



Regeneration Project
Q&As



Fenland Stations

General Overview

1. What is the Fenland Stations Regeneration Project?

- It is the Cambridgeshire and Peterborough Combined Authority (CPCA) umbrella programme for elements of the Fenland Railway Station Masterplans for Manea, March and Whittlesea.

2. What are the 3 Station Masterplans?

High level Masterplans have been developed for Manea, March and Whittlesea Railway Stations setting out a range of improvements for each station. Please see the weblinks below showing each Masterplan:

Manea - www.fenland.gov.uk/media/10126/Manea-Station-Masterplan/pdf/Manea_Masterplan_Public_Consultation_Version_June_2014.pdf

March - www.fenland.gov.uk/media/14799/March-Railway-Station-Masterplan/pdf/March_Masterplan_adopted_2016.pdf

Whittlesea - www.fenland.gov.uk/media/8088/Whittlesea-Station-Masterplan/pdf/Whittlesea_Station_Masterplan_Map.pdf

3. What is included in the Fenland Stations Regeneration Project?

- New waiting shelters for Manea and Whittlesea Stations
- Car parking facilities at Manea and Whittlesea Station (including bus stop & taxi bay provision)
- Improved footpath and lighting at Whittlesea Station
- A second ticket machine at Whittlesea Station
- Repairs to March Station Canopy
- Redesign of Platform 1 buildings at March Station
- Additional car parking facilities at March Station (including bus stop & taxi bay provision)
- Additional bicycle parking facilities at Manea, March and Whittlesea Station
- GRIP (Governance for Railway Investment Projects) work for platform lengthening at Manea and Whittlesea Station and a footbridge at Whittlesea Station. GRIP is a process developed by Network Rail for delivering projects on national rail network.

4. Who is funding the project?

- Most of the funding has been awarded by the CPCA (£9.5 million).
- Greater Anglia has provided funding through its current franchise for items such as ticket machines and customer information screens.
- Various Section 106 Developer Funding agreements have been signed for items such as waiting shelters, ticket machines and contributions towards new car parks.
- Department for Transport Cycle Rail Programme funding was secured following a successful Greater Anglia bid for additional bicycle parking facilities. The funding includes a 10% local contribution.

5. What is the delivery timetable for the project?

- All items included in the Fenland Stations Regeneration Project are running concurrently. Delivery times for each item depend on its scale and complexity. Significant feasibility and technical work for the larger items has either been completed or is well underway.

General progress so far and target delivery dates for each project is as follows-

Project	Progress	Next Steps	Start on Site date	Completion Date
New waiting shelters for Manea and Whittlesea Stations	<ul style="list-style-type: none"> Shelter style agreed by public consultation, summer 2019 Shelters installed April 2020 	Now complete.	February 2020 for the platform civils work	April 2020
Car parking facilities at Manea Station	<p>Significant feasibility and technical work complete:</p> <ul style="list-style-type: none"> Archaeology study Topographical surveys Phase 1 ecology study complete Drainage surveys complete <p>Initial concept design to facilitate initial ecology findings complete</p>	<p>The next steps are expected to be as follows:</p> <ul style="list-style-type: none"> Phase 2 ecology surveys Drainage designs Outline design for the whole car park Preparation of the planning application 	October 2020	December 2020
Car parking facilities at Whittlesea Station (including bus stop & taxi bay provision. Lighting and footpath scheme)	<p>Significant feasibility and technical work complete:</p> <ul style="list-style-type: none"> Archaeology study Topographical surveys Phase 1 ecology study complete Drainage surveys complete Initial concept design complete 	<p>The next steps are expected to be as follows:</p> <ul style="list-style-type: none"> Phase 2 ecology surveys Development of options for off-site ecology mitigation Drainage designs Results and revised drawings for a Road Safety Audit Level 1 Outline design for the whole car park 	October 2020	December 2020
Improved footpath and lighting at Whittlesea Station	Solar lighting scheme in place. Wider scheme incorporated into Whittlesea Station Car Park Project	n/a	Complete	Completed 2018
A second ticket machine at Whittlesea Station	This scheme is being delivered in parallel with the Whittlesea car park lighting and footpath scheme.	<p>The next steps are expected to be as follows:</p> <ul style="list-style-type: none"> Complete railway industry internal process Procure the ticket machine and a contractor for the associated station works 	October 2020	December 2020
Repairs to March Station Canopy	This project is on Network Rail land. An agreement has been reached that Greater Anglia will deliver the work on Network Rail's behalf. A Project Plan and timescale is currently being developed	<p>The next steps are expected to be as follows:</p> <ul style="list-style-type: none"> Complete railway industry internal processes Confirm scope of works and complete feasibility studies Procure a contractor to complete the works Build and complete. 	August 2020	October 2020
Redesign of Platform 1 buildings at March Station	<ul style="list-style-type: none"> Greater Anglia appointed to deliver the scheme Project manager and consultancy team appointed Initial concept options complete Public consultation on 3 concept options 	<ul style="list-style-type: none"> Structural survey Development of design options Confirmation of preferred option 	November 2021	March 2021

Additional car parking facilities at March Station (including bus stop & taxi bay provision)	<ul style="list-style-type: none"> • Greater Anglia appointed to deliver the scheme • Project manager and consultancy team appointed • Initial concept options complete • Discussions with key stakeholders about land, planning and highways 	Significant feasibility and technical work: <ul style="list-style-type: none"> • Topographical survey • Ecology survey • Flood risk and drainage survey • Preparation of public consultation materials • Confirmation of preferred option 	November 2021	March 2021
Additional bicycle parking at Manea, March and Whittlesea Station	<ul style="list-style-type: none"> • Funding secured • Feasibility work complete • Shelter style confirmed • Shelters procured and on order 	<ul style="list-style-type: none"> • Civils work to the platforms • Cycle shelter installation 	February 2020	March 2020
GRIP work for platform lengthening at Manea and Whittlesea Station and a footbridge at Whittlesea Station.	GRIP stages 1-3a complete Commission of GRIP stages 3b – 4 in progress.	Once the railway industry take steps to improve the wider railway infrastructure in Cambridgeshire, increase the number of train services to these stations, and delivers the hourly stopping service between Peterborough and Cambridge proposed by Mayor James Palmer, plans to lengthen the platforms at Manea and Whittlesea stations will be actioned, and a further scheme to provide a pedestrian footbridge at Whittlesea.		

6. Why do we have the Fenland Stations Regeneration programme and a Masterplan for each of the Fenland Railway Stations?

- Each station is in need of investment. Improvements have been needed for a substantial period of time. Local people consistently state that they want to see improvements to their railway station to bring them up to a modern day standard. This programme is about ensuring that those improvements are made.
- In April 2012, Fenland District Council adopted the Fenland Rail Development Strategy 2011-2031. This strategy is a programme of improvements aimed at encouraging more people to get involved in the railways locally, to improve the railway stations and to secure additional services. The Railway Station Masterplans for Manea, March and Whittlesea are an essential component of delivering this strategy.
- The CPCA is the Local Transport Authority for Cambridgeshire and Peterborough with powers and funding devolved from Central Government. Mayor Palmer has set ambitious targets for delivering growth within Cambridgeshire and Peterborough, with the delivery of transport infrastructure being key to support this growth. Mayor Palmer has also pledged his support to tackle inequality within Fenland district. The regeneration of Fenland Stations is an important part of this as 20% of all households in Fenland do not have access to a car.

7. Who is delivering the Projects?

- Greater Anglia will deliver most of the projects as operator of the Anglia railway franchise, which includes responsibility for the railway stations between Ely and Peterborough including Manea, March and Whittlesea.
- Working in partnership with the operator, as the long-term lease holder of the stations and land where the schemes will be implemented, will help ensure the schemes are delivered more quickly.
- Greater Anglia will deliver the projects in partnership with their suppliers, who have the necessary approvals to work on the railway and at stations. This enables projects to be delivered in a timelier manner and by 2021 as stated in the delivery programme.
- Network Rail is also assisting with the delivery of the platform lengthening and pedestrian bridge project to preferred option stage and with the canopy project at March Station.

8. Why are these projects taking so long to deliver?

- In April 2012, Fenland District Council gave a commitment to deliver railway station improvements in phases, up to 2031.
- This timescale was linked to developing firm proposals for each station and securing substantial funding for scheme delivery.
- Many of the individual schemes in each Masterplan are linked to other individual schemes in the programme. Due to the relationships between specific schemes and the limited space at each station there is a need to ensure we do not incur abortive costs. We must ensure that newly-built schemes do not have to be knocked down in order to build other schemes in the programme.
- In 2017, the CPCA agreed a substantial package of funding to add to S106 funding already secured for part or the whole of some schemes within each station masterplan.
- Substantial feasibility and technical work has to be undertaken to bring many of the schemes forward (e.g. car parks and lighting).
- Projects, which at first glance might seem simple to deliver, are complex due to their geographical location, the size and shape of the site and the rural nature of the area. Such matters impact the delivery of schemes and their timetables.

9. Why are FDC and the CPCA not bringing the projects forward more quickly?

- Everything that can be done is being done to bring the projects forward to the timescales set out in the delivery timetable above. Please see the response to question 5.
- Projects being delivered on railway land are not directly within the control of public authorities. Such projects also have to meet railway standards for such development. This is not always the same as standards for land in local ownership.
- The Mayor of Cambridgeshire and Peterborough, along with local councillors and officers, are meeting regularly to ensure project progress remains on target. Such meetings impress the need for scheme delivery quickly and for timescales to be shortened wherever possible.
- Initial timescales for delivery (as published by Fenland District Council in 2012) included timescales to 2031 and up to 2024. This was for projects such as Manea and Whittlesea Station car park and platform lengthening. Working in partnership, timescales were initially improved to 2023 and now to our current timescale for delivery of 2021. This is four years earlier than originally programmed in some instances.

10. What about more services and regular trains?

- Railway services, including timetabling and stopping patterns, are the responsibility of the railway industry.
- Government typically sets out requirements for service patterns and schedules as part of any franchise agreement.
- FDC and CPCA are consulted and are an integral part of any franchise competition process. This includes our requirements for more services and more services to stop. It is, however, more difficult for public authorities to affect changes when we do not have the legal responsibilities for such services.
- FDC and CPCA, along with colleagues at Cambridgeshire County Council, regularly lobby Government, the train companies and others outside of franchise competitions to ensure decision makers are fully aware of local requirements for more services.
- Since its formation in October 2012 the Hereward Community Rail Partnership (CRP) has been very influential in securing more stopping services. Namely helping to secure the two-hourly service at Manea and additional stops at March as part of the Liverpool – Norwich service. This includes a lunchtime stop making half day outings possible.
- The Hereward CRP was also influential in helping to secure the 2016 announcement about the hourly Ipswich to Peterborough services. When implemented this will see hourly services to and from Manea and Whittlesea Station. This is not possible at present due to the need for infrastructure upgrades.

11. What railway service improvements are currently being lobbied for?

- Services we are lobbying for are based on the views of local people and are as follows:
 - Introduction of the hourly Ipswich to Peterborough service
 - Current services to add additional stops at Whittlesea to improve connectivity to and from Cambridge

- o Ensuring there is an East Midlands Railway service stopping in both directions at Whittlesea Station
- o More East Midlands Railway services to stop at March Station
- o Earlier and later trains to and from Manea, March and Whittlesea to enable journeys to Peterborough, Cambridge and Stansted Airport
- o Securing direct services between the Fenland Stations and Cambridge North station. This journey currently requires a change of train at Ely

12. What is happening with infrastructure improvements linked to us having more stopping trains?

- The biggest issue for our three stations is the limited railway infrastructure and the number of freight and passenger services needing to use this infrastructure. Competing demands for limited track space is difficult.
- Upgrades are needed in a number of locations across the region which affects our railway services due to the long distance nature of some routes. E.g Norwich, Haughley Junction and Grantham.
- The most immediate and significant railway infrastructure issue that is affecting our local services, including the hourly Ipswich to Peterborough service, is the need for improvements around Ely Station. This is known as the Ely Area Capacity Improvements.

13. Is there any update on the Ely Area Capacity Improvements?

- Over the last 10 years there has been significant discussion about this project and the need for improvements at Ely Station to unlock railway service improvements on a regional/national level.
- Initial commitments made by Network Rail to fund initial study work between 2014 and 2019 (CP5) were deferred by Sir Peter Hendy as part of his review into Network Rails investment plan which concluded in 2016.
- In late 2019 the Department for Transport Rail enhancements budget was announced. This includes the Ely Area Capacity Enhancements between 2019 and 2024 (CP6). The announcement is a decision to design meaning that the outcome will be a single viable option and Outline Business Case
- In 2019 and 2020 Network Rail in partnership with the CPCA and the New Anglia LEP worked to update the 2016 business case work. This is necessary to ensure value for money and to make a case for future funding
- In March 2020 a progress update was provided to the CPCA Transport and Infrastructure Committee. A copy of this report can be found at:
www.cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/890/Committee/67/SelectedTab/Documents/Default.aspx
- Network Rail has recently (April 2020) set up new website pages about this project from which you can find further information. The website address is as follows:
www.networkrail.co.uk/running-the-railway/our-routes/anglia/ely-area-capacity-enhancement-scheme

