

Oxford to Cambridge and more

The objective is to open a railway from Oxford to Cambridge. The new train service would:

- Directly link Oxford, Bicester, Aylesbury, Milton Keynes, Bedford and Cambridge.
- Incorporate existing services Oxford / Bicester and Bletchley / Bedford.
- Easily be extended to Swindon, Ipswich and Norwich using existing lines and stations.
- Make use of existing rail routes that need rebuilding between Bicester, Aylesbury and Milton Keynes.
- Allow easy east – west journeys without the hassle of crossing central London.

The project seeks to restore the disused and missing sections to a continuous route linking the fastest growing communities in the country.

A vital missing section is to the east of Bedford – the ‘Bedfordshire Gap’ - about 10 miles between existing rail lines.

Why should we build the line?

- To give our growing population greater mobility without causing road congestion.
- To provide those without a car with fast and comfortable transport.
- To promote the region – encourage inward investment from industry and tourism.
- To make sure that, where new settlements are built in the region, that most of their people will use trains instead of adding to the traffic on the roads.
- Because new roads are often poor value for money – a new dual carriageway costs about £40 million per mile but becomes congested within a few years.
- Because new roads also take double the amount of countryside of a railway of the same capacity and cause three times the pollution (see www.transportdirect.info).
- Because it will provide an alternative route for passengers and freight that currently runs via London.

In short, it will improve our quality of life, sustainability and the economy, across the region.

The story so far

- At the end of 1967, the last train runs from Oxford to Cambridge.
- 1987 - trains re-start between Oxford and Bicester.
- 1995 - Railfuture publishes a pamphlet that galvanises the local authorities along the route into creating the East West Rail Consortium (EWRC).
- 1995 - most district and county councils across the region join and provide democratic support for the project.
- 1997 – a study of the Bedford – Cambridge section shows that its re-opening is fully viable.
- 2000 – a new hourly Norwich to Cambridge service exceeds expectations and in 2007 carries 700,000 passengers.
- 2000 - 2008 - the EWRC establishes project costs and forecast passenger usage, concentrating on the Western Section: Aylesbury and Oxford to Milton Keynes and Bedford.
- 2006 - the Bedford – Bletchley line is upgraded to modern standards.
- 2008 - 2011 – the EWRC develops and publishes a business case proving that a service over the Western Section has a benefit/cost ratio of 6.3 – very favourable.
- 2012 – Go ahead for the Oxford / Aylesbury–Bedford Western section including electrification.
- 2017 is now the planned date for the first Western section trains.

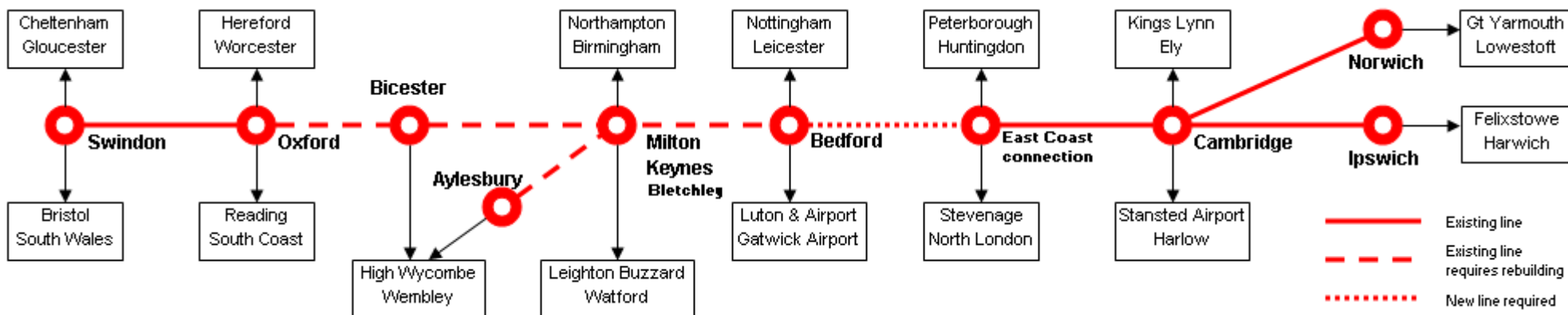
Journey times

Here are some predicted journey times for the new line:

Cambridge to Oxford	75 mins
Milton Keynes to Oxford	40 mins
Aylesbury to Milton Keynes	33 mins
Bedford to Norwich	110 mins

Compare these times with how long it takes to drive!

Oxford – Cambridge routes and connections map only stations with interchanges with other lines are shown



Railfuture's vision

An express railway that crosses the region at 100mph: a showcase for 21st century sustainable transport

- Express trains linking the major cities and towns.
- Stations with good local bus connections and easy walking and cycling access.
- Trains with plenty of space for luggage, cycles, prams and wheelchairs.
- Excellent connections throughout the region.
- Freight trains to remove lorries off the roads and free up rail capacity around London.

Our top priorities

- Ensure that the Western Section project keeps to schedule and is opened on time in 2017.
- Key route options between Bedford and Cambridge are safeguarded from development and that the route from Cambridge and Bedford is selected by a professional process and shown in Local Plans.
- Ensure the redevelopment of Bedford station provides adequate platform space for the new service.

Barriers to progress

- Planning issues could slow or cut-back the project. Promoters may fail to agree compensation with legal objectors in time.
- The Bedford to Cambridge section is said to be 'unaffordable' even though many millions have been spent on road and bus projects.
- Some existing but disused sections are unprotected from development.
- Network Rail may not have enough engineering resources to deliver on time.

Railfuture urges Network Rail, Local Enterprise Partnerships, local authorities, and the EWRC to work together on the Bedford to Cambridge section for opening in 2021.

www.railfuture.org.uk/ox-cam

How you can help

- People power is needed to exert itself and insist that the Oxford-Cambridge Line be restored including a new link across Bedfordshire.
- Past governments destroyed the line but local people, businesses and politicians can restore it.

Please support our campaign by visiting our website and registering your support

www.railfuture.org.uk/ox-cam

There is no charge and we do not ask for a donation.

You can also help by contacting your MP. You can find out their email and postal address from

www.parliament.uk

just scroll down and enter your postcode.

From this.....To this



▲ In Wales and Scotland miles of new / restored railway has been built or recently approved. Why not in England?

Why not join Railfuture? Go to www.railfuture.org.uk and click on Join Railfuture; or write to the address below.

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Registered Office: 24 Chedworth Place, Tattingsstone, Suffolk, IP9 2ND.

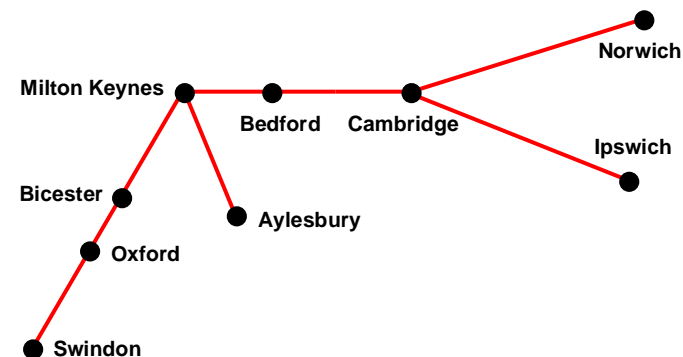
Rf/EAB Jan 2013

railfuture

Oxford – Cambridge

Join our campaign for a 100 mph Oxford – Cambridge rail link

Fast train services will connect Swindon, Oxford, Bicester, Aylesbury, Milton Keynes, Bedford, Cambridge, Ipswich and Norwich.



July 2012 – Go ahead for Oxford to Bedford – next stop Cambridge!

www.railfuture.org.uk/ox-cam