

raileast

Newsletter of East Anglia Branch of Railfuture

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WHEN SHIPS THIS LARGE ARRIVE AT FELIXSTOWE THERE REALLY IS ONLY ONE SENSIBLE WAY OF MOVING THIS MANY CONTAINERS AROUND BRITAIN

Inside this edition of RAIL EAST...

- Winter timetables reviewed
- Smartcard roll-out in East Anglia
- Triumph for public transport
- Developing Norfolk's railway
- Sizewell C rail opportunities
- Fen Line platform extensions
- Werrington freight 'dive under'
- Railfuture consultation response
- Frustrations when campaigning for rail — fighting the system

TOPICS COVERED IN THIS ISSUE OF RAIL EAST

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Further signs of progress in opening up closed lines and developing new stations on the existing network

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Figures reveal how traveller numbers justify planning for extra trains and suspension of engineering works for big occasions

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Update on some significant changes from both East Anglian train operators, plus more on the Fensline platform lengthening project and associated works

Work continues on the Werrington dive under project – p.13

Some recent images from the major civil engineering project underway at Werrington on the East Coast Main Line

COVER STORY - Getting a GRIP on the pipeline – mysteries of infrastructure funding – p.14

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Sufficient ambition for new infrastructure? – p.16

Does the railway think hard enough about commercial potential and return when investing in infrastructure?

Discouraging business – one traveller's experience in East Anglia – p.18

How far does train operator pricing policy on tickets and car parks contradict the aim of a bigger & better railway?

Challenges to rail-led for Sizewell C project – p.20

Red tape may yet sabotage the opportunity to improve the East Suffolk Line on the back of the nuclear reactor project

The (horse-powered) Cambridge Tramway – p.22

A restoration project brings to life a Victorian solution to the challenge of mass urban transportation.

THE ELECTION WINNER: INFRASTRUCTURE?

BY NICK DIBBEN, CHAIR, EAST ANGLIA BRANCH

As RAIL EAST is being delivered, the 2019 snap general election is underway and will take place a few days after our Cambridge meeting. Included in the early announcements from the various political parties are very large sums of money for infrastructure, with talk of new railway stations and re-opened lines. There has also been some discussion about the need to deal with climate change, again hopefully good for rail. As usual there are few details of what particular schemes may be involved and more importantly fewer details on how they might actually be delivered, given the skills shortage that exists within the rail industry and parts of the construction industry. Any candidate who cares to look at recent issues of RAIL EAST will identify a suitable shopping list for this region. It is not for Railfuture to tell its members who to vote for, just to encourage you to vote. And if you get a chance to attend a local hustings meeting, please ask the candidates questions about ways to involve your local train service and be cautious of responses that appear to involve spending large amounts of capital in unspecified ways. Several items in the current issue address infrastructure – both specific projects (e.g. in Norfolk and Cambridgeshire, see **p.8 & p.5** respectively) and the challenges of investment and short-termism (e.g. the discussion pieces by Phil Smart, **p.14**, and Jerry Alderson, **p.16**).



Railfuture has been discussing the future of the Thameslink franchise. When created it combined the existing Thameslink route with the Southern, Gatwick Express and Great Northern routes into a single very large franchise. Although not without its problems, those involved in the discussion thought that breaking the franchise up would be bad for passengers. The benefit of the single franchise is best seen in cases of network disruption, when the single operator can look for the best overall result for passengers rather than focusing on just its own route. This was one of many items discussed when we met Tom Moran, Managing Director for Thameslink & Great Northern, a few weeks ago.

Soham station gets the green light – a positive infrastructure story

Readers will be aware of moves towards building a station at Soham (Network Rail plans were discussed in issue 181, February 2019). The East Cambridgeshire station looks set to re-open in 2022 following a signed agreement between the Cambridge and Peterborough Combined Authority (CPCA) and Network Rail. The new station is expected to cost £21.8 million, the CPCA having already spent £2.7 million drawing up plans for the scheme. It will initially comprise a single platform but with provision for a second platform to be added when the track between Ely and Soham is doubled in the future. There is a new footbridge over the line as part of a footpath diversion. Lifts will be added when the second platform is built. A new access road, bus turning circle and a 50 space car park complete the works. The existing Greater Anglia 2 hourly Ipswich to Peterborough service will call at the station. There is a commitment by the train operator to increase the frequency to hourly once track capacity issues have been resolved.

Finally – don't forget our Cambridge meeting on 7 December 2019 (details on **p.17**), when we will reveal the eagerly awaited results of our Easy Stations Survey.

CORRECTION— ISSUE 183

The end of Harriet Powney's article "Think Passenger" suffered an unfortunate editorial glitch, for which we apologise. The correct ending, as already restored in the online version, reads: *I'm sure the editor would love to hear other people's wish lists, too. After all, all that's required is a determination to 'think passenger'!*

Please note the invitation to readers to share their thoughts on ways of enhancing travellers' rail experience still stands.

RAILFUTURE WINS AT NEWMARKET!

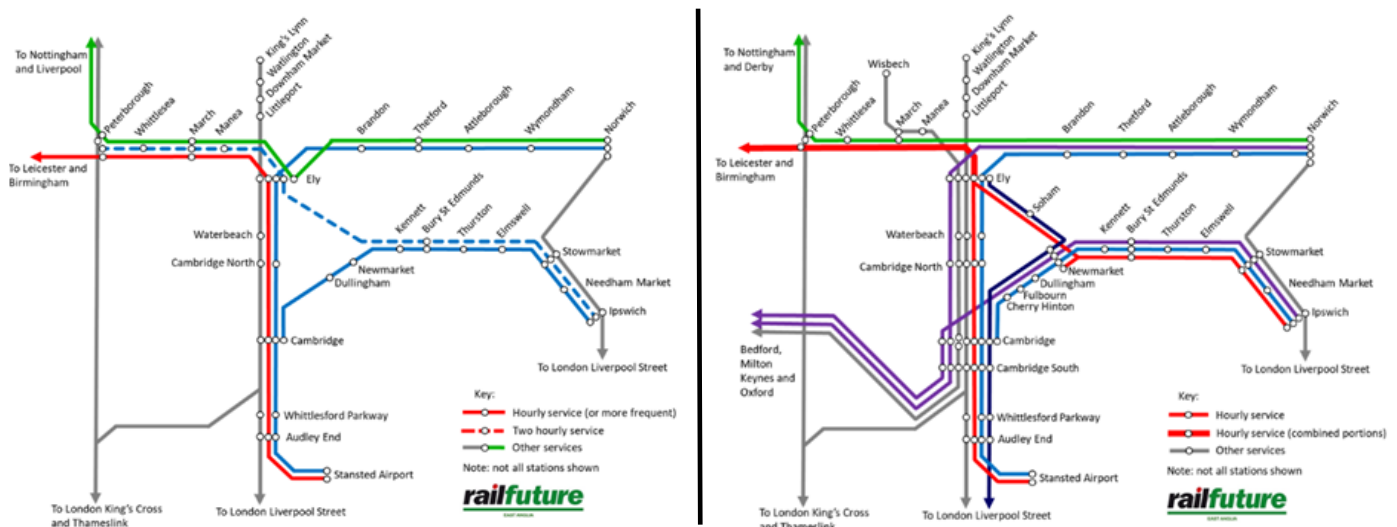
BY PHIL SMART AND PETER WAKEFIELD

No, not a headline from the *Racing Post* but an account of a Rail Summit held at the Newmarket Jockey Club on 6 September 2019. This conference was organised by The Hon. Frances Stanley from the New England Stud and Amy Starkey of the Jockey Club, following their meeting with Railfuture members earlier in the year where we outlined our vision for rail in the area. Those in attendance included invited representatives from the racing industry, other local businesses and from Greater Anglia as well as the two local MPs, Matt Hancock (West Suffolk) and Lucy Fraser (South Cambs).

In welcoming guests, Amy Starkey emphasised how the twin problems of poor connectivity and of road congestion were adversely impacting on the racing industry and on the local economy. Newmarket needed better rail services to face the future with confidence.

She was followed by speakers from Suffolk County and West Suffolk District Councils who were promoting the *Eastern Section Prospectus* on behalf of the East West Rail Consortium.

Railfuture was given the main slot in the programme to outline our vision for Newmarket. We demonstrated how by incremental investment we could develop the current network, build on the success of East West Rail and transform the Mid-Anglia line into a game changer for Newmarket.



Existing service pattern (left) and potential pattern (right) following East West and other interventions

Double tracking the line to Cambridge, that between Soham and Ely, capacity improvements at Ely and Haughley junctions and reinstatement of the Snailwell Loop are all essential to the vision and require the backing of local people and businesses.

We showed how electrification of the line could be achieved on the back of growing demand for carbon neutral freight movement between Felixstowe and the rest of the UK. Our presentation was warmly welcomed and described as very professional by one of the MPs.

We were followed by speakers from Network Rail and the Department for Transport who reminded the conference of the business case processes needed to develop rail schemes. There was a welcome suggestion from Network Rail that it would need to revise its *Cambridge Corridor Study* if local ambition for rail was to be fulfilled.

The Railfuture vision later received support from the Cambridgeshire and Peterborough Combined Authority and should feature in its Transport Plan, then under consultation.

A full version of Railfuture's document *From Rural Branch to Main Line, Upgrading the Mid-Anglia Line* can be found on our website:

www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-20191030-Mid-Anglia-from-branch-to-main-line-proposals.pdf.

Looking for a guest speaker at your event? Why not ask Railfuture?

Railfuture's Peter Wakefield will be doing just that on 4 December in Cambridge. He will be speaking in the afternoon at the Cambridgeshire & Peterborough Development Conference 2019, before the presentation by Rob McIntosh, Network Rail's Managing Director, Eastern Region.

If your organisation has suggestions for rail improvements or would like a presentation on Railfuture's ideas for your area, please get in touch with one of our branch officers whose details can be found at the back of this issue.

RAILFUTURE RESPONSES TO CONSULTATIONS

BY PETER WAKEFIELD

Railfuture East Anglia has responded to several local authority consultations since the last edition of RAIL EAST. These include the Cambridgeshire & Peterborough Combined Authority's draft Local Plan and Greater Cambridge Partnership's Foxton Travel Hub.

www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-2019-09-25-Cambridgeshire-and-Peterborough-LTP-Consultation-Response.pdf

www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-20191025-Foxton-Travel-Hub-consultation-response.pdf

We are writing responses to other local authority travel /transport consultations elsewhere in the region. They will be summarised in future issues of RAIL EAST.

We welcomed **the Cambridgeshire and Peterborough Combined Authority draft Local Transport Plan** as it contains a significant number of rail schemes that Railfuture has campaigned for, but not all of them. We urged the Authority to go further and plan to build stations at Peterborough Hampton and Alconbury.

Our response welcomed the policy objective to strengthen the links between new development and transport, pointing out that this is an issue that has often been given little importance in the past, especially with respect to improved public transport provision. There have been many new developments of several hundred houses approved but without regular public transport, so we urged the CA to develop specific policies relating to the level of public transport required to serve new development to meet the requirements of the other LTP objectives. We noted that transport projects such as the Wisbech Line reopening, new stations at Soham, Alconbury, Hampton and Cambridge South can help support sustainable new development.



Railfuture wants to see all significant future development either centred around a railway station, or linked by a dedicated feeder public transport service timed to connect with trains, and high-quality cycle routes, improved cycle spaces at stations, with the storage being frequently reviewed and upgraded to keep significantly ahead of demand.

Foxton Travel Hub

The Greater Cambridge Partnership is creating a series of 'travel hubs' around the City of Cambridge and South Cambridgeshire. It is proposing a hub at Foxton station based on park and ride associated with the half hourly train service to a station at Cambridge South and Cambridge. We have written about proposals for Whittlesford Parkway travel hub previously in RAIL EAST (e.g. in issue 179).

This is a summary of the Railfuture response to the Foxton hub proposal.

What we like about the proposal

- Providing a car park at Foxton
- The proposed cycleway to Barrington
- The indicative greenway cycleway to Harston
- The general concept to cut car use into Cambridge that will bring less pollution, better air quality and safer streets.

What we have reservations about

- the cycle parking provision for 75 bikes is far too small
- access to the station is by crossing the A10 on the flat
- the car park is too large. Why? It is too close to Cambridge and will encourage continued car use to that point rather than using local train services or local bus further out. It takes up a very large amount of space (land) for the needs of just 750 people. Where are these people coming from?
- focussing on a large car park at Foxton will encourage people to drive there from the whole area between Foxton and Royston and beyond rather than leaving the car at home and cycling or walking to the local stations at Shepreth, Meldreth, Royston and Ashwell & Morden, all of which should have enhanced pedestrian and cycle links to all their local communities and good user facilities
- that this large car park and others nearby are hardly indicators of an effort to discourage car use and instead encourage public transport use

What we would like the GCP to do is

- take a look at Ashwell & Morden station which is in Cambridgeshire but west of Royston, Herts. This station is adjacent to the A10 and is equally well placed to intercept road users but much further out from Cambridge. There is no level crossing to impede the movement from any car park and the railway station. The GCP should consider a larger car park at that station and a smaller one at Foxton
- continue building quality cycle and pedestrian ways from the greenways and from nearby villages to local railway stations at Meldreth, Ashwell & Morden, Shepreth and Foxton
- work with the local train operating companies, the Cambridgeshire & Peterborough Combined Authority, the district councils to create and promote the concept of bike+train and bike+train+bike with appropriate common logos across the whole GCP area. (also bike+bus with appropriate facilities.)
- fund and build fully accessible footbridges at each of these local stations to enable all residents to access the railway easily
- work urgently with the CPCA, Network Rail and the TOCs to develop and build Cambridge South, an Eastern Station Entrance at Cambridge station and an improved track layout at Cambridge North that enables all stopping trains from south Cambridgeshire to terminate there. All of these interventions will enable modal switch from car to rail to continue smoothly.

SMART CARD SEASON TICKETS ROLL-OUT CONTINUES: NOW AVAILABLE KING'S LYNN TO CAMBRIDGE BY ALAN MAYES

Season tickets that enable a rail passenger to travel at all times on the specified route for a specified period have long been available. For anyone travelling to work every day and working five days a week they are much cheaper than buying individual tickets, as they enable the passenger to travel at peak times on weekday mornings when individual rail tickets on popular commuting routes are more expensive. Season tickets can be purchased for seven days, one month, one year or for any period between one month and one year. To buy any season ticket the rail passenger needs to have a pink rail photocard which can be obtained at any station with a rail ticket office (a passport size photo is required). Because the photocard never expires this only needs to be done once.

However, paper tickets wear out and stop working at ticket gates after a time. They either have to be replaced at a ticket office or shown to ticket gate staff who then have to open the ticket gate each time. Train operating companies have in recent years introduced smart season tickets which can be uploaded to a plastic smart card. The ticket can be purchased and uploaded at a railway station ticket office or ticket machine. It can also be purchased online and uploaded by touching the smart card on the card reader at a ticket gate or a card reader installed for this purpose at stations without ticket gates. The ability to buy the season ticket online and upload it to the smart card at the station is especially useful at Cambridge North Station where there is no ticket office (only ticket vending machines). Seven-day season tickets can be purchased from ticket vending machines but monthly and longer season tickets usually have to be purchased online or at a ticket office.



Each train operator issues its own smart cards and one consequence has been that smart cards issued by one train operator have not worked at stations run by other train operators. So Greater Anglia's smart card season tickets have been available only for stations on the Greater Anglia network and Govia Thameslink Railway (GTR) Key smartcard season tickets only for stations on the GTR network. This has meant only paper season tickets being available for Fen Line (Cambridge to King's Lynn) commuters to Cambridge and Cambridge North and even between Cambridge and Cambridge North, as although both stations are operated by Greater Anglia the fares between the two stations are set by GTR.

The good news is that Greater Anglia and GTR have now got each other's smart cards working at each other's stations, so starting in October 2019 smart seven day, monthly, annual and period season tickets can now be purchased on the GTR and Greater Anglia websites to upload onto the Key and Greater Anglia smart cards respectively at the specified stations on the routes Cambridge to King's Cross and Cambridge to King's Lynn to Cambridge and Cambridge North Stations.

To confirm this, I bought a seven-day season ticket on the GTR website for my GTR key smartcard for Cambridge North to Cambridge and uploaded it on to my Key smartcard by tapping it on the ticket gate reader at Cambridge North. The green light appeared with the message 'Enter' and the ticket is uploaded to the smartcard. To enter and exit though ticket gates at stations where the season ticket is valid, tap the smart card on the smartcard reader at the ticket gates, the ticket gates open and the green light appears with the message 'Enter' or 'Exit'.

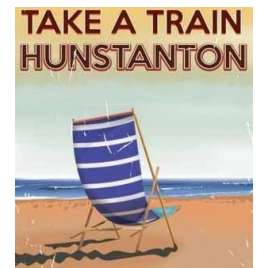
Railfuture would like a single country-wide smartcard used by multiple bus and train operators – so bus and rail passengers need carry only one smartcard rather than numerous ones. These smartcards would hold rail tickets between stations run by different train operators, and could also be used for combined bus and rail tickets such as Anglia Plus and tickets combining a rail route and bus routes, such as the Cambridgeshire Guided Busway or the buses in an area covered by a PlusBus ticket. In Scotland they are moving towards this goal by enabling people to use one smartcard issued by any bus, train, underground or ferry operator for all services.

NORFOLK'S RAIL NETWORK – POTENTIAL DEVELOPMENTS

BY IAN COUZENS

The Norfolk Rail Group, a body comprising local councillors and other stakeholders, met on 6 November 2019 to review the county's rail policy and other rail developments. The meeting got off to an upbeat start with the welcome news from Greater Anglia that a bi-mode unit was working on the Bittern line for the first time from that morning. This meant that bi-modes were now officially operating out of Norwich on all designated routes.

Another piece of welcome news was the decision by Norfolk County Council to fund an initial study into the reopening prospects for the King's Lynn to Hunstanton line. We covered the campaign for reopening in RAIL EAST issue 182. The work will be carried out by consultants WSP and will investigate at a high level the business case for reopening of the line. WSP will look at likely usage and the economic benefits to the area compared to the infrastructure cost and the costs of running the service. It is good to see that the work of the campaigners is beginning to pay off.



The county council may also look at 'other' redundant lines that have previously been proposed for reinstatement, if funding is available. Such a review would surely include Wymondham to Dereham, since considering the reintroduction of a passenger service at some future date is already council policy. Naturally any review could only be done with the consent and collaboration of the Mid-Norfolk Railway, whose tremendous work since the trust was formed in 1995 has made the 15-mile line the successful heritage railway that it is today.

The key to the prospects of either line would be new housing. The number of residents living in communities along the route of the old Hunstanton line is currently around 20,000 and the one road that serves them, the A149, is heavily congested. The town of Dereham also has some 20,000 residents but with neighbouring parishes, numbers within the Dereham area rise to some 27,000. There are another 1,500 new homes planned for Dereham over the period of the local plan. Whilst we support the decision of the county council to site much of Norfolk's new housing provision along the A11/Ely rail corridor, the reinstatement of old rail links would allow further new housing to be developed sustainably across other parts of the county too.

Of course, new stations along existing lines can be just as important in serving new housing developments as is the reopening of old lines. A consultant's report published in 2016 presented favourable prospects for the provision of a new station at Broadland Business Park on the Bittern Line – approximately three miles from central Norwich – in conjunction with a half hourly service to North Walsham. Progress on developing proposals has since seemed to stall, with concerns over the underwriting of any losses by the local authorities in perpetuity. Railfuture's understanding is that potential revenue losses arising from new stations have been limited to three years in other reopening cases, a point which we made at the meeting. Perhaps the answer would be to separate the capital project of providing a new station from the provision of the half hourly service, where the risk of ongoing revenue subsidy would need to be addressed in a different way.

As reported previously in RAIL EAST, Railfuture is keen to see new stations included within council rail and planning policy for both Long Stratton (on the GEML north of Diss) and Thickthorn/Hethersett (on the Norwich – Ely line between Norwich and Wymondham). Substantial new housing is proposed in the vicinity of the proposed stations and we will continue to make the case that these stations should be included within the new policy, currently under development. We are preparing a more detailed case for our Long Stratton proposal and will report separately on this in a future issue.

ED SHEERAN CONCERTS – TRIUMPH FOR PUBLIC TRANSPORT

BY PHIL SMART

The RAIL EAST 181 (February 2019) cover story congratulated Network Rail for keeping the railway open over the August 2019 bank holiday, traditionally a time when it carries out engineering works. We also praised Greater Anglia for engaging with the local council and the concert promoters to run additional trains to transport the expected crowds to Ipswich for the concerts – and to get them home again.

The event was enjoyed by around 140,000 people over four evenings (Friday to Monday). This was, by some margin, the biggest event ever to have been staged in Chantry Park and doubts were raised by some people about the impact this might have on congestion and whether there was sufficient car parking in the town. Although many local people made their own way to the park, large numbers were expected to travel from other parts of the country, and even from overseas, as Ipswich was one of only two UK venues where Sheeran would perform in 2019.

Several transport options were made available:

- Up to 10,000 people travelled from towns and cities outside the region on coaches laid on by the promoters.
- Around 20,000 concert goers used a bus shuttle between the park, the town centre and the rail station laid on by Ipswich Buses. Almost the entire fleet was available in the late evening. A 'Park and Ride' facility was laid on between the concert venue and Trinity Park on the other side of town. This carried around 16,000.
- Around 18,000 used rail to get home after the concerts – although rail probably carried over 20,000 once we include those who stayed in hotels and travelled home during the following day. Monday's special late trains are shown below:

Ed Sheeran – Services from Ipswich Station – Monday 26 th August						
Towards Norwich.... (note, no branch line trains to Lowestoft, Felixstowe, Bury, Cambridge or Peterborough)						
HEADCODE	HAULED SET	4-CAR DMU	HAULED SET	HAULED SET	HAULED SET	
IPSWICH D.	1P68 22.55	2G84 23.14	1P74 23.34	1P70 23.46	1P72 00.47	
STOWMARKET	23.09	23.27	23.44	23.59	01.00	
DISS	23.24	23.45	00.02	00.14	01.15	
NORWICH A.	23.43	00.12	00.25	00.40	01.40	
Towards London.... (note last connecting trains to Harwich/Clacton)						
HEADCODE	HAULED SET	8-CAR EMU	**2-CAR DMU**	8-CAR EMU	8-CAR EMU	8-CAR EMU
IPSWICH D.	1P73 22.43	1Y69 23.17	2L85 23.22	2F63 23.33	1Y71 23.44	2F65 00.16
MANNINGTREE	22.53	23.26	23.32	23.42	23.53	00.25
HARWICH (CHG)	MNG 2300 dep. MNG 2336 dep. NO SERVICE TO HARWICH FROM MANNINGTREE					
COLCHESTER	23.02	23.36	23.43	23.54	00.03	00.36
CLACTON (CHG)	COL 2315 dep. COL 0030 dep. (Bus replacement to Clacton) NO CLAC SERVICE					
MARKS TEY	-	23.42	-	-	00.09	-
KELVEDON	-	23.48	-	-	00.15	-
WITHAM	23.16	23.54	-	-	00.21	-
HATFIELD PEV.	-	23.59	-	-	00.26	-
CHELMSFORD	23.25	00.08	-	-	00.33	-
INGATESTONE	-	00.13	-	-	00.40	-
SHENFIELD	23.36	00.25	-	-	00.52	-
STRATFORD	23.52	00.48	-	-	01.12	-
LONDON A.	00.03	00.58	-	-	01.21	-

Greater Anglia was delighted with how well it was able to plan services, with roughly equal numbers heading in the London and Norwich directions. The public was pleased too, GA receiving many unsolicited messages of thanks from people, large numbers of whom were not regular rail users.

In all, public transport was used by over 40% of the audiences. Car park usage in the town was no different to any other weekend!

DECEMBER 2019 - STATIONS AND TRAIN SERVICE UPDATES

BY PETER WAKEFIELD

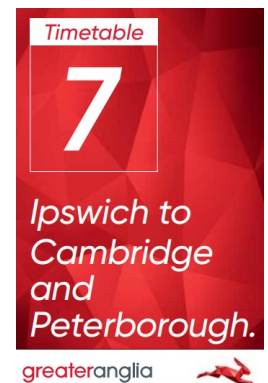
Timetable Changes

The Winter Timetable Starts on Sunday 15 December 2019 with some significant changes. Railfuture's analysis shows what it means to passengers.

Greater Anglia (GA)

More Sunday services

Although Greater Anglia has yet to produce its long-awaited timetable consultation, it does introduce from Sunday 15 December significant Sunday improvements, when the Ipswich – Woodbridge – Lowestoft and Ipswich – Bury St Edmunds – Cambridge lines are provided with the first ever all-day Sunday hourly service. However, Ipswich – Peterborough frequency remains two hourly.



The Norwich to Cambridge Line will see positive changes too. Monday – Friday (M – F) will see seven of the hourly services extended south of Cambridge to Whittlesford Parkway, Audley End and Stansted Airport. On Saturdays and Sundays all of the hourly services will be extended. During the M – F peaks, the difficulty of getting trains across an already over-capacity Cambridge Station, alluded to in the last issue of RAIL EAST, means services start and terminate there as now. Timings are changed considerably in some cases.

Hopefully from December 2019 most regional services will be operated by the new Stadler bi-mode units, all of which have been delivered (via the Channel Tunnel).

Service level blips

The maintenance, withdrawal and transfer to store or other operators of the old fleet, at the same time as introducing the huge new fleet, is complicated and expensive. Some might say the timescale is heroic, especially for the maintenance staff. Inevitably there have been problems and service levels have been very poor on occasion. Let's hope this is a short, very temporary blip in the high standards we anticipate from "it's happening".

Great Northern/Thameslink (GN/TL)

More good news

Good news here too. The disruption caused by the introduction of the new timetable two years ago is generally past, especially Monday – Friday. Weekend services have been more unsteady but they too are getting better.

On Saturday 21 December the 2 tph Peterborough – Huntingdon – St Neots – London King's Cross service is diverted from the latter to St Pancras and then onto London Bridge, East Croydon, Gatwick Airport and Horsham, matching the increasingly popular M – F service.

However, overall Saturday and Sunday service frequency still falls short of the demand on both this and the King's Lynn/Cambridge GN/TL routes.

Less Positive

Less positive is the withdrawal of Thameslink services from Cambridge North. Currently one of the two stopping trains per hour Cambridge – Hatfield starts / terminates there. This has quickly built up a good number of peak hour users, with for example the 07:28 and 08:28 arrivals each depositing up to 100 people at Cambridge North each morning. These travellers, without any consultation or notice, will now have to change at Cambridge at a time when the station is already

exceedingly overcrowded. We have asked that the two trains mentioned above continue to North Station, as the GA service that will replace them throughout the day will not (currently) start until 09:00. Our pleas have been unsuccessful.

The reason for the change is to do with rolling stock. The Thameslink trains on this service are all eight cars long so fit into Cambridge platforms 2 and 3. The new GA trains will be up to 12-car equivalents long so will not fit into those platforms — but they will do into platform 3 at Cambridge North.

So, no questions asked about the effect of the peremptory change on users, GA in, Thameslink out.

Fenline Train & Platform Lengthening Project

The Fenline train and platform lengthening project is well under way and is very good news for hard pressed users of stations between Cambridge and King's Lynn...at long last. The £23m the DfT released to increase platform lengths at Waterbeach and Littleport to enable eight-car trains to safely call, is rapidly being spent. (Included in this sum is money to construct additional carriage sidings at King's Lynn.) See photos of Littleport on the next page.

What a big job it is too. Network Rail's scientists have a good understanding of Fenland soil mechanics and have planned the extensions to make sure they do not sink or slip away. During the weekend line closures (the pain for the gain), overhead wire portals are being moved and at both stations the incredibly difficult sites are revealed, with Littleport in particular having both its platforms up on quite high embankments. As the subsoil at both sites is soft, wet and prone to movement, very heavy-duty piling is being inserted into the ground by appropriately large machinery, in order to keep the stations from moving. Additionally Littleport station will have a completely new entrance to the southbound platform, accessed by the repurposed road underbridge adjacent to the level crossing. It will be for pedestrians only. When the project is completed, eight-car trains will be able to run on all services throughout to King's Lynn.

According to Network Rail and GTR, platform and signalling work will be complete by July 2020 but the need to adjust timetables (partly for changes to empty stock movements into and out of depots) means that it is more convenient for the longer trains to be delayed until the December 2020 timetable. However, conscious of the over-crowding, both companies hope to get the longer trains into service earlier.

GN has tried hard

Not that users will appreciate this comment, but we have to praise GTR/GN at this point, as it has tried hard to alleviate the chronic, painful overcrowding between Cambridge – King's Lynn and vice versa, by running M – F relief trains to/from either of Ely and King's Lynn in the afternoon peak, as well as several London King's Cross – King's Lynn running two separate four-car portions between Cambridge and Ely. (The front four cars all stations to King's Lynn, followed a few minutes later by the rear four all stations to Ely. This will not be necessary when the platforms are lengthened.) Apart from the latter services, we hope that the frequency of service as far as Ely will be maintained when the project is completed.

Weekends

The Saturday and Sunday hourly four-car trains between King's Lynn and Cambridge are even more overcrowded **...all day long**. The relief being brought about by the works at Waterbeach and Littleport cannot come fast enough.



PLATFORM LENGTHENING AT LITTLEPORT STATION



WERRINGTON DIVE UNDER FOR FREIGHT TRAINS

PHOTOS: NICK DIBBEN

Approval to construct the new railway dive under at Werrington just north of Peterborough was given during 2018. The scheme will allow freight trains from Felixstowe and other locations to access the Spalding line without having to cross the busy tracks of the East Coast Main Line (ECML). Work is expected to take another two years. The pictures show the new footbridge being built over the ECML and the work to create the new track bed under the existing A15 road. The route was formerly a road so this is a case of turning roads to rail!



WHY THE DFT DOESN'T DO HOME LOANS – A SKETCH

BY PHIL SMART

COVER PHOTO

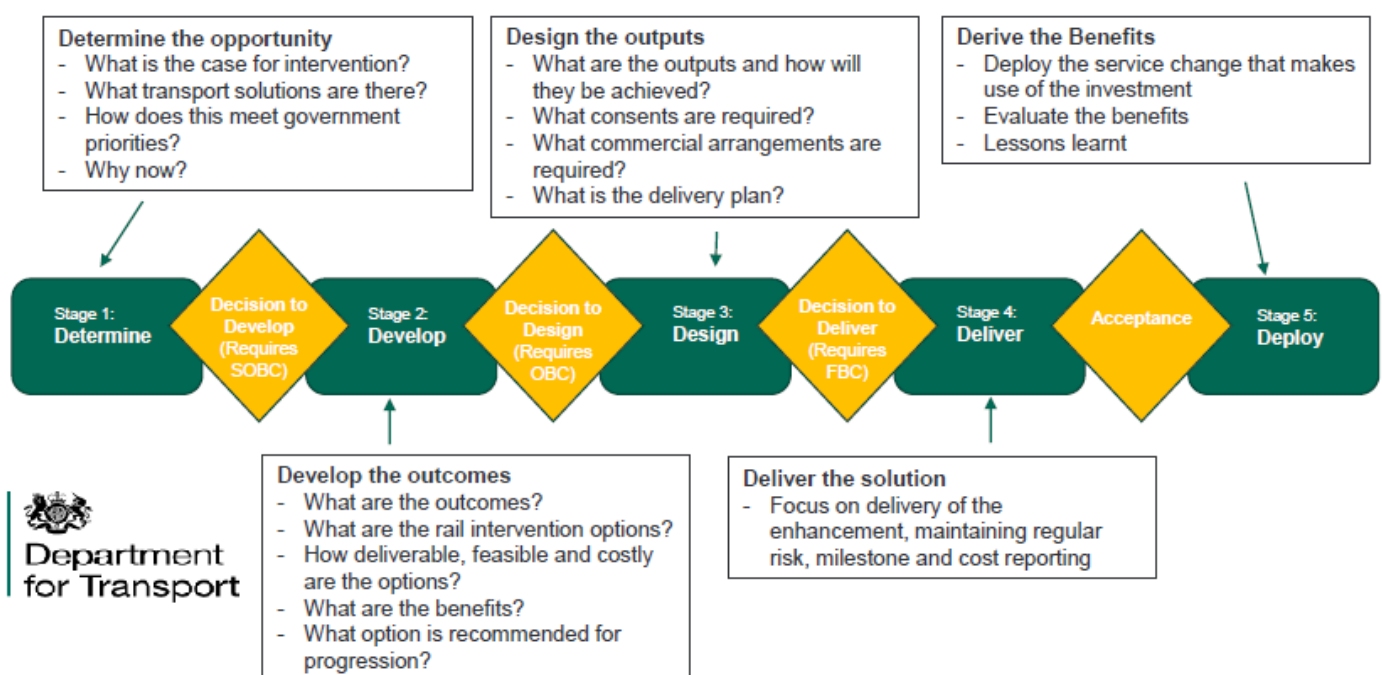
In our last issue (RAIL EAST 183) we wrote about the urgent need for investment at various junctions and sections of single track in East Anglia that need to be made double. Some of these, such as Ely and Haughley, are included in the Rail Network Enhancements Programme (RNEP) that has only recently been published. Several others, such as the need to double the line between Newmarket and Cambridge, have yet to feature.

We often feel frustrated that Network Rail doesn't just get on and build what seem to us to be fairly straightforward projects that are crying out to be done. Network Rail feels these same frustrations too.

It knows what the railway needs but has no funding of its own. What money is available to spend goes on renewals and maintenance of existing infrastructure. For new projects it has to bid for investment by the Department for Transport and each project has to pass through five separate stages before completion. These are shown below.

This process has to sit alongside Network Rail's own Governance for Rail Investment Projects (GRIP) methodology.

The Rail Network Enhancement Pipeline



The **RNEP** process.

Three business cases are needed to progress schemes, 'Strategic Outline', 'Outline' and 'Full'

Initiate		Choose option	Design		Build		Close
1	2	3	4	5	6	7	8
Output Definition	Pre-feasibility	Option Selection	Single Option Development	Detailed Design	Construction Testing and Commission	Scheme Handback	Project Close out

GRIP. Many of the same gateways as **RNEP**

Although the stages look as if they are duplicated, the GRIP process is about 'how

do we design and build?’ and the RNEP is about ‘how do we finance?’ – hence the need for business cases.

The justification for RNEP is that it is supposed to introduce more certainty into decision making. Many schemes that have gone through GRIP find themselves ‘paused’ – deferred to a later Control Period (five-year programme).

Weaknesses

Two aspects of the RNEP process have however attracted criticism.

The first is the lack of transparency - only in the last few weeks have we been made aware of the schemes in the programme and their status. **Ely** and **Haughley** are only at the Decision to Develop stage.

The second is that each scheme has to justify itself in isolation. Although a project may be one of several along a whole route, it cannot assume the other projects will happen unless they have been committed.

Let’s take Ely as an example. This junction will serve the needs of freight traffic from Felixstowe (see photo) but cannot assume that improvements at Syston junction (near Leicester) or Haughley will happen until they are committed schemes. The volume of traffic will increase if all three are done, as there is evident demand, but the business case cannot take this into account. Improvements at Ely will also allow an hourly passenger service between Ipswich and Peterborough (a franchise commitment), a service to Wisbech and a service from Oxford to Norwich via East West Rail, but neither of these is yet committed.



Freight demand — Vessels of this size (getting bigger) arrive at Felixstowe about three times a week. The port sends a million containers a year by rail and could send twice this number, but the rest go by road because the rail route needs more capacity.

Mortgage

Imagine a young couple about to get married approaching the Department for Transport for a loan to buy a house...

Young Man	We would like to buy a house please. We need somewhere to live and can't really live at her parents' place. Can you give us a loan?
DfT official	What sort of property did you have in mind?
Young Man	Oh, something fairly modest. A two-bedroom terraced house perhaps?
DfT official	Two bedrooms? What's the second one for? You told me you're a married couple!
Young Woman	Well, we need to think ahead. I mean it's quite likely we will start a family at some point and we will need some extra space when that happens.
DfT official	Are you pregnant?
Young Woman	<i>(rather hurt by this)</i> No!
	So let me see if I have got this straight. You want me to lend you the money for a family house, but the baby-making phase of your project is not yet committed. Sorry, I can only lend you enough for a one-bedroom flat!
DfT official	

The funding to develop business cases can come from external sources such as Sub National Transport Boards, Local Enterprise Partnerships and Combined Authorities. Fortunately these bodies often see the bigger picture. With increasing emphasis on external investors to fund enhancements, a more joined-up approach is needed.

HIGH POTENTIAL, LOW AMBITION

BY JERRY ALDERSON

Possibly the least appropriate word to describe the railway is 'commercial' - not because, like railways across the world, it needs subsidy, but because it fails to seize possibilities that would be in the best interest of the railway and its users.

The railway, or at least parts of it, has been commercial in the past, including in the final years of British Rail. Privatisation created Railtrack PLC, which was obsessed by its FTSE 100 market value and shareholder demands, but it was essentially a property business burdened by operating a railway network. Its successor, Network Rail, became an engineering company and latterly, correctly, it has focused on operations, but with its property portfolio forcibly sold off. Mark I franchising saw a myriad of train companies, some highly profitable and others loss-making, but the commercial freedom that led to a plethora of new services was removed as the government only cared about the amount of subsidy the Treasury had to fund, rather than the benefit that the railways could bring to society and the economy.

Politicians' views of the railway have changed dramatically compared to the 1960s-1980s. In the current general election campaign all parties are promising massive levels of capital expenditure. Investment to expand the network and services is sanctioned but the Treasury culture, that as little should be spent as possible, still remains and the railway is constrained by it. Neither the Williams Review nor a possible Labour government re-nationalising parts much of the railway will change this. But why can't the railway, especially Network Rail, behave more commercially?

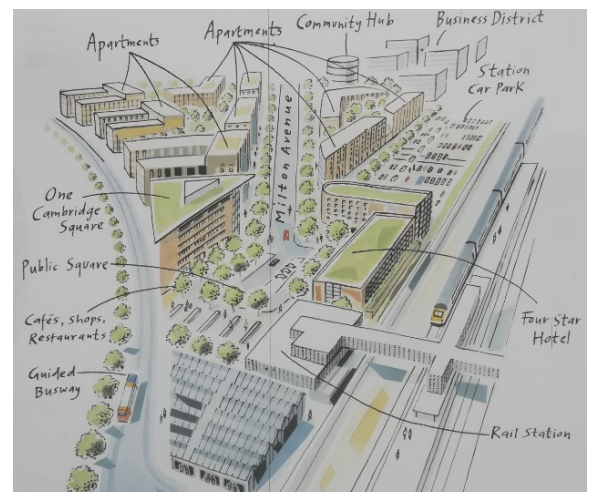
Let's take two examples, both in Cambridge.

Cambridge South station is desperately needed *now*, not 2027, which is the earliest that Network Rail can deliver it. A commercial business would say: the sooner we open the sooner we make money. But Network Rail, being in the public sector, has to justify investment to the public so its priority is to cover its backside rather than bringing benefits. How outrageous it would be if it built a bigger station than was actually needed, or one that could cope with more trains than are ever likely to run. No, far better to undertake expensive study after expensive study to prove that it isn't building more than is needed. The fact that these studies - and the consequent delays in obtaining the benefits - cost more than any over-engineering is lost on it.

So, what prevents Cambridge South station being signed off? Well, Network Rail has to perform extensive timetable modelling to ensure that all the trains on the line could operate punctually. A commercial business would build whatever it could justify, knowing that it will have a superior asset with more flexibility. In fairness, an office block has more value to a future buyer than a railway asset, which will only ever have one use and one buyer, but a better asset always has more potential.

Cambridge North station (in the bottom right corner of the diagram showing the developments planned for the area) is a bit of a dog's breakfast.

It exists thanks to the work by Cambridgeshire County Council (the proposals by the Strategic Railway Authority in 2002 never having materialised). But the council is not a commercial business. It just wanted a station, nothing more. It wanted to recover the capital cost through fares, nothing more. The DfT and Network Rail eventually took over the project. But they too just wanted a station. They didn't consider building a viable commercial asset.



RAIL EAST has raised many criticisms of the £55m station since it opened in May 2017. But one criticism is only just becoming apparent. It is a tiddly little building in 'skyscraper city'. Adjacent to the single-storey station with a footbridge on top, is a seven-storey hotel. Enormous income will be generated from the former railway land by high-density hotel, office blocks, retail and residential buildings. Yet, the station's only income will be ticket sales, plus rent from the Costa Coffee concession and a small shop.



Had the railway been commercial, looking to maximise its income to offset the subsidy needed to operate the network, it would have built a much more substantial station building, with offices above, perhaps working with commercial partners to co-fund the development and share the rewards. But the fact is that Network Rail doesn't have the culture to think big, and it is unlikely to change.

RAILFUTURE EAST ANGLIA PUBLIC MEETING IN CAMBRIDGE ON SATURDAY 7 DECEMBER 2019

Parish Room, Little St Mary's Church, Trumpington St., Cambridge CB2 1QD

You are warmly invited to our "open to all" meeting. It starts at 14:00 but do arrive early for a cup of tea, biscuit and a chat with friends old and new.

Our guest speakers are **Alan Neville** from Greater Anglia and **Patrick Ladbury** from Great Northern. They will answer any questions about their respective operators' activities you may wish to ask.

In addition, **Dr Colin Harris** from Cambridge (pictured) will present an illustrated update on the continuing work of **Cambridge Connect** to get a **light rail network** adopted for the proposed Cambridge Area Metro (aka Cambridge Autonomous Metro – CAM), rather than the rubber-tyred system that seems to be currently in favour. Railfuture, both in East Anglia and nationally, has keenly supported the work of Colin and Cambridge Connect as we firmly do believe rubber tyres on tarmac is **not** the way forward or even deliverable. This is a fascinating tale and one you will want to hear about so that you can give your support to the steel wheel on steel rail when the project goes out to public inquiry.

Please do come along and learn what has been going on.



FRUSTRATED WHEN SELLING THE PRO-RAIL MESSAGE

A PERSONAL VIEW BY REGULAR RAIL USER ANNABEL JACOBS

I have just finished a, sadly frustrating, 12-month contract with a charity funded by donations from people and bodies that want to secure the environment for our children, grandchildren and generations to come. Normally working from home, I regularly visited businesses across East Anglia to make recommendations on how they might become more environmentally sustainable, encouraging their staff to switch from road to rail wherever possible. This is important to many companies, with concerned customers increasingly questioning the amount of single-use plastic, for example, and some taking their custom elsewhere in protest. I recently discovered Railfuture thanks to the front cover of the July 2019 issue of Railwatch, which featured teenage climate change activist, and now worldwide icon, Greta Thunberg.

I use our compact family car only for short journeys from our village, close to Norwich, to local amenities, including the station, and I make all longer journeys using public transport, primarily by train, even if it costs more or takes longer. I have the luxury of being able to choose how I travel, but for many people the choice is decided solely by cost. In the last year, while I have been trying to make the case for rail, I have seen first-hand how operators take short-term financially-driven decisions that harm the image of the railway and ignore environmental concerns. Greater Anglia is fighting for its financial life (partly because of a reduction in travel to London caused by more home working, ironically something that is good for the environment) and GTR, which bid a low cost to operate services, is continually loss-making despite not bearing any revenue risk. Whatever their motivation, customers – and the people I have been trying to influence – feel that operators care little for them, minimising their offer while seeing passengers as cash cows to exploit.

A key aim for any train operator should be to grow the market both in the short, and more importantly, longer term. Great Northern has a fairly new fleet with more than adequate capacity, whilst Greater Anglia has 'bet the farm' on an entirely new fleet of trains to fill with passengers, many new to rail travel. Unfortunately, GA's new trains have been delayed entering into service because of its manufacturers, so growth has been delayed as well.

Anything that discourages train travel harms both rail business and the environment. Yet the priority for operators is to balance the books. In the case of GA, its co-parent, Abellio, contracted with the Department for Transport (DfT) to pay enormous premium payments that everyone knew were unrealistic. Abellio was foolish to bid so much and the DfT was foolish to demand and accept it. The DfT has stood aside knowing that cuts and price rises would be inevitable. Current and prospective passengers have fallen through the gap.

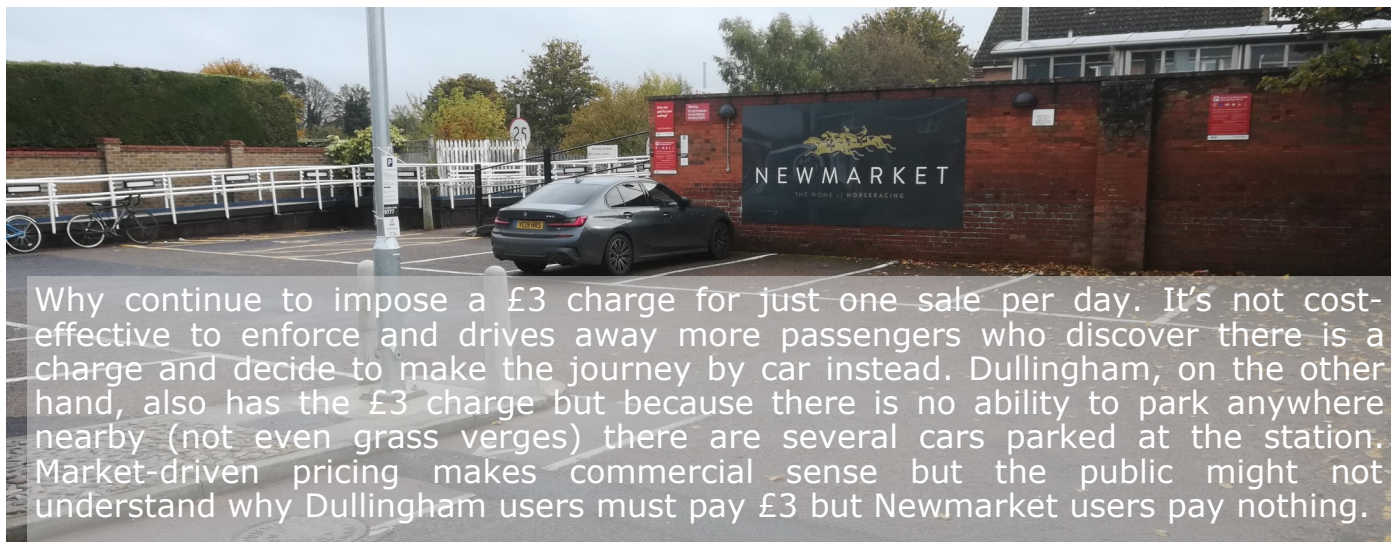
People want to see staff at stations, especially if they are new to train travel. Entering a station where there is no-one to ask for advice about which train to get or which ticket to purchase will create anxiety and uncertainty, neither of which car drivers suffer. Seeing a row of ticket barriers that are all left open, with no-one in sight, is a blatant admission that costs have been cut to the bone. One wouldn't expect to enter a shop without seeing staff.

Although many fares are regulated, on the remainder operators can – and have – made massive increases overnight, not even phasing them in. Perhaps the worst is the once-popular Anglia Plus off-peak flexible 'all you can eat' ticket, which rose from £19 to £24 (a 26% increase). The Eastern Daily Press headline shouted 'Business leaders slam rail price increases with calls to look at "the bigger picture"'. Absolutely, and that was quoted back to me when I visited businesses at the time.

A few weeks later my job was made harder again when national newspapers reported that free drinks on trains had been axed on £10 weekend first upgrades – bad publicity for the price of a teabag. Rail fares were already seen as a rip-off. Now train companies were painted as petty and vindictive as well.

Great efforts are sometimes made – often by local authorities and Community Rail Partnerships, but not by train operators, sadly – to persuade people to use public transport, only for extreme price increases to follow a short time later. What is the point in the government regulating train fares if it only regulates some of them and does not also regulate other charges that are integral to travelling by train?

Car parking charges have risen alarmingly across East Anglia regardless of whether travel demand is robust or fragile. The first rule of business is that you do not set a price if a) no-one will pay it or b) you don't make any profit from selling the product at that price. In 2019 car parking charges have been introduced for the first time at numerous stations purely for financial reasons, as there usually haven't been improvements to warrant the imposition of charging (e.g. surface, security, lighting, more parking spaces etc.). Arbitrary, one-size fits all, rates have often been set regardless of location and alternative parking options, which breaks the above business rule. At Newmarket station (photo below) where car drivers park on nearby roads it would more profitable for it to be free.



To try to understand what matters to passengers, I have spoken to representatives of several rail user groups (RUGs) in the region, and all have told me the same story. Train operators, under orders from shareholders or the government, have implemented counter-productive changes without consulting them, indeed without even giving them advance notice. Even after doing so, operators have offered no explanation. Moreover, when passengers complain and contact the media, or the media pick up on their angry tweets, these RUGs, as representatives of passengers, are asked to comment and then – despite being friends and unpaid promoters of the railway – face criticism from management, which is self-defeating and causes resentment. A positive message about the railway is desperately needed but it will not be coming from me. My employer decided that it had given enough unreciprocated goodwill to the railway and will be spending its funds more productively on its future projects.

Annabel Jacobs is not a Railfuture member. Her comments are purely personal and do not necessarily reflect the opinions or policies of Railfuture, the RUGs she has spoken to, or the organisation that she worked for. However, there are many opportunities for improvements on the railway and RAIL EAST would be pleased to publish responses from operators. East Anglia's train operators have brought improvements and readers can compile their own "What have the Romans ever done for us?" list.

SIZEWELL C STAGE 4 - THE PLOT THICKENS!

BY PHIL SMART

Quite out of the blue a flyer advertising a **fourth** stage of Sizewell C consultation came through the post in July 2019. All previous communications showed just three stages of consultation before submitting the Development Consent Order applications, so this was significant. We covered the start of the consultation process in an article in RAIL EAST issue 181 (February 2019).

The July publication included feedback from the Stage 3 consultation. Of the two options presented, 'rail led' and 'road led', the majority of responses favoured 'rail led'. However, this latest consultation had three purposes.

First – to seek further opinion on the 'Sizewell Link Road' (a component of the 'road led' proposal). This met with resistance at Stage 3 since it was viewed as a potential magnet for unwanted development if not removed on completion of the project.

Second – to consult on two variant locations for the rail siding to the east of Eastlands Industrial Estate (Sizewell Halt), to avoid if possible freight trains having to cross King George's Avenue

Third – to introduce a third strategic option, the 'integrated' option, a blend of the road and rail led options. This summary table explains the differences between the three options:

Project elements	Options		
	Rail Led	'Integrated' (new)	Road led
'Two Village' road bypass, Yoxford Roundabout and other minor road improvements	Yes	Yes	Yes
Freight management facility east of Ipswich	no	yes	yes
Theberton by-pass	yes	no	no
Sizewell link road (an extension of above)	no	yes	Yes
Sizewell Halt or new rail siding east of Leiston and up-grades to Saxmundham to Leiston branch line	yes	yes	yes
Temporary 'Green' rail route from the above branch to construction site	yes	yes	yes
East Suffolk Line level crossing works and a passing loop between Melton and Wickham Market	yes	no	no
Outcomes and impacts			
HGV operational hours	07:00-	Potential for extended hours in-	
HGVs – typical day (number of movements)	225 (450)	325 (650)	375 (750)
HGVs – busiest day (no. of movements)	350 (700)	500 (1,000)	575 (1,150)
Maximum number of trains per day (movements)	5 (10)	3 (6)	2 (4)

It is perhaps worth noting that the 'Busiest day' figures for HGVs presented at **Stage 3** were 450 for the 'rail led' option and 750 for 'road led'. Whichever figures you choose, it is clear that 'rail led' saves between 200 and 600 lorry movements per day compared to the other options.

The aim of the 'integrated' option seems to be to avoid upgrading the East Suffolk line between Woodbridge and Saxmundham and relying on one additional freight path (probably the 'legacy' path from the Sizewell flask trains). This raises two concerns.

Firstly that this additional train removes the potential for evening out the passenger timetable as well as importing performance risk during the day, with possible impact

on the 'through' trains from London. And secondly that there have been no costs given for this new integrated option. It still requires the construction (and subsequent removal) of the Sizewell link road as well as the green rail route and the lorry management facility. All for the sake of avoiding the upgrades to the East Suffolk Line!

'Rail led' appears to be in trouble

There is growing concern that the wishes of the general public will be overridden, not by cost pressures but by risk to delivery schedules.

Network Rail has been co-operating with the Sizewell C team all along — every requirement by EDF Energy to obtain advice on operational solutions or to design specific interventions has been met within project timescales. But when it comes to identifying capacity to deliver the works on the ground, Network Rail is unable to commit. This is immensely frustrating for all concerned.

We all know that to advance projects to enhance the rail network usually requires two multi-stage processes, namely Network Rail's own 'GRIP' stages and the DfT/Treasury RNEP (Rail Network Enhancement Pipeline) rules. (See the article on **p.14** of this issue). In the case of Sizewell C the latter is surely redundant, since the costs of improvements to the East Suffolk Line would be met by EDF Energy as part of the project.

Then there are concerns about obtaining a 'Transport and Works Act Order'. Two things need to be said about this. Firstly the TWAO process could easily be subsumed into the Sizewell C 'Development Consent Order' (DCO) process, being a project of national significance. Secondly, is the TWAO process really needed for delivering projects that can be achieved within the current Network Rail estate? The passing loop between Melton and Wickham Market would be on existing double track bed formation that was singled in the late 1980s. (Diagram at bottom shows Railfuture's preferred doubling.) The remainder of the works involves upgrading road crossings and closing or diverting footpath crossings; again these have already been the subject of public consultation under Stage 2 of this process.

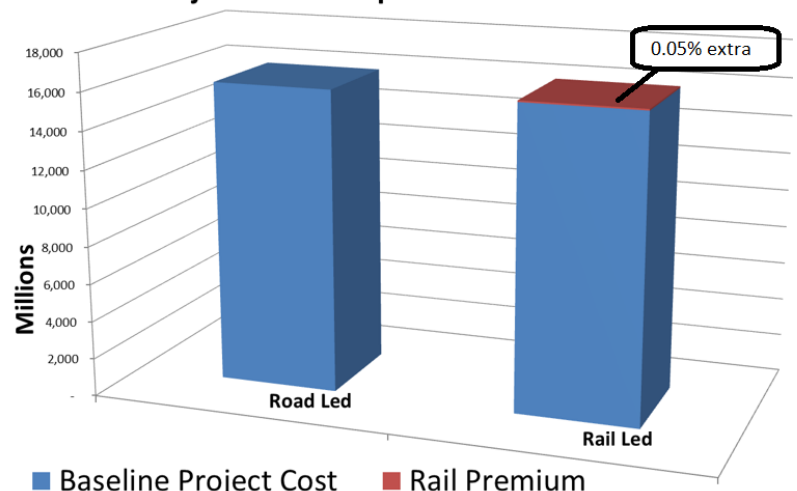
Is there a way forward?

The process for building a new nuclear power station is of national as well as local importance and is quite rightly the subject of public scrutiny.

But how is it possible that upgrading a railway line, costing less than half of one per cent of the cost of the power station and which delivers a lasting and popular legacy of service improvements, come to grief because we tie ourselves in procedural red tape?

Railfuture calls on Network Rail to seize this golden opportunity for these long overdue improvements to the East Suffolk Line and upon our local MPs to apply every possible pressure to bring this about.

Sizewell C Project Cost Comparison 'Rail Led' v 'Road Led'



THE CAMBRIDGE TRAMWAY 1880 – 1914

BY PHIL SMART

Following our item on Ipswich engineer Peter Bruff in RAIL EAST 183, we thought readers would be interested in another historical feature, this time about Cambridge.

When the railway arrived in Cambridge in 1845 resistance from the university authorities resulted in the station being built a mile or so from the city centre. This gave rise to demand for a transport system to cover the distance between the two.

A 4'-gauge tramway was provided, opening in October 1880 and running as far as Sidney Street. A second line came into operation in November of the same year, running between Market Hill and East Road. They crossed at Hyde Park Corner and ran as separate lines. The Tram Depot pub on East Street was once the depot itself. The tram fleet was horse drawn and eventually numbered eight cars. Although many such systems were taken over by municipal corporations in the early 1900s and converted to electric traction, the Cambridge system was not deemed suitable and gave way to motor vehicle competition. The system was closed in February 1914 and its assets sold at auction.

One such asset was car number 7 which joined the Cambridge fleet in 1894 after seeing service in Bradford, which in turn had acquired it from Bath. It saw service as a bungalow workshop extension in Ely until its rescue by the Ipswich Transport Museum in 2003.

After many years of painstaking restoration, aided by National Lottery funds, car number 7 has now returned to its former glory. Hopefully it can be displayed in Cambridge one day. Until then, why not pay a visit to the museum yourself?

See: <http://www.ipswichtransportmuseum.co.uk/>.



NEWS IN BRIEF

SEAMLESS TRAVEL BETWEEN OUR REGION AND THE CONTINENT

Since 30 September 2019 it has again been possible to travel seamlessly rail/sea/rail between any station in East Anglia and any station in the Netherlands. On that date, the rail link from Hoek van Holland Haven reopened as a metro, with trains operating every 20 minutes from the quayside terminal to the city centre of Rotterdam and beyond.

Greater Anglia's "Dutch Flyer" offer allows you to travel between any of its stations, via the Stena Line ferry, to any Dutch station. The new metro from the Haven to central Rotterdam is much easier than the previous temporary replacement bus service – it takes travellers from the ferry terminal on a 50-minute ride through the western suburbs, under the city centre, and out into the eastern suburbs to a stop called Rotterdam Alexander, where they can change to an Inter City train to Utrecht and beyond.

CONTRIBUTIONS FOR RAIL EAST

Please send articles for possible inclusion in RAIL EAST to Peter Feeney, who collates all submissions and prepares them for the newsletter. Good quality photos are appreciated, and really are essential in order to make RAIL EAST visually attractive.

All submissions by **24 January 2020**, please, but articles covering late news will be considered just before sending to the printer two weeks later.

RAIL EAST is formatted by Jerry Alderson.

RECEIVING RAIL EAST BY POST OR ELECTRONICALLY?

Thank you to Railfuture members who have agreed to receive RAIL EAST by email. This helps to keep Railfuture's costs down and so spend funds on rail campaigning.

You can be emailed a copy of RAIL EAST on the same day that it goes to the printer, so you will receive it more than a week before other people. To switch to receiving it by email, please contact Lloyd Butler, who manages our database, at renewals@railfuture.org.uk. Your co-operation will be appreciated.

The latest RAIL EAST is always at <https://www.railfuture.org.uk/east/rail-east/>.

JOIN RAILFUTURE

Railfuture is funded entirely by the public, who use the railway. This means that it can stand up for their interests; hopefully RAIL EAST proves this, with its justifiable criticism (plus much-deserved praise—Railfuture *promotes* rail travel, after all).

Railfuture works *constructively* with the rail industry, government (national and local), businesses and stakeholders to improve and expand the railway. Its "bigger and better railway" strapline has been copied by Network Rail.

A large membership base — across the generations — is needed, so please make an effort to join or persuade someone else to become a Railfuture member. The annual membership fee is **£20** (£22 for joint membership). Rail user groups are £25. Join online at <https://www.railfuture.org.uk/join/>.

Issue 183's focus on the climate emergency inspired a reader to write the following, based on lyrics from a well-known 1960s *anthem of change*:

**Come all you gentlemen
And ladies too
I tell you this
And I tell it true
You cannot continue
To do what you do
For the climate
It is a-changin'**

railfuture East Anglia

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A flyer for our meetings is always at: www.railfuture.org.uk/east/meetings.
This includes a map of the venue and directions from the station.

MEETING DATES AND VENUES

SATURDAY 7 DEC 2019

Little St Mary's Church
Trumpington Street

CAMBRIDGE

CB2 1QG

SATURDAY 29 FEB 2020

Friends Meeting House,
St John's Street

BURY ST EDMUNDS

IP33 1SJ

SATURDAY 20 JUN 2020

St Mary at Stoke Church
Stoke Street

IPSWICH

IP2 8BX

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