

The Newmarket Vision

Potential Network and Service Improvements

Philip Smart and Peter Wakefield

The Newmarket & Chesterford Railway

Incorporated: 16th July 1846

Authorised Capital: £350,000

Length of line: 17 ½ miles

Engineers: Robert Stephenson & John Braithwaite

First sod turned (amid much celebration !): 30th September 1846

Opened for freight: 3rd January 1848

Opened for Passengers: 4th April 1848

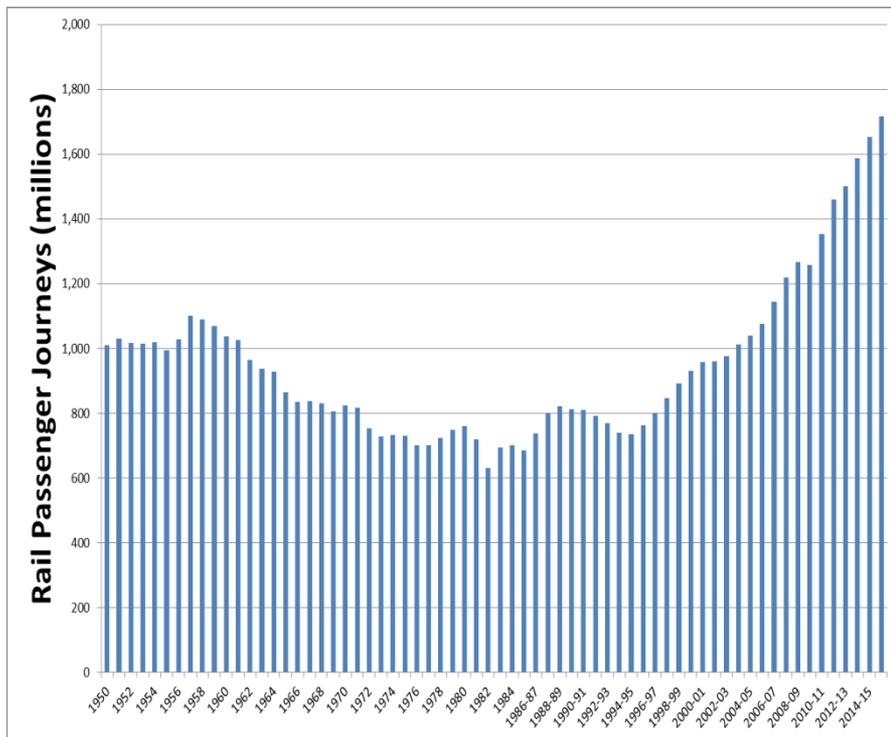
Rolling stock: 6 Locomotives
88 Coaches
40 Horse Boxes!

Much enthusiasm from the Jockey Club at the dawn of the first 'railway age' !

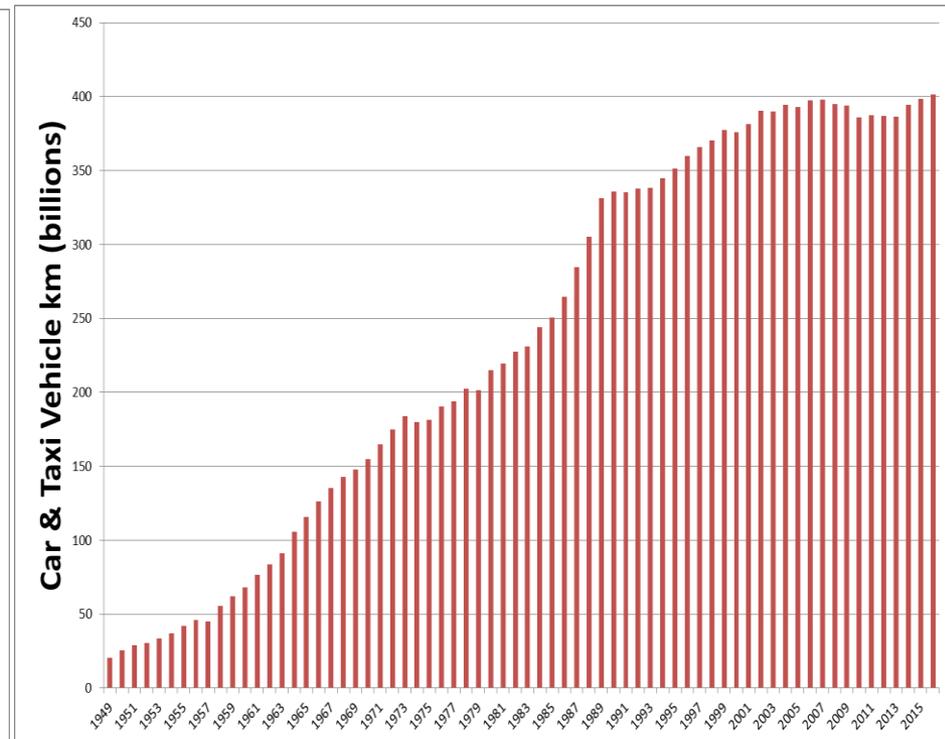
The second railway age

Contrasting Fortunes of Rail and Road

Rail growth in last 20 years



Road traffic stagnation



Why the change? (1)

Car ownership saturation

Company car taxation

Rail service provision

Fewer young people drive

- Insurance
- Education
 - Cost
 - Location

Road congestion and environmental concern

Why the change? (2)

Urban living *

Price of road fuel *

Opportunity value of time *

- Eat & Drink
- Comfort break!
- Use phone
- Work!

(Trains are now banks, cinemas, shops & offices!)

** Likely to continue long term !*

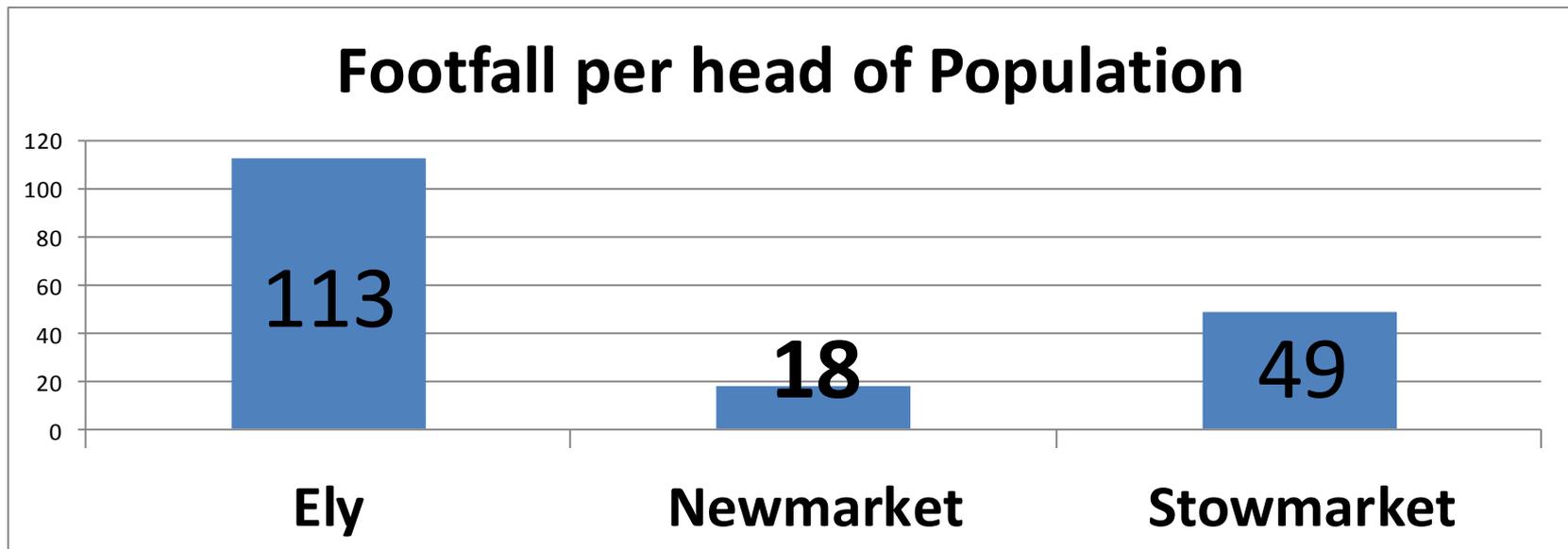
Future transport policy influences

- Environment
 - Climate Emergency !
 - Carbon Neutrality
- Economic Growth
- Logistics and distribution
- Congested Roads
- Housing
 - Supply
 - Location
 - Greater commuting distances

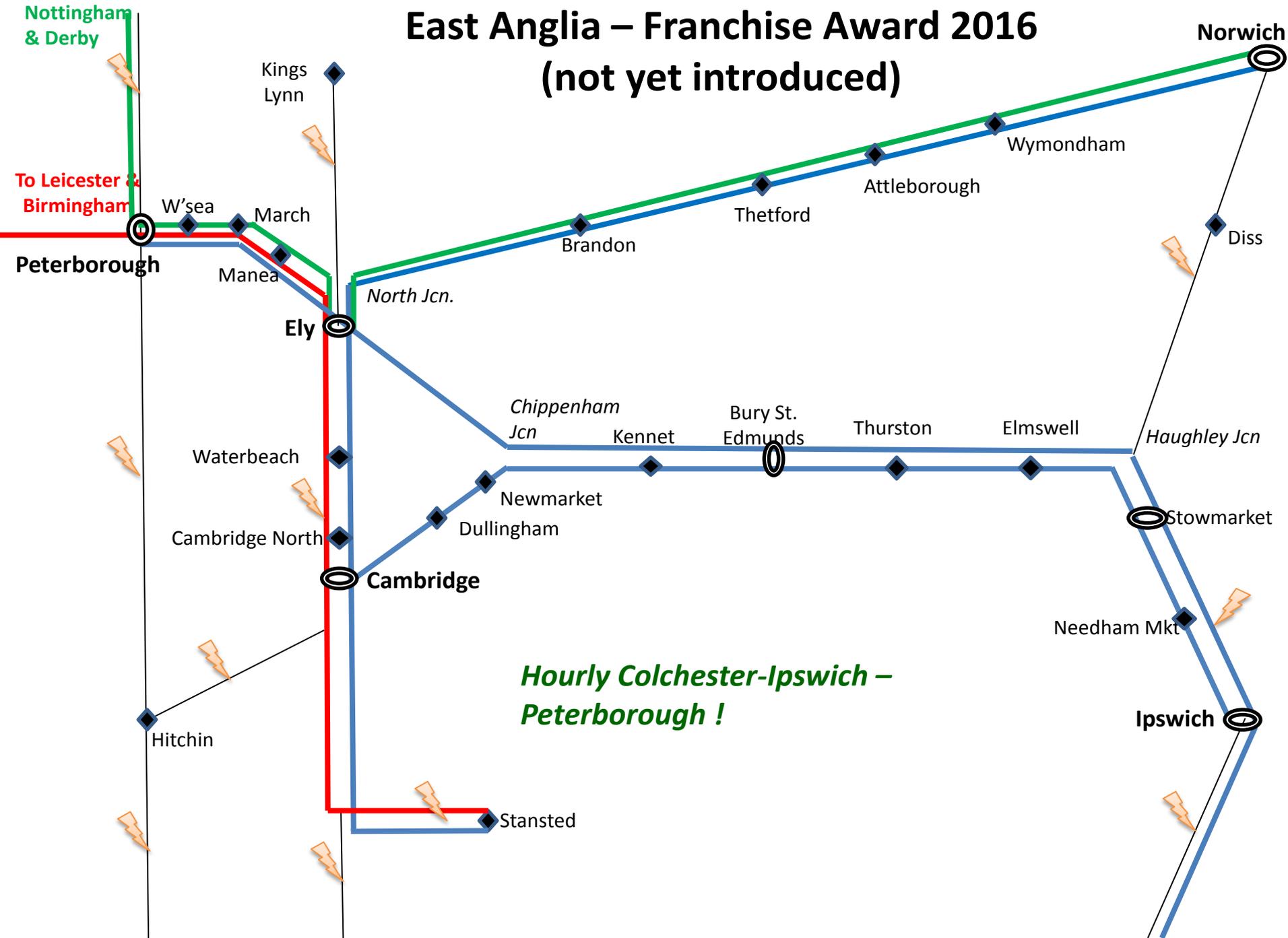
Increasing role for Rail!

Newmarket – Growing but underperforming similar towns

	Miles from London	Population (2011)	Rail Footfall (2017/8)	Departures per hour
Ely	70	20,256	2,281,710	9
Newmarket	70	20,384	358,798	2
Stowmarket	80	19,280	935,244	5

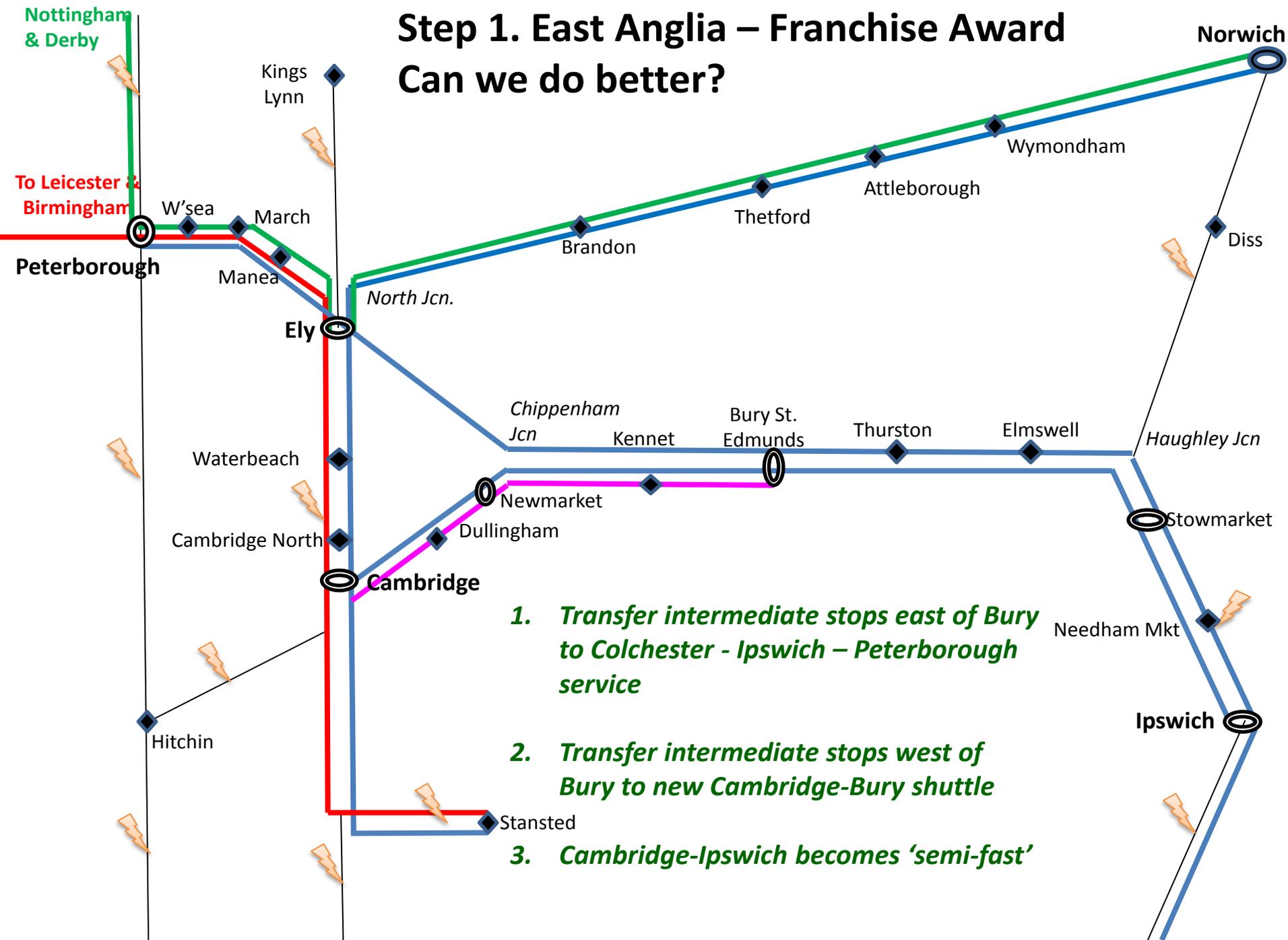


East Anglia – Franchise Award 2016 (not yet introduced)



Step 1. East Anglia – Franchise Award

Can we do better?

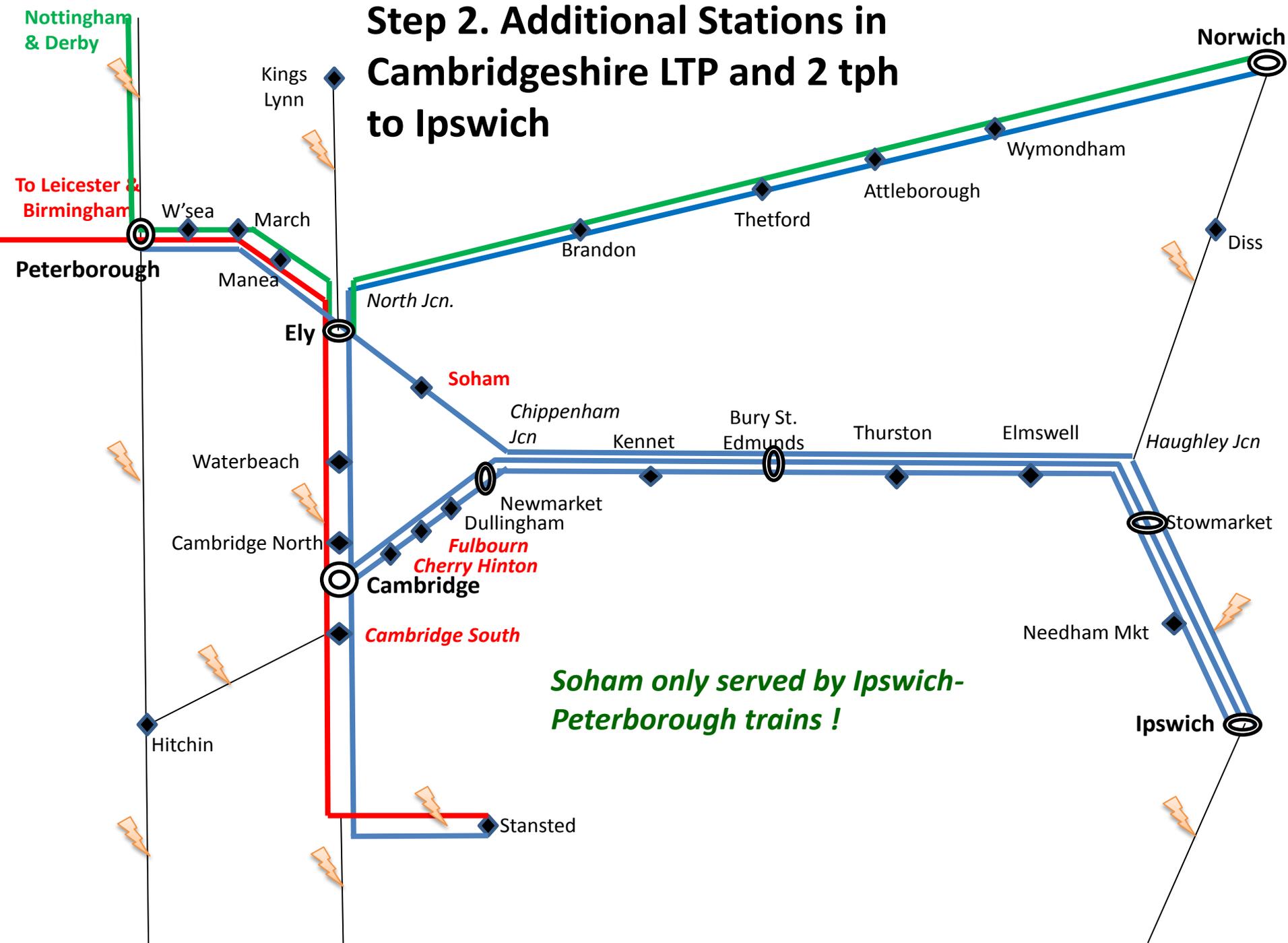


Requirements for Step 1

(not in current franchise!)

Step	Infrastructure	Rolling stock
Transfer intermediate stops east of Bury to Ipswich-Peterborough service	Turnback at Bury with associated signalling	2 x additional BMU
Create new Cambridge – Bury service all stations	Independent running line Coldham Lane Inc. Into Platform 7/8 at Cambridge	
Ipswich-Cambridge train to stop at Stowmarket, Bury & Newmarket. Journey time 1 hour!	Lengthen passing loop at Dullingham westwards and/or dual Coldham Lane Junction eastwards	

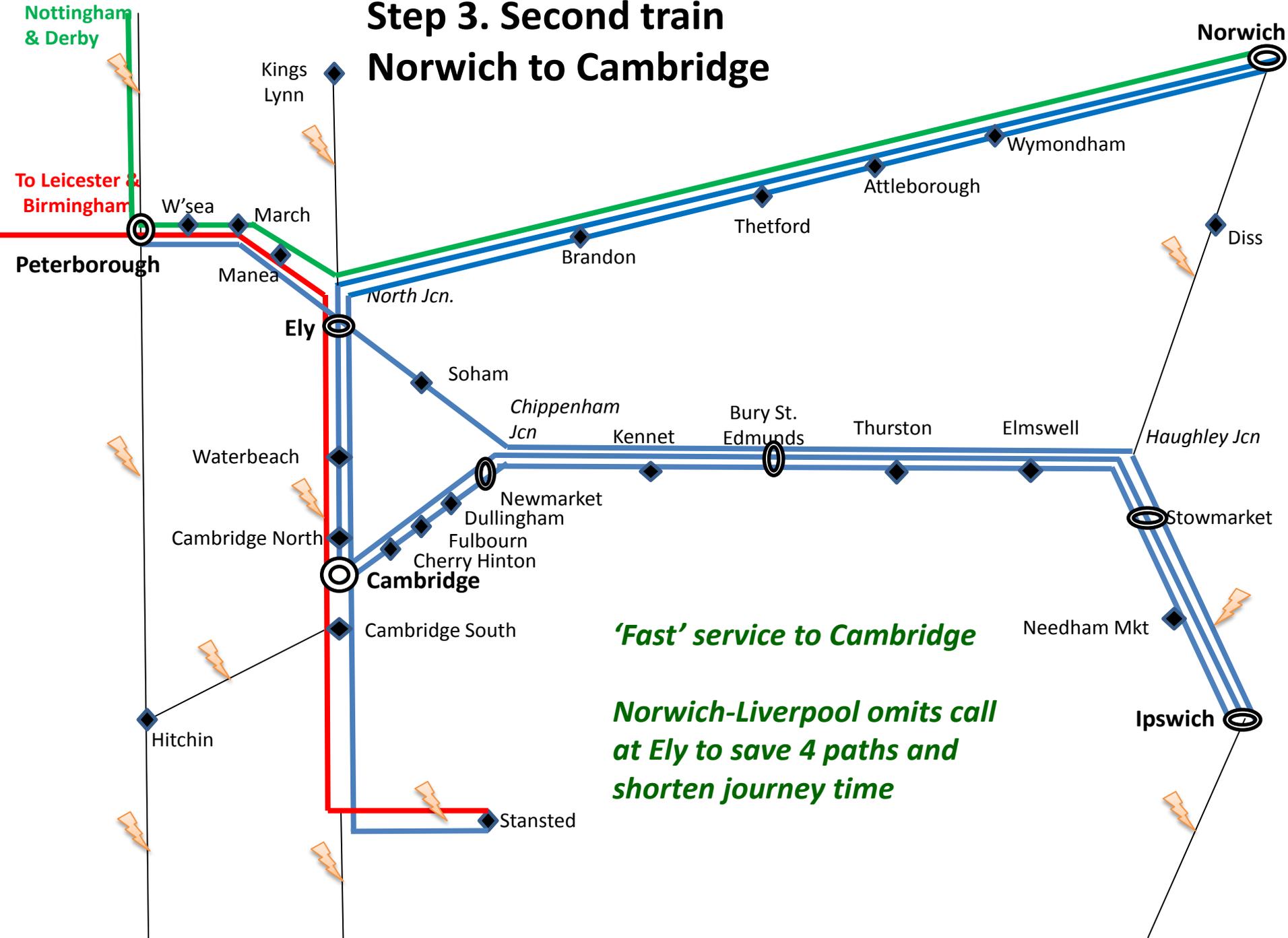
Step 2. Additional Stations in Cambridgeshire LTP and 2 tph to Ipswich



Requirements for Step 2

Step	Infrastructure	Rolling stock
Additional stations east of Cambridge and 2 trains per hour (TPH) to Ipswich	Stations constructed at Soham, Cambridge South and Cherry Hinton/Fulbourn as required	1 x additional BMU (above step 1)
	Double track Soham-Ely and Coldhams Lane-Newmarket	
	Haughley junction doubled	
	Additional platforms at Ipswich	

Step 3. Second train Norwich to Cambridge

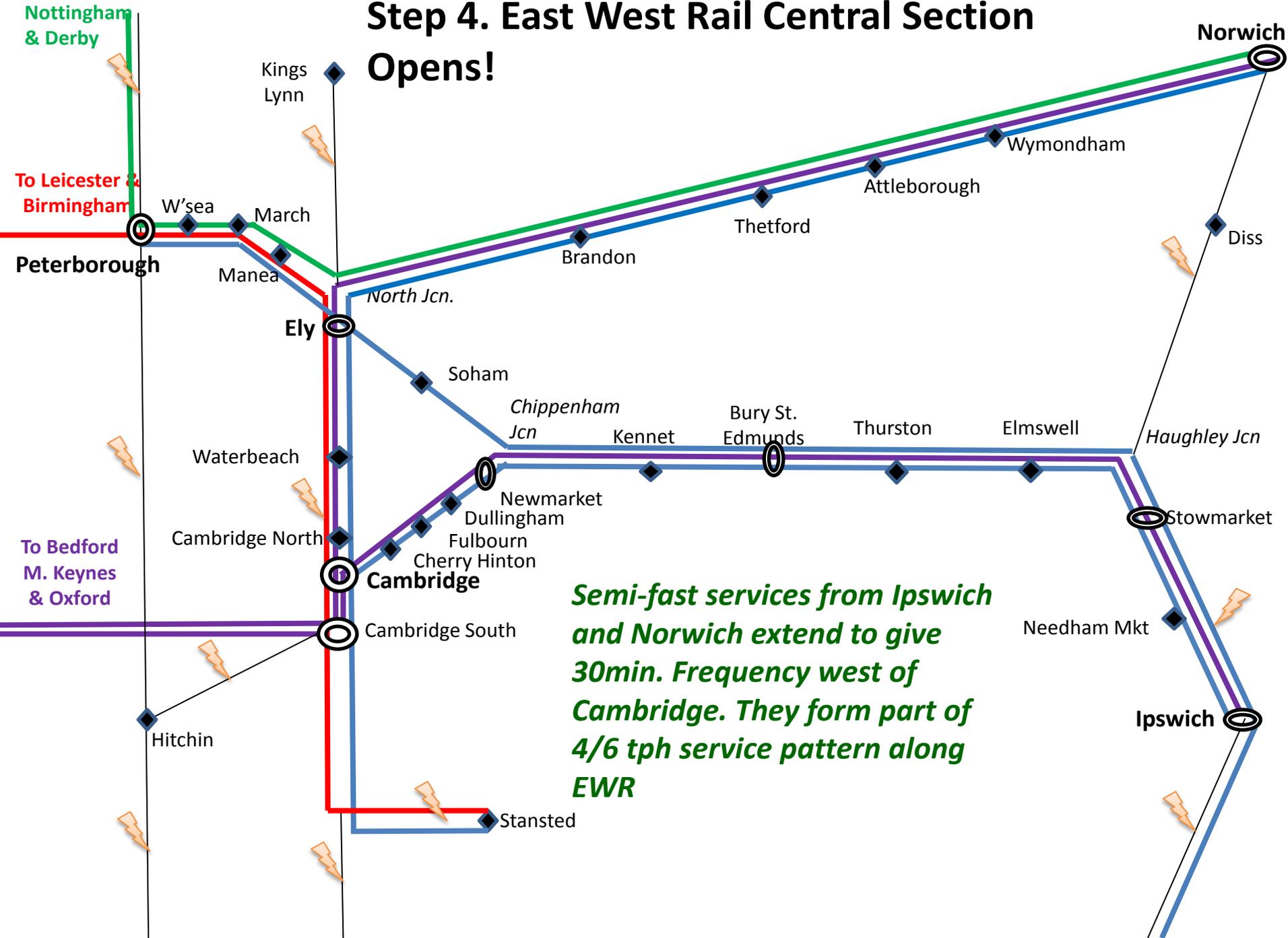


Requirements for Step 3

Step	Infrastructure	Rolling stock
Second train Norwich-Cambridge semi-fast	Trowse bridge doubled at Norwich	2 x additional BMU (above step 2)
<i>NB both Ipswich and Norwich now have 2 x tph to Cambridge. One semi-fast and one stopping</i>	Additional Platforms at Cambridge & Norwich (will be required at Cambridge for EWR & Thameslink)	

This is where we want to be by 2027 to get the Eastern Section 'Central section ready'!

Step 4. East West Rail Central Section Opens!



To Leicester & Birmingham

To Bedford M. Keynes & Oxford

Semi-fast services from Ipswich and Norwich extend to give 30min. Frequency west of Cambridge. They form part of 4/6 tph service pattern along EWR

Summary – EWR Interventions

- Double track Cambridge to Newmarket
- Additional platform capacity at Ipswich, Norwich, Newmarket and Cambridge
- Double Trowse swing bridge (Norwich)
- Electrification ?
 - Felixstowe to Birmingham (inc. Cambridge to Newmarket)
 - Ely to Norwich ?

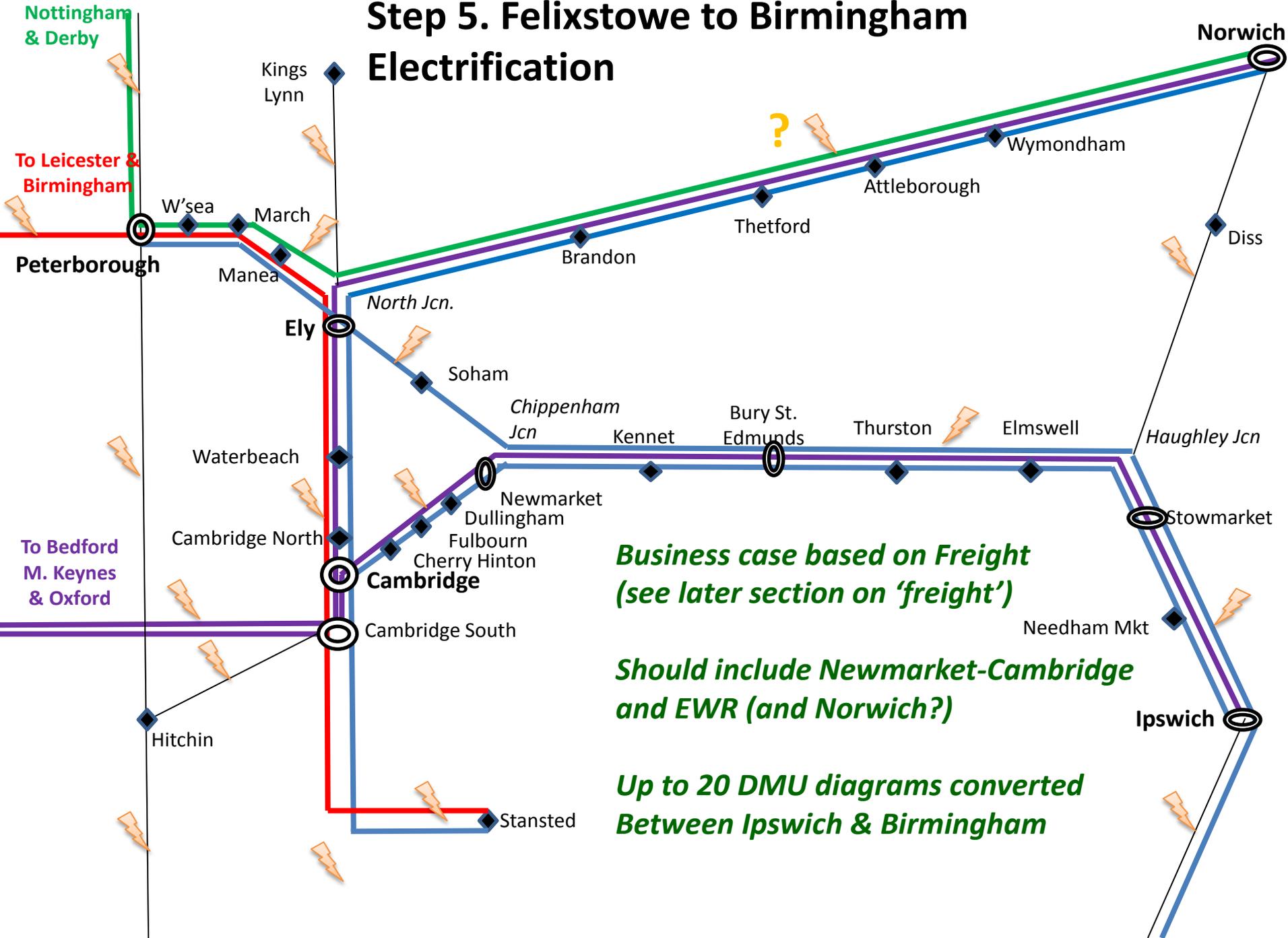
Should we give ‘East West Rail Company’ a broader remit?

(Currently limited to building Oxford to Cambridge only with little freight capacity)

Beyond East West Rail

What next for Newmarket?

Step 5. Felixstowe to Birmingham Electrification



*Business case based on Freight
(see later section on 'freight')*

*Should include Newmarket-Cambridge
and EWR (and Norwich?)*

*Up to 20 DMU diagrams converted
Between Ipswich & Birmingham*

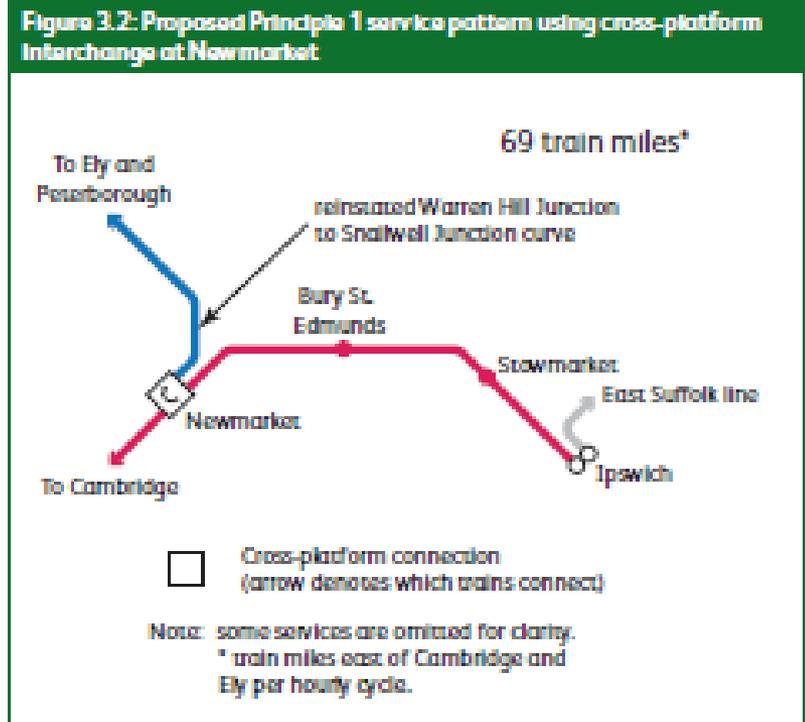
Newmarket 'West Curve'?

- Suggested in Network Rail 'Improving Connectivity' consultation 2014

- Widely criticised!

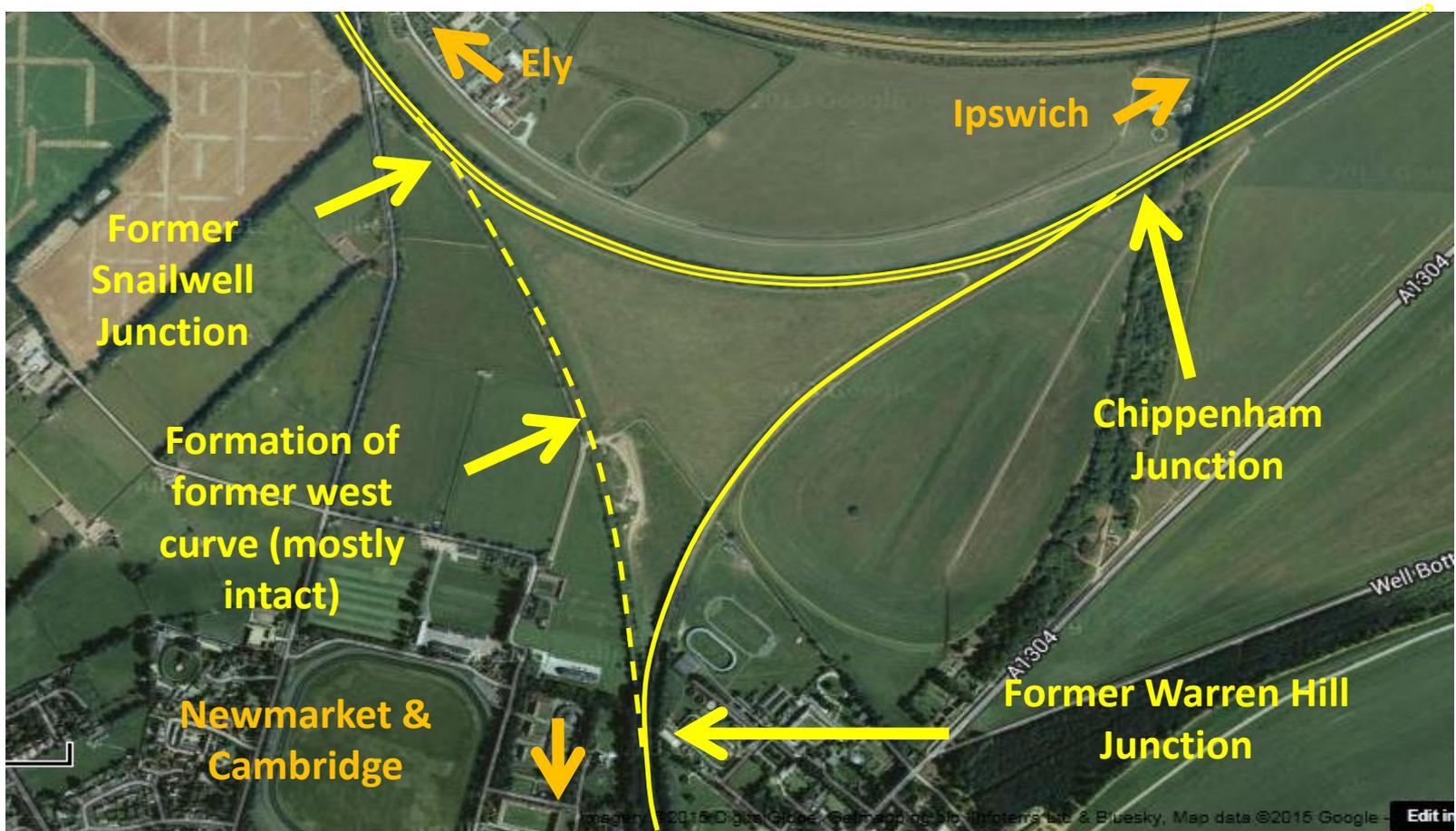
- Ipswich to Peterborough

passengers forced to change at Newmarket!

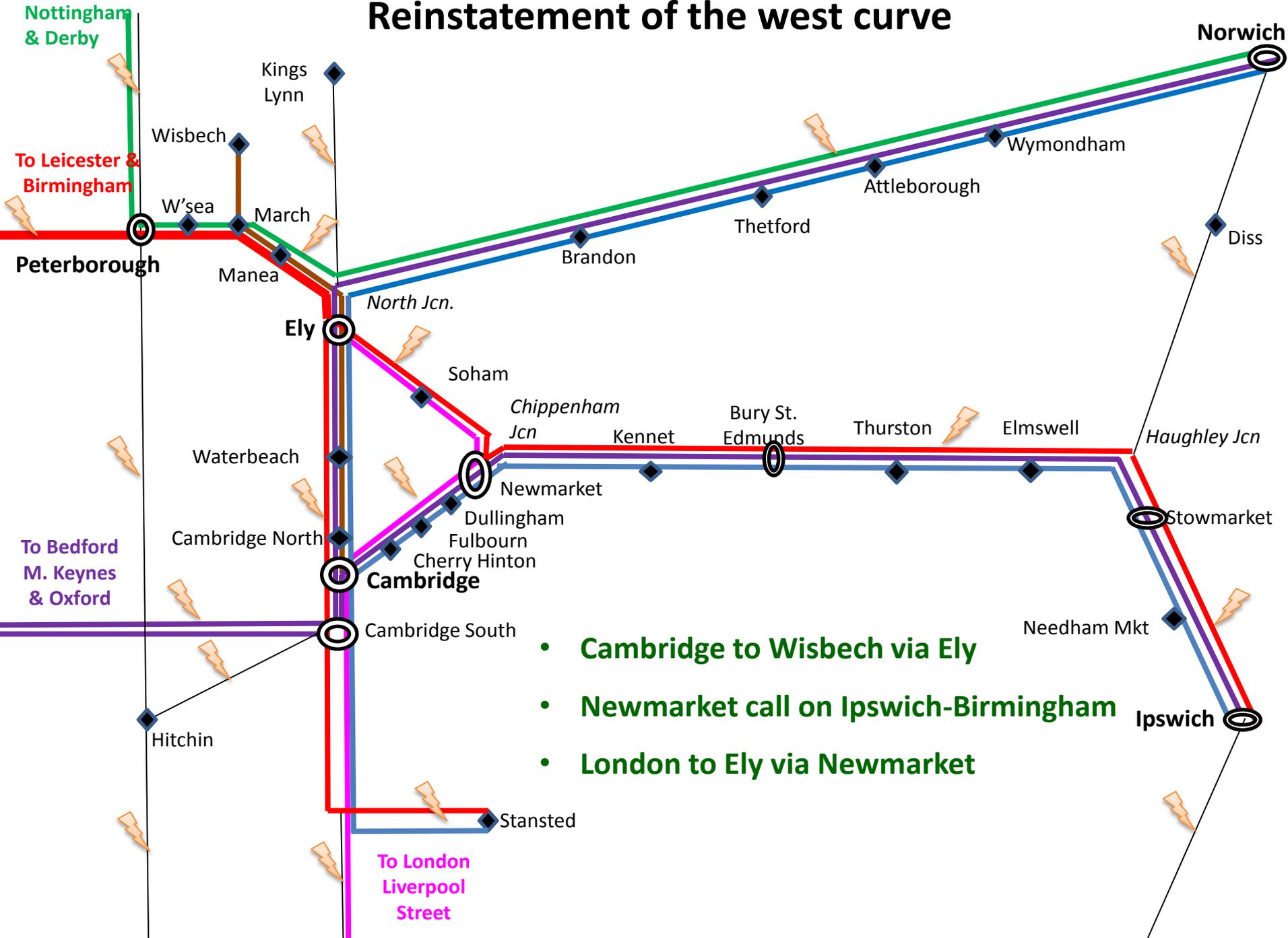


West Curve – a better business case?

1. Soham (new station to open!) - Direct link to Newmarket and Cambridge
2. Newmarket - Direct link north to Ely and beyond



Reinstatement of the west curve



- **Cambridge to Wisbech via Ely**
- **Newmarket call on Ipswich-Birmingham**
- **London to Ely via Newmarket**

Requirements for Step 6

Step

**Acquire West Curve
(not in Network Rail ownership)**

Infrastructure

Lengthen platform at Newmarket

**Station facilities and car parking
(not in Network Rail ownership)**

**Reinstate track on former track bed
along west curve**

**Create junctions at Snailwell and
Warren Hill**

**NB 'Portion Working' Stansted and Ipswich to Birmingham
requires franchise re-mapping (if we still have franchising!)**

Newmarket – a bigger station ?

Fig 1. Looking towards Ipswich showing the alignment of the former up line on the right



Fig 2. Towards Cambridge showing the disused section of the down platform on the right



Newmarket – existing layout diagram



Dullingham
Cambridge



Kennet
Bury St Edmunds
Thurston
Elmswell
Stowmarket
Needham Market
Ipswich

Newmarket – double track option

(both platforms available to up & down trains)



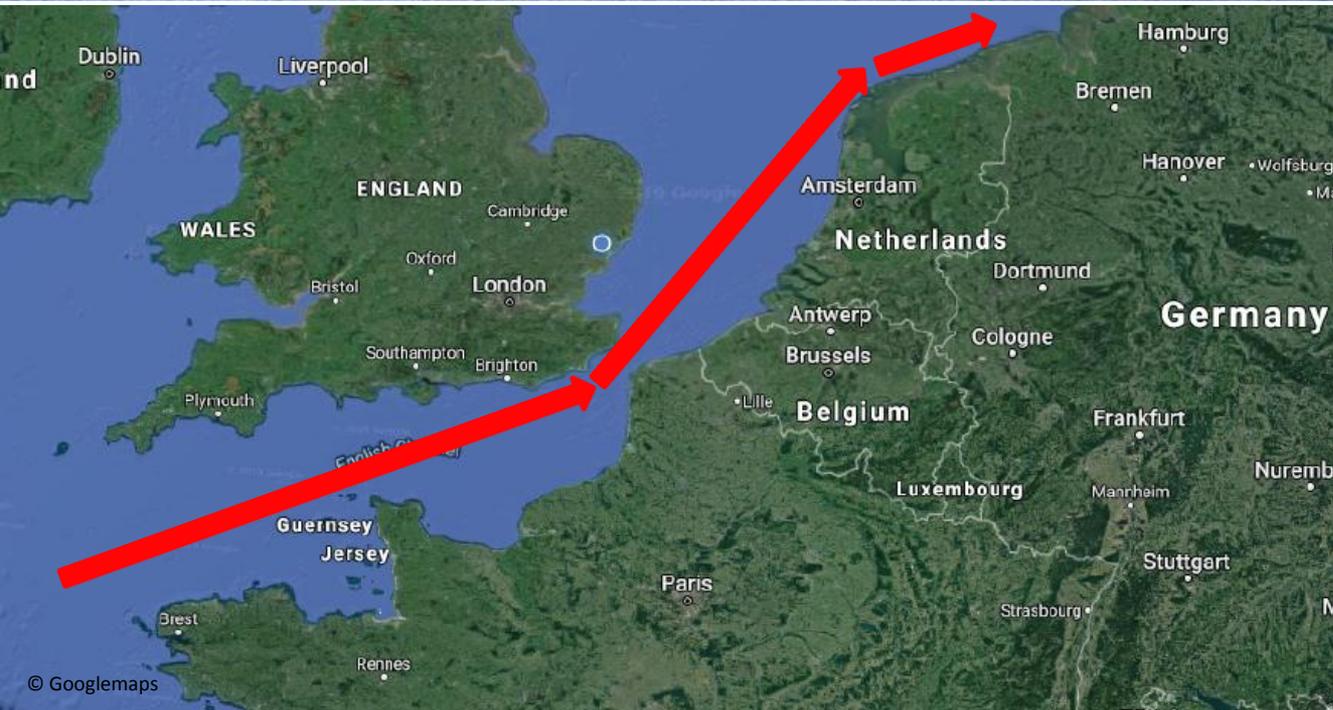
Dullingham x 2
Fulbourn x 2
Cherry Hinton x 2
Cambridge x 3
Bedford
Milton Keynes
Oxford
Bishops Stortford
Harlow
Tottenham Hale
London Liverpool St



Kennett
Bury St Edmunds x 3
Thurston
Elmswell
Stowmarket x 3
Needham Market
Ipswich x 3
Soham
Ely x 2
Peterborough
Leicester
Birmingham New St

Freight in the 2nd railway age!

not coal and iron ore – its about boxes from Felixstowe!



Ships now 200,000t +

Carry 20,000 + teu

QE2 would fit inside!

They work the Far East to North Sea rotation calling at multiple ports

North sea is now just a 'milk round'

Only UK ports on this route are Felixstowe and Southampton!

Better inland rail links could **double** the volume sent by rail to the north!

Freight flows from Felixstowe

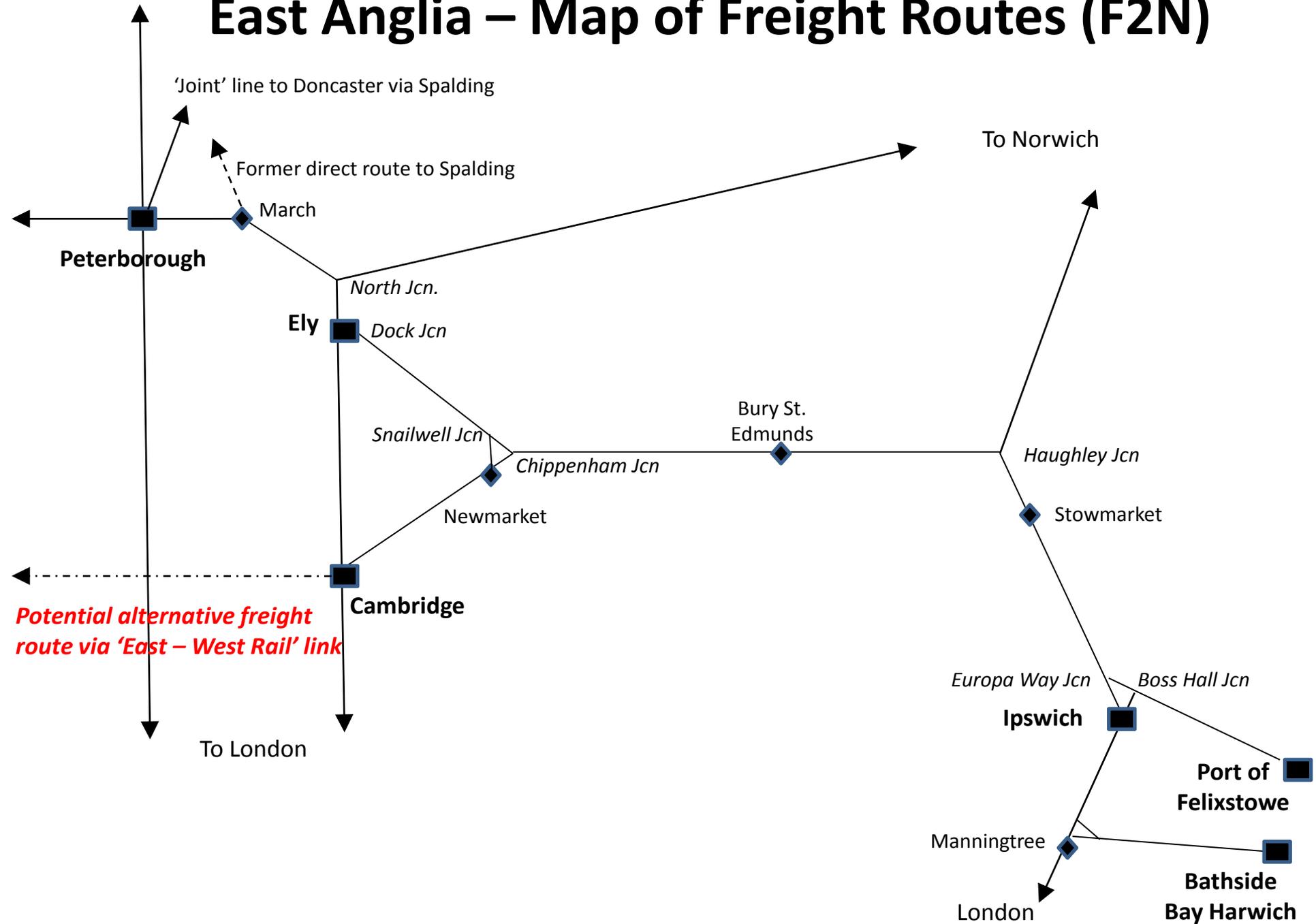
	Total	Via London	Via Bury St. Edmunds
Current	34	20	14
After CP5 works at Trimley (2019)	38	20	18
After Ely North Junction works CP6	45	20	25
After ‘further works to Felixstowe branch’ in CP6? (2024)	60	20	40
<i>If Mayor of London restricts use of NNL to night time only</i>	<i>60</i>	<i>5-10</i>	<i>50-55</i>
<i>If HPUK develop Bathside bay</i>	<i>90</i>	<i>5-10</i>	<i>80-85</i>

Getting freight off the A14

carbon benefits per Km of road

Lorry CO2 per Km	2.68Kg
Lorries per train (say)	50
Trains per day – both directions (50 x 2)	100
Lorries per day avoided	5,000
CO2 per day per Km of road	13.4t
Per year (250 days) per Km	<u>3,350t!</u>
Average journey 320 Km	1.1mt

East Anglia – Map of Freight Routes (F2N)

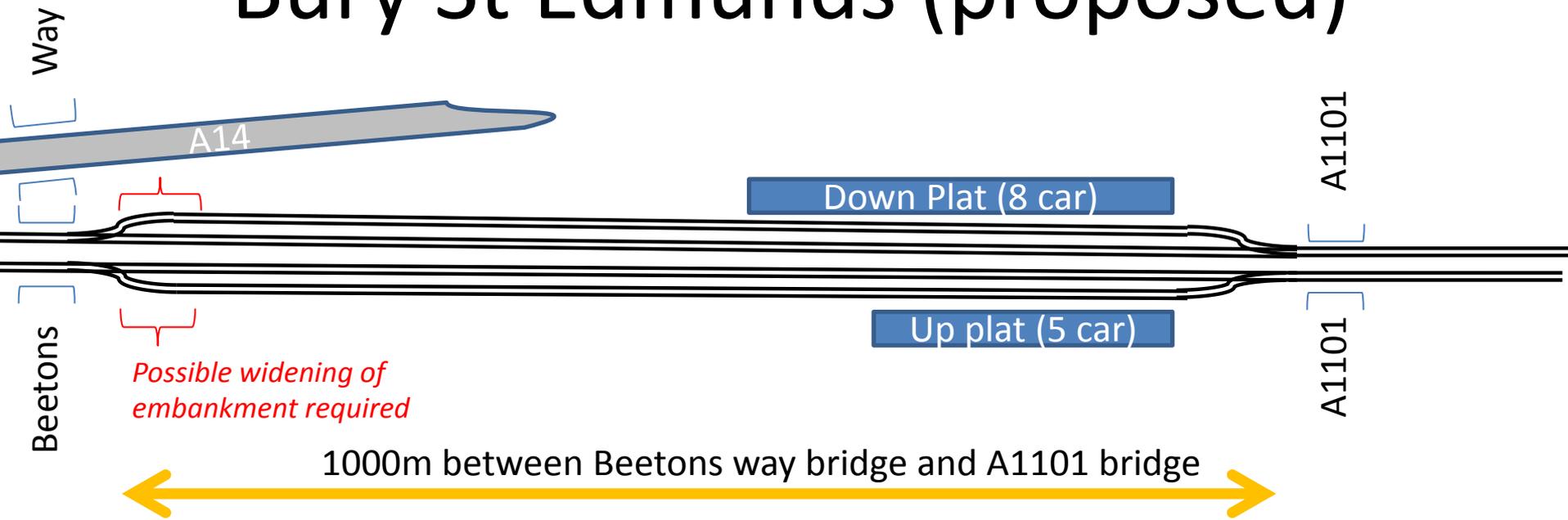


Ely to Soham doubling

Far East to Northern Powerhouse (F2N) strategic link!



Bury St Edmunds (proposed)



New lengthened goods loops permit regulation of freight trains allowing passenger trains to pass.

They also permit freight trains to pass at line speed when not required to 'loop' at Bury St Edmunds



Take home message 1.

Don't let Newmarket fall down the gap between the desks!

	<u>Cambridge Side</u>	<u>Suffolk Side</u>
County Council	<i>Cambridgeshire</i>	<i>Suffolk</i>
District Council	<i>East Cambs.</i>	<i>West Suffolk</i>
Directly Elected Mayor	<i>Cambridge & Peterborough CA</i>	<i>None</i>
Local Enterprise Partnership	<i>None (function included in DE Mayor)</i>	<i>New Anglia (NALEP)</i>
Regional Transport Body	<i>'England's Economic Heartland'</i>	<i>'Transport East'</i>
Parliamentary Constituency	<i>East Cambs.</i>	<i>West Suffolk</i>

All are fully behind 'East West Rail'!

Take home message 2.

Build alliances with other campaigns- They want the same things as you do!

Newmarket Vision	Felixstowe to Northern Powerhouse!	East West Rail Eastern Section	Great Eastern Mainline Task Force ('Norwich in 90')
Double track to Cambridge	**	***	
Ely North Junction	***	***	**
Ely to Soham double track	***		** (Gets freight off the GEML!)
Haughley Junction (and additional track to Ipswich)	***	***	***
Electrification	***	**	
West Curve	**		

NB. Freight is your friend! It attracts rail investment and takes 000's lorries off the A14

Take home message 3.

Protect your assets for the future!

- Land and buildings
 - Station (existing or new site with facilities!)
 - Car park
 - More platforms
- West Curve