

Beaulieu Park Station: Unlocking Growth

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Date 20/11/2025

From Essex Live 22/1/2019

“For those who first moved into the then new Beaulieu Park estate in 2001, the promise of train station in the vicinity was a key selling point.

The prospect of a second train station in [Chelmsford](#) to cope with the rising number of London commuters has tempted buyers to move to the growing estate, located in Springfield, in the years since. But 18 years on from when the first houses were sold, there is still no railway station and construction has been continually pushed back.

The only trace of the train station right now is a newly erected sign.”



Wider benefits of Beaulieu train station

Substantial reduction in overcrowding at Chelmsford Station

- Chelmsford Station is already significantly overcrowded
 - A report from Network Rail in August 2011 names Chelmsford station as one of a handful of UK stations with significant overcrowding, especially at peak time.
 - This report identifies Beaulieu station as the proposed solution to this overcrowding
- Average rail journeys per household per annum in Chelmsford increased from c.70 to c.100 between 1997-2005
- Further growth could be difficult to sustain without further investment

Reduction in car traffic congestion within Chelmsford and on the A12

- Abstraction of car journeys to/from Chelmsford
- Beaulieu station will be easily accessible from the highway, both by car and bus

Expands access to train-based public transport in Chelmsford area

- Improved access for both current and future households, as well as growing business travel (including the proposed Beaulieu business park)

Improved perception of railway

- New facilities (entrance, platform and station building)
- Reduced delays improves the reputation of rail travel

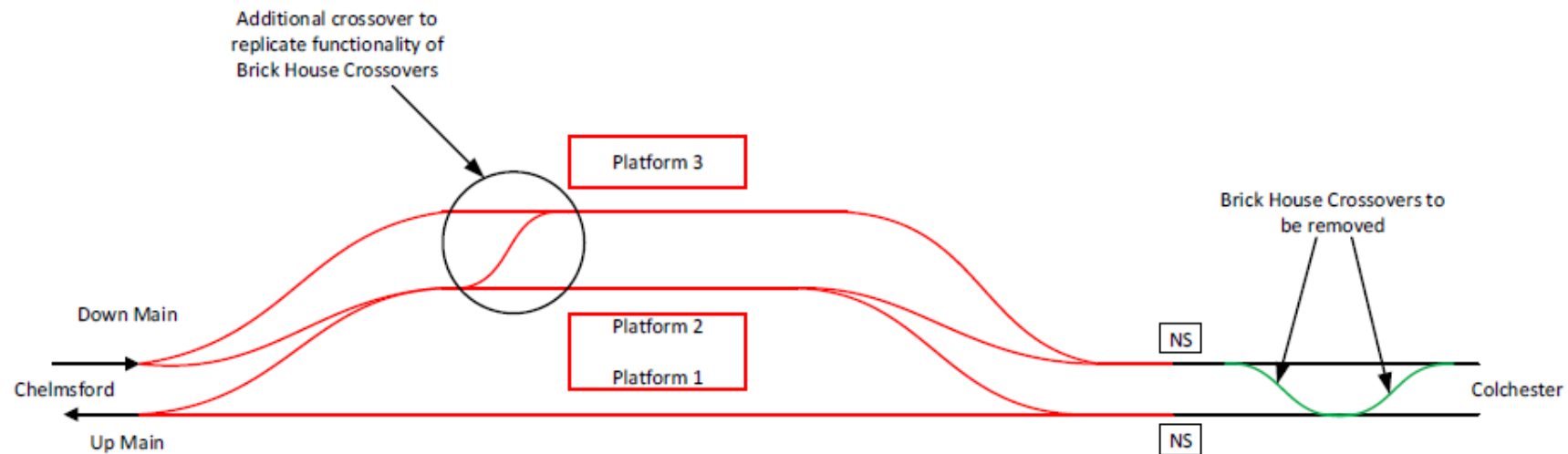
Improved reliability

- Impact of passing loops

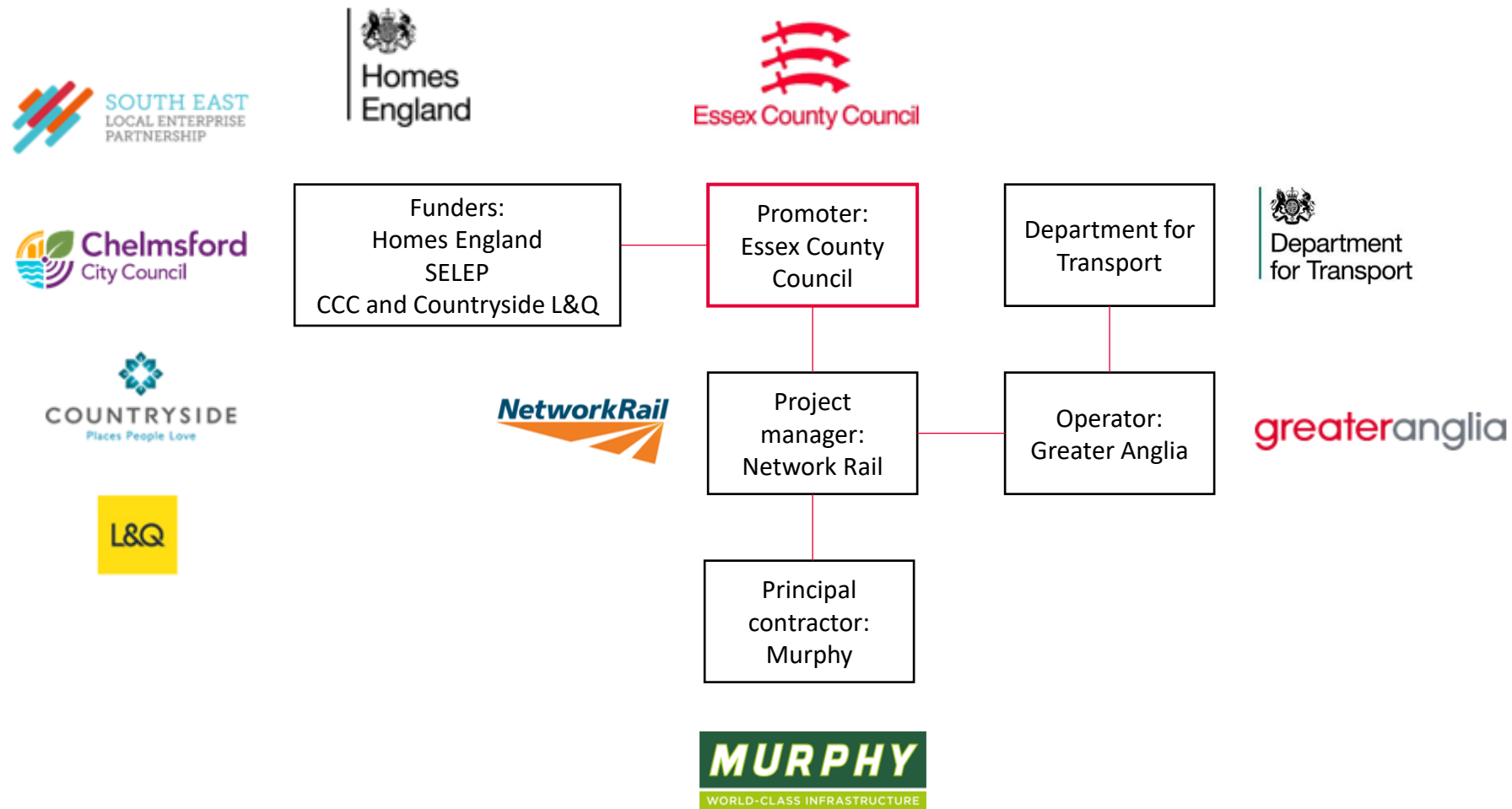
The Strategic Case – Everyone needs some benefit

GRIP 3 Option Selection Development

Simplified layout showing additional low speed crossover required at Chelmsford end of the station layout to replicate functionality



Who's involved?



The project has been a long time in the making...

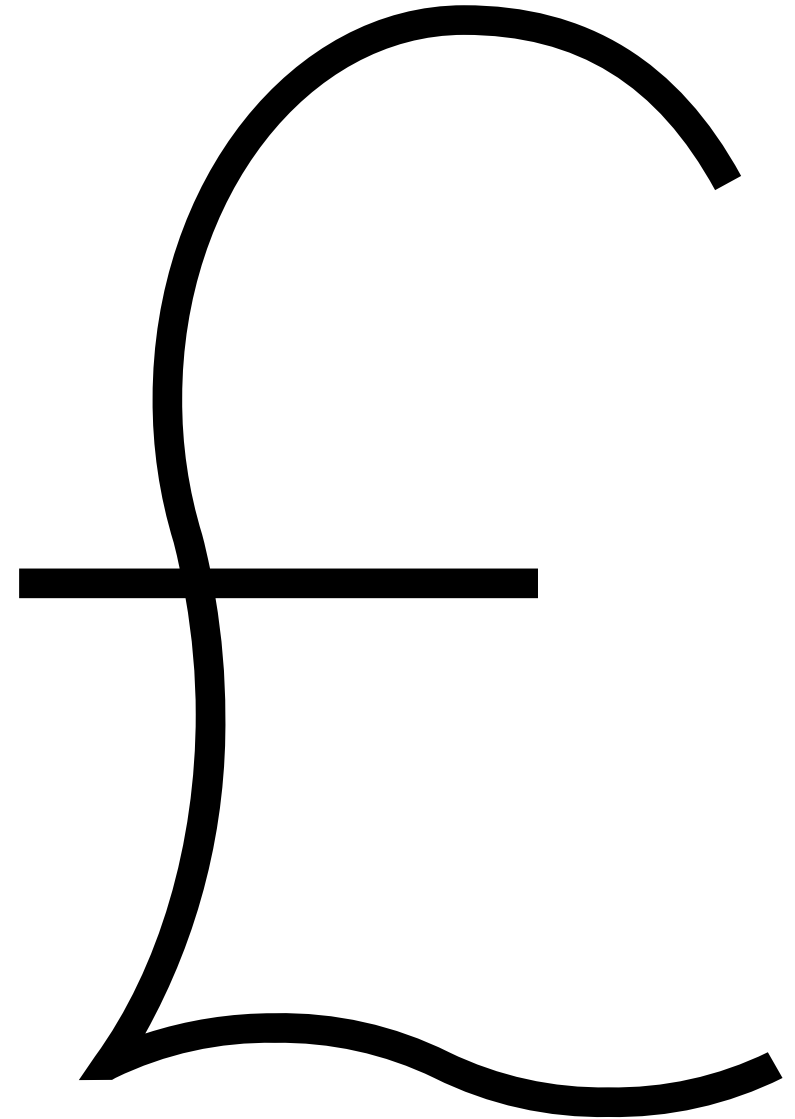
Discussions about delivering a new station for Chelmsford have been taking place for decades. The recent history is as follows:

- Outline plans drawn up in 2010
- First funding contributions secured in 2014
- **HIF funding secured in 2019**
- Planning permission for the station building granted in 2022
- Preparatory works started in January 2023
- Main construction contract awarded September 2023
- Major track and signalling works completed over 2023 and 2024 Christmas blockades
- Station expected to open in winter 2025



The Funding Journey

- There were issues with HIF. Mainly the fact that it had to be spent by March 2021. A date we could never make. Despite this ECC takes the 'get a foot in the door/seat at the table approach.'
- The HIF bidding process is long and painful. The original programme stated that the outcome of bids would be known in early 2018. It's late 2019 before we hear that our bid is successful and March 2021 before we finalise contracts.
- SELEP contribution of £12m is agreed in Feb 2019.
- July 2020 is a major hurdle. The construction cost estimate increases from £157m to £171m. ECC prepares to pull out of the project. We remove the multistorey carpark and play about with risk allocations to bring the project back to affordable levels.
- Throughout construction there have been financial leaves on the line, but all manageable. We are in the process of agreeing financial accounts but very happy to report that we are coming in just under the latest budget.

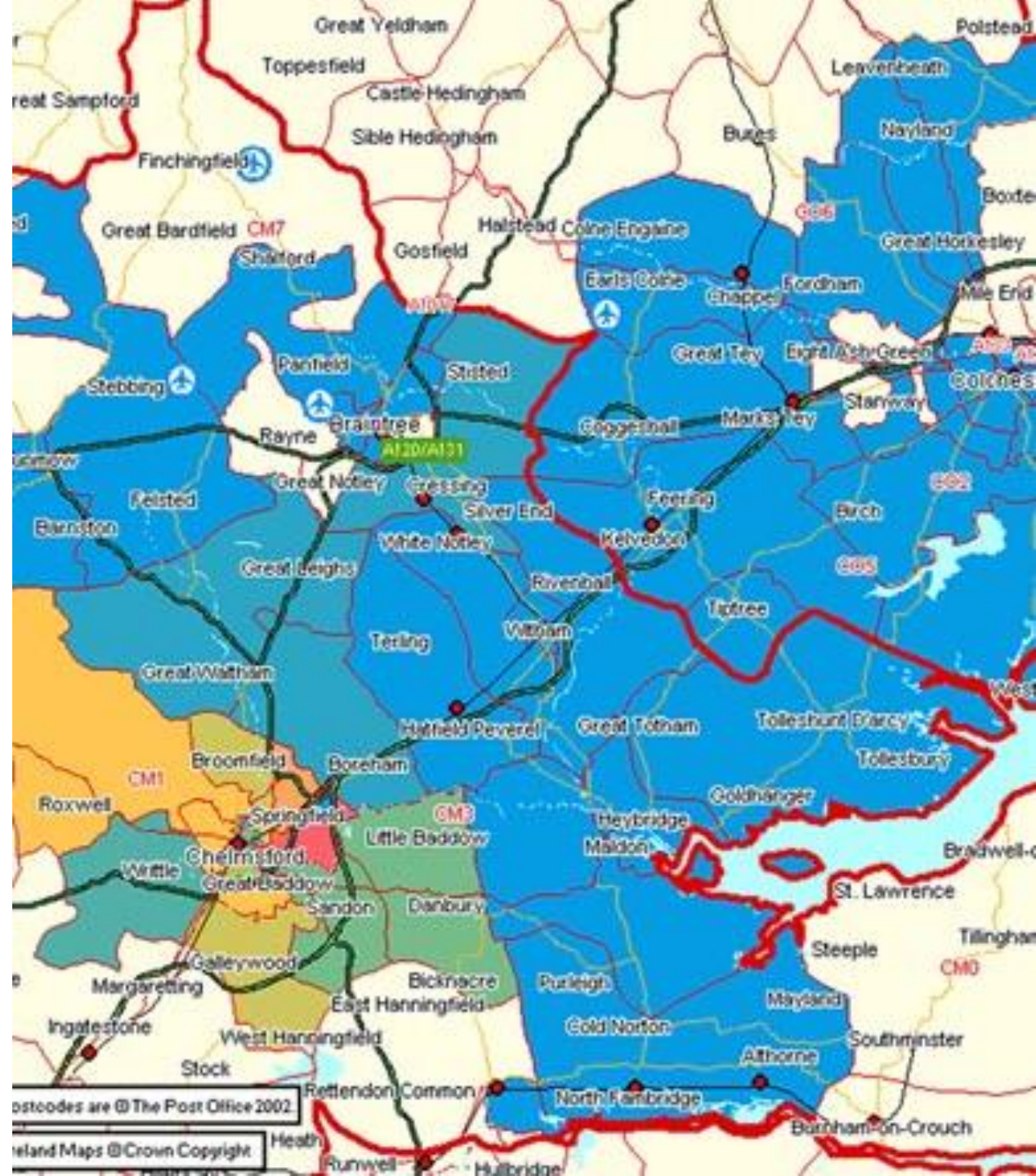


Onward connectivity has been an important consideration from the outset

While the station is well connected to the road network, with the A12, A130 and A131 all nearby, we want this to be more than a 'parkway' station and a significant investment in active travel and bus connections to the station is underway.



The Catchment Area for Chelmsford Station



So Many People Involved:

Lead organisations, supply chains, politicians (local and national) random other organisations that pop up (ORR)

Not all helpful.....

The Sting in the Tail:



Through the contract signed with Homes England there is a DfT condition that states ECC will have to cover any operational losses the station may make until it breaks even.

That said a high level of confidence from everyone in the industry that the station will break even in year 1 of operation.