



East Anglia branch Autumn 2021 Public Meeting

The Signal Box Centre,
Glenalmond Ave, Cambridge
4th December 2021

Railfuture - Campaigning for a bigger and better railway in Britain

www.railfuture.org.uk

Twitter: @Railfuture / @RailfutureEA

info@railfuture.org.uk
eastanglia@railfuture.org.uk

East Anglia

railfuture

Guest Speakers

Matt Brennan and Stephen Deaville

Network Rail

Speaking about the
Ely Area Capacity
Enhancement (EACE)
scheme



Matt Brennan

NR slides can be found on www.railfuture.org.uk website [click [here](#)]

Ely Area Capacity – Future requirements

PASSENGER	Existing Capacity	TSS for EACE	Growth Forecast
London-King's Lynn	1	2	2
Norwich-Liverpool	1	1	1
Birmingham-Stansted	1	1	2
Ipswich-Peterborough	0.5	1	1
Norwich-Stansted	1	1	1
Oxford-Norwich (new)	-	-	1
Cambridge-Wisbech (new)	-	1	2
FREIGHT			
Felixstowe-Midlands/North	1	2	3
Flexible Freight Service	1	1	1
TOTAL	6.5	10	14

Railfuture has calculated a **shortfall of 4 trains per hour** from NR's published proposals

Railfuture East Anglia Activity

■ Railfuture East Anglia Rail Study (EARS)

- ❑ Commissioned by Railfuture after tender – professional consultant
- ❑ First outputs in February 2022; complete by September 2022

■ Campaigning Activity

❑ Easy Stations

- Waiting for Greater Anglia / Great Northern to confirm formal presentations date

❑ Norwich Area

- Norfolk County council to look again at new station for Broadland Business Park
 - Railfuture will attend the public meeting as an observer


❑ Cambridge Area

- Haverhill: Railfuture's Restoring Your Railway (RYR) bid (work by Paul Hollinghurst)
- Cambridge – Some photos of recent developments

❑ East West Rail – current situation / site visit in Bletchley area

■ Railfuture diary - future branch and national meetings

Haverhill – Railfuture RYR Bid (1)

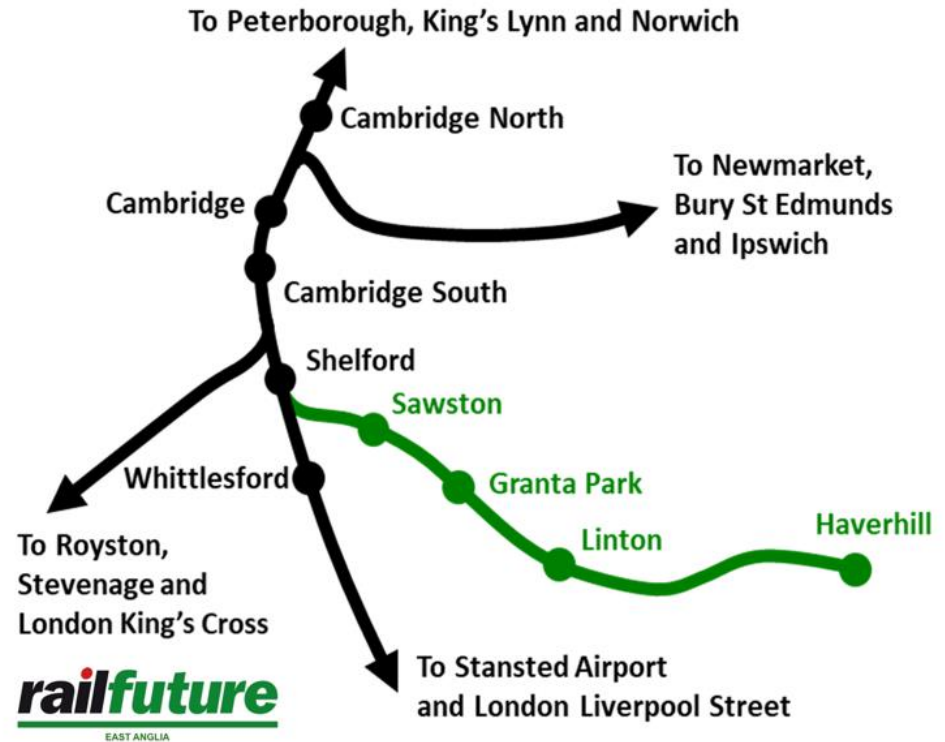
Department for Transport 

Restoring Your Railway:
Ideas Fund
Application Form

Contents

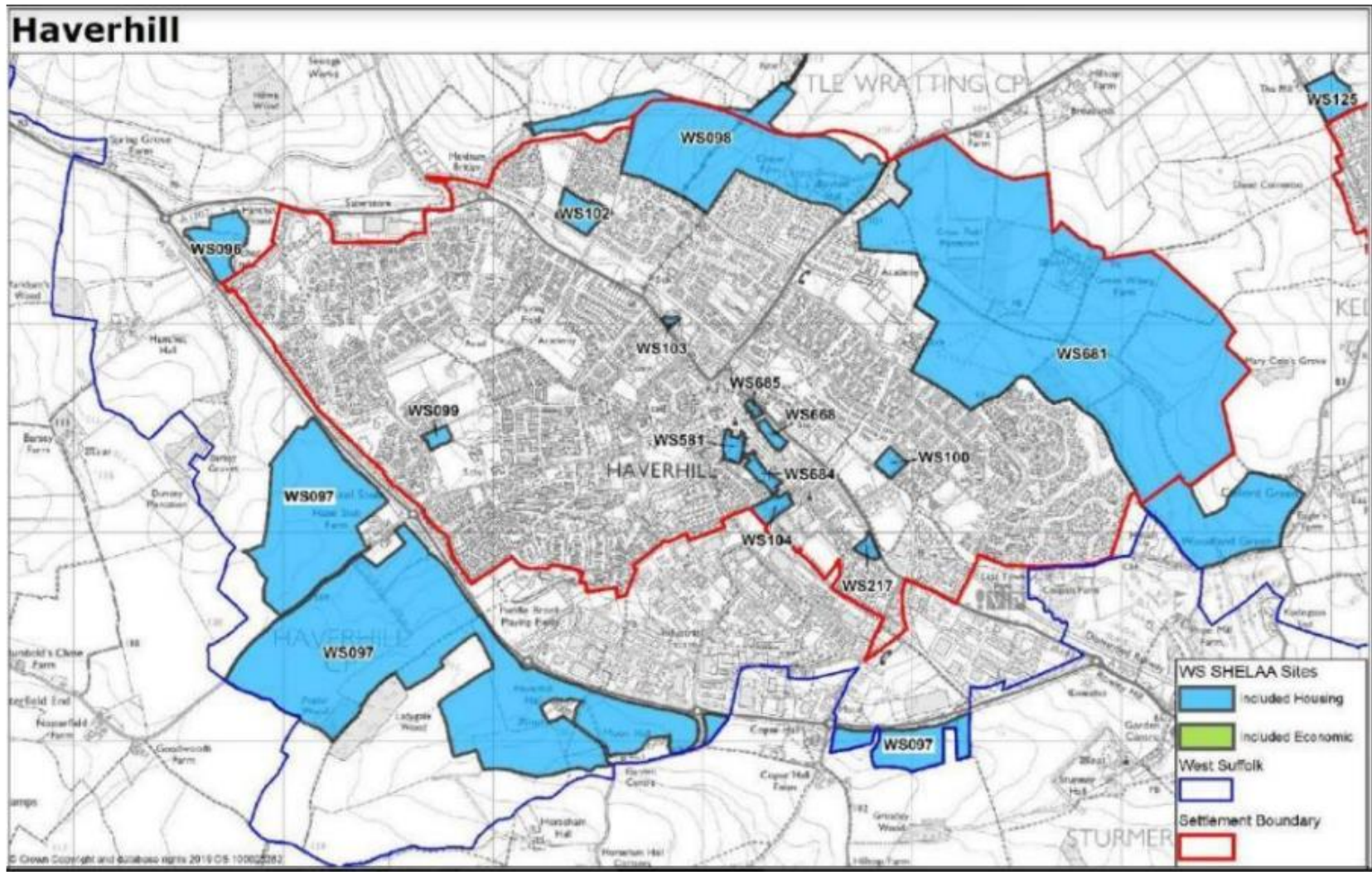
1. Explanatory notes	3
2. Key details	4
3. Bid summary	4
4. Financial overview of the proposal	7
5. Strategic overview of the proposal	8
6. Socio-economic benefits of the project	17
7. Project deliverability	25
8. Maps of your proposed project	28
9. Additional information request	45
10. Checklist	45

Haverhill to Cambridge reopened rail link Restoring Your Railway bid submitted by Railfuture



Significant demand for travel into Cambridge. Railfuture envisages four new stations on the reopened line.

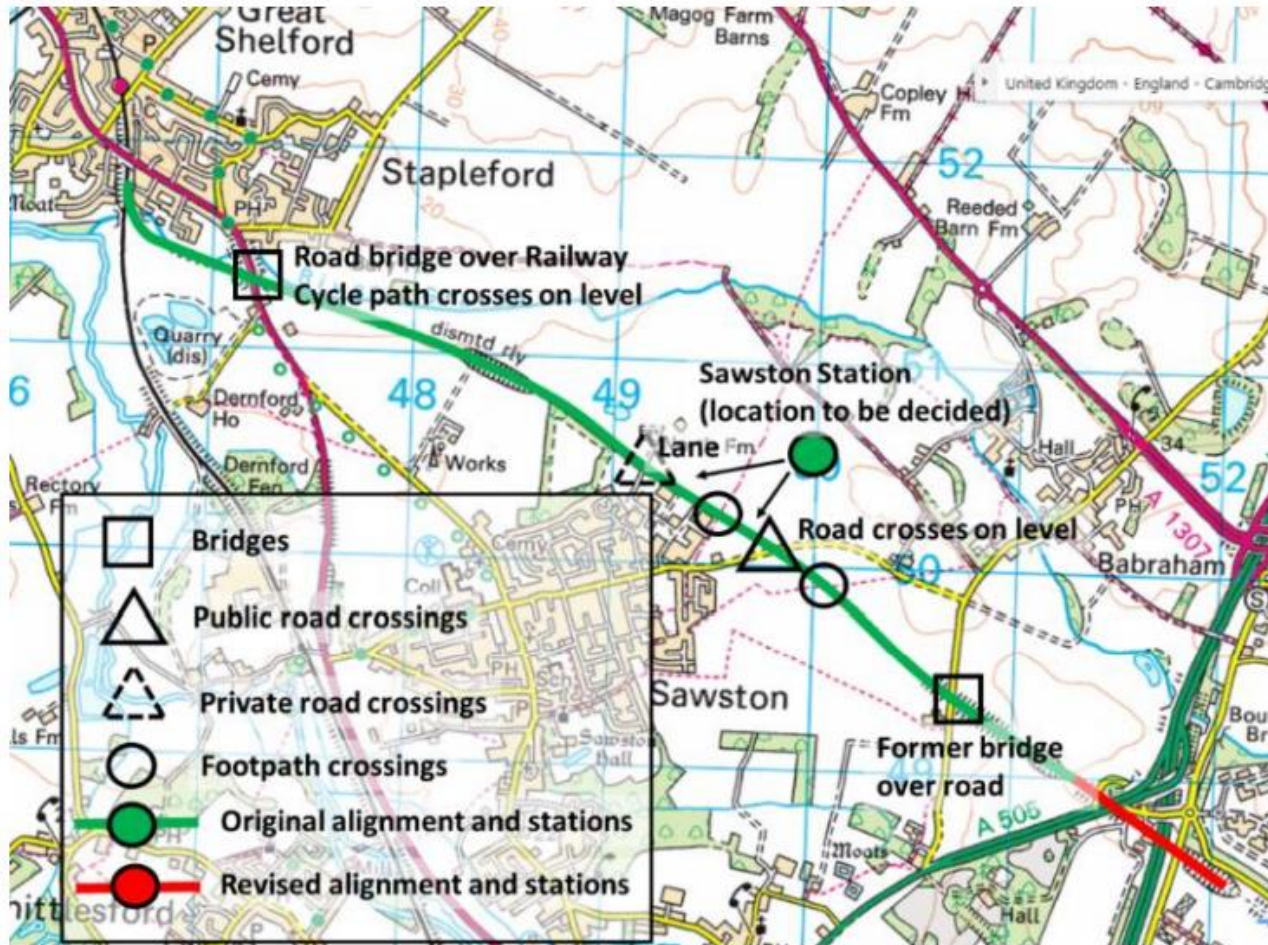
Haverhill – Railfuture RYR Bid (2)



Map showing future housing and political boundaries

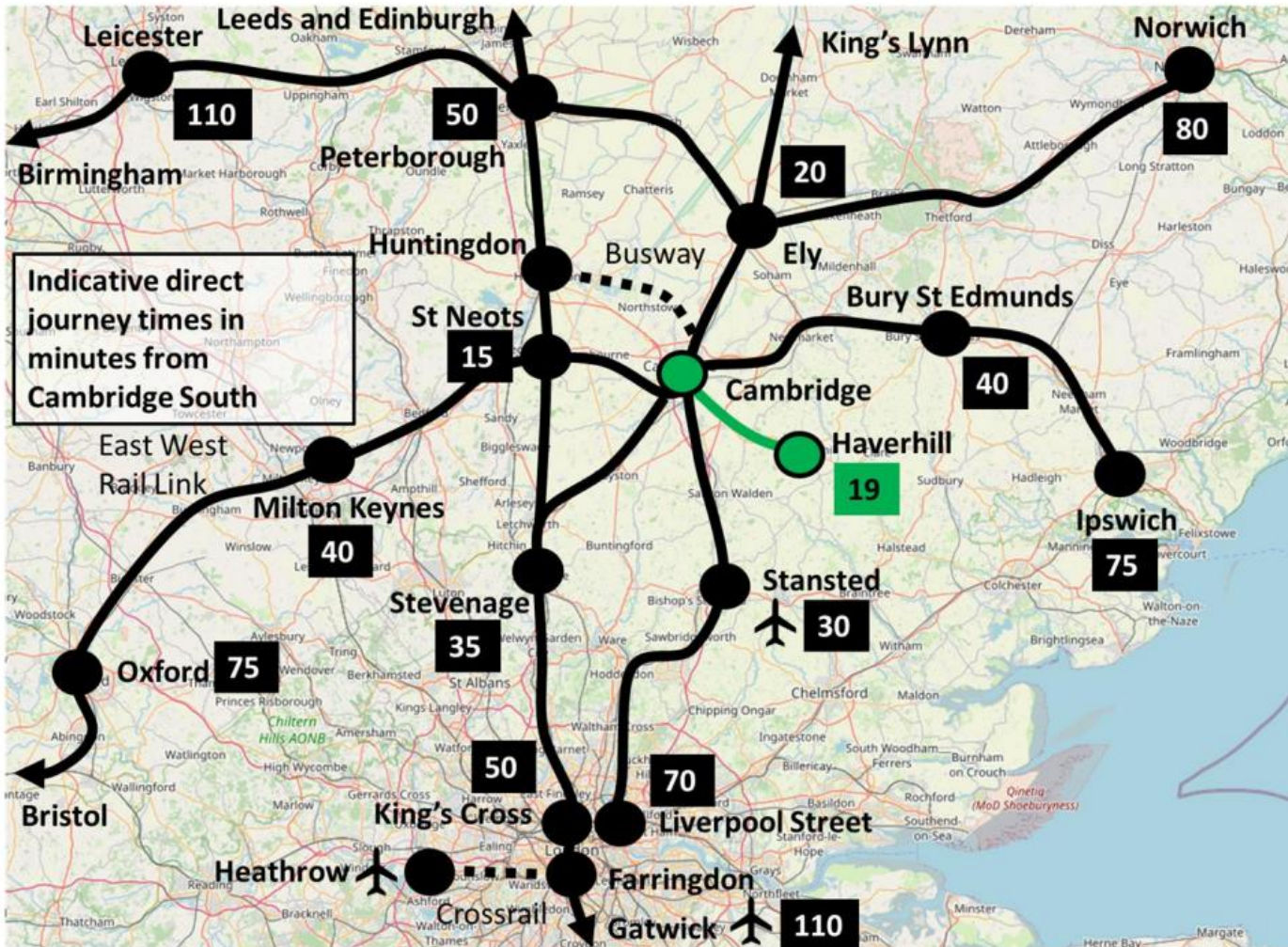
Haverhill – Railfuture RYR Bid (3)

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



Railfuture's analysis of the former alignment to understand what would be required for the railway (closed in March 1967) to be reinstated

Haverhill – Railfuture RYR Bid (4)

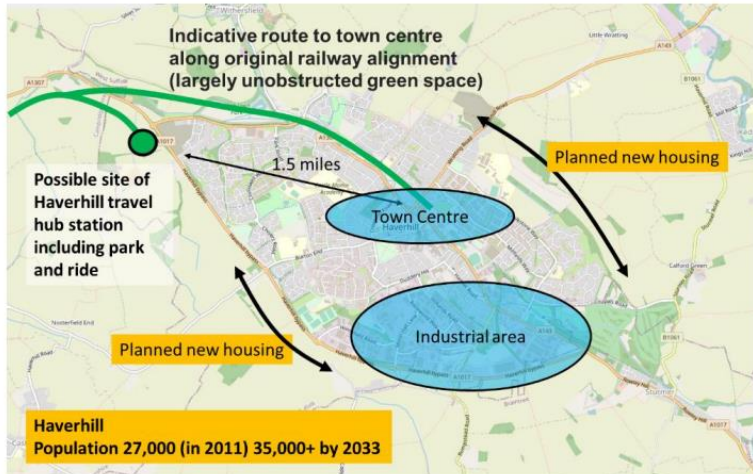


Map showing how a reopened Haverhill railway would fit in with future rail services in East Anglia (including East West Rail).

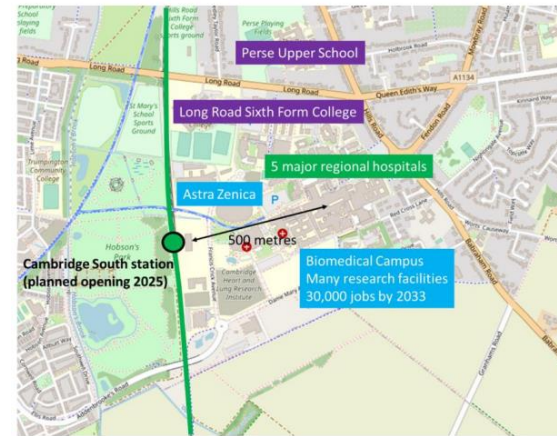
Railfuture's analysis of the journey times from Cambridge South station.

Haverhill – Railfuture RYR Bid (5)

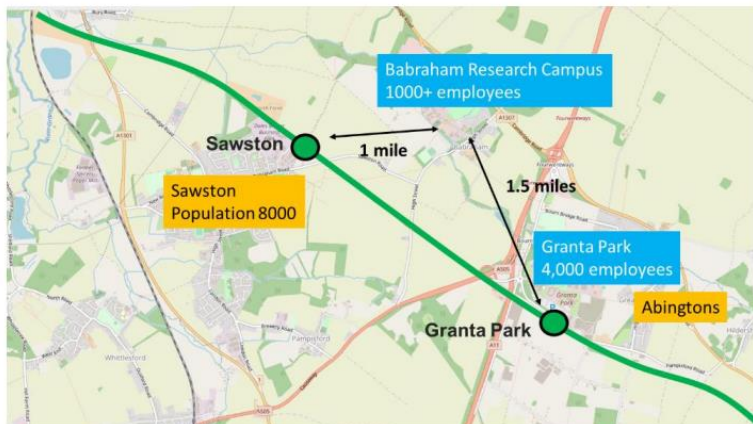
Map 17. Haverhill area local map (indicative)



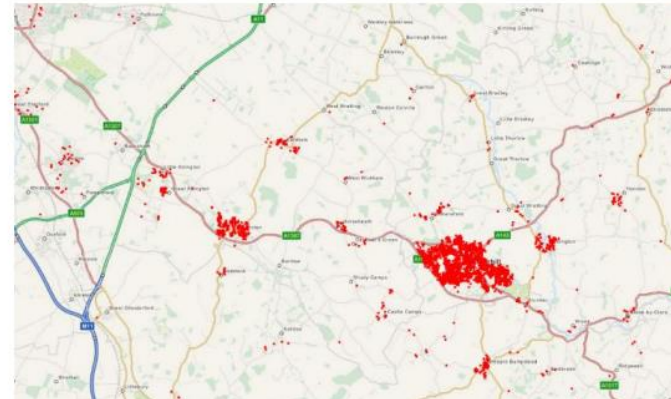
Map 19. Cambridge South local map



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



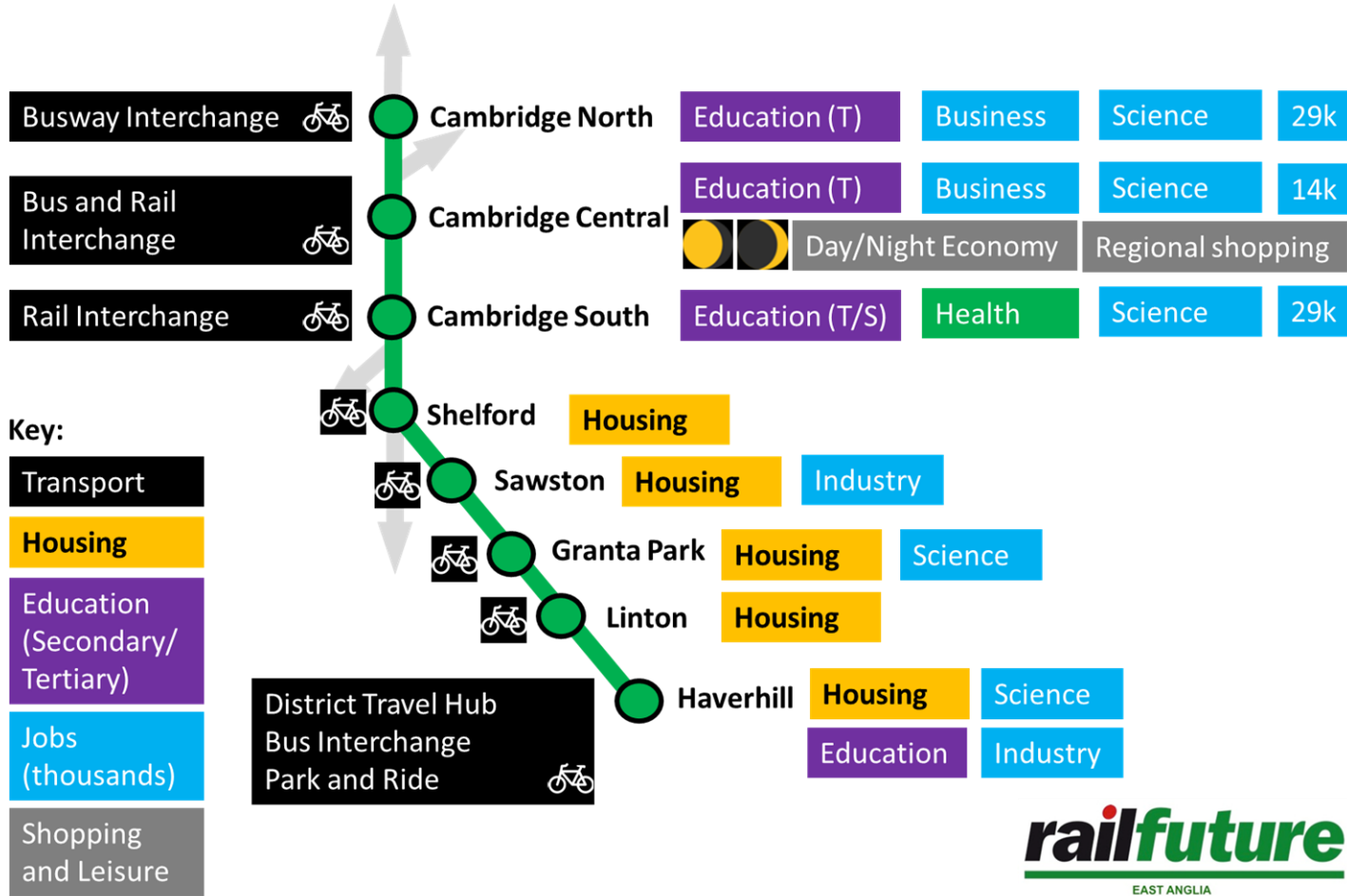
Map 6. Petition support along the line with Linton and Haverhill particularly prominent from postcode information from petition supporters



Images from Railfuture’s comprehensive RYR bid

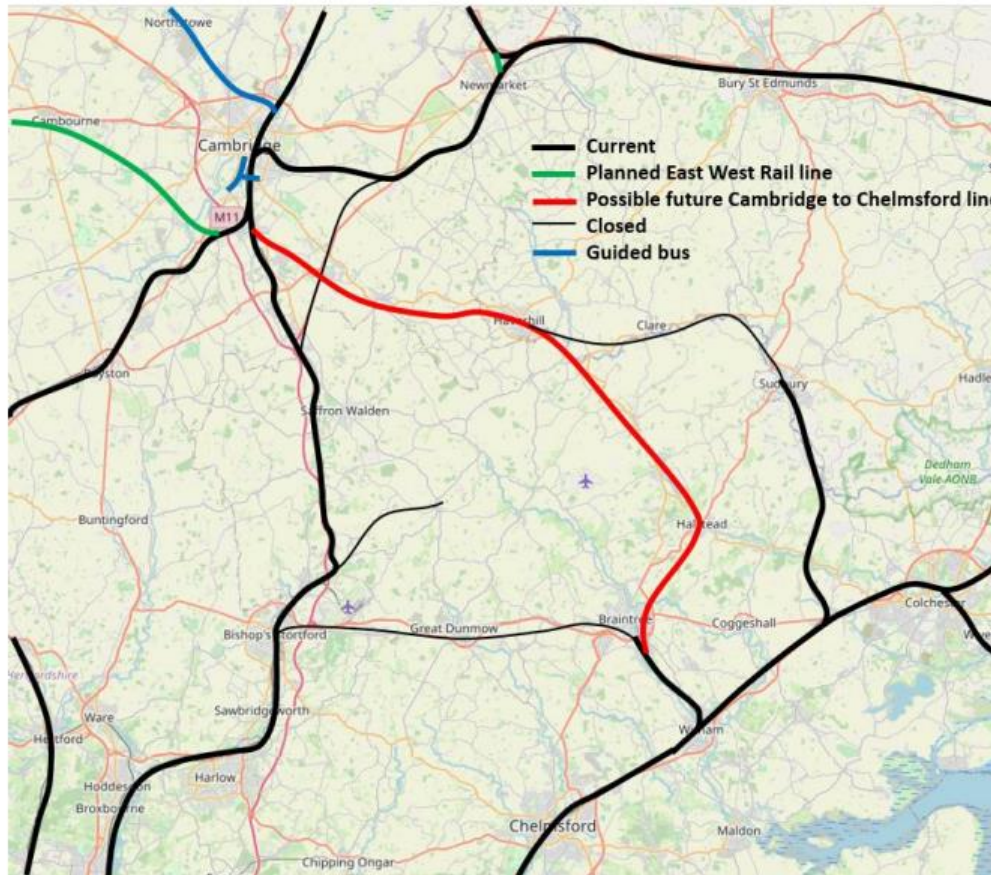
Haverhill – Railfuture RYR Bid (6)

Railfuture’s RYR bid document looked at the drivers for travel in each location that would be served by the railway



Haverhill – Railfuture RYR Bid (7)

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)



A reopened railway line between Cambridge and Haverhill could be extended in the future to link up with the Braintree branch and potentially directly serve locations on the Great Eastern mainline.

This is an alternative to reopening the original link from Haverhill to Sudbury.

Haverhill – Railfuture RYR Bid (8)



Department
for Transport

From the Minister of State
Chris Heaton-Harris MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000

E-Mail: chris.heatonharris@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: RYR 319

27 October 2021

Rt Hon Matt Hancock MP
CC: Peter Wakefield, Rail Future East Anglia and Lucy Frazer MP

Dear Matt,

Restoring Your Railway Ideas Fund – RYR 319 Haverhill

Thank you for your application to the third round of the Restoring Your Railway Ideas Fund. The Fund has continued to generate a high level of interest, with 89 applications received for this round.

All applications have been evaluated and reviewed by the Restoring Your Railway Ideas Fund Panel, which I chaired. The Panel comprised of Luke Hall MP, Former Minister of State for Regional Growth and Local Government, Sir Peter Hendy, Chair of Network Rail, Jackie Sadek, CEO UK Regeneration, and Isabel Dedring, Former London Deputy Mayor for Transport.

Our discussion and assessment found that your proposal may be suitable for Restoring Your Railway funding in principle. However, due to the volume of strong applications received in this Ideas Fund round and the limited funding available, we are not able to recommend that your proposal progress to the next stage at this time. This is currently the last round of the Ideas Fund for the foreseeable future and the proposal is a good case for future development.

This is usually through the Rail Network Enhancement Pipeline (RNEP) and early development can often be funded locally to enable projects to enter RNEP at a later stage.

While RNEP funding for this spending period is fully committed, I have asked the team to keep the scheme under review for a future point.

We have identified that your scheme may be suitable for a future application to the Levelling Up Fund. More detail can be found in the attached fact sheet detailing other funding routes you may want to explore. My officials will be happy to provide further advice.

If you have any questions, please contact the Restoring Your Railway Team via email at restoringyourrailway@dft.gov.uk.

Yours sincerely,

Chris Heaton-Harris MP

Minister of State for Transport

Formal decision letter from the Minister at the Department for Transport to the sponsoring MP, Matt Hancock, who represents Haverhill area

Haverhill – Railfuture RYR Bid (9)

Extract of decision letter from Chris Heaton-Harris MP to Matt Hancock MP (below)

Our discussion and assessment found that your proposal may be suitable for Restoring Your Railway funding in principle. However, due to the volume of strong applications received in this Ideas Fund round and the limited funding available, we are not able to recommend that your proposal progress to the next stage at this time. This is currently the last round of the Ideas Fund for the foreseeable future and the proposal is a good case for future development.

While RNEP funding for this spending period is fully committed, I have asked the team to keep the scheme under review for a future point.

The sentences highlighted in yellow shows that the failure to get RYR funding (there were only 13 successful bids out of 89 submitted to the third round) indicate potential future support – see <https://www.railfuture.org.uk/Restoring-Your-Railway-timeline>.

Haverhill – Railfuture RYR Bid⁽¹⁰⁾

RYR 319 Haverhill



Aim: Reopen the railway line between Cambridge and Haverhill (fifteen miles) with four new stations.

Scheme type Disused line and new stations

Region South East

The summary of our bid noted that *“The applicant presents a strong proposal, compelling narrative and clearly outlines significant wider benefits”*. The summary of the bid also commented that *“The proposal presents a strong case for change with clearly described wider socio-economic benefits. There are clear links to the newly approved development area in North-East Cambridge, centred around Cambridge North railway station, which has provision for 20,000 new jobs plus 8,000 new dwellings. The proposal also highlights that the transport links will provide improved access to the sixth forms. The proposal has clearly identified the links to local policies and strategy document”*.

A problem the RYR team identified with the proposal was that *“some stakeholders support the Cambridgeshire Autonomous Metro (CAM) - Haverhill is one of the terminating stops in CAM”*.

However, since RYR fund decision was made earlier in the year the transport landscape has changed with the Cambridge Autonomous Metro no longer being planned following the election of a new Mayor. In the last few months we have seen an increasing interest in the idea of reopening the railway, unfortunately too late to influence the RYR bid, and putting the scheme in a strong position to be achieved using alternative sources of funding.

Extract of appraisal of RYR bid conducted before the May 2021 election, which saw the ‘rival’ Cambridgeshire Autonomous Metro (CAM) scheme formally abandoned.

Haverhill – Railfuture RYR Bid⁽¹¹⁾

England's Economic Heartland

*Support/opposition before
May 2021 local election*

Transport East

Cambridgeshire and Peterborough Combined Authority

New Anglia LEP

Cambridgeshire County Council

Suffolk County Council

Greater Cambridgeshire Partnership

West Suffolk District Council

Cambridge City Council

South Cambridgeshire District Council

Daniel Zeichner MP

Anthony Browne MP

Lucy Frazer MP

Matthew Hancock MP

Stapleford PC

Sawston PC

Linton PC

Haverhill TC

Cambridge North

Cambridge

Cambridge South

Shelford

Sawston

Granta Park

Linton

Haverhill

Rail Haverhill

Greater Anglia TOC

Network Rail

Department for Transport

East Anglia

4th December 2021

railfuture

Haverhill – Railfuture RYR Bid⁽¹²⁾

England's Economic Heartland

*Support/opposition after
May 2021 local election*

Transport East

Cambridgeshire and Peterborough Combined Authority

New Anglia LEP

Cambridgeshire County Council

Suffolk County Council

Greater Cambridgeshire Partnership

West Suffolk
District Council

Cambridge City Council

South Cambridgeshire District Council

Daniel Zeichner MP

Anthony Browne MP

Lucy Frazer MP

Matthew Hancock MP

Stapleford PC

Sawston PC

Linton PC

Haverhill TC

Cambridge North

Cambridge

Cambridge South

Shelford

Sawston

Granta Park

Linton

Haverhill

Rail Haverhill

Greater Anglia TOC

Network Rail

Department for Transport

East Anglia

4th December 2021

railfuture

Cambridge Station Platform 4 Extension

Work completed in mid-September 2021 – in use from mid-December



All construction work completed in just one weekend (18/19 Sept 2021)

Photos by Jerry Alderson

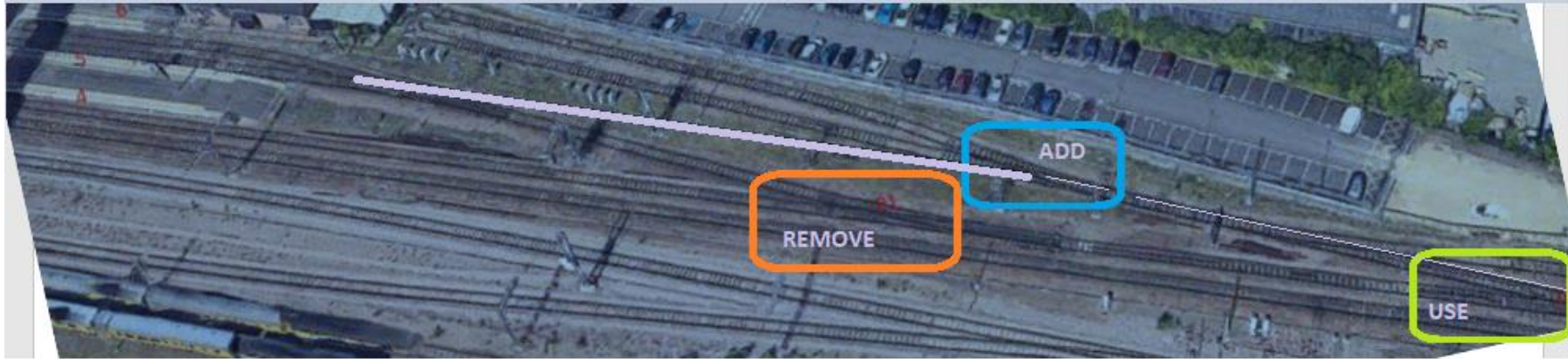
Cambridge Station Platform 4 Extension

Modular platform segments delivered to Cambridge station work site prior to installation over one weekend (18/19 Sept 2021)



Photos forwarded by John Grant but source wished to remain anonymous

Cambridge Station Platform 4 Extension



Railfuture proposal for platforms 5/6 to use carriage siding link allowing extension of platform 5 – but not adopted



View from platform end of 4/5 before extension work done

Cambridge station new carriage washer



Frame of carriage washer constructed in September 2021 (left) and nearing completion in December 2021 (right)

Track will be linked up over weekend of 11/12 December

Photos by Jerry Alderson – taken from Mill Road bridge and from train window respectively

Cambridge North Office Developments

Novotel Hotel opened in May 2021.

New office with ground level retail opens in 2023.

Will attract many more rail users.



Photos by Jerry Alderson. Computer image from Brookgate website

East West Rail (EWR) Update

- East-West Rail status at December 2021
 - EWR Consortium was rebranded as the ***East West Main Line Partnership*** at a conference in Oxford on 30th September 2021
 - Final alignment statutory consultation for the Bedford-Cambridge 'Central Section' expected 'early 2022' with legal process (Development Consent order - DCO) to follow
 - 'Eastern Section' (east of Cambridge) Strategic Outline Business Case very positive. Partnership allocating funds to develop further
 - EWR now 'strategically important' for **freight!**
 - Phil Smart (Railfuture East Anglia committee) invited to site visit

EWR site visit 18th November 2021



Towards Bicester from Charlbridge Lane Bridge (new)



Winslow Station (new) from Buckingham Road Bridge



Bletchley High Level Station



Bletchley Flyover with High Level Station

Railfuture East Anglia - Diary

- Rail East (deadline 22nd January 2022 for issue 193)
 - **26th February 2022 AGM**
 - Friends Meeting House, St. John's Street, **BURY ST EDMUNDS IP33 1SJ**
 - **25th June 2022**
 - St Mary at Stoke Hall, Stoke Street, **IPSWICH IP2 8BX**
 - **24th September 2022**
 - Friends Meeting House, Upper Goat Lane, **NORWICH, NR2 1EW**
- **Railfuture National Events**
 - 12th Jan 2022 – Webinar
 - “Rail Recovery - how to realise the potential”
 - AGM 16th July 2022 Bristol (Saturday)
 - ANNUAL CONFERENCE 15th September 2022 Leeds (Thursday)
 - See www.railfuture.org.uk/conferences for details

RAILFUTURE

Campaigning for a bigger and better railway in Britain

www.railfuture.org.uk

Twitter: @Railfuture / @RailfutureEA

info@railfuture.org.uk

eastanglia@railfuture.org.uk

We are independent. Our work is performed by
volunteers and funded entirely by rail users

Join Railfuture for just £20 a year (£14 under 26s)

Apply online at www.railfuture.org.uk/join