

Item No	Proposed Improvement	Mayoral Manifesto Commitment	Rationale for Proposal	Required Infrastructure	Current Status	Further Information	Railfuture Priority
1	Western entrance to Peterborough station	Page 15 manifesto pledge to deliver Peterborough Station Quarter	To enable people to access the station from the west (Thorpe Road area) reducing pressure on Crescent bridge	New roads, cycle infrastructure, car parking, new western station building. Additional platform 8?	Government commitment to fund part of this as part of the station quarter improvements	This is part of wider improvements to Peterborough station.	High
2	New station at Werrington (Peterborough North station) including turnback for Thameslink	Page 15 manifesto commitment to promise to investigate whether a Peterborough North station would be feasible	To serve Werrington, Glinton, and northern parts of the city	Likely new access road, and three platform station on Peterborough to Spalding line to the north of Werrington including bay platform to act as turnback for Thameslink freeing up capacity at Peterborough and reducing conflicting movements south of Peterborough station – would require a short section of electrified railway between the ECML and the new station at Werrington.	No funding or current commitment		Medium

Item No	Proposed Improvement	Mayoral Manifesto Commitment	Rationale for Proposal	Required Infrastructure	Current Status	Further Information	Railfuture Priority
3	Hampton (Peterborough South) station	Page 15 manifesto commitment to promise to investigate whether a Peterborough South station would be feasible	To serve the large new residential developments and commercial developments at Hampton, Stanground South, Great Haddon etc	Likely new access road, and two platform station with passing loops and four tracking as minimum	No funding or current commitment		Medium
4	Half hourly service from early until late from Cambridge to March, Whittlesea, and Peterborough 7 days a week	Page 14 of the manifesto supports running earlier and later trains	To enable rail travel to fenland towns after 21:00 – the current last train, which prevents residents using the train for social and cultural evening events in Cambridge	No additional infrastructure required; additional trains required – likely to be run by Cross Country Trains or Greater Anglia	Aspirational		High
5	Replace signalling between Ely and Peterborough to increase capacity; increase line speeds for faster journeys	Page 14 of manifesto acknowledges the length of time it takes by train between Peterborough and Cambridge	To speed up journey times between Peterborough and Cambridge, which is already not a very direct route.	Additional signalling and line speed may involve track replacement			Medium

Item No	Proposed Improvement	Mayoral Manifesto Commitment	Rationale for Proposal	Required Infrastructure	Current Status	Further Information	Railfuture Priority
6	Upgrade Huntingdon to Peterborough to three or four tracks for extra capacity		To enable delivery of Alconbury Weald and Hampton stations and enable additional Thameslink services between Peterborough and London/Gatwick Airport/Horsham	Four tracking from Huntingdon to Fletton		Likely to be very costly and benefits of new stations at Hampton and Alconbury may be deliverable with simple passing loops.	Low
7	New Alconbury station	Page 15 manifesto statement: recognising 'how much a station would mean in places like Alconbury Weald, where it would transform connectivity for those living at the redeveloped airfield'.	To provide direct rail access for the large new community at Alconbury Weald as well as northern parts of Huntingdon.	Likely need to increase to four tracking north of Huntingdon station until beyond the new Alconbury station. Would also need two platform station and access road, additional access facilities such as car and cycle parking.	Aspirational		Medium

Item No	Proposed Improvement	Mayoral Manifesto Commitment	Rationale for Proposal	Required Infrastructure	Current Status	Further Information	Railfuture Priority
8	New station with turnback at Waterbeach Town (retaining existing station)		To enable more trains to travel through Cambridge reducing the need for platform capacity at Cambridge as well as providing more cross-city services and potentially enabling the retention of the existing Waterbeach station for local services	Additional bay platform and track work at Waterbeach New Town. Benefit of not requiring demolition of existing Waterbeach station.		Decision needs to be made quickly given plans are being drawn up. At the very least Waterbeach station should be retained with a minimal (parliamentary) service like Shippea Hill reducing the cost of demolition and enable future increases in services. [1]	High
9	Additional new station at St Neots East		St Neots to Cambridge is a significant flow of traffic – a railway station on the East West Rail line is vital in encouraging rail use between St Neots and Cambridge eliminating a change at Tempsford	Construction of new two platform station with car and cycle parking and bus interchange.			Medium

1 www.railfuture.org.uk/East+Anglia+Rail+Network

Item No	Proposed Improvement	Mayoral Manifesto Commitment	Rationale for Proposal	Required Infrastructure	Current Status	Further Information	Railfuture Priority
10	New East West Rail Line from Oxford to Cambridge	Page 17 of the manifesto suggests an alternative route for East West Rail	To reintroduce missing east-west link connecting all major north/south lines heading north out of London providing a wealth of new journey opportunities and providing rail links between Cambridge/Peterborough and Luton and Birmingham airports, as well as other towns and cities such as Luton, St Albans, Bletchley, Milton Keynes, Northampton, Wellingborough, Kettering, Oxford, Bicester, Coventry, Luton etc.	New railway line between Bedford (Midland) and Cambridge via junction at Harston.	Government commitment albeit not all funding secured	[2]	High
11	New Park & ride at Foxton		To provide similar railhead to that provided at Whittlesford Parkway on the West Anglia Mainline	Creation of new travel hub, car park, cycle parking, and bus interchange, landscaping.	Previous Greater Cambridge Partnership commitment.	[3]	High

² www.railfuture.org.uk/eastwestrail

³ www.railfuture.org.uk/East+Anglia+Stations

Item No	Proposed Improvement	Mayoral Manifesto Commitment	Rationale for Proposal	Required Infrastructure	Current Status	Further Information	Railfuture Priority
12	Turnback for services from the Ipswich to Newmarket line at Whittlesford Parkway		To reduce conflict movements north of Cambridge station and enable Newmarket, Bury St Edmunds and stations east of Cambridge to be directly connected to the Biomedical Campus at Cambridge South	Creation of additional bay platform and electrification on approach line.	Aspirational		Medium
13	New Park & ride at Ashwell and Morden station		To serve as a railhead for nearby villages of Ashwell, Steeple Morden, and Guilden Morden.	New car park, bus stops, cycle parking; likely to involve upgrade to junction with A505 just south of the station.			Medium
14	Reopen the railway from Wisbech to March	Page 18 of manifesto states wanting to 'develop a viable plan' for reopening March to Wisbech.	To enable regeneration of Wisbech, which suffers from its lack of connection to the railway network	Likely replacement of existing single-track railway between Wisbech and March; reopening of disused platforms at March; replacement of existing level crossings along the route		[4]	High

Item No	Proposed Improvement	Mayoral Manifesto Commitment	Rationale for Proposal	Required Infrastructure	Current Status	Further Information	Railfuture Priority
15	Ely Area Capacity Enhancement (EACE) for passengers and freight	Page 14 of the manifesto recognises that the EACE will remove the bottleneck on services outside Ely	To increase capacity through Ely North junction and enable additional passenger and freight services through the existing constrained junction.	Major track work at Ely North junction and possible third track between Ely North junction and Ely station	Outline business case in 2022. Awaiting funding.	[5]	High
16	Double track between Ely and Soham to increase capacity		To increase capacity for freight trains and enable a Cambridge to Ely service via Newmarket and Soham.	Approximately 5 kilometres of dual track between Soham and Ely Dock junction.		[5]	High
17	Increase service frequency through Soham to hourly and provide a through service to Cambridge		To enable Soham to have a direct rail link to Cambridge. Soham's main desirable destination is Cambridge but its location on the Peterborough to Ipswich line limits its ability to attract rail users.	Possible second platform at Soham		[5]	Medium

Item No	Proposed Improvement	Mayoral Manifesto Commitment	Rationale for Proposal	Required Infrastructure	Current Status	Further Information	Railfuture Priority
18	Turnback at Newmarket; reinstate west curve at Snailwell for direct services between Soham and Cambridge	Page 15 states that 'Reinstating the track on the 'Newmarket Curve' would connect Soham directly with Cambridge.	Providing Soham with a direct rail link to Cambridge. Soham's main desirable destination is Cambridge but its two hourly service on the Peterborough to Ipswich line limits its ability to attract rail users.	Reinstatement of Snailwell curve/chord		[5]	Medium
19	Reinstate double track from Cambridge to Newmarket for increased services and freight		To enable significant increase in passenger and freight services between Cambridge and Newmarket and to provide direct access from Felixstowe to East West Rail.	Reinstatement of double track between Coldham Lane Junction and Newmarket tunnel		[5]	High
20	Cambridge East station		To serve eastern part of the city, employment locations and new development at Cambridge Airport	Two platform station and associated infrastructure		This could be located close to the Brooks Road Sainsbury's or the Yarrow Road Tesco.	Medium
21	Eastern entrance at Cambridge station		To provide additional access to the station from the east	New access road; new station building,		[6]	High

Item No	Proposed Improvement	Mayoral Manifesto Commitment	Rationale for Proposal	Required Infrastructure	Current Status	Further Information	Railfuture Priority
22	At Cambridge North – re-route Fen Road and close level crossing		The Fen Road level crossing causes long delays for vehicles, pedestrians, and cyclists, with barriers down for over half of each hour. It also constrains railway operations. A bridge would provide safer, more reliable access for the community to the east of the railway.	New bridge over railway to provide direct link to Fen Road			Low
23	Reopen the railway line between Cambridge and Haverhill	Page 18 of the manifesto supports stopping the CSET (Cambridge South East Transit) scheme. Mayor supports light rail.	To link one of the largest towns in England without a railway station – Haverhill with Cambridge, the Biomedical Campus and Granta Park/Babraham Research Park	New light or heavy rail option between Shelford and Haverhill including additional new stations at Sawston, Granta Park, Linton, and Haverhill.		[7]	Medium
24	Cambridge Light Rail	Page 17 supports light rail – states that ‘light rail for Cambridge should be a precondition of the government’s growth plans’.	To provide high capacity, high quality light rail to enable the growth in Greater Cambridge to take place without causing gridlock on existing roads.	New light rail network – could be delivered in phases			High

Railfuture East Anglia www.railfuture.org.uk/East+Anglia

Paul Hollinghurst, Secretary Railfuture East Anglia paul.hollinghurst@railfuture.org.uk

*Railfuture is the campaigning name of Railfuture Ltd. A not-for-profit Company Limited by Guarantee. Registered in England and Wales No. 05011634. Registered Office: Edinburgh House, 1-5 Bellevue Road, Clevedon, North Somerset BS21 7NP (for legal correspondence only)
All other correspondence to 14 Ghent Field Circle, Thurston, Suffolk IP31 3UP*

12th August 2025