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Paul Hollinghurst  
Railfuture East Anglia Branch Secretary  
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5<sup>th</sup> November 2015

Dear Sir or Madam,

### **Light Rail for Cambridge, UK**

I am writing on behalf of Railfuture East Anglia who as a campaign group are promoting rail and light rail as a solution to the chronic transport problems in Cambridge, UK.

Cambridge is currently considering the way forward with up to £1bn available to spend in the next 15 years for infrastructure, £500m from a 'City Deal' agreement with Central Government, expected to be matched by £500m of local funding, and with the potential of additional private funding as well.

The initial plans are directed towards bus lanes and dedicated bus routes, but these only cover part of the respective radial routes and it is unclear whether they will significantly reduce delays to buses. We have therefore been promoting an alternative approach based more heavily on rail.

Cambridge is unusual in having high numbers of jobs for the size of population, and although the city has a reasonably well served railway station it is a mile from the city centre to the east, leaving the city centre a 20 minute walk away, or a slow bus journey over congested roads.

Railfuture East Anglia believe that a single light rail line linking the railway station to the city centre and then to the new developments in the west of the city would provide the high quality congestion free link which is needed.

Cambridge's historic centre would preclude a street level line, but we understand that tunnelling conditions are ideal so a 2 mile underground section with 2 stations would be necessary linked to a minimum of 2 miles overground to serve west Cambridge, with a possible extension to the west for 6 miles to serve Cambourne, and east via another mile underground the mile above ground to Newmarket Road and Newmarket Road Park and Ride.

Cambridge's comparatively low population and perceived high cost of tunnelling mean that light rail is commonly thought to be unaffordable, but we note that the new line in Nice has an underground section which would appear affordable within the full timescale of the Cambridge City Deal <http://www.railwaygazette.com/news/news/europe/single-view/view/nice-selects-alstom-trams-for-line-2.html>



We would be grateful if you could support our campaign to have light rail considered with information to support the case.

Our City Deal work is described here:

<http://www.railfuture.org.uk/East+Anglia+Cambridge+City+Deal>

Our light rail suggestion is shown on slides 50, 51 and 52 and 54 in this slide set:

<http://www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-2015-07-29-Cambridge-City-Deal-Workshop-Slides.pdf>

I enclose copies of these slides.

For further information please email [paul.hollinghurst@railfuture.org.uk](mailto:paul.hollinghurst@railfuture.org.uk)

or phone Peter Wakefield the Railfuture East Anglia branch chairman on +44 1223 352364  
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Yours sincerely,

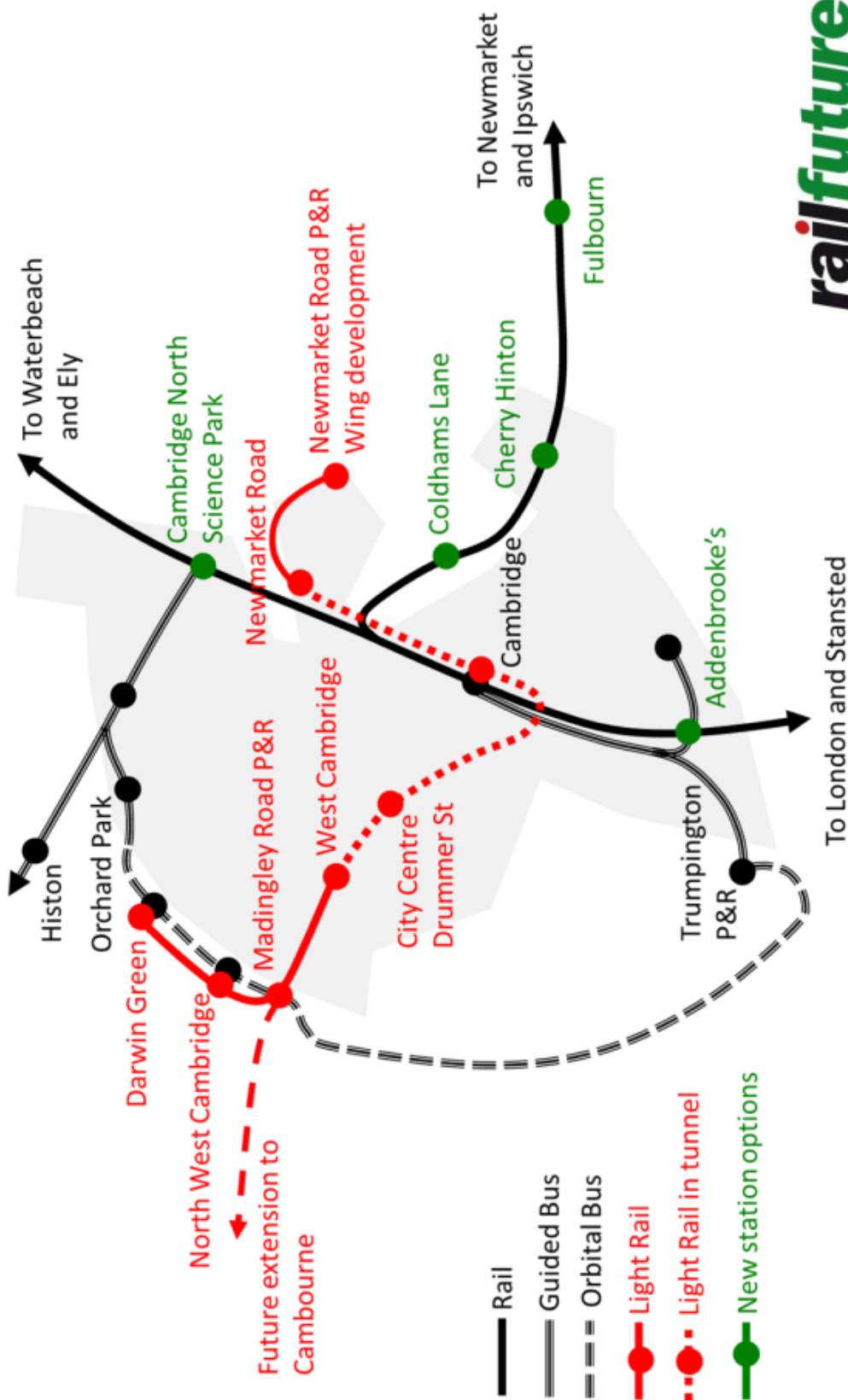
Paul Hollinghurst

Railfuture East Anglia Branch Secretary

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# Light Rail? Let's start planning for the future



# Light Rail for Cambridge

- The city will continue to grow
  - Pressure will be become acute on the city centre
  - Tourism, Leisure, Retail and Work places
  - Light Rail will support all these in a sustainable way, in a quality way.
- World Heritage Centre
  - University College Buildings unique; cannot be physically disturbed
  - Vehicles including buses are becoming part of the problem
  - A vibrant busy living place
- City Edge Growth Settlements
  - North West Cambridge, West Cambridge, Wing etc
  - Can be connected to City Centre within 10 minutes
- City Centre station
  - Drummer Street area
- Connecting Transport Hubs
  - Maddingley Road Park and Ride
  - Bus station
  - Cambridge railway station (giving connections to many other local and national destinations)
  - Newmarket Road Park and Ride

# Light Rail for Cambridge

- Map shows indicative route only
  - Surface line from Darwin Green through North West Cambridge to Cambridge University West Site
  - Tunnel from starting near Cambridge University West Site to a station in the Drummer Street area then to Cambridge station with tunnel continuing to a Newmarket Road portal near the Cambridge United football ground.
  - Surface route continuing along the former Burwell railway route to Park and Ride and housing developments e.g. Wing
  - Note: Should not street run for the most part. Tunnelling should avoid going under historic buildings
- Potential for extension:
  - Alongside A428 to Cambourne and new A428 Park and Ride
  - Along Busway to Northstowe, St Ives, Addenbrookes / Trumpington. Converting the busway to Light Rail will double capacity
- Cost:
  - Current cost of UK Light Rail schemes approx £30m per mile. Less if no street running as moving services very expensive
  - Tunnelling will be more expensive but essential for the city centre section
  - Plan now for future route and safeguard it

