

Cambridge South Infrastructure Enhancements Scheme

On 22 June 2020 Network Rail announced the preferred location of the proposed new railway station for Cambridge South. The chosen location corresponds with Option 1 presented to the public earlier this year and follows a review of engineering and design information together with the results of public consultation.

The new station is proposed to be located adjacent to Addenbrooke's Bridge which carries the spur of the Guided Busway across the railway, and will provide a new transport choice for patients, visitors and employees when travelling to and from the Cambridge Biomedical Campus (CBC).

The Scheme has evolved and improvements to the nearby infrastructure to maintain service reliability have been identified. The infrastructure at Shepreth Branch Junction (where the King's Cross and Liverpool Street lines meet) and the southern section of tracks into Cambridge Station will be modified as part of the Scheme. Network Rail will need to acquire some land for the station and for the extra section of track at Shepreth Branch Junction.

The station will also provide direct access to a range of potential routes on the rail network for people in South Cambridgeshire, and better connections across the southern fringe of the city. It is anticipated that the new station would be served initially by train services already running on the route.

Accessing the station

Many people who responded to the consultation earlier this year did not want vehicles accessing the station from the Hobson's Park side. Road access is proposed to be via Francis Crick Avenue with vehicles using the Campus road network.

Similar to drivers dropping off patients at hospitals, it is anticipated that vehicles coming into the Campus to drop off passengers for the station would not be fined by the route enforcement system which is in place to prevent Francis Crick Avenue being used as a through route. Parking would be restricted to Blue Badge holders, station staff and maintenance vehicles. There will be pick-up and drop-off facilities for passengers and taxis.

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The station and its facilities are expected to be operated by a train operating company who would also manage the parking facility.

New paths are proposed for pedestrians and cyclists from both sides of the railway, and the intersection with the Guided Busway and Francis Crick Avenue by the Green and the Gardens will need to be upgraded. Details of this are being worked through with the CBC estate management team and the County Council.

We're engaging with the Greater Cambridge Partnership to link routes from the Sawston Greenway project and the Cambridge South East Transport (CSET) scheme into the station forecourt on the east side. CSET proposes new stops close to the station on Francis Crick Avenue. We're also talking to bus operators about their future plans to bring buses to the station.

Tracks and platforms

The existing tracks of the West Anglia Main Line will be re-laid to allow an island platform to be installed. A loop on each side of the re-laid tracks will be installed with a single platform on the outer side. Two platforms will serve northbound services (Down lines) and two will serve southbound services (Up lines).

Cycle parking

We are proposing 1,000 cycle spaces, split 50/50 across both sides of the railway. The configuration of the cycle parking is subject to further design stages however, we have provided space for a variety of Sheffield stands, two-tier racks and parking for larger sized and inclusive cycles.

Station facilities

At this present time, space for various facilities is being planned, which will determine the footprint of each of the station buildings on both sides of the railway. We are proposing to provide two lifts and stairs on each platform and a Changing Places toilet in addition to the usual station facilities such as ticket machines, shelters, seating, lighting, public address systems and information screens.

Next steps

With the preferred location of the station selected, we will hold a second round of consultation this Autumn to seek views on our current designs,

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the access arrangements and the measures we need to implement to construct the project safely. We aim to submit a consent application to the Secretary of State for Transport later next year and, assuming approval and funding is secured, the station could be operational in 2025.