

Railfuture East Anglia written response to the call for evidence sessions for the Greater Cambridge City Deal November 2015

Cambridge's railway network already has a significant role in bringing people into the city, with an annual footfall of 10 million at Cambridge Station of which around 7000 people a day use rail to travel to Cambridge. The congestion free nature of rail makes it the public transport mode of choice for shifting large numbers of people with predictable journey times, characteristics which are ideal for the aspirations of the Greater Cambridge City Deal. Rail can contribute significantly in linking people to jobs, but the City Deal must work with other organisations to make this happen as rail's comparatively high capital, long investment timescales and central government funding mean that rail cannot be funded solely by the Cambridge City Deal.

A 20% reduction in traffic would make a dramatic difference to how freely buses and other road traffic flow around Cambridge and rail can deliver this reduction.

www.railfuture.org.uk/East+Anglia+Cambridge+City+Deal

Rail underutilised on some corridors; capacity is available on all

Cambridge is already served by a useful railway network, but it is currently underutilised by:

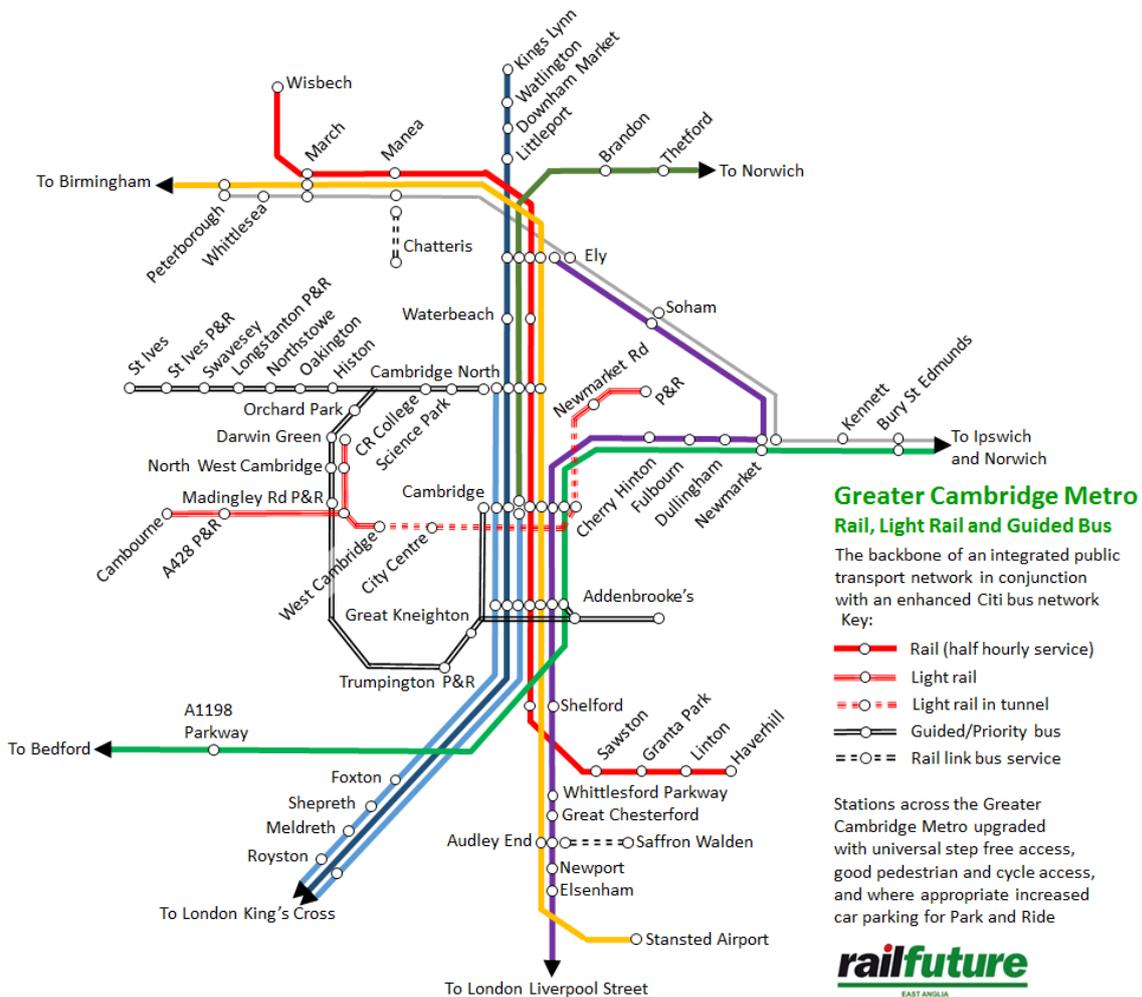
1. Low frequencies on some of the routes such as to Newmarket because inadequate infrastructure
2. Overcrowding owing to short trains
3. Variable quality of stations with many lacking step free access, adequate cycle and car parking, and bus interchange
4. Lack of county wide smart or inter operable ticketing locking people into a single public transport operator

A future Cambridge Rail network

A number of organisations including Cambridgeshire County Council, Greater Cambridge Greater Peterborough Enterprise Partnership, Network Rail, DfT, East Anglia Rail Prospectus, The Case for Cambridge, Wisbech 2020 have already identified a number of rail enhancement and line and station opening and reopening schemes in the region. The map below shows a future Cambridgeshire railway network with these already proposed schemes included, all of which are readily achievable. Some key bus infrastructure, both existing and planned, which fills notable gaps in the rail network is included.

This network would need to be supported by rail services developed to give frequent service frequencies (at least half hourly) into and out of Cambridge running 7 days a week from early morning to late evening, and high quality stations and multi-mode ticketing and timetabling. The 'Cambridge Metro' name reflects these higher frequencies, although it should be noted that they are enhancements of services through and to Cambridge (and not a separate Metro Network as found on Tyne and Wear).

In the longer term the light rail link including a tunnel section under the city would provide the final link to allow people to flow easily into and across the city centre.



Low rail use due to poor service from Newmarket

Commuting data from the 2011 census shows the stark contrast between the numbers of people

	Ely to Cambridge	Newmarket to Cambridge	Saffron Walden to Cambridge	Royston to Cambridge
Mode: All	1994	1177	774	796
Mode: Rail	825	33	67	166
Mode: Bus	53	133	28	29
Mode: Driving	964	911	636	550
Mode: Passenger	88	67	24	33
% by Rail	41%	3%	9%	21%
% by Public Transport	44%	14%	12%	24%
Population	20256	20384	14313	15781
Distance from Cambridge (miles)	15.28	15.04	14	13
Cambridge arrivals 0745 to 0845	6	1	3	2
Station footfall 2011	1,731,956	197,924	746,746	1,193,950
Station footfall 2014	1,976,134	285,062	838,804	1,300,508
Growth in 3 years	14%	44%	12%	9%

commuting by rail from Ely compared to Newmarket to Cambridge. Ely and Newmarket are similar in population and distance from Cambridge, but Ely has 6 times the number of peak hour services, and 25 times the number of commuters. What a contrast improving Newmarket's service would make to travel along that corridor.

There are other services and line openings across Cambridgeshire which would also help. If Newmarket's rail service was enhanced to attract the same 41% modal share as Ely, then this would bring 483 passengers into Cambridge by rail (an extra 449 over the 33 recorded in 2011). Not that the census figures don't include students, and rail's passenger number are increasing at several percent per year.

How rail compares to other modes of transport

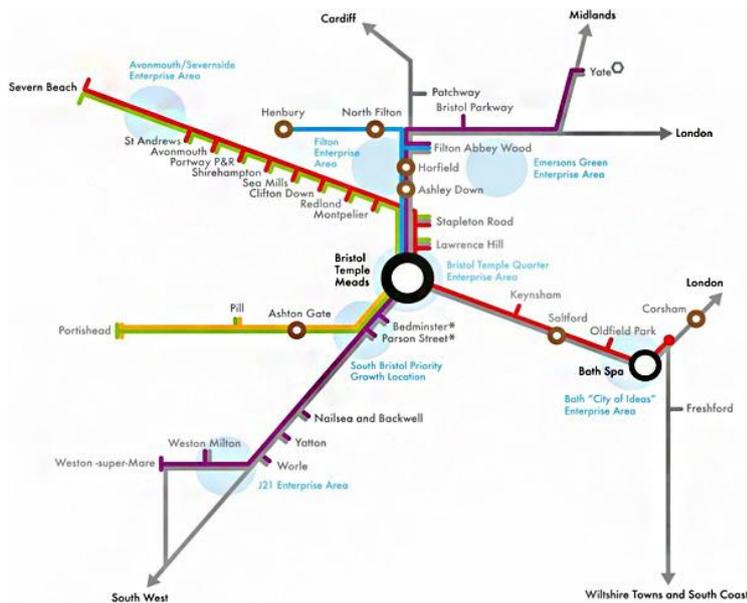
All	51199	
Rail	3717	7.26%
Bus	4636	9.05%
Driving	34524	67.43%
Passenger	2468	4.82%
Bicycle	3837	7.49%
Foot	952	1.86%

In total, 51199 people were recorded commuting from homes outside Cambridge to workplaces within Cambridge in the 2011 census (this figure does not include students). Whilst Rail is currently only carrying 7% of the traffic to Cambridge, it is much more capable of absorbing extra passengers than, for example, the congested road network. It has been observed that reductions in car use of 20% (or even as little as 10%) lead to dramatic easing of congestion so bus, rail and cycle would between them need to accommodate a few thousand extra passengers.

Which areas of the UK are leading the way?

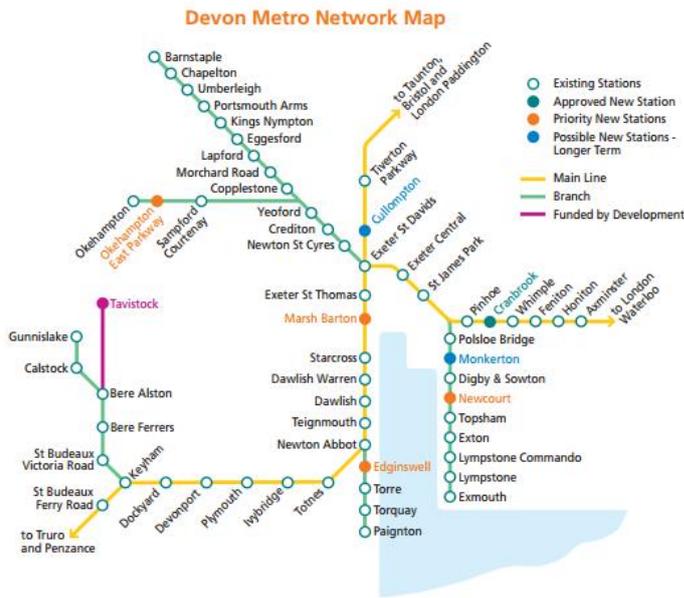
Bristol and South Devon are already moving ahead with plans to significantly improve their local rail networks under a metro banner and these can provide important lessons for Cambridge. Bristol shares Cambridge's situation of having a railway station out of the city centre which is now driving redevelopment, and the rail investment is planned as part of their City Deal. The Bristol scheme includes station reopenings costed at £5m and line reopenings costed at tens of millions.

MetroWest – Bristol



“The first phase of this project will involve, among others, the introduction of half-hourly train services on all routes within the main Bristol commuting area. A rail station will be built at Portishead and Pill and the rail link between Portishead and Bristol city centre will be restored. In addition, the programme includes enhancements to Bathampton and Avonmouth, as well as improving services between local stations to and from Bath Spa by May 2019.”

South Devon Metro



“Rail is used more than cars for journeys to work where there is a train station within walking distance of home according to travel data for Exeter. This confirms findings from other cities that rail travel is popular if it is convenient, comfortable and competitive in travel time and cost. Rail usage rates are much higher on the Exmouth line, which has a half hourly service, than on the Torbay line which is only hourly at present.”

Multi-mode ticketing



The attraction of multi-mode ticketing is often undervalued. London has an exemplary multi-mode ticketing system with Oyster and Contactless Cards allowing travel in buses, rail and underground. This is liberating for transport users who are freed from decisions about tickets and can travel simply following the optimum advice given by smartphone journey planners. Contrast this to Cambridgeshire where there is only a minimal use of multi-mode ticketing.

Go Ahead’s “The Key” is one of the better developed schemes showing the way forward. In Oxford it has been embraced by both Go-Ahead working in partnership with their main competitor Stagecoach allowing it to be used on both company’s services. It is also used widely on Go Ahead’s rail franchises and in this form will shortly come to Cambridge Station via Great Northern, and even supports pre-pay in some areas.

Smart multi-mode ticketing would act as a powerful way of prompting and increasing use of public transport in Cambridgeshire. Multimodal means train, bus, bicycle hire at main transport hubs, payment at rail and bus park and ride sites.

What should the City Deal fund?

The similarity with Bristol is striking so the MetroWest scheme gives a good indication of what could also be achieved in Cambridge.

- The annual station footfall is the same as Cambridge at just under 10 million
- Both stations are over a mile from their city centres but are becoming huge centres of economic activity in their own right.
- Bristol's MetroWest proposal covers 6 radial rail routes (to Severn Beach, Henbury, Yate, Bath, Western-super-Mare and Portishead)
- Cambridge currently has 6 radial rail routes, to March, Kings Lynn, Thetford/Norwich, Bury St Edmunds, Audley End/Stansted, Royston
- Bristol is planning to invest in rail over two 5 year periods, at approximately £50m per phase, which is affordable within the Cambridge City Deal funding, but still leaving the majority of the money available for other cycle and bus schemes
- The Bristol scheme in the main uses upgraded existing infrastructure (adding new passing loops, turnback sidings, track and signalling) but also includes a three mile section of reopened line and new park and ride station

For more information about MetroWest read the “Consultation on re-opening the Portishead branch line as part of MetroWest Phase 1”:

travelwest.info/wp-content/uploads/2015/06/consultation-leaflet-june-august-2015.pdf

and other information about the MetroWest project:

travelwest.info/projects/metrowest

Cambridge could use a similar approach, targeting upgraded infrastructure needed to provide a universal minimum half hourly service particularly on the Newmarket/Soham/Bury St Edmunds corridor.

Newmarket A14 east corridor

The Newmarket A14 east corridor would require:

- A new station or stations to serve Cherry Hinton/Fulbourn.
- Upgrade of Newmarket station including a passing loop to allow at least 2 trains an hour from Cambridge
- The reinstatement of Newmarket West curve to allow a direct service from a reopened Soham station to Cambridge

Additionally in order to intercept road users on the A12/14 a park and ride station at Six Mile Bottom should be considered. Park and Ride sites at Soham and Fordham should also be built.

Funding from Tranche 1 should go into upgrading this route to enable it to play a full part in serving the needs of Cambridge.

The Royston A10 south corridor

This route will in 2018 become a part of the nationally important Thameslink Railway. This will see six trains an hour throughout the day including 4 that will stop at Royston each hour two of which will also call at Meldreth-Melbourn, Shepreth and Foxton. The each train will have fixed formation

12 coach lengths and capacity for 1500 passengers which equates to 6000 per hour. This provides a huge opportunity for Corridor served by this railway and the money in the form of advertising and time must be allocated to ensuring these trains are full. Attention should be made to the provision of Park and Ride sites at Foxton and Royston but above all an education programme showing the merits of cycling and walking to the local station, and provision being made for both modes.

A joint board should be set up with the train operating company to make sure a modal transfer takes place to rail along this and other corridors.

The Bishops Stortford Audley End for Saffron Walden M11 Corridor

This corridor is already well served by train services; 4 to 5 per hour in the peaks. Train lengths are usually 8 to 12 coaches and have capacity to carry many more passengers into the city. All services should run to Cambridge North. The joint board (mentioned above) should work to create modal transfer to rail with publicity initiatives, bicycle park initiatives, better provision at all stations for Cambridge bound users.

Easy links to science parks at Hinxton and Granta Park should be created.

The Ely Waterbeach Cambridge North Cambridge Central A10 north corridor

The railway already serves this corridor well with up to 7 services operating in the peaks. However the speed and capacity provided are very popular and all trains are now overloaded. The train operating companies are working towards longer trains. 8 coaches will become the norm, providing an increase in capacity. The City Deal Tranche 1 should provide for provision of more Park and Ride facilities at Littleport and longer platforms at Littleport and Waterbeach.

New railways

Money should also be set aside to support the County Council's role in establishing the case to reopen the railway from Wisbech to March together with the proposed service of 2 trains per hour across the Fens to Cambridge stations. This will bring Wisbech and March firmly into the travel to work area of Cambridge for the first time and support substantial modal transfer to rail.

The concept of Cambridge linked to a Shelford to Haverhill reinstatement is strongly supported in the Haverhill town area and along the A1307 corridor. Money from tranche 1 should be allocated to help establish the business and feasibility case for this important project and the associated new station at Addenbrooke's.

Whatever support is needed to achieve the early opening of this new station will hugely beneficial as there will be a massive uplift of rail usage on all rail routes.

Pedestrian / Cycle Routes to Cambridge stations

The station travel plan consultation has identified that most people walk to and from Cambridge Central station. Tranche 1 should fund interventions identified by the travel plan as well as well as other station access infrastructure such as high quality cycle routes.

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