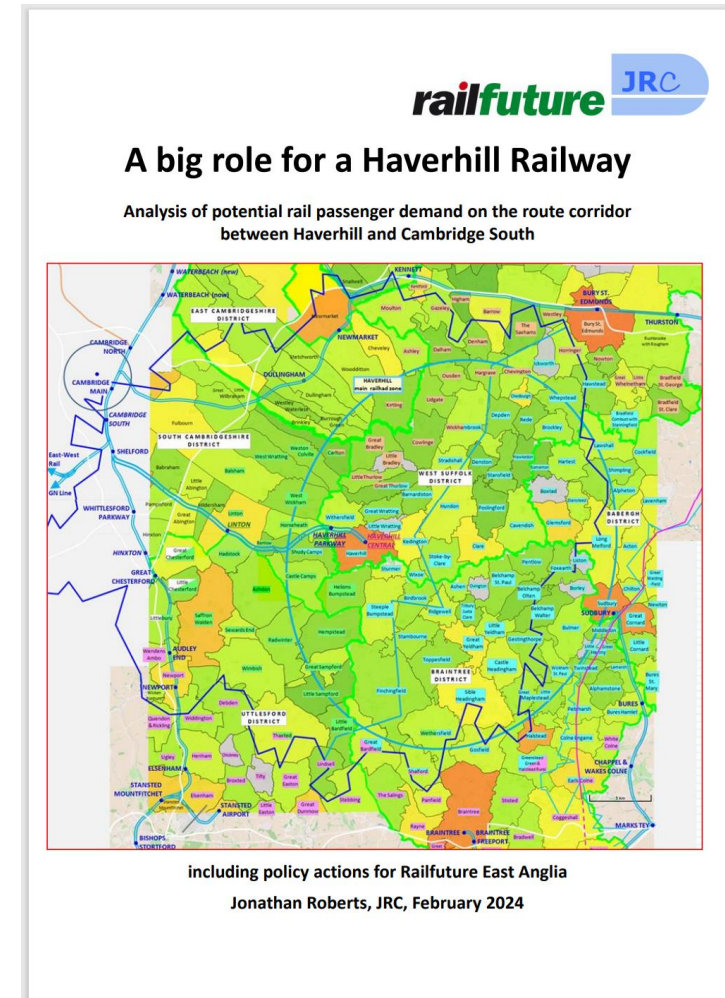


A big role for a Haverhill Railway

Paul Hollinghurst, Secretary
Peter Wakefield, Vice-Chair
Railfuture East Anglia



Railfuture is Britain's leading independent organisation campaigning for a bigger better railway. It is a voluntary group representing rail users, with 20,000 affiliated and individual members.

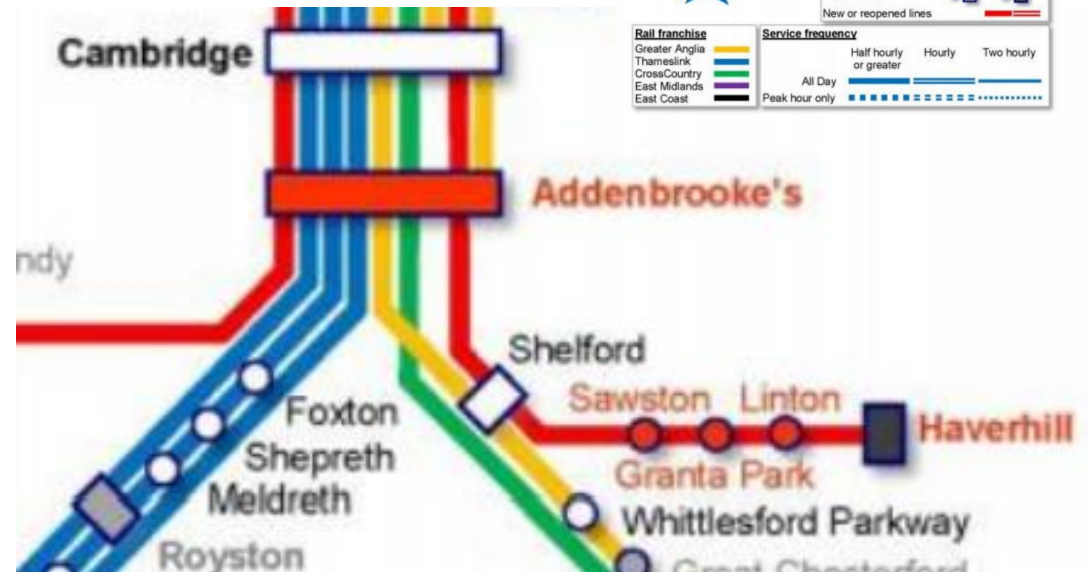
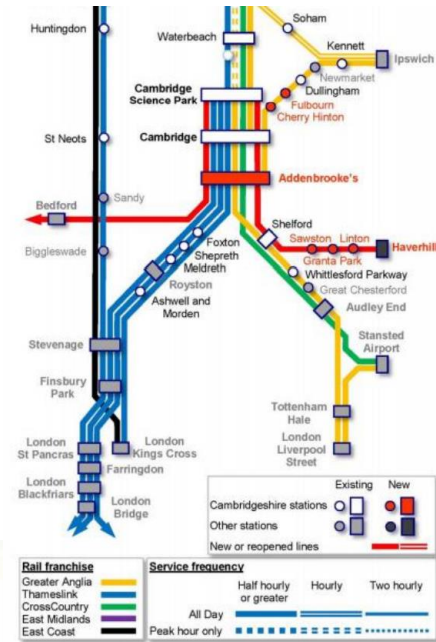
A big role for a Haverhill Railway

- Reopening the railway – a brief history
- The new report “A big role for a Haverhill Railway”
- Tram-Train and Light Rail
- What next?
- Questions and discussion

Reopening the railway – a brief history

Cambridgeshire County Council Local Transport Plan (2016)

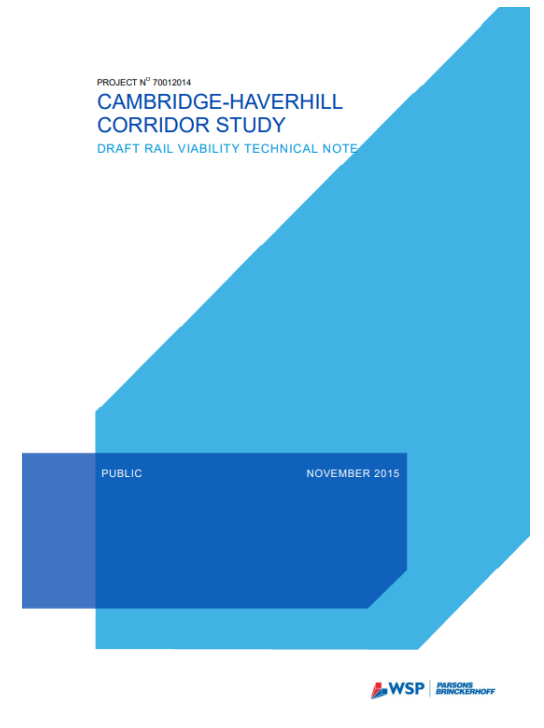
- The railway from Cambridge to Haverhill was closed in 1967
- Since then, the population of Haverhill and economy in Cambridge have grown substantially
- The Haverhill Railway Reopening was in CCC's LTP until this was transferred to the Cambridgeshire and Peterborough Combined Authority



Greater Cambridge City Deal (now GCP) Cambridge to Haverhill Corridor Study (2016)

- Conclusions

- “Substantial further work required to refine the economic assessment in more detail”
 - “The indicative capital cost of the options presented for Rail are substantial and cannot be funded within the current City Deal allocation”
 - “In any case, the reopening of the disused railway corridor could not take place within the current timescale (through to 2020) allowed for tranche 1 of the City Deal funding
- All these could have been overcome with further work and partnership



Haverhill Restoring your Railway Bid (2021)



Department
for Transport



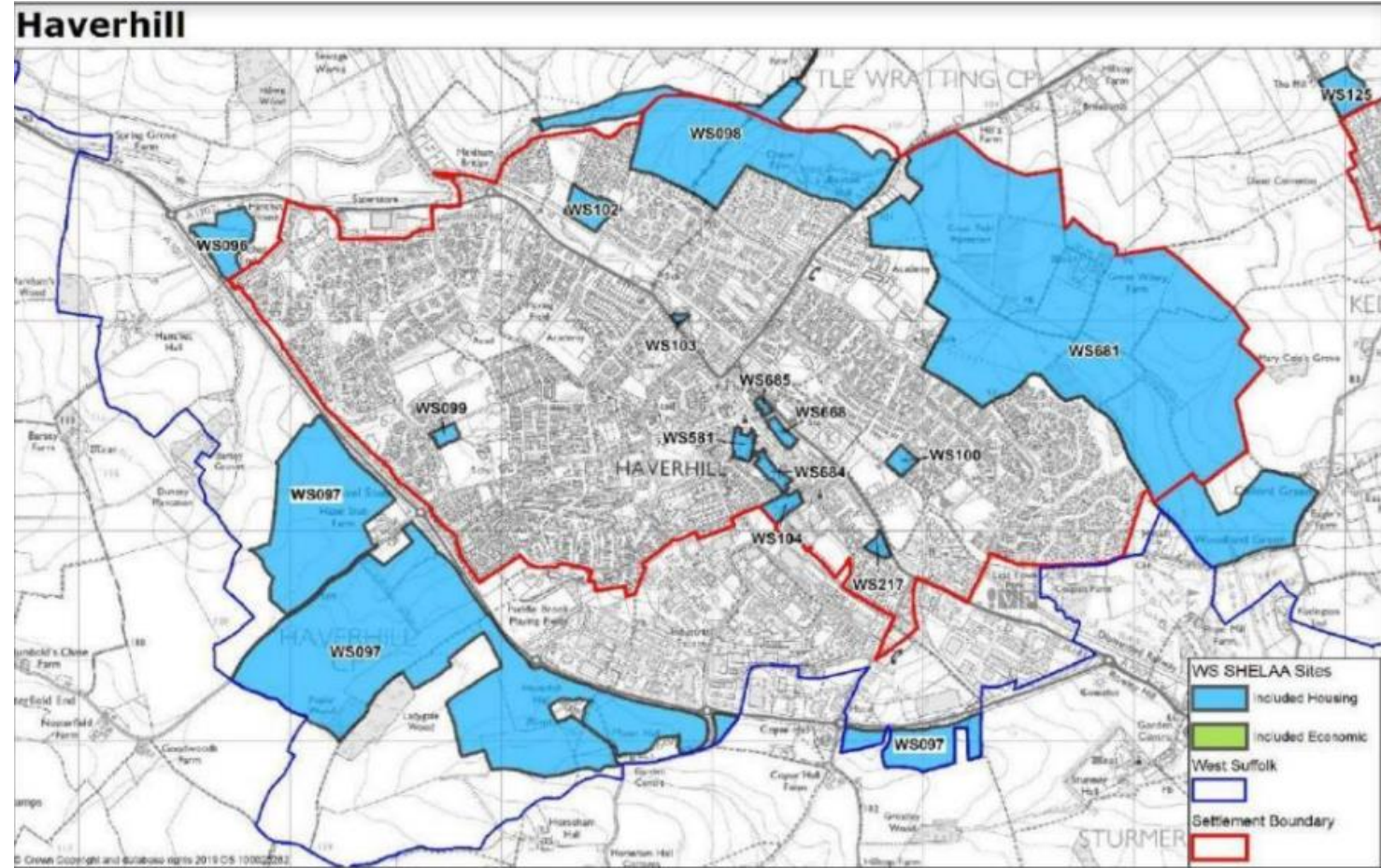
Restoring
Your Railway:
Ideas Fund
Application
Form

- Bid submitted by Railfuture East Anglia
- Rated as “a good case for future development”
- RYR “team to keep the scheme under review for a future point”
- Network Rail’s light-rail team noted that “this proposal has potential as a Tram-Train scheme. A light rail solution would reduce capital infrastructure costs for the reinstatement to Haverhill.”

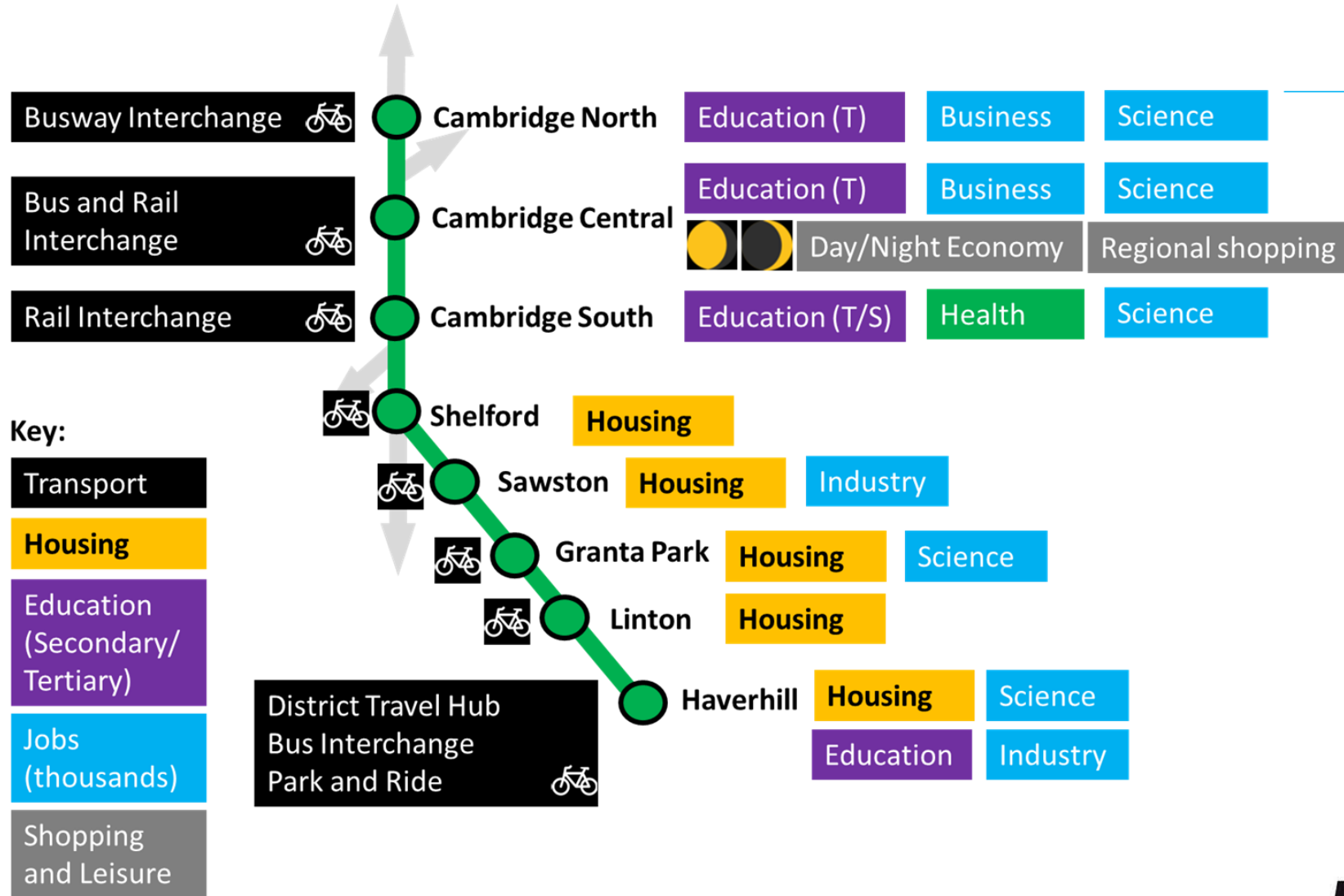


Haverhill Restoring your Railway Bid (2021)

Potential areas of development for 4,000 new homes



Haverhill Restoring your Railway Bid (2021)



Local Deadlock (2023)

- DfT need a clear local commitment from our local authorities
- Cambridgeshire Deadlock:
 - GCP see the railway to Haverhill as a threat to the CSET P&R and bus road
 - CPCA are leaving the decisions to the GCP
- Many local businesses see the GCP as having done 'due process' with CSET being the result – so go along with this

- Question: “Does the CPCA see the potential of Network Rail's light rail team's stated view that Tram-Train is not only appropriate for the Wisbech reopening, but also for a Haverhill reopening?”
- CPCA response from Deputy Mayor **“On the Haverhill project the CPCA leaves that decision and those options primarily to the Greater Cambridge Partnership in that they were also awarded up to £500m for transport within that area. Of course, we are concerned about transport to and from Haverhill and if there are ways that we can assist and input into the work the GCP’s doing then we will.”**

A big role for a Haverhill Railway

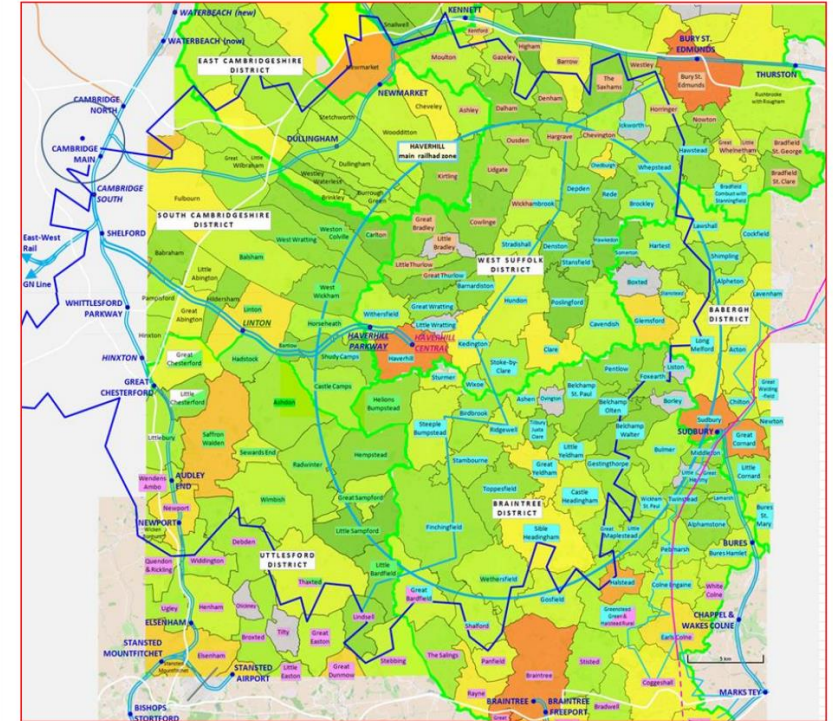
A big role for a Haverhill Railway (2024)

Analysis of potential rail passenger
demand on the route corridor
between Haverhill and Cambridge
South including policy actions for
Railfuture East Anglia

Commissioned from Jonathan
Roberts Consulting (JRC)

A big role for a Haverhill Railway

Analysis of potential rail passenger demand on the route corridor
between Haverhill and Cambridge South



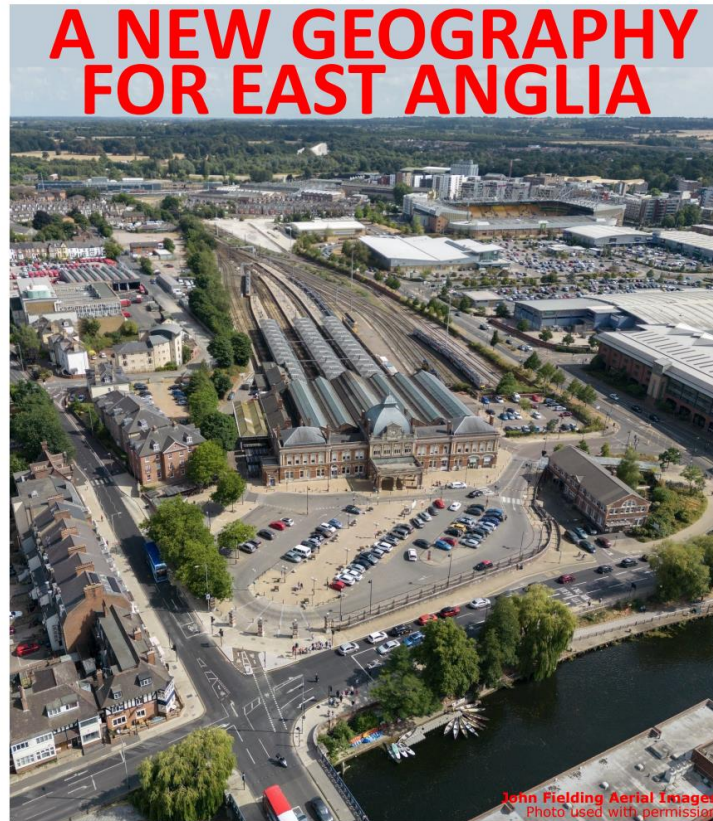
including policy actions for Railfuture East Anglia

Jonathan Roberts, JRC, February 2024

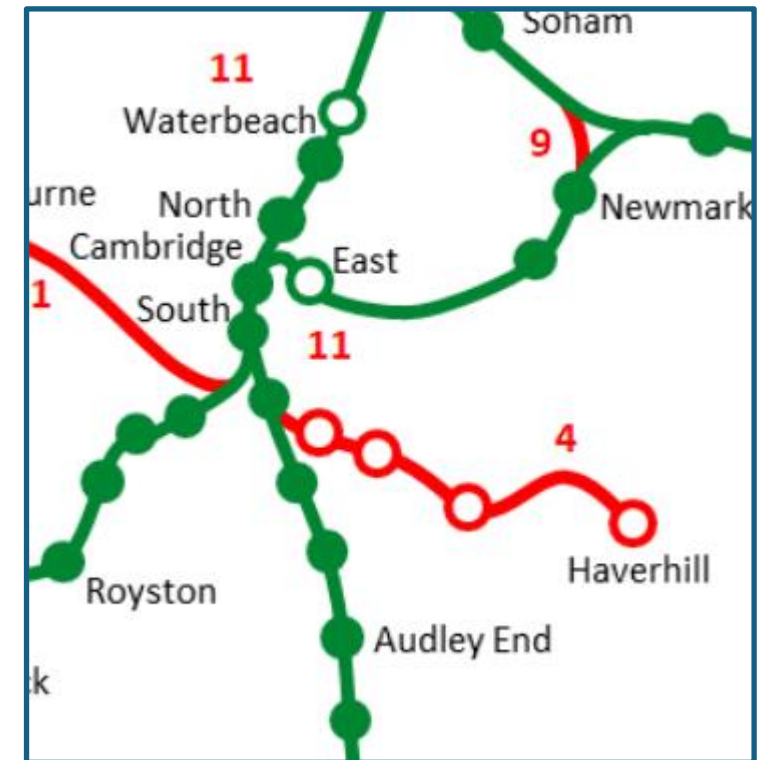
New Geography for East Anglia

- Report by JRC commissioned by Railfuture
- Published in February 2023
- Vision for the railways in East Anglia by 2050

railfuture **A NEW GEOGRAPHY FOR EAST ANGLIA**



A set of proposals by Railfuture East Anglia for an enhanced railway in the region, based on the conclusions commissioned from Jonathan Roberts Consulting (JRC) in 2022/23.

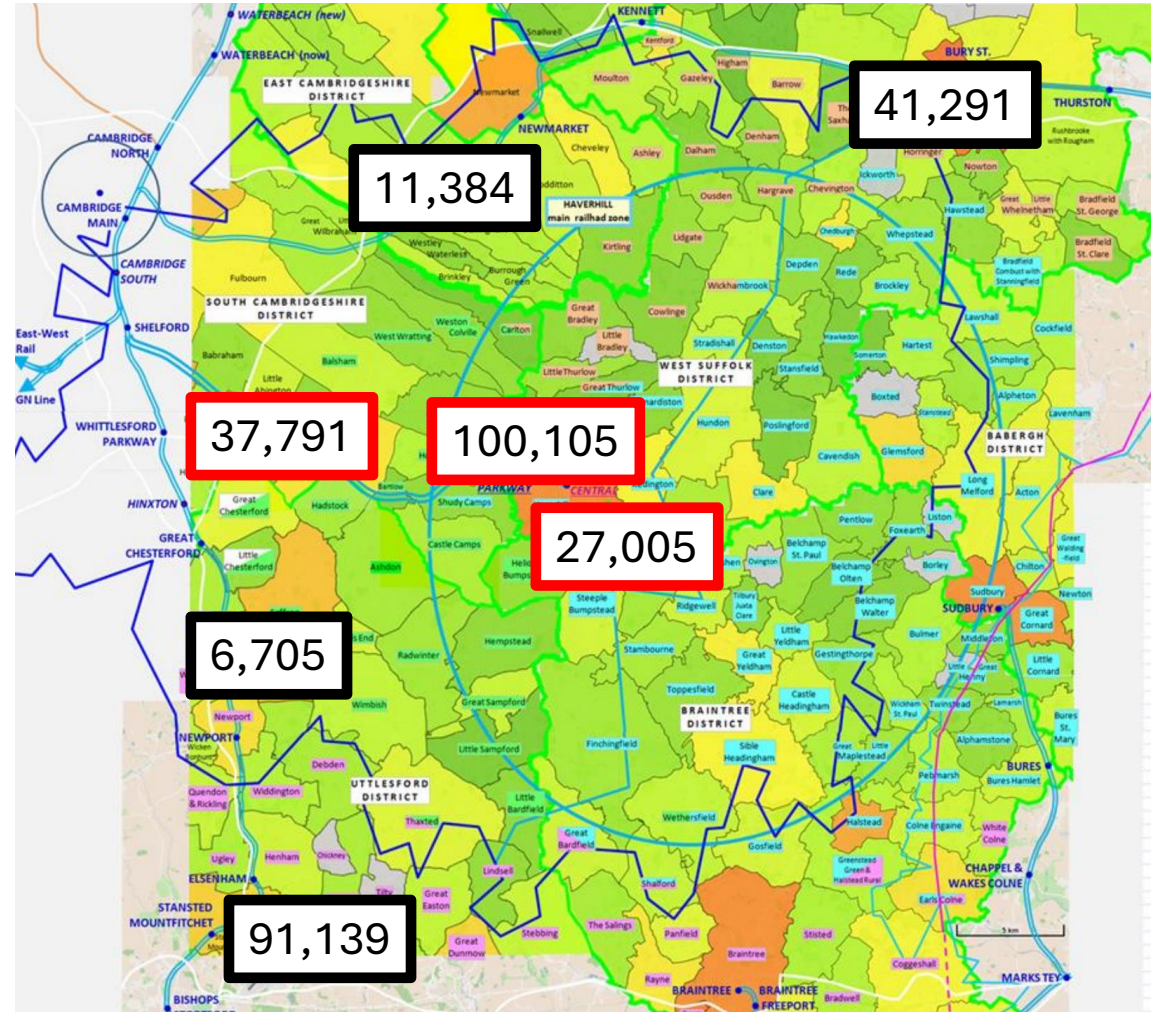


Research Topics

- A: To help understand the **underlying travel demand** case
- B1: The comparative effect of **journey time to work**
- B2: The existence of a **wider spread of work and non-work origins and destinations** including contra-flow travel to Haverhill Businesses
- B3: How **Net Zero and travel policies** will strengthen public transport demand
- C: **Route Options between Haverhill and Cambridge including research campuses**, potentially lower capital cost option, and train operation and outline timetabling

Railhead Catchment Zone Populations

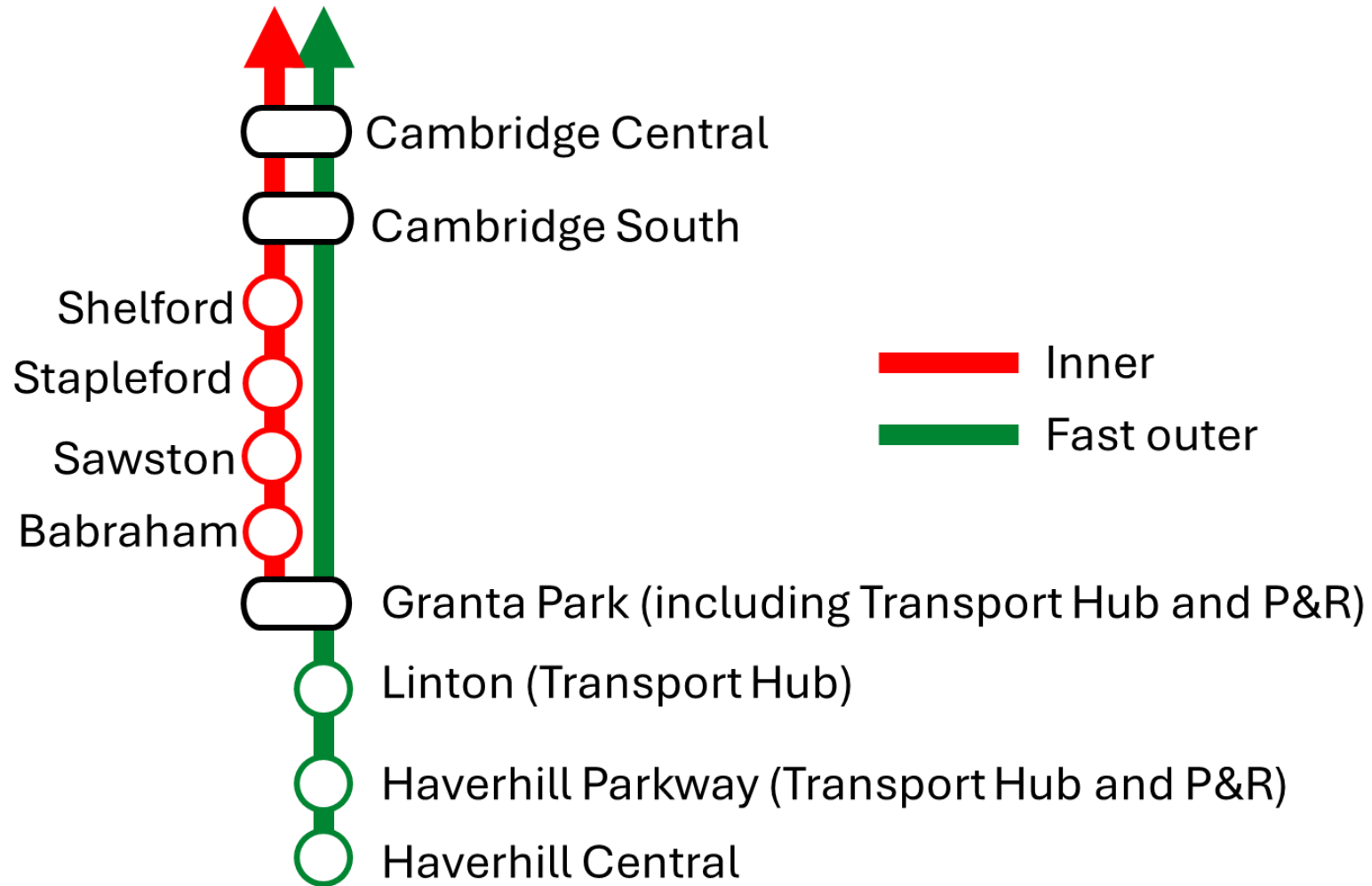
- Total railhead catchment zone populations based on fastest overall time to Cambridge South
- Assumes railway from Central Haverhill via principal stations, Haverhill Parkway, Linton and Granta Park to Cambridge South and Cambridge
- Total catchment area 315,420 in 2021
- Total Haverhill line catchment population 165,901 (52%)
 - Haverhill (27,005)
 - Haverhill Parkway (100,105)
 - Linton (37,791)
- Catchment population by other lines
 - 150,513 (48%)
- Haverhill Line can serve 100 parishes with a total population up to 165,000



Main Findings

- Estimated passenger numbers are considerable
 - 2000 per peak period initially - this would fill 36 carriages, so for example 6 carriage trains running every 20 mins for 2 hours
 - 1 million annual footfall for peak travel alone - could be double
- Fast journey time important to capture
 - 21 minutes – Haverhill Parkway to Cambridge South
 - Separate inner local service for catchments such as Sawston and Stapleford
 - Research campuses at Granta Park and Babraham can be served directly
- Tram-train (Light Rail) operational standard looks most compatible
 - Rail speeds and passenger capacities with more choices of alignment
- Railway solution won't be quick - phased approach for intermediate period?

Service aspiration



Tram-Train

Tram-Trains

- Tram-trains are a light rail vehicles which:
 - can operate to light rail standards
 - can also travel on the national rail network alongside mainline trains



Tram-Train street running in Sheffield city centre



Operating over National Rail infrastructure



Serving Rotherham Railway station

Tram-Train: Heavy Rail comfort

- Interiors and ride quality match modern heavy rail trains



Tram trains in South Wales



Tram-Train: Light Rail Flexibility

- Lower cost infrastructure
- Directly serve town centres, employment and areas of new housing



Light-Rail level crossing in Croydon

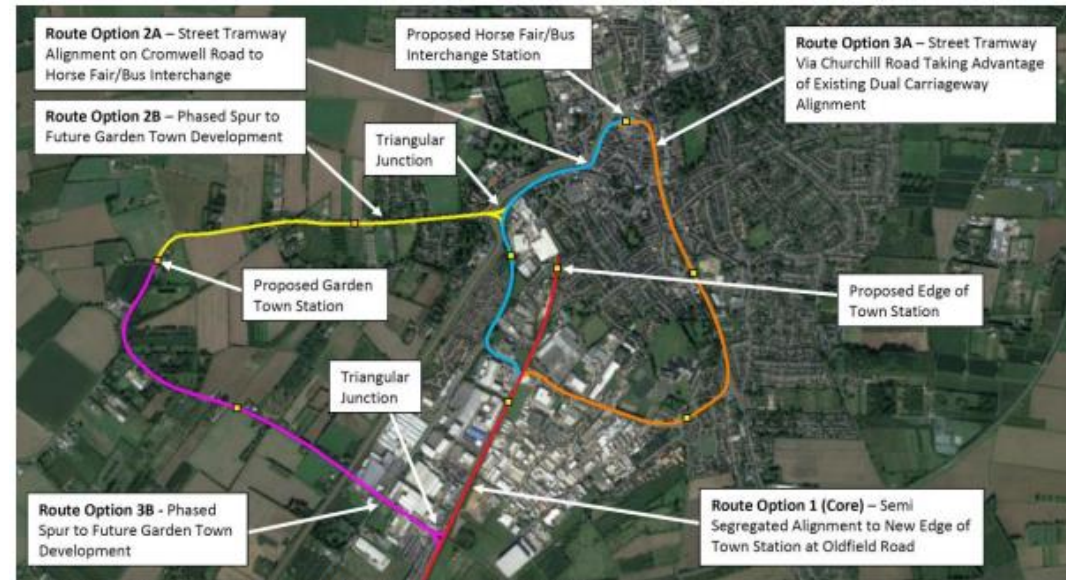


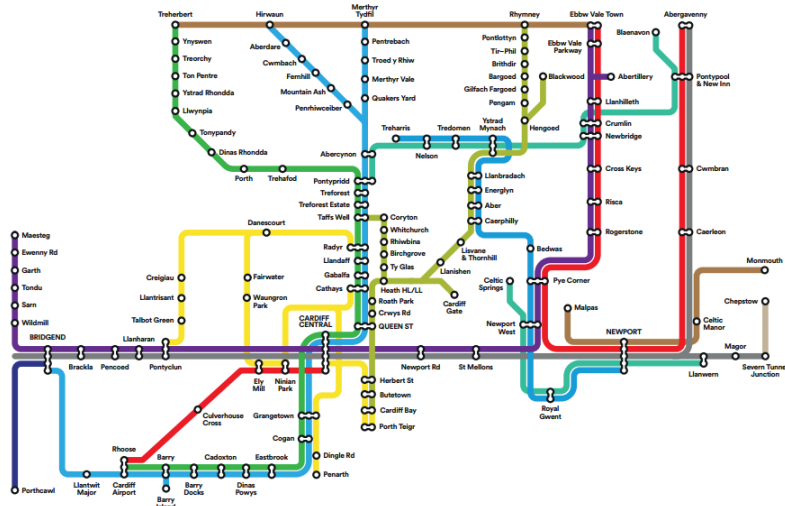
Figure 26 – Summary of Potential Wisbech Area Route Options

Network Rail Tram-Train proposal for Wisbech

Tram-Train systems

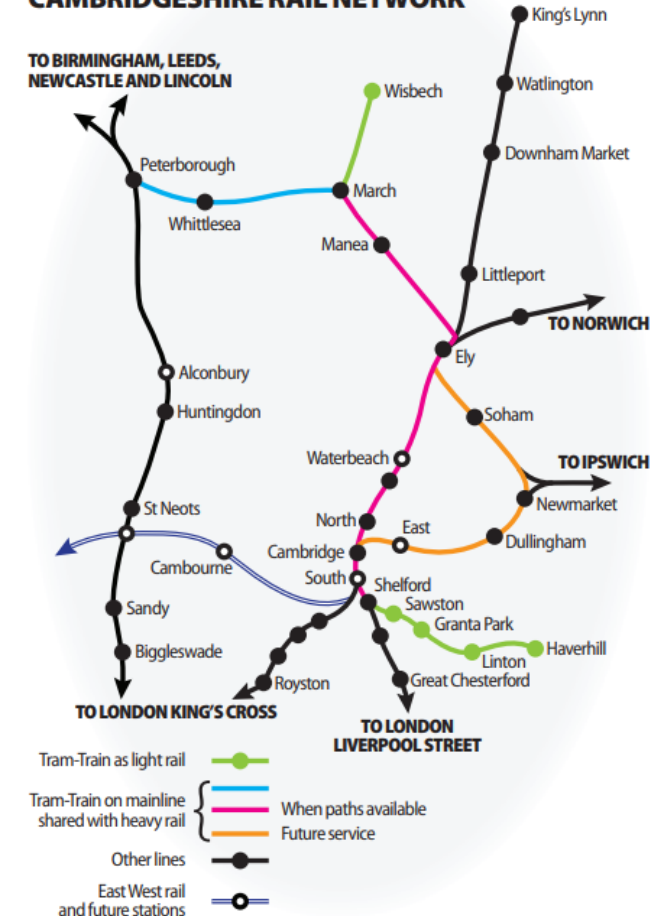
- 20 systems operating in Europe, with 20 others proposed
- A major part of the “South Wales Metro” modernisation of the Cardiff Valley rail network including a new light rail line into the redeveloped Cardiff Bay area

- Tram-Train re-openings to Wisbech and Haverhill could be implemented with a shared Cambridgeshire depot
- This could be the start of a flourishing Tram-Train network
- Could transform access to:
 - Peterborough
 - Cambridge through the light rail system proposed by “Cambridge Connect”
 - Non-rail served communities through light rail extensions



South Wales Metro network

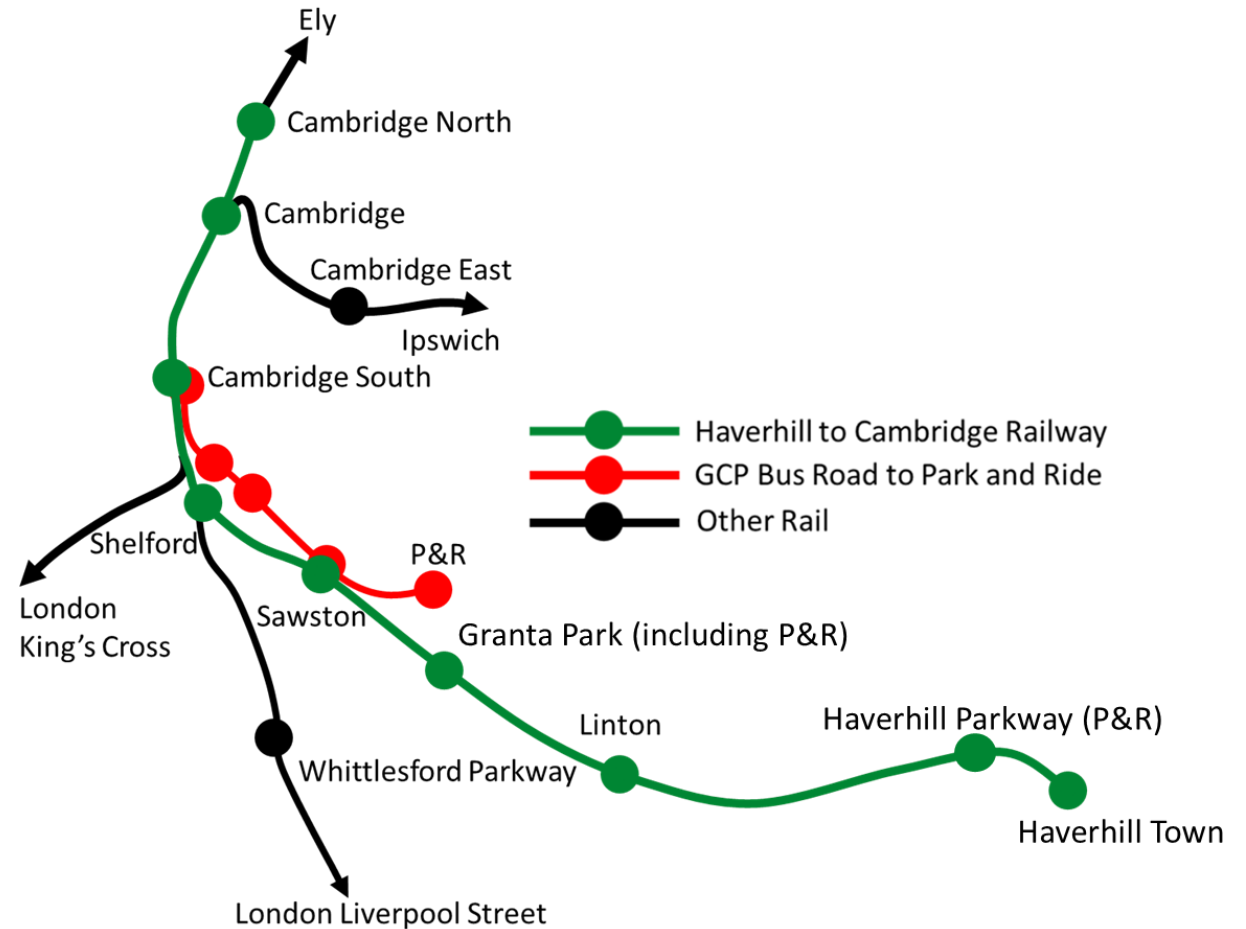
TRAM-TRAIN ROUTES WHICH COULD BOTH LINK AND RUN OVER THE EXISTING CAMBRIDGESHIRE RAIL NETWORK



What next?

GCP CSET – a threat to the railway

- CSET threatens the railway reopening
 - Undermines the economics by abstracting traffic
 - Wastes precious capital funding – costs have already risen to £155m
- GCP have already spent £15m on CSET studies and are determined to take this to the next stage via a Transport and Works Act Order



GCP CSET – poor value

- Original GCP plans from 2015
 - Estimated cost £39m
 - A1307 corridor to include bus priority / additional Park and Ride
- Current GCP plans
 - Estimated cost £155m
 - 5.5 mile bus-road to a large park and ride car park nowhere near Haverhill
- Bus roads are expensive and provide significantly less benefit than railways
- Lacks the capacity to carry the expected passenger numbers identified in the “A big role for a Haverhill Railway” study

The new Greater Cambridge City Deal Executive Board met on 28 January to decide which schemes will be looked at in the first five years of the Greater Cambridge City Deal.

The projects the Board have agreed to prioritise in the first five years (2015-20) are:

Priority Scheme	Est. Cost (£m)
Milton Road bus priority	23
Madingley Road bus priority	34.6
Histon Road bus priority	4.3
A428 to M11 segregated bus route/A428 corridor Park & Ride	24.5
City centre capacity improvements/cross-city cycle improvements incl. Hills Road	22.6
A1307 corridor to include bus priority/A1307 additional Park & Ride	39
Chisolm Trail cycle links/Chisolm Trail bridge	8.4
Total	156.4

The Board also agreed that a further £24m be put towards programme management and scheme development for this and the next round of funding.

Railway reopenings

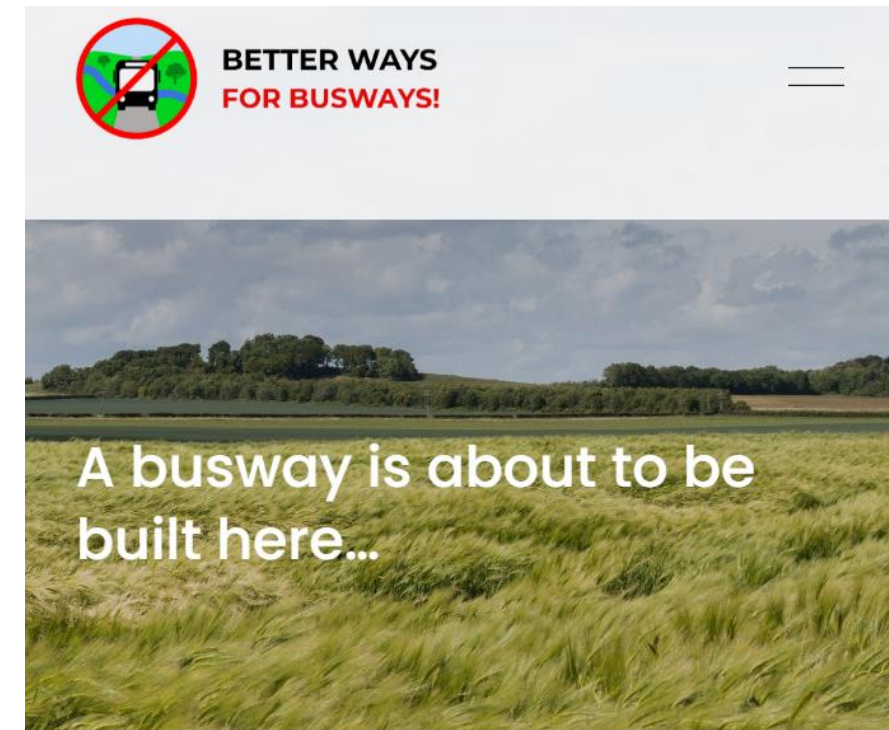
- Borders Railway
 - Reopened in 2015
 - Comparable state to Haverhill
 - 7 stations, 35 miles
 - Single track including land purchase and restoration of trackbed
 - £353m - £10m per mile (in 2012)
- Levenmouth Rail Link
 - Thornton to Leven in Fife
 - Reopening 2024
 - 6 miles of double track, bridge repairs, two new stations
 - £116m – £19.3m per mile
- Haverhill
 - 14.5 miles
 - £28m per mile? £400m?



Borders railway through Galashiels

Better Ways for Busways

- “Proposes adding a dedicated bus lane to the A1307 with a new access road into Addenbrookes. This can be done at much lower cost, with less technical risk and more quickly than the GCP's guided busway without cutting through the green belt.”
- “Longer term BW4B! supports re-opening the Haverhill to Cambridge South railway”
- www.bw4b.org



Do you want an expensive, concrete busway cutting through the greenbelt, destroying our countryside?

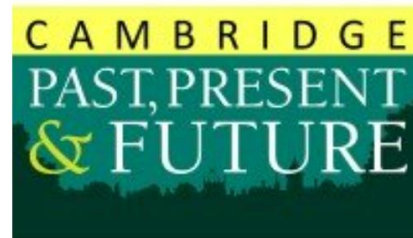
There are **much** better options ...

Support for Better Ways for Busways



Hobson's Conduit Trust
1632

Babraham
Parish Council

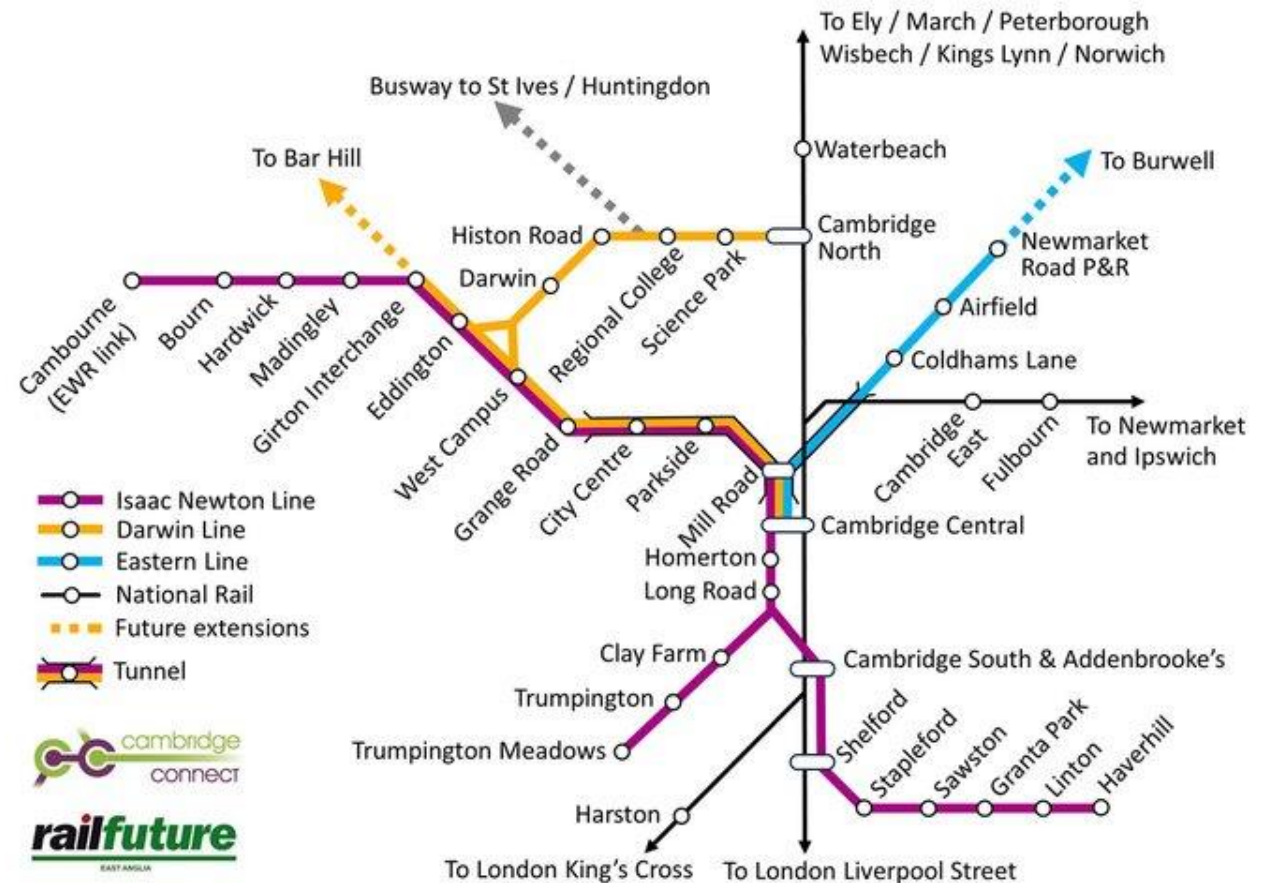


Sawston Parish
Council



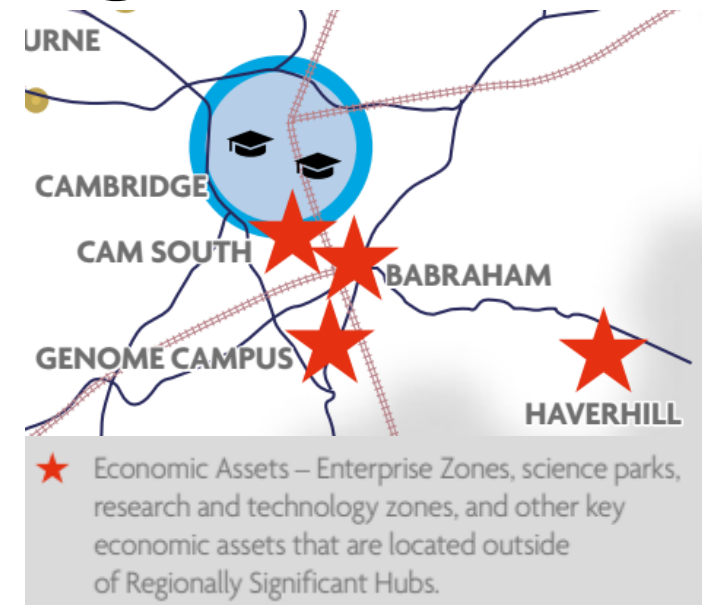
Cambridge Connect

- Proposed light rail network for Cambridge
- The proposals include reopening the line to Haverhill and are supported by Railfuture
- Cambridge Connect has collaborated with a wide range of organisations, companies and individuals - including Railfuture, UK Tram, Amey, Ankura, CMS, and experts involved in CrossRail, Manchester Metrolink and the Docklands Light Railway
- www.cambridge-connect.uk



Other organisations with a strategic interest in the transport link from Cambridge to Haverhill

- Sub National Transport bodies:
 - England's Economic Heartland (EEH) www.EnglandSEconomicHeartland.com
 - Transport East www.transporteast.gov.uk
“key challenges for the East's rail network.... some growing places not served at all, e.g Haverhill”
- Cambridge Delivery Group
- Department for Transport / Network Rail



From EEH's Regional Transport Strategy

Further information

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

Questions