



# **Summary of Proof of Evidence – Strategic Case for the Project (Mr Lewis Wingfield) NRE11.1**

**(Inquiries Procedure (England & Wales) Rules 2004)**

January 2022

**The Network Rail (Cambridge South Infrastructure Enhancements) Order**  
Proof of Evidence: Strategic Case for the Project - Summary

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# The Network Rail (Cambridge South Infrastructure Enhancements) Order

## Proof of Evidence: Strategic Case for the Project - Summary

### INTRODUCTION

#### Qualifications and Experience

- 1.1.1. My name is Lewis Wingfield.
- 1.1.2. I am employed by Network Rail Infrastructure Limited as a Sponsor with four years' experience in the role. I have been employed by Network Rail in various other positions over the last seven years. In my current role, I am accountable for delivery of benefits, corporate governance, stakeholder relationships, budget and requirements of the Cambridge South Infrastructure Enhancements (CSIE) Project ("**CSIE Project**").
- 1.1.3. In previous roles I have worked on long term rail strategy and prioritisation of railway enhancements.
- 1.1.4. I hold a BA (Hons) in Philosophy, Politics, and Economics and an MA in International Studies with a focus on European rail.
- 1.1.5. My role involves leading the project team through the lifecycle of the project. I also agree the strategic purpose and direction of the project, determine the corporate risk appetite, act on behalf of the client (the Department for Transport) and am the overall ambassador for the project.
- 1.1.6. The evidence I will provide concerns the strategic context to, and case for, the CSIE Project, and consultation undertaken to date. This includes the overall outputs and outcomes of the Project, the benefits expected to be realised and the strategic and economic business case for the Project.

#### 1.2. Involvement with the Project

- 1.2.1. I have been the sponsor of this project since August 2018 when the project was in GRIP 1 – Output Definition<sup>1</sup> and as such have overseen the formal design process to date including sifting of options and option selection itself.

#### 1.3. Scope and structure of evidence

- 1.3.1. In this summary proof I set out, at a high level:
  2. the nature of the Applicant;
  3. the contents and structure of the Application
  4. the development of the project at a strategic level

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<sup>1</sup> Output Definition is the earliest stage of Governance of Railway Infrastructure Projects (GRIP). During this stage the high level outputs of the project are set out. For the CSIE Project, the focus was on translating the objectives of the Strategic Outline Business Case into appropriate requirements and the planning and procurement of the next two GRIP stages which focus on early design and development.

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5. approach to consultation, responses received and actions taken
6. the need for the project and how this has been demonstrated,
7. the benefits of the project
8. costs and funding
9. support, representations and objections received in response to the Order Application.
10. A brief conclusion

1.3.2. My proof therefore deals with matters identified at points 1, 2 and 9 of the Statement of Matters dated 27 October 2021.

1.3.3. Due to its overarching nature, this evidence is drawn from multiple key documents including the Outline Business Case (**NR20**) and the Statement of Case (**E1**).

## 2 SUMMARY OF PROOF OF EVIDENCE

2.1 This section summarises the principal points made in each section of this Proof of Evidence.

2.2 **Section 2:** The Applicant explains the statutory role Network Rail plays for railway infrastructure in Great Britain demonstrating that the organisation has an appropriate status to be promoting the CSIE Project.

2.3 **Section 3:** The CSIE Order Application sets out the contents of the Order. This includes explanation of the inclusion of a request for deemed planning permission and the application for an open Space Certificate, as well as specifying the eleven elements of work that constitute the CSIE Project.

2.4 **Section 4:** Development of the CSIE Project

2.4.1 This section explains how the project progressed from initial concepts and stakeholder requests through to a single option. In conjunction with the Proof of Evidence of Mr Barnes (**NRE1.2**) it demonstrates the volume of work and number of considerations that have gone into early design, sifting, option selection and subsequent refinement of the design for the Project.

2.4.2 The Strategic Outline Business Case ("**SOBC**") considered non rail options against the strategic objectives of the scheme (**C03**). These objectives are:

- i. Improvement in sustainable transport access to housing, services, and employment within the Cambridge Southern Fringe and CBC area, to fulfil existing and future demands.
- ii. Contribution to minimising highway congestion associated with the Southern Fringe and Cambridge Biomedical Campus by increasing the mode share for sustainable transport modes.
- iii. Reducing reliance on Cambridge city centre transport infrastructure for serving the Southern Fringe and Biomedical Campus.

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- iv. Capacity to integrate with and enhance the opportunities presented by Thameslink and East West Rail, to support development of the Biomedical Campus as part of the Golden Triangle life sciences cluster.
  - v. Increasing public transport connectivity between the Cambridge Biomedical Campus ("**CBC**") and international gateways, in recognition of its international significance.
- 2.4.3 A railway station in the vicinity of the CBC was shown to best meet these objectives.
- 2.4.4 The section also sets out the reasons that significant rail infrastructure, including four platforms, is required in order to deliver a station at this location. This is in order to allow for services to call at the new station in a very busy area of the network that is subject to significant timetabling constraints elsewhere.
- 2.4.5 Multiple track layouts that could deliver the required service pattern were developed with significant effort being devoted to mitigating the need for land outside the existing railway corridor as far as feasible.
- 2.4.6 The section explains the considerations given to station location and the significant challenges posed by the sites available. All the sites next to the CBC (and therefore offering the best journey times to key CBC destinations) have the common traits of being adjacent to committed or existing development on the East and requiring some green belt and Open Space land on the West.
- 2.4.7 Stakeholder feedback was taken into account in selecting the proposed station location, in particular feedback from the first consultation in early 2020 where the Northern option was clearly preferred. This resulted in the Southern option being discounted despite its potential for fewer technical constraints.
- 2.4.8 The infrastructure required to protect train performance is also explained and justified. It is critical that alongside new journey opportunities and enhanced connectivity that the Project will bring, passengers using this busy part of the railway are not inconvenienced through poor performance or significantly extended journey times that would result from delivery of less capable infrastructure.
- 2.5 **Section 5:** Consultation explains the process Network Rail went through to formally engage with stakeholders as well as additional engagement with those with a high level of interest in the Project. Two formal rounds of public consultation were undertaken with all responses logged, categorised and responded to where relevant. The information gathered has also been used to influence the development of the CSIE Project where feasible and in line with other necessary frameworks. This has informed decisions on station location, station facilities, station access, land requirements, environment, and exchange land.
- 2.6 **Section 6:** Need for the CSIE Project sets out the current needs, the resulting objectives of the CSIE Project and the future needs. The area the new station would serve is growing rapidly with major further expansion planned meaning existing transport infrastructure will only become busier, exacerbating existing problems identified. The CSIE Project represents

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an essential part of the transport solution for the area and this is highlighted by no objections to the need for the project. Key issues identified are:

- i. There is a lack of long-distance public transport opportunities to access the CBC and Cambridge Southern Fringe area. As the area has changed and continues to grow (particularly the Campus) this will become more of a constraint as visitors and commuters are attracted from further afield.
- ii. 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 which does not support the world leading research community developing on the CBC.
- iii. 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. Cambridge station had its own capacity issues before the COVID-19 pandemic and changing of transport modes is an inconvenience to passengers.
- iv. Highway congestion in Cambridge has been increasing along with associated environmental concerns of pollution and poorer air quality resulting from increased traffic. The station gives travellers (and potential travellers) who can access a local railway station another option for travelling to or from the CBC and Southern Fringe
- v. Parking availability at the Cambridge Biomedical Campus is currently constrained and will remain so in the future as a result of planning policy to limit new parking provision.

2.6.1 The objectives that address these needs and that underpin the development of the project are listed in 2.4.2 above.

2.7 **Section 7:** Benefits of the Project summarises the benefits identified and evaluated within the Economic Case of the Outline Business Case (**NR20**). These benefits are socioeconomic in nature hence their inclusion in the Economic Case. Key benefits identified are:

- i. Travel Time Savings and Benefits to Passengers
- ii. Sustainable Transport Access & Highway Congestion
- iii. Reduction in City Centre Reliance
- iv. International Connectivity
- v. Integration with Other Schemes

2.7.1 It is also in this section that the demand modelling methodology is set out, which has been the subject of a small number of Objections to the scheme. The methodology employed represents a standard approach for this type of project with incorporation of the best regional and local data that was made available to the DfT team at the time.

2.8 **Section 8:** Costs and Funding explains that the project is a priority for government investment and that it is accounted for within existing spending plans. This is demonstrated in **NR05**, which includes a Funding Statement Letter from the Department of Transport.

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- 2.9 **Section 9:** Support, Representations and Objections summarises the responses received to the proposed TWAO since submission with particular focus on those relevant to the subject matter of this Proof of Evidence, relating to:
- i. Adequacy of consultation, (**OBJ08** (University of Cambridge))
  - ii. Impact of potential mitigations on funding viability, (**OBJ08** (University of Cambridge), **OBJ09** (Medical Research Council))
  - iii. Maintenance contribution for upkeep of private roads (**OBJ10** (CBC Estate Management Company), **OBJ11** (Cambridge Medipark Limited))
  - iv. The calculation of demand at the station (**OBJ02** (Chris Pointon), **OBJ06** (Cambridge University Hospitals NHS Trust, **OBJ22** (Smarter Cambridge Transport))
- 2.9.1 Further explanation of the demand modelling methodology (supporting Section 7) is detailed. This reinforces the suitability of the approach taken for the context of the area and also makes clear that even if demand is above the Central Case of the OBC, the station's capacity is sufficient for far more journeys than are expected.
- 2.10 In conclusion, it is clear that the CSIE Project has a business case that is at least 'medium' value for money. I believe the evidence outlined makes it clear that it will contribute to economic, environmental and societal benefits to the UK. This evidence demonstrates a clear needs case for the CSIE Project. No party to the Inquiry suggests that there is no need for the CSIE Project and no party has challenged the benefits to which it would give rise.
- 2.11 My colleagues will demonstrate that Network Rail has undertaken the appropriate level of assessment on all design options for the works comprised in the Order (see Mr Barnes's Proof of Evidence – **NRE1.2**) and that all adverse effects can be reduced to acceptable levels, under the controls imposed through the proposed TWAO and by means of conditions attached to the deemed planning permission.
- 2.12 I urge the inspector to consider this evidence, in conjunction with that of my colleagues, and I respectfully request the inspector to recommend that the Order be made, and that the relevant powers required by Network Rail to complete the works are granted.