

Railfuture East Anglia Branch response to Planning Application Ref S/1236/15/FL

Planning Application Ref S/1236/15/FL Proposed Development for a new railway station on the former Chesterton Junction Central Permanent Way Depot, Cowley Road Cambridge. Applicant Network Rail Infrastructure Ltd.

We note that this is a resubmission of the application previously made by Cambridgeshire County Council which we supported. We support this re-submission on behalf of our members within Cambridgeshire (and East Anglia.) The station will be of enormous benefit to those living in North Cambridge and as it will provide relief to the current Cambridge railway station to all of the city. We draw attention to the Railfuture East Anglia document linked to below that shows the wider benefits to rail users.

<http://www.railfuture.org.uk/east/docs/Railfuture-East-Anglia-Cambs-CC-CSP-Station-Consultation.pdf>

We note that Network Rail appear to have shortened the canopies over the three platforms compared to the original application.

Canopies are a necessary weather protection for awaiting passengers, not a luxury. Canopies over the platforms provide shelter from rain and from intense sunshine. They enable passengers to spread along the platforms using all doors of the trains safely. They avoid last minute rush to the train doors from the shelter provided at the foot of the footbridge steps.

We would urge the Planning Committee to query this seeming lack of provision of canopies with NR and make every representation at their disposal to make the Company build over-platform canopies to cover at least 8 carriages on each of the three platforms. These must be provided from the outset. Future generations of Cambridgeshire train users will expect nothing less.

We understand and agree with the rationale of the building of this railway station. It will support the wider economy of all Cambridgeshire as well as improve the quality of life for residents of Cambridge and the surrounding Districts. The train services serving Cambridge and District will continue to develop with enhanced services on all routes. We question the rail-side capacity of the new station. If it is to serve future needs of Cambridge it must have the future capacity to do so.

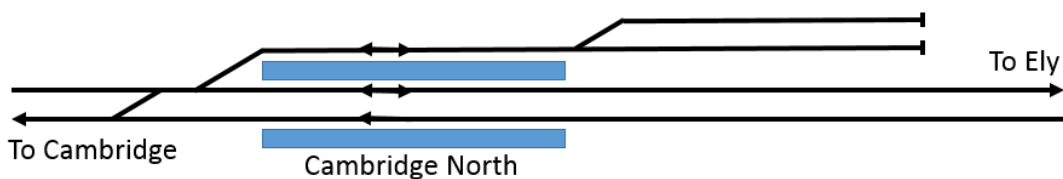
The station will be easily served by trains passing to/from the Ely/North Cambs direction. We do not believe the bay platform will have the capacity to serve trains terminating from the south of Cambridge from both the Royston and Audley End routes. If proper provision is made now to terminate these services at the new station rather than existing station, capacity will be released at the existing station enabling it to run smoothly as it supports further growth. At the very least we would wish the planning authority to insist the 'down' through (that is the northbound) platform is signalled as bi-directional to enable the reversing of trains at it and that the 'bay' platform line is

extended northwards and split into two 12 car sidings (or 1 siding with a crossover from the 'down' through) that would enable trains that are out of service to be parked away from the platform. This would enable several extra trains per hour to use the bay platform. A diagram of these track layouts is included below.

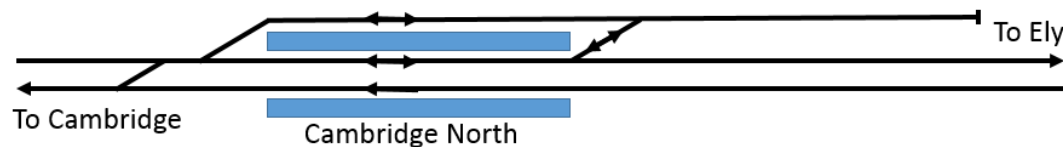
We would urge the planning committee to strongly challenge NR on this serious matter of future capacity.



1. Track layout of Cambridge North as proposed by Network Rail. Limited capacity for future expansion.



2. Track layout of Cambridge North proposed by Railfuture EA giving flexibility to allow additional trains to terminate from the south using two sidings to the north.



3. Track layout of Cambridge North proposed by Railfuture EA giving flexibility to allow additional trains to terminate from the south using one siding to the north plus additional 'facing' crossover to the 'down' through platform at its north end from the siding. The 'down' platform will be bi-directional.

Note: all platforms and sidings should be 12 carriages in length

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