

## Cambridge South Station – Project Update

South Area Committee 16<sup>th</sup> January 2017

### 1. Background

- 1.1 A station at Cambridge South has been identified as part of the Cambridgeshire Long Term Transport Strategy. The Cambridge Biomedical Campus is a significant asset in the development of the UK's life science research, teaching and innovation. Significant growth in the number of people working at and visiting the campus will take place in the next 2-3 years, with further growth planned in the period to 2031. A direct rail service would be a significant benefit for the local transport network, the Biomedical Campus and to current and new residents in the south of Cambridge.
- 1.2 John Laing is a major investor in the Biomedical Campus and has experience of delivering privately funded stations elsewhere. They are leading and funding the current feasibility work, with support from Astra Zeneca and the County Council. Whether or not the station is fully privately funded or a combination of funding streams will very much depend on the outcome of the current feasibility study work, which will establish what is and isn't feasible.
- 1.3 The main problem the new station is aiming to address is the need for more transport capacity into and out of the Biomedical Campus for patients, visitors and people working on the site. It will be designed as a 'metro' type station, with no passenger car parking available, for those travelling to the Biomedical Campus, be they patients, visitors or people working on the site. It will also cater for trips to and from the south of Cambridge by rail; good access will be available by foot, bus, or by bike.

### 2. Current work

- 2.1 The work, which is in the very early stages of the Network Rail's GRIP (Guide to Rail Investment Process) process, is focusing on timetabling analysis. As this is crucial to whether or not a station is feasible. It is important because if a train stops at the new station it impacts on the timetables along its entire journey and it may lose

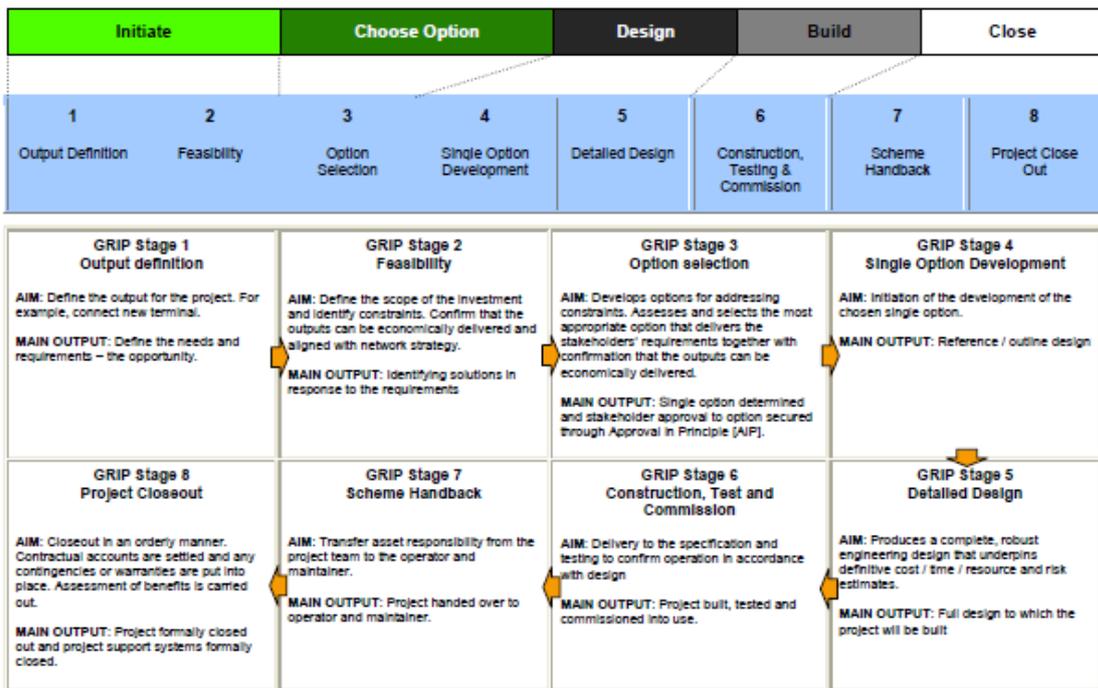
its 'path' through the network, or interfere with the paths of other trains. This timetabling work is closely linked with that for Cambridge North Station, the East Anglia Franchise and Thameslink.

- 2.4 Neither the station's footprint nor location have been determined. The footprint will be determined by the number of tracks required. A key issue currently being explored is whether it is feasible to have a station with just the current two tracks. Both the new bridges over the railway in the Addenbrooke's area have provision for four tracking that is likely to be needed at some point in the future. The new station will at the very least need to make passive provision for future additional tracks. The new station would have to go through the full planning application process which will involve an assessment of the environmental impact.
- 2.5 The GRIP process sets out a step by step approach to project development and a programme will not be set until it is formally determined that a station is feasible and the scope and scale of the station is determined.

### 3. Next steps

- 3.1 Timetabling information from linked projects is awaited before detailed Cambridge South timetable model (GRIP 3) can be undertaken to ensure that opportunities and constraints of the station on future planned services within the region are accurately reflected.
- 3.2 Specialist rail industry consultant will help to develop the initial station demand forecast analysis, high level delivery programme and cost plan.
- 3.3 John Laing is keen to engage with stakeholders to explain the scheme concept.

## Guide to Rail Investment Process (GRIP)



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