NRE2.1

The Network Rail (Cambridge South Infrastructure Enhancements) Order

Summary Proof of Evidence

Summary Proof of Evidence – Traffic and Transport (Mr Geoff Hilling)

(Inquiries Procedure (England & Wales) Rules 2004)

January 2022

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Qualifications and Experience

1.1.1 My name is Geoff Hilling. I am a Senior Technical Director with Arcadis Consulting (UK) Limited. I have been retained by Network Rail to provide specialist advice on Traffic and Transport matters pertaining to the Cambridge South Infrastructure Enhancements (CSIE) Project. I have over 35 years' experience as a Traffic and Transport Planning specialist and over 20 years' experience in the assessment of traffic and transport impacts and the design of mitigation for major infrastructure projects, including railways and other linear infrastructure.

1.1.2 I am a Fellow of the Chartered Institute of Logistics and Transport and a Member of the Chartered Institution of Highways and Transportation. I hold a BSc in Civil Engineering and a RoSPA Road Safety Engineering qualification.

Summary of Evidence

1.1.3 The CSIE Project will deliver a new passenger railway station and associated infrastructure required to maintain capacity and train performance.

1.1.4 Access to the station will be provided from both the east and west of the tracks. Station access has been designed to prioritise sustainable onward journeys for passengers. Access arrangements and principles for specific transport modes and purposes are:

- Vehicular access will be provided from Francis Crick Avenue on the east, although no general car parking will be provided. Parking is restricted to five Blue Badge holders, two parking bays for station staff and one parking bay for maintenance vehicles. Drop-off/pick-up facilities for passengers by private cars and taxis are provided. The station and its facilities are expected to be operated by a Train Operating Company (TOC) who would also manage the parking facility.
- Cycle and pedestrian access would be from both the east and west (with 1000 cycle parking spaces provided on both sides of the railway). This is to ensure that cyclists and pedestrians do not have to take a circuitous route to access the station and to maximise the benefit of the station for the local community.
- As part of the western access a pedestrian and cycle path would be provided through Hobson's Park approximately parallel to the Cambridge Guided Busway (CGB).
- A pedestrian access would be provided south of the station access road, adjacent to the northern boundary of the AstraZeneca site on the western side of Francis Crick Avenue. This access will serve pedestrians with destinations to the south of the station.
- A segregated path for pedestrians and cyclists will also be provided in the north of the station forecourt, separated by a line of trees, providing a direct access to Addenbrooke's and Royal Papworth hospitals and destinations within the CBC, via the widened signalised toucan crossing across the southern arm of the Francis Crick Avenue/CGB junction.
- Bus interchange will be provided from the existing CGB bus stops in the Circus plus bus stops on Francis Crick Avenue. The future Cambridge South East Transport scheme (CSET) will also provide bus stops on Francis Crick Avenue just south of the station access.

1.1.5 Cambridgeshire County Council (CCoC) is the Highways Authority for the wider road network providing access to the CBC. Cambridge Medipark Ltd is the developer of the Phase 1 and 2 expansion of the Cambridge Biomedical Campus (CBC) and is responsible for the CBC highway network.

1.1.6 There are multiple transport benefits arising from CSIE Project, all of which seek to deliver upon existing national and local planning, transport and economic policies and allow the region to continue to prosper whilst encouraging modal shift and reducing road congestion.

- The CSIE Project will support sustainable transport strategies, encourage a modal shift in sustainable transport and reduce traffic congestion in the local area. The enhancement of sustainable transport access to housing, services and employment will support the growth of the Cambridge southern fringe and CBC area.

- The CSIE Project would deliver an inclusive "Access for All" railway station, which provides greater connectivity and access to hospitals, the CBC and local community infrastructure. Cambridge South Station will reduce the journey time for people wishing to access the CBC and other areas in the vicinity of Cambridge South Station and will make trips easier for patients visiting the hospitals, medical staff, researchers, other employees and residents accessing the station to travel elsewhere.

- A new rail station at Cambridge South will reduce city centre reliance, as passengers travelling by rail will no longer need to interchange at Cambridge Station and then use another transport mode to access CBC.

- The CSIE Project will increase public transport connectivity between the CBC and international gateways, in recognition of its international significance.

- Supporting transport infrastructure improvements will provide safe and convenient access to the station for pedestrians, cyclists and public transport users.

1.1.7 The CSIE Project has been considered against the relevant national and local, planning and transport policy and is in accordance with the up-to-date planning framework, both nationally and for the local area. The proposed creation of a new station at Cambridge South and associated railway infrastructure improvements will provide significant economic, social, and environmental benefits to the local area and wider Cambridgeshire region.

1.1.8 Engagement with key stakeholders has been undertaken both prior and subsequent to the making of the CSIE Order application. Engagement with the CSIE Project's stakeholders has continued following the submission of the CSIE Order application and is currently ongoing. A 'relationship manager' has been appointed for each organisation or individual who has raised an objection or representation in relation to the Order application. These relationship managers provide a consistent and direct point of contact to the project team and enable questions and concerns to be promptly considered and addressed. Regular meetings have been and are being held and correspondence exchanged thereby maintaining an ongoing dialogue with parties.

1.1.9 A stakeholder group is to be established and meetings would be held on a regular basis to discuss and co-ordinate construction planning and temporary traffic management for the CSIE Project, CSET, CUH and other construction activities on CBC. This will ensure a collaborative approach to managing the impacts of construction across CBC.

1.1.10 Chapter 17 of the Environmental Statement (ES) (**NR-16**) reports on the environmental impacts of construction and operation of the proposed development with respect to transport.

1.1.11 An assessment has been undertaken of the potential traffic and transport effects of the proposed development during both the construction and operational phases. The assessment of construction effects was undertaken for 2023 as this is the year when the highest predicted levels of construction traffic are expected to occur. The new station would be operational from around 2026. However, the assessment of the operational phase was undertaken for 2031 as this is the year when the CBC is fully developed and subsequently the highest projected passenger numbers using the station will be reached.

1.1.12 In accordance with relevant guidelines, the assessment considered impacts on key receptors (i.e. users of transport infrastructure) in terms of pedestrian and cyclist severance (ie the ability for them to cross the roads based on gaps in traffic), delay, amenity, fear and intimidation, driver and public transport users delay, accidents and safety for all road users.

1.1.13 Appropriate design and mitigation measures to be applied though the construction phase of the proposed development have been identified to minimise impacts on other road users and sensitive receptors. A Construction Traffic Management Plan (CTMP) would be prepared by the appointed contractor to ensure that all traffic associated with the project's construction works operate in a safe and compliant manner at all times. The CTMP would provide a framework to manage all types of vehicle movement to and from the site and will provide details of the proposed traffic management of delivery vehicles and other traffic generated during the construction phase.

1.1.14 Taking the proposed design and mitigation measures into consideration, the assessment of potential construction impacts with respect to transport indicated that predicted effects from construction traffic are unlikely to be significant.

1.1.15 The proposed development would have overall positive effects during the operational phase due to the reduction in vehicular trips on the local road network, through encouraging more people to travel by rail to and from the CBC and surrounding area and through encouraging sustainable travel. For these reasons, it is anticipated that the proposed development would result in net beneficial effects on transport networks, transport networks users and sensitive receptors during the operational phase.

1.1.16 A Transport Assessment (TA) was prepared as an Appendix of the ES (**NR-16**, **Appendix 17.2**)**.** The TA sets out transport issues related to the Project and proposes measures to deal with anticipated transport impacts to improve accessibility and safety for all modes of travel to and from the station, particularly for sustainable alternatives to the car, such as walking, cycling and public transport.

1.1.17 Although some parties have technical observations or have objected on specific transport issues, most support the aims of the CSIE Project. The key areas that objections and technical observations relate to are:

- Interface with the CSET scheme;
- Level of cycle parking;
- Disruption during construction of the CSIE Project;
- Additional pedestrian and cycle movements at the Francis Crick Avenue/Guided Busway junction;
- Bus interchange with the station; and
- New pedestrian and cycle path across Hobsons Park providing access to the west side of the station

1.1.18 All of the technical observations and objections have been responded to in my Proof of Evidence **(NR2.2).** It is therefore my opinion that the concerns relating to traffic and transport have been addressed.

Conclusions

1.1.19 There are multiple transport benefits arising from CSIE Project, all of which seek to deliver upon existing national and local planning, transport and economic policies and allow the region to continue to prosper whilst encouraging modal shift and reducing road congestion. The enhancement of sustainable transport access to housing, services and employment will support the growth of the Cambridge southern fringe and CBC area.

1.1.20 The CSIE Project would deliver an inclusive "Access for All" railway station, which provides greater connectivity and access to hospitals, the CBC and local community infrastructure. Cambridge South Station will reduce the journey time for people wishing to access the CBC and other areas in the vicinity of Cambridge South Station and will make trips easier for patients visiting the hospitals, medical staff, researchers, other employees and residents accessing the station to travel elsewhere.

1.1.21 The TA and ES have considered the impact of the construction and operational phases of the CSIE Project. Vehicle flows, highway safety, sustainable travel and impact from the CSIE Project have all been considered. The significance of effect of all construction traffic and HGVs on the highway network for all links is neutral or slight.

1.1.22 Appropriate design and mitigation measures to be applied though the construction phase of the proposed development have been identified to minimise impacts on other road users and sensitive receptors. A CTMP would be prepared by the appointed contractor to ensure that all traffic associated with the project's construction works operate in a safe and compliant manner at all times.

1.1.23 The CSIE Project would have overall positive effects during the operational phase due to the reduction in vehicular trips on the local road network, through encouraging more people to travel by rail to and from the CBC and surrounding area and through encouraging sustainable travel. For these reasons, it is anticipated that the proposed development would result in net beneficial effects on transport networks, transport networks users and sensitive receptors during the operational phase.

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