



Restoring Your Railway: Ideas Fund Application Form

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Confidentiality and data protection

This application, and the processing of personal data that it entails, is necessary for the exercise of our functions as a government department. If your answers contain any information that allows you to be identified, DfT will, under data protection law, be the Controller for this information.

As part of this application process we are asking for your name and email address. This is in case we need to ask you follow-up questions about your application. You do not have to give us this personal information. If you do provide it, we will use it only for the purpose of asking follow-up questions.

DfT's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer. You can view it at https://www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter.

To receive this information by telephone or post, contact us on 0300 330 3000 or write to Data Protection Officer, Department for Transport, Ashdown House, Sedlescombe Road North, St Leonards-on-Sea, TN37 7GA.

Your information will be kept securely by the Restoring Your Railway team and destroyed within 12 months after the deadline has expired.

1. Explanatory notes

The Ideas Fund (IF) is part of the Restoring your Railway (RYR) Programme. The Department for Transport (DfT) will fund 75% of costs, up to £50,000, of successful bids to help fund transport and economic studies and create a business case. Bids to expand access to the rail network can include the reopening of closed lines as well as the restoration of passenger services on routes which are currently freight-only.

This application form includes questions designed to help you provide the relevant information so we can assess your bid, but it is not exhaustive. Please make sure you include detailed information about the socio-economic benefits of the bid, the services that would be provided, and details of any known anticipated infrastructure and operating costs.

We ask that you do not use other formats. We recommend the response be between 15 - 20 pages in total. All key information should be included through responding to the questions below, however supporting evidence can be referenced and submitted as supplementary documentation. Please do not enter personal information within these boxes which would make an individual identifiable.

If you are submitting more than one bid, please indicate the priority order for your proposals.

If you have any queries, please contact the Restoring Your Railway team at <u>restoringyourrailway@dft.gov.uk</u>.

2. Key details

Please provide the following information:

Lead promoter (name, organisation and email address)	Peter Wakefield Vice-Chair Railfuture East Anglia peter.wakefield@railfuture.org.uk
Sponsoring MP(s) (name, constituency and email address)	Matt Hancock MP West Suffolk matt.hancock.mp@parliament.uk
*Impacted line/ Location	Haverhill to Cambridge
Amount of track reopened to passenger rail services, if applicable (to the nearest mile)	15 miles
Number of new stations proposed, if applicable (include site postcodes where possible)	Four new stations: Sawston (near CB22 3TJ) Granta Park (near CB21 6GP) Linton (near CB21 4NW) Haverhill (near CB9 7LR or CB9 0BQ)

*to be used in the publication of Ideas Fund bid detail on gov.uk

3. Bid summary

Provide a description of the proposed project; defining the intervention, service levels and/or infrastructure requirements. Where details (such as service frequencies) form part of the feasibility work required, please identify this in your response.

The proposal relates to reopening the railway line between Cambridge and Haverhill which until its closure in 1967 provided a link via two routes to Marks Tey on the Great Eastern Main line, one via Sudbury beyond which the line is still open as shown in **Map 1**.

This closure was particularly unfortunate in Haverhill's case, as around that time it was chosen for considerable expansion as one of the 'London Overspill' towns and the following decade witnessed a considerable increase in population, a trend that continues today.

Infrastructure

For the reopening proposal, trains from Cambridge would travel on the existing West Anglia Main Line as far as Shelford and would then diverge onto the reopened railway via Sawston, Granta Park and Linton to Haverhill. The major stations on the line would be Haverhill (population 27,000¹

¹ The population figures used in this document are typically those taken from the 2011 census rounded to the nearest 500. More recent and projected future figures are described where used.

and with a substantial catchment area from nearby villages) and Granta Park (serving 4,000 people working at the Science Park). Intermediate stations serving Sawston (population 7,000) and Linton (population 4,500) could be provided to serve these substantial local communities. This alignment in the context of the local railway network is shown in **Map 2**. The alignment of the closed railway is ideal as it links major employment and housing, is direct and largely unobstructed.

Service levels

The initial service frequency would be half hourly – this could potentially be accommodated on substantially single track infrastructure with a dynamic loop for passing, although double track would provide flexibility for future growth and timetabling, making the service more robust and thus mitigating against the importing of perturbation onto the wider and very busy Cambridge area railway network.

Electrification would support the line's integration into the local railway network and allow trains such as Greater Anglia's new Class 720 five car Electric Multiple Units to operate, seating 540, so 1080 seats per hour with a half hourly frequency, or double that using 10 car trains.

Fastest journey times from Haverhill are estimated to be Granta Park 11 mins, Cambridge South 17 mins, Cambridge Central 20 mins, Cambridge North 26 mins and Ely 39 mins.

Integration with the existing network

The line from Shelford (Shepreth Branch Junction) to Cambridge will be remodelled as part of the East West Rail project and will incorporate a new station at Cambridge South. This remodelling will increase the number of tracks from two to four, providing enough capacity to include a half hourly service from Haverhill, which could be extended to serve Cambridge North, located next to the large business and science parks, or destinations to the east such as via Newmarket and a reinstated Newmarket West Curve to the soon to be reopened station at Soham and on to Ely, or to Wisbech via Waterbeach New Town.

The service is assumed to be operated from the existing train fleet and train-crew located at Cambridge, so no additional facilities would be needed on the Haverhill line itself.

Alternatives

The line could alternatively be developed and operated as a:

1. light rail line as part of a future Cambridge-wide light rail network;

2. or as part of a future strategic railway, that is tram-train enabled;

3. or as a the first part of a future strategic Cambridge - Haverhill - Sudbury - Colchester and/or Halstead - Braintree -Witham - Chelmsford railway to considerably reduce journey times and improve connectivity and industrial agglomeration benefits from Cambridgeshire via Suffolk to Essex. (**Map 9**)

Is the project already within the remit of Network Rail's management and control process for enhancements? If so, what stage is the project at? Has there been any other previous assessments of this proposal? What was the outcome? What has changed since previous reviews?

2015 Cambridge to Haverhill Corridor Study

The scheme is not within the GRIP process but was assessed at part of the Cambridge to Haverhill Corridor Study² produced by WSP Parsons Brinckerhoff for Cambridgeshire County Council in November 2015. The objective was to assist the Greater Cambridge City Deal in determining whether the reopening should move forward to a more detailed study, either within the present Cambridge to Haverhill corridor study or as a separate exercise.

The scope included:

- Identifying the strategic rationale for rail;
- A desk assessment of aerial images and OS Mastermap, supplemented by targeted site visits to key areas, to identify at a high level the current physical status of the former alignment;
- Where the corridor is physically blocked, identifying (at a high level) a potential solution, which might involve relocating the existing use or diverting the railway away from the former alignment;
- Identifying potential station locations along the alignment at each of Haverhill, Linton, Granta Park, and Babraham/Sawston amongst others. This has included identifying the scope for park-and-ride at each of these;
- Identifying (again at a high level) an assumed service/stopping pattern, along with the passenger capacity it may provide, broad journey times, the diagram(s) and loop(s) likely to be required, and the potential operating arrangements;
- Estimating the capital cost on an order-of-magnitude basis; and
- Carrying out a high level economic appraisal, including indicative estimates of demand and revenue.

The economic appraisal also included appraisal of a bus rapid transit (BRT) alternative on the disused rail corridor.

The conclusion included the following points:

- The rail scheme would have a BCR of 0.99. Substantial further work would be required to refine the economic assessment in more detail
- The indicative capital cost of the options presented for rail are substantial and cannot be funded within the current City Deal allocation
- In any case, the reopening could not take place within the current timescale (through to 2020) allowed for tranche 1 of the City Deal funding

The suggested next steps included the following comment:

• "It may be appropriate for further work to be undertaken by the relevant local authorities and central government to determine the wider viability of the railway through other decision and funding mechanisms."

So at the time the scheme was beyond the funding arrangements of the Greater Cambridge City Deal (since renamed the Greater Cambridge Partnership) which had commissioned the study.

 $https://citydeallive.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transportprojects/A1307_Rail_Viability_Technical_note_27.11.2015.pdf$

Recent Ambitions

However, in the intervening four years the ambitions of the region have developed along with the funding which is available. The area now comes under the Cambridgeshire and Peterborough Combined Authority (CPCA), which is currently taking forward plans to reopen the railway from March to Wisbech. The line also runs between two new Sub-national Transport Bodies – England's Economic Heartland (EEH) and Transport East.

4. Financial overview of the proposal

Please provide details of the potential third party contribution for the work you are seeking to fund through the Ideas Fund. This should include the amount, the terms and percentage of the total costs. Please include any other relevant financial considerations, for example information on potential third party funding for the delivery of the project as a whole.

Funding for the bid

Currently, no organisation has been asked to underwrite 25% of the costs to match any funding received as part of the Reopening Your Railway Fund. However given the statements above, if this bid is successful we are sure that Suffolk CC, CPCA and the Greater Cambridge Partnership, Haverhill Town Council and Railfuture could raise the necessary funding. Their support for improving transport on this corridor, including suggestions of rail, is detailed below in the local plans in the Rationale for Intervention section.

Third Party Funding for the reopening

Potential third-party funding for the capital costs of scheme delivery proposals has not at this stage been identified, but the railway is at the heart of an area which is receiving strong focus on infrastructure investment tied in with employment and housing via CPCA, Greater Cambridge Partnership and Transport East, with the CPCA looking at mechanisms to increase the level of funding from the uplift in land values.

What will the funding will pay for? For example, to support further research to investigate potential benefits for local tourism or carry out a feasibility study on infrastructure changes to help support a subsequent SOBC.

The £66,000 for the next stage of the proposal will enable consultants to produce a proportionate and focused (minimum) Strategic Outline Business Case (SOBC). This would take the following form with approximate percentages indicated.

Clear expression of the Case for Change detailing why something needs to be done. This stage is key and requires a robust evidence base [25%]

- Transport data analysis
- Socio economic data analysis
- Stakeholder engagement to capture current problems / issues in the area

Objective setting - in the light of the problems / issues which have been identified [5%]

Option generation – drawing on the work undertaken to date, and scoping out other options which could conceivably meet the objectives [5%]. This would include station location and alternative routes to the Great Eastern Main Line.

High level analysis to confirm that rail-based options are the most effective in meeting the objectives set [10%]

Establishing technical 'proof of concept' (or otherwise) of the rail options under consideration – drawing on engagement with rail industry stakeholders – to demonstrate sufficiently that the options are deliverable [20%]

Developing a compelling qualitative narrative of the economic, social and environmental benefits which may arise from the improved connectivity – drawing on engagement with local stakeholders / public [15%]

Quantifying the cost and benefits where possible / proportionate using existing tool / high level approaches but not undertaking detailed modelling [20%].

Are there any financial dependencies or risks in delivery of the work proposed to be funded through the Ideas Fund?

We are not aware of any dependencies or risks.

5. Strategic overview of the proposal

Rationale for Intervention

Provide a high-level explanation of what your project aims to achieve, including a summary of the problems/opportunities the project looks to address, providing supporting evidence where appropriate. This should include consideration of how the project aligns with local and national policy. What is the transport problem? Have you considered other transport modes to deliver the outcomes and if so, why is rail the appropriate solution?

Haverhill is a town that regards itself very much as a "left behind" settlement. With a population of 27,000 set to grow to around 40,000 by the beginning of the next decade, it has more housing allocated than local jobs planned so will be looking to places further away for employment, in particular Cambridge 18 miles away with significantly higher housing costs.

Haverhill has poor facilities in its town centre and the barrier of a heavily congested and dangerous road that leads its population to the excellent job, educational, health, retail and leisure opportunities and facilities located in its major regional centre of Cambridge. Young people in particular are badly served by living in the town. The bus service is slow and unreliable due to the congestion both along the route and in Cambridge itself.

Local Plans

The importance of this town to city connection is recognised in local plans, and articulated in the Haverhill Vision 2031 report³ prepared by Planning and Growth, St Edmundsbury Borough Council.

"The town has a high level of out-commuting: in 2001, nearly 50% of Haverhill's employed population commuted to work elsewhere. Over 20% went to Cambridgeshire, 8.2% to Essex, and a tiny proportion (1.8%) to Bury St Edmunds. It is thought that one of the key workplaces attracting Haverhill people is Addenbrookes Hospital. The A1307 towards Cambridge and the M11 has a poor accident record and is severely congested in places, especially at Linton, at peak times."

democracy.westsuffolk.gov.uk/Data/St%20Edmundsbury%20Sustainable%20Development%20Working%20Party/20140908/Agenda/S DW%20SE%2014%2009%2008%20repF109.appB%20-%20Haverhill%20Vision%202031.pdf

The Transport Strategy for Cambridge and South Cambridgeshire⁴ by Cambridgeshire County Council identifies it as a focus for introducing High Quality Transport.

"On the corridor to Haverhill, a High Quality Passenger Transport option could be the reopening of the railway, with potential for a number of new stations that might include Sawston, Granta Park and Linton as well as Haverhill itself."

"Committed and future growth in the corridor: Haverhill – up to 4,260 homes (2009-2031). Granta Park – up to 3,200 new jobs. Babraham Research Campus – up to 1,000 new jobs."

The Cambridgeshire County Council Local Transport Plan⁵ shows a reopened railway to Haverhill which is reproduced as **Map 3**. The Local Transport Plan is now the responsibility of the CPCA which is currently preparing a new transport plan, but in the interim has adopted the existing Cambridgeshire County Council plan.

Greater Cambridge

Haverhill must be considered a part of Greater Cambridge, even though it is administratively in the county of Suffolk. It is tucked away on the southwest corner of Suffolk with no relationship to its county town of Ipswich. Haverhill is firmly linked to its main economic resource of **Greater Cambridge – thus the aim of the railway is to link Haverhill even more firmly but sustainably into it.**

Cambridge is a global centre for knowledge based industries. It is a key part of the new UK economy, literally a world leader in the area of high tech and bio-tech industries.

Firms choose to locate in Greater Cambridge – despite the high cost of doing so – owing to the availability of skilled, innovative staff, and the high concentration of other knowledge-intensive (KI) businesses. Companies benefit from being located close to one another, either physically or through good transport connectivity, as it facilitates collaboration and competition. This allows them to learn and benefit from each other's best practices, reduce costs by sharing resources, and have access to an extensive pool of skilled labour. All of this needs a high quality reliable transport network.

Cambridge's economic success is characterised by significantly higher average level of salary per head than the national average: £41,100 in Cambridge, compared to £26,000 for Haverhill and £29,000 for the UK, together with a highly skilled workforce: 34% hold degree-level qualifications, compared to the national average of 17%, and UK-leading rates of innovation. Within Cambridge, there are 341 patent applications per 100,000 people: more patents per person than the next six cities combined.⁶

However, even though there is a continuously growing number of businesses wanting to join the Cambridge hi-tech / KI cluster of over 1,400 companies, increasing road congestion and thus increasingly poor connectivity, risks companies that wish to invest, moving to other clusters overseas. The railway will serve to invigorate Haverhill and at the same time help make Greater Cambridge more attractive to investors as it adds a new and dynamic link to the region's growing railway network, enabling rapid movement of the growing number (currently 60,000) of employees into and across this large and very productive area. There is no better way of linking Haverhill, Granta Park, The Cambridge Biomedical Campus, Cambridge station developments, Cambridge Science and Business Parks at Cambridge North, than by one train journey using the railway's unbeatable attributes of safety, volume and velocity. The links to London and Stansted and

⁴ <u>www.scambs.gov.uk/media/11028/transport-strategy-for-cambridge-and-south-cambridgeshire.pdf</u>

⁵ <u>www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-</u> transport-plan/

⁶ Source Cambridgeshire and Peterborough Combined Authority (CPCA)

Gatwick Airports are just as important and will be available with just one change of train, Heathrow with just two.

For Haverhill an 18 minute train journey to Cambridge would significantly improve the quality of life for its average citizen and lead to a reinvigoration of the town.

Transport Aims

The reopening of the railway from Haverhill to Cambridge North aims to directly link the following stations by a high quality congestion-free public transport mode that will also help both decarbonise and decongest the overcrowded road network in SE Cambridgeshire, as well as provide Haverhill with access to all the significant employment and growth of Cambridge, which in turn lacks affordable housing.

- Haverhill: population 27,000 growing to around 40,000 but with a substantial catchment area from nearby villages
- Linton: population 4,500
- Granta Park: serving 4,000 people working at the science park, and the nearby villages of Great and Little Abington with a population of 1,500.
- Sawston: serving 7,000 people and the Babraham Research Park of over 1,000 employees, just 1 mile from the station site to the north. Huawei is constructing a major research centre about 1 mile to the south.
- Shelford (for Great Shelford, Stapleford and Little Shelford): existing station on the West Anglia Mainline serving the local population of 7,000.
- Cambridge South which will serve the Cambridge Bio medical Campus with short term plans for an overall workforce of 30,000. It is predicted that by 2025 an unsustainable 35,000 daily trips will take place into the Campus then out again.
- Cambridge Central
- Cambridge North

The reopened railway would link about 40,000 people now (rising to 53,000) directly with significant employment centres.

At the moment these places are linked by a conventional bus service with a scheduled journey time throughout the day of 75 minutes for the 20 miles from Haverhill to Cambridge, with a small number of express services scheduled for 55 minutes, but the service is in practice severely affected by peak time traffic congestion leading to unpredictable and very extended journey times.

Why rail?

Regarding alternatives, there have been relatively recent attempts to operate "Quality Bus Partnership" services between Haverhill and Cambridge, initially at 20 minute intervals, but then reduced to 30 mins. The main problem is length of journey time, with severe peak delays as described in the Greater Cambridge City Access Study⁷.

"Cambridge is currently the 16th most congested city in the country. During 2019, people spent an average of 71 hrs driving time in congestion. Over the last ten years, traffic levels have increased by 10% and Cambridge's peak AM and PM periods, when the city experiences highest traffic volumes and worst congestion, have lengthened by up to 2.5 hours."

⁷ www.greatercambridge.org.uk/city-access

Also the service needs to support shift workers, at hospitals or offices at Granta Park or elsewhere in Cambridge, so needs to be available at both ends of the shift.

A dedicated "bus-road" is being promoted by the Greater Cambridge Partnership to a new parkand-ride site close to the Granta Park Research Park. However this would only benefit Haverhill residents with cars wishing to access Cambridge, and would discourage modal shift from cars, so is difficult to see how this fits in with any future strategic transport plans. It has not yet been presented to a public enquiry.

The CAM metro network proposed by the CPCA would involve running rubber tyred vehicles to Haverhill as part of a £4bn Cambridge wide network. However, this is at an early stage of development, with high levels of funding requirements and the proposed use of new, but currently undecided, vehicle technology, so it is not possible at present to assess whether it is a viable alternative to rail's known costs and qualities.

Freight

There are opportunities for bulk rail traffic from the existing and expanding huge grain silos/stores at Linton right by the projected railway, whilst Haverhill is the centre for road based logistics companies serving an economy based on the large industrial area on the southern side of the town. Referencing the climate change emergency – it is likely there will have to a big shift from road to rail as a part of the national effort to decarbonise our economy. A future intermodal terminal at Haverhill will be a possibility.

What impact might the project have on levelling up outcomes?

Haverhill and Ely are about equidistant from Cambridge, both very much within the Cambridge Travel to Work Area (TTWA). Ely is currently seen as a more successful and vibrant place. The table below compares the public transport linking each town with Cambridge and compares some aspects of each, showing how the provision for Ely is considerably better, which in turn reflects on the prospects for the people and the town.

People spend the money they earn elsewhere in their local town. But whilst Ely is where people want to go to, Haverhill is where they live because they have to. Put a train service on, people will want to live in Haverhill and prosperity will gradually grow as will the town centre.

Ely is the successful town based on excellent railway connectivity that Haverhill should aim to emulate. The Biomedical Campus transport review⁸ from 2018 shows that on a snapshot study day, 1,403 employees came in from Haverhill postcode CB9, of whom only 100 to 200 used the bus (including patients). Most drove in their cars. From Ely large numbers also travel to work at the Cambridge Biomedical Campus. Most use the train and bike for the last mile.

The reinstatement of the railway would transform journey times and punctuality along the corridor, leading to a significant modal shift towards public transport, and increased employment choice.

⁸ scambs.moderngov.co.uk/documents/s110158/Biomedical Campus Transport Needs Review Part 1.pdf

Fig 1. Table showing comparison of Ely and Haverhill

	Ely	Haverhill
Population	18,000	27,000
Distance from Cambridge	15 miles	19 miles
Public transport	15 to 20 mins by frequent rail service	75 mins by bus (55 mins by limited number of express buses)
Public transport between 08:00 and 09:00	7 trains (with a total of 25 carriages)	3 buses
Average wage (against £41,700 in Cambridge)	£33,000	£26,000
Average house price (against £456,320 in Cambridge)	£299,052	£256,318
Journey to hospital for healthcare	35 mins (train then bus or cycle)	60 mins by bus (40 mins by express bus)
Early / late services	Very early to very late, 3 trains per hour. Young people have an almost metro like service for college, or a night out. Fast, safe brightly lit.	Buses each hour that take up to 75 minutes. No real spontaneity for college or a night out as the service is slow. At night dark and bus stops unlit.
Town Centre	Vibrant, varied and successful. Many hundreds take advantage of the big town facilities of Cambridge every day just 20 minutes away. Bike plus train is a very well used combination for the last mile at each end for fast door to door journeys with good cycle parking at each end of the journey	Haverhill is a larger place. But is town centre is slowly dying, dull and the opposite to vibrant.

What would be the impact if this project was not taken forward?

If this scheme is not taken forward, Haverhill would remain relatively isolated, with poor access to employment compared to other large towns in the region. It would remain reliant on connectivity provided by the slow and congestion prone bus service and road. So in the event of the proposal not being delivered, there will be continued frustration amongst the local population associated with limited public transport options and the ongoing prospect of traffic delays and congestion for journeys on the A1307 to/from Cambridge.

From a public acceptability perspective, there is widespread support for enhanced rail services (see **Map 6** and **Map 7**) and increased access to the rail network, with previous surveys establishing that the proposal would be strongly supported by residents in Haverhill, Linton and the surrounding area. A station within Haverhill in particular, is supported by the local business community due to the potential economic benefits of the proposal in terms of increasing Haverhill's attractiveness as a place to live and work.

There are anticipated safety implications associated with not taking forward this proposal. In terms of safety and accidents, a review of casualty data suggests that there are major road safety issues throughout the A1307 corridor. Whilst new stations with parking facilities at Haverhill, Linton, Granta Park and Sawston **could** generate additional traffic within the towns/villages, the promotion of active travel should mitigate this. At a more strategic level, encouraging a transfer of trips from private car to public transport and therefore an overall reduction in car miles on the road network should deliver large positive impacts on road safety along the A1307 corridor.

The inward movement of the necessarily skilled employees to Babraham Research Park, Granta Park but above all to Haverhill, will still be very difficult unless a modal switch to rail is to achieved. Haverhill's own knowledge based industry will always be at a disadvantage and never reach its full potential.

Project Dependencies & Risks

Confirm project constraints and/or dependencies. These could include planning restrictions, stakeholder support, construction and capacity constraints.

Planning restrictions

We are not aware of any specific restrictions. The former route from Haverhill to Shelford is shown as a basis for the reopening, but this is only indicative so an alternative route could be used for specific local circumstances.

Stakeholder support

- 1. Great Anglia TOC supportive, see Stakeholder Management subsection.
- 2. Local MP, Right Honourable Matt Hancock, is very supportive, see Stakeholder Management subsection.
- 3. Community very supportive, see Map 6 and Map 7.
- 4. Cambridgeshire and Peterborough Combined Authority: "Tension" with CPCA "Cambridge Autonomous Metro" project as the Mayor feels a railway would damage the business case of the yet to be approved Cambridge Autonomous Metro. Neighbouring authorities are currently waiting to see how these plans progress so are currently unwilling to publicly support alternatives.
- 5. Cambridgeshire Country Council, on behalf of the Greater Cambridge City Deal (now the Greater Cambridge Partnership) commissioned the Cambridge to Haverhill Corridor Study⁹ which indicated that whilst a busway and rail scheme would have broadly similar BCR, the capital costs *"are substantial and cannot be funded within the current City Deal allocation"*. It also stated that *"…a Cambridge to Haverhill railway could ultimately form part of a more strategic railway from Cambridge to Colchester, via Haverhill and Sudbury, including the existing Sudbury to Marks Tey branch"*. The more recent Cambridge Biomedical Campus

⁹ <u>citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/A1307_Rail_Viability_Technical_note_27.11.2015.pdf</u>

Transport Needs Review¹⁰ reflected on this work commenting that "Should this strategic rail link be made, there would be significant benefit to the cluster of Cambridge Bio Medical Staff that live in the Haverhill area."

Construction

Most of the route will be straightforward to construct, following the existing dismantled railway line. There are a number of public road crossing which would require the construction of bridges. The most significant piece of construction would involve crossing the widened A11 trunk road at Granta Park, where a short viaduct will be required.

Capacity Constraints

For access to Cambridge the service relies on the capacity boost from four tracking the railway from Shepreth Branch Junction, via a new station at Cambridge South, to Cambridge as part of the East West Rail Line. This is scheduled for opening in about 2030. This view is supported by Greater Anglia, the train operating company. The line follows the existing railway alignment so there are no known issues due to SSSI or Ancient Woodland.

What are the key risks and issues faced by the proposed project and how can these be mitigated?

The scheme is helped by the existence of the largely unobstructed trackbed of the former railway alignment. The 2015 Cambridge to Haverhill Corridor Study¹¹ classified the status of the line as:

- Red significant issue and/or risk which would most likely require a significant piece of infrastructure / significant solution including realignment (where the original alignment cannot be achieved);
- Amber major issue and/or risk which may require additional consideration including realignment; and
- Green generally no major physical constraints but further review is required.

Map 4 shows the status for each section of the line. The majority of the route is shown as green, with red sections covering the following significant issues:

- Crossing the A11 and A505 at Granta Park, and the need to provide a station at the start of the double track section here. Options are to either follow the old alignment (requiring purchase of buildings) or new alignments a short distance to the north or south. All would require a new bridge over the main roads.
- Linton The former station site is now commercial premises, with the station building in commercial use and a new building across the former trackbed to avoid the original station site the line could be adjusted onto adjacent fields to the south.
- Bartlow and Bartlow Hills have been colour coded red, but although the alignment goes close to the scheduled monument the single track alignment is unobstructed

Map 5 summarises the main issues which would be encountered along the existing alignment.

There is also a footpath and cycle route alongside the bridge which takes the A1301 over the railway which is currently at ground level so would need a bridge.

 ¹⁰ scambs.moderngov.co.uk/documents/s110158/Biomedical%20Campus%20Transport%20Needs%20Review%20Part%201.pdf
¹¹ citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-

projects/A1307_Rail_Viability_Technical_note_27.11.2015.pdf

Crossings

Historical mapping and photographs suggest that the line was originally single-track except at stations. It was grade-separated at main highways but not necessarily at farm accesses and footpath crossings.

Although the main highways are grade separated, some of the bridges are no longer in place. Farm crossings would need to be assessed. There is a strong drive to reduce the number of crossing so there will be pressure to have crossings only where there is very low risk, or where there is no practical alternative.

Haverhill station site

Restoring the line to the original station in Haverhill would involve a number of issues, including the need to cross the A1307. The 2015 study identified a number of station sites as shown on the map, but all of these sites involve the line crossing the A1307. The location of the station needs to be looked at in more detail.

Stakeholder Management

Please Identify the key stakeholders for your bid, their interest in the bid and how you plan to work with them. What train operator(s) might be involved in delivering the proposed services? Have you engaged with them at this stage? Do you have their support?,

1. Member of Parliament for Haverhill: The bid has the support of the Rt Hon Matt Hancock MP:

"Matt would very much like to support your bid to the DfT for restoring rail services from Haverhill to Cambridge.

Kind regards, Elizabeth Elizabeth Hitchcock Office of Rt Hon Matt Hancock MP"

2. The Greater Anglia Train Operating Company supports the bid with the following response received from Jamie Burles, their Managing Director, on 2 November 2020:

"I'm pleased to confirm we are happy to support the idea in principle and we would be happy to operate such a service, if the proposal was successful.

I would work on the basis that a very strong business case will be necessary and to be pragmatic about the potential timescales for the achievement of this aim. We are still fighting hard for investment in rail infrastructure schemes which benefit even greater numbers of people on some key strategic rail routes across our region, so I think it will be a long haul to realise this aspiration. I wouldn't underestimate the capacity issues either, even if Cambridge South and East West have happened, but as I understand it, this part of the process is about securing funding for an initial study, so that should bring out the key issues and costs if this idea moves to the next stage.

Remember too that the wider business and economic case will be crucial as, even if the infrastructure was funded and restored, the day-to-day operational cost of the service is unlikely to be covered by farebox revenue. As I say, we're very happy to affirm our support, it's just important to outline some of the issues to address to try and secure a successful outcome."

3. Haverhill Town Council voted unanimously on 26 January 2021 in support of this bid at its full council meeting:

"Haverhill Town Council resolved to write to you to express support in principle for your bid to the Restoring Your Railway fund.

You will be aware that Haverhill Town Council has been extremely supportive of any plans for the restoration of a strategic public mass transport link to the Cambridge economic sub-region. We understand your particular focus is on new rail links, or resurrecting old links, with a preference for "heavy rail" because of its direct connections to existing routes. You will remember that we have previously supported the concept of a sustainable transport system for Cambridge itself along the lines now proposed by the Cambridge & Peterborough Combined Authority (CPCA) and originally suggested by the Cambridge Connect campaign group.

There are various solutions to creating this link from Cambridge, whether it be your own, that proposed by the CPCA, or from the Greater Cambridge Partnership, for rapid mass public transport.

The residents of Haverhill and surrounding villages have waited many years for a proposal finally to come to fruition and therefore Haverhill Town Council will continue to express support for all those endeavouring to do this. We urge everyone to put aside political and authority rivalry, and nostalgia, by coalescing their efforts around what is most achievable with a reliable, environmentally sound, and affordable solution. This would unlock Haverhill's potential for employment generation, provide options for housing along the route chosen and bring economic growth to the area.

If you can create a vision that every strategic player can sign up to, then we fully support you."

4. Stapleford Parish Council sent a letter of support on 1 March 2021:

"Stapleford Parish Council would like to express support for the bid to Restoring your Railway fund to reopen the railway from Haverhill to Cambridge which is being led by Railfuture East Anglia.

The reopened railway would transform travel between the many communities and businesses along the Haverhill to Cambridge as it broadly follows the old railway alignment passing through this parish to the local Shelford Station.

In addition, reopening the line would significantly reduce the carbon emissions from cars and other associated pollutants such as tyre and brake dust, and reduce the significant road congestion which can add more than an hour to the journey time into Cambridge at peak times.

Stapleford Parish Council believes providing the railway would bring significant benefit to the local population through improved air quality."

What other support is there for the bid and how do you plan to maintain this? Are local communities supportive of the bid and can you provide any evidence of this support?

Very significant public support has been shown by the RailHaverhill¹² reopening campaign group which has collected thousands of petition signatures supporting the reopening of the railway line. Up to the end of 2017 a total of 4662 people signed the petition. The following number lived or worked in each of the counties (note that people appear under more than one county if they live and work in different counties).

- Cambridgeshire 1887
- Suffolk 3219
- Essex 619

¹² www.railhaverhill.co.uk

Map 6 and **Map 7** show the distribution of where people who have signed the petition live – covering the whole of Haverhill and communities around Haverhill along the line to Cambridge. The strongest support is of course from Haverhill, and some nearly villages, but there is also strong support from Linton (which would be an intermediate stop on the line) and also from Cambridge which would benefit from access to jobs at Granta Park.

Railfuture engages actively with local authorities, responding to consultations, contributing to local plans, and attending meetings to present the case for the railway network to be developed alongside jobs and housing in the region. Haverhill would become part of this continuing process.

What opposition is there to the bid (if any)? How do you plan to overcome this?

We are not aware of any coordinated opposition at this stage.

6. Socio-economic benefits of the project

In presenting the socio-economic benefits of the project please provide information on the population, employment and gross weekly earnings statistics for the local authority district(s) impacted by the project and the geographic area of the project's origin and destination to help make the case for your bid, where available.

Economy

At present, a lack of rail infrastructure within Haverhill limits travel opportunities and the growth potential of the town.

Development of Haverhill and the other stations will increase access to the rail network throughout the corridor, enhancing the attractiveness of Haverhill as a place to work and live, thereby having a strong positive impact in terms of economic development. Connectivity between Haverhill and the surrounding area with Greater Cambridge will be increased, with the new station helping to tackle congestion on a key regional freight and employment corridor (A1307) supporting local and regional economic performance and development growth along this corridor.

The average house price in Haverhill is £200,000 less than that in Cambridge. That is of course is an advantage if you live in Haverhill and work in Cambridge. However the disparity is also an indicator of the lack of high skilled employment opportunity in Haverhill itself. This in turn is emphasised by the difference in average wage (£41,100 in Cambridge, compared to £26,000 for Haverhill and £29,000 for the UK).

Population, employment and gross weekly earnings statistics

Haverhill is in West Suffolk District, with an estimated population of 179,045 in mid-2019. The gross weekly pay is tabulated below, with other figures for comparison. West Suffolk is substantially behind South Cambridgeshire and Cambridge, and below that of the national figures, with a median which has declined year on year. 95,300 people are considered economically active (53.2% of the population).

Fig 2. Table Comparing 2019 Gross Weekly Pay Haverhill/West Suffolk and Cambridge¹³

	Median	YoY change	Mean	YoY change
West Suffolk	460.7	-2.3	579.2	1.3
South Cambridgeshire	632.4	10.6	745.5	3.9
Cambridge	557.2	0.6	648.1	-0.9
England	482	3.5	580	2.8
UK	479.1	4.2	471.2	2.9

Fig 3. Table showing 2019 employment numbers Haverhill/West Suffolk¹⁴

	West Suffolk	%
Economically Active	95300	86.1
In employment	93200	84
Employees	82100	74.1
Self employed	11100	9.9
Unemployed	2100	2.3

The restored railway from Haverhill will efficiently and directly connect to Linton, Sawston, Shelford, Cambridge South, Cambridge Central, Cambridge North and Waterbeach New Town. Haverhill regards itself as a "left behind town" – the railway would certainly be busy offering young people access to the very different world of the major regional centre of Cambridge in a few minutes. The committed home building will soon bring the population up to 45,000. **Map 14** shows the key resources at each of the stations on the line including the number of knowledge based jobs at each location – there is continued demand for knowledge based R&D office blocks in Cambridge¹⁵.

Buses run at 2 per hour but provide overall poor journey times. But although the mode must be seen as an important connecting link, it does not provide the capacity and speed to encourage the necessary modal shift for those who can choose to transfer from car to public transport. It is a journey time that puts those who have to use the bus for work or leisure purposes at a definite quality of life disadvantage.

The railway will give rapid access right across the Cambridge conurbation with its high concentrations of workers around the railway stations, all the main industrial zones, including the huge developments planned at Cambridge North and Waterbeach, improving quality of life and

¹³

www.ons.gov.uk/employmentandlabourmarket/peopleinwork/earningsandworkinghours/datasets/placeofresidencebylocalauthorityashet able8

¹⁴ www.nomisweb.co.uk/reports/lmp/la/1820328123/report.aspx?town=haverhill

¹⁵ www.cambridgenetwork.co.uk/news/demand-offices-and-laboratories-are-all-time-high-being-driven-knowledge-intensive-industries

wellbeing through an inclusive transport system, accessible to all, emphasising sustainable and active travel. **Map 16** shows Cambridge with the main area for jobs, healthcare and education.

- Easy access to Cambridge Biomedical Campus; Cambridge Central Station high tech zone; Cambridge North Science and Business Parks; Waterbeach Business Park.
- Easier access to the regional hospitals at Cambridge South station.
- Easy access to the regional night economy of Cambridge and London
- · Easy access to jobs for low paid shift workers

Transport benefits

Please provide an overview of the transport benefits that the project could deliver, with consideration of expected levels of demand (including assessments of population catchment areas), journey time savings and new journey opportunities created by the project. Please also outline how your project will integrate with other modes of transport such as cycle routes, local bus services and adequate station car parking facilities.

(Note: at this stage the expected transport benefits may only be qualitative, and if development of this is part of the feasibility/ideas work needed, please state this).

Population and Catchment Areas and Integration with other modes of transport

Haverhill: had a population of 27,000 in 2011 and the local plan indicates substantial new housing of about 7,000 units. It is anticipated that most Haverhill rail users would access the station by walking and cycling. Ely has a similar urban topography, with a station on the periphery of the town where access is mainly by walking and cycle, supporting an annual footfall of nearly 3 million. However a park-and-ride facility at Haverhill station should be provided in order to intercept road traffic travelling westward from the upper and mid Stour Valley in Suffolk and the upper and mid Colne Valley in Essex. See local **Map 17**.

Linton: the local plan has allocated few housing units to Linton "owing to the congested and high casualty" A1307 trunk road passing through it. A station here would serve the village with good active routes for people to access the station on the southern periphery by walking or cycle.

Granta Park: this station will serve the nearby Granta Park research facility. This is a site of international significance currently hosting nearly 4,000 research specialists. Most users of the station would walk or cycle into the Park, less than 5 minutes' walk away. The station would also serve the nearby Babraham Research Centre with its 1,000+ employees. Little Abington village is close. A small park-and-ride site should be provided at this station site for local residents use, but not to attract users on the adjacent (M11)/A11 trunk road. See local **Map 18**.

Sawston: the local plan has allocated 540 housing units to this mature settlement of nearly 8,000 inhabitants. This build-out will bring the population to over 10,000 people. It is poorly served at the moment with its nearest station being Whittlesford Parkway. The new station will be on the northern periphery of the village and with the provision of good active travel facilities would be accessed mainly by walking and cycling. Babraham Research institute is just 1 mile away. See local **Map 18**.

Shelford: an existing station and potential stopping point on the West Anglia Main Line serving Stapleford, Great Shelford and Little Shelford with a population of 7,000. There is no car parking space available so most users access the station on foot or by cycle.

Cambridge South: the local plan has this station opening in 2025. Its function is primarily to service the Cambridge Biomedical Campus (CBC), with a predicted footfall of 9 million a year. It is expected that the principal access will be by walking and cycle. A report recently published by the Greater Cambridge Partnership (GCP) says that by 2031, the CBC is expected to see 26,000 workers accessing the campus, with 25,100 patients and visitors also needing access. This, the GCP warns, equates to 67,500 daily trips to the biomedical campus, 46,400 of which are predicted to be made by car "if current travel patterns continue". There are very large well established suburbs to the east and sizeable new estates to the west. A large sixth form college is within 5 minutes' walk. See local Map 19.

Cambridge Central: this station is at the heart of the built up area of Cambridge and serves the historic centre with its ancient college buildings and traditional Central Business District functions. However, the area around the station has become a major business hub with thousands of jobs, largely high tech research, based in the many newly built multi-storey blocks. The station serves several large regional schools and colleges, within 10 minutes' walk. The current footfall of the station is nearly 12 million per year. Access is mainly by walking and cycling, and through a co-located bus station. A large car park and taxi-rank is provided. See local **Map 20**.

Cambridge North: in the local plan for many years, this station is now three years old, with footfall approaching 1 million per year. The station has good access to the nearby business and science parks as well as to the large and mature housing estates to the west and southeast over the river Cam. A new suburb is planned that will add about 15,000 more inhabitants as well as 20,000 more jobs. The current number of high skilled jobs within a mile of the station is about 20,000. Access is by car via the large railway park-and-ride site, by walking and by cycling. There is potential for very good bus links to a wide area from the station, though these links have yet to be developed properly. See local **Map 21**.

Wider Connectivity

Besides Cambridge, the restored railway would enormously improve Haverhill's wider connectivity, with frequent connections available at Cambridge South or Cambridge Central to Royston, Stevenage, London King's Cross-St Pancras, London Blackfriars, London Bridge, Croydon, Gatwick Airport, Brighton, Ely, Norwich, London Liverpool Street, Tottenham Hale, Stratford, Peterborough, the North of England, Scotland, East and West Midlands, Newmarket, Bury and Ipswich – most of these destinations with only one change of train in Cambridge as shown on **Map 15**. Bedford, Milton Keynes and Oxford via East West Rail will be available by the end of the decade, and this will also help the EWRL business case, so will extract additional benefit from this already committed scheme.

Bike and Train

In the Cambridge area it cannot be stressed too much that the bike culture has never died away. Bike and train must be seen as natural partners, with rail perfect for fast longer journeys and bike for the last mile. Every station existing and proposed must be linked to and through its communities by quality bike and footpaths, active travel and good bus connections where appropriate.

Journey time savings and new journey opportunities

The transport corridor is currently served by conventional bus services, with the table below recording the journey times for the normal daytime service (13) and the peak only express service (X13). The time savings offered by a rail service are substantial and probably underestimated, as at peak times the bus journey times are often considerably longer due to congestion. The railway would open up Cambridge North as a practical destination for jobs and education from Haverhill.

Fig 4. Comparative timings between existing bus 13, 13A, X13 and a railway service

Journey time	13/13A	X13	Railway (+)	Time saving
Haverhill	0	0	0	
Great Abington / Granta Park	44		11	33
Addenbrooke's / Cambridge South	61	41	19	22
Opp Station Rd / Cambridge Station	69	49	22	27
Drummer Street	76	56	34 (*)	22
Cambridge North			27	

(*) connection with 5 min interchange and 7 min bus journey

(+) fastest journey times excluding stops at Linton, Sawston and Shelford

Wider benefits

Please provide an overview of the wider economic benefits that the project could deliver, with consideration of additional job opportunities, improving access to key services and facilitating new development. Please also outline the anticipated environmental impact and/or benefits of the project. For example, does the project serve an area covered by an Air Quality Management Area.

(Note: at this stage the expected wider economic benefits may only be qualitative, and if development of these forms part of the feasibility/ideas work needed please state this).

The development of Haverhill, Granta Park, Linton and Sawston stations and interchanges could be expected to deliver a wide number of benefits, including at national level improved connectivity leading to better social inclusivity outcomes, economic efficiencies, decarbonisation, with better air quality (particularly important in Cambridge) helping to drive down other emissions such as tyre particulates. Delivery of the stations will increase access to the rail network for many more residents on the A1307 corridor, as well as delivering a wide range of local social, economic and environmental benefits by providing an attractive rail alternative for current users of the A1307. The opening of the new stations will increase the attractiveness of Haverhill in particular, which will lead to an increase in housing demand and therefore help support current development plans across the area.

In terms of Wider Economic Benefits, a new Haverhill station would be expected to deliver agglomeration benefits within the town. The opening of the station would improve accessibility for businesses and workers within the area, as it can be considered that the size of the town and the relatively high number of businesses will be enhanced by the positive effects in terms of agglomeration.

The station development will also have positive impacts on transport costs for local residents and the wider area. In particular, the reduction in journey times will enhance opportunities for commuters who travel to key destinations, such as Cambridge South, Central and North and London. The reduction in journey times could also positively impact on the number of people willing to enter the labour market or those willing to work more hours if their commuting time is reduced. This will lead to a higher productivity of the labour market across the A1307 corridor.

In more detail these wider benefits are:

1. Haverhill Regeneration

Although there are several deprived areas within Haverhill, many people live in the town but work elsewhere, particularly in Cambridge. Haverhill's housing stock is considerably cheaper than that found in Cambridge, for example in February 2021, the average house price in Haverhill was £256,318 compared to the average price in Cambridge of £456,334. This disparity is no doubt exacerbated by substandard transport links but has resulted in many essential workers, particularly those in health care, **having** to live in Haverhill.

In contrast to the projected lack of jobs in Haverhill, the approved development area of North East Cambridge¹⁶ centred around Cambridge North railway station, has provision for 20,000 new jobs plus 8,000 new homes. This associated housing in North East Cambridge is for about 10,500 people of employable age, a shortfall of 9,500 people against jobs. It is essential that Haverhill is connected to this development by fast electric trains directly to Cambridge North. The Cambridge Science Park and the various Business Parks, close to Cambridge North station, already employ some 20,000 people. The Haverhill based sector of the workforce is further penalised by having to use a slow bus journey or a car over a congested road each way each day. It simply needs the better public transport that only rail can provide.

New analysis by Smarter Cambridge Transport¹⁷ of developments in the planning pipeline up to 2031 show that new jobs are being created at 50% above these forecasts. The Local Plans forecast 44,100 new jobs in Cambridge and South Cambridgeshire between 2011 and 2031. Up to March 2020, 15,400 new jobs had already been created, but a further 54,180 jobs are to be created at major developments in the planning pipeline, bringing the total to 69,580, around 50% higher than the original forecast. These jobs are distributed to Cambridge North 29,000, Cambridge Central 7,500, Cambridge South 5,000, Granta Park 2,100, Waterbeach New Town 4,000, Cambridge East (new station assumed for the Fulbourn area) 1,900 and Whittlesford Parkway 4,680. At the ratio used in the current Local Plans, this would imply a need for 52,500 new homes, or 19,000 more than are currently planned. Worse still, employment sites are being built out much more quickly than housing.

Many young people in tertiary education want to take up places in Cambridge tertiary colleges, amongst the best in the UK, but are put off from doing so by both bus and car journeys. Their life chances are adversely affected, if in unquantifiable ways; health care access is limited in Haverhill, there is no hospital and an extremely poor doctor to patient ratio. Many patients have to use the slow bus service or if they have access to a car, travel over stressful, slow dangerous roads. The ongoing planned population growth will cater for those who have to live in Haverhill, not because they want to. This is no way to regenerate the town. Increased population yes, but no economic prosperity.

The railway line will provide the socially inclusive access to jobs as well as better access to healthcare and educational opportunities. Haverhill is to expand significantly over the next decades but the people who move in must want to live there, not because they have to. The town must not be allowed to become a hidden township out of sight over the Gog Magog Hills. Only a quality railway link can provide that positive outcome.

2. Job Opportunities

A railway from Haverhill to Cambridge North will undoubtedly provide quality access to significant and growing job opportunities as outlined in the transport benefits section, with substantial job

¹⁶ www.greatercambridgeplanning.org/emerging-plans-and-guidance/north-east-cambridge-area-action-plan/

¹⁷ www.smartertransport.uk

opportunities via stations at Granta Park, Cambridge South, Cambridge Central and Cambridge North and Cambridge East.

However, there is already a small science park within Haverhill itself. It is owned by Cambridge City Council. The railway would put this science park within a few minutes of Cambridge, not well over an hour as it is currently. This facility would be most attractive to new start-up companies. They would be able to recruit from the skilled workforce in Cambridge who currently will not contemplate a daily journey to Haverhill. As companies move into Haverhill they can recruit locally too, bringing locally produced prosperity to town. Then skilled workers will want to live in Haverhill. Currently rentals are much lower than in Cambridge but few businesses take advantage of the site¹⁸. The railway will also bring Haverhill into reasonable journey times of many other knowledge based industrial centres, including London and Stevenage (**Map 16**).

3. Health

The Haverhill to Cambridge corridor encompasses the Biomedical Campus with Addenbrooke's and Royal Papworth & Rosie Maternity Hospitals. These are Haverhill residents' main health care centres. They are some of the best in the world but access from Haverhill is, as repeatedly stated here, poor. Although these are served by the current bus service, the railway will provide a step change in speed, capacity and reliability.

The Biomedical Campus Transport Needs Review (2019)¹⁹ records the significance of Haverhill and the Biomedical Campus for staff:

1. "most staff live within the Wider Study Area, with the majority living within Cambridge, Haverhill or East Cambridgeshire"

2. "reinforces the importance of the Cambridge-Haverhill corridor for staff travelling from Haverhill and those travelling from Saffron Walden and North Essex."

3. 891 members of staff live in the CB1+CB2+CB3 (Cambridge) and "1,403 members of staff live in the CB9 (Haverhill) postcode district"

4. and about patients:

"The largest number of patients originate from Cambridge, Haverhill and East Cambridgeshire"

4. Education

Haverhill's 2031 vision describes the importance of Cambridge in providing higher level education for Haverhill²⁰:

"In recent years there has been improvement in educational attainment at Haverhill's secondary schools with Samuel Ward Academy achieving above national average results in 2011 and 2012 at Key Stage Four/GCSE. West Suffolk College manages the LEAP Centre on the High Street which provides advice on education, training and skills opportunities in the area. However, many people have to go to Bury St Edmunds or Cambridge for further and higher education."

Recently (Feb 2021) the well regarded Samuel Ward School in Haverhill told us it is obviously very proud of its Sixth Form status. It heavily played down the need for 6th form student travel out of Haverhill in particular toward Cambridge. Furthermore it stressed a good proportion of those initially taking places within Cambridge gravitate back to Samuel Ward after a term of a weary travel commute.

However as we say elsewhere, Haverhill tertiary students have the right to choose a sixth form college in Cambridge. Hills Road College has some of the best outcomes in the UK, so if transport

¹⁸ https://www.haverhillresearchpark.com/

¹⁹ https://scambs.moderngov.co.uk/documents/s110158/Biomedical%20Campus%20Transport%20Needs%20Review%20Part%201.pdf

²⁰ https://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/upload/HH-Vision_2015v8-hi-res-compressed.pdf

links are denying Haverhill young people the undoubted benefits of attendance there, those transport links must be rectified.

The general principal here is that young people transitioning between dependence to independence with nights out in Cambridge, attending a new school with new friends to discover, are not able to so with the same freedom and safety of their peers in Ely, Royston or King's Lynn.

The major regional tertiary college for vocational and skills acquisition is the Cambridge Regional College close to Cambridge North station. Four thousand students attend each day. This total includes just 30 young people from the Haverhill CB9 post code attending on a daily basis. It is a heroic journey by public transport. It is obvious that inadequate quality transport links are depriving the region's (and nation's) economy of significant skills acquisition as well as blighting the life chances of young people.

5. Facilitating new development

In addition to 4,260 homes already planned (2009-2031), some 3,650 new homes (up to 2040) have either received planning consents or are proposed by West Suffolk District Council (WSDC) across two sites in Haverhill as shown in **Map 8**.

Cambridgeshire, Suffolk, Essex are all seeing notable growth, so Haverhill is set to experience an increase in housing stock of regional significance.

These additional homes will add about 15,000 people to an existing population of around 30,000, bringing the population up to about 45,000 by 2040. But again we must note that the Haverhill economy is not providing jobs for that growth. The local plan has identified just 370 jobs across these two sites.

A view from a prominent local politician (In 2020) ... "There is very little commercial land now available in town with the Business Park having just gained permission for 5 more warehouses, an estimated 200 extra HGV movements a day along the A1307, and of course [they provide] very little employment compared to manufacturing facilities". This indicates that although the existing and planned housing stock of Haverhill is already of importance due to the contribution it represents to regional targets, it is above all, providing external economies with high numbers of their respective workforces, for example Greater Cambridge, particularly at the many and varied activities undertaken at the Cambridge Bio-Medical Campus. There are issues with a number of other housing developments in Suffolk, which may lead to pressure for more housing to be allocated to Haverhill, including the development at Mildenhall being rescinded as the air base is remaining open, and the proposed new town just west of Bury St Edmunds no longer certain."

6. Environmental impact

The railway itself will have low environmental impact with an electrified line having no emissions at use, and will become a part of the route to achieving net-zero carbon emissions from transport no later than 2050.

General impact:

- 1. Cambridge to Shelford: trains for Haverhill will travel on an existing railway.
- 2. From Shelford to Haverhill the railway will follow more or less the original route. An outline environmental assessment is shown on **Map 4** and **Map 5**.

7. Project deliverability

What will be the impact of the project on the existing railway infrastructure and operations? Please set out the impact both during the construction phase and 'business as usual 'once the work is completed.

The Haverhill to Cambridge restored railway would re-join the current national network just south of Shelford station. The site is a large one in Network Rail ownership and will pose no physical or engineering problems.

The restoration from Haverhill of an all-day train service of 2 tph would pose few difficulties on the main line it joins at Shelford. However, a few hundred metres to the north is the junction with the King's Cross via Stevenage line. North of this point there would be very real capacity issues if the current double track north to Cambridge Central station was to be left as is.

However, the planned but not yet built East West Rail line faces the same problem, so as part of this scheme the route is to be four tracked up to and through Cambridge Station. This will provide the required capacity for both East West Rail and the service from Haverhill. Mitigation of additional platform capacity requirement at Cambridge could be achieved by linking the Haverhill service with those terminating from the north e.g. from the Ipswich line or the projected service from Wisbech.

The Haverhill restored railway would join a considerable regional railway network, with frequent train services, all with recently introduced higher capacity trains by the Thameslink/Great Northern and Greater Anglia train operating companies. As in any network when a new link is introduced, there would be considerable but manageable new traffic joining the network.

Please provide an estimate of the proposed capital costs to deliver and operate this project?

The reopened line would be approximately 15 miles long and have the following structures detailed on **Maps 10 to 13**. The only bridge which still exists is near Stapleford which is in active use, although there is now a parallel cycle path which would need routing over the railway. The bridge over the A11 by Granta Park is the most significant structure required, as the dual-carriageway road it would need to cross has been built since the line closed. Other bridges along the line were simply to carry the line over minor public roads serving the villages. There are two public roads which cross the line on the level and a number of crossings for private lanes and footpaths. Note that the line passed predominantly through farmland and farm crossings are not included in the totals below.

Area	Bridges	Public crossings	Private crossings	Footpaths	Stations
Stapleford	1				
Sawston	1	1	1	2	1
Granta Park	1		2	1	1
Linton	2			4	1
Bartlow	3		3	1	
Cardinal's Green		1	1	1	
Haverhill				2	1
Total	8	2	7	11	4

Fig 5. Table showing existing bridges and level crossings Shelford exclusive to Haverhill & proposed stations.

2015 Cambridge to Haverhill Corridor Study as a basis

The 2015 Cambridge to Haverhill Corridor Study²¹ estimated the capital cost to be £388.7m and £3.9m annual operating costs based on a contingency of 60% of capital costs and an optimism bias of 60% of capital costs applied. Operating costs have been assumed annually as 1% of the full capital costs. Note that these costs are estimates of how much the scheme will have cost when it opens in 2025, so have been increased above present day prices. Note too that these costs assume a station in the centre of Haverhill. Even accounting for 10 years of inflated construction costs this is very high. The recently reopened Borders Railway cost approximately the same as this, but is about twice the length and has twice the number of stations.

If the railway to Haverhill could be delivered for the same cost per mile as the Borders Railway, then the cost would fall by half, and the Benefit to Cost Ratio (BCR) would immediately reach the figure of 2.0.

²¹ citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transportprojects/A1307_Rail_Viability_Technical_note_27.11.2015.pdf

Fig 6. Table showing benefits and costs and ratio of railway restoration as concluded by the 2015 report

	Rail - Single
Benefits	
Revenue	268.8
Journey Time	31.2
Non User	32.3
Total Benefits (a)	332.2
Costs	
Capital	261.3
Operating	68.7
Indirect Taxation	6.34
Total Costs (b)	336.3
Net Present Value (a-b)	
Net Present Value	-4.1
Benefit Cost Ratio (a/b)	
Benefit Cost Ratio	0.99

A number of other reasons why the 2015 costings and BCR need to be revisited are:

- The capital cost contains a very high figure of 60% for risk and contingency
- The study assumes an expensive route to the centre of Haverhill; other lower cost options should be studied
- Passenger growth has been assumed to be low with the figure for 15 years given as 15%, whereas rail travel to Cambridge has seen growth of 25% in the last 5 years alone
- Haverhill's population is expected to increase by over 30% by 2025 which again makes the study's modest 15% increase look very pessimistic
- The wider economic benefits have not yet been assessed. This typically adds an additional 15% of benefits
- A figure of 28% for the modal share for rail into Cambridge could be pessimistic Ely has a figure of 40%
- There are a number of other rail schemes which are due to be delivered in the next 10 years, for example the East West Rail link from Cambridge to Oxford, which will magnify the benefits of the Haverhill scheme. A proposed new station at Addenbrooke's (Cambridge South) will provide significant additional journey time benefits to rail passengers from a reopened Haverhill line

Please provide an outline programme for the delivery of the SOBC, including estimated timescale from start to delivery. If the development of an outline programme is an aspect of the proposed feasibility work, please state this.

The study which is the scope of this funding bid is estimated to take 6 months, so assuming a start in the first half of 2021 would be complete by the end of 2021. This study would also look at the project timescales.

8. Maps of your proposed project

Map 1. The current rail and guided bus network in relation to lines to Haverhill closed in the 1960s







Map 3. Cambridgeshire County Council Local Transport Plan showing the railway to Haverhill



Map 4: Red, Amber, Green status of the line from the 2015 Cambridge to Haverhill Corridor Study



- Red significant issue and/or risk which would most likely require a significant piece of infrastructure / significant solution including realignment (where the original alignment cannot be achieved);
- Amber major issue and/or risk which may require additional consideration including realignment;
- Green generally no major physical constraints but further review is required.

Map 5. Potential realignments to indicate potential environmental issues: from the 2015 Cambridge to Haverhill Corridor Study





Map 6. Petition support along the line with Linton and Haverhill particularly prominent from postcode information from petition supporters



Map 7. Detail of petition support from Haverhill covering the whole of the housed area



Each red dot represents postcode of signatory on petition calling for the restoration of the railway (2018)

Map 8. The West Suffolk District Council Strategic Housing and Economic Land Availability Assessment (SHELAA): the Haverhill districts under study for further growth for 4,000 additional homes



Map 9. The reopened line from Shelford to Haverhill as part of a future Cambridge to Chelmsford link (this would further develop Haverhill's connectivity)





Map 10. Structures and crossings in the Stapleford and Sawston areas

Map 11. Structures and crossings in the Granta Park and Linton areas (see key on map 10)



Map 12. Structures and crossings in the Bartlow and Cardinal's Green areas (see key on map 10)



Map 13. Structures and crossings in the Haverhill area (see key on map 10)



Map 14. Route map with local resources



Map 15. Wider area rail connectivity



Map 16. Jobs, Health, Education and Leisure in Cambridge



Map 17. Haverhill area local map (indicative)



Map 18. Sawston and Granta Park local map (indicative)



Map 19. Cambridge South local map



Map 20. Cambridge Central local map



Map 21. Cambridge North local map



9. Additional information request

Are you happy for DfT and its advisers to use the attached contact details to request further information regarding the application if necessary?	Yes
Do you consent to your contact details being added to a communications distribution list that would mean you are kept up to date on new developments related to this subject area?	Yes
Do you consent to the outline details of this proposal being published as part of communicating about the Restoring Your Railway Fund to stakeholders and the wider public?	Yes
Do you consent to the details of this proposal being shared internally and with approved third parties to facilitate the review and assessment of the proposal?	Yes

10. Checklist

Please ensure that all submissions to the Ideas Fund contain;

- ✓ A completed Ideas Fund application form
- ✓ A completed 'Additional information request '(Section 9)
- \checkmark An email or letter from the MP(s) confirming bid sponsorship