

Railfuture East Anglia Response to the Greater Cambridge Partnership “Making Connections” consultation

We are pleased to see the "Making Connections" Consultation asking for thoughts on the proposals to transform public transport, cycling and walking and reducing pollution and congestion.
consultcambus.org.uk/making-connections-2021

However, having looked through the consultation document we were surprised to find little mention of how the railway network will form part of these aspirations apart from some National Rail symbols at key locations on the bus map. The consultation document shows significant areas where the proposed bus network simply duplicates the railway network (for example from Ely to Cambridge) without making it clear how the two modes could complement each other.

The Railway Network is a ready-made high capacity, fast, congestion free and electrified (zero emission and zero particulates) transport infrastructure so should form the primary backbone of any public transport network.

However, for it to achieve the most for Cambridge the railway network should be:

- * Closely integrated with the bus network, rather than duplicating it
- * Be part of a multi-mode ticketing scheme for Cambridge's travel to work area
- * Developed to better support local needs rather than as a bi-product of longer distance services

The consultation document covers ideas for significant improvements to the bus service, but no corresponding improvements to the rail service which should include relatively short term railway enhancements such as:

- * Cambridge to Cambridge South, Waterbeach, Ely, March and Peterborough running from early morning until late evening seven days a week alongside an increased frequency during the day.
 - * Increased service frequency from Cambridge to Newmarket and Bury St Edmunds with a new station at Cherry Hinton to serve housing and jobs in the area
 - * A new Eastern Entrance to Cambridge station improving access to the east side of the station
- These could be considered within the timescales of the proposed bus network.

Longer term enhancements to the rail network which would have a significant influence on the development of the public transport network would be:

- * Restoring the Newmarket West Curve for through services from Cambridge to Soham
- * Reopening the railway from March to Wisbech to bring Wisbech into Cambridge's travel to work area
- * Reopening the railway from Cambridge South to Granta Park and Haverhill
- * Opening of the East West Railway line linking St Neots and Cambourne to Cambridge
- * Building a light rail line across Cambridge including a link from Cambridge Station to the City Centre and West Cambridge to provide a high quality and capacity service able to achieve a large modal shift to public transport.

These are all applicable to the Greater Cambridge Future Network 2030 map.

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

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