

*please reply to:*

Network Rail  
1 Eversholt Street  
London  
NW1 2DN  
3FE

24 Bure Close  
St Ives  
Cambridgeshire  
PE27 3FE

[CambridgeC3R@networkrail.co.uk](mailto:CambridgeC3R@networkrail.co.uk)

[nick.dibben@railfuture.org.uk](mailto:nick.dibben@railfuture.org.uk)

2021-04-09

Dear Sir / Madam,

## **Cambridge Re-signalling Relock and Recontrol Project**

Railfuture is Britain's leading, longest-established, national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities.

We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

We respond to the substantive questions in your online survey as follows:

4. How do you feel about our proposals to upgrade the signalling in the Cambridge area?

**Strongly support**

5. How do you feel about the safety improvements to the proposed level crossings?

**Strongly support**

6. Do you have any other comments you wish to make about the C3R proposals?

We note that capacity constraints will continue in the area now under consideration as the railway continues to have to cope with unprecedented demands placed on it for some time into the future. Given the nature and scale of the Cambridgeshire economy and its national, even international, as well as regional significance we expect that this growth will continue post-pandemic.

Where possible all new works for this upgrade should therefore have design provision for future capacity expansion so that as capacity improvements occur work done now is not unpicked and redone:-

6.1 New equipment should not be placed where new running lines may be placed in the future. At **Six Mile Bottom** it is not clear from the images if the level crossing plans as shown future proof it for double tracking. There is a plan for a new town and station nearby, so planning for this project should take that into account and consider for example where new platforms might be best placed.

[www.railfuture.org.uk](http://www.railfuture.org.uk) [www.railfuturescotland.org.uk](http://www.railfuturescotland.org.uk) [www.railfuturewales.org.uk](http://www.railfuturewales.org.uk)  
[www.railwatch.org.uk](http://www.railwatch.org.uk)

6.2 **Newmarket West Curve:** Snailwell Junction-Warren Hill Junction. The restoration of the West Curve forms part of the Cambridgeshire & Peterborough Combined Authority's future railway plan. Passive provision must be made for the eventual restoration of the curve.

6.3 The new signalling system should enable shorter journey times and more frequent services by allowing for increased **line speeds** and reduced **headways**.

6.4 **Cambridge stations:** design provision must be incorporated for the re-modelling and expansion of the track layout around Cambridge station and any new station currently called Cambridge East in the expanding eastern suburbs of Cambridge. Equipment should not be placed in the alignment of any future additional track or station.

6.5 **Cambridge to Newmarket track redoubling:** the new train control system should recognise that the Newmarket single line east from Coldham Lane Junction, north of Cambridge station, will eventually be double-tracked through to Snailwell Junction, via Warren Hill Junction, and to Chippenham Junction; also Soham to Ely Dock Junction, and the restoration of the central through lines at Bury St. Edmunds Station.

6.6 **Cambridge station** will (presumably) be expanded to cope with additional East West Rail services. Design provision should be made for new works and in particular the station reception lines be fitted out for through freight trains.

6.7 **Ely station:** the current three platforms are unlikely to be adequate for a future Ely-Cambridge service operating via Newmarket and Soham. Design provision for an additional platform at Ely will be necessary and this will need co-ordination with emerging capacity enhancement proposals for that area.

6.8 This document refers to aspirations for the development of the railway via Dullingham: <https://www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-20191030-Mid-Anglia-from-branch-to-main-line-proposals.pdf>

6.9 We note the reference to Soham station restoration and the Newmarket West Curve in this document: <https://www.networkrail.co.uk/wp-content/uploads/2021/03/Soham-Newsletter-Spring-2021.pdf>

7. Are you happy for Network Rail to contact you via email to find out more about your views?

**Yes**

Yours faithfully,



Nick Dibben  
Railfuture  
Chair, East Anglia regional branch