



# Statement of Aims

## (Required by Rule 10(2)(c))

June 2021

The Network Rail (Cambridge South Infrastructure Enhancements) Order  
Statement of Aims



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## **1. INTRODUCTION**

- 1.1 Network Rail are applying for an order under the Transport and Works Act 1992 for powers to construct, operate and maintain a new station (Cambridge South) and the associated rail system enhancements, known as the Cambridge South Infrastructure Enhancements (CSIE) project. This statement is intended to provide a concise overview of the aims of the CSIE project.
- 1.2 The project will provide infrastructure necessary to deliver a new station adjacent to Cambridge Biomedical Campus whilst maintaining capacity and improving capability of the network. The project will provide facilities to accommodate 12-Car length trains at the new station, additional track infrastructure to allow services to stop at the station whilst protecting train capacity and performance.
- 1.3 The ability to stop train services at this location will improve the connectivity of the area to key local and national destinations and improve journey times to and from Cambridge Biomedical Campus to support its ongoing growth as a global centre for biomedical research. It will also significantly improve public transport access to the three hospitals that are currently on the campus as well as residential expansion in the Cambridge Southern Fringe.
- 1.4 This document has been produced as one of the documents required to be submitted with the application under Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.
  - 1.4.1 The Order if made will confer powers on Network Rail to construct and carry out works associated with the CSIE, together with the grant of such powers as needed to acquire land and rights necessary to facilitate its construction. Further details of the powers which would be authorised by the Order, if made, are set out in section 4.

## **2. BACKGROUND**

- 2.1 The CSIE Project is an enhancement project, and is funded by the Department of Transport.
- 2.2 The proposed Order is necessary to ensure that Network Rail, by 2024-2026, has operational infrastructure capable of delivering a new station adjacent to Cambridge Biomedical Campus whilst maintaining capacity and improving capability of the network. The new station in this location will also support major residential development planned and being delivered in the Southern Fringe.
- 2.3 Addenbrooke's Hospital to the south of Cambridge is a major employment centre and a renowned teaching hospital linked to Cambridge University. Surrounding the hospital is the emerging Cambridge Biomedical Campus. At present approximately 20,000 people are employed on the hospital and biomedical campus, with this figure expected to rise by an additional 1,000 staff

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by 2024, with 27,000 jobs by 2031. Royal Papworth Hospital has relocated to the Biomedical Campus, with a new 310-bed specialist cardiac facility.

- 2.4 The Biomedical Campus is expected to become an integral part of the UK life science industry. The UK Life Sciences Industrial Strategy aims to put the UK in a world-leading position to take advantage of health technology trends over the next 20 years.
- 2.5 Taking into consideration the scale and type of the development taking place, a range of existing and future transport problems in Cambridge have been identified:
- There is a lack of long-distance public transport opportunities to access the Cambridge Biomedical Campus and Cambridge Southern Fringe area;
    - The area suffers from indirect public transport connectivity to international gateways, for example to Europe via Stansted Airport or via the Channel Tunnel rail links from London;
    - There is indirect public transport accessibility in the Cambridge Southern Fringe area, with a dependence on public transport infrastructure within Cambridge city centre to access it;
    - Highway congestion in Cambridge has been increasing along with associated environmental concerns of pollution and poorer air quality resulting from increased traffic;
    - Parking availability at the Cambridge Biomedical Campus is currently constrained.
- 2.8 The project will deliver infrastructure sufficient for a significant number of existing services to call at the station to realise identified connectivity benefits to key local and national destinations.
- 2.9 This project is also identified as a key part of the relevant Local Transport Plan, published by the Cambridge and Peterborough Combined Authority in January 2020.
- 2.10 Network Rail is seeking to accelerate the project where appropriate, which could bring Entry into Service into 2024. The key dates associated with this programme are:  
September 2022: TWAO approval received and entry onto site  
November 2022-December 2025: Construction, testing and commissioning (with an ambition to shorten construction to bring forward completion to December 2024).

### **3. AIMS OF THE PROJECT**

As set out in section 2, having identified the constraints and potential future transport problems within Cambridge, Network Rail's objectives for Cambridge South Infrastructure Enhancements scheme are to:

- Improve sustainable transport access to housing, services, and employment within the Cambridge Southern Fringe and Biomedical Campus area, to fulfil existing and future demands
- Contribute to minimising highway congestion associated with the Southern Fringe and Cambridge Biomedical Campus by increasing the mode share for sustainable transport modes
- Reduce reliance on Cambridge city centre transport infrastructure for serving the Southern Fringe and Cambridge Biomedical Campus
- Be capable of integrating with and enhancing the opportunities presented by Thameslink and East West Rail, to support development of the Cambridge Biomedical Campus
- Increase public transport connectivity between the Cambridge Biomedical Campus and international gateways, in recognition of its international significance.

#### 4. BRIEF DESCRIPTION OF THE PROPOSALS

4.1 In order to meet the objectives set out above the Project includes the following proposals:

- A new Cambridge South station
- A new connection between existing lines at Hills Road
- Junction improvements at Shepreth Branch Junction

The latter two components above are proposed to ensure that there are no service disbenefits for passengers as a result of the proposed new Cambridge South station.

The station is proposed to be built out in phases, whilst maintaining the current live operational railway.

The proposed station works comprise:

- Four platforms with step-free access via a footbridge and lifts
- Seating and shelter for waiting passengers
- A two-storey station building, ticket office and ticket vending machines, along with automatic ticket gates; facilities such as a retail/catering unit, waiting room, toilets, Changing Places for the mobility impaired, baby changing facilities, and staff facilities
- Cycle parking on both sides of the railway for a total of 1,000 cycles
- Pedestrian and cycle access paths on both sides of the railway
- Five parking bays for Blue Badge Holders; two parking bays for station staff; two parking bays for maintenance staff; three bays for drop-off/pick-up by private cars; and three bays for drop-off/pick-up by taxis

4.2 The draft Order includes an application for deemed planning permission for the works comprised in the CSIE Project and also provide Network Rail with the powers to compulsorily acquire land, new permanent rights and powers for temporary possession of land facilitate the construction of the CSIE project. Further details of the powers incorporated in the order are detailed in the Explanatory Memorandum. As part of the land to be acquired is "open space" land, the Order also seeks powers to compulsorily acquired replacement land. Having carried out a public open space assessment, Network Rail is satisfied it can demonstrate that the proposed replacement land will provide an appropriate alternative to that being acquired. The Order also seeks powers to close and extinguish two private level crossings together with the powers to acquire necessary land and rights to provide an alternative means of access to those who currently have rights to use the level crossings. The Order would also confer the right to use private roads, namely Francis Crick Avenue and [part of Robinson Way] for construction purposes, together with the acquisition of permanent rights to use such private roads once the station is operational, both for Network Rail and its licensees. The Order also includes provisions to allow certain works to be carried out in streets, the temporary diversion of highways and public rights of way and such other works as may be required as part of the construction process.

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- 4.3 The rights of statutory undertakers to maintain their apparatus is not affected. Protective provisions have also been included for the benefit of Cambridge County Council in relation to the guided busway infrastructure, Cadent Gas in relation to the high pressure gas main and Hobson's Conduit Trust.

**5. OPTION SELECTION SUMMARY**

- 5.1 Various aspects of the project, such as track layouts, were sifted throughout the development process of the project.
- 5.2 The project ran a public consultation in early 2020. This included information and questions regarding station location and access arrangements. It did not ask the public (or other stakeholders) for views on the track layout as this was deemed a technical led selection process. However overarching funder and stakeholder considerations, in particular the amount of land used and potential construction disruption, were considered when designing and selecting an appropriate track option.
- 5.3 Consultation with stakeholders and the public demonstrated a general preference for the northern station location. It was the preferred location of 57 % of the public, and many statutory stakeholders also expressed a preference for the northern station location for a variety of reasons. To option of western road access across the park was generally not supported by the public and other stakeholders.
- 5.4 Following this, three options were duly considered at the final option selection workshop these all share a track layout (T7) and a comparable station building concept and size. The track layout has been chosen to minimize impact on the greenbelt and existing infrastructure and the station building has not yet been developed in great detail.
- 5.5 The three options were:
- North – close to the Addenbrooke's Bridge (Guided Busway) (West = Pedestrian and cycle (P&C) access; East = Full access)
  - Central (West = P&C access; East = Full access)
  - South – close to (Addenbrooke's Road) Nine Wells Bridge (West = Full access; East = P&C access)
- 5.6 The option selection considered many factors. The conclusion reached in the workshop was that the southern option was preferred from a technical perspective (as it has the least engineering, programme and cost risk due to lesser complexity and the greater amount of space). However, it was clear that stakeholders had to a great extent expressed a preference for the northern option, and that progressing this option would likely make the future of the project far more challenging due to the concerns previously raised by key stakeholders. This is primarily due to the greater impact western road access would have on Hobsons Park. The Northern option was therefore selected following consultation with the Department for Transport to ratify this against the objectives of the project.