

# Network Rail fixes deteriorating embankment on the Ipswich-Lowestoft line

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Network Rail has stabilised and widened a mile-long embankment on the East Suffolk Line to the north of Martlesham.

The work was needed because the top of the embankment was slipping away. This meant that important signalling equipment and signage was gradually falling down the bank, potentially affecting the future safe and reliable running of the line.

Engineers worked over 13 consecutive days from Saturday 25 March to Thursday 6 April, with buses replacing trains between Ipswich and Saxmundham.

Network Rail and Greater Anglia are thanking passengers for their patience while the vital work was carried out.

The project will also allow a footpath for railway colleagues to be provided on the embankment, giving much better access for essential maintenance.

And the stabilisation work means that worn-out track on top of the embankment can now be replaced. This track replacement work will be carried out over 10 consecutive days between 16-25 August, when buses will replace trains.

Mark Walker, Network Rail Anglia route infrastructure engineer, said: "We're really sorry that passengers had their journeys disrupted over 13 consecutive days, but we needed extended access to the railway to stabilise this steep, high embankment and avoid sudden disruption or closures. We'll be back in August to do much-needed track replacement on top of the embankment, which is also crucial to keeping trains on time. We are building an East Suffolk Line that is fit for the future."

Jamie Burles, Greater Anglia managing director, said: "I'd like to thank passengers for bearing with us during this improvement work, which will help us to continue operating a punctual train service along the East Suffolk Line. Our new trains are already providing a very good service on the route and this engineering work will help ensure we can continue to deliver high standards of performance on a consistent basis and provide a more comfortable journey for passengers."

*Photo and video credit: Network Rail*