, tannoy announcements in foreign languages tailored to visitors from overseas, and the all-important cup of tea courtesy of the station master himself, David Piggott has made train travel from Meldreth a joy and a first choice. A book of travellers' memories and photographs – Memorable Moments with David Piggott - is available from susanvandeven5@gmail.com.

A testament to public affection was the huge turnout at Meldreth Station on a cold and wet December Saturday, to see the portrait of David erected above the ticket hatch in the waiting room, and of course to eat cake and serve David a cup of a tea. SV

FASCINATING FAST CHANGE: SUSTAINABLE TRANSPORT TRANSFORMATION ALONG CAMBRIDGESHIRE'S A10 SOUTH

Cambridgeshire County Council's Transport Strategy rightly marks out the A10 transport corridor south of Cambridge for enhancement of sustainable transport, and specifically walking, cycling and rail travel. Three local stopping stations at Meldreth, Shepreth and Foxton form an unmatched local public transport network on the approach to booming Cambridge.....

The overall transformation toward more sustainable travel involves the critical element of persuading people to change daily habits. A preponderance of large high-tech businesses in the area, which are running out of parking spaces, provides a fascinating platform for coaxing that change. AstraZeneca now runs a shuttle service from its Melbourn Science Park site to Meldreth Station, and when it moves to its new site on the Cambridge Biomedical Campus its 2000 employees will have to share 500 parking spaces.

The Shepreth Plough Pub is brainstorming it's travel culture change to persuade patrons to travel from Royston to Shepreth by train instead of car, because Shepreth High Street is clogged with cars, to which double yellow lines is a poor solution. Both companies are working alongside the Meldreth, Shepreth and Foxton Community Rail Partnership in their venture to promote that positive change. SV

ABELLIO GREATER ANGLIA(AGA): SERVICE RELIABILITY.

Andrew Gee tells us: “During the last few months how frequently have passengers seen or heard their service, provided by Abellio Greater Anglia (AGA) delayed or cancelled by a “Train Fault”? “All too often”, is the usual response. But why has this been so?

1. AGA: Lower reliability of diesel unit fleet, especially Cl.170.
2. Network Rail: ‘unduly severe’ (?) 2015 leaf-fall season and possible inadequate coverage by the RHTT services (Rail Head Treatment Trains)

The level of service disruption depends upon which part of the network your journey operates and the condition of the rolling stock. For example, on rural lines in Norfolk and Suffolk some of the journeys are operated by single-car Class 153 DMUs, originally built in the late 1980s and which, according to regular travellers and user groups, are particularly prone to various types of train faults. They are also non-compliant with the PRM TSI regulations (catering to disabled passengers primarily) effective from January 2020. “

From the information available the suggestion is that, whilst Abellio Greater Anglia has quite rightly concentrated on safety critical routine maintenance, has it avoided spending additional funds on longer term reliability-enhancing maintenance? The absence of a wheel turning lathe at AGA Norwich Crown Point depot results in some stock being sent to Derby (as well as Ilford or Bounds Green) for tyre turning, thereby extending already lengthy periods of rolling stock shortage.

Railfuture East Anglia has emphasised the importance of more rolling stock for the new franchise, to be announced later in 2016.” <http://railfuture.org.uk/East+Anglia+Greater+Anglia> Whilst it is easy for any train operating company to place blame for the UK shortage of dmus at the door of the Department of Transport, legal contracts were signed demanding compliance, ie; ‘it takes two to tango.’” Self imposed financial constraint in this area of maintenance is a false economy. Trains that are significantly delayed or cancelled, lead to frustrated passengers, complaints, and often substantial Delay Payments to passengers and other train companies. Ultimately this results in a tarnished brand name plus negative feedback to the twice yearly National Rail Passenger Survey conducted by Transport Focus.”

“The forthcoming Greater Anglia franchise commits the successful train operating company to an agreed higher level of service quality and passenger satisfaction. This is to be monitored on a regular basis and will require a stronger focus to attain far better punctuality and fleet availability. Improved/new rolling stock is a major consideration within the tender for this new franchise, operative October 2016. Should it materialise many problems will disappear, but not before 2018 at the earliest. It is until then which is our real concern and Railfuture is pursuing this with both AGA and NR.

Due to the high level disruption of train services, we believe the Department for Transport has commissioned (?) a study to review the circumstances and decisions taken by AGA and Network Rail, who operate the leaf-clearing Rail Head Treatment Trains. We ask that the findings are made public and the recommendations form part of the new contract between Network Rail and the new franchisee holder from October 2016.” AG

East Anglia footfall figures . . . A few highlights:

The latest footfall figures for our region were published late last year. Here we have listed them line by line. Overall, there has been a significant increase across East Anglia of 4.6% (22.6% over 5 years).

It’s noticeable, however, that the Great Eastern Mainline has had well below average increases or even slight decline after years of strong growth. Poor reliability plus continued weekend-work with bus substitution are probable causes. It again shows the pressing need for more capacity and a renewed fleet of reliable trains. The awful reliability of the Felixstowe branch services is starkly mirrored in the figures of decline.

Cambridge has broken the 10 million footfall threshold, sharply up with a 6.1% increase over the year. Stations and routes leading into that city show similar increases reflecting the rapid economic development in South Cambridgeshire.

Strong performers at over 100,000 footfall and greater than 10% annual growth are Waterbeach, Arlesey, Shepreth, Hythe, and Stansted Airport, where after several years of decline, air and rail growth has strongly resumed.

Manea has the highest growth, up 192% (10,794), clearly showing that when a decent service is provided, business increases. Shippea Hill has the second highest growth, from 1 passenger a month to 1 passenger a fortnight! It is still a dismal service, however. *PW*

EAST ANGLIA STATION USAGE ESTIMATES 2010-2015

Station name	Year ended 31st March			% change 2015	
	2010	2014	2015	to 2010	to 2014
Norwich	3,496,082	4,139,874	4,071,502	16.5	-1.7
Salhouse	6,120	9,390	9,806	60.2	4.4
Hoveton & Wroxham	100,254	122,654	131,024	30.7	6.8
Worstead	20,014	21,604	24,394	21.9	12.9
North Walsham	210,800	241,604	239,934	13.8	-0.7
Gunton	17,136	17,290	16,138	-5.8	-6.7
Roughton Road	13,906	11,854	12,464	-10.4	5.1
Cromer	171,236	186,672	183,032	6.9	-1.9
West Runton	22,042	23,972	26,464	20.1	10.4
Sheringham	179,542	189,976	196,068	9.2	3.2
Brundall Gardens	10,720	10,534	11,482	7.1	9.0
Brundall	87,732	92,892	98,472	12.2	6.0
Lingwood	48,244	50,072	46,966	-2.6	-6.2
Acle	45,482	50,282	48,076	5.7	-4.4
Great Yarmouth	403,428	460,924	436,834	8.3	-5.2
Cantley	16,062	18,898	21,350	32.9	13.0
Reedham (Norfolk)	25,294	45,482	45,336	79.2	-0.3
Berney Arms	1,628	1,510	1,396	-14.3	-7.5
Haddiscoe	10,246	11,236	12,832	25.2	14.2
Buckenham	154	80	88	-42.9	10.0
Somerleyton	9,850	11,830	10,610	7.7	-10.3
Oulton Broad North	108,634	124,368	125,506	15.5	0.9
Lowestoft	412,246	471,348	460,384	11.7	-2.3
Oulton Broad South	17,660	42,884	48,132	172.5	12.2
Beccles	82,146	101,280	105,254	28.1	3.9
Brampton (Suffolk)	5,980	7,284	8,968	50.0	23.1
Halesworth	65,970	93,962	94,702	43.6	0.8
Darsham	39,744	55,498	56,744	42.8	2.2
Saxmundham	102,002	139,254	139,246	36.5	0.0
Wickham Market	28,810	44,272	43,804	52.0	-1.1
Melton	40,012	68,516	64,710	61.7	-5.6
Woodbridge	115,940	202,444	203,574	75.6	0.6
Westerfield	11,688	9,864	9,490	-18.8	-3.8
Derby Road	35,868	46,336	45,204	26.0	-2.4
Trimley	37,910	37,134	36,106	-4.8	-2.8
Felixstowe	190,136	211,240	205,176	7.9	-2.9
Ipswich	2,774,536	3,312,564	3,295,398	18.8	-0.5
Mistley	53,722	64,492	77,378	44.0	20.0
Wrabness	17,736	23,042	20,758	17.0	-9.9
Harwich International	98,454	163,132	168,052	70.7	3.0
Dovercourt	129,620	102,792	100,620	-22.4	-2.1
Harwich Town	151,438	155,938	150,658	-0.5	-3.4
Diss	539,234	675,528	682,142	26.5	1.0
Manningtree	799,776	1,154,296	1,169,288	46.2	1.3
Colchester	4,218,622	4,402,053	4,457,306	5.7	1.3
Colchester Town	394,882	762,237	771,804	95.5	1.3
Hythe	69,124	124,000	137,440	98.8	10.8
Wivenhoe	309,328	367,722	378,700	22.4	3.0
Alresford	56,012	57,480	62,098	10.9	8.0
Great Bentley	71,628	64,076	75,606	5.6	18.0
Weeley	23,270	25,748	30,100	29.4	16.9
Thorpe-le-Soken	118,324	130,164	134,870	14.0	3.6
Clacton	660,964	785,580	794,306	20.2	1.1
Kirby Cross	41,508	40,400	40,430	-2.6	0.1
Frinton	165,828	189,644	197,916	19.4	4.4
Walton-On-Naze	113,330	123,352	121,402	7.1	-1.6

Marks Tey	428,804	494,998	503,540	17.4	1.7
Chappel & Wakes Colne	31,674	47,976	42,868	35.3	-10.6
Bures	49,216	60,172	60,450	22.8	0.5
Sudbury	270,390	329,154	333,374	23.3	1.3
Kelvedon	763,240	837,236	854,088	11.9	2.0
Needham Market	58,054	91,358	92,418	59.2	1.2
Stowmarket	756,484	944,466	932,510	23.3	-1.3
Elmswell	60,828	80,558	74,284	22.1	-7.8
Thurston	41,030	70,500	69,856	70.3	-0.9
Bury St.Edmunds	419,914	578,016	595,638	41.8	3.0
Kennett	14,542	30,992	31,896	119.3	2.9
Newmarket	165,592	285,066	289,734	75.0	1.6
Dullingham	24,304	36,536	39,528	62.6	8.2
Cambridge	7,661,146	9,824,910	10,420,178	36.0	6.1
Shelford	137,754	152,976	159,920	16.1	4.5
Whittlesford	317,244	431,544	454,734	43.3	5.4
Great Chesterford	98,418	106,940	111,046	12.8	3.8
Audley End	722,606	838,804	878,746	21.6	4.8
Newport (Essex)	200,314	195,246	192,228	-4.0	-1.5
Elsenham	163,942	182,252	194,738	18.8	6.9
Stansted Airport	4,458,756	3,686,010	4,501,996	1.0	22.1
Stansted Mountfitchet	363,204	509,178	526,590	45.0	3.4
Foxton	72,072	87,164	94,080	30.5	7.9
Shepreth	79,104	92,146	105,802	33.8	14.8
Meldreth	205,836	243,646	267,218	29.8	9.7
Royston	1,112,974	1,300,522	1,394,104	25.3	7.2
Ashwell & Morden	112,350	131,148	138,638	23.4	5.7
Baldock	455,473	568,182	623,898	37.0	9.8
Letchworth	1,366,714	1,652,256	1,751,820	28.2	6.0
Hitchin	2,478,832	2,902,606	3,035,692	22.5	4.6
Arlesey	411,056	562,732	627,196	52.6	11.5
Biggleswade	703,386	858,490	943,358	34.1	9.9
Sandy	424,906	480,562	501,652	18.1	4.4
St. Neots	1,001,248	1,214,390	1,272,152	27.1	4.8
Huntingdon	1,542,100	1,692,154	1,769,702	14.8	4.6
Peterborough	3,936,754	4,399,096	4,596,144	16.7	4.5
Whittlesea	23,506	26,938	26,102	11.0	-3.1
March	301,832	357,864	378,586	25.4	5.8
Manea	2,596	3,694	10,794	315.8	192.2
Ely	1,579,948	1,976,150	2,068,240	30.9	4.7
Shippea Hill	942	12	22	-97.7	83.3
Lakenheath	370	378	458	23.8	21.2
Brandon	71,406	102,090	103,196	44.5	1.1
Thetford	236,470	289,802	295,044	24.8	1.8
Harling Road	3,900	3,222	3,292	-15.6	2.2
Eccles Road	1,796	2,126	1,098	-38.9	-48.4
Attleborough	153,410	154,172	153,828	0.3	-0.2
Spooner Row	618	388	490	-20.7	26.3
Wymondham	134,518	178,038	182,080	35.4	2.3
King's Lynn	750,783	913,460	970,890	29.3	6.3
Watlington	107,956	131,742	143,904	33.3	9.2
Downham Market	360,032	460,060	491,744	36.6	6.9
Littleport	149,428	225,024	238,062	59.3	5.8
Waterbeach	266,026	344,726	381,202	43.3	10.6
Total	52253852	61268422	64088388	22.6	4.6

Hancock's 'Half Hour' at Newmarket!



Conservative MP for West Suffolk, Matthew Hancock about to cut the ribbon at the official opening of the improved Newmarket station, on Thursday 4 February 2016.

Standing alongside Amy Starkey of Newmarket Racecourses, Abellio's, James Steward, the Mayor, John Berry, and in orange safety kit, Station Adopter, Michael Baldwin, Matthew spoke of the £100,000 improvements package as just a first step in upgrading both facilities and, ultimately, the rail service itself at Newmarket. Bleak and chilly though the weather it didn't dampen the spirit of the occasion. Newmarket station now offers the latest design information screen, two modernised robust shelters with a third shelter for bicycles. Wonderful to behold; so congratulations to all from Railfuture East Anglia for a job well done.

The project came about through the active financial involvement of Jockey Club Estates, Newmarket Racecourses, Suffolk CC, and Tattersalls, not to mention our Branch and Station Adopters constant lobbying for improvements in recent years. All of which proves, yet again, that patient persistence in promoting practical ideas for rail improvements usually pays off.



The stylish emblem adorning both shelters and in part, some of the station signs. Yes, at long last Newmarket Station is beginning to look worthy of serving its 20,000+ population. CB

**National AGM: 21 May in Milton Keynes;
the venue is Jury's Inn,
very close to Milton Keynes station.
For full details go to:**

<http://www.railfuture.org.uk/conferences/?confcode=2015/Bristol>

And that's it until June, which in the middle of January, as I write, seems an awfully long way off. All contributions to me (Chris Burton) by Monday 23 May. Thank you very much for anything you have contributed, it is never less than deeply appreciated. Hopefully see you at the AGM.

Railfuture

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Railfuture

AGM 2016

Saturday 27 February

**Friends Meeting House,
Bury St Edmunds. IP33 1SJ**

Starting at 14.00. hrs.

**Guest Speaker: Chris
Austin co -author of
Disconnected! and
speaking about the book
and its relevance to our
Railfuture work**

June Meeting

**Saturday 25 June at
14.00hrs. St Mary at Stoke
Church Hall, Stoke Street
Ipswich IP2 8BX**

Guest Speaker TBA

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