



Autumn Meeting

**Marlowe Room, Clayton Hotel
27-29 Station Road, Cambridge**

7th December 2024

East Anglia

www.railfuture.org.uk

railfuture

Guest Speaker 1


Cambridge Developments

Cllr Katie Thornburrow
Cambridge City Council

**Executive Member for Planning, Building
Control and Infrastructure route**

Chair of the East West Rail Partnership





Exploring the role of rail transportation in Cambridge

Cllr Katie Thornburrow

Executive Councillor for Planning,
Building Control & Infrastructure



Who We Are



Cambridge City Council is the district-tier local authority covering Cambridge.



We deliver a variety of operational services, including management of parks and open spaces, street clearance, waste collection etc., as well as providing community facilities and services such as housing and town planning.



Governed by 42 elected councillors who set the policy and strategy of the organisation. 10 are Executive Councillors that have direct responsibilities for overseeing service delivery.



My portfolio covers the planning, and building control services, both in conjunction with either two or three other councils. The joint planning service, with South Cambridgeshire has an annual expenditure of around £9million, some of which is non-statutory (providing services we aren't legally required to)



My Voice on Transport

My portfolio also covers infrastructure including transportation, but the City does not deliver on this, but I provide a 'voice' for the city in these matters.

Like improving the safety of the guided bus...

And asking for Cambridge to be in the centre of our next Transport Strategy

Cambridge Local Plan

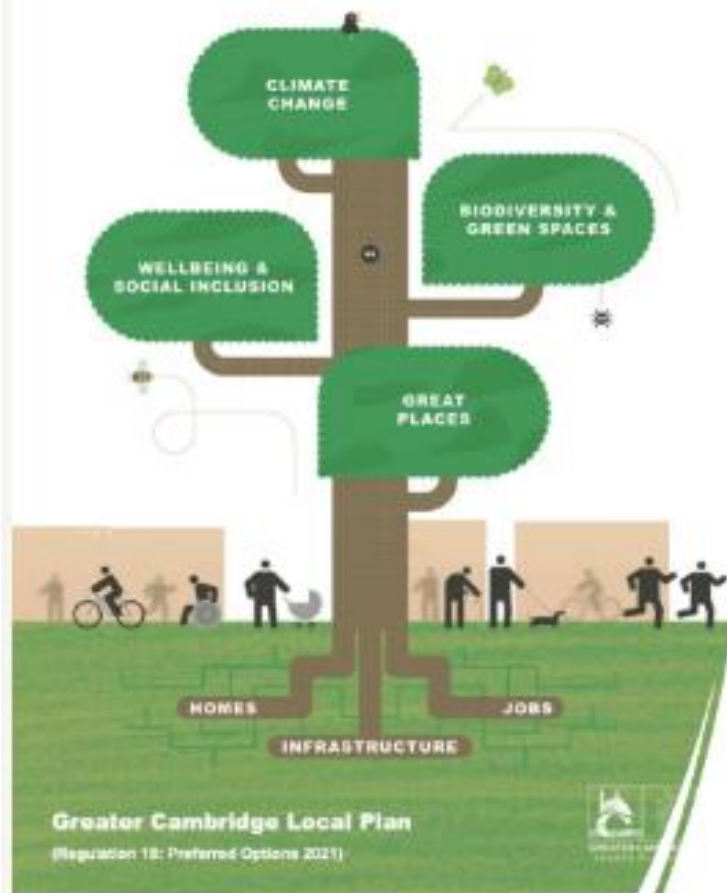
October 2018



Transport and Planning Policy

- **Cambridge City has a local plan** which was adopted in 2018. This document guides decision on future development proposals and addresses the needs and opportunities of the area.
- Consider it a 20 year masterplan for the Greater Cambridge area.
- Transport is covered throughout the Plan, and specifically a policy covers mitigating the transport impact of development and references the Transport Strategy for Cambridge and South Cambridgeshire (2013)
- Policy 5 on Strategic transport infrastructure:
 - a. delivery of local and strategic transport schemes
 - b. promoting greater pedestrian and cycle priority
 - c. promoting sustainable transport and access for all
 - d. aim for a joined-up, city-wide cycle and pedestrian network
 - e. linking growth to the proposed city-wide 20 mph zone
 - f. easing pressure on the air quality

First Proposals



First Proposals for a New Local Plan

- We are developing a new plan which will take development to around 2045.
- Our priorities are Climate Change, Biodiversity & Green Spaces, Wellbeing & Social Inclusion, and Great Places.
- The plan also must consider homes, jobs and infrastructure.
- The biggest risks for our emerging plan are:
 - Water
 - Transport
 - Grid capacity

How Important is Transport? Very Important..

It is vital that we get this right: a modern transport system needs to work for people in their daily lives.

People shape their lives around transport systems, asking whether there is a bus stop near home or work, how long it will be to cycle to a rail station or get to the shops or GP surgery.



Figure 4.4. Planned rail service improvements.

Journey / corridor	Off peak service		Status of industry
	Current	Planned	
Cambridge to Royston	2 trains per hour (1 fast, 1 stopping)	4 trains per hour (2 fast, 2 stopping)	Planned as per Thameslink prog. implementation is
Cambridge to London Kings Cross or London St Pancras	4 trains per hour	6 trains per hour	Planned as part of Thameslink program implementation in 25
Cambridge to London Kings Cross	2 fast, 1 semi fast, 1 stopping	2 fast	2 fast trains to Kings retained after implementation Thameslink programme
Cambridge to London St Pancras, London Bridge, Gatwick Airport and Brighton	-	2 semi fast	Thameslink programme to include Cambridge to Horsham (and Gatwick) & Cambridge to Medway 1 services from 2018. Cambridge to Brighton is currently planned.
Cambridge to London St Pancras, London Bridge and Middlesbrough East	-	2 stopping	
Cambridge to Ely	3 trains per hour	5 trains per hour	See below
Cambridge to Ely and Kings Lynn	1 stopping	2 stopping	Works at Ely to provide extra track capacity needed are planned to start in 2014.
Cambridge to Ely and Norwich	1 semi fast	2 semi fast	Services need to be specified in relevant franchise.

Figure 4.5. Future services enhancements sought.
(Not currently in rail industry plans)

Journey / corridor	Off peak service		Status of proposals with rail industry
	Current	Sought	
Cambridge to Ipswich	1 train per hour	2 trains per hour	Not currently planned. Passing loops or track doubling needed between Ely and Newmarket.
Cambridge to Ely and Peterborough	1 train per hour (Stansted Airport to Birmingham New Street semi fast)	2 trains per hour (2 semi fast)	Not currently planned. Options for additional hourly service covering both links include: Cambridge or Stansted Airport to Peterborough Birmingham New Street Nottingham
Cambridge to Audley End (Saffron Walden) and Stansted Airport	1 train per hour (Semi fast)	2 trains per hour (1 semi fast, 1 stopping)	Additional option for Stansted Airport only is to extend Norwich to Cambridge if
Cambridge to Bedford and Oxford (East West Rail)	-	2 or more trains per hour	Eastern (Bedford to Cambridge) sector is currently planned

Stopping – stops at every station in Cambridgeshire on the route

Semi fast – stops at limited numbers of Cambridgeshire stations on the route

Fast – non-stop between Cambridge and initial destination (train may be semi fast or slow over whole journey)

What's Been Achieved?

- This is the list of “planned rail service improvements” and “Future services enhancement sought” within the 2014 Transport Strategy.
- Every planned service has been achieved, and..
- With the confirmation about the East West Rail proceeding to Cambridge....
- Every future service enhancement has also been achieved.
- Plus a north Cambridge station, and
- A south Cambridge station.

What else did the 2014 Strategy include?

- **A new station at Addenbrooke's**
to serve the Cambridge Biomedical Campus will be investigated. Provision of a station would be likely to require track capacity upgrades between Cambridge Station and Shelford junction.
- **New stations at Cherry Hinton and / or Fulbourn**
could be provided. Line speed improvements would be likely to be needed between Cambridge and Ipswich to allow trains to stop without prejudicing the provision of the clock face timetable.
- **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. Guided Bus options on the corridor might also use the old rail alignment.
- **The East West Rail Consortium**
proposes to reopen the Varsity Line between Oxford and Cambridge. A number of options exist for the challenging central section of the route between Bedford and Cambridge. To the east of Cambridge, services would run on the existing rail network to Norwich and Ipswich. The delivery of the central section of East West Rail would further strengthen the case for investment on these routes. In December 2013, the Department for Transport confirmed its commitment to the creation of a new railway between Bedford and Cambridge.
- **The reinstatement of the west curve at Chippenham junction**
would allow for consideration of new service patterns into Cambridge from Ely, Newmarket and Soham.



Figure 4.8. Further opportunities for rail in the medium to longer term.



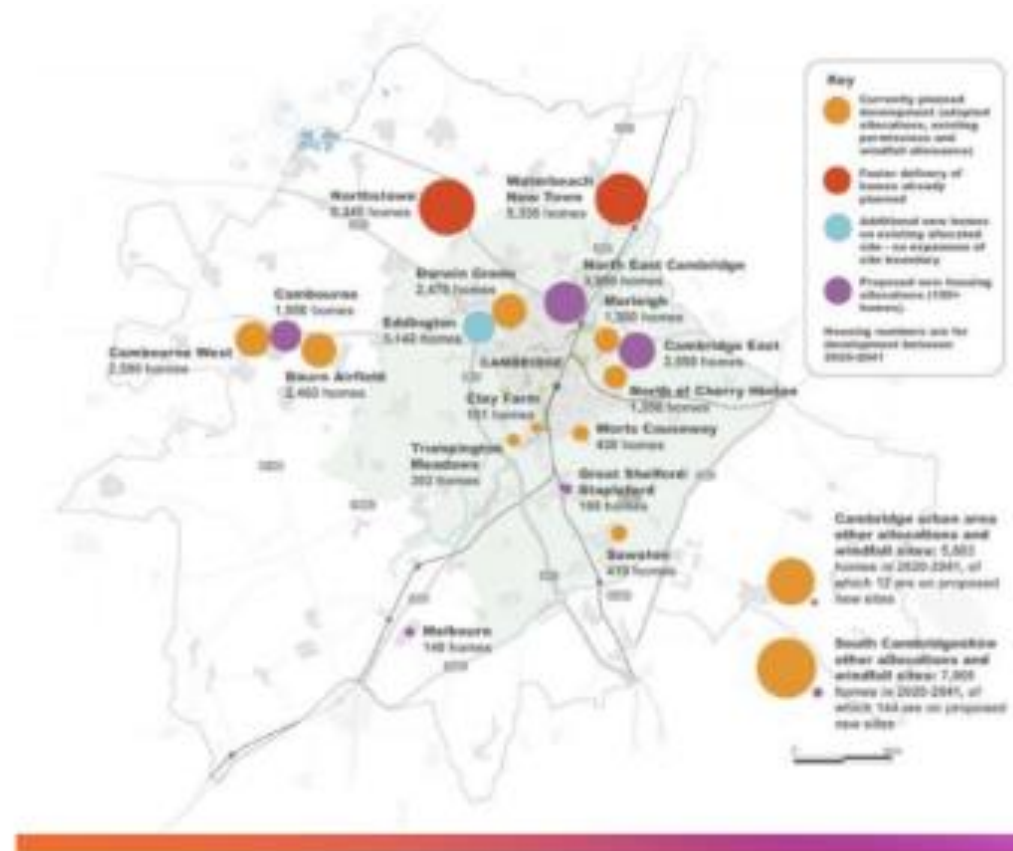
What might be coming?
Where might we go?

Complete the 2014
Strategy or be more
ambitious?

First Proposal of the Emerging Local Plan

For the First Proposals (or Regulation 18) consultation of the emerging local plan 44k homes and 15k jobs was included (as the medium scenario), and it was accepted and clearly stated that this was dependant on mitigation measures for over abstraction. The consultation took place between November and December 2021.

Note, that these figures include those already in the adopted local plan so are not new homes or jobs from now.



But then....



In January 2023, evidence was brought to Planning & Transport showing that there was a requirement for 52k homes and 66k jobs by 2041



On 28th September 2023, the GCP Board decided that the proposal for a Sustainable Transport Zone could not proceed. This was the key strategic intervention for reducing congestion in the city.



The biggest risks are:

A sustainable water supply.

A sustainable wastewater treatment system.

A sustainable transport system.

Sustainable capacity on the electricity grid network.

Correspondence

Appointment of Cambridge Growth Company Chair: Letter from Matthew Pennycook MP

Published 31 October 2024

Applies to England

Contents

Appointment of Cambridge Growth Company Chair

Annex A: Governance and expectations of the chair

 Print this page



of Essex, England

Peter Freeman is
Chair of the
Cambridge
Growth
Company

Appointment of Cambridge Growth Company Chair

Much of My Time is Focused on Transport

I believe that the core of a Transport Plan should concentrate on rail, which would act as a backbone for a strategy.

I believe that Cambridge should be in the centre of the transport map.

Travel to work areas matter more than administrative boundaries.



Keeping track of rail improvements

Journey / Corridor	Off peak service			Status of proposal with rail industry
	In 2014 Plan	Achieved	Planned	
Cambridge to Royston	4 trains per hour (2 fast, 2 stopping)	4 trains per hour	4 trains per hour	
Cambridge to London Kings Cross or London St Pancras	6 trains per hour	6 trains per hour	6 trains per hour	
Cambridge to London Kings Cross	2 fast	2 fast	2 fast, 2 stopping	
Cambridge to London St Pancras and Brighton	2 semi fast	2 semi fast	2 semi fast	
Cambridge to St Pancras and Maidstone East	2 stopping	not achieved	Abandoned	
Cambridge to Cambridge South	not in plan	Operational by 2025	Every train to stop at station	Under consultation with Great Northern, GA & XC
Cambridge to Ely	5 trains per hour			
Cambridge to Ely and Kings Lynn	2 stopping	2/hour to Ely, 1 to RL	2 /hour to RL	Ely Area Capacity Enhancements (EACE) first
Cambridge to Ely and Norwich	2 semi fast	1 semi fast	2 semi fast	EACE
Cambridge to Cambridge North	not in plan	Opened in 2017, 5/hr	6/hr inc Norwich train	Impacts on crossing
Cambridge to Waterbeach new	not in plan	is funded	Thameslink stopping turn back, all trains to stop (4 /hour)	Unknown
Cambridge to Bedford and Oxford (East West Rail)	not in plan	Gov funding, route known in May 2023	4/hr	Possible opening by 2030
Cambridge to Soham	not in plan	1 train every 2 hours, change at Ely	1 train/hr via Newmarket	depends West Curve (CPCA on business case)
Further future enhancements sought				
Journey / Corridor	In 2014 Plan	Achieved	Planned	Status of proposal with rail industry
East Cambridge station	not in plan	On GCP vision map, Labour manifesto	Double tracking restored, location and business case, inc DWR tumbuck	Yarrow Rd/Gazelle Way resolve 2 level crossings
New Waterbeach station	not in plan	Developer delivering + GCP funding	Being delivered	
Cambridge to Ipswich, via Newmarket	2 trains per hour	1 train per hour (stopping)	2 trains per hour inc 1 in EWR + 1/hr to Soham	Reliant on double track to Newmarket as NR Suffolk study
Cambridge to Ely and Peterborough	2 trains per hour (2 semi fast)	1 semi fast	2 per hour	Options to change at Ely

Cambridge to Cambridge North	not in plan	Opened in 2017, 5/hr	6/hr inc Norwich train	Impacts on crossing
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Cambridge to Ely and Peterborough	2 trains per hour (2 semi fast)	1 semi fast	2 per hour	Options to change at Ely
Cambridge North to London Liverpool St via Harlow	not in plan	Peak: 4 trains/ hour (2 fast, 2 stopping) Off peak 2 trains/hour (1 fast, 1 stopping)	Peak: 4 trains/ hour (2 fast, 2 stopping) Off peak 3 trains/hour (1 semi, 2 stopping)	
Cambridge to Audley End and Stansted Airport	2 trains per hour (1 semi fast, 1 stopping)	2 trains / hour but gaps in schedule	2 trains/hour (IC 1/hr, GA 1/hr) + running earlier and later	CPCA was in discussions with IC
New route to Wisbech	not in plan	CPCA looking at business plan, for tram/train	2 /hr to Cambridge	Dependant on EACE
New station at Alconbury	In 2024 Plan	???	EWR/Thameslink 2/hr change at St Neots	Critical for IA meetings, connection to CB via St Neots
New station at Wellesbourne/Genome campus	not in plan	Genome campus and v-pro	New campaign for major life science and new homes, inc to Stansted	Move Et Chesserford or new station?
Freight	In 2024 Plan	Achieved	Planned	Status of proposal with rail industry
Ely Area Capacity Enhancements (EACE)	In 2024	full business case, in RNEP (in Autumn statement)	Complete 2026/27 - major increase in freight from Ipswich/Felixstow	No diesel lorries or trains by 2040, immediately 5000 lorries off A14/day
East West Rail (EWR)	In 2024 as aspiration	final decision of route May 2023	back up 14/6day in 24 hr	Consider with EACE
Freight - micro-capacity	Promote for consideration for:			
Cambridge to Haverhill	not in plan			tram/train for goods
NEC last mile delivery centre	not in plan		Currently aggregate	Preserve existing terminal
Wisbech (Nestle pet food)	not in plan			tram/trains for goods Actively being considered by CPCA

Seeking more rail improvements

Including rail freight improvements

Cambridge to Audley End and Stansted Airport	2 trains per hour (1 semi fast, 1 stopping)	2 trains / hour but gaps in schedule	In 2024 as aspiration 1/hr, GA 1/hr) + running earlier and later	CPCA was in discussions with IC
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Map 5: Diagrammatic map of a future railway network

I'm interested in being more ambitious...



Thank you

katie.thornburrow@cambridge.gov.uk

Questions?



Guest Speaker 2

Cambridge Developments

Phil Hutchison
Govia Thameslink Railway (GTR)

Head of Strategic Planning



Note: his slides are not included in this slide set.

Railfuture East Anglia activities

Ian Couzens

Railfuture East Anglia Branch Chair



Update on Key Rail Projects

❑ East West Rail Development Consent Order (DCO) - Consultations

- Everyone encouraged to take part to support the scheme – closes 24 January 2025
 - St Neots Town FC - 7th January
 - Comberton Village Hall - 10th January
 - The Clayton Hotel, Cambridge - 18th January
 - St Andrews Church, Cherry Hinton - 21st January
- Railfuture has studied consultation documents, attended events, will discuss internally and then produce a national response (East Anglia, London & South East and Thames Valley branches) and circulate the draft to members for information before submitting it

❑ Ely Update

- Impact of 'Gemini Alliance' decision to switch from Felixstowe to another port
- Railfuture is supporting pressure put on government by politicians and others

❑ Wisbech line reopening

- Results of latest study have been released - slow progress to move it forward

Railfuture Public Meetings

- ❑ **22nd February 2025 AGM** Friends Meeting House, St.John's Street, **BURY ST EDMUNDS** IP33 1SJ

Confirmed Speaker: Mark Walker, CEO Cogitamus



- ❑ **Thursday 15th May 2025 – Mini Conference** Peterborough Museum, **PETERBOROUGH**
- ❑ **21st June 2025** St Mary at Stoke Hall, Stoke Street, **IPSWICH** IP2 8BX
- ❑ **28th August 2025** Friends Meeting House, 5 Upper Goat Lane, **NORWICH** NR2 1EW
- ❑ **6th December 2025** Signalbox Community Centre, Glenalmond Ave **CAMBRIDGE** CB2 8DB

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- ❑ **National AGM — 5th July 2025, NEWCASTLE**

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- Campaigning for a bigger, better railway
- Apply to join Railfuture today via the website
 - www.railfuture.org.uk/join/ - £20 per year (£14 for under 26s)
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- East Anglia X/Twitter: [@RailfutureEA](https://twitter.com/RailfutureEA)