

## Railfuture East Anglia spoken response to the call for evidence sessions for the Greater Cambridge City Deal

November 2015

The Greater Cambridge City Deal is seeking schemes to reduce congestion and link people to jobs. The railway's greatest attributes of **volume, velocity and absolute safety** can cut through Cambridge urban area in a few minutes compared to the equivalent road network and can make a major contribution to these aims.

Railfuture East Anglia noted that first drafts of the City Deal transport enhancements dealt with road based solutions only taking no account of the work being undertaken by the rail Industry often in conjunction with the Department for Transport and our County Council. Some of the road based schemes appeared to be wastefully duplicating planned rail enhancement schemes.

It is our view that:

- a) it's desirable to get as many as possible current road users off the road altogether;
- b) some proposed currently planned road based Park and Ride sites are still too close to the city;

By the use of rail, many car journeys can be dramatically shortened both in the use of road space and in real time. We hereby call for integrated transport not transport silos.

Rail enhancements are seen very positively by the public, as shown by these ideas being the most popular in a recent newspaper poll.

### What rail can do

Already there is a footfall of 10 million users at Cambridge station each year.

We expect that many more users will be attracted to use Cambridge North, with even more at Cambridge South. Forecasts of usage of new rail infrastructure have been consistently been underestimated.

In the Cambridge area there has been 6% increase year on year over the last few years which is set to continue.

Note that usage of Cambridge station is divided about 50% in and 50 % out during the morning peaks and the same in the evening.

**We must take care that by providing road based Park and Ride rail users are not tempted back to car usage.**

Initially the Cambridge City Deal did not make reference to the railway but there is City Deal work in other parts of the country that does so. We draw your attention to the Bristol City Deal that proposes considerable railway enhancements under the heading "Metro West".

MetroWest refers to an upgrade of the railway network around Bristol, Bath and South Gloucestershire. In its Phase One, due for completion in 2019, funding of £49m is providing a number of rail based enhancements that includes

1. the reinstatement of train services from Portishead into Bristol by rebuilding on 3 miles of disused railway, including a new junctions to a freight railway, its upgrade, two new stations/travel interchanges;
2. new stations and facilities on the Severn Beach suburban railway and in the Bath area.
3. trains services of at least 30 minute intervals that will be able to cut through the city traffic jams and bring considerable quality of life and huge economic improvements.

There is no time to list all the other rail schemes that will be undertaken under **MetroWest phase one** so I must come back to **Cambridge and an analysis of the rail routes into Cambridge**.

## 1. From Royston; the A10 south corridor

In 2018, committed plans for an increased service to 4tph on the railway from Royston will provide an hourly capacity of 6000 passengers.

The City Deal must take account of this huge capacity and work with the railway - indeed take the lead to make sure that this provision of capacity is taken up by modal transfer from the parallel A10 road. Two of those four trains an hour will call at Meldreth/Melbourn, Shepreth and Foxton station, all railheads for other large commuter villages nearby. These villages contribute thousands of peak cars onto the Cambridge area roads.

**Note that the extraordinary extra capacity on this line is demonstrated by the fact that one of these new trains can carry MORE than the whole hourly capacity of the Guided Bus Way of 12 buses into Cambridge.**

### City Deal Interventions needed

**For this and all other rail routes serving Cambridge the following City Deal interventions are required:**

**Tranche 1: work hard with train operators to get Cambridge bound commuters into these trains. Establish a joint working party to do so. Study enhancements to Park and Ride sites where the railway intersects major roads and fund an initial set of Park and Ride enhancements. Help fund business case for Cambridge South (Addenbrooke's) station.**

**Note that the planned building in the near future of a new station at Addenbrooke's will magnify the benefits of every local rail enhancement.**

**Tranche 2: fund further Park and Ride and Park and Ride enhancements.**

## 2. From Harlow, Bishops Stortford, Stansted Airport Audley End; the M11 corridor.

A mix of services that currently provide over 4 to 5 services an hour into the city and have generally 8 carriage trains that provide capacity opportunities for modal transfer to rail.

Note that many hundreds of Cambridge residents use various stations near to Cambridge as railheads to access science parks to the south of the city.

### 3. From Ely; the A10 north corridor

Three important interurban railways, from March, Kings Lynn and Norwich meet at Ely continuing south together as the Ely, Waterbeach, Cambridge North, Cambridge railway.

Up to 7 services an hour in the peak into Cambridge move as many daily commuters as the adjacent A10 north plus many more through passengers. Every train is severely overloaded. However the solution is not more but longer trains. We understand that Great Northern is to run 8 car trains as standard from 2018 bringing partial resolution. **Ely station has a footfall of 2 million per annum that is rapidly rising.**

This route is an exemplar of how rail can serve Cambridge.

#### City Deal Interventions needed

**Tranche1: Fund platform lengthening at Waterbeach station from current 4 coach length to 8. Fund an enhanced or new Park and Ride sites such as Littleport where the railway intersects the A10 north.**

### 4. From Newmarket; the A14 east corridor.

This railway had all perceived redundancy stripped out during the 1980s leaving a single track with one passing place en route to Newmarket, itself served by a single platform that deals a with rapidly rising footfall of 250,000 per annum.

Newmarket has a larger population than Ely and the traffic flow along the parallel A14 road to Cambridge is similar to that along the A10. The train service is just 1tph, full and standing. If this potentially invaluable railway is to serve Cambridge properly the infrastructure must be enhanced urgently.

Note that the railway continues beyond Newmarket to Bury St Edmunds Stowmarket and Ipswich and to Soham and Ely. All those towns are increasingly important for the economy of Cambridge in terms of housing and economic connections.

#### City Deal Interventions needed

**Tranche 1: Fund study and deliver additional Park and Ride at stations including Newmarket. Work with the rail industry on the provision of an enhanced train service. Work with Network Rail to develop plans for track enhancements at Newmarket including the reinstatement of curve for through trains to Soham, and new stations at Cherry Hinton/Fulbourn, Six Mile Bottom and Fordham.**

**Tranche 2: Jointly fund the track enhancements and station reopenings.**

#### Other schemes

**Wisbech to March and Cambridge stations:** reinstatement of passenger trains

**Haverhill to Shelford and Cambridge North:** reinstatement of the railway

## City Deal Interventions needed

**Tranche 1: Work with CCC and rail industry to ensure the early reinstatement of trains from Wisbech. Fund study for additional Park and Ride car parks in the Fens. Contribute to the fund to establish the business and feasibility case of the reinstatement of the railway back to Haverhill.**

## Multi modal smart cards

The railway operators and bus operators are introducing Smart Cards.

## City Deal Interventions needed

**Tranche 1: commit to work with and rail and bus operators to ensure the introduction of a Greater Cambridge multimodal Smartcard covering journeys, Park and Ride for bus and rail and for cycle hire from public transport hubs.**

## Walking routes to stations

However people travel to their destination, they walk eventually. The walking routes, as outlined by the Cambridge Stations Travel Plan, should be incorporated into the City Deal planning and funded. The Travel Plan studies have shown that the largest number of users of the current station access it on foot.

## City Deal Intervention Interventions needed

**Tranche1: to fund and execute interventions as identified.**

## Conclusion

**The City Deal Board should work together with the railway industry through a Joint Board to enable all the interventions identified now and in the future to be implemented and funded.**

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