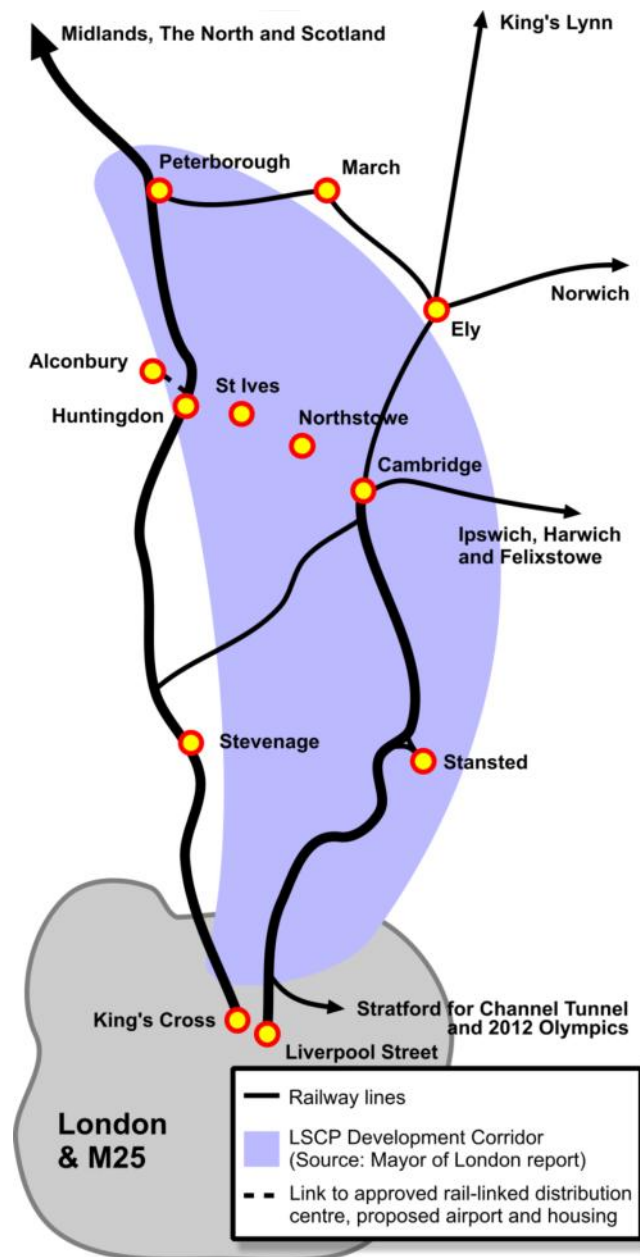


# What's missing from this map?



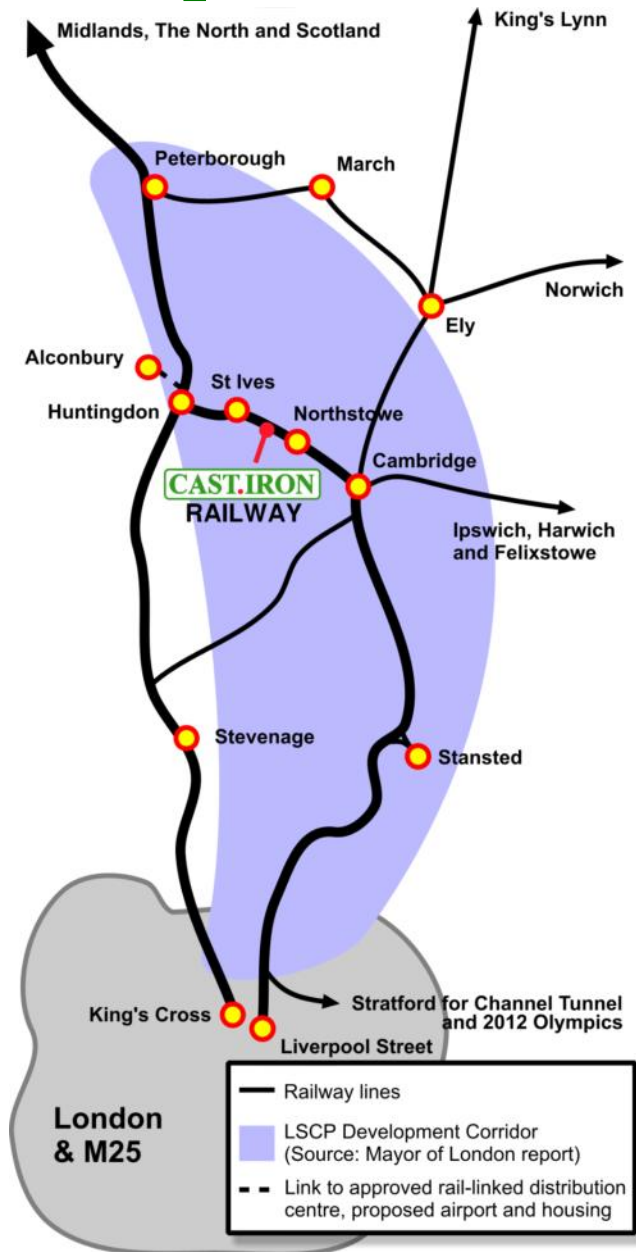
The blue area shows the government's London-Stansted-Cambridge-Peterborough growth corridor

*Road traffic* between Cambridge and Peterborough uses the busy A14 trunk Road between Cambridge and Huntingdon.

*Rail traffic* has to leave the growth corridor to travel via Ely and March

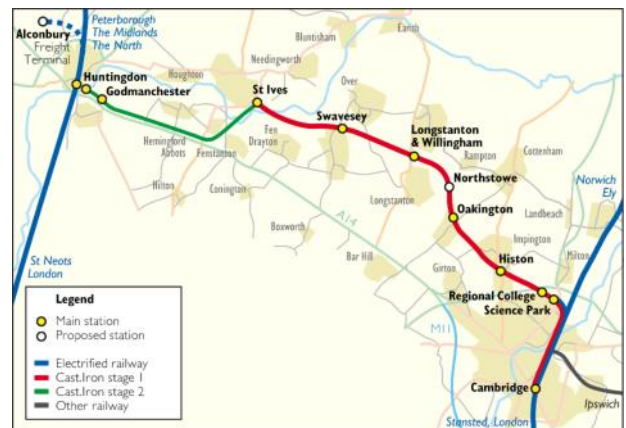
**Turn the page to see the solution**

# Complete the link



## Eight reasons why rail is needed

1. The government wants to build 500,000 houses in East Anglia.
2. The London-Standed-Cambridge-Peterborough corridor is one of the UK's key growth areas.
3. Rail is the only solution that will bring significant relief from traffic congestion in and out of Cambridge for most travellers on the A14.
4. Not only can rail passengers travel in and out of Cambridge, but a reliable, regular service can take them to London, Stansted Airport and soon to Europe using the new Eurostar terminal at Stratford.



As well as existing stations between Cambridge and St.Ives, CAST.IRON will serve Cambridge Regional College, Cambridge Science Park, Chesterton and the new town of Northstowe.

**By rail, Cambridge Science Park would be only 51 minutes from London, and 36 minutes from Stansted Airport.**

Passengers would be able to travel from St. Ives, Northstowe, Cambridge Regional College, Cambridge Science Park and Chesterton direct to Cambridge, Stansted Airport, London and even Europe via the new Eurostar Terminal at Stratford.

Vital East/West passenger and freight rail routes can be opened up by the rail route from Cambridge-St.Ives and Huntingdon.

5. The railway route can be extended to Huntingdon to join the East Coast Main Line. This would place Cambridge firmly on the InterCity rail map.
6. Rail can offer an effective park and ride service into Cambridge.
7. Rail can work in association with other local transport methods to facilitate a fully integrated transport system.
8. Rail can also run eastwards for cross Cambridge connections, by linking up with the Cambridge-Newmarket-Bury St.Edmunds-Ipswich-Eastern ports line - mirroring actual travel patterns.

# Rail is the only sensible option

Britain has the fastest growing railway system in Europe. Over a billion passenger journeys were made in 2004.

Rail takes people off roads. 44% of users of the highly successful Cambridge-Norwich service previously travelled by car, according to Anglia Railways' own research.

Traffic on the Bittern line, which connects Norwich with Cromer and Sheringham, has grown by 185% in seven years.

Rail freight nationally has grown by over 50% in the last ten years.

## The London-Stansted-Cambridge-Peterborough corridor

The government has made it clear that this area is to be a major UK development area over the next twenty years.

According to the Draft East of England Plan issued in December 2004, the Cambridge and Peterborough sub regions are due to have nearly 90,000 houses built by 2021.

As well as new homes and new towns at places like Northstowe, business is thriving in the Cambridge sub-region. Increasingly however, the poor traffic conditions that encircle Cambridge are causing problems for businesses, both in their ability to attract quality workforces, and in their day to day travelling requirements.

## The busway threat

**A guided busway has been proposed by Cambridgeshire County Council for this crucial inter-regional route and is being evaluated by government. CAST.IRON believes this plan is not appropriate for this area:**

There is a funding gap of between £20-35 million for the project. This is about the same as the cost of refurbishing the entire railway from Cambridge to St. Ives.

Escalating costs of the busway have been hidden by transferring them to other projects.

No bus operators have declared their intention to operate services on the busway. The busway would be a £100 million white elephant.

## Flagship busway falls out of favour

The Adelaide O-Bahn busway in Australia is the closest in length and concept to the planned Cambridgeshire Guided Busway.

It has been cited extensively as an example of a successful guided busway.

However, Adelaide's transport planners have never extended the busway, and are now proposing to extend the city's original tramway system.

The reason? The buses get caught up in city centre traffic, almost a carbon copy of the main objections to the Cambridgeshire plan.

## The guided bus 'link'



## Eight reasons why a guided busway is wrong for Cambridge

- 1. The bus offers only a local solution to what is a regional problem.**
- 2. The Cambridgeshire scheme is back to front - guided through open countryside but back on already congested roads in Cambridge city centre.**
- Cambridgeshire people do not want the busway. Over 2,700 formally objected to it at the public inquiry - one of the largest number of objections ever recorded for a Transport & Works Act order.
- Cambridge Science Park is one of the major world centres of innovation, with over 6,000 people working there. They need an integrated transport system linking the Park to the rest of the UK and beyond. The bus cannot offer this.
- Cambridge is famous for encouraging cycling, with an excellent range of cycle friendly initiatives. Cycles cannot be taken on the bus - they would be encouraged on CAST.IRON trains.
- Ride quality on guided busways is frequently very poor - this will not provide the 'step change' in public transport that Cambridgeshire County Council claim.



There have been many reports of the guideway wheels (pictured) coming off buses. The modification to fit buses with guide wheels is also expensive.

- Only the UK is building new guided busways, and no other busway has been sufficiently successful to justify being extended.
- The busway is incapable of taking freight traffic. The Rail Freight Group's Lord Berkeley has already asked that the St. Ives route be retained for future increased traffic demands.



## Cambridge and St. Ives Railway Organisation

### What is CAST.IRON?

CAST.IRON is a group of business people, including current and former employees of rail companies, chartered civil engineers and company directors, who have come together to offer a superior alternative to the Cambridgeshire County Council guided busway scheme. Our fully costed plans, which can be viewed at our web site - [www.castiron.org.uk](http://www.castiron.org.uk) - have been independently reviewed by a respected rail company. We have much rail industry support for our plans.

CAST.IRON has already held productive meetings with train operators who wish to use our line. Our own services will be outsourced to nationally recognised train operating companies. Quotes for refurbishing the track have already been obtained from rail infrastructure companies who have done similar work recently.

CAST.IRON's associated limited company has the financing in place to acquire the line immediately and once approval is given for our plans, we could have a rail service operating as soon as 2008 - before the first house in Northstowe new town is occupied.



CAST.IRON has consulted widely. This is a display at Cambridge station

### Working with CAST.IRON

Our plans are specifically designed to benefit the East Anglia region as a whole, and we welcome alliances with businesses, fellow transport operators, interested groups and individuals, keen to see the right decision made for Cambridge and its surrounding area. CAST.IRON will deliver an efficient, comfortable, regular rail service that our users can rely on. This brochure has been funded by investors and CAST.IRON's 1,150 members. We are creating the UK's first ever community commuter railway. Please contact us at our address at the base of this page, or via our web site - [www.castiron.org.uk](http://www.castiron.org.uk)

### What can YOU do NOW?

The Inspector's report from the public inquiry on the Cambridgeshire Guided Busway currently sits with the Department for Transport, awaiting a decision by Alistair Darling. We believe that CAST.IRON and other objectors made a compelling case for rejecting the busway at the inquiry - all of whom made their submissions at their own expense - in direct contrast to the Council's highly paid legal team.

We would like to hear from businesses, prospective investors, Chambers of Commerce, tourism promoters and your elected representatives. Add your voice to the overwhelming public opinion that says that rail is what is needed for this corridor. There has yet to be any major organisation - apart from Cambridgeshire County Council and its advisors - who back this scheme and it must be rejected NOW.

Every opinion is valuable, because if the guided busway is rejected, then rail WILL happen. It is not technically complex to re-open the route from Cambridge to St. Ives - and why permanently tear up miles of railway track, which needs only standard remedial work to be operational.

### Contacting CAST.IRON

Chairman: Tim Phillips

To request a copy of our share prospectus when it is available, or for any other questions, please contact us:

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Web: [www.castiron.org.uk](http://www.castiron.org.uk)

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