

# **Objection to Network Rail (Cambridge South Infrastructure Enhancements) Order**

## **Statement of Case**

### **1. Outline**

1.1 The Cambridge Group of the Ramblers objects to the above Order on the grounds that Network Rail

- a. Has not provided intelligible maps indicating which footpaths and cycletracks are to be stopped (permanently and temporarily), or diverted and the period of any temporary stoppage.
- b. Has not addressed "footpath access to Hobson's Park from Addenbrookes Road" as promised in Network Rail email, dated 4 Jan 2021. See attached Appendix 1.
- c. Has not identified which footpaths within Hobson's Park will not be affected by the development work or those footpaths that will be affected.
- d. Has not explained or justified its landscaping plan for Hobson's Park next to Addenbrookes Road.
- e. Should not be closing access to Hobson's Park in order to dump excavated spoil.

1.2 In the absence of information from Network Rail, we believe that much of Hobson's Park will be unavailable to walkers during the station development and that Network Rail is intending to permanently close access to Hobson's Park from Addenrookes Road which is neither acceptable nor necessary. We have repeatedly asked for clarification on access to Hobson's Park.

### **2. Basis for Objection**

2.1 In our initial discussions with Network Rail on 20 May 2020 we asked if the footpath into Hobson's Park from the north side of Addenbrookes Road would be affected by the development. Network Rail said: "No changes proposed". (Appendix 2 - Ramblers telephone notes\_190520\_amended 220520)

2.2 In the subsequent public consultation, a Landscape Plan was issued. This plan shows the access to Hobson's Park and the paths within Hobson's Park. The following (Figure 1) is a copy of the Landscape Plan with our annotation in red highlighting access to Hobson's Park from Addenbrookes Road - it should be noted that this footpath access does not affect any station construction work.



**Figure 1**

2.3 As can be seen from Figure 1, there are multiple footpaths criss-crossing Hobson's Park.

2.4 Paragraph 3.2.5 of the Consultation stakeholder information Pack says  
 “Network Rail recognises the importance of Hobson's Park to the local and wider community. Land is proposed to be permanently acquired for the station, track, associated infrastructure and new paths on the west on Hobson's Park. A key design objective to date has been to reduce this as far as possible and Network Rail is continuing to explore how the impact of this can be mitigated with stakeholders.”

2.5 So it is to be welcomed that no construction access roads will be built in Hobson's Park – see Figures 2 and 3 below (copied from Consultation stakeholder information Pack).



Figure 6.3 Proposed construction access roads, AR1 to AR6

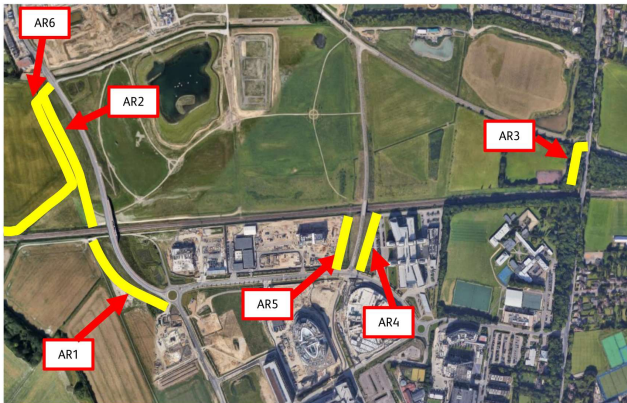
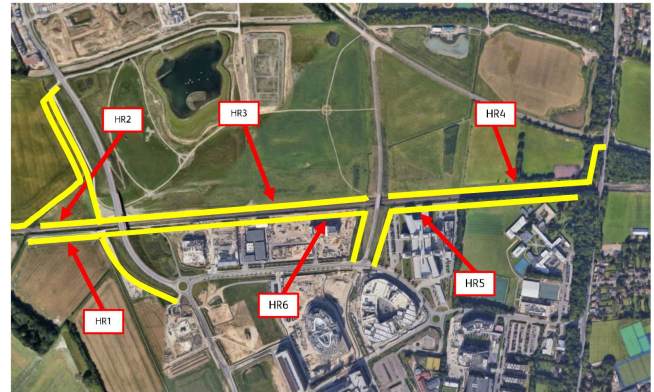


Figure 6.5 Proposed haul roads, HR1 to HR6

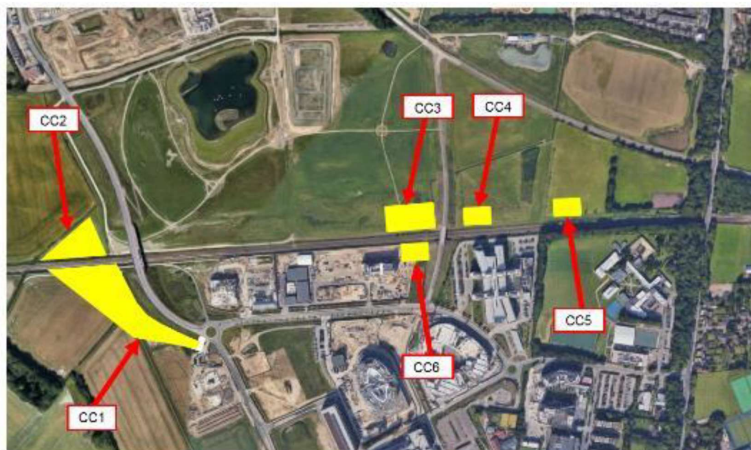


**Figure 2**

**Figure 3**

2.6 The only construction compound within Hobson's Park (CC3) is directly on the site of the station – see Figure 4 (copied from Consultation stakeholder information Pack) below.

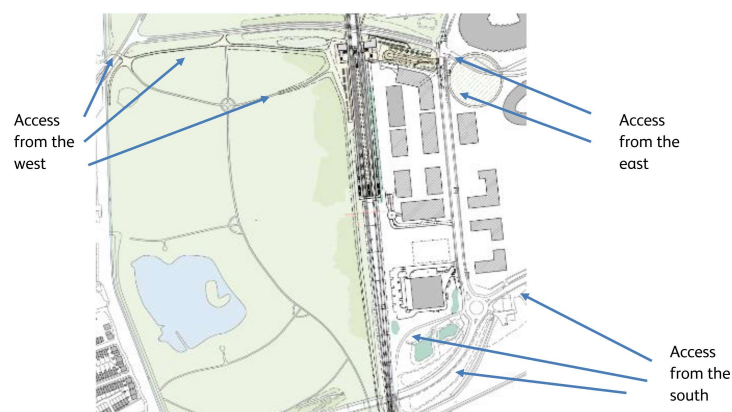
Figure 6.1 Proposed strategic and satellite compounds, CC1 to CC6



**Figure 4**

2.7 We understand that the footpath leading into the new station from the west will need some development – see Figure 5 (copied from Consultation stakeholder information Pack) below.

Figure 5.2 Access arrangements to the station

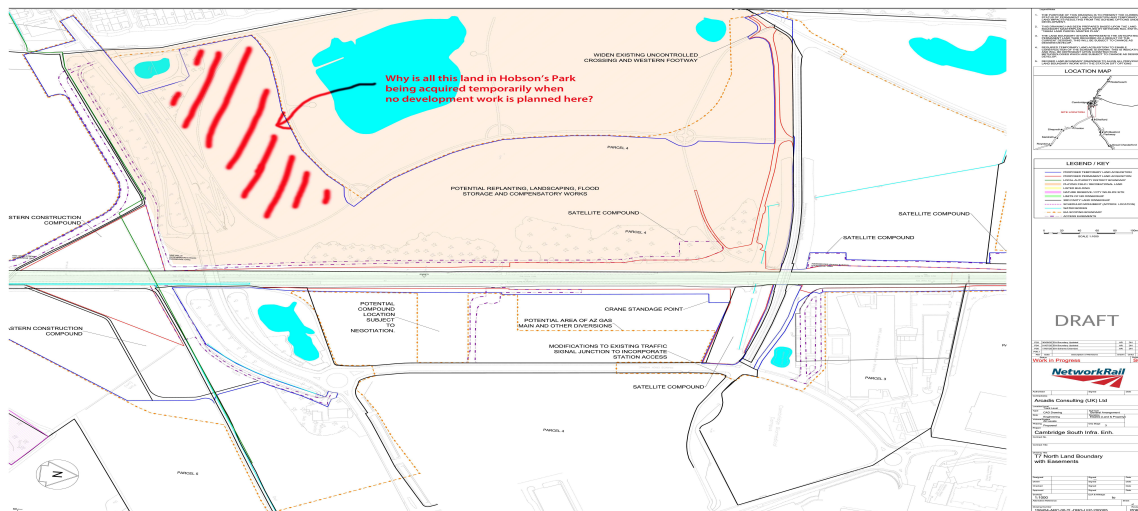


**Figure 5**

2.8 So it appeared that Network Rail were intending to minimise the impact on Hobson's Park, as originally stated and promised.

2.9 However, we were very surprised to see that Network Rail propose to acquire what looks to be well over 50% of Hobson's Park during the construction phase. See Figure 6 below (Appendix A to Consultation). (Note that in this diagram North is to the right.)

2.10 In particular we disagree that the red hatched area shown below, which includes pedestrian access from Addenbrookes, should be made off limits to pedestrians during the construction phase.



**Figure 6**

2.11 We queried the size of the land to be acquired by Network Rail. We were told by Network Rail (see attached Appendix 1):

“The additional temporary land-take in Hobson's Park is to allow space for the sorting and storage of excavated material. In the area you show in Appendix A we propose landscaping which will extend the existing higher ground levels further into the Park; the height of these will be no higher than existing landforms. This will unfortunately prevent public access via the "zigzag" path and steps during the construction period. As you can appreciate, we would only seek to temporarily limit access for safety reasons to avoid any conflict between construction operations and users of the Park. A portion of the steps may need to be replaced/removed as part of our landscaping proposals. At this stage of design I am not able to tell you much more but we will engage with yourselves and the City Council once we have developed this further.”

2.12 We have not seen explanation or justification for the above proposals.

2.13 Whilst some tree planting near the station sounds desirable, there is no obvious need for large-scale landscaping next to the Addenbrookes Road. Why build up the high ground from Addenbrookes Road into the Park? It is not acceptable to move excavated spoil to that part of the park which is next to the Addenbrookes Road just to dispose of it.

2.14 We do not accept that the access to Hobson's Park from Addenbrookes Road should be closed during the construction period. We understand that Network Rail may need to close footpaths temporarily, but diversions need to be put in place if this occurs. The footpath access from Addenbrookes Road is the only access through the southern boundary of Hobson's Park, and there is no access to the eastern boundary (until the station is completed). So the southern access is important, now, during construction, and after construction.

2.15 If Network Rail needs to temporarily close the Addenbrookes Road access to undertake landscaping work in Hobson's Park, another access from Addenbrookes Road will be required for the duration, unless the closure were very short (e.g couple of days).

2.16 We put these concerns to Network Rail and were told (see Appendix 1):  
 “We'll be appointing a company in February to look at the construction sequencing and aspects such as access so my colleague Paul Humphrey will be able to let you know what we will propose - I am leaving the project in a couple of weeks to focus on other schemes.

“The path will be picked up in the Volume 3 (figures) of the Environmental Statement (ES) which will show the network of footpaths. The images in the consultation brochure are for indicative purposes only.”

2.17 We have not heard further from Network Rail on these matters.

2.18 The TWAO, “NR09 Deposited Plans and Sections Rights of Way Plans and Open Space Plan” also does not answer our concerns. See Figure 7 (copied from TWAO NR09 Deposited Plans and Sections Rights of Way Plans and Open Space Plan, page 6) – north is to the right



## **Email exchange between Cambridge Ramblers and Network Rail.**

Date: Mon, 4 Jan 2021 19:30:17 +0000  
From: Sophie Moeng <Sophie.Moeng@networkrail.co.uk>  
To: "ptcutmore@cix.co.uk" <ptcutmore@cix.co.uk>  
Subject: RE: Cambridge South Infrastructure Enhancements consultation

OFFICIAL

Dear Paul

I apologise for not replying earlier.

We'll be appointing a company in February to look at the construction sequencing and aspects such as access so my colleague Paul Humphrey will be able to let you know what we will propose - I am leaving the project in a couple of weeks to focus on other schemes.

The path will be picked up in the Volume 3 (figures) of the Environmental Statement (ES) which will show the network of footpaths. The images in the consultation brochure are for indicative purposes only.

Best wishes  
Sophie

-----Original Message-----

From: Paul Cutmore <ptcutmore@cix.co.uk>  
Sent: 04 December 2020 07:32  
To: Sophie Moeng <Sophie.Moeng@networkrail.co.uk>  
Cc: roger.janet@outlook.com; jill.tuffnell1@virginmedia.com; ptcutmore@cix.co.uk  
Subject: RE: Cambridge South Infrastructure Enhancements consultation

Dear Sophie

Many thanks for your response to our comments.

We are still concerned about the footpath access to Hobson's Park from Addenbrookes Road as mentioned in point 1 of our comments. Previously (20 May 20) Network Rail said that this access would not be affected.

I understand that Network Rail may need to close footpaths temporarily, but diversions need to be put in place if this occurs. The footpath access from Addenbrookes Road (north) is the only access through the southern boundary of Hobson's Park, and there is no access to the eastern boundary (until the station is completed). So the southern access is important, now, during construction, and after construction.

If Network Rail needs to temporarily close the Addenbrookes Road (north) access to undertake landscaping work in Hobson's Park, another access from Addenbrookes Road will be required for the duration, unless the closure were very short (e.g couple of days). I understand that the steps may be removed, but the ramp should still stay in place. Will the landscaping work to be done elsewhere require other footpaths to be closed? In general I would have thought that there is plenty of space for landscaping to take place without disrupting any footpath.



Can you also please ask for a response to our comment which said "This access path should be marked in Appendix G, just like the other access paths."? I'm worried that despite having highlighted this path to Network Rail, and it not even being close to the station, that it is being ignored and may be closed for an extended period unless Network Rail planners understand its importance for access.

Best regards

Paul Cutmore

Cambridge Group, Ramblers

> From: Sophie Moeng <Sophie.Moeng@networkrail.co.uk>  
> Subject: RE: Cambridge South Infrastructure Enhancements consultation  
> Date: Tue, 1 Dec 2020 10:08:49 +0000

>  
> OFFICIAL

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>  
> Dear Paul, Jill and Roger,

>  
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>  
> Thank you for your response on behalf of Cambridge Ramblers for which  
> I acknowledge receipt. My answers are in blue below:

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>  
> 1. As indicated in our comments to the previous Consultation, access  
> to Hobson's Park from Addenbrooke's Road should be retained.  
> See attached Appendix G comment. This access path should be marked in  
> Appendix G, just like the other access paths. The additional temporary  
> land-take in Hobson's Park is to allow space for the sorting and  
> storage of excavated material. In the area you show in Appendix A we  
> propose landscaping which will extend the existing higher ground  
> levels further into the Park; the height of these will be no higher  
> than existing landforms. This will unfortunately prevent public access  
> via the "zigzag" path and steps during the construction period. As  
> you can appreciate, we would only seek to temporarily limit access for  
> safety reasons to avoid any conflict between construction operations  
> and users of the Park. A portion of the steps may need to be  
> replaced/removed as part of our landscaping proposals. At this stage  
> of design I am not able to tell you much more but we will engage with  
> yourselves and the City Council once we have developed this further.

>  
> 2. What are your intentions concerning the permissive path (shown in  
> attached Appendix F comment) which crosses the diverted cycle track?  
> This path is used for pedestrian access to Nine Wells Local Nature  
> Reserve and Great Shelford footpath 2, from the cycletrack.  
> This permissive path will need to be temporarily diverted for safety  
> reasons to the east of the main eastern compound and restored after  
> construction (depending on other development schemes which may be

> approved.

>

> 3. You intend to temporarily acquire a large proportion of Hobson's

> Park, even areas which are not affected by the work. Why is this?

> In particular, it is not clear why the land shown in the attached

> Appendix A comment is being temporarily acquired. [See response for](#)

> [question 1. In addition, our plans for undertaking the landscaping](#)

> [proposals on Hobson's Park will be defined in greater detail at later](#)

> [stages and we would seek to not take all of the land for all of the](#)

> [time.](#)

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> We look forward with continuing our engagement with you as the project

> progresses.

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> Best wishes

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> Sophie

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> ---Original Message-----

> From: Paul Cutmore <[ptcutmore@cix.co.uk](mailto:ptcutmore@cix.co.uk)>

> Sent: 26 November 2020 08:58

> To: Moeng Sophie <[Sophie.Moeng@networkrail.co.uk](mailto:Sophie.Moeng@networkrail.co.uk)>; cambridgesouth

> <[cambridgesouth@networkrail.co.uk](mailto:cambridgesouth@networkrail.co.uk)>

> Cc: [roger.janet@outlook.com](mailto:roger.janet@outlook.com); [jill.tuffnell1@virginmedia.com](mailto:jill.tuffnell1@virginmedia.com)

> Subject: RE: Cambridge South Infrastructure Enhancements consultation

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> Dear Sophie and Network Rail

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> Thank you for the consultation documents.

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> Below and attached are the comments from Cambridge Ramblers.

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> Best regards

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> Paul Cutmore

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> Cambridge Group, Ramblers

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> Comments and Questions on Cambridge South Station planning:

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> 1. As indicated in our comments to the previous Consultation,

> access to Hobson's Park from Addenbrooke's Road should be retained.

> See attached Appendix G comment. This access path should be marked

> in Appendix G, just like the other access paths.

>

> 2. What are your intentions concerning the permissive path (shown

> in attached Appendix F comment) which crosses the diverted cycle

> track? This path is used for pedestrian access to Nine Wells Local

> Nature Reserve and Great Shelford footpath 2, from the cycletrack.

>

> 3. You intend to temporarily acquire a large proportion of Hobson's

> Park, even areas which are not affected by the work. Why is this?

> In particular, it is not clear why the land shown in the attached

> Appendix A comment is being temporarily acquired.

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# Cambridge South Station meeting notes

Notes prepared by: Sophie Moeng

Location: Conference call

Date and time: 20 May 2020 at 09.00

Attendees:	<u>Network Rail (NR)/Arcadis</u>	<u>Ramblers Association (RA)</u>
	Mike Blissett (MB) - Consents Manager	Richard Andersen (RA)
	Sophie Moeng (SM) - Consultation Manager	Paul Cutmore (PC)
	Geoff Hilling GH) - Arcadis Senior Technical Director	Jill Tuffnell (JT)

Date, time and location of next meeting: TBA

Discussion points	Action items	Owner(s)	Deadline	Status
<p>Drawings for the three options were presented during the meeting for discussion.</p> <p><u>Common to all three options (MB)</u></p> <ul style="list-style-type: none"> <li>The station is a destination station with limited road access, five bays for Blue Badge Holders, two bays for staff, three drop off bays for taxis, three drop off bays for passengers, facilities for those with reduced mobility - lifts, accessible toilets.</li> <li>Good cycling and pedestrian links will be provided to the station.</li> <li>Proposal for 1,000 cycling spaces overall, split across both sides of the railway.</li> </ul>				

# Cambridge South Station meeting notes

Discussion points	Action items	Owner(s)	Deadline	Status
<ul style="list-style-type: none"> <li>NR estimate 50 cars/taxis per hour at peak hours serving the station.</li> </ul>				
<u>Option B (Northern location)</u> <ul style="list-style-type: none"> <li>Vehicular access provided from Francis Crick Avenue on the east.</li> <li>At junction by Guided Busway and Francis Crick Avenue, proposal is for the southern crossing to be widened, traffic signal method of control changed from three to four stage to include station access with northbound stopline on FCA pushed further south, priority given to pedestrians and cyclists, provide a controlled crossing across station access.</li> <li>New bus stops will be provided on both sides of FCA, follow principle to get stops as close to the station as possible. It is not possible to put new bus stops on the Guided Busway. However Guided Busway stops at the Circus are close</li> </ul> <u>Queries/points raised by Ramblers' Association</u> <ul style="list-style-type: none"> <li>JT: Query if Guided Busway bridge will need to be rebuilt? [MB: no rebuilding is required for any of the station options.]</li> <li>JT: This option is best for onward connectivity for pedestrians, for cyclists coming from the west they would use the Guided Busway so minimises conflict with general park users, does not encourage station-related traffic across Hobson's Park.</li> </ul>	Noted			

# Cambridge South Station meeting notes

Discussion points	Action items	Owner(s)	Deadline	Status
<p><u>Option D (Central location)</u></p> <ul style="list-style-type: none"> <li>On the east, highway access is via shared road with AstraZeneca, one way system, exit via shared access with Anne McLaren building.</li> <li>Pedestrian crossing across Francis Crick Avenue will be installed by the pedestrian/cycle entrance.</li> </ul> <p><u>Queries/points raised by Ramblers' Association</u></p> <ul style="list-style-type: none"> <li>PC: confirmation that pedestrians would walk across Dame Mary Archer Way to access main hospital facilities? [GH: NR looking to understand future pedestrian/cycle links and permeability through the new developments proposed on the east of Francis Crick Hospital towards the main hospital.]</li> <li>PC: this option has station buildings in the middle of the platforms - query if this makes this option a preference in terms of how pedestrian access to the platforms and how far passengers will have to walk to get to the trains? [MB: No. Option selection process will factor a number of considerations and views from variety of stakeholders.]</li> <li>This option will have more impact than Option B on general users of the Park.</li> </ul>	Noted			
<p><u>Option E (Southern location)</u></p> <ul style="list-style-type: none"> <li>Vehicular access provided from Addenbrooke's Road on the west, also for use by pedestrians and cyclists. Propose traffic signal method of control at this access junction with pedestrian/cycle crossings.</li> <li>On the east, access will be provided for pedestrians and cyclists only.</li> </ul>				



# Cambridge South Station meeting notes

Discussion points	Action items	Owner(s)	Deadline	Status
<ul style="list-style-type: none"> <li>New bus stops will be provided at western end of Dame Mary Archer Way and southern end of Francis Crick Avenue.</li> </ul> <p><u>Queries/points raised by Ramblers' Association</u></p> <ul style="list-style-type: none"> <li>Query if paths on north side of Addenbrooke's Road will be affected? [GH: no changes to these paths.]</li> <li>JT: Likely that this option would encourage commuters to use the station as an origin station, use local parking facilities or local roads to reach the station, has NR considered this demand? [GH: NR is aware of this, engaging with County Council to consider possible controlled parking zones.]</li> <li>This option would have the most impact for pedestrians to reach the Campus.</li> <li>PC: This option appears to make a bigger negative impact on Hobson's Park. The Northern option appears to have a lower impact on Hobson's Park.</li> </ul>	<p>Noted</p> <p>Noted</p>			
<p><u>NCN Route 11</u></p> <ul style="list-style-type: none"> <li>Due to four tracking under Nine Wells Bridge, NCN Route 11 is proposed to permanently (shown by orange dashed line) and temporarily (shown by blue dashed line) diverted to join the roundabout. All arms on the roundabout will be upgraded to provide new crossings on Dame Mary Archer Way, Addenbrooke's Road and FCA.</li> </ul> <p><u>Queries/points raised by Ramblers' Association</u></p> <ul style="list-style-type: none"> <li>PC: Query if diversion of cycle route is required for all three options? [MB: the working assumption is yes.]</li> </ul>				

# Cambridge South Station meeting notes

Discussion points	Action items	Owner(s)	Deadline	Status
<ul style="list-style-type: none"> <li>PC: Query if bridge that carries the cycle route over Hobson's Brook will be impacted, not shown on drawings? [MB: Option B may not affect the bridge which carries the tracks but as space is required for construction to the east of the railway, the cycle route will need to be diverted to the east in all options. A temporary cycle bridge will need to be built over Hobson's Brook to maintain connectivity for users of the cycle route before a permanent bridge is installed.]</li> <li>JT: Query if cycle route further south will need to be moved east to accommodate the tracks? Land is owned by St John's College [MB: NR is consulting with the College, land will be required temporarily and permanently for diversion of part of the cycle way.]</li> </ul>	Materials for next round of consultation (scheduled for Q4, 2020) will show diversion details and start and end points.	SM	Q4	
<u>Incursions into Hobson's Park</u> <ul style="list-style-type: none"> <li>Query how much area will be taken for each option from Hobson's Park? Option E seems to make more incursion into the Park and looks to affect existing pathways from Addenbrooke's Road. [MB: Option E takes up more area. The proposed road access parallel to the south of Addenbrooke's Road also makes provision for pedestrians and cyclists.]</li> <li>Query if any paths on north of Addenbrooke's Road will be altered? [GH: No changes proposed.]</li> </ul>				
<u>Other points</u> <ul style="list-style-type: none"> <li>JT: Query if land for additional tracks will be taken from both sides of existing tracks or Campus side? What will</li> </ul>				

# Cambridge South Station meeting notes

Discussion points	Action items	Owner(s)	Deadline	Status
<p>overall width be compared with existing? [MB: land will be acquired from both sides.]</p> <ul style="list-style-type: none"> <li>• Lighting of formal path north closest to Guided Busway acceptable but not for any formal paths in centre of Park near to bird reserve.</li> <li>• Wherever possible, provide segregated formal path to separate pedestrians and cyclists.</li> <li>• Query re phasing of construction works and if rights of way will be retained during construction? [MB: rights of way will be retained, compounds will need to be close to railway.]</li> <li>• JT: The compound for the Northern option would be on land which is outside Hobson Park (I.e. north of the guided busway bridge) and so would mean less of an incursion into the Park during station construction.</li> </ul>	<p>Noted, feedback to NR Design team</p> <p>Noted, feedback to NR Design team</p>	<p>SM</p> <p>SM</p>	<p>21/05/20</p> <p>21/05/20</p>	