

OXFORD - CAMBRIDGE 'KNOWLEDGE ARC'

OXFORD

MILTON KEYNES

BEDFORD

CAMBRIDGE



# CamBed RailRoad

Integrates rail and road

The sensible central  
alternative to the  
southern C2-2  
**rail route across  
the County**  
from Cambridge  
to Bedford

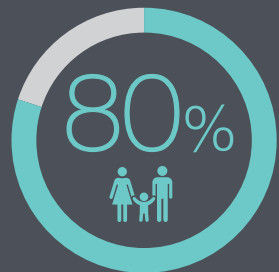
# about us

**CamBedRailRoad (CBRR)** is a community-based, voluntary, Think Tank, led by two distinguished transport infrastructure Civil Engineers. Their road, rail and metro underground and overground experience includes projects in the UK and Far East.

**Our Mission**, based on a holistic approach, is to design, develop and champion the optimal route for the Oxford to Cambridge Knowledge Arc multi-modal transport corridor's Missing Link, the Central Section from Bedford to Cambridge. We submit it for consideration by all the agencies concerned at this crucial planning stage; Government has recognised that the coordination recommended by National Infrastructure Commission (NIC) has simply not occurred.

**Our motivation** has been to rectify the failure to date of the many independent Agencies, working to their respective briefs, to determine a coordinated, communal, best-fit transport plan for the Central Section, as recommended by NIC, that fulfils the declared responsibilities of the CPCA (and meets the key priorities of "England's Economic Heartland").

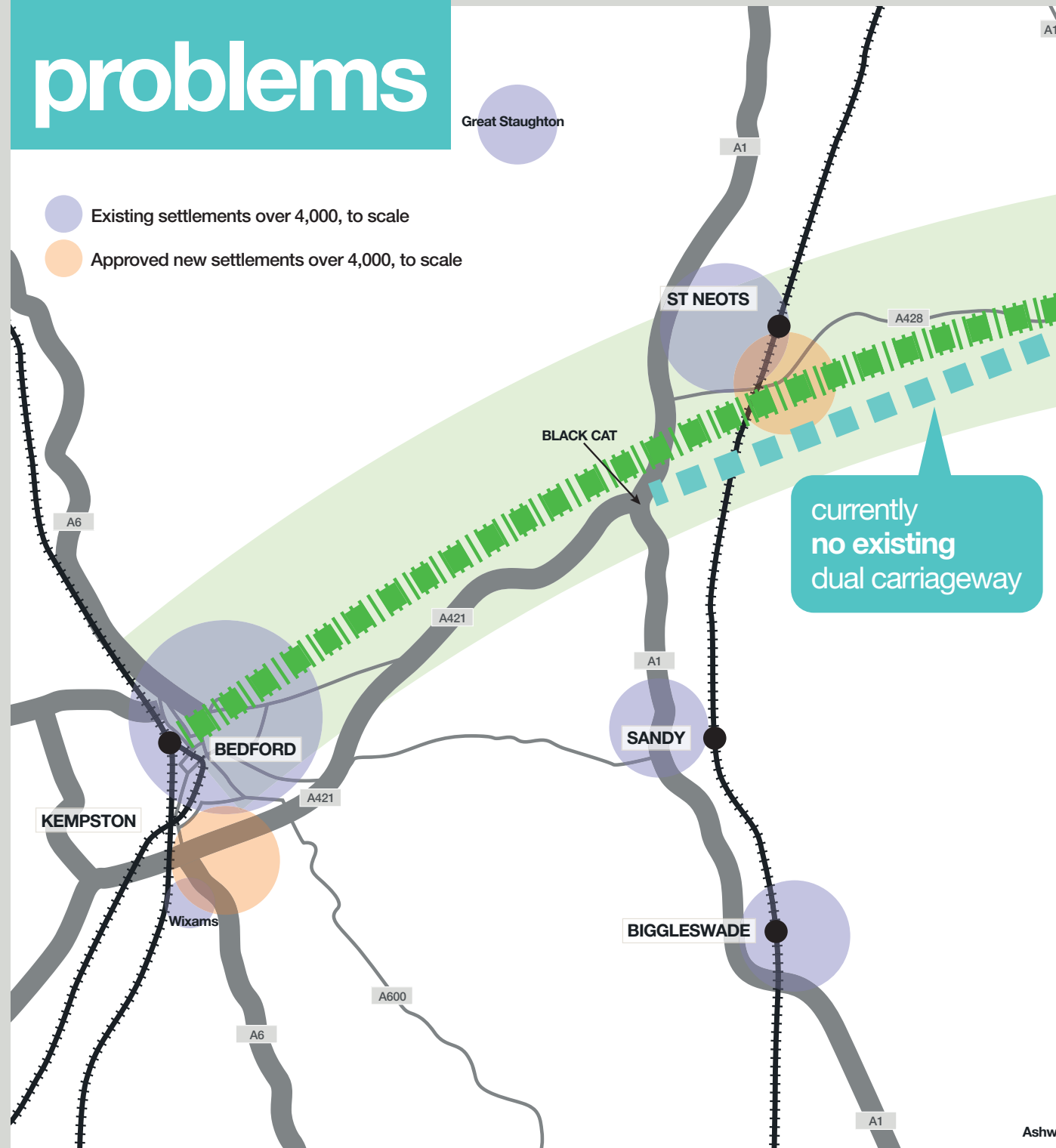
**Current rail proposals do not serve and sustain the high density of new and existing settlements along the East West Expressway. The CBRR Route Proposal is the solution.**

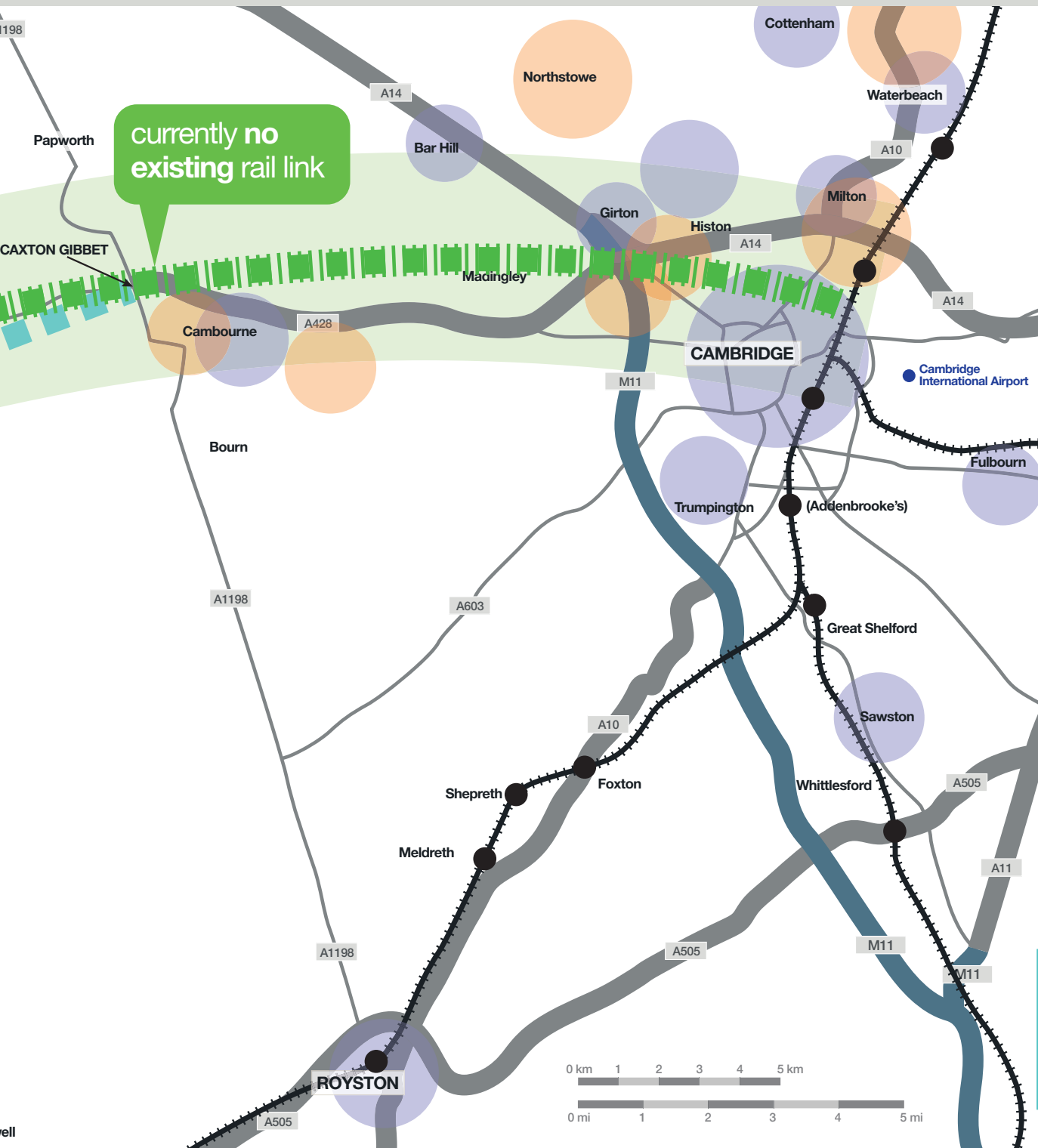


The CamBed Central Section population to increase 80% by 2030

# problems

- Existing settlements over 4,000, to scale
- Approved new settlements over 4,000, to scale





## background

**NIC, now chaired by Sir John Armit, recommended to Government (our emphasis):**

*"The Cambridge-Milton Keynes-Oxford arc must be a national priority. Its world-class research, innovation and technology can help the UK prosper in a changing global economy."*

*"East West Rail and the Oxford-Cambridge Expressway provide a once-in-a-generation opportunity ..."*

*"Government should progress work on East West Rail, the Expressway and new settlements through a single co-ordinated delivery programme, with cross-government ministerial commitment and oversight."*

*"... accelerate work on the development of the new East West Rail line between Bedford and Cambridge, and commit to open the line by 2030."*

**The Autumn Budget 2017 said:**

**"Growth in the corridor must also be sustainable**

*East-west road connectivity in the corridor is relatively poor and east-west rail connectivity almost non-existent. Develop an Expressway of high-quality east-west roads between Oxford and Cambridge and establish an independent East West Rail Company. Central section Bedford to Cambridge services to begin by the mid-2020s*

*Develop the Oxford-Cambridge Expressway along the same broad corridor as East West Rail – creating a multi-modal transport spine ...*

*It will be necessary for authorities to work together much more closely going forward."*

**Heidi Allen MP (South Cambridgeshire):**

*"... East West Rail and the Expressway are well and truly on Government's "to-do" list. At every opportunity I get, I reinforce the National Infrastructure Commission's recommendation that their corridors must be aligned so that they serve both existing and emerging communities."*

# C Corridor: current proposal

## What C Corridor **doesn't** do:

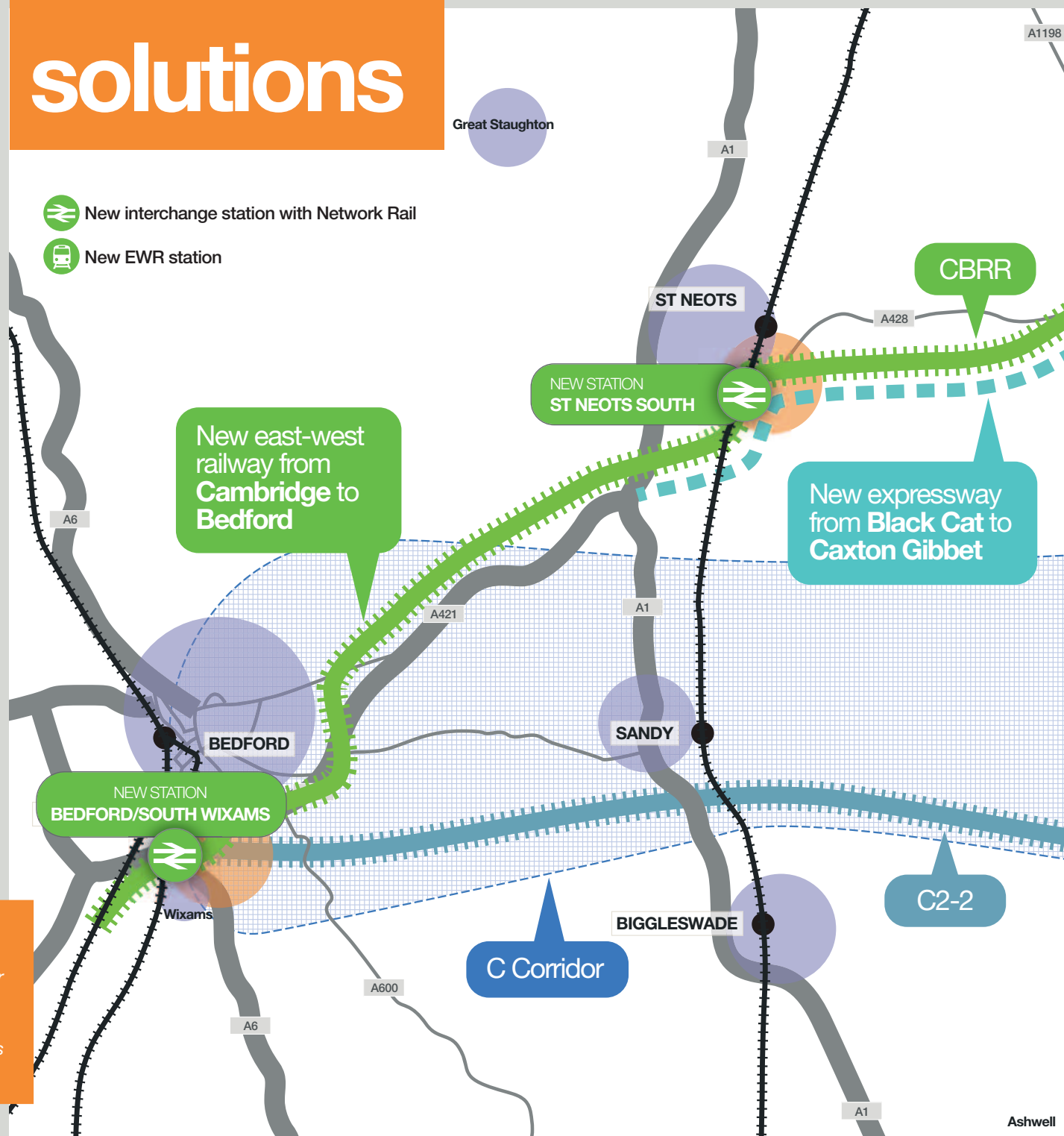
- **Provide sustainability** for 50,000 approved new houses and the large existing population along the East West Expressway Route
- **Serve** any additional approved developments
- **Deliver** to North Cambridge, Silicon Fen, Felixstowe and points North and East
- **Improve** Felixstowe rail freight, new destinations north and west by-passing London, relieving container traffic on Expressway and congested A14

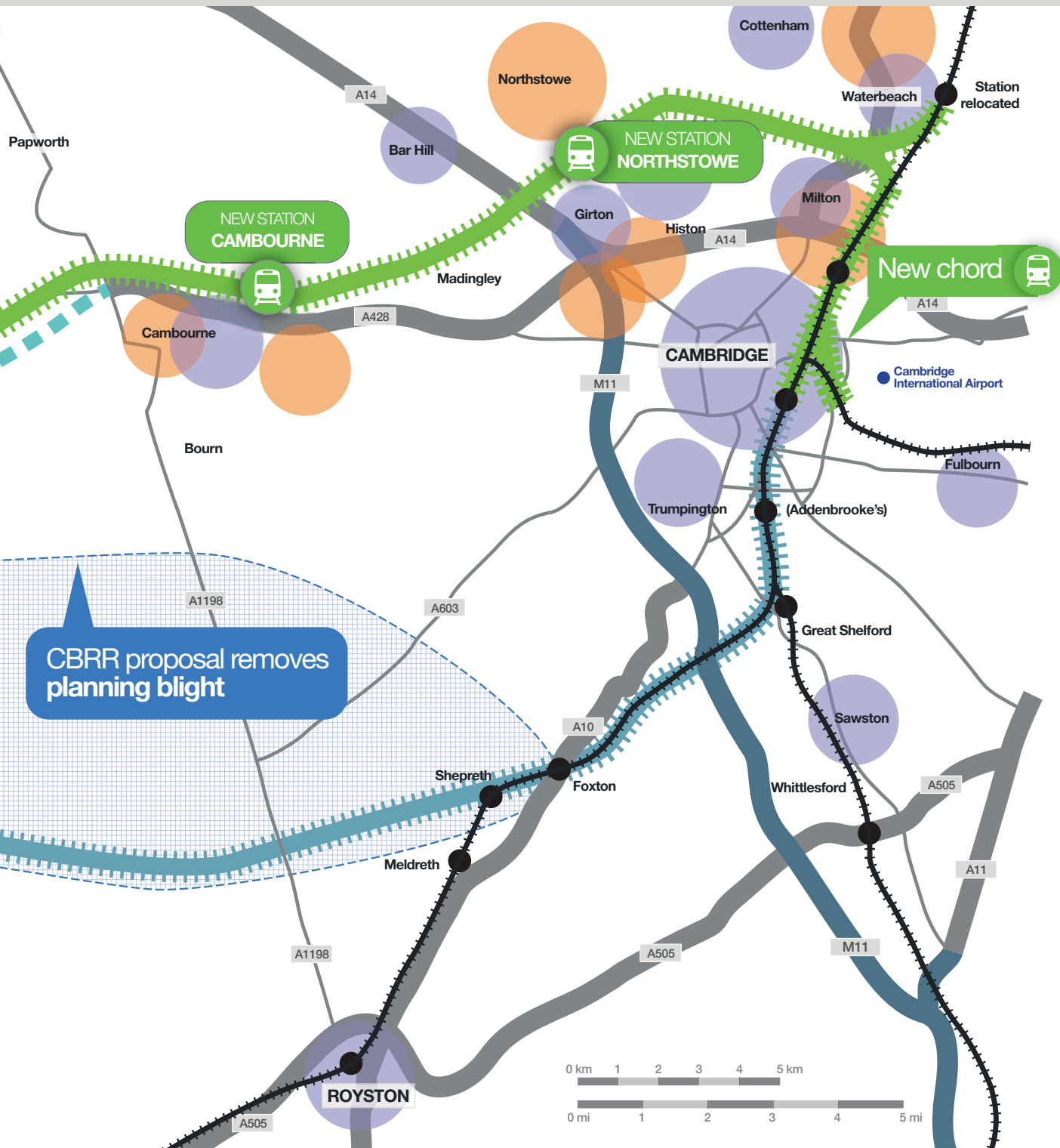
## What C Corridor **does** do:

- **Duplicates** existing satisfactory service to Foxton, Shepreth, Meldreth and Royston, whilst requiring rail dualling
- **Cuts a massive swathe of planning blight** through best landscape and agricultural land, instead of utilising a narrow multimodal corridor
- **Further isolates** and threatens sustainability of expanding St Neots and Cambourne
- **Squanders** Main Line Interchange opportunity, by isolating St Neots and distancing itself from Expressway

**Sebastian Kindersley** (Cambridgeshire County Councillor):  
*"Our area is driving the UK economy. The scale of development that brings means we must get the infrastructure right and for the sake of our residents and future generations it must be sustainable. Putting both road and rail along the A428 corridor where so much growth is planned delivers sustainable infrastructure with a minimum of planning blight. It is the obvious solution."*

# solutions





# CBRR: meeting the challenges

## To succeed, the Arc needs to achieve:

- population increase of 1% pa every year until 2050  
*120,000 already approved along CBRR*
- abundant new housing  
*55,000 already approved along CBRR*
- dedicated east-west transport corridor between homes and hubs  
*Compatible with Light Railway, Cambridge Autonomous Metro and Express Trains with significant shared cost savings*
- a cure for current dysfunctional labour markets, isolated by inadequate transport  
*Joined up commuting on CBRR*

## Multimodal corridor for Expressway and East West Railway urgently needed to:

- serve existing and planned communities
- make existing and planned communities like expanding Cambourne sustainable
- unlock land for housing
- protect best landscape with a multimodal corridor

## Manage planning challenge using NIC recommendations to:

- develop integrated strategic plans achieved by all agencies working together, with ministerial oversight, through a single coordinated delivery programme, to create a multimodal transport spine. *CBRR provides a crucial, last chance focus for joined up, inter-agency, management planning.*

# technical considerations

CBRR has undertaken a high-level study of a fully integrated rail-road proposal, which we consider feasible.

## Heather Williams

(South Cambridgeshire District Councillor)

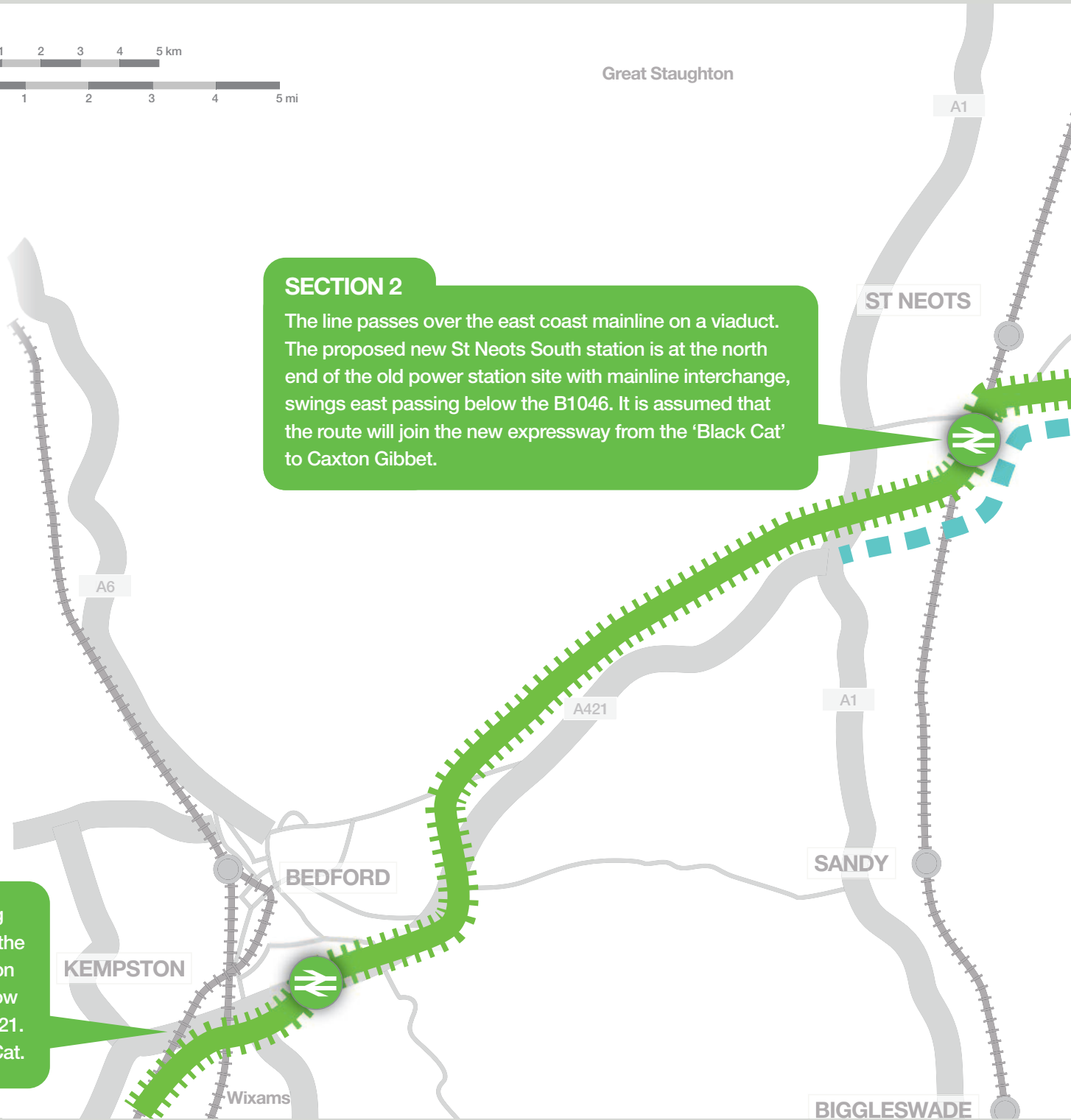
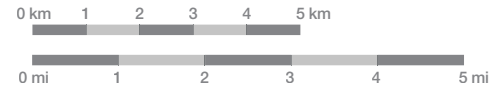
*"The 'Varsity line is a unique opportunity to provide much needed transport links not only for the two leading academic cities but also for residents of South Cambs. A route along the A428 corridor would serve the new settlements both existing and those waiting to be built. It is a sensible solution to the lack of rail provision currently in that area along with being a potential asset in reducing the congestion issues in and around Cambridge."*

## SECTION 1

The route passes south of Bedford and A421, dropping below ground level in a concrete trench to pass under the mainline railway, entering a new Bedford Wixams station with mainline interchange. It continues at low level below A600/A603, finally heading north to cross under the A421. It then follows the north side of A421 and on to Black Cat.

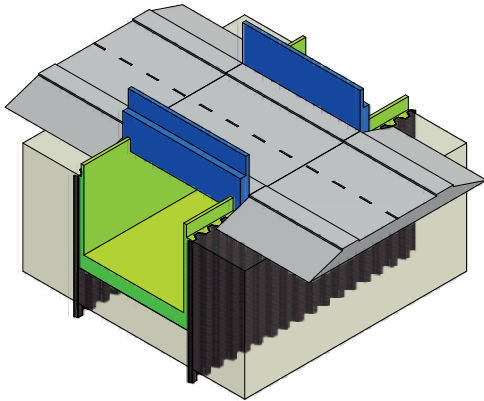
## SECTION 2

The line passes over the east coast mainline on a viaduct. The proposed new St Neots South station is at the north end of the old power station site with mainline interchange, swings east passing below the B1046. It is assumed that the route will join the new expressway from the 'Black Cat' to Caxton Gibbet.



### SECTION 3

A cut to pass under the A1198 to a new station north of the A428 that serves the existing Cambourne settlement and both the new West Cambourne and Bourn Airfield developments to the south.



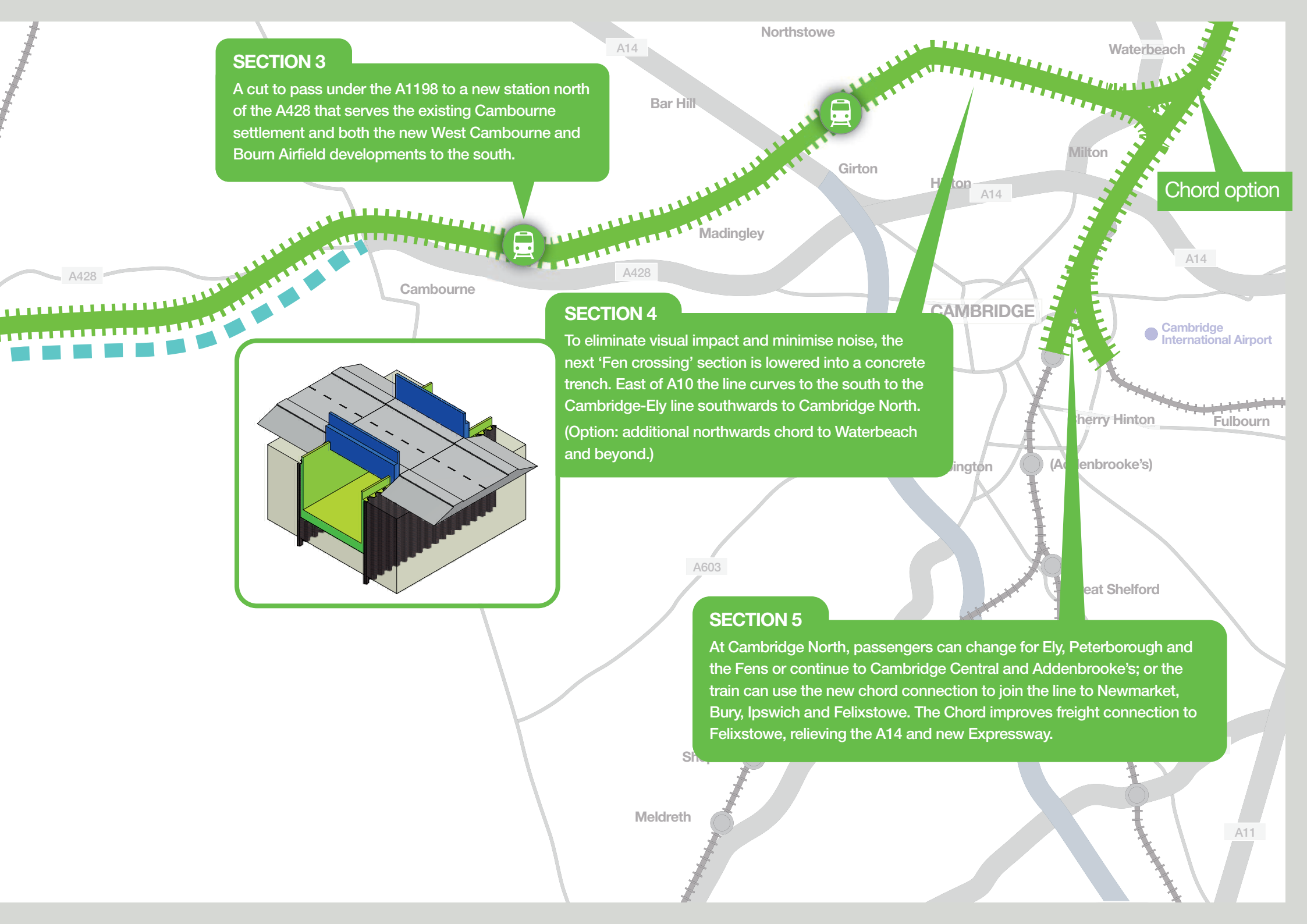
### SECTION 4

To eliminate visual impact and minimise noise, the next 'Fen crossing' section is lowered into a concrete trench. East of A10 the line curves to the south to the Cambridge-Ely line southwards to Cambridge North. (Option: additional northwards chord to Waterbeach and beyond.)

### SECTION 5

At Cambridge North, passengers can change for Ely, Peterborough and the Fens or continue to Cambridge Central and Addenbrooke's; or the train can use the new chord connection to join the line to Newmarket, Bury, Ipswich and Felixstowe. The Chord improves freight connection to Felixstowe, relieving the A14 and new Expressway.

Chord option



**Aidan Van de Weyer**

(Deputy Leader, South Cambridgeshire District Council)

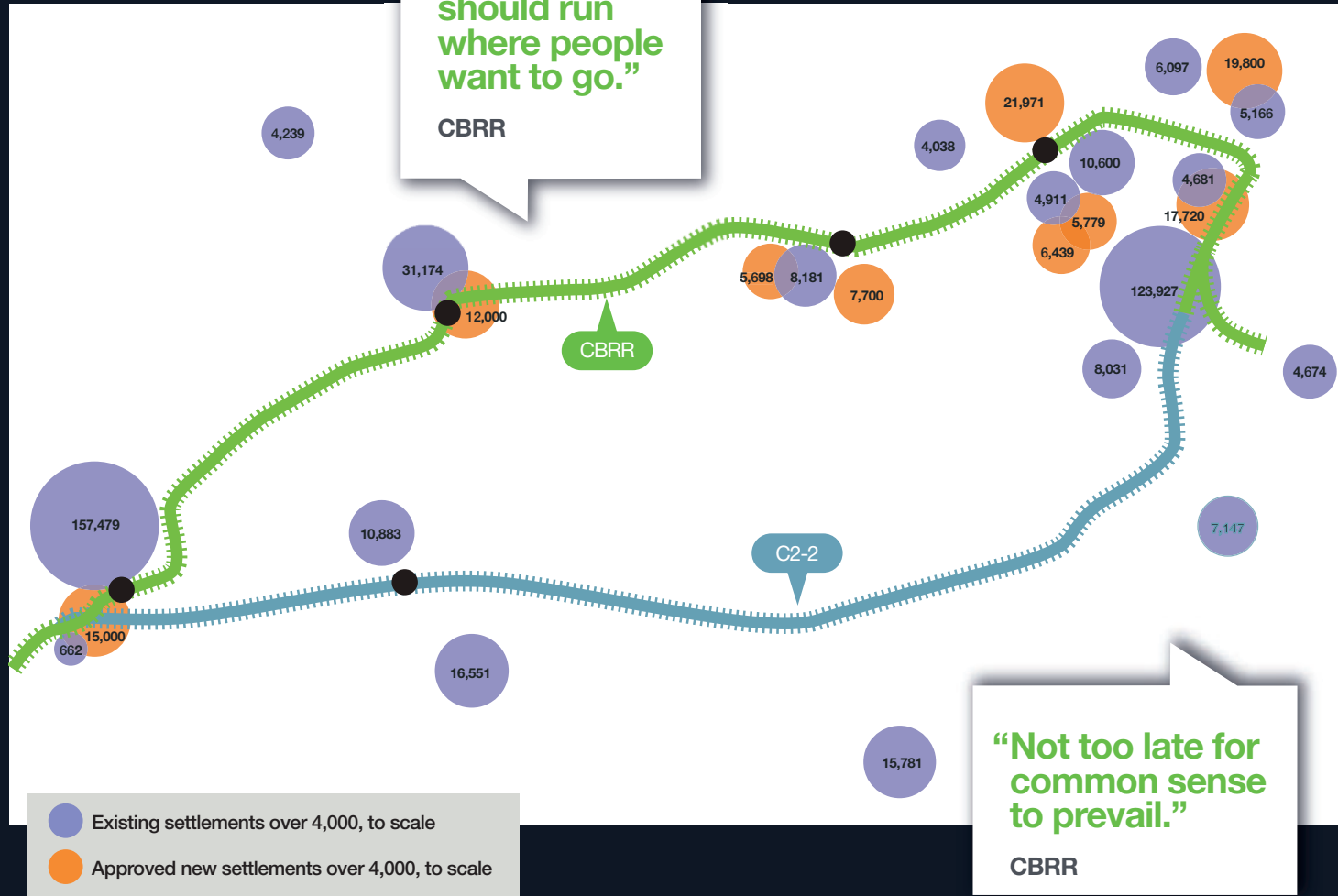
*“The vitality of the Cambridge – Milton Keynes – Oxford corridor is crucial to the future prosperity of the whole country. We need to make bold investments in infrastructure to support that growth and make it sustainable. The East West Railway is the most important piece of the jigsaw, so we’ve got to work together and get it right by looking at what all the options can bring.”*

**“Rail and road should run where people want to go.”**

CBRR

**“Not too late for common sense to prevail.”**

CBRR



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# CamBed RailRoad

**The solution that meets the needs that NIC defined.**

- Optimizes travel between homes and hubs.
- Bundles road and rail in an intermodal corridor of best design and logistic value, minimizing blight.
- Integrates trains and people, from East and West, North and South, throughout the Central Section and beyond.
- Meets needs of train-deprived, existing and proposed commuter zones.
- Adds four new stations at optimal locations with two North-South connections.
- Resolves the growing Cambourne sustainability challenge.
- Preserves best countryside, prime agricultural land, landscape and rural recreation.
- Delivers via North Cambridge Station and CAM to tech-rich, north Cambridge hubs, A10 corridor, the Fens, Cambridge Central, Addenbrooke’s Bio Campus.
- Large radius new chord facilitates Felixstowe freight, opens up northern rail routes via Peterborough, Birmingham and Oxford and relieves container traffic on EW Expressway and congested A14.

For more information visit our website [www.CamBedRailRoad.org](http://www.CamBedRailRoad.org) or email [info@CamBedRailRoad.org](mailto:info@CamBedRailRoad.org)