



# Autumn Meeting

**Signal Box Community Centre  
Glenalmond Avenue, Cambridge**

**6<sup>th</sup> December 2025**

# Guest Speakers

Joined up thinking: The importance of integrated transport



**Jim Chisholm**

**Sarah Hughes**  
**Cambridgeshire Sustainable**  
**Travel Alliance**



# **Joined up thinking: The importance of integrated transport**

## **Jim Chisholm and Sarah Hughes**

- **Jim will talk a little about the theory, but with some stats**
- **Sarah will talk about the Cambridge Sustainable Travel Alliance**
- **Both have much relevance to other places in East Anglia such as Norwich, Ipswich, Peterborough, etc., and beyond**
- **Questions or both speakers will be taken at the end after both presentations**

## Integration or Silos?

- We need to better understand integration
  - Fewer motors benefits everyone
- Money saved would then be available for rail projects, etc.
  - More drivers converting to rail adds to rail revenue
- Walking, cycling and buses/trams benefit from integration
  - Improving those modes benefits far more than just 'last mile' trips to/from stations
- Not to mention our health AND the planet
  - That probably gives the largest benefits but is most difficult to measure

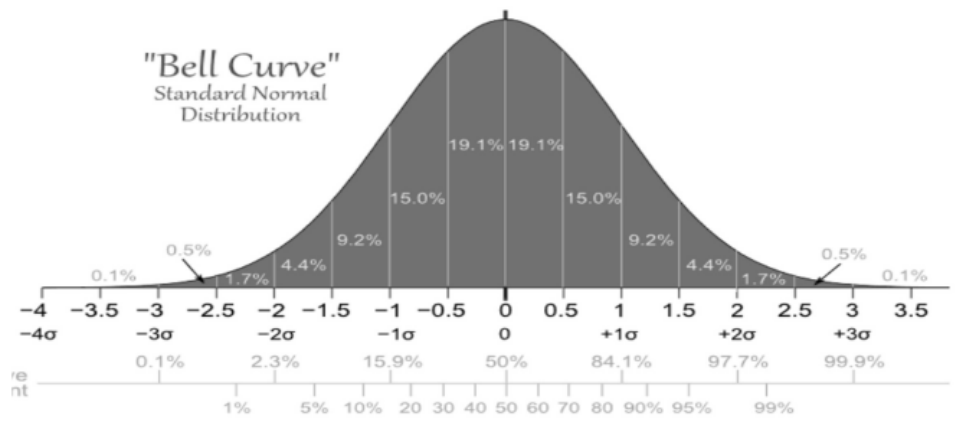
# Some Examples

- Banbury station (2013): an MSCP cost an estimated £10 million for 600 spaces
  - Could that sum have been better spent on walking, cycling and buses?
- Surbiton station (2005): A TfL study was made of additional cycling spaces (2005)
  - 1 in 4 new users had previously driven
  - Space for a single car makes 8 cycle spaces
- Tilehurst station (1970s): Buses started running from Tilehurst (a good mile)
  - But 80% of users had previously walked to the station!

# The Utter Reliability of Walking and Cycling

- Transport Assessment for a Cambridge 'fringe' development assumed that NO ONE would cycle 3 miles to the station
  - Because the average time by car was 'quicker'

## A 'normal' distribution



Who would want to miss their train 50% of the time?

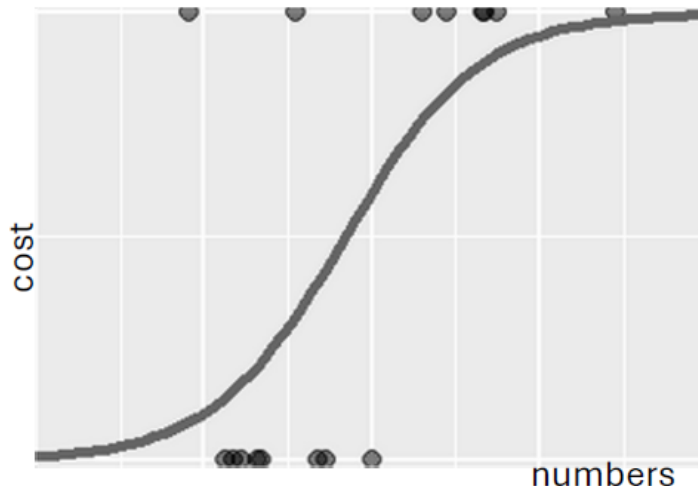
It's worse as the actual distribution is skewed!

# The perceived cost of Interchange

- How much more would you pay for a through train?
- Or to have a direct bus 'across' town?
- How easily can the ordinary mortal plan a multi-mode trip?
- How much is the surety of a parking space worth?
- In '70s at TRRL, we had ideas for some practical experiments, but funding methods changed !
- See for example, TRRL LR830: by Malcom Pickett(1978)
  - 'some benefits of an integrated public transport travel information system'

# Propensity to Change

- This is the best graph of the concept I could find:



This suggests the cost of changing an individual's choice.

On the LHS it doesn't need much money to change an individual decision, but the cost of persuading some SUV drivers not to drive a half mile trip may be huge!

When moving job/house our 'propensity to change' mode will be good  
That needs to be targeted

**The opening of Cambridge South station brings a huge, not to be missed opportunity**



## A 'No cycling' day...

On a congested road network, a 10% reduction in motor vehicles leads to around a 30% reduction in delays.

This is what I call the 'Half Term Effect'

It is predicted by 'Queuing Theory'

In a Queue if a driver 'stalls' that delay will be propagated down the queue

Similarly the 'external' cost of every extra motor vehicle is huge when compared to 'marginal' cost for the vehicle owner

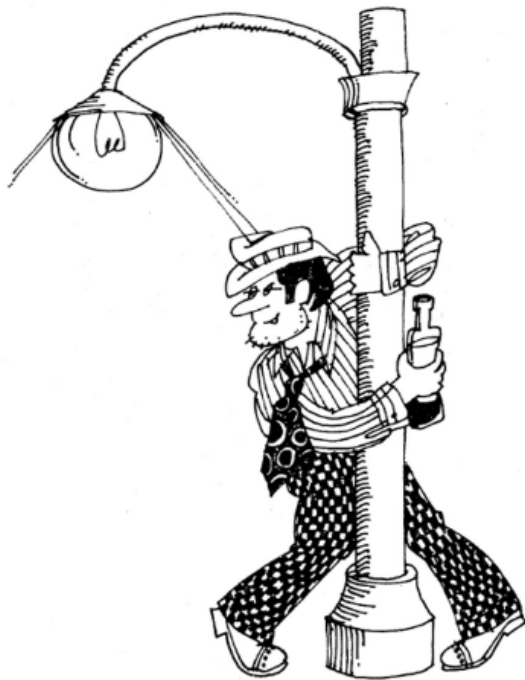
- For public transport (& cycling) the reverse is true. So every driver who converts to cycling, public transport or walking 'saves' both time and money, even for those who still drive.

I wrote about this in 1998, and suggested that 'one day' all those in Cambridge who had a car but cycled to work should drive. The increased congestion would demonstrate the benefits of more 'sustainable' modes.

# What about NEETs?

- Young people (16-24?) **N**ot in **E**mployment, **E**ducation or **T**raining
  - That's half a million in UK
- Cambridge Regional College has 11,000 'learners' from as far as King's Lynn & Harlow
  - Many such 16+ learners still lack the confidence to travel independently
  - Hence CRC has a network of special buses
- Travel budgets for Schools/Colleges use money that might be better used to support public transport generally
  - Parents ferrying students to school, reduces the ability of children to travel independently
- Crack those, then integrating other 'private' buses into our 'public' transport should be easy
  - Granta Park, ARM, Genome Campus, Landbeach, and more, offer such services

# Lies, damn lies and Statistics



- *“It has been said that many people use statistics in the same way as a drunk uses a lamp post. More for support than illumination”*
- My figures won’t be ‘right’, but hope they are ‘best estimates’ to illuminate my case

# I haven't mentioned 'Freight'

- I turned down a job at infant Freightliner in 1969
  - But worked in Freight Division at then TRL for a while
  - An Aggregates study (mid 70s) helped with a rail-based aggregates distribution model
- Aren't we missing opportunities with Express Parcels?
  - 'Varamis' struggling?
  - West Highland line opportunities to Oban and Fort William

# The Tragedy of the Commons

- This is where, if we are ‘selfish’ about a shared resource and fight for our perceived individual gain, it can mean we are all worse off!
- Van drivers strongly opposed the London Congestion charge, yet because of the much reduced congestion, they made some of the biggest gains.
- With many Park & Ride sites it is ‘too easy’ for those with ‘car access’ to drive. This ‘abstracts’ many customers from regular service buses, hence buses are ‘reduced’.
  - Those without ‘car access’, such as young, old, and poor, are then left without adequate public transport

# Silo Mentality?

- We've friends in Freiburg, where buses, trams & trains seem well integrated
  - Most rural buses start from tram termini on the edge of the City
  - The public transport, is so good that few taxis are needed at the main railway station.
  - Cycle routes are good, but tram lines are a safety issue..
- I asked our friends, via Teams, 'What's the equivalent of Silo mentality in German'. It is a rather longer word: "*Kirchturmdenken*"
- City/County Officers & Councillors visited Freiburg before the planning of some major fringe developments for Cambridge
- Over to Sarah...
  - We'll take questions jointly



**Sarah Hughes**

## Joined-up thinking

The importance of integrated transport

**Jim Chisholm &  
Sarah Hughes**



***East Anglia***

6th December 2025

***railfuture***

## What is Cambridgeshire Sustainable Travel Alliance?

### Founder members:



*“To unite and inspire people in Cambridgeshire working for a transport network that protects our future and offers genuine choice”*

### Funded by:



### Also part of:





## Travel Alliance member organisations



**Outspoken!**  
Cycles



Campaign for  
Better Transport



Cam Vale  
Bus User Group



Connect  
Cambridge



Ely Cycling  
Campaign



A10 Corridor  
Cycling  
Campaign

CNC Carbon  
Neutral  
Cambridge

we are  
cycling  
UK

Cambridgeshire Families  
for Sustainable Travel

100 years of social cycling 1921-2021  
**CTC Cambridge**  
Part of Cycling UK

**ELECTRIC BIKE SALES**  
EST. 2005

**railfuture**

Hunts Walking and Cycling  
Group

CAMBRIDGE  
ELECTRIC  
TRANSPORT



St Ives  
**eco action**

**voi.**



**East Cambs**  
Climate Action Network

**Outspoken!**  
Training

sustrans



## Founded in response to proposals for a Cambridge road charge



### 'Let's find a better way of life for the next generation'

**Peter Edwards, 32**

- **Who do you live with?** My husband.
- **Occupation:** Primary school teacher.
- **Why do you support the zone?** I want to have hope for a better city

people of all abilities to get about, it would give children much more freedom and independence (because streets wouldn't just be dangerous places for cars) – and there would be environmental benefits too.

■ **What would you say to people who oppose the zone?** I think there are lots of good reasons to oppose the zone in the form it has been presented at the moment – in fact, the current proposal may not be the best



### Past campaigns: Bus franchising, East West Rail, Elections



#### Ten benefits of bus franchising for Cambridgeshire and Peterborough

15 September 2024

[Read More](#)



#### East West Rail will open up opportunities for young people in Cambridgeshire

15 January 2025

[Read More](#)



## Current campaigns: Tiger Pass; Transport fit for the future of Cambs



**The Combined Authority should maintain  
£1 bus fares for all Under 25s**



### Six steps to improve transport in the Cambridge area

23 July 2025

[Read More](#)

## Integrated transport - some inspiration from the Netherlands



### Driebergen-Zeist

*"This Train Station Has No Business Being This Good" (Not Just Bikes)*

Watch on: <https://youtu.be/HACaRm2KP6Q>

### OV-fiets: 'Public transport bicycles'

*"Cycling is an essential part of a successful public transport system" (Roland Kager)*



**Replicating infrastructure/services delivered in Cambridge elsewhere**

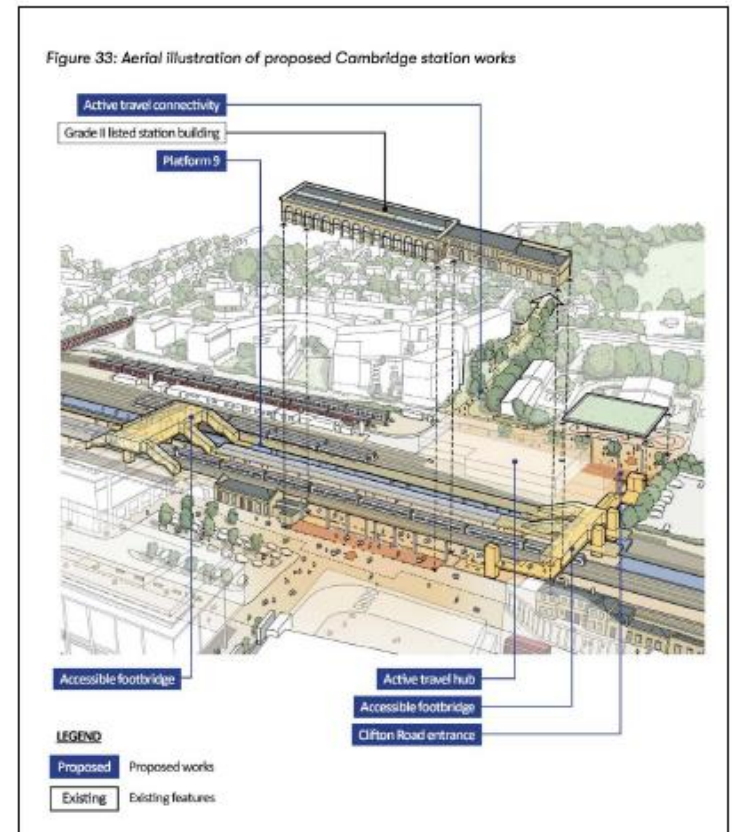




### Leveraging opportunities associated with the Local Plan, East West Rail and plans to grow Cambridge

***“There’s not a single piece of high-quality cycling infrastructure in Cambourne.”***

Josh Grantham, Infrastructure Campaigner, Camcycle



## What should the GCTS say about integrated transport?



C > News > Cambridge News > Cambridge

### Fears over 'dangerous' lack of pedestrian crossings at Cambridge bus station

One mum said she worried about the risks for the elderly,





**Sarah Hughes**



**Sarah Hughes, Campaign Officer**  
**sarah@cambstravelalliance.org**

**[cambstravelalliance.org](http://cambstravelalliance.org)**

# Railfuture East Anglia activities (since summer 2025)

**Ian Couzens**

Railfuture East Anglia Branch Chair



# Transport East 'Future of Rail in the East'

Colchester Town Hall 20<sup>th</sup> November (Railfuture East Anglia out in force!)



*Phil Smart, Ian Couzens and Peter Wakefield of Railfuture East Anglia branch all pictured, above*

*Pam Cox MP backing the rail link between Stansted and Braintree*

*All photos credit Transport East Website*



# Transport East 'Future of Rail in the East'

Transport East launched its case for investment in the Eastern Section of East West Rail (document dated July 2025)

An event took place at Newmarket Horse Racing Museum 19<sup>th</sup> September 2025

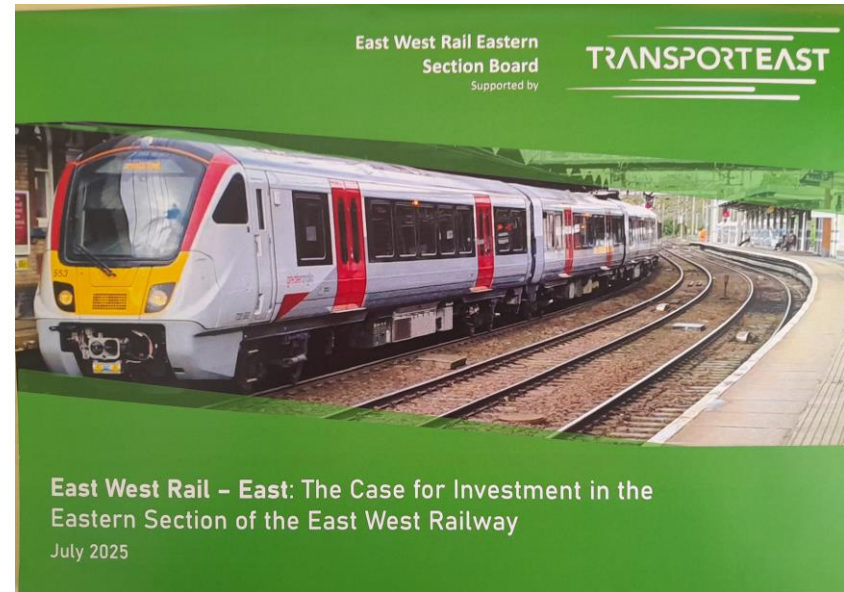


Photo credit Transport East Website

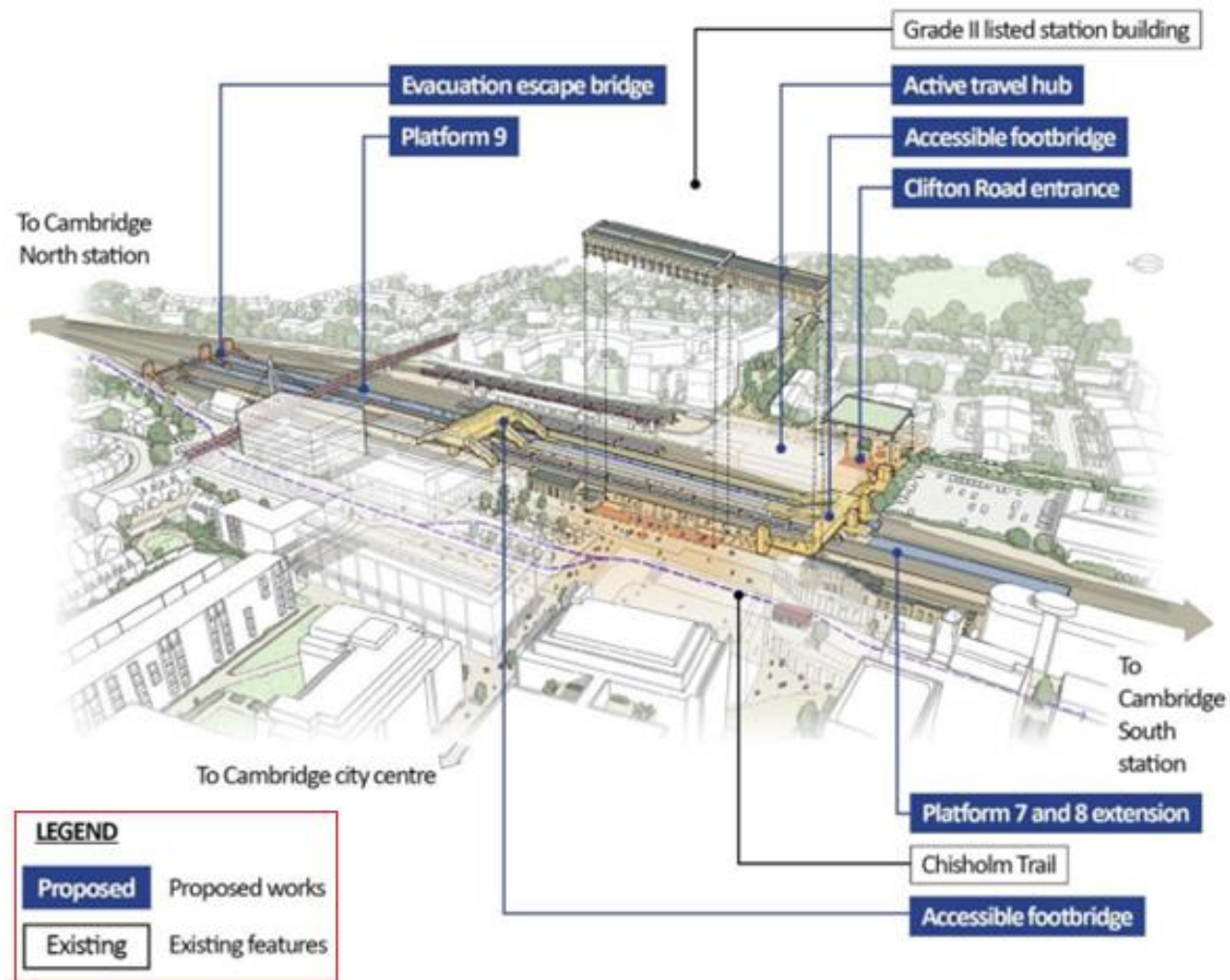
# What's been happening in East Anglia (cont.)

- East West Rail Co. – Latest Publication ‘You Said We Did’
- Marston Vale Line – four new stations to replace nine
- Station at Bedford St. John's relocated near hospital
- Tempsford / St. Neots interchange is still unclear
- ‘Discontinuous’ electrification proposed on cost grounds
- New and extended platforms at Cambridge
- Cambridge station gets an eastern entrance
- New ‘Cambridge East’ station (subject to developer funding)
- Yet more (non-statutory) consultation in 2026!

# East West Rail proposals

## Expanded Cambridge 'Central' station

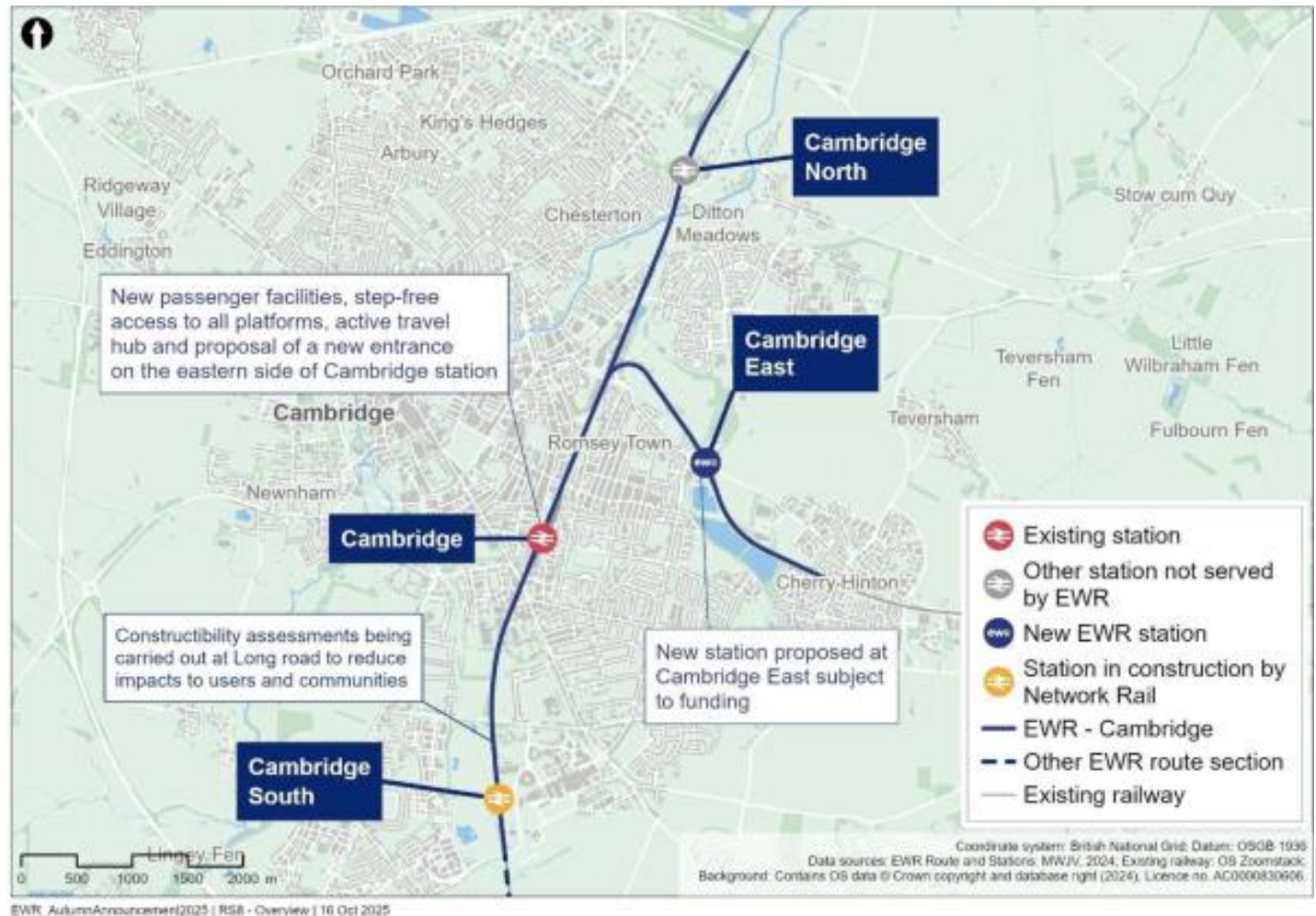
Diagram (revised since consultation) now refers to the 'Clifton Road entrance' (i.e. the 'eastern entrance' that Railfuture has long wanted and campaigned for)





# East West Rail proposals

New Cambridge East Station (indicative location)



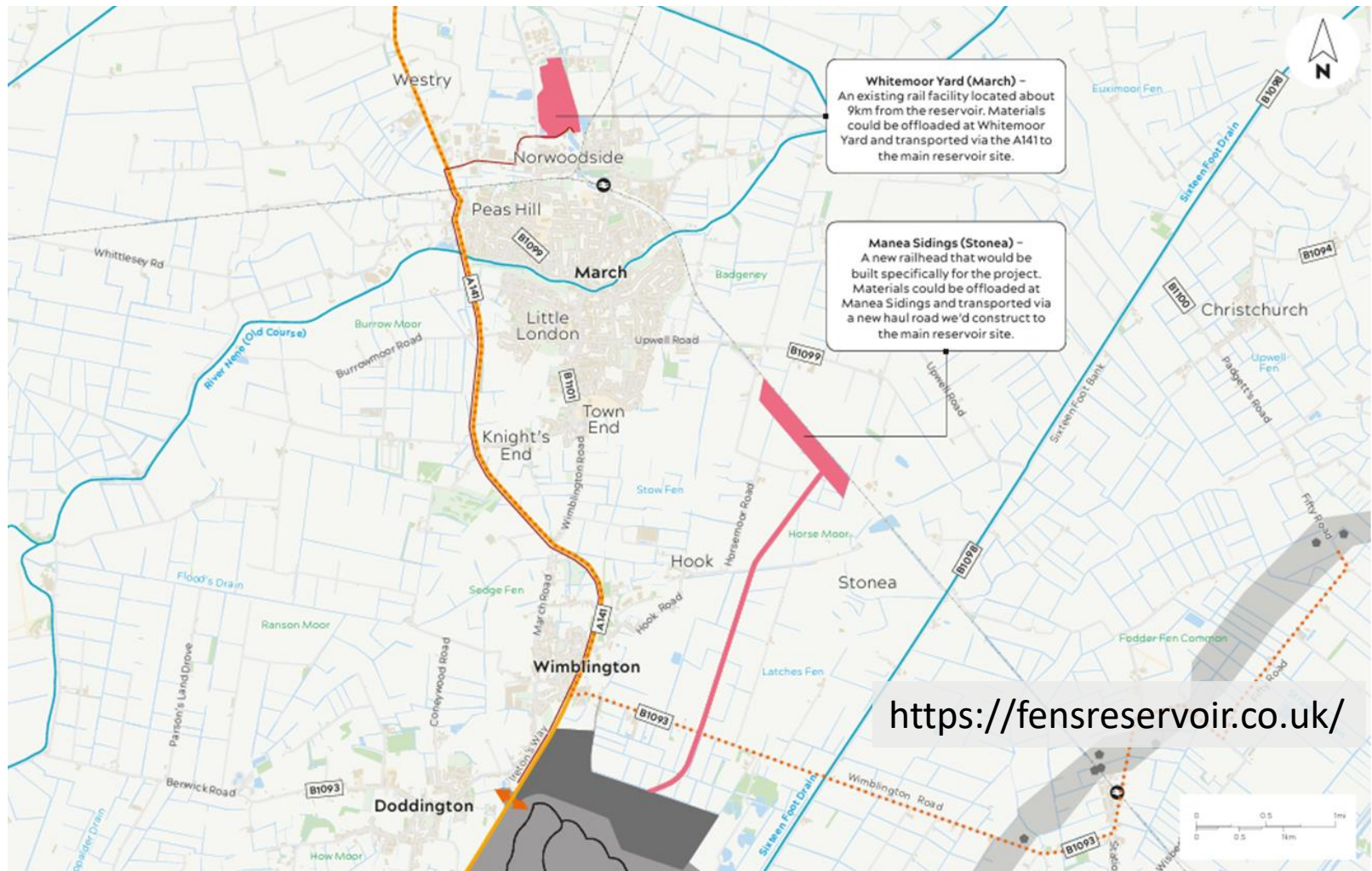
# What's been happening in East Anglia (cont.)

- Railfuture has started preparing for the Mayoral Combined Authority elections 2027 (delayed from 2026)
- Establishment of 'Anglia Railway' (GBR)
- Railfuture meeting with Paul Bristow Mayor C&PCA
  - And follow up 'Greater Cambridge Strategy' meeting
- Railfuture meeting Peter Freeman Cambridge Growth Co.
- Waterbeach 'closure' consultation expected in 2026
- Rail 200 train in Cambridge from 31 Jan – 1 Feb 2026
  - Railfuture will have a presence in the fourth carriage (platform 3)
- Possible railfreight opportunity (Chatteris Reservoir)



# What's been happening in East Anglia (cont.)

## Anglian Water 'Fens Reservoir' – a rail freight opportunity?



# Railfuture activities in 2026

## ■ RAIL EAST (deadline 23<sup>rd</sup> January 2026 for issue 209)

□ See <https://www.railfuture.org.uk/east/rail-east/covers/>

## ■ Railfuture National Update

□ AGM 4<sup>th</sup> July 2026 Birmingham

- Latest two tram extensions will have opened by then
- Camp Hill line (with three new stations) should also have opened

□ Railfuture 'Parliamentary Reception' February 2026 (for GBR)

□ *Railwatch* arrived late - distribution issues being resolved after supplier went bust (it is a complex process – involves envelopes, cover sheets, Mailsort, Westminster and Overseas)

□ Possible creation of CEO position to support National Chair

# Railfuture activities in 2026

- Dates of future meetings

**28<sup>th</sup> February 2026 AGM** Friends Meeting House, St. John's Street, **BURY ST EDMUNDS IP33 1SJ**

**Guest Speaker**

Martin Beable MD Greater Anglia

**13<sup>th</sup> June 2026** St Mary at Stoke Hall, Stoke Street, **IPSWICH IP2 8BX**



# Join Railfuture

- A voice for rail users and rail supporters
- Campaigning for a bigger, better railway
- Apply to join Railfuture today via the website
  - [www.railfuture.org.uk/join/](http://www.railfuture.org.uk/join/) - £20 per year (£14 for under 26s)
  - Pay using credit/debit card or PayPal account using the PayPal website
  - New 'paperless' option for just £10 a year – paying by direct debit only
  - You will receive quarterly national Railwatch magazine and branch newsletter
- Follow Railfuture on social media (@Railfuture)
- East Anglia X/Twitter: [@RailfutureEA](https://twitter.com/RailfutureEA)