



Ely Area Capacity Enhancement (EACE)

- **What are the proposals for the Ramsey Road level crossing?**

We are considering upgrading Ramsey Road from a half barrier to a full barrier level crossing. This will help to maintain the safety of passengers, road users and pedestrians. We recognise that this upgrade may mean the barriers are down for a longer period of time, so we'll undertake traffic modelling to understand how this proposal will impact the local road network.

- **Is a Transport and Works Act application necessary for all of the EACE proposed improvements or could we do some without it?**

It would be possible for us to complete some minor improvements without a Transport & Works Act Order (TWAO). We would need to submit a TWAO to close a level crossing, build a new bridge and acquire land which is necessary for some of the things we are proposing. These interventions are required to get the full benefits from EACE. We're exploring ways we can start some improvements now, but we expect we'll need to submit a TWAO at some point.

- **Could an additional freight loop be created as part of EACE?**

We've conducted an assessment into the impact of further freight capacity increases and have concluded that another loop is not needed.

Cambridge re-signalling

- **Are there any plans to improve the signal aspects on the Cambridge – Ipswich line? There is too long a gap between each signal and the current signalling system will not be able to cope with an increased number of freight trains.**

We haven't been granted the funding to do this under the current scope of the Cambridge re-signalling project. However, we are in the early stages of our Suffolk Connectivity Strategic Study. This will consider investment options to improve regional connectivity, performance and journey times over the next 30-years so they can be presented to potential funders. One of the things this Study will consider is whether we can increase the frequency of Ipswich to Cambridge passenger services in future.

We expect to publish this Study in early 2022. Once the Study is published, it would be funders to decide whether to proceed with any of the options it identifies.

- **Could the Bury St Edmunds signal box be donated to a heritage rail association?**

We always welcome discussion with organisations interested in the heritage value of signal boxes and we are open to exploring options.



Haughley Junction

- **What is the expected completion date for Haughley Junction?**

We need to wait for a decision from the Treasury and Department for Transport on whether we're able to go ahead with the project. Once we receive a decision, we'll be able to advise on an expected completion date - assuming we get the go ahead.

- **Will Network Rail consider reinstating Haughley station, or perhaps a new one at Finningham?**

There are no immediate plans for a new station at Haughley, however we are in the early stages of our Suffolk Connectivity Strategic Study. This will consider investment options to improve regional connectivity, performance and journey times over the next 30-years so they can be presented to potential funders.

We have been speaking to local stakeholders about this piece of work and we will include them further as work progresses. We expect to complete this Study in early 2022, but please note that it would be for funders to decide whether to proceed with any of the options it identifies.

Wisbech – March

In March 2021, the CPCA secured funding for the necessary work to refine the business case. We recognise the importance of this project to local stakeholders and want to support the CPCA to move it forward at pace.

We're currently reviewing the work carried out by the CPCA so far. This process will take around three months. Once it's complete we'll make recommendations to the CPCA on what further work is required to get the proposals to the "Decision to Design" stage (PACE1). These recommendations will be made with input from the DfT who would ultimately fund any March-Wisbech scheme.

Based on the DfT's feedback on the business case, CPCA have asked us to investigate the alternatives to heavy rail between March and Wisbech. We have commissioned our own internal Light Rail team write a report on the feasibility of utilising light rail on this line. A first draft has already been shared with CPCA and we are now awaiting feedback before finalising. We have also engaged with CPCA and Revolution Very Light Rail in workshops, exploring alternatives to heavy rail on the March-Wisbech line. These options will be considered with the review and will inform our recommendations on how the project could proceed.

The current EACE project scope is for 10 train paths, which has been assessed as being both affordable and achievable. We have considered how we can add more train paths without significantly increasing the cost of the scheme. We need to keep costs under control to give the scheme the best chance of being funded.



Soham

- **When will the footbridge at Soham station open?**

The footbridge will open on the same day the station opens for passenger services, which is expected to be 13 December.

- **Could an Ipswich – Ely service call at Soham until the Ipswich-Peterborough service is increased as part of EACE?**

This is something that Greater Anglia would like to do, provided there are train paths available. We're working closely with them to find a way to provide this service.

- **What trains will call at Soham on Sundays?**

The timetable is now available.

Misc. Questions

- **Could the signal at Elmswell station be moved, or the platform extended? The rear door on four carriage trains does not open as the rear of the train is left hanging off the end of the platform.**

We don't have any current plans to move the signal or extend the platform at Elmswell as both of these options would be very expensive. Greater Anglia has conductors on board all of their services to provide information on assistance to customers. I've passed on your feedback that there isn't always an announcement so that Greater Anglia can remind their staff to do this.

- **The last train from Cambridge to Ipswich is 2347. If you were in London, you would have to leave at 2137 to get to Bury St Edmunds. Could the last Ipswich to Bury St Edmunds train continue to Cambridge and then reverse back via Bury St Edmunds to provide an additional late-night service?**

This would be difficult to achieve as the train needs to go back to the Greater Anglia depot in Norwich for servicing. We also need to carry out essential maintenance when trains are not running. We work closely with Greater Anglia to identify improvements to the timetable where we can.

- **Are there any plans to increase the number of platforms at Ipswich?**

There are no immediate plans to increase the number of platforms at Ipswich. However, as noted elsewhere, we are in the early stages of our Suffolk Connectivity Strategic Study. This will consider investment options to improve regional connectivity, performance and journey times over the next 30-years so they can be presented to potential funders. One of the things this Study will consider is whether we can increase the frequency of Ipswich to Cambridge passenger services in future.

We expect to publish this Study in early 2022. Once the Study is published, it would be funders to decide whether to proceed with any of the options it identifies.



- **Are there any plans to extend the platforms at Whittlesea or Manea?**

The Fenland Stations Regeneration Programme is being led by Greater Anglia in partnership with Fenland District Council and the CPCA. The project includes:

- Construction of a new “parkway” facility at Manea
- Re-modelling of March station to provide a new ticket office, modern waiting area, modern toilet facilities and a retail outlet.
- New passenger waiting shelters and an additional ticket machine at Whittlesea.

There are no current plans to extend the platforms at Whittlesea and Manea (both stations which are managed by Greater Anglia). Greater Anglia uses selective door opening at these stations which is currently working well, but this will be kept under review.

- **Could we double track Chippenham Junction – Newmarket as trains can get held up here waiting for a train in the opposite direction to pass?**

As noted in other answers, we are in the early stages of our Suffolk Connectivity Strategic Study. This will consider investment options to improve regional connectivity, performance and journey times over the next 30-years so they can be presented to potential funders. One of the things this Study will consider is whether we can increase the frequency of Ipswich to Cambridge passenger services in future.

We have been speaking to local stakeholders about this piece of work and we will include them further as work progresses. We are currently identifying what improvements the railway will need in future. We will then look at what changes to infrastructure would be needed, which is the stage we’ll consider the types of questions MARPA have posed.

We expect to complete this Study in early 2022, but please note that it would be for funders to decide whether to proceed with any of the options it identifies.

- **Can we do anything to reduce the length of time level crossing barriers are down?**

Level crossing barriers come down when there is an approaching train and will rise again when it is safe to do so. Sometimes, the barriers might be down for what feels like an extended period of time if there is a train approaching from the opposite direction. It is safer for us to keep the barriers down rather than open them for a very short time and then close them again. The Cambridge re-signalling project will help to improve the performance and reliability of the railway, which includes accurate detection of trains’ positions. This means that barriers will be down only for as long as necessary to keep people safe.

- **What can be done to stop people from crossing the railway track at Elmswell? People are walking across the track when level crossing barriers are down so that they can make a train on the other platform.**

I’ve spoken to the team responsible and they’ve arranged for additional patrols from the British Transport Police at Elmswell. It’s worth noting that the crossing does currently have CCTV, which is controlled by the signaller who operates the level crossing barriers. We’ll also arrange a site visit to see if we can implement any additional measures to keep people safe.



- **Are there any plans for a pedestrian underpass at Thurston station?**

Mid Suffolk Council has agreed to fund a feasibility study for Thurston Station and discussions are ongoing with Network Rail as to how this work would fit in with other development projects in the area. We're currently investigating different options and we'll report back to the council with our initial findings in due course.