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Cambridge South Station: Infrastructure Enhancements

England's Economic Heartland (EEH) is the Sub-national Transport Body (STB) for the Heartland region. Membership of the STB covers the area from Swindon, through Oxfordshire, Milton Keynes and across to Cambridgeshire, and from Northamptonshire across to Luton and Hertfordshire. The Heartland includes the Oxford – Cambridge Arc – a region identified by the Government as being an economic priority for the UK.

As the Sub-national Transport Body, EEH is responsible for setting the strategic vision for the region's transport system. In October 2020 we concluded consultation on the draft Transport Strategy for the Heartland region: the final version of the Strategy will be published in February 2021.

Delivery of Cambridge South Station is identified as a regional priority, with all STB members supportive of ensuring it is opened at the earliest possible opportunity: every effort possible should be made to better the target opening date of 2025.

We welcome the consultation on the proposed package of infrastructure enhancements set out in support of the new station and make the following comments in response:

- The economic significance of the Cambridge Biomedical Campus is of such scale that the design of the new station, and its supporting infrastructure, must be delivered with the capability to accommodate East West Rail services stopping at it. Delivery of East West Rail – which includes improvements to services east of Cambridge – is the transformational project in support of the region's strategic ambition of realising economic potential whilst achieving net zero carbon no later than 2050
- The package of supporting infrastructure enhancements must ensure the highest possible level of local connectivity, in particular the interface with the Guided Busway should be such as to maximise the opportunity for frictionless interchange between the two. In addition particular attention should be given to ensuring that onward connectivity for pedestrians and cyclists is maximised and encouraged
- The station design should incorporate design elements and features that give confidence to users that issues of personal safety and perceptions of safety have been addressed.

- England's Economic Heartland, working with its partners, has produced a First/Last Mile toolkit that is based on an analysis of existing travel behaviours. The data underlying the toolkit uses Experian data analysed on a 300m x 300m grid right across the region. All EEH partners – including Network Rail - have access to the toolkit. We would encourage Network Rail to consider using the toolkit in preparing the transport assessment in support of this proposal.
- In addition to the features set out for inclusion as part of the station design, provision should be made for passengers to have access to sheltered waiting areas along the length of the station platforms.
- The design of the works for the Shepreth Branch Junction should take into account, and allow for all the necessary works required to enable operation of East West Rail services. Co-ordination of projects at this stage will offer opportunities to de-risk their delivery.
- The design of improvements to the southern section of tracks into Cambridge Station should likewise take into account, and allow for all the necessary works required to enable operation of East West Rail services to and through Cambridge Station.

England's Economic Heartland is supportive of the proposal being taken forward with the urgency it deserves and requests that it be kept advised on progress with the development and submission of the Transport and Works Act Order.

Yours sincerely

Mayor Dave Hodgson

**Chair, Strategic Transport Forum
England's Economic Heartland**

