



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.6
07 NOVEMBER 2019	PUBLIC REPORT

CAMBRIDGE SOUTH STATION PROGRESS UPDATE

1.0 PURPOSE

- 1.1. This report updates the Committee on progress to date and planned activities to progress Cambridge South Station.

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor James Palmer
Lead Officer:	Paul Raynes, Delivery and Strategy Director
Forward Plan Ref: Not applicable	Key Decision: No
The Transport Committee is recommended to: (a) Agree to continue with the Interim Station options within allocated budget. (b) Mandate officers to request the Department for transport to permit their supplier, Network Rail, to release details of the Permanent Station layout.	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. The Department for Transport (DfT) have asked Network Rail to develop the business case for a new permanent station at Cambridge South to serve the Biomedical Campus. That study is jointly funded by DfT, AstraZeneca, and the Combined Authority. The planned delivery date for the permanent solution is currently 2027. This project is identified as a key project within the Combined

Authority's Business Plan 2019-20, approval of the business case will be a matter for the Combined Authority Board.

- 2.2. There are risks to the permanent station project. These include the need to integrate it with an increase in railway capacity to the South of the existing Cambridge South Railway Station by increasing the existing two track network to four track; the need for extra capacity at Ely North Junction; and the need to take into account the independently developed East West Rail link and future Network Rail signalling upgrades to the region. Network Rail has previously indicated that it plans to commence consultation on the project in December 2019. The total cost is estimated at £300-600 million, of which perhaps half is a potential need to fund the link to East West Rail. If the station were to wait until the East West Rail solution were finalised, the delivery date of 2027 may be at risk.
- 2.3. Because of these uncertainties, Cambridgeshire and Peterborough Combined Authority is looking at an interim Cambridge South Railway solution for delivery early in the decade to meet immediate and growing demand.
- 2.4. The interim Station would serve an area of significant growth. In 2017, there were more than 41,000 trips to the campus daily, of which over 28,000 were made by car. By 2031, Cambridge Biomedical Campus is expected to see 26,000 workers, 25,100 patients and 16,400 other visitors accessing the campus each day. If current travel patterns continue, this will equate to 67,500 daily trips to the biomedical campus, 46,400 of which are predicted to be made by car (source: Cambridge Biomedical Campus Transport Needs Review).
- 2.5. The scope of the Combined Authority interim station study has been to conduct an investigation into a potential timetable for a stopping service at the interim station without making any changes to the existing railway infrastructure. It also looked at a "balanced timetable" to equalise the service pattern in either direction and highlight any potential risks to delivery.
- 2.6. Further work has commenced to investigate options for the location of the interim station. The scope is for a twin platform and footbridge located with minimum intervention to the existing railway infrastructure. The scope includes:
 - (a) Interim station layout;
 - (b) Land ownership and any special land designation;
 - (c) Track access (Possession) planning and potential temporary land (to enable the construction of the interim station);
 - (d) Review of Planning and Consents options;
 - (e) Review with Network Rail and Train Operator;
 - (f) An interim station design which will be for pedestrian and cycle access only with provision for access for emergency vehicles.

- 2.7. The Mayor has discussed the need to accelerate the delivery of a station at Cambridge South with Ministers and with the No. 10 Policy Unit. These discussions have indicated there would be government support for early delivery of a Cambridge South solution.

3.0 SIGNIFICANT IMPLICATIONS

- 3.1. Following a meeting with Mayor Palmer and Network Rail Regional Director, engagement with the Network Rail team will be important for potential integration with a future 4 track and permanent station and the interim station.
- 3.2. Network Rail require an instruction from their client, DfT, to engage with CPCA.

4.0 FINANCIAL IMPLICATIONS

- 4.1. There are current no further financial implications for the commissioning of this study, all is within approved budget.
- 4.2. Following the study and risks raised, a risk register will be prepared to be used and updated should further studies be sanctioned.

5.0 LEGAL IMPLICATIONS

- 5.1. There are no direct legal implications at this stage.

6.0 OTHER SIGNIFICANT IMPLICATIONS

- 6.1. There will continue to be interfaces with Network Rail 4 track and permanent Cambridge Station team.

7.0 APPENDICES

- 7.1. None

<u>Background Papers</u>	<u>Location</u>
Not Applicable	