



A proposed new
station south
of Cambridge



The Need

- Cambridge City Council have plans for 14,000 new homes between 2011 and 2031;
- The Cambridge Local Plan 2018 identifies the Cambridge Biomedical Campus (including Addenbrooke's Hospital) and the southern fringe as an area of major change and targeted for growth;
- The Royal Papworth Hospital relocated to the Biomedical Campus in 2019;
- AstraZeneca's new research and development centre will open in 2020; and
- The Biomedical Campus is expected to accommodate 27,000 jobs by 2031.



Location

Proposed location of a new station south of Cambridge

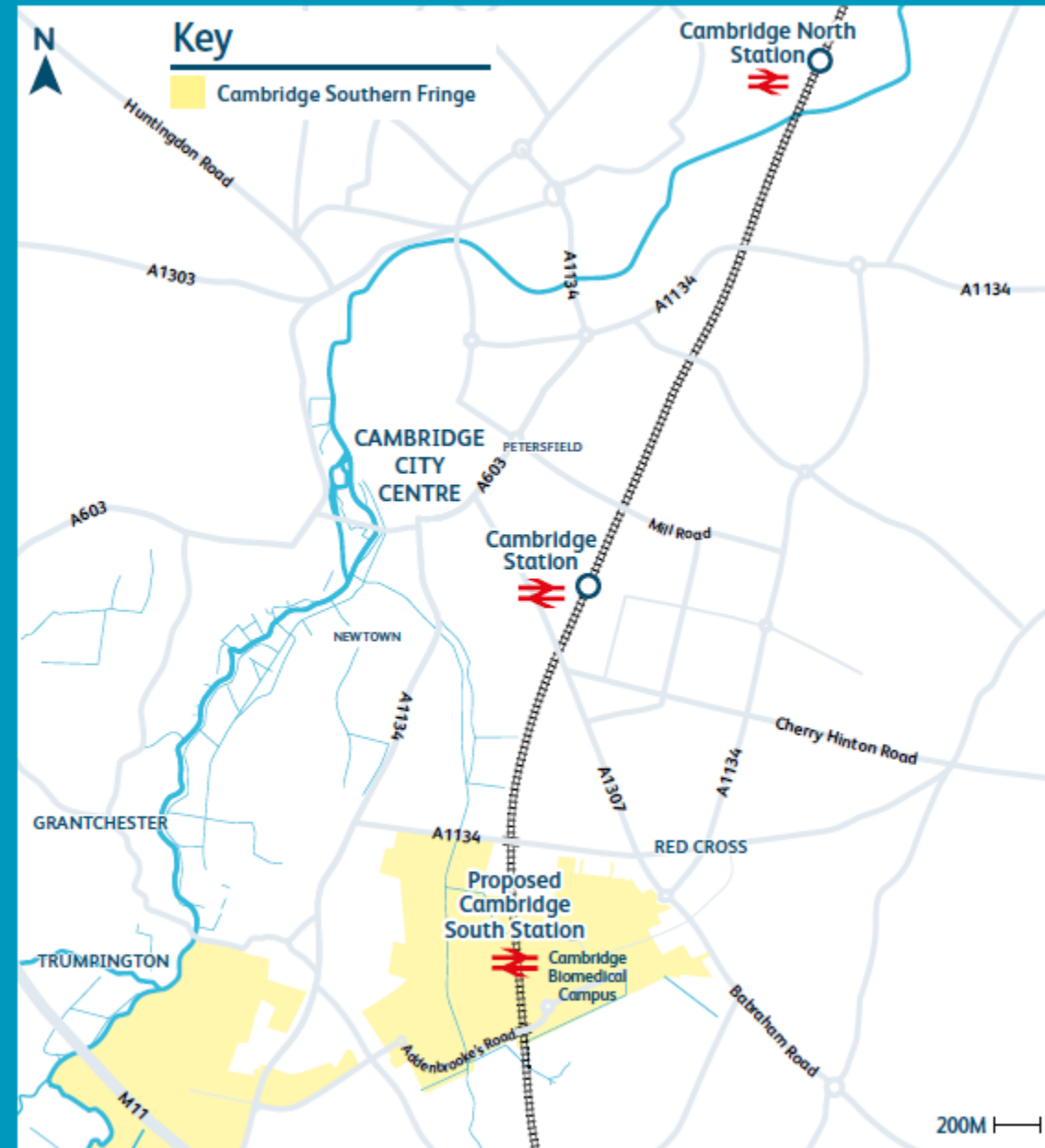
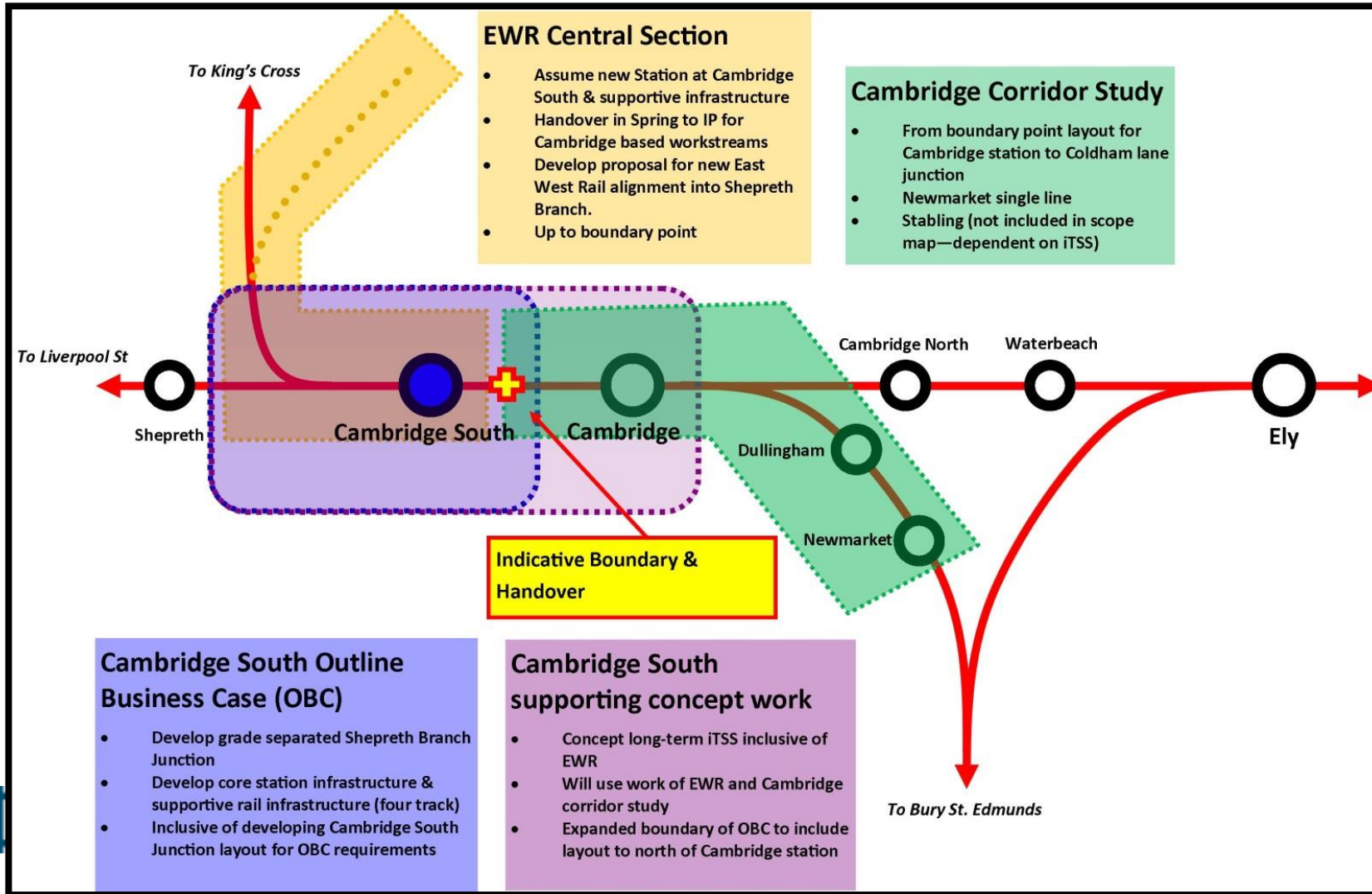


Image for illustrative purposes only.

Cambridge South Station



Development Partners

- Department for Transport;
- Cambridgeshire and Peterborough Combined Authority;
- Greater Cambridgeshire Partnership; and
- AstraZeneca UK.



The Project

- Four platforms, with step-free access via a footbridge and lifts;
- Each platform will have shelter for waiting passengers as well as seating;
- Ticket office and ticket vending machines will also be provided, along with automatic ticket gates;
- Taxi and passenger drop off facilities;
- Other station facilities are expected to include retail/catering unit, waiting room and toilets; and
- Cycle and Blue Badge parking.



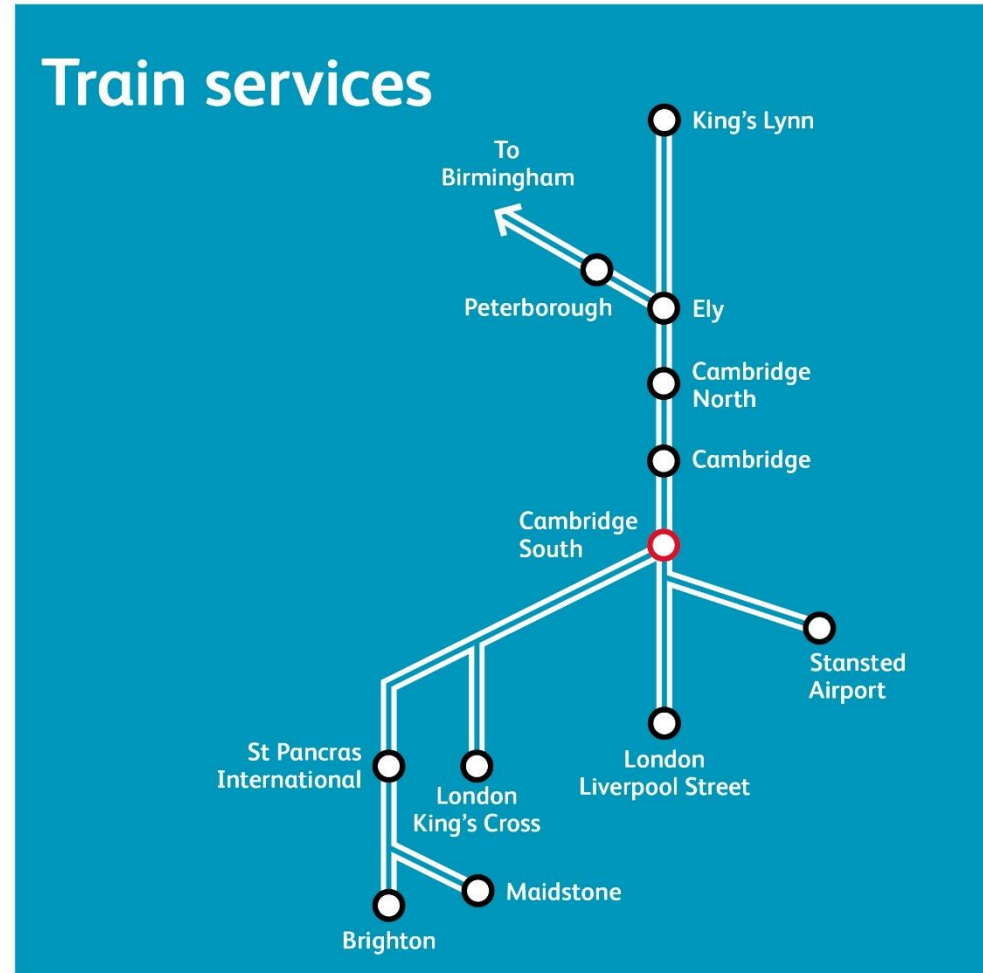
Main construction works

- Proposed main construction compound (temporary) located to the west of station site
- Satellite construction compounds (being investigated)
- The local road network would be used to transport construction materials, however transport via existing railway is also being considered
- Main interventions could include:
 - Works to Nine Wells Bridge carrying Addenbrooke's Road
 - Works to bridge over Nine Wells Stream Conduit
 - Diversion of drain to east of railway south of Nine Wells Bridge
 - Reconstruction of Addenbrooke's Bridge carrying Guided Busway (Northern location option)
 - Reconstruction of Long Road Bridge (not all options)



Train Services

New infrastructure would be constructed to enable a mixture of services to call at the new station providing access to key destinations. This diagram shows an indicative selection of these destinations. Please note that the calling pattern has not been finalised and is based on current franchised services.



TWAO for Cambridge South station

- **Statutory Powers** include:
Transport and Works Orders and Development Consent Orders* are used when both land, and/or rights, and consents are required in one process for major/complex projects. (*except Wales & Scotland)
- **Statutory Powers can include provision for:** compulsory acquisition of land and rights over land; extinguishment or amendment of rights; highways, planning and other consents; diversions or removal of utilities; protection against future statutory nuisance claims.

Documents needed for a proposal involving works are:

- Draft order and explanatory memo;
- A concise statement and the aims of the proposals;
- A report summarising the consultations carried out by the applicant;
- Plans and cross sections;
- An Environmental Statement;
- A book of reference, including names of owners and occupiers of land to be bought compulsorily;
- A planning statement;
- A design and access statement;
- The estimated costs of the proposed works; and
- The funding arrangements (funding statement).



Environmental Impact Assessment

The project is EIA development

GRIP 2: baseline surveys and desk top analysis

Consultation: Historic England (for SM), City and South Cambs EHOs, consultation with all stakeholders

GRIP 3: scoping, scoping report, EIA – ES ongoing consultation with stakeholders on preferred scheme and mitigation through design, plus liaison on CoCP



High-level Programme

GRIP 2 Concept Design Development, ended 28 February 2020
GRIP 3 Outline Business Case (OBC) Development

- Round One Consultation held between 20 January 2020 and 2 March 2020
- Round Two Consultation 2020
- Review of Order and TWAO submission ready for 2021



Station Location Options

Northern Option

Central Option

Southern Option

- Station outline
- Construction
- Land acquisition
- Environmental designations
- Planning designations
- Pedestrian access
- Cycle access
- Access for taxis and drop-off
- Potential for integration with other transport services

Northern location – main works

Option 1: Northern location – main works

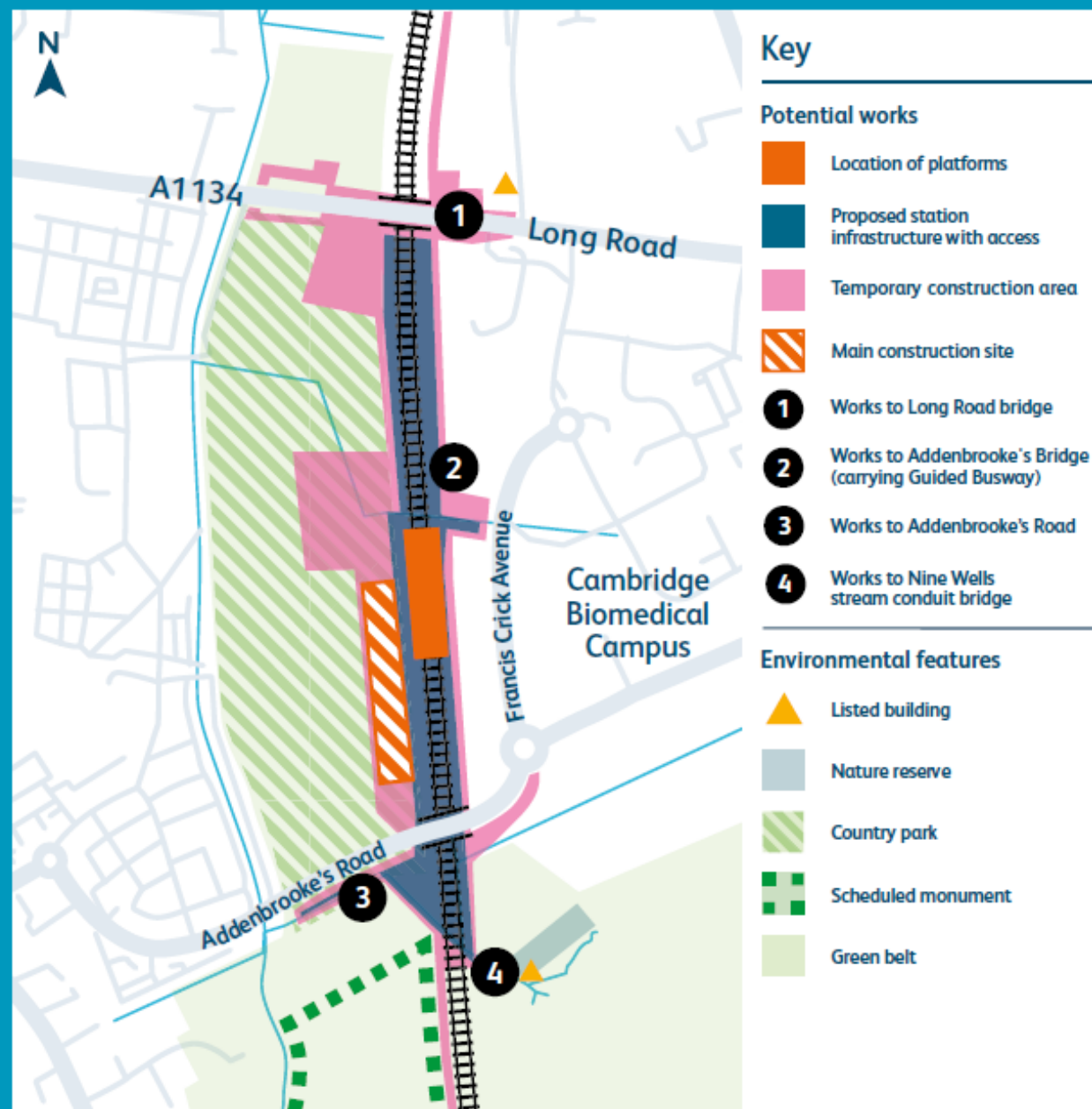


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Northern location – potential access

Option 1: Northern location – potential access

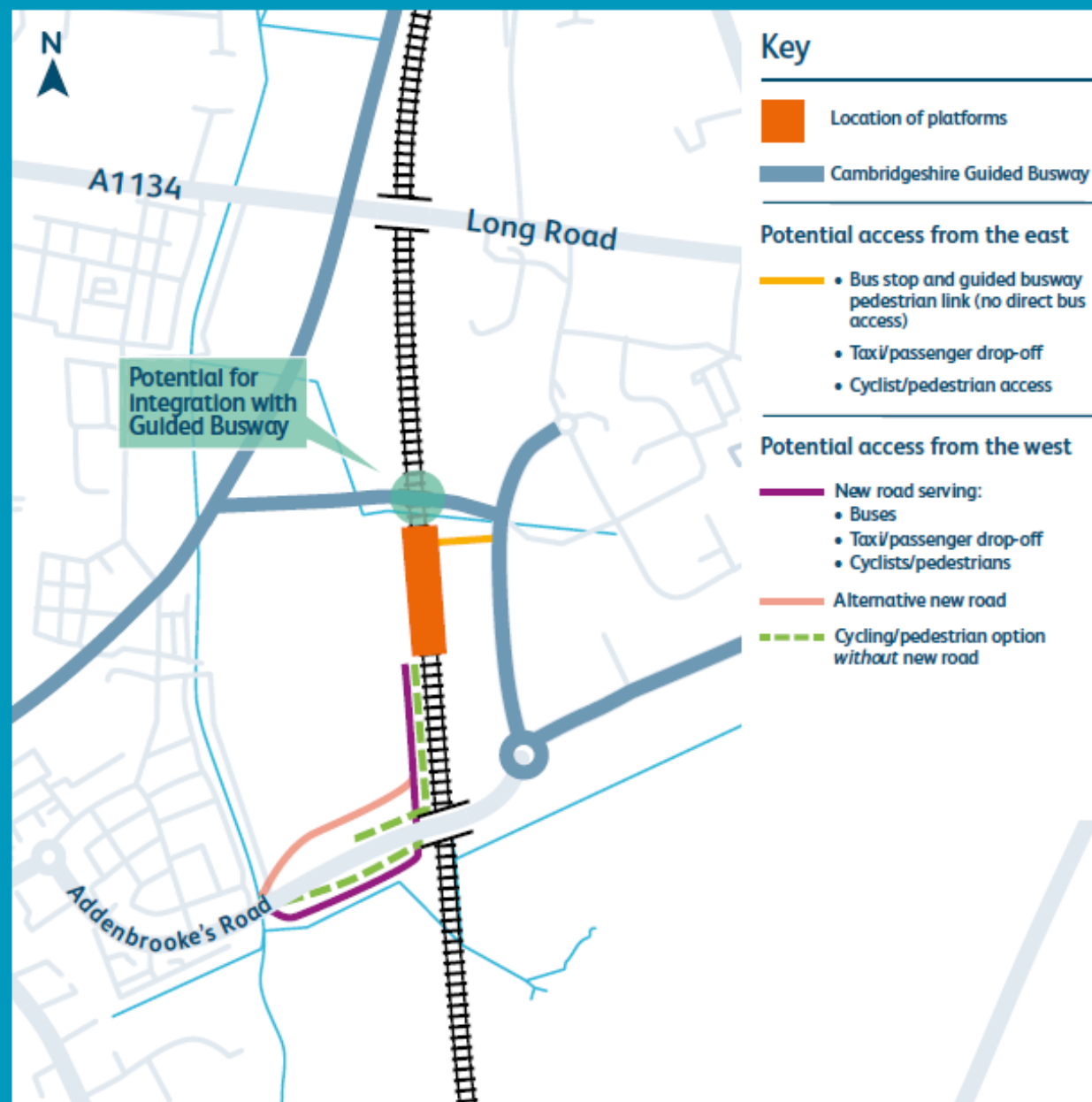


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Central location – main works

Option 2: Central location - main works

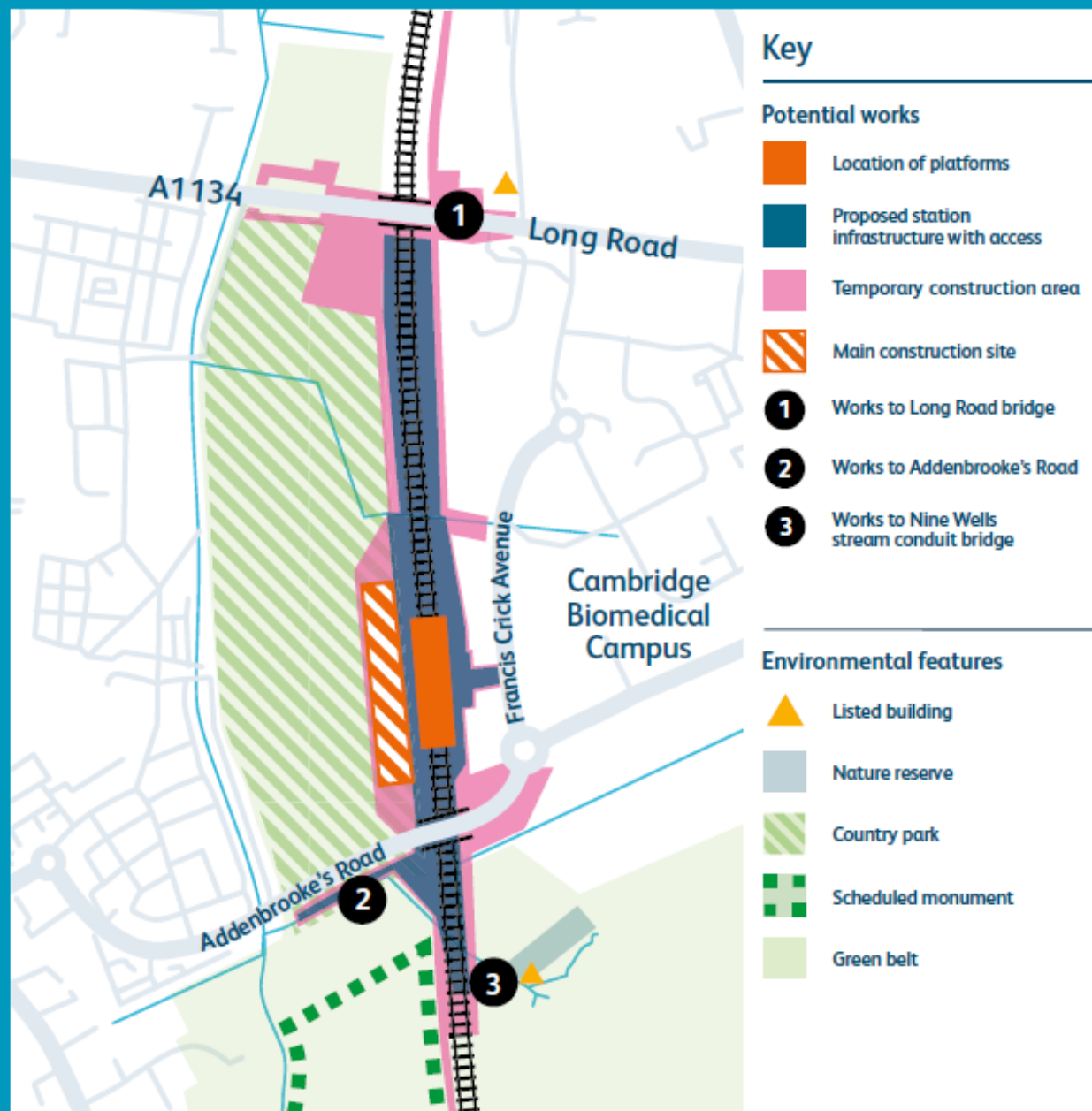


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Central location – potential access

Option 2: Central location – potential access

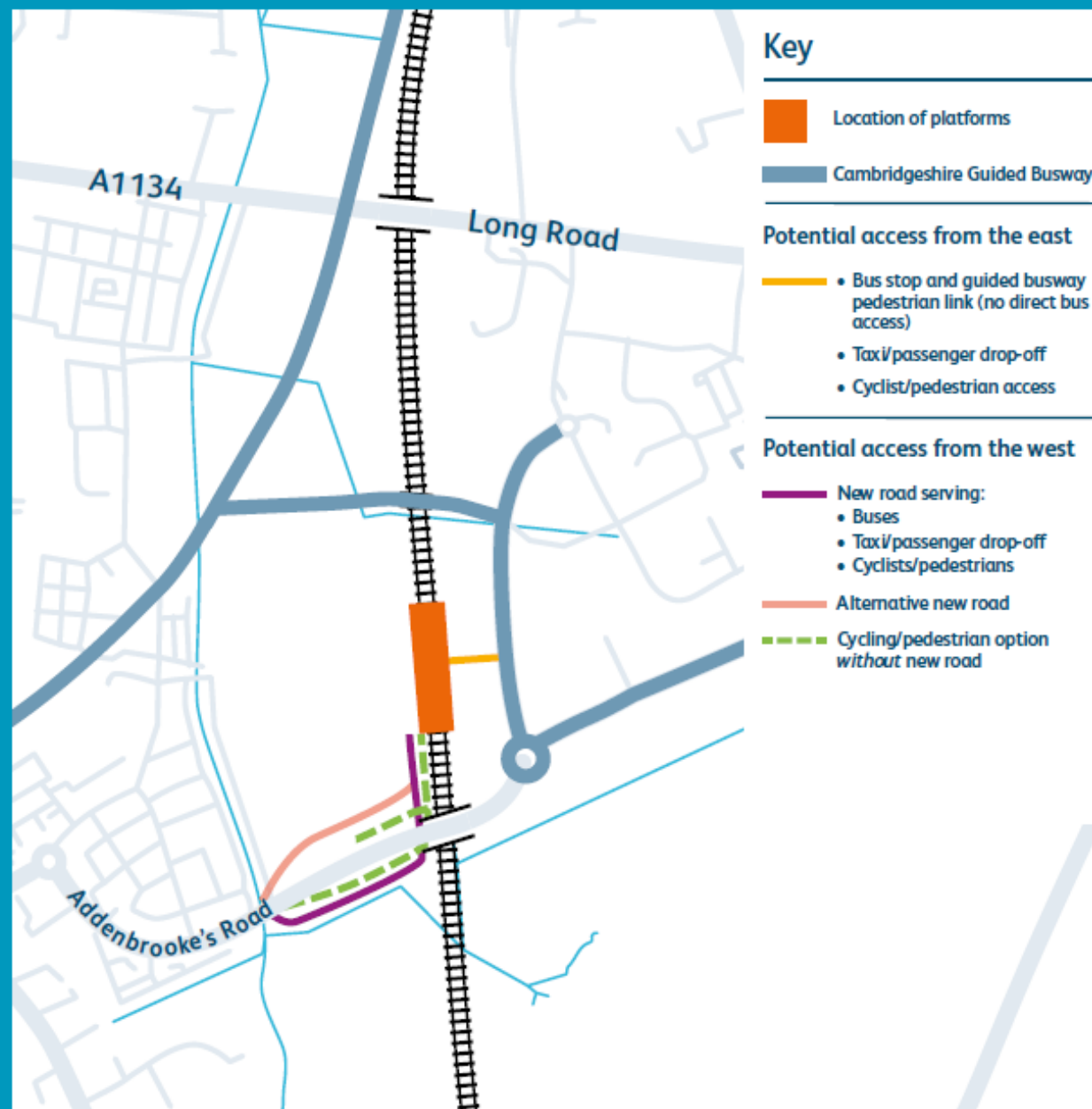


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Southern location – main works

Option 3: Southern location - main works

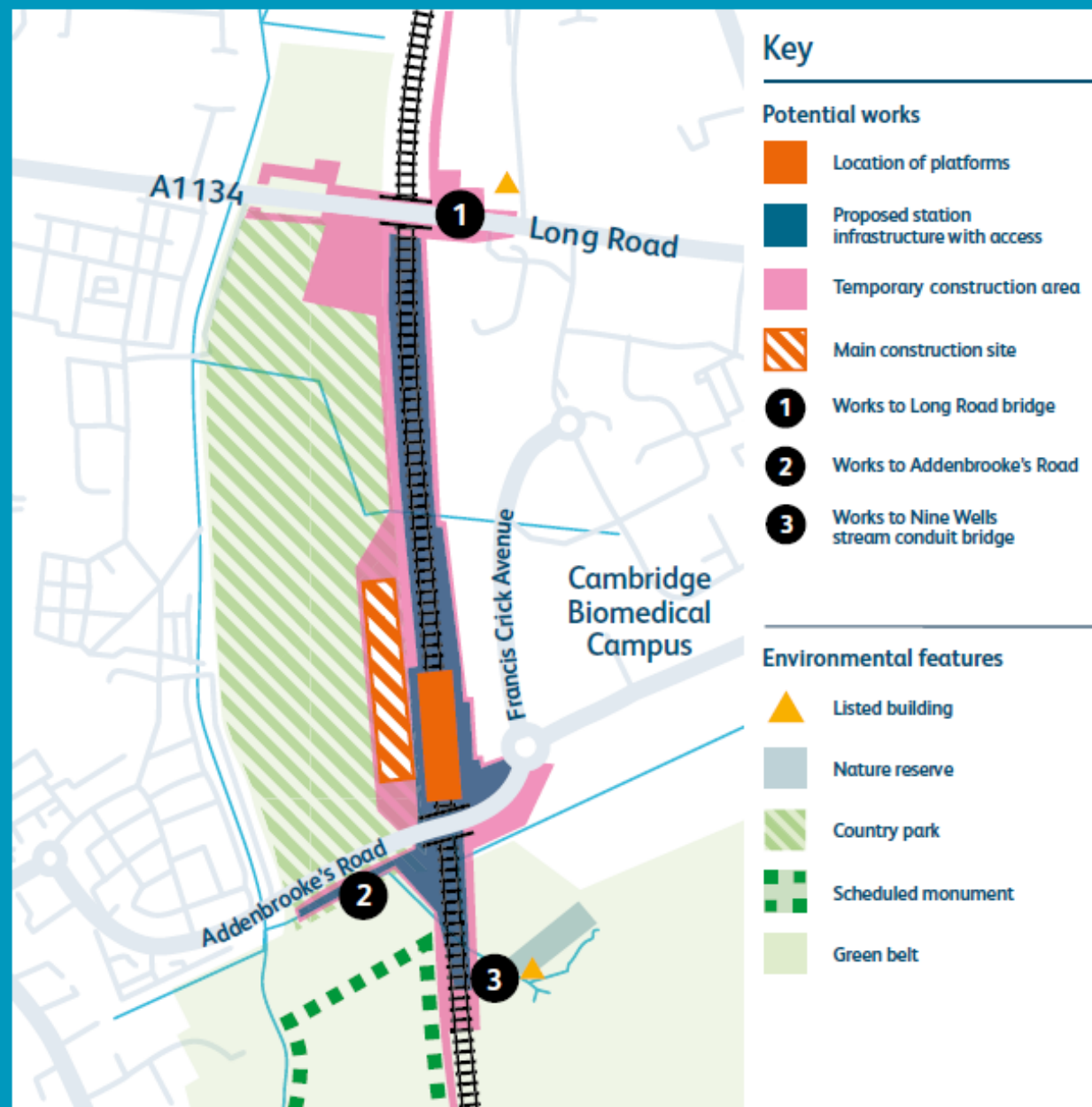


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Southern location – potential access

Option 3: Southern location – potential access

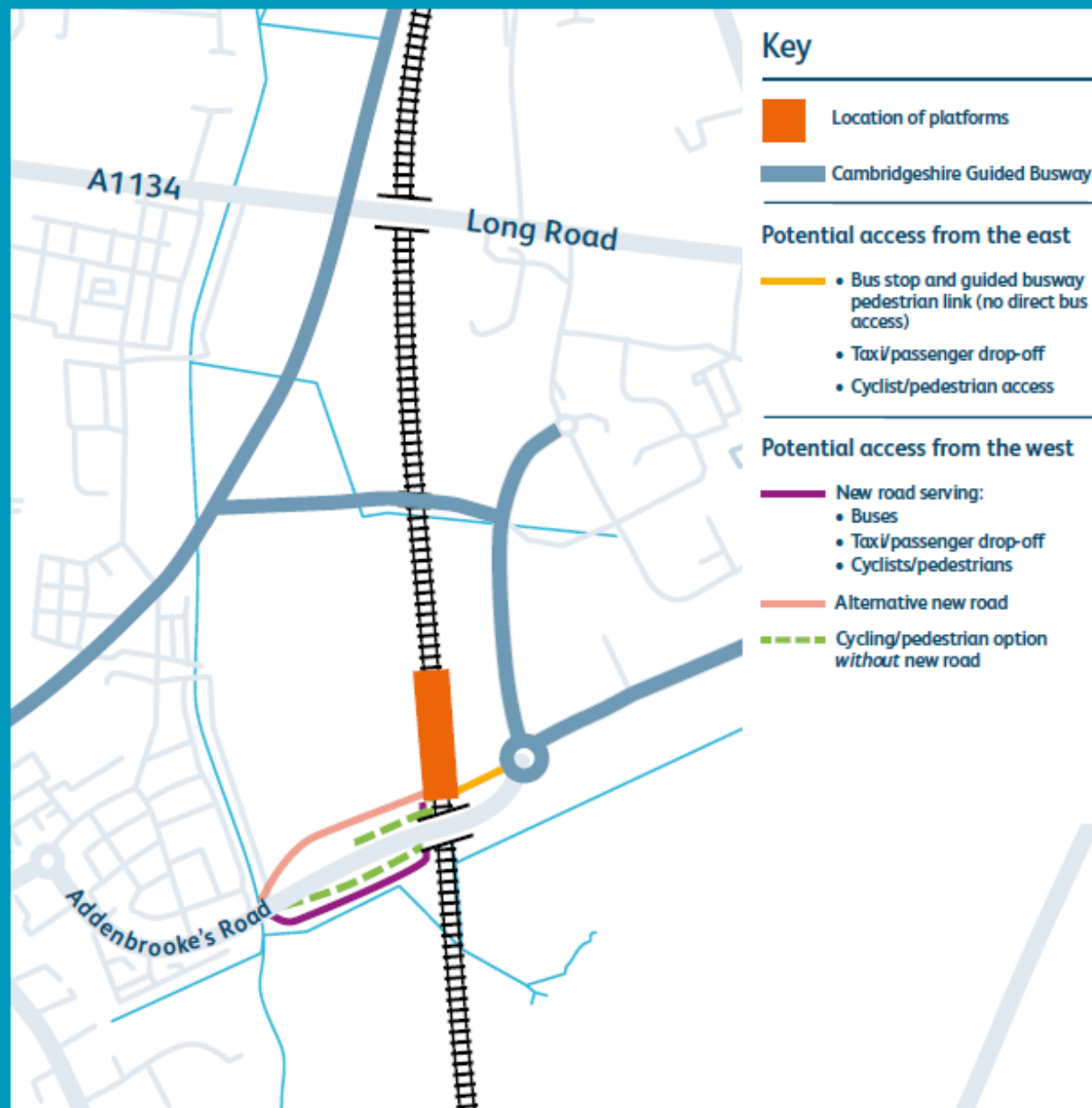


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Round One Consultation

- desire to integrate with other public transport systems;
- need to have joined up engagement with other transport suppliers/influencers;
- issue over land take on the country park and environmental impacts (biodiversity, birds, noise and visual);
- concern over possible closure of local stations eg Shelford;
- issues over increased barrier down time at level crossings;
- public transport/road infrastructure (especially with regard to the impact on Park & Rides, on-street parking on local roads)
- clarity over the purpose of the station – destination or suburban (regional interchange)

What has been the reaction to Round One Consultation on the **Cambridge South Station** project?

