

Combined response to Department for Transport consultations

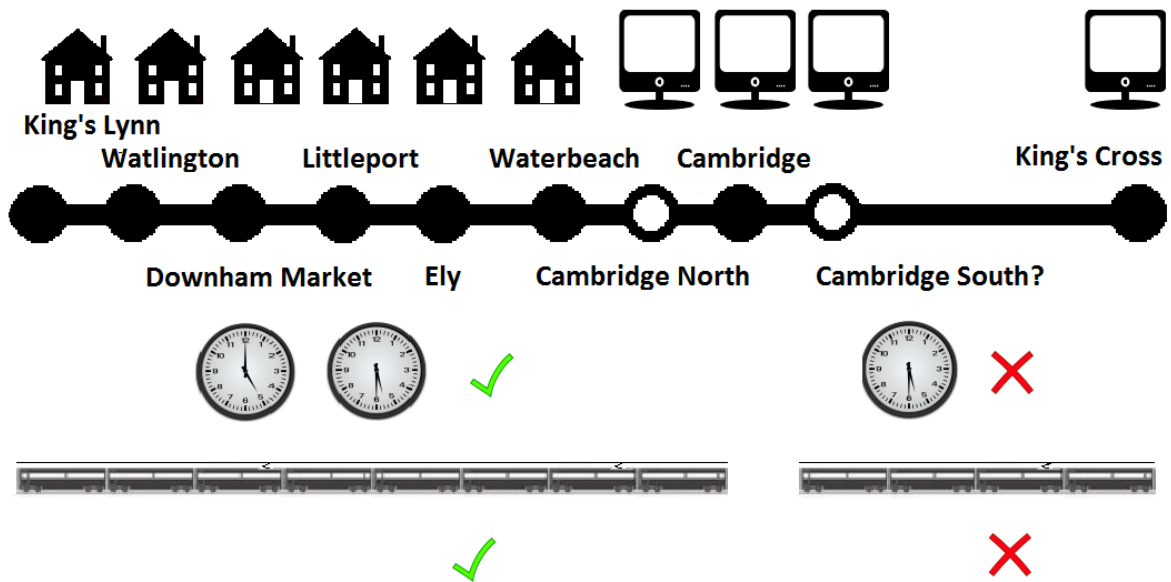
Network Rail's Investment programme – The Hendy Report Consultation

and

A New Approach to Rail Passenger Services in London and the South East

(and having regard to Network Rail's draft updated Enhancements Delivery Plan)

Linking homes and jobs *needs* *more and longer trains*



14 March 2016

Combined response to Department of Transport consultations “Network Rail’s Investment programme – The Hendy Report Consultation” and “A New Approach to Rail Passenger Services in London and the South East” (and having regard to Network Rail’s draft updated Enhancements Delivery Plan)

Hendy’s not all bad news, but it’s not what was promised either.
So, under the new circumstances, we say:

Deal with the crowds

Run 8-car King’s Lynn-King’s Cross trains (maintaining existing stopping patterns where appropriate) in the morning and evening peaks (i.e. in both the London peaks *and* the Cambridge peaks) ASAP. Remove those remaining fragile connections at Cambridge by running *all* our trains direct to King’s Cross. Fill the big gap in the afternoon high peak at Cambridge with a King’s Lynn train leaving Cambridge about 1710-1715 and extend the 1714 King’s Cross-Ely to King’s Lynn.

Stop where the jobs are

Make all Fen Line trains call at Cambridge North from May 2017 and speed up a Cambridge Biomedical Campus station (Cambridge South).

Start the necessarily lengthy planning process now

Continue work on the feasibility and planning stages of the delayed Ely North Junction project and all associated works and projects (including level crossings), so as to hit the ground running by the time we reach 2019, the start of the new railway funding period, CP6.

No more nasty surprises

Publish the timetable of works necessary to achieve the quickest implementation of the full half-hourly King’s Lynn-King’s Cross service, as promised contractually for 2017 – on a building block by building block basis – and stick to it, making sure eyes are firmly kept on the ball.

Network Rail’s Investment programme – The Hendy Report Consultation

1 Our response - Summary

1.1 Deliver the political commitment

We call for the earliest delivery of the contractually committed introduction of “half-hourly” 2 tph services between King’s Lynn and King’s Cross.

There is a large amount of incredulity as to how such a significant political commitment could have been made and then subsequently deemed to be probably undeliverable within a reasonable time span, given that government not only specifies the Govia Thameslink Railway management contract but also owns the infrastructure delivery agency Network Rail. We urge that all methods of full or at least partial implementation (including potential timetabling solutions) are investigated as a matter of great urgency.

The next four sections deal with infrastructure projects which address current issues.

1.2 Improve access to jobs

We support the proposed inclusion of Project CashDfT006 Cambridge North new station in the current CP5 2014-2019 Control Period.

This scheme is seen as being of great significance to users, allowing access to knowledge-industry jobs in Cambridge from Fen Line settlements which enjoy more ‘affordable’ house prices. Though later than hoped for, the station’s published opening date of 21 May 2017 has been widely welcomed. We also welcome the current talks between Network Rail and Cambridgeshire County Council and others, aimed at speeding up the delivery of a further new station at the Cambridge Biomedical Campus (Cambridge South).

1.3 Deal with the current Fen Line overcrowding north of Cambridge

We support the proposed inclusion of Project A006 King's Lynn-Cambridge 8-car in the current CP5 2014-2019 Control Period.

There is significant overcrowding on peak Fen Line trains north of Cambridge, particularly on, but not confined to, the section between Ely and Cambridge.

1.4 Construct supporting infrastructure

We support the proposed inclusion of Project A002 Anglia Traction Power Supply Upgrade (insofar as it is required to support "half-hourly" 2tph and 8-car trains to/from King's Lynn) in the current CP5 2014-2019 Control Period.

Although a separate project, adequate power supplies are a pre-requisite for "more and longer trains."

1.5 De-risk congestion and its impact on service performance

We call for the reinstatement of Project LNE009 Stevenage Turnback in the current CP5 2014-2019 Control Period programme.

Without this project, frequent Moorgate inner-suburban trains will have to run beyond Stevenage northwards as far as Letchworth to turn round, thus having to operate over the two-track Hitchin-Letchworth section). This means a consequent risk of delays caused by congestion propagating to Fen Line services and then being greatly magnified because of the two capacity constrained single-line sections north of Littleport; delays then rebound southwards to cause yet further delay. A performance issue between Letchworth and Hitchin is already experienced by members. This problem would also appear to pose considerable system-wide performance risks to the wider Thameslink network post 2018.

The next section deals with infrastructure projects in the Ely area.

1.6 Continue designing and planning long gestation projects

We call for planning and design work to continue on Project A001 Ely North Junction Capacity Improvement and on Project IFDfT004 Ely to Soham doubling in the current CP5 2014-2019 period.

It has been repeatedly stressed to us that the Ely area needs a comprehensive solution to unblock this key node, which is of international, national and regional significance. Hence the two projects have a considerable amount of interlinkage. The projects also involve road traffic issues as well as rail ones. Given that a comprehensive solution is highly likely to involve statutory processes, the timing of which is outside the railway industry's control, it is essential that planning and design work takes place in CP5 in order to "hit the ground running" in CP6. We are encouraged to see that the Local Enterprise Partnerships and Councils have publicly taken this viewpoint and are seeking to fund the next stage feasibility study, with the backing of MPs.

A New Approach to Rail Passenger Services in London and the South East

2 Our response – Summary

We are supportive of the approach set out in the consultation document, provided that the safeguards outlined for outer-suburban services are put in place and adhered to.

The proposals are for the transfer of inner-suburban services (i.e. not outer-suburban services) to TfL. King's Cross-Cambridge-King's Lynn 'Cambridge Express' services and King's Cross-King's Lynn slower services are both classed as 'Great Northern Outers.' The safeguards for outer-suburban services promised in the document are: "no detrimental effect on fares" and "no adverse impacts on the frequency, journey times or stopping patterns of longer distance services to and from London [page 23]."

3 Supporting evidence

In view of the inter-relationships between the various projects, rather than continually restate points, we have drawn evidence together in a set of statements, which are set out below.

3.1 Fen Line policy evolution

Providing context to the current situation, we set out the evolution of rail policy relevant to the Fen Line in our document [Kings Cross-Kings Lynn 100 miles of route, 20 years of planning](#).

This covers (and links to) inter alia:

1991 British Railways Board Publication “**Future Rail**” (which included King’s Lynn as a “New Thameslink Express” destination);

1997 Railtrack **application for a Transport and Works Order for Thameslink 2000** (which specifically named King’s Lynn);

2004 Network Rail **Thameslink 2000 Environmental Statement** (which confirmed King’s Lynn as part of the proposed Thameslink 2000 network);

2005 Network Rail **Proof of Evidence to the Public Inquiry and Re-opened Inquiry** into Thameslink 2000 (which confirmed King’s Lynn to be served by the Thameslink 2000 network for which Network Rail was seeking statutory powers);

2006 Strategic Rail Authority **Eastern Region Regional Planning Assessment** (which for planning purposes identified the Hitchin to Cambridge and King’s Lynn route as part of the East Coast Main Line);

2007 Department for Transport **Intercity Express Programme Invitation to Tender** (which included King’s Cross-Cambridge-Ely-King’s Lynn as an expected Intercity Express Programme route);

2007 Network Rail **Intercity Express Programme detailed train and route specifications** (which included King’s Cross-King’s Lynn);

2008 Network Rail **Thameslink Rolling Stock Project detailed train and route specifications** (which included King’s Cross-King’s Lynn);

2010 Network Rail **East Coast Main Line 2016 Capacity Review**;

2010 Department for Transport **Review of the Intercity Express Programme** (which discussed alternative rolling stock options for King’s Cross-King’s Lynn services);

2010 Network Rail draft **London and South East Route Utilisation Strategy** (which confirmed Fen Line trains from King’s Lynn would continue to run into King’s Cross, rather than use the core Thameslink route through central London).

2012 Railways Act 2005 Statement and government’s High Level Output Statement (HLOS)

Our **website** www.flua.org.uk lists significant developments since 2009, including extensive media coverage and provides links to relevant documents; it should be read as part of our detailed evidence.

The government awarded the **Thameslink, Southern and Great Northern management contract** to Govia Thameslink Railway, which between King’s Lynn and King’s Cross trades as “Great Northern,” in 2014.

Documentation for this management contract is to be found at:

<https://www.gov.uk/government/publications/govia-thameslink>

3.2 “Half hourly” service commitment

Our understanding of the “half hourly” service commitment is summarised in the following table.

Contracted MINIMUM Train Service Requirement for Fen Line from May 2017									
	<i>From TSGN Franchise 'Train Service requirements' published in May 2014 by DfT</i>								
Mondays to Fridays	TOTAL	TOTAL	TOTAL	TPH	TOTAL	TOTAL	TOTAL	TOTAL	
Southbound	0200-	0700-	0800-	1000-	1000-	2000-	2100-	2200-	
to Kings Cross	0659	0959	0859	1959	1959	2059	2159	0159	
Kings Lynn	1	6	2	2*	18	2	2	5	
Watlington	1	6	2	1	10	1	1	3	'Half-hourly' (2 tph) shown in YELLOW -and on Saturdays too!
Downham Market	1	6	2	2*	18	2	2	5	
Littleport	1	6	2	1	10	1	1	3	
Ely	1	6	2	2	20	2	2	5	
Waterbeach	1	5	2	1	10	1	1	3	
Cambridge North **	-	-	-	-	-	-	-	-	
Cambridge (CEX only)	1	6	2	2	20	2	2	4	
Royston (CEX only)	1	6	2	0	0	0	0	2	
Letchworth (CEX only)	1	3	0	0	0	0	0	2	
** New station due to open on 21 May 2017 (not part of contracted service)									
<i>* in up to 2 off-peak hours - 1 tph (1 freight train per hour may run instead)</i>									
<i>CEX - Cambridge Express - max 2 stops between Cambridge and King's Cross</i>									
Mondays to Fridays	TOTAL	TPH	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
Northbound	0200-	0700-	0700-	1600-	1700-	1900-	2000-	2100-	2200-
from Kings Cross	0659	1559	1559	1859	1759	1959	2059	2159	0159
Letchworth (CEX only)	0	0	0	1	0	2		4	3
Royston (CEX only)	0	0	0	6	2	2		4	3
Cambridge (CEX only)	1	2	18	6	2	2		4	3
Cambridge North **	-	-	-	-	-	-	-	-	-
Waterbeach	2^	1	10	3	1	1	1	1	2
Ely	2^	2	18	6	2	2	2	2	3
Littleport	2^	1	10	3	1	1	1	1	3
Downham Market	2^	2*	16	6	2	2	2	2	3
Watlington	2^	1	10	3	1	1	1	1	3
Kings Lynn	2^	2*	16	6	2	2	2	2	3
<i>*in up to 2 off-peak hours -1 tph (1 freight train per hour may run instead)</i>						<i>^ one train starts at Cambridge</i>			
<i>CEX - Cambridge Express - max 2 stops between Cambridge and King's Cross</i>									
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381933/tsgn-service-level-commitments.pdf									

Our understanding is based on the **May 2014** Department for Transport **Thameslink, Southern and Great Northern Franchise Train Service Requirements**, to be found at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381933/tsgn-service-level-commitments.pdf

Tables ECML1 and ECML2 contain the Fen Line “half hourly” service enhancement from May 2017. Pages 349 and 350 (of 392) set out the relevant service level commitment clearly.

3.3 More and longer trains – the background

This follows on the next two pages. A pdf copy of this document is to be found at

<http://flua.org.uk/documents/More%20and%20longer%20trains%20-%20the%20background.pdf>

Fen Line Users Association
More and Longer Trains

The background to our responses to 'Network Rail's Investment Programme - the Hendy Report Consultation' and 'A New Approach to passenger rail services in London and the South East'

www.flua.org.uk

"Ely North Junction. This scheme will be delivered now in CP6 [2019-2024] to allow co-ordination with safety critical level crossing works nearby. Despite this Network Rail is aware of the strong aspiration of the DfT and local user groups and MPs to see improvements to services on the Cambridge to Kings Lynn corridor as soon as practicable."

Page 23, Report from Sir Peter Hendy to the Secretary of State for Transport on the replanning of Network Rail's Investment Programme, 26 November 2015.

"Network Rail's obligation is to develop a solution to enable 8-car operation of Peak services between Kings Lynn and Cambridge (and onto London Kings Cross)."

Page 35, Report from Sir Peter Hendy to the Secretary of State for Transport on the replanning of Network Rail's Investment Programme – draft Enhancements Delivery Plan Update, 21 January 2016. (Some 8-car trains do run from/to Kings Lynn, but are unable to stop at short platforms at Watlington, Littleport or Waterbeach).

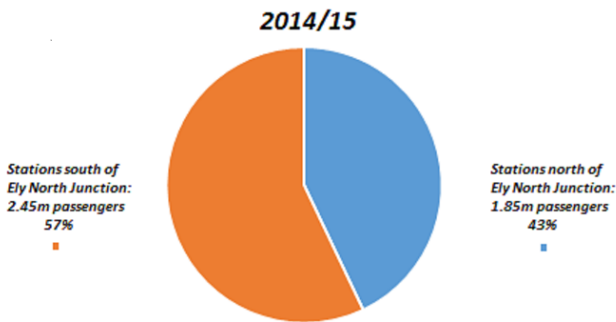
More and longer trains: that's been our call for longer than we care to remember.

More and longer trains: that's the **government's promise** too.

More and longer trains: it's really that simple.

Only it isn't. Network Rail is over-committed. Fact.

And its boss, Sir Peter Hendy, has **recommended** the government to **halt all work** on Ely North Junction **and restart in 2019**. East Anglia's big bottleneck affects a **big proportion** of Fen Line passengers.



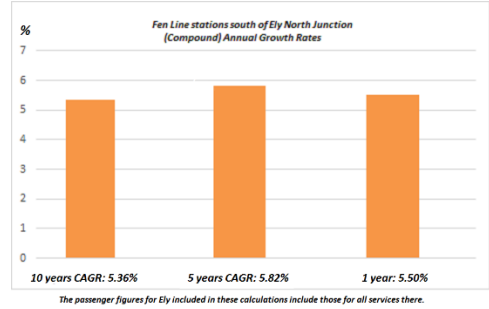
Source: estimates from Office of Rail and Road

Almost half of Fen Line passengers travel from/to the four stations **north** of Ely North Junction. (Kings Lynn, Watlington, Downham Market and Littleport).

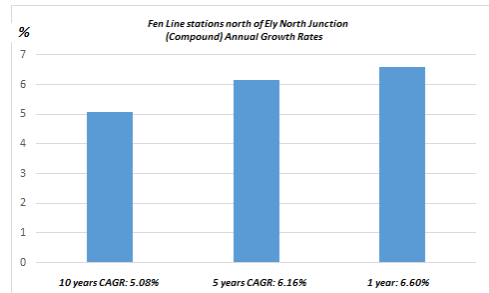
Compared to 10 years ago, Fen Line trains are now carrying **over 1.7m more passengers a year** - about **17 trains*** extra every day.

* based on estimated 270 seats per 4-car train

There is strong passenger growth **south** of Ely North Junction (5%+) but recently the **rate** of growth on that section has **stabilised**:



However, it is Fen Line passenger growth **north** of Ely North Junction that is now **growing most** (6%+) and its **rate** of growth is **accelerating**:



Now the faster growth is north of Ely.

For full, detailed statistics, email: fluasecretary@flua.org.uk

The government knows this, and so it **contracted** Govia Thameslink Railway (GTR) to run **half-hourly** Great Northern Kings Lynn-Kings Cross services (with air-conditioned trains) from **21 May 2017**.

Contracted MINIMUM Train Service Requirement for Fen Line from May 2017									
From TSGN Franchise 'Train Service requirements' published in May 2014 by DfT									
Mondays to Fridays	TOTAL	TOTAL	TOTAL	TPH	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
Southbound to Kings Cross	0200-0659	0700-0959	0800-0859	1000-1959	1000-1959	2000-2059	2100-2159	2200-0159	
Kings Lynn	1	6	2	2*	18	2	2	5	
Watlington	1	6	2	1	10	1	1	3	'Half-hourly' (2 tph)
Downham Market	1	6	2	2*	18	2	2	5	
Littleport	1	6	2	1	10	1	1	3	shown in YELLOW
Ely	1	6	2	2	20	2	2	5	
Waterbeach	1	5	2	1	10	1	1	3	YELLOW
Cambridge North**	-	-	-	-	-	-	-	-	- and on Saturdays
Cambridge (CEx only)	1	6	2	2	20	2	2	4	too!
Royston (CEx only)	1	6	2	0	0	0	0	2	
Letchworth (CEx only)	1	3	0	0	0	0	0	2	

** New station due to open on 21 May 2017 (not part of contracted service) TPH = trains per hour
 * in up to 2 off-peak hours - 1 tph (1 freight train per hour may run instead)
 CEx - Cambridge Express - max 2 stops between Cambridge and King's Cross

Mondays to Fridays	TOTAL	TPH	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
Northbound from Kings Cross	0200-0659	0700-1559	0700-1559	1600-1859	1700-1759	1900-1959	2000-2059	2100-2159	2200-0159
Letchworth (CEx only)	0	0	0	1	0	2		4	3
Royston (CEx only)	0	0	0	6	2	2		4	3
Cambridge (CEx only)	1	2	18	6	2	2		4	3
Cambridge North**	-	-	-	-	-	-		-	-
Waterbeach	2^	1	10	3	1	1	1	1	2
Ely	2^	2	18	6	2	2	2	2	3
Littleport	2^	1	10	3	1	1	1	1	3
Downham Market	2^	2^	16	6	2	2	2	2	3
Watlington	2^	1	10	3	1	1	1	1	3
Kings Lynn	2^	2^	16	6	2	2	2	2	3

*in up to 2 off-peak hours - 1 tph (1 freight train per hour may run instead) ^ one train starts at Cambridge
 CEx - Cambridge Express - max 2 stops between Cambridge and King's Cross
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381933/tsgn-service-level-commitments.pdf

(2 trains per hour, Mon to Sat, from Kings Lynn, Downham Market and Ely as a minimum, but up to two gaps for freight trains).

It's little surprise the trains are very busy – the Kings Cross area and Cambridge itself (both served by Fen Line trains) are rich with knowledge industry jobs - but you have to be moneyed to buy a house nearby.

"Cambridge house prices now outstripping London says report": in a survey of 20 cities, land value experts Hometrack says "Cambridge the UK's top property hotspot." Cambridge News 20 January 2016

Broadly speaking, the further north, the lower equivalent house prices are. Big **house price differentials** drive Fen Line passenger demand.

Kings Cross is an important destination, but here we concentrate on Cambridge. 8 Kings Lynn trains arrive at Cambridge in the AM Peak (0700-0959) *Mon to Fri*.

Arrivals at Cambridge 0700-0959 Current service (December 2015)														NOT to be used as a timetable				
Southbound	CEX	LE	CEX	LE	LE	CEX	XC	CEX	LE	CEX	LE	XC	CEX	LE	XC	CEX	LE	
Mondays to Fridays																		
Kings Lynn	dep	0610	0617	0651	-	-	0714	-	0725	-	0754	-	-	0827	0857	-	-	1744
Watlington	dep	-	0624	0658	-	-	0721	-	-	-	0801	-	-	0834	0904	-	-	1839
Downham Market	dep	0622	0631	0705	-	-	0728	-	0737	-	0808	-	-	0841	0911	-	-	1846
Littleport	dep	-	0640	0714	-	-	0737	-	-	-	0817	-	-	0850	0920	-	-	1909
Ely	dep	0647	0650	0722	0730	0733	0748	0752	0756	0802	0826	0839	0852	0908	0928	0939	-	-
Waterbeach	dep	-	0659	0732	-	-	0757	-	-	0811	0836	-	-	0908	0938	-	-	-
Cambridge North **	dep	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
CAMBRIDGE	arr	0703	0708	0739	0747	0753	0804	0807	0810	0820	0843	0859	0908	0915	0945	0959	-	-
Kings Cross	arr	0807	(0825)	0837	(0920)	-	0910	(0914)	0910	(0950)	0945	-	-	1013	1043	-	-	-

These trains are so popular that some services are normally **grossly overloaded** on arrival at Cambridge. "Teen elbowed off crowded train to Cambridge as angry mother demands 'urgent action'" [the 0651 Kings Lynn-Kings Cross, at Waterbeach]. Cambridge News 26 October 2015

There are problems at Cambridge in the PM peak (1600-1859) too. With fewer services for homeward-bound people (service gaps are highlighted below) trains are extremely overcrowded.

Departures from Cambridge 1600-1900 Current service (December 2015)														NOT to be used as a timetable				
Northbound	XC	LE	GN	CEX	XC	LE	LE	CEX	XC	CEX	LE	LE	LE	CEX	XC	CEX	LE	
Mondays to Fridays																		
Kings Cross	dep	-	-	1544	-	-	(1558)	1644	-	1714	-	(1707)	-	1744	-	-	-	-
CAMBRIDGE	dep	1601	1612	1619	1635	1701	1712	1722	1740	1801	1806	1812	1817	1823	1839	-	-	-
Cambridge North **	dep	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**	**
Waterbeach	arr	-	-	1626	1642	-	-	1728	1747	-	-	1823	1829	1846	-	-	-	-
Ely	arr	1614	1626	1635	1651	1714	1726	1739	1756	1814	1824	1826	1833	1840	1855	-	-	-
Littleport	arr	-	-	1700	1710	-	-	1804	1813	-	-	1850	1850	1912	-	-	-	-
Downham Market	arr	-	-	1650	1710	-	-	1813	-	-	-	1850	-	1912	-	-	-	-
Watlington	arr	-	-	1715	-	-	-	1819	-	-	-	1856	-	1918	-	-	-	-
Kings Lynn	arr	-	-	1724	-	-	-	1827	-	-	-	1908	-	1927	-	-	-	-

As from **21 May 2017**, we welcome access to the new **Cambridge North station** (located close to the Business Park, Innovation Centre, Science Park, etc).



The opening day for Cambridge North gets ever closer.

More in the pipeline? Cambridgeshire County Council and business group Cambridge Ahead have contracted consultants John Laing to see how a Cambridge South station at Addenbrooke's/Cambridge Biomedical Campus: "around 10,500 new high value jobs being created" * could be brought forward quickly.

* Cambridgeshire Long Term Transport Strategy, July 2015
The East-West Rail project (Cambridge to Oxford) which is under study could mean a faster, uncongested route to Kings Cross.

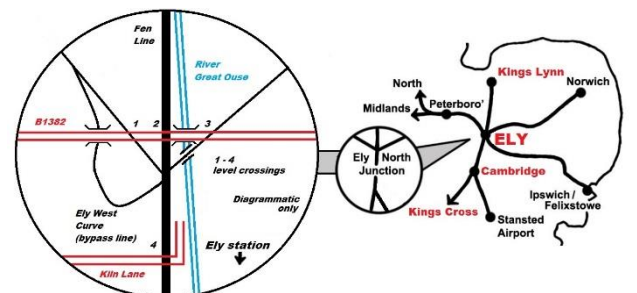
It's good, then, to see that **Cambridge to Kings Lynn 8-car project** recommended as a priority. **When do these 'get-us-to-work-and-back' longer trains start?**

And **more trains**, (not an 'aspiration' but a big, public, **political commitment**) what's happening there?

The bugbear is fitting them into the already congested Ely bottleneck: Ely North Junction and its wider area. **All five** routes converging at Ely, East Anglia's rail crossroads, are designated **Trans-European Network** routes. The lines to Cambridge, Felixstowe and Peterborough are part of Britain's **Strategic Freight Network** as well.

Network Rail has established that if train numbers expand the level crossings in the area may be too close to each other to ensure road safety.

So, although specified and funded by government for CP5 [2014-2019] the Ely North Junction project has now **increased greatly in scope**, in part to cope with potential road user risk the crossings could pose.



Twice an hour short, capacity hungry, 2-car trains go into Ely, reverse, and go out again **through Ely North Junction for a second time**. Some could go via the **bypass line** (no level crossing) to avoid this; some do already. Could **existing capacity be more efficiently used** to introduce the contracted **half-hourly Kings Lynn-Kings Cross** trains without new works?

SAMPLE 30 mins at Ely (passenger and freight trains) from 'WTT' published by Network Rail. Illustrative only														NOT to be used as a timetable			
December 2015	Freight	Freight	Freight	Pass'r	Pass'r	Freight	Pass'r	Pass'r	CBG	Pass'r	Pass'r	Pass'r	Pass'r	Pass'r	Pass'r	Pass'r	Pass'r
Sample 30 mins at Ely stn	1133	1046	1202	0742	1127	1029	1154	1212	Cambridge	1212	1212	1212	1212	1212	1212	1212	1212
Monday to Fridays	W'moor	Harlow	Ely PS	LIV-NRW	SSD-BNS	Felixstowe N	KLN-KGX	CBG-NRW	BNS	BNS	BNS	BNS	BNS	BNS	BNS	BNS	BNS
plus 1554 NRW-MCR Sundays	Parkeston	Bardon H	Peak Forest	LIV-NRW	SSD-BNS	Felixstowe N	KLN-KGX	CBG-NRW	BNS	BNS	BNS	BNS	BNS	BNS	BNS	BNS	BNS
Some freight trains only run if required																	
KINGS CROSS	depart																
KING'S LYNN	depart																
Norwich	depart																
Thetford	depart																
Peterborough	depart																
Stansted Airport	depart																
Ipswich	depart																
Cambridge	depart																
Ely North Junction	pass	11/58		12/04	12/10												
ELY STATION	arrive				1212%	1215	12/19	1224%	1226								
Ely	pass	12/01	12/04	1208													
ELY STATION	depart			RR	1216%	1216	1225%	1228									
Ely North Junction	pass		12/07		12/19	12/18%	12/22%										
Cambridge	arrive																
Ipswich	arrive																
Stansted Airport	arrive																
Peterborough	arrive																
Thetford	arrive																
Norwich	arrive																
KING'S LYNN	arrive																
KINGS CROSS	arrive																

No of times via ENJ 1 1 2 2 1 1 1 1 1 1 1

ENJ = Ely North Junction RR = reverses direction (Ely Goods Line) and departs northwards at 1232, crossing Ely North Junction for a second time

Visit www.flua.org.uk for useful weblinks, news and developments

Finally, a **wait until 2019** to re-start work at Ely? Hitchin flyover design work started in January 2007, services didn't start until June 2013, over six years later. Given the inevitability of **very long lead times** like this, particularly where they involve statutory processes where the timescales are **outside** the railway's control, **can we afford yet more delay?**

3.4 More and longer trains – the statistics and analysis

This is contained as an Appendix. A pdf copy of it is also to be found at:

<http://flua.org.uk/documents/More%20and%20longer%20trains%20-%20the%20statistics%20and%20analysis.pdf>

3.5 Economic development

The following development proposals could potentially be impacted adversely by the Hendy Review recommendations to defer projects. This list is not necessarily exhaustive.

Cambridge North

New city quarter 'CB4' proposed around Cambridge North station, including 700,000 sq. ft. grade A business park by Brookgate Ltd (developers of current 'CB1' mixed use city quarter under construction adjacent to Cambridge station) in conjunction with DB Schenker (now DB Cargo) and Network Rail.

<http://www.brookgate.eu/cb4-cambridge>

Waterbeach

New town adjacent to Waterbeach – 8500 new homes and potential relocation of Waterbeach station.

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/6 [figure 3, page 10]

https://www.scams.gov.uk/sites/default/files/documents/Proposed%20Submission%20Document%20-%20Chapter%203%20Strategic%20Sites_0.pdf [pages 63-68]

Network Rail have told us that they are in discussion with developers about these proposals.

Ely

3679 new homes

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/6 [figure 3, page 10]

including the Ely North development: <http://www.eastcambs.gov.uk/masterplans/north-ely-development>

which, in turn, includes the Highflyer Farm development (up to 800 dwellings)

<http://www.highflyerfarm-ely.co.uk/>

and the Endurance Estates project (1200 new homes)

<http://www.endurance-estates.co.uk/activities/land-promotion/index.php?ely=true>

Littleport

550 new homes

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/6 [figure 3, page 10]

Downham Market

A minimum of 2710 new homes.

Local Development Framework Core Strategy Adopted Version July 2011 [page 15]

<http://www.west-norfolk.gov.uk/pdf/Complete%20Core%20Strategy%202011.pdf>

Proposed Centre for Advanced Engineering (4500 jobs)

<http://www.aventacapital.co.uk/#!downham-market/c1xhx>

King's Lynn

A minimum of 7510 new homes.

Local Development Framework Core Strategy Adopted Version July 2011 [page 15]

www.west-norfolk.gov.uk/pdf/Complete%20Core%20Strategy%202011.pdf [page 15]

including up to 1300 homes at Hardwick Green (with a long term potential of up to 6000 homes).

<http://www.hopkinshomes.co.uk/uploads/file/120511-Kings-Lynn-planning.pdf> [page 2]

<http://www.princes-foundation.org/what-we-do/projects/engage/clg-planning-scheme/case-studies/west-winch-and-north-runcion-neighbourho>

4 Statement of consultation

4.1 Assembling members' views

Prior to finalising our responses to the consultations, we assembled the views of members as follows:

- i) On-going dialogue with members through *The Fenman* newsletter
- ii) Members' comments invited via the Association's website www.flua.org.uk
- iii) Correspondence, telephone conversations or meetings with those responding.

We set an internal deadline of Friday 11 March 2016 for receipt of comments in order to allow due consideration of all points raised before submitting our responses in time to meet the Department for Transport's own deadline (for both consultations) of Friday 18 March 2016.

4.2 Themes raised

Both the need for consistent long term planning and the need to deal urgently with today's overcrowding problems were constantly raised by both individual members and business members.

The proposed deletion of the Stevenage Turnback project from CP5 schemes was raised by daily travellers to King's Cross; they expressed great concern about current performance issues between Letchworth and Hitchin, affecting peak Fen Line services. Without the Stevenage Turnback in place, frequent inner-suburban trains from Moorgate will need to run over the two-track section between Hitchin and Letchworth, creating risk of propagating delay to Fen Line trains, which could then be grossly magnified by the two lengthy single-line sections north of Littleport, bouncing back southwards.

The most vigorously pressed theme, however, was that after years of seemingly veering policy goals and statements (Thameslink 2000, Intercity Express Programme, HLOS 2012, etc.) during which the Fen Line has become busier and busier and outgrown its infrastructure, measures should now be put in place *urgently* to meet the contracted franchise commitment to introduce half-hourly trains between King's Lynn and King's Cross, via Cambridge. Business members in particular expressed this point emphatically.

5 Our responses

5.1 Our response to Network Rail's Investment programme – The Hendy Report Consultation

5.1.1 Deliver the political commitment

We call for the earliest delivery of the contractually committed introduction of "half-hourly" 2 tph services between King's Lynn and King's Cross.

There is a large amount of incredulity as to how such a significant political commitment could have been made and then subsequently deemed to be probably undeliverable within a reasonable time span, given that government not only specifies the Govia Thameslink Railway management contract but also owns the infrastructure delivery agency Network Rail. We urge that all methods of full or at least partial implementation (including potential timetabling solutions) are investigated as a matter of great urgency.

5.1.2 Improve access to jobs

We support the proposed inclusion of Project CashDfT006 Cambridge North new station in the current CP5 2014-2019 Control Period.

This scheme is seen as being of great significance to users, allowing access to knowledge-industry jobs in Cambridge from Fen Line settlements which enjoy more 'affordable' house prices. Though later than hoped for, the station's published opening date of 21 May 2017 has been widely welcomed. We also welcome the current talks between Network Rail and Cambridgeshire County Council and others, aimed at speeding up the delivery of a further new station at the Cambridge Biomedical Campus (Cambridge South).

5.1.3 Deal with the current Fen Line overcrowding north of Cambridge

We support the proposed inclusion of Project A006 King's Lynn-Cambridge 8-car in the current CP5 2014-2019 Control Period.

There is significant overcrowding on peak Fen Line trains north of Cambridge, particularly on, but not confined to, the section between Ely and Cambridge.

5.1.4 Construct supporting infrastructure

We support the proposed inclusion of Project A002 Anglia Traction Power Supply Upgrade (insofar as it is required to support "half-hourly" 2tph and 8-car trains to/from King's Lynn) in the current CP5 2014-2019 Control Period.

Although a separate project, adequate power supplies are a pre-requisite for "more and longer trains."

5.1.5 De-risk congestion and its impact on service performance

We call for the reinstatement of Project LNE009 Stevenage Turnback in the current CP5 2014-2019 Control Period programme.

Without this project, frequent Moorgate inner-suburban trains will have to run beyond Stevenage northwards as far as Letchworth to turn round, thus having to operate over the two-track Hitchin-Letchworth section). This means a consequent risk of delays caused by congestion propagating to Fen Line services and then being greatly magnified because of the two capacity constrained single-line sections north of Littleport; delays then rebound southwards to cause yet further delay. A performance issue between Letchworth and Hitchin is already experienced by members. This problem would also appear to pose considerable system-wide performance risks to the wider Thameslink network post 2018.

5.1.6 Continue designing and planning long gestation projects

We call for planning and design work to continue on Project A001 Ely North Junction Capacity Improvement and on Project IFDfT004 Ely to Soham doubling in the current CP5 2014-2019 period.

It has been repeatedly stressed to us that the Ely area needs a comprehensive solution to unblock this key node, which is of international, national and regional significance. Hence the two projects have a considerable amount of interlinkage. The projects also involve road traffic issues as well as rail ones. Given that a comprehensive solution is highly likely to involve statutory processes, the timing of which is outside the railway industry's control, it is essential that planning and design work takes place in CP5 in order to "hit the ground running" in CP6. We are encouraged to see that the Local Enterprise Partnerships and Councils have publicly taken this viewpoint and are seeking to fund the next stage feasibility study, with the backing of MPs.

5.2 Our response to 'A New Approach to Rail Passenger Services in London and the South East'

We are supportive of the approach set out in the consultation document, provided that the safeguards outlined for outer-suburban services are put in place and adhered to.

The proposals are for the transfer of inner-suburban services (i.e. not outer-suburban services) to TfL. King's Cross-Cambridge-King's Lynn 'Cambridge Express' services and King's Cross-King's Lynn slower services are both classed as 'Great Northern Outers.' The safeguards for outer-suburban services promised in the document are: "no detrimental effect on fares" and "no adverse impacts on the frequency, journey times or stopping patterns of longer distance services to and from London [page 23]."

Appendix

Fen Line growth analysed

- 1 A ten year perspective: 2004/5 to 2014/15 (Part I refers).
 - 1.1 Taken together, **the six Fen Line stations** have grown from 2.6m journeys to 4.3m over the ten year period, **an increase of 66.6% [Compound Annual Growth Rate (CAGR): 5.24%]**.
 - 1.2 *Percentage* growth was evenly distributed: the **four stations north of Ely North Junction** saw growth from 1.1m to 1.8m, **an increase of 64.1% [CAGR: 5.08%]**, the **two stations south of Ely North Junction** grew from 1.5m to 2.4m, **an increase of 68.6% [CAGR: 5.36%]**. Biggest risers in *percentage* terms were Littleport (+99.7%) [CAGR: 7.16%] and Waterbeach (+92.9%) [CAGR: 6.79%].
 - 1.3 The largest *absolute* growth was seen at Ely (some 813,000 additional journeys per year, compared to 2004/5 (+64.8%) [CAGR: 5.12%] and King's Lynn grew by 329,000 additional journeys (+51.3%) [CAGR: 4.23%].
 - 1.4 **Despite 66.6% growth [CAGR: 5.24%], the Fen Line under-performed the average GB growth of 78.3% [CAGR: 5.95%] over the ten-year period.**
 - 1.5 **It is noteworthy, however, that the Fen Line now carries over 1.7m extra journeys than it did in 2004/5 – taking a rough estimate of 270 seats per 4-car train, that equates to some 17 extra trains, every day of the year.**
- 2 A five year perspective: 2009/10 to 2014/15 (Part II refers).
 - 2.1 Over the five year period, **the six Fen Line stations** have grown from 3.2m to 4.3m journeys, **an increase of 33.6% [CAGR: 5.96%]**.
 - 2.2 *Percentage* growth was again fairly evenly distributed: the **four stations north of Ely North Junction** saw growth from 1.4m to 1.8m, **an increase of 34.8% [CAGR: 6.16%]**; the **two stations south of Ely North Junction** grew from 1.8m to 2.5m, **an increase of 32.7% [CAGR: 5.82%]**. Biggest risers in *percentage* terms were Littleport (+59.3%) [CAGR: 9.76%] and Waterbeach (+43.3%) [CAGR: 7.46%].
 - 2.3 The largest *absolute* growth was seen at Ely (some 489,000 additional journeys per year, compared to 2009/10 (+30.9%) [CAGR: 5.53%]; King's Lynn grew by 220,000 additional journeys (+29.3%) [CAGR: 5.28%].
 - 2.4 **The Fen Line (+33.6%) [CAGR: 5.96%] out-performed the average GB growth of 30.7% [CAGR: 5.50%] over the five-year period.**
- 3 A one year perspective: 20013/14 to 2014/15 (Part III refers).
 - 3.1 During the year, the six Fen Line stations grew from 4.05m to 4.3m journeys, an increase of 6.0%.
 - 3.2 Once more, *percentage* growth was fairly evenly distributed: the **four stations north of Ely North Junction** saw growth from 1.73m to 1.84m, **an annual increase of 6.6%**; the **two stations south of Ely North Junction** grew from 2.3m to 2.4m, **an annual increase of 5.5%**. Biggest risers in *percentage* terms were Waterbeach (+10.6%) and Watlington (+9.2%).

- 3.3 The largest *absolute* growth was at Ely (some 92,000 additional journeys per year, compared to 2013/14 (+4.7%); King's Lynn grew by some 57,000 additional journeys (+6.3%).
- 3.4 With 491,744 journeys in 2014/5 (+6.9%), **Downham Market has risen to overtake Great Yarmouth (436,834, an annual decline of -5.2%), as the fourth busiest station in Norfolk.** This is after Norwich (4,071,502, an annual decline of -1.7%), King's Lynn (970,890, +6.3%) and Diss (682,142, +1.0%).
- 3.5 King's Lynn has now almost reached the '1 million or more' mark; Ely has been in this category since 2002/3.
- 3.6 **Over the year, the Fen Line's annual growth of 6.0%, once more outperformed the GB average (+4.5%).**
- 4 **The periods compared: rates of growth** (Part IV refers).
- 4.1 The Compound Annual Growth Rate (CAGR) shows the mean annual growth rate over a defined period of time longer than one year. It is a number which describes the rate of growth over the period, *had this occurred at a constant rate* (i.e. it is a geometric progression). Thus it smoothes out those variations in growth rates which actually occurred during each period under consideration.
- 4.2 The 5 year CAGR is greater than the 10 year CAGR in the cases of all six Fen Line stations; the same observation applies to the Fen Line as a whole, to those parts of it both north *and* south of Ely North Junction, but *not* to the GB figures.
- 4.3 Comparing the latest (2013/4-2014/5) annual growth rates to the ten-year and to five-year CAGRs, however, shows that not all of these current rates are greater than those for the previous periods. This applies to Littleport and Ely stations, where the growth rate has not continued to accelerate (though the growth rate is still firmly positive). This also applies to the part of the Fen Line south of Ely North Junction and to the GB figures (again, all of these still remain positive).
- 4.4 The same comparison of the 10-year and the 5-year CAGRs with the latest annual growth rates shows continuous and **continuing acceleration in the rate of growth for King's Lynn, Watlington, Downham Market and Waterbeach stations, as well as for that part of the Fen Line north of Ely North Junction.**
- 4.5 Growth rates are useful in prioritising investment decisions but it should be kept in mind that passengers, trains, and seats on those trains come in *absolute* numbers. That leads back to the point made in Appendix paragraph 1.5 above that **the Fen Line would require, every day of the year, some 17 extra trains than there were in 2004/5, just to seat the 1.7 million extra passengers it is now carrying each year.**

The 2014/15 figures are the most recent released by the Office of Rail and Road (ORR) and are available at:

<http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

The ORR figures are estimates; please see the above web link for the methodology and for limitations to the official figures. Please also note that the figures for Ely include all services calling there and therefore overstate Fen Line journeys to and from Ely. Fen Line journeys include all journeys between Cambridge and Ely (irrespective of train operator) but journeys starting or finishing at Ely to or from stations such as Birmingham or Norwich (both served by direct trains from Ely) should be excluded from the total Fen Line figures for Ely. The official statistics published by ORR do not permit this downward adjustment to be made.

PART I TEN-YEAR CHANGE

Fen Line Passenger Growth (Stations north of Cambridge)	2004/5 (a)		2014/15 (b)
King's Lynn	641668		970890
Watlington	85231		143904
Downham Market	277744		491744
Littleport	119198		238062
Ely	1255362		2068240
Waterbeach	197594		381202
Cambridge North - due to open 21 May 2017	N/A		N/A
TOTAL	2576797		4294042
<i>Stations north of Ely North Junction</i>	1123841	43.6 %	1844600 43.0 %
<i>Stations south of Ely North Junction</i>	1452956	56.4 %	2449442 57.0 %
		100 %	100 %
Great Britain	1,562,255,597		2,785,070,620

	Change 2004/5-2014/15 (c)		
King's Lynn	329222	+5 1.3 %	CAGR: 4.23%
Watlington	58673	+68.8 %	CAGR: 5.38%
Downham Market	214000	+77.0 %	CAGR: 5.88%
Littleport	118864	+99.7 %	CAGR: 7.16%
Ely	812878	+64.8 %	CAGR: 5.12%
Waterbeach	183608	+92.9 %	CAGR: 6.79%
Cambridge North - due to open 21 May 2017	N/A		
TOTAL CHANGE 2004/5 -2014/15	1717245	+66.6 %	CAGR: 5.24%
<i>Stations north of Ely North Junction</i>	720759	+64.1 %	CAGR: 5.08%
<i>Stations south of Ely North Junction</i>	996486	+68.6 %	CAGR : 5.36%
Great Britain	1,222,815,023	+78.3 %	CAGR: 5.95%

Note: Ely figures include all services calling there

CAGR: Compound Annual Growth Rate

Source: Office of Rail and Road - Estimates of station usage

<http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

For methodology and limitations refer to above link.

PART II FIVE-YEAR CHANGE

Fen Line Passenger Growth (Stations north of Cambridge)	2009/10 (d)		2014/15 (e)	
King's Lynn	750738		970890	
Watlington	107956		143904	
Downham Market	360032		491744	
Littleport	149428		238062	
Ely	1579948		2068240	
Waterbeach	266020		381202	
Cambridge North - due to open 21 May 2017	N/A		N/A	
TOTAL	3214122		4294042	
<i>Stations north of Ely North Junction</i>	<i>1368154</i>	<i>42.6 %</i>	<i>1844600</i>	<i>43.0 %</i>
<i>Stations south of Ely North Junction</i>	<i>1845968</i>	<i>57.4 %</i>	<i>2449442</i>	<i>57.0 %</i>
		<i>100 %</i>		<i>100 %</i>
Great Britain	2,130,772,509		2,785,070,620	

	Change 2009/10-2014/15 (f)		
King's Lynn	220152	+29.3 %	CAGR: 5.28%
Watlington	35948	+33.3 %	CAGR: 5.92%
Downham Market	131712	+36.6 %	CAGR: 6.43%
Littleport	88634	+59.3 %	CAGR: 9.76%
Ely	488292	+30.9 %	CAGR: 5.53%
Waterbeach	115182	+43.3 %	CAGR: 7.46%
Cambridge North - due to open 21 May 2017	N/A		
TOTAL CHANGE 2009/10 -2014/15	1079920	+33.6 %	CAGR: 5.96%
<i>Stations north of Ely North Junction</i>	<i>476446</i>	<i>+34.8 %</i>	CAGR: 6.16%
<i>Stations south of Ely North Junction</i>	<i>603474</i>	<i>+32.7 %</i>	CAGR: 5.82%
Great Britain	654,298,111	+30.7 %	CAGR: 5.50%

Note: Ely figures include all services calling there

CAGR: Compound Annual Growth Rate

Source: Office of Rail and Road - Estimates of station usage

<http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

For methodology and limitations refer to above link.

PART III ONE-YEAR CHANGE

Fen Line Passenger Growth (Stations north of Cambridge)	2013/14 (g)		2014/15 (h)	
King's Lynn	913460		970890	
Watlington	131742		143904	
Downham Market	460060		491744	
Littleport	225024		238062	
Ely	1976150		2068240	
Waterbeach	344726		381202	
Cambridge North - due to open 21 May 2017	N/A		N/A	
TOTAL	4051162		4294042	
<i>Stations north of Ely North Junction</i>	<i>1730286</i>	<i>42.7 %</i>	<i>1844600</i>	<i>43.0 %</i>
<i>Stations south of Ely North Junction</i>	<i>2320876</i>	<i>57.3 %</i>	<i>2449442</i>	<i>57.0 %</i>
		<i>100 %</i>		<i>100 %</i>
Great Britain	2,665,123,512		2,785,070,620	

	Change 2013/4-2014/5 (i)		
King's Lynn	57430	+6.3 %	
Watlington	12162	+9.2 %	
Downham Market	31684	+6.9 %	
Littleport	13038	+5.8 %	
Ely	92090	+4.7 %	
Waterbeach	36476	+10.6 %	
Cambridge North - due to open 21 May 2017	N/A		
TOTAL CHANGE 2013/14 -2014/15	242880	+6.0 %	
<i>Stations north of Ely North Junction</i>	<i>114314</i>	<i>+6.6 %</i>	
<i>Stations south of Ely North Junction</i>	<i>128566</i>	<i>+5.5 %</i>	
Great Britain	119,947,108	+4.5 %	

Note: Ely figures include all services calling there

Source: Office of Rail and Road - Estimates of station usage

<http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

For methodology and limitations refer to above link.

PART IV THE PERIODS COMPARED

	<i>Compound annual growth rates (CAGR) -----</i>			Annual growth
	Ten years to 2014/5 (j)	Five years to 2014/5 (k)	One year to 2014/5 (l)	
King's Lynn	4.23%	5.28%	6.30%	
Watlington	5.38%	5.92%	9.20%	
Downham Market	5.88%	6.43%	6.90%	
Littleport	7.16%	9.76%	5.80%	
Ely	5.12%	5.53%	4.70%	
Waterbeach	6.79%	7.46%	10.60%	
Cambridge North - due to open 21 May 2017	N/A	N/A	N/A	
TOTAL CHANGE 2009/10 -2014/15	5.24%	5.96%	6.00%	
<i>Stations north of Ely North Junction</i>	5.08%	6.16%	6.60%	
<i>Stations south of Ely North Junction</i>	5.36%	5.82%	5.50%	
Great Britain	5.95%	5.50%	4.50%	

BOLD type shows continuous acceleration

Note: Ely figures include all services calling there

Source: Office of Rail and Road - Estimates of station usage

<http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

For methodology and limitations refer to above link.

We would like to gratefully thank our members and other persons and organisations who took part in the compilation of our responses to these two consultations.