



Cambridge South Infrastructure Enhancements



Location for the new station

Proposed location of a new station south of Cambridge

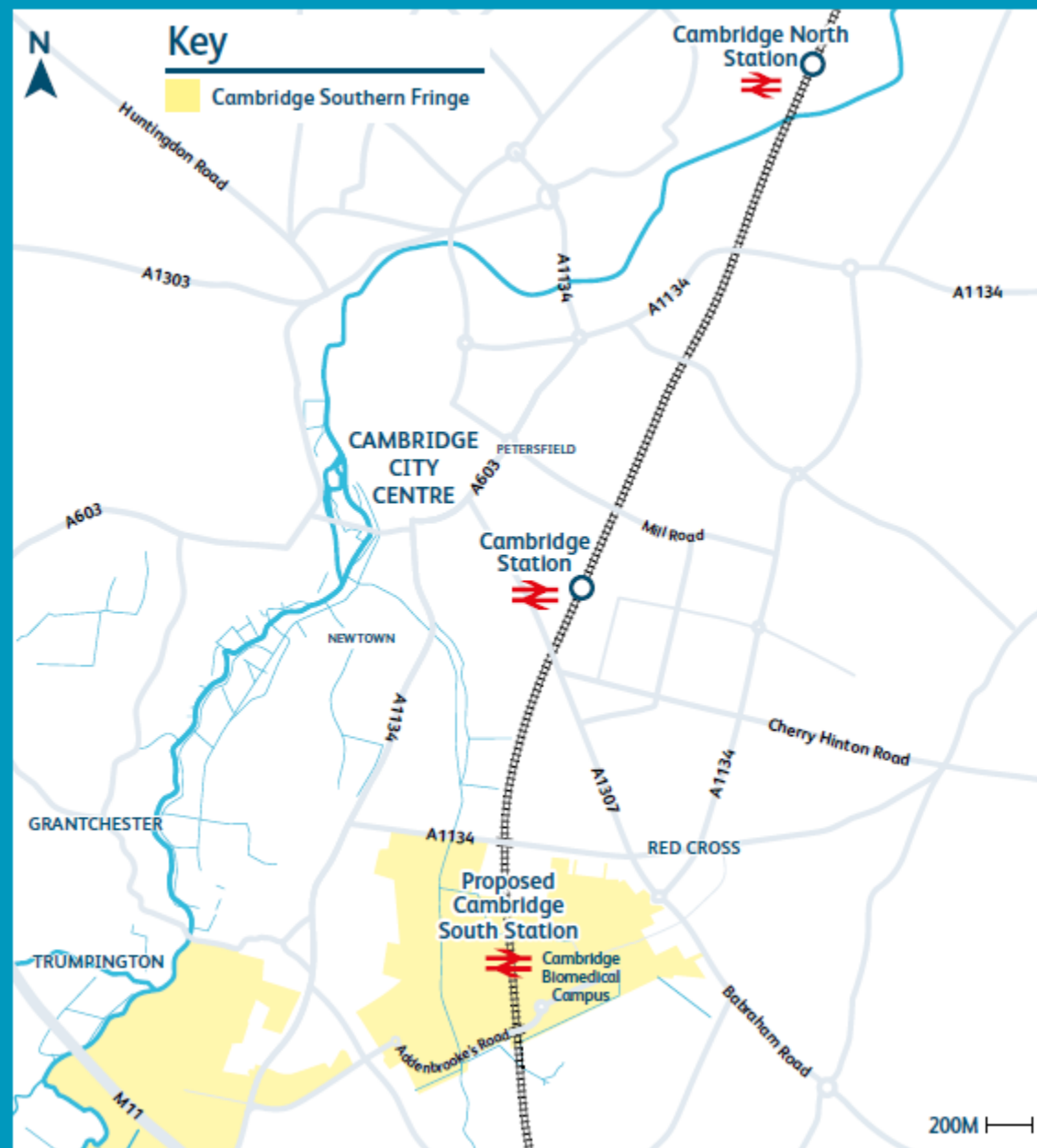


Image for illustrative purposes only.

Location selection process

- Three options presented at first round of consultation – northern, central and southern > 967 items of feedback
- Northern location selected, nearest to Guided Busway and main street to hospitals
 - was favoured by the majority of stakeholders;
 - connects most directly into the heart of the established Biomedical Campus;
 - integrates best with the existing bus services and proposed Cambridge South East Transport (CSET) and the Sawston Greenway transport projects;
 - has the greatest potential to be visually contained on the north east of Hobson's Park;
 - has reduced land footprint on both sides of the railway; and
 - allows the cycle path to be restored post-construction under Nine Wells Bridge.

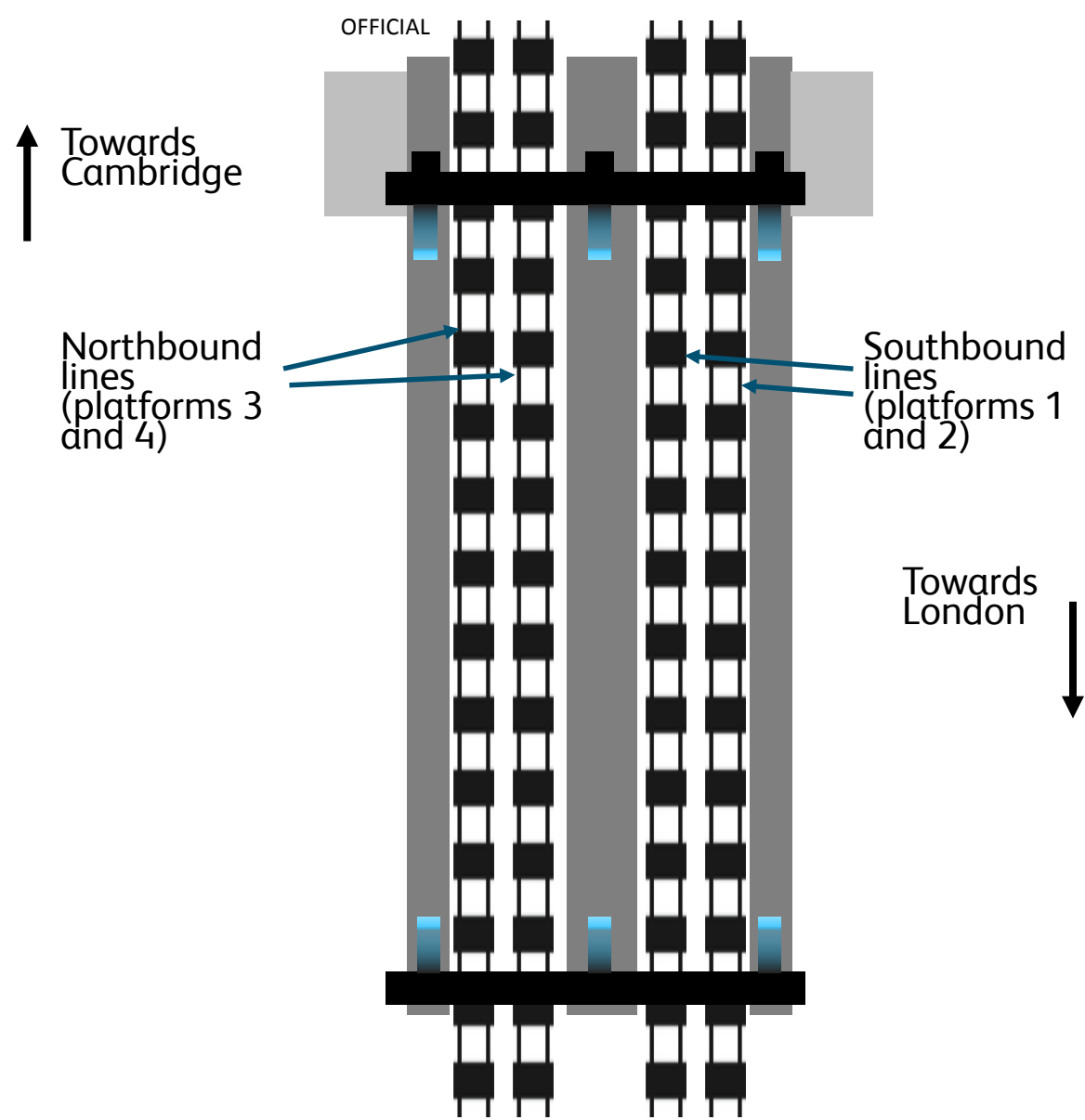


The Station

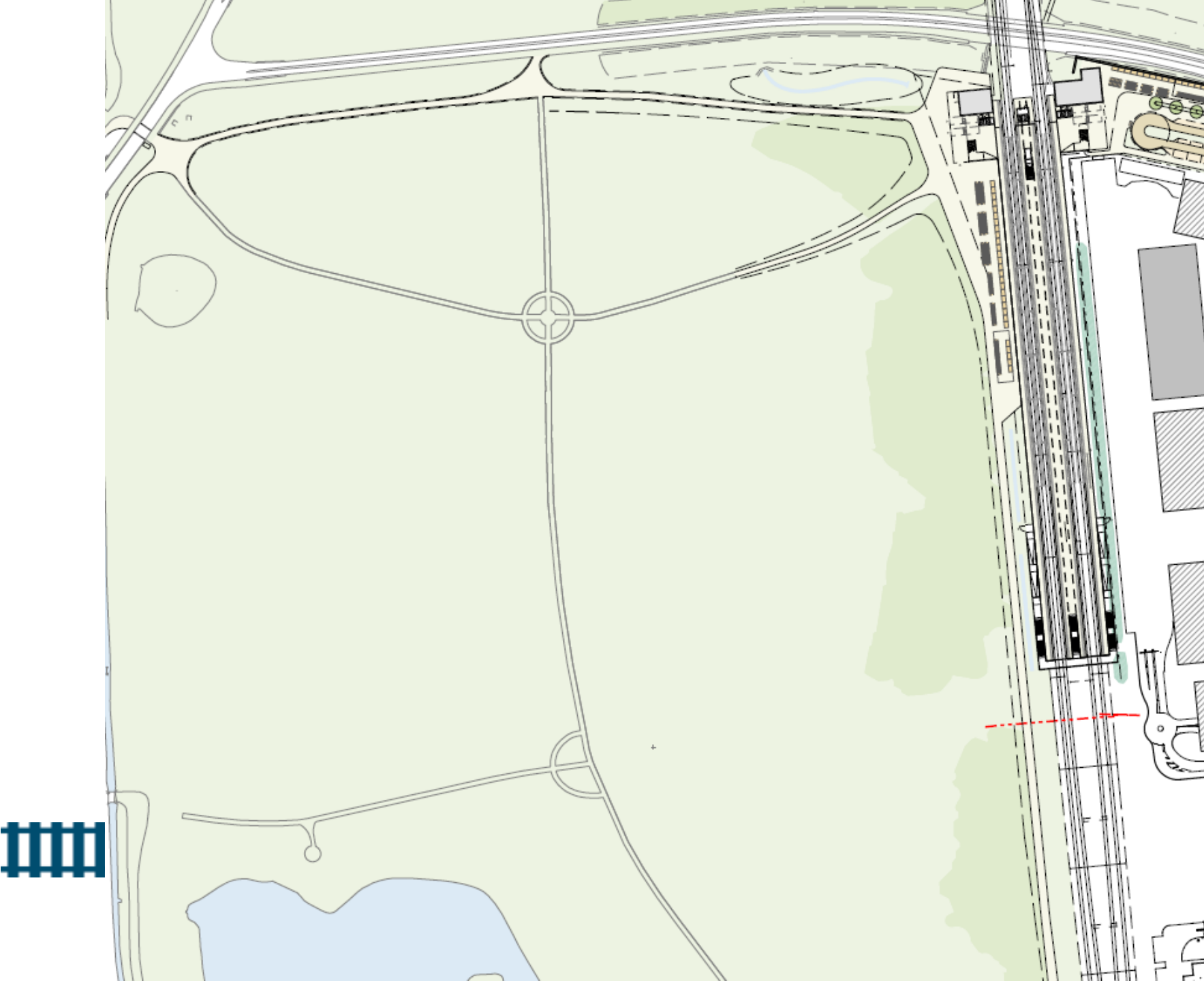
- Four platforms, with step-free access via northern footbridge and two lifts per platform;
- Proposed canopies along each platform with seating for waiting passengers;
- Space for ticket vending machines, retail/catering unit, waiting area;
- Changing Places facility, accessible and standard toilets;
- Pick-up/drop off bays for use by taxis (3) and by private cars (3);
- Parking bays (5) for Blue Badge holders;
- Spaces for 1,000 cycles in total arranged on both sides of the railway.



Track and platforms



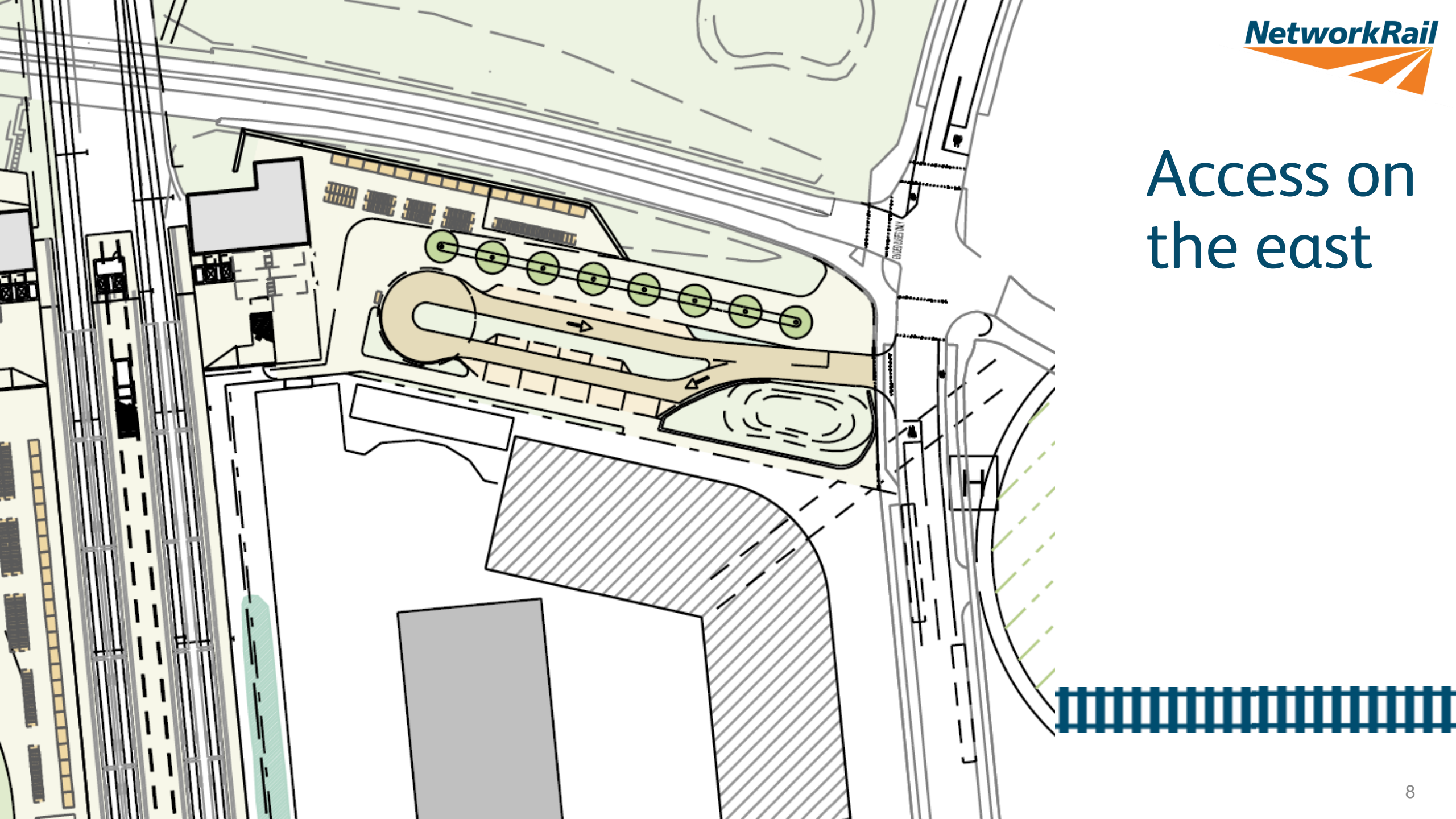
Access on the west





INDICATIVE

Access on the east





INDICATIVE

Main construction works

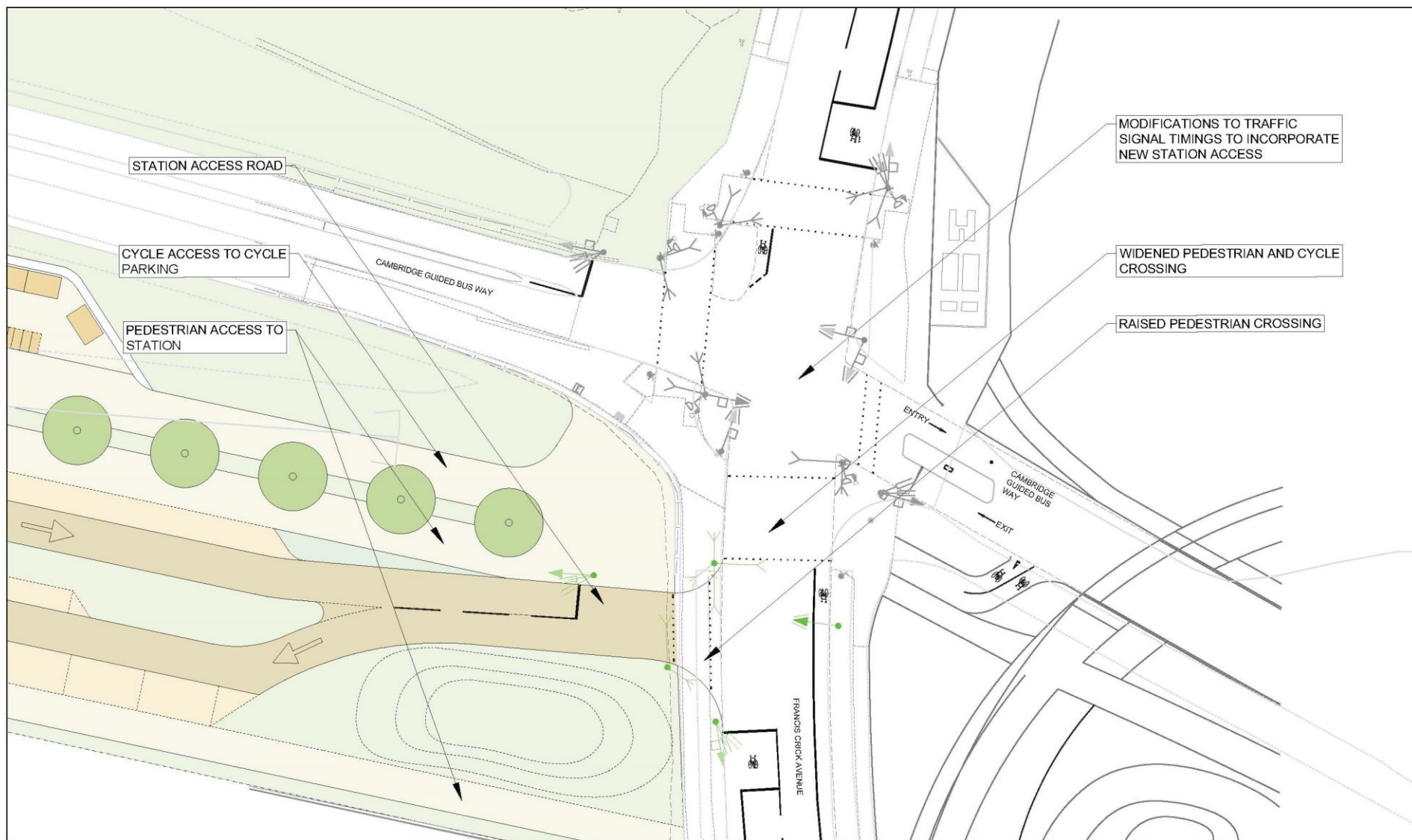
- Works to construct the station and works at Shepreth Branch Junction to increase the line speed
- Long Road and Nine Wells bridges will not need to be reconstructed or altered.
- The southern embankment of the Guided Busway over the railway will need to be modified to accommodate cycle parking on the east of the station.
- Proposed main construction compound (temporary) located on the east side by Nine Wells Bridge
- Satellite construction compounds for constructing track, station buildings, points (subject to engagement with landowners) and haul roads rail-side
- Temporary diversion of NCN Route 11
- Modifications to the traffic signal timings at the junction with the Guided Busway and Francis Crick Avenue



Junction with Guided Busway and Francis Crick Avenue

- Recognise this intersection is heavily congested
- Introduce a traffic signal controlled raised pedestrian crossing over the station access road
- Widen existing pedestrian and cycle crossing on Francis Crick Avenue
- Modify traffic signal timings to increase crossing time for pedestrians and cyclists
- Standalone solution for the station>CSET layout will mean changes for position for station access road





Legend/Notes			
	Existing Primary Traffic Signal		Proposed Primary Traffic Signal
	Existing Secondary Traffic Signal		Proposed Secondary Traffic Signal
	Existing Pedestrian Crossing		Proposed Pedestrian Crossing
	Existing Cycle Crossing		Proposed Cycle Crossing
	Existing Bus Stop		Proposed Bus Stop
	Existing Bus Lane		Proposed Bus Lane
	Existing Footway		Proposed Footway
	Existing Cycle Lane		Proposed Cycle Lane
	Existing Road Works		Proposed Road Works
	Existing Road Works		Proposed Road Works
	Existing Road Works		Proposed Road Works
	Existing Road Works		Proposed Road Works

Contractor(s)			
	ARCADIS	Design & Consultancy for natural and built assets	
	DRAFT		
	Existing Road Works		Proposed Road Works
	Existing Road Works		Proposed Road Works
	Existing Road Works		Proposed Road Works
	Existing Road Works		Proposed Road Works
	Existing Road Works		Proposed Road Works
	Existing Road Works		Proposed Road Works
	Existing Road Works		Proposed Road Works

Designed			
ALLISON	Signed	Date	06MAR2020
Drawn			
ALLISON	Signed	Date	06MAR2020
Checked			
G.HILLING	Signed	Date	06MAR2020
Approved			
G.HILLING	Signed	Date	06MAR2020
Project			
CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCEMENTS			
Drawing Title			
CAMBRIDGE SOUTH STATION EASTERN ACCESS JUNCTION			

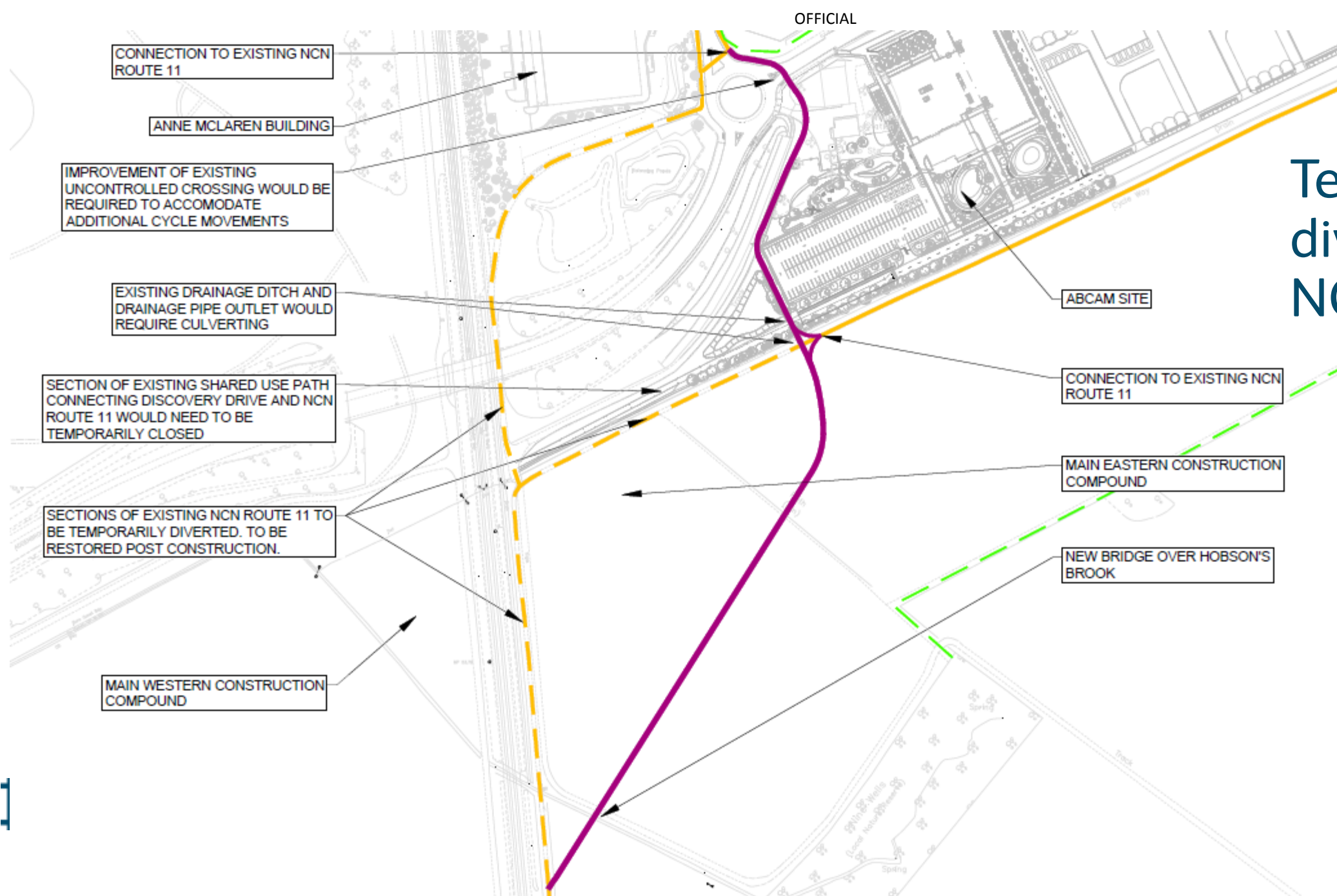
Network Rail			
Alternative Reference			Sheet
			1 of 1
Drawing Number			Revision
158454-ARC-ZZ-ZZZ-DRG-EHW-002002			P03

NCN Route 11

- Strategically important route into Cambridge
- Works to widen the track and location of main strategic compound south of Nine Wells Bridge requires a section of the cycle track to be temporarily diverted for duration of construction
 - Path up to 4m wide
 - New bridge over Hobson's Brook
- It will be restored to its original alignment under Nine Wells Bridge after construction



Temporary diversion of NCN Route 11



Shepreth Branch Junction

- Works required to maintain performance of train services for passengers.
- Realignment of the existing track and Royston branch curve to permit the line speed through the junction to be increased from 30mph to 50mph.
- Requires new track to be constructed to the west of Network Rail's existing land ownership.
- Relocation of a GSM-R mast to the west side
- 30 OLE structures to be installed (replacing some old structures)
- Closure of two private level crossings – Dukes No2 and Websters; alternative access for landowner is being explored



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Southern approach into Cambridge Station

- Works involve an extension to the existing shunt spur and the addition of a crossover which will connect the shunt spur to the West Anglia Main Line.
- This will provide more flexibility for train movements into Cambridge Station.
- The extension of the shunt spur and the crossover will have overhead line. There will be around 10 new OLE structures within the existing railway boundary.
- These works are located wholly within Network Rail's operational land ownership so we will use permitted development rights and access the works from railway boundary.



Environmental Impact Assessment

- Surveys are continuing
- Scoping Report due to be sent to the DfT Autumn 2020
- The EIA will look at the 'likely significant impacts' of construction and the operational railway on people, the natural and built environment.
- Measures required to mitigate such impacts will be identified.
- Consultation on EIA findings with relevant stakeholders
- We will seek to agree a Code of Construction Practice in consultation with the local authority which will identify how construction impacts such as traffic, noise, vibration and dust will be monitored, controlled and managed.



Consultation

- 6 week consultation period started 19 October and closed 29 November 2020
- Process of recording and coding responses
- Evaluating responses and assessing any design changes
 - > preparation of TWAO application documents
 - > TWAO submission ready for 2021
 - > Support funder target of the station opening in 2025.

