

## Evidence to show Network Rail is capacitated to build infrastructure assets and bridges.


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Who we are

Latest updates

Careers

Railway Upgrade Plan

Running the railway

Communities

Industry & commercial

# Cambridge North station

You are here: [Home](#) > [Running the railway](#) > [Our routes](#) > [Anglia](#) > [Cambridge North station](#)

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Train operating companies

Keeping our workforce safe

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- Anglia
  - Lee Valley Rail Programme
  - Anglia level crossing proposals
  - Anglia OLE renewals
  - Norwich, Yarmouth, Lowestoft re-signalling
  - Gospel Oak to Barking electrification
  - Felixstowe branch line
  - Hackney Wick station
  - Gipsy Lane level crossing closure feasibility study
  - Cambridge North station


## Cambridgeshire's newest station opened 21 May 2017








We delivered Cambridge North station as part of the [Railway Upgrade Plan](#). The new station, located in the Chesterton area, provides an alternative connection point for commuters in the north of Cambridge, as well as improved access and journey times for passengers.









The station was opened on Sunday 21 May 2017 and opened officially by The Secretary of State for Transport, Rt Hon Chris Grayling MP, on Monday 7 August 2017.

Cambridge North is managed by train operator Greater Anglia, with Great Northern trains also stopping at the station, providing key connections to London's King's Cross and Liverpool Street stations, and Ely, Norwich and Cambridge.



Funded by the Department for Transport and developed by Network Rail in partnership with Cambridgeshire County Council, the station serves Cambridge Science and Business Parks, and the suburb of Chesterton.



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# New railway station at Cambridge North opening next month

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*Monday, 26 February 2018*

A brand new landmark railway station for Cambridge - Cambridge North - is due to open next month.


Greater Anglia is opening Cambridge North station on Sunday 21 May.

It will serve Cambridge science and business parks and the suburbs and villages north of Cambridge city centre. Trains from both Greater Anglia and Great Northern will call there.

Network Rail, which has built the station, is currently putting the finishing touches to Cambridge North before handing it over to the rail company.

The three-platform station will serve trains operated by Greater Anglia on the Cambridge to London Liverpool Street and Cambridge to Norwich routes. Fares include Greater Anglia advance purchase Cambridge North to London single tickets from £7.

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Carter's Bridge Lancashire, commissioned by Network Rail.

<http://www.murphygroup.co.uk/news/carter-s-bridge-wins-top-engineering-award/>

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# CARTER'S BRIDGE WINS TOP ENGINEERING AWARD

[Home](#) > [News](#) > Carter's Bridge wins top engineering award

Work to replace an old bridge in Wigan has won the Medium Civil Engineering Project of the Year at the Institute of Civil Engineers (ICE) North West Awards.

Murphy was contracted by Network Rail for the £1.25 million project, known as Carter's Bridge. The new steel composite bridge structure, which crosses the Spring's Branch Line between Garswood and St Helens, was completed last July.


New bridge at Attenborough:

<https://www.networkrailmediacentre.co.uk/news/network-rail-builds-bridges-in-attenborough>

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Who we are

Latest News

Careers

Railway Upgrade Plan

Running the railway

Communities

Industry & commercial

Media centre

National & regional news

Pictures & videos

Key projects

Press contacts

You are here:

Home

>

Media centre

>

National & regional news

>

NETWORK RAIL BUILDS BRIDGES IN ATTENBOROUGH

Thursday 11 Jan 2007

**NETWORK RAIL BUILDS BRIDGES IN ATTENBOROUGH**

**Route:**

Passengers at Attenborough are set to benefit as Network Rail invests £650,000 to replace the station's footbridge.

Tom Birch, Network Rail's Area General Manager for the East Midlands said: "As the owner and operator of the railway infrastructure, Network Rail is responsible for the maintenance of thousands of bridges across the country. The footbridge at Attenborough has come to the end of its natural life and risks closure unless we replace it. The project will involve some disruption for residents and the travelling public, but we will

**The above examples are submitted to show that Network Rail is capacitated to build infrastructure assets including pedestrian footbridges, and that Network Rail actively takes part in such projects.**

In the High Court Judgement of Mr Justice Dove between the Ramblers Association and the Secretary of State for Environment, Food and Rural Affairs dated 07/04/2017, it was ruled that Network Rail is incapacitated to dedicate a new public right of way on the basis that dedication would be inconsistent with its obligations to operate a safe and efficient railway network (at “Zulus Crossing”).

However, Network Rail’s duties are not limited to ensuring public safety.

With respect to the Zulu Crossing case:- That the matter of not including Network Rail’s additional licence duties, namely to ensure the efficient maintenance, repair and renewal of the assets and infrastructure, together with not mentioning the evident capacity of Network Rail to engage in new building works occurring in places such as Cambridge in 2016/2017, specifically, the building of North Cambridge Station, Carter’s Bridge in Wigan and a footbridge in Attenborough in the Midlands as **referenced above**, the judgement which I refer-to as the “Zulus Crossing” case, is faulty because it does not consider how Network Rail has capacity to provide right of way within its statutory duties. Therefore, I submit “Zulus Crossing” case should not be applied in the case of the Weatherby Crossing.

As we have just established, in fulfilling its role, Network Rail’s activities also includes provision of new assets – the building of new stations, pedestrian bridges and so-on. The duty of safety, which confers incapacity to provide pedestrian facility to cross live rails may be considered to conflict with duty to provide infrastructure which permits crossing. However, when fulfilling these apparently conflicting duties, Network Rail does have capacity to designate rights of way, because it can create infrastructure which separates the public wholly from the railway.

**So, to clarify my position on this matter**, I am submitting that while Network Rail has duty to ensure the safety of the public and passengers, it also has duty to provide infrastructure assets relating to railway use which are of service to the public. Such an asset may be a path across a live railway, the path being variously in the form of a tunnel or a bridge. Inasmuch that Network Rail has this duty to provide the necessary infrastructure, Network Rail does have capacity to dedicate a public right of way across the operational railway.

Philip Hodson. OBJ 13.