

Cambridge Metro: Delivering an urban rail scheme for the Cambridge City Deal

Cambridge Metro

Railfuture East Anglia proposed how the railway network can make a major contribution to the Cambridge City Deal transport requirements of linking people with employment in the Greater Cambridge area, and allow the City Deal funding to be focused on supporting this network rather than competing with it: www.railfuture.org.uk/East+Anglia+Cambridge+City+Deal

In many cases the solution to congestion on transport corridors is to get more people onto the rail network. The Stevenage, Letchworth, Royston, Cambridge corridor is currently serviced by a half hourly 4 carriage service which is packed to standing at peak time, and from Newmarket there is a train at 07:52 followed by an hour and half gap. Making these services considerably more attractive would be a relatively easy task, and in the case of the Royston corridor is already on its way with the Thameslink upgrade with new trains and services by 2018.

A number of major enhancements to the rail network are already underway, with more just needing to be driven from practical aspirations, in a number of local and national plans, through to completion.

Together these schemes can deliver a 'Cambridge Metro' serving almost every area of major employment in the area, with the following characteristics:

- At least 4 trains an hour on lines into Cambridge, or at least 3 in the case of Newmarket
- The whole network electrified and served by trains of 4 carriages or longer
- Major hub stations with a full set of facilities; parking, safe cycling and walking routes, cycle parking, bus interchange, staffed, fully accessible, with refreshments or a shop
- All other stations with a subset of these facilities; parking, safe cycling and walking routes, cycle parking, fully accessible

The extent of the potential network is shown in **Figure 1**, with lines in red served by Metro frequencies of trains at least every 15 mins to 20 mins.

Figure 2 shows the Cambridge City Deal map showing areas major employment growth, and places which are accessible within a 20 minute walk of the railway network (in orange) or in the case of North West Cambridge via the congestion free western orbital bus link linked to the railway at Science Park (in purple) and potentially also to Trumpington and Addenbrooke's.

A recent survey found that 50% of people travelling to or from Cambridge railway station walk there so the 20 minute walk to the City Centre is something many people are linking to their rail journey. However, there is clearly also scope for journeys further than this by bus and cycle if high quality facilities can be provided. **Figure 3** shows access to the rail network (or St Ives Busway) assuming 15 minutes of cycling along high quality direct cycle links. This covers every single work location identified in the City Deal plan.

This document looks in detail at the current status of the rail developments which form this proposal, which range from projects which are currently being implemented, to those which are identified in

the local transport plan or are considered deliverable by Railfuture East Anglia. These are shown in **Figure 4** with potential service frequencies being shown in **Figure 5**. The service frequencies envisaged by Cambridgeshire County Council in their Local Transport Plan are shown in **Figure 6** and these are broadly similar, although they don't identify the Newmarket Corridor as deserving such a frequency of service.

The following schemes are included in Railfuture East Anglia's initial Cambridge Metro proposal.

Line openings:

- Wisbech
- East West Rail (and stations depending on the route chosen)
- Haverhill (and stations at Sawston, Granta Park and Linton)

Station openings on existing lines:

- Soham
- Fulbourn
- Cherry Hinton
- Coldhams Lane
- Addenbrookes
- Science Park
- Waterbeach Barracks

Station on new line:

- Cambourne/Bourn (including Park and Ride)

Metro level train services (at least every 15 to 20 mins and at least 4 carriages):

- Ely corridor
- Newmarket corridor
- Stansted / Audley End corridor
- Royston/Letchworth/Kings Cross corridor

Enhancements to existing stations for consistent urban metro experience. Major hub stations require parking, safe cycling and walking routes, cycle parking, bus interchange, staffed, fully accessible, with refreshments and shops. The following is a list of the stations in Cambridgeshire or within 20 minutes of Cambridge which have an annual footfall greater than 200,000.

Station	Annual footfall (2014)	Daily footfall	Staffed
Cambridge	9,824,859	26,900	7 days
Ely	1,976,134	5,400	7 days
Royston	1,300,508	3,600	7 days
Audley End	838,804	2,300	7 days
Whittlesford Parkway	431,544	1,200	Mon to Sat
March	357,864	1,000	Mon to Sat
Waterbeach	344,722	900	No
Newmarket	285,062	800	No

Meldreth	243,646	700	Mon to Sat
Littleport	225,024	600	No

Other stations require parking, safe cycling and walking routes, cycle parking, fully accessible.

These schemes are detailed at the end of this document with their potential contribution to the City Deal's transport objectives mentioned. This does not necessarily mean that City Deal funding would be required, only that the plans and infrastructure should be supportive rather than competing with these.

This document is a developing set of ideas and information and will be updated as appropriate.

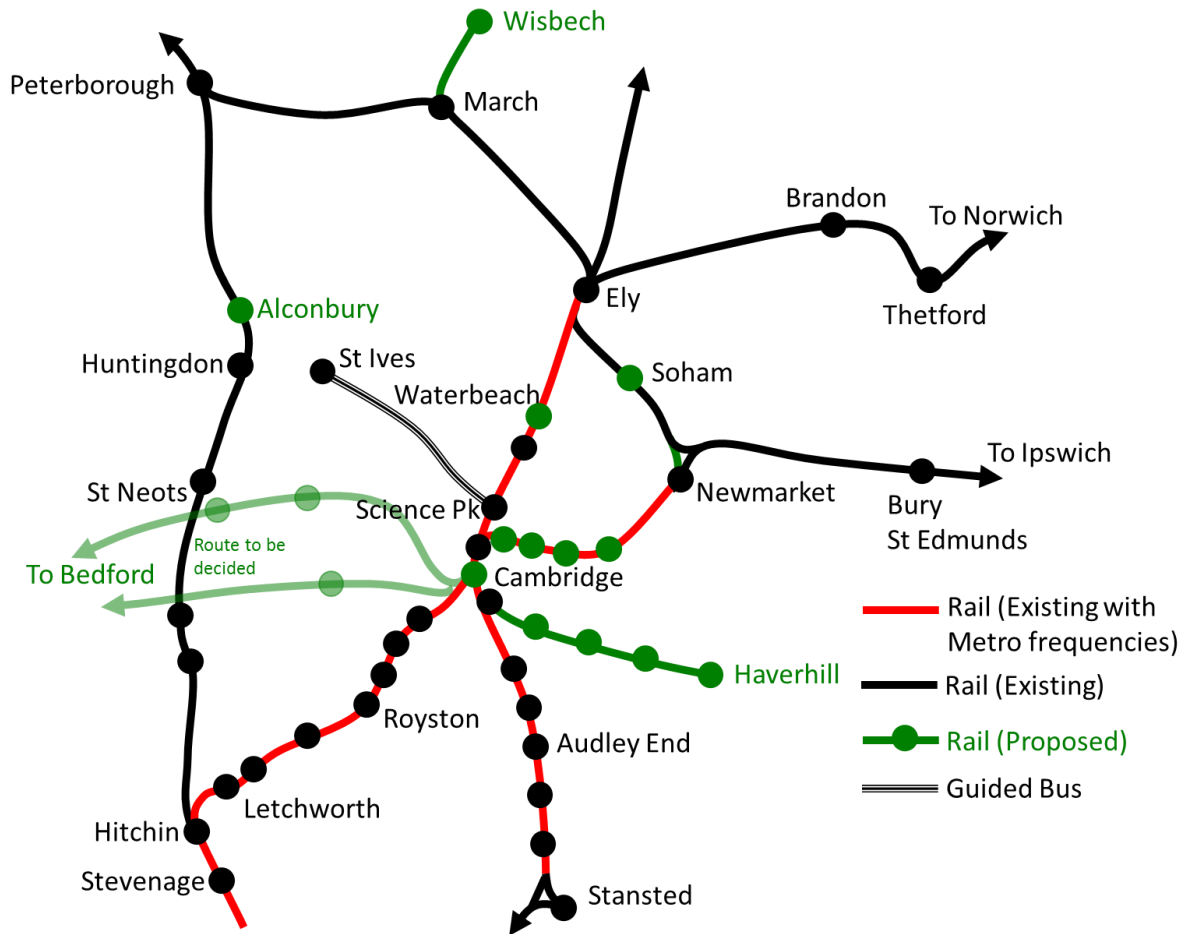


Figure 1: Cambridgeshire Railway Network



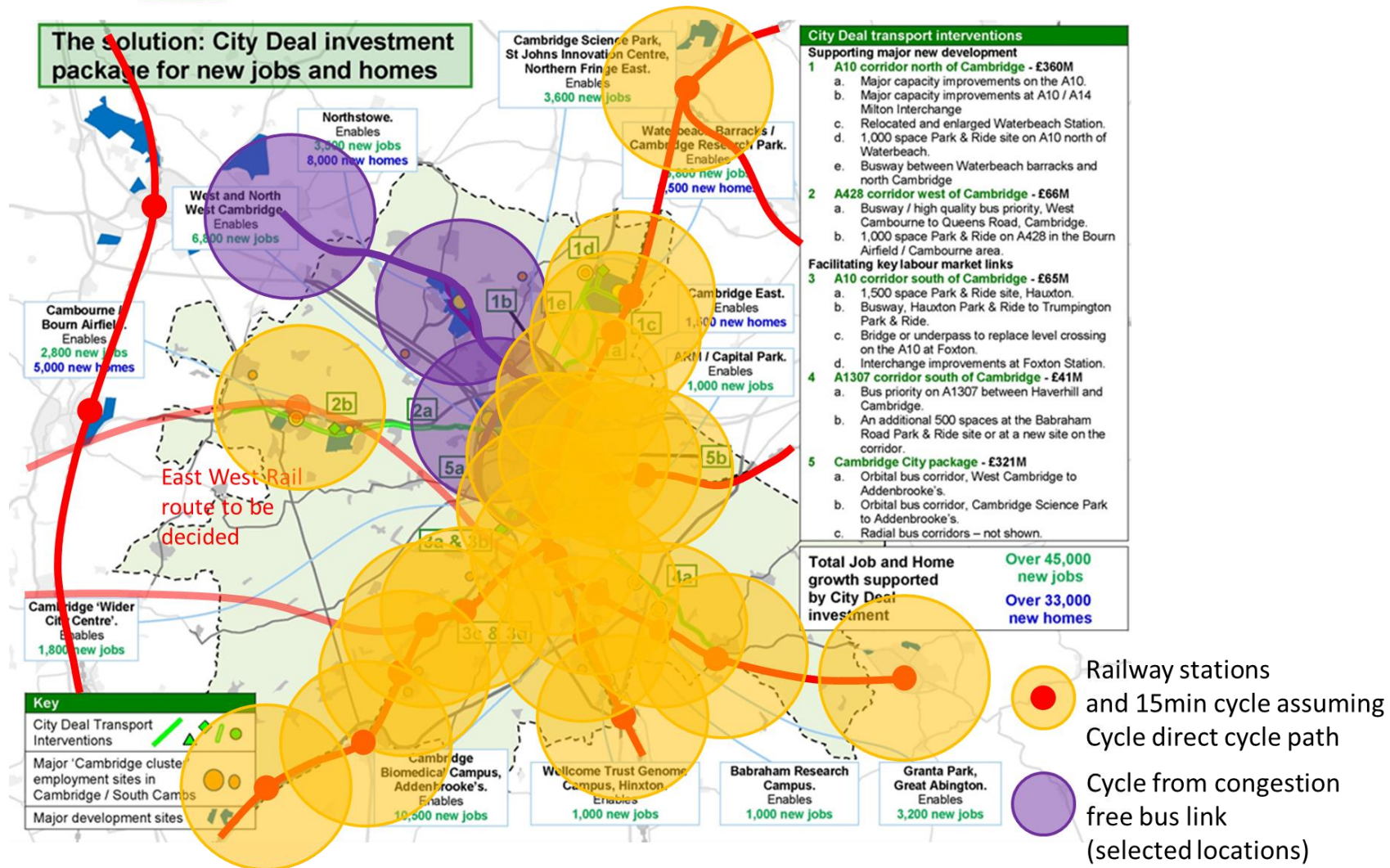


Figure 3: Railway stations and access within a 15 minute cycle ride (assuming a direct route)

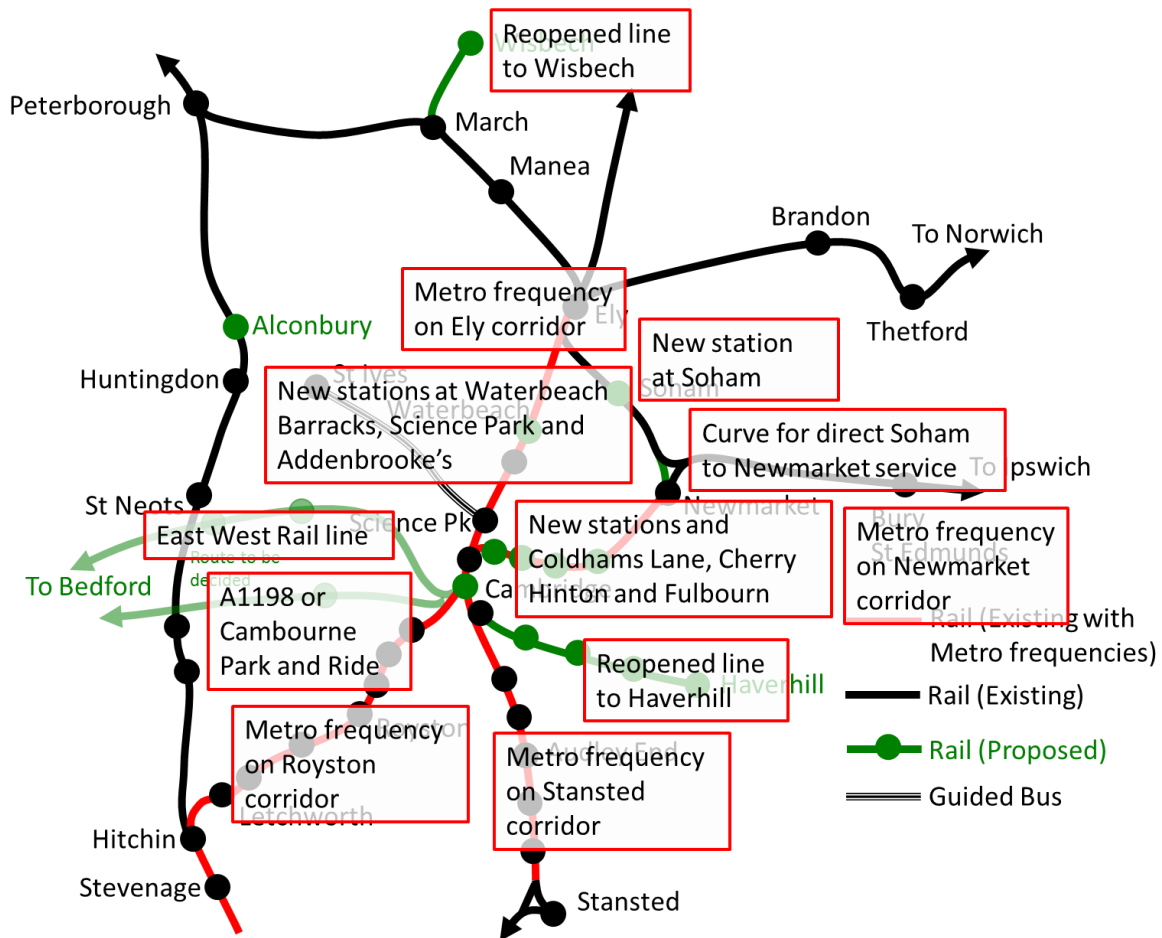


Figure 4: Rail developments for Cambridge Metro urban rail

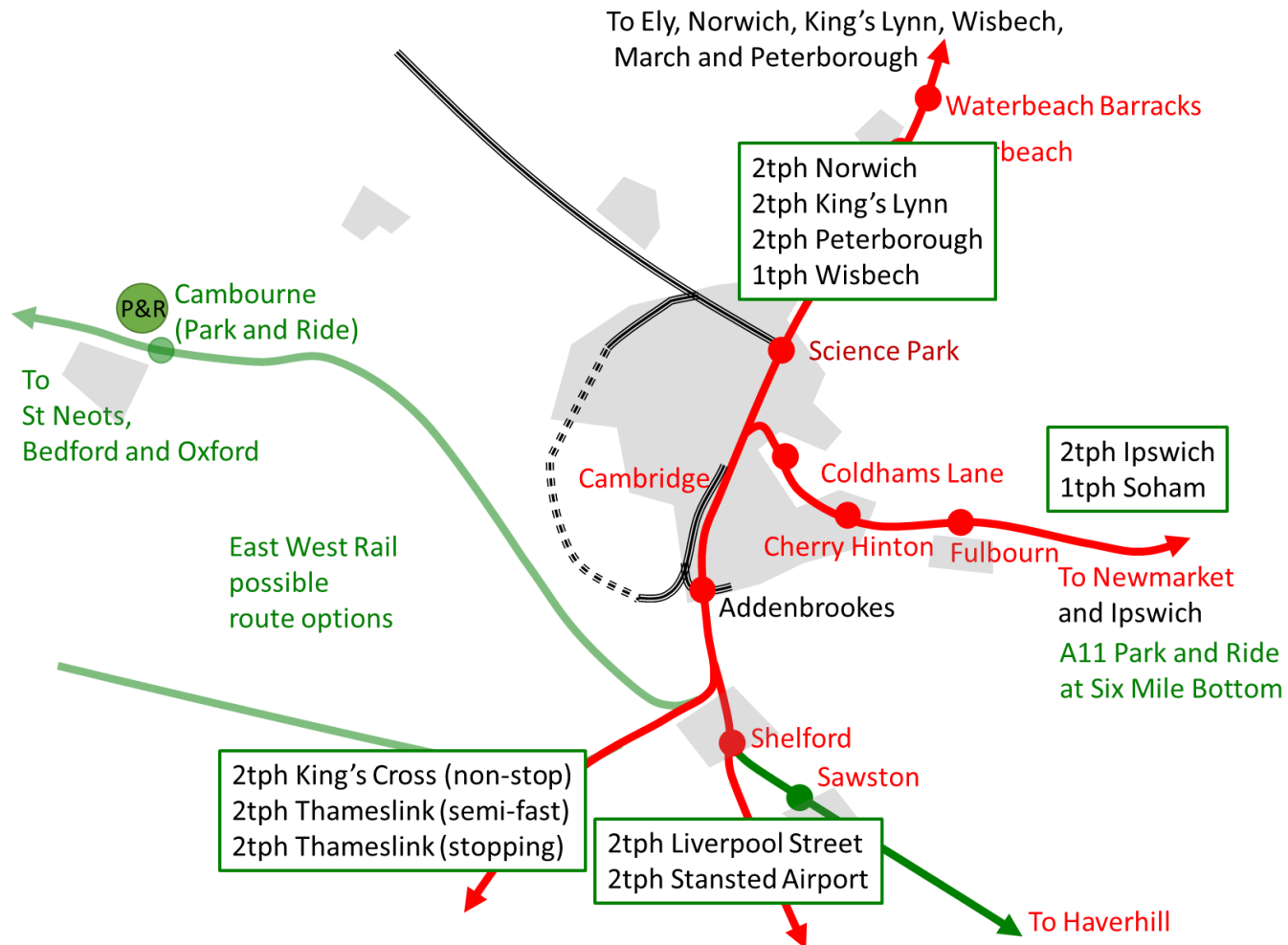


Figure 5: Rail service frequencies

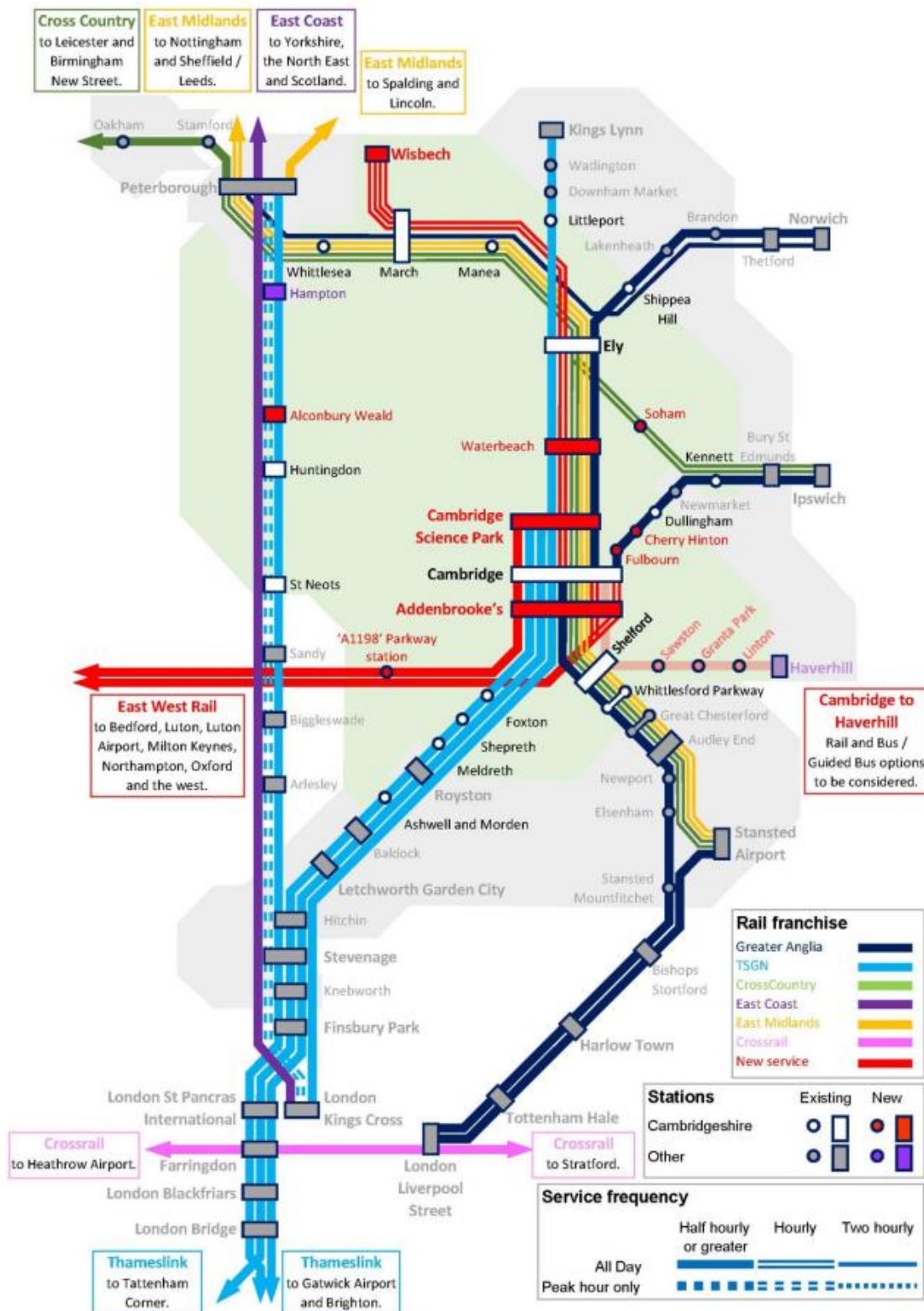


Figure 6: Cambridgeshire County Council Local Transport Plan

Line openings

A new local line or line reopening could be achieved through the following steps.

Local desire (through council and/or campaign group) to reopen the line.

Council commissions a studies to show:

- the line is viable to operate
- viable to construct
- its benefits

If these are positive (particularly if there is a Benefit to Cost Ratio (BCR) of 2 or more) extra funding will be required to push the scheme through Network Rail's GRIP process: <http://www.networkrail.co.uk/aspx/4171.aspx>

The initial study stages can come from the council's own funds, or funding through LEPs, then from national funds as the scheme proceeds to completion.

The GRIP stages are:

1. Output definition
2. Feasibility
3. Option selection
4. Single option development
5. Detailed design
6. Construction test and commission
7. Scheme hand back
8. Project close out

During the whole process public and political support its required, and the line should be put in local development plans, local transport plans, Network Rail's own development plans and finally franchise specifications.

Network Rail has development plans which deliver over 5 year Control Period. Current and upcoming Control Periods (CP) are Control Period 5 (CP5) from 2014 to 2019 and Control Period 6 (CP6) from 2019 to 2024.

Line opening: Wisbech

Description

Reopening of the 7 miles railway line from March to Wisbech and run at least one train an hour from Wisbech to March, Manea, Ely, Science Park and Cambridge.

Status and way ahead

The scheme is currently at GRIP3 so a significant way through the study phases. It has a high BCR of 4 and broad political and public support so is highly likely to go ahead. The project needs to continue

through the Network Rail GRIP process initially driven by Cambridgeshire County Council and later by Network Rail.

For more information about the reopening of the Wisbech line, check here:

www.railfuture.org.uk/East+Anglia+Wisbech

The Wisbech to March line was included in the Prime Minister's economic plan for the East of England announced on 19th February 2015:

www.gov.uk/government/news/prime-minister-announces-long-term-economic-plan-for-the-east-of-england

"considering reviving the Wisbech-March-Ely line"

City Deal

Link the 35000 people in Wisbech with jobs in Cambridge by train though a 40 minute rail journey which would be significantly faster than road so keep people off the congested A10.

Line opening: EastWest Rail

Description

A new line linking Cambridge and Bedford.

Status and way ahead

Earliest likely completion date 2024 (late in CP6).

For more information about the East West railway line, check here:

www.railfuture.org.uk/East+Anglia+East+West+Rail

The section of East West Rail from Bedford to Cambridge was included in the Prime Minister's economic plan for the East of England announced on 19th February 2015:

www.gov.uk/government/news/prime-minister-announces-long-term-economic-plan-for-the-east-of-england

"extend the study already underway of the East-West Rail (Bedford to Cambridge) to explore the options for the Eastern section of the line"

City Deal

East West Rail will give Cambridge a fast direct link to the west via Bedford, also potentially serving a station and Park and Ride at Cambourne, or a park and ride on the A1198, and also potentially serving a station at St Neots. This line will had great potential to take traffic away from the A428 and route into Cambridge via Madingly Road.

Line opening: Haverhill

Description

A mixture of new line and reopened line linking Cambridge with Haverhill via reopened stations at Sawston, Granta Park and Linton.

Current status and way ahead

Local campaigning to gather public and political support.

For more information about the reopening of the Haverhill line, check here:

www.railfuture.org.uk/East+Anglia+Haverhill

City Deal

The Haverhill line will give a fast link from Haverhill (population 27,041) and Linton along the congested A1307 corridor, to major employment at Granta Park and the nearby Barbraham Research Campus and will link places on this corridor to the National Rail Network and major employment in Cambridge.

Line opening: Soham Curve

Description

A short section of line to allow train to operate directly over the line from Ely to a reopened station at Soham, to Newmarket and Cambridge.

Current status and way ahead

This is the reopening of a short section of railway. The old trackbed is still intact so this is a straightforward scheme.

City Deal

This would allow trains to operate directly from Soham (population 10,860) to Cambridge relieving the A10 and A14/Newmarket Road corridors into the city.

Station openings and reopenings

Station opening: Soham

Description

A reopened station at Soham to serve the village of 10,860 people. The station could also attract people to rail from the nearby village of Fordham (population 2,712).

Current status and way ahead

Part of the Cambridgeshire Country Council local transport plan.

For more information check here:

www.railfuture.org.uk/East+Anglia+Cambridgeshire

City Deal

In conjunction with the Soham Curve this would relieve traffic on the A10 and A14/Newmarket Road corridors into the city by providing a car free alternative for Soham and Fordham.

Station opening: Fulbourn

Description

A station at Fulbourn (to serve the village of 4,673) and provide access to nearby jobs at ARM and the Fulbourn hospitals. There used to be a station in Fulbourn to the North East of the village but it closed in 1967. The new station could be built at a different location more suited to current housing and employment.

Current status and way ahead

Part of the Cambridgeshire Country Council local transport plan.

For more information check here:

www.railfuture.org.uk/East+Anglia+Cambridgeshire

City Deal

Access to major employment and housing and helping link the east of the city into the National Rail Network and car free access to jobs in the greater Cambridge region.

Station opening: Cherry Hinton

Description

A reopened station at Cherry Hinton to link the eastern edge of the city to the rail network. The station is in a built up location so would be without a car park with the main access being pedestrian and cycle.

Current status and way ahead

Part of the Cambridgeshire Country Council local transport plan.

For more information check here:

www.railfuture.org.uk/East+Anglia+Cambridgeshire

City Deal

Gives the eastern area of the city direct access to the National Rail Network and car free access to jobs in the greater Cambridge region.

Station opening: Coldhams Lane

Description

A new station at Coldhams Lane would give access to this area of the city which is hit by congestion at peak times, and has poor bus links.

Current status and way ahead

A Railfuture East Anglia suggestion.

City Deal

Access to major employment and housing and helping link the east of the city into the National Rail Network and allow direct car and congestion free access to destinations such as Addenbrooke's, Stansted and London.

Station opening: Addenbrooke's

Description

A station to serve the huge expansion of jobs on the Addenbrooke's site, and significant housing developments nearby.

Current status and way ahead

This is a significant project as the railway south of Cambridge would need widening from 2 to 4 tracks to handle the volume of trains as far as Shepreth Branch junction where the Kings Cross line diverges from the Liverpool Street line. This four tracking would also support the extra trains which the East West Rail link would deliver.

A station at Addenbrooke's was included in the Prime Minister's economic plan for the East of England announced on 19th February 2015:

www.gov.uk/government/news/prime-minister-announces-long-term-economic-plan-for-the-east-of-england

"consider the possibility of a new station south of Cambridge at the new Addenbrookes campus"

City Deal

This would make a huge contribution to freeing up Cambridge from congestion, by bringing people directly to Addenbrooke's by rail rather than on the roads.

Station opening: Science Park

Description

A station between Cambridge and Waterbeach serving Cambridge Science and Business Parks which straddle Milton Road and would be within easy walking distance of the new station.

Current status and way ahead

The project has recently been handed over from Cambridgeshire County Council to Network Rail with a suggested opening date of 2016. The precise rail service to the new station has not yet been decided, but a pair of Thameslink stopping trains an hour are proposed to terminate there, linking the line through Royston to Science Park.

For more information check here:

www.railfuture.org.uk/East+Anglia+Cambridge+Science+Park

City Deal

Science Park station will give direct access to the Science and Business Parks giving fast and efficient access from the rail network. It will also have direct congestion free access to the guided busway giving the guided busway a fast direct connection to the rail network. There will also be a future bus link around the north of Cambridge to the Darwin Green and North West Cambridge developments.

Station opening: Waterbeach Barracks

Description

A major housing development is proposed at Waterbeach Barracks.

Current status and way ahead

A new station could be built north of the current Waterbeach station and served by some of the trains between Ely and Cambridge.

City Deal

Waterbeach station would link the new settlement by rail to jobs in the Greater Cambridge area without need to increase traffic on the roads. The current City Deal tranche 2 projects include significant expenditure (in the order of £200m) to link Waterbeach to Cambridge by road. Instead Science Park station would be 5 minutes away, Cambridge station would be a 7 minute journey (linking to jobs in the centre of Cambridge) and Addenbrooke's a 10 minute journey.

Station opening: Cambourne/Bourne/A1198

Description

A station on the new East West Rail link with Park and Ride facilities, but depending on the route chosen for East West Rail also a station serving the communities of Cambourne and Bourne.

Current status and way ahead

When the East West Rail link is constructed a Park and Ride could be constructed where it crosses the A1198, or if a northerly route is chosen it could be constructed in a location which could also directly serve Cambourne and Bourne. A station which served car, bus, cycle and foot would be beneficial over a parkway station which only catered for cars.

City Deal

The route into Cambridge from the A428 corridor and along Madingley Road is heavily congested with road traffic taking an extra 30 or 40 minutes to enter the city compared to off-peak times. This Park and Ride could give fast access to jobs served by the rail network, including direct trains to Addenbrooke's, Cambridge and Science Park.

Metro train service

Provide a Metro quality rail service on the 4 main rail corridors into Cambridge with at least 4 trains an hour using electric trains of 4 carriages or longer.

Metro train service: Ely Corridor

Current service

The Ely corridor is currently served by the following services during the daytime totalling 3 trains an hour, with a small number of additional services during the peak:

Operator	Service	Frequency	Notes
Greater Anglia	Norwich to Cambridge	Hourly	2 or 3 carriages
Cross Country	Birmingham to Stansted	Hourly	2 or 3 carriages
Great Northern	Kings Lynn to King's Cross	Hourly	4 carriages

			Stops at Waterbeach
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The current service has a number of problems **are significantly supressing use of the service:**

- Many trains are short, of only 2 or 3 carriages, so suffer from serious overcrowding during the peak
- The trains are not evenly spaced; Off-Peak there is approximately half an hour's gap between two of the services, so is not a "turn-up and go" service
- Only one train an hour stops at Waterbeach
- During the Peak there are still 25 minute gaps, and typically only 1 extra train an hour is provided.
- For services beyond Ely to Manea, March, Whittlesea and Peterborough, there is a very early end to the service in the evening with the final train leaving Cambridge at 21:00.

Future service

It is planned to increase service frequencies to half hourly on many services in East Anglia, which will give significant extra capacity between Cambridge and Ely. The likely service is shown in the table below, including a service from Wisbech once the March to Ely line is reopened. This would be 7 trains an hour, many of which would stop at the new Waterbeach Barracks and Science Park stations, and some at the existing Waterbeach station:

Operator	Service	Frequency	Notes
Greater Anglia	Norwich to Cambridge	Half Hourly	
Cross Country	Birmingham to Stansted	Half Hourly	
Great Northern	Kings Lynn to King's Cross	Half Hourly	Starting 2016
	Wisbech to Cambridge	Hourly (or half hourly)	

Notes:

- A significantly better late evening service to Manea, March, Whittlesea and Peterborough is also possible.

City Deal

Increasing the service from 3 trains an hour to 7 trains an hour with new stations at Waterbeach Barracks and Science Park would lead to this line being a significant transport artery keeping people off the A10 and Milton Road. Associated improvements to the service beyond Ely to Peterborough would also provide an alternative route taking traffic off the A14.

Metro train service: Newmarket Corridor

Current service

The current Off-Peak service is hourly and during the morning peak there is a train leaving Newmarket at 07:52 followed by an hour and a half's gap until 09:16. Trains are formed of 2 or 3 carriages and the sparse service is heavily overcrowded during the morning peak.

Dullingham, between Newmarket and Cambridge is only served by alternate trains, so a train every two hours.

For comparison, the Cornish branch line from Falmouth to Truro (both towns of a similar size to Newmarket, and nowhere close to the size of Cambridge) has a half hourly service throughout the day.

Future Service

There is a plan to increase service frequencies throughout much of East Anglia to half-hourly and the Newmarket to Cambridge service would benefit from this. However, for Newmarket with a population of 20,000, and Bury St Edmunds with a population of 42,000 (40 mins by train) this would still represent a poor service. A significant upgrade to services would result from the line being electrified, which is a realistic prospect as this would be certain to be added to a Felixstowe to Birmingham electrification scheme.

The line from Cambridge to Newmarket would need to be redoubled to support the increase in service frequency. The line was originally built as double track so this would be a relatively straightforward task.

The electrification from Felixstowe to Birmingham which would inevitably include the extra short link through Newmarket to Cambridge was included in the Prime Minister's economic plan for the East of England announced on 19th February 2015:

www.gov.uk/government/news/prime-minister-announces-long-term-economic-plan-for-the-east-of-england

"exploring the case to electrify the Felixstowe to Birmingham railway line"

City Deal

There is huge potential for improving the service on this line which would provide a very attractive alternative to a car based commute into Cambridge along the A14 and Newmarket Road. There is severely suppressed demand due to the current very sparse service.

There is no reason why 3 trains an hour shouldn't run between Newmarket and Cambridge stopping at new stations serving Fulbourn, Cherry Hinton, and Coldhams Lane. Railfuture East Anglia has drawn up proposals for increasing the capacity of Newmarket Station.

Enhanced train services on this corridor will also link Ely and Soham with jobs in Newmarket as well as Cambridge.

City deal money to fund or part fund some or the enhancements along this corridor would pay back in reduced congestion and linking people to jobs. Further into the future, a Mildenhall housing development could feed even more people onto this rail service.

Metro train service: Stansted/Audley End Corridor

Current service

The current service is 4 trains an hour off-peak with some additional services during the peak. The services use a mixture of trains, from 2 and 3 carriage diesel trains on the Stansted to Birmingham service, to 8 and 12 carriage electric trains on Liverpool Street to Cambridge services.

- Stansted to Cambridge stopping at Audley End
- Liverpool Street to Cambridge stopping at all stations
- Stansted to Birmingham stopping at Audley End
- Liverpool Street to Cambridge stopping at Audley End and Whittlesford Parkway

Future Service

In future these services would stop at new Addenbrooke's station and some could continue to Science Park.

City Deal

These services could remove traffic from roads coming into Cambridge from the south.

Metro train service: Royston/Letchworth/Kings Cross corridor

Current service

The current service from Royston to Cambridge is half hourly, with the intermediate village stations of Meldreth, Shepreth and Foxton being served by every service during the peak, and by alternate services Off-Peak. Any services stopping at the village stations are limited to 4 carriages, so the peak service on this corridor including (places within 40 mins from Cambridge such as Stevenage) is entirely served 4 carriage trains leading to severe overcrowding.

Future Service

The service will be transformed by 2018 with the completion of the Thameslink project. 6 trains an hour will pass between Hitchin and Cambridge, with 2 non-stop, 2 semi-fast, and 2 stopping. The semi-fast services will stop at Letchworth and Royston on their way to Cambridge, and the stopping services will call at all stations, and continue to Science Park station.

The semi-fast and stopping services are as follows. All trains will be 8 or 12 carriages long with high passenger carrying capacity.

Service	Frequency	Stopping at
Brighton to Cambridge	Half-hourly	Semi-fast including Letchworth and Royston
South London to Cambridge Science Park	Half-hourly	All stations

City Deal

The service on this line will be transformed from 2018. Instead of a pair of four carriage trains an hour, Royston to Cambridge will get four trains an hour of 8 or 12 carriages each, so a four-fold increase in capacity at a minimum. At least half of these trains will continue directly Cambridge Science Park, and all would service new Addenbrooke's station.

This significant service increase will link the following places with a total population of over 300,000.

Town/Village	Population
Stevenage	84,200
Hitchin	33,352
Letchworth	33,249
Baldock	9,900
Ashwell and Morden	1,667
Royston	15,781
Meldreth and Melbourn	1,641 + 4,414
Shepreth	819
Foxton	1,161
Cambridge	122,700
Total	308,154

Major existing stations

Major stations with a full set of facilities; parking, safe cycling and walking routes, cycle parking, bus interchange, staffed, fully accessible, with refreshments or a shop.

Some of the data in the following section is gathered from information on the National Railway Enquires website www.nationalrail.co.uk

Major Existing Station: Cambridge

Description

www.nationalrail.co.uk/stations/CBG/details.html

www.nationalrail.co.uk/posters/CBG.pdf

- Access – the station has full step free access
- Cycle routes – limited cycle routes, direct route along the guided busway to the south, and a slow route into the city.
- Cycle parking – the station has historically had very inadequate cycle parking
- Car Parking – a limited amount of car parking is provided, although the city centre location makes this an unsuitable station for car access
- Buses – a bus interchange is provided with a bus every couple of minutes. However the poor layout of the interchange, poor signage and information, and journeys which in the peak are slower than walking to the city centre currently make this unattractive.
- Staffing – the station is staffed 7 days a week during the whole time the service operates. The ticket office is very inadequate with not enough ticket windows and ticket machines leading to huge queues especially at weekends.
- Facilities – toilets, waiting rooms, shops and eating places.

Future Developments

There are major developments to improve the station including a 3,000 space multi-story cycle park, the largest in the country, and an enlarged ticket hall.

City Deal

At the moment Better cycle and bus links will greatly improve Cambridge station as a destination. At the moment the cycle storage facilities are poor, limiting many people to journeys which can be completed by foot, which would explain the very high percentage of people completing their journeys by foot (close to 50%).

Major Existing Station: Ely

Description

www.nationalrail.co.uk/stations/ELY/details.html

www.nationalrail.co.uk/posters/ELY.pdf

- Access – Step free access to all platforms
- Cycle hire www.bikeandgo.co.uk
- Cycle routes – available from the station
- Cycle parking – 216 spaces
- Car Parking – 147 spaces
- Buses – stop near the station
- Staffing – 7 days
- Station Facilities – Toilets, waiting rooms and shop

Future Developments

None known.

City Deal

Increasing rail usage from Ely will take commuters off the A10 from the North of Cambridge.

Major Existing Station: Royston

Description

www.nationalrail.co.uk/stations/RYS/details.html

- Access – step free access to all platforms
- Cycle hire - none
- Cycle parking – 178 spaces
- Cycle route – no information
- Car Parking – 341 spaces
- Buses – buses stop near station

- Staffing – 7 days
- Station Facilities – Toilets, waiting room and small shop

Future Developments

None known.

City Deal

Increasing rail usage from Royston will take commuters off the A10 from the South West of Cambridge.

Major Existing Station: Audley End

Description

www.nationalrail.co.uk/stations/AUD/details.html

www.nationalrail.co.uk/posters/AUD.pdf

- Access – step free access to both platforms
- Cycle hire – none
- Cycle routes - none
- Cycle parking – 86 spaces
- Car Parking – 668 spaces
- Buses – stop at the station. Limited selection of through tickets available to nearby Saffron Walden www.abelliogreateranglia.co.uk/travel-information/journey-planning/bus-links
- Staffing – 7 days a week
- Station Facilities – Toilets and waiting room

Future Developments

None known.

City Deal

Increasing rail usage from Audley End will take commuters off the roads to the south of Cambridge.

Major Existing Station: Whittlesford

Description

www.nationalrail.co.uk/stations/WLF/details.html

www.nationalrail.co.uk/posters/WLF.pdf

- Access – step free access to both platforms, but steps between platforms
- Cycle hire - none
- Cycle parking – 28 spaces
- Cycle routes – available from the station
- Car Parking – 385 spaces

- Buses – stop near the station
- Staffing – Monday to Saturday
- Waiting rooms – open Monday to Saturday
- Station Facilities – No toilets or shop. Waiting room open part time.

Future Developments

None known.

City Deal

Increasing rail usage from Whittlesford will take commuters off the roads to the south of Cambridge.

Major Existing Station: March

Description

www.nationalrail.co.uk/stations/MCH/details.html

www.nationalrail.co.uk/posters/MCH.pdf

- Access – no step free access
- Cycle routes – some cycle routes available
- Cycle parking – 60 spaces
- Car Parking – 31 spaces
- Buses - stop near the station
- Staffing – Monday to Saturday
- Station Facilities – Toilets and waiting room (open part time)

Future Developments

None known.

City Deal

Increasing rail usage from March will take commuters off the roads to the north of Cambridge including the A14 and A10.

Existing Station: Waterbeach

Description

www.nationalrail.co.uk/stations/WBC/details.html

www.nationalrail.co.uk/posters/WBC.pdf

- Access – step free access to each platform
- Cycle routes – cycle route to the east, but not towards the village
- Cycle parking – 12 cycle stands
- Car Parking – 40 spaces
- Buses – none near the station

- Staffing - none
- Station Facilities - none

Future Developments

The station has become a popular park and ride station, with the amount of car parking significantly increased over the last few years. It has poor facilities for the level of footfall.

City Deal

Increasing rail usage from Waterbeach will take commuters off the roads to the north of Cambridge including the A10. The station currently has poor facilities. The proposed new station at Waterbeach Barracks would have a larger catchment area, but the existing station still has a role serving the village and the well used car park, so would justify keeping at least its existing service level of a train an hour.

Existing Station: Newmarket

Description

www.nationalrail.co.uk/stations/NMK/details.html

www.nationalrail.co.uk/posters/NMK.pdf

- Access – No step free access
- Cycle routes – None
- Cycle parking – 11
- Car Parking – 12 spaces
- Buses- none
- Staffing – Not staffed
- Station facilities – Platform shelter

Future Developments

There are significant prospects for improving Newmarket Station which at the moment is a bleak platform with basic bus shelters. Limited parking and no bus routes near the station. A small number of cycle racks with no routes to the station.

The 'National Horseracing Museum' is enthusiastic about the role Newmarket station can play in bringing visitors.

City Deal

Increasing rail usage from Newmarket will take commuters off the roads to the east of Cambridge including Newmarket Road. For a town of over 20,000 people with a short rail link to a City of over 100,000 people this station offers extremely poor facilities. A significant improvement to the rail service and station would draw many extra people onto the railway.

Existing Station Cluster: Meldreth, Shepreth and Foxton

Description

Three village stations; consecutive stations between Royston and Cambridge.

Meldreth.

www.nationalrail.co.uk/stations/MEL/details.html

www.nationalrail.co.uk/posters/MEL.pdf

- Access – step free access only to the Cambridge bound platform
- Cycle routes – Melbourn is nearby but there is no cycle storage on the Melbourn side of the station
- Cycle parking – 12
- Cycle routes - none
- Car Parking – 46 spaces
- Staffing – Monday to Saturday

Shepreth:

www.nationalrail.co.uk/stations/STH/details.html

www.nationalrail.co.uk/posters/STH.pdf

- Access – step free access to both platforms
- Cycle routes – no dedicated cycle routes
- Cycle parking – cycle stands
- Buses - none
- Car Parking – 11 spaces (free)

Foxton:

www.nationalrail.co.uk/stations/FXN/details.html

www.nationalrail.co.uk/posters/FXN.pdf

- Access – step free access to both platforms
- Cycle routes – A10 cycle route which is being developed passes the station
- Cycle parking – a limited number of cycle stands out in the open by the A10
- Car Parking - none

Future Developments

A ramp to provide step free access to the London Bound platform at Meldreth is a possibility in the near future, along with a shelter on the Cambridge bound platform.

Foxton is a railhead for Barrington and is perhaps the best location for a bus interchange in the area due to its location on the A10. Likewise its location on the A10 would make it a good place to provide a large station car park to encourage park and ride onto the rail service. Improved cycle and pedestrian access from Barrington would bring extra passengers to the rail service. These stations provide vital access to this part of Cambridgeshire.

City Deal

The A10 cycle scheme improves access to these stations. a10corridorcycle.com This has been postponed until the second phase of the City Deal. A Foxton transport interchange with car park would encourage use of public transport and take traffic off the A10 into Cambridge.

Existing Station: Littleport

Description

www.nationalrail.co.uk/stations/LTP/details.html

www.nationalrail.co.uk/posters/LTP.pdf

- Access – Step free access to both platforms
- Cycle routes – one route from the station
- Cycle parking – 20 cycle stands
- Car Parking - None

Future Developments

None known

City Deal

Increasing rail usage from March will take commuters off the roads to the north of Cambridge including the A10.

Other existing stations

Other stations with a subset of the major station facilities; parking, safe cycling and walking routes, cycle parking, fully accessible. The following stations are all either within Cambridgeshire or within 20 minutes of Cambridge by train.

- Ely Corridor and beyond – Manea and Whittlesea
- Newmarket Corridor – Dullingham
- Stansted/Audley End Corridor – Shelford and Great Chesterford

Congestion Free Bus Link: Western Orbital

Description

A City Deal scheme to provide congestion free public transport access to the North West of the city from Science Park station, and from to North West of the city via Trumpington to Addenbrooke's station and Cambridge.

Current status and way ahead

This complete orbital link is listed as one of the tranche 2 projects in the City Deal. However, due to its importance giving the North West Cambridge and Darwin Green developments a congestion free

link to the National Rail Network at Science Park, this northern arc of the orbital link should be seen as a priority.

City Deal

Will give the North West Cambridge and Darwin Green developments congestion free access to Cambridge Regional Colleges, the Science and Business Parks, and to the National Rail Network at Science Park station.

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