

TRANSPORT AND WORKS ORDER ACT 1992

TRANSPORT AND WORKS (INQUIRIES PROCEDURES) RULES 2004

INQUIRY INTO:

**THE PROPOSED NETWORK RAIL (CAMBRIDGE SOUTH INFRASTRUCTURE
ENHANCEMENTS) ORDER**

SUMMARY PROOF OF EVIDENCE

ON MATTERS RELATING TO TRANSPORT

Elliot Page, Director of Transport at Stantec, BA Hons, MCIHT, CMILT

ON BEHALF OF CAMBRIDGE UNIVERSITY HOSPITALS NHS FOUNDATION TRUST

Inquiry Document Reference	OBJ-6/W3/1
Author	Elliot Page
Date	7 th January 2022

1 POSITION, QUALIFICATION AND EXPERIENCE

- 1.1 My name is Elliot Page and I am a Director of Transport at Stantec UK Limited. I hold an honours degree in Town and Country Planning, and I am a member of the Chartered Institute of Highways and Transportation and a Chartered Member of the Institute of Logistics and Transport. I have 22 years of experience in dealing with transport-related matters.
- 1.2 My evidence is given on behalf of Cambridge University Hospitals (“**CUH**”) and I confirm that the opinions expressed are my true and professional opinions.

2 SCOPE OF EVIDENCE

- 2.1 The overall principle of Cambridge South Station is strongly supported by CUH. The objections raised relate to matters which require further information to be provided or appropriate protections to be implemented to ensure that adverse impacts that could occur are both monitored and then appropriately managed. This is to ensure that should these impacts occur there would be no adverse impact on CUH’s ability to carry out their business and healthcare duties.
- 2.2 The evidence which I present is in relation to transport related concerns and possible impacts arising from the Scheme on the CBC site. I set out the Site and Transport context in Section 3 and I address Statement of Matters 3, 5 and 7 in Sections 4 to 6.

3 THE SITE AND TRANSPORT CONTEXT

- 3.1 The Cambridge Biomedical Campus (“**CBC**”) has grown significantly over the last 10 years and is now the largest trip generator in the city. The CBC’s transport networks have developed incrementally over that time and management of the campus is required to ensure the operational resilience of the hospital is adequately maintained.
- 3.1 The CBC is comprised of different partner organisations. The CBC Delivery Group is formed of these organisations and has a governance role over the CBC Travel and Transport Group which commits partners to transport monitoring of the site and deals with Transport matters that may arise. Cambridgeshire County Council and the Greater Cambridge Partnership are also represented as key transport stakeholders in the area. Network Rail or the Train Operating Company could also be represented.

- 3.2 Overall car park occupancy is in excess of 90% with little spare capacity to accommodate any increase in parking demand without detriment to existing users.
- 3.3 Overall cycle parking stock can cater for current demand, but informal cycle parking takes place in locations due to a shortfall in formal supply in these areas.
- 3.4 As a regional hospital there are designated blue light routes for emergency vehicles to access and egress the campus. Addenbrooke's Road, Robinson Way, and Francis Crick Avenue all form part of the blue light network and are particularly important to CUH's operations.
- 3.5 Vehicular access is permitted for staff, patients, and visitors. To manage the internal road network and to prohibit through traffic, an Automatic Number Plate Recognition (ANPR) system operates. Penalty charges are issued by Cambridgeshire Constabulary to those vehicles determined as through traffic or to vehicles breaching on street parking controls.

4 STATEMENT OF MATTERS 3 (bullets b, c, & d)

- 4.1 The designated **Blue Light Routes** are critical to the hospital. Addenbrooke's Road, Francis Crick Avenue and Robinson Way are all classified in the Environmental Statement ("**ES**") as 'Sensitive' even before their Blue Light Route status is considered. Each route will be affected by construction and operational traffic and additional safeguards are therefore requested to ensure any adverse effects are avoided.
- 4.2 CUH welcome the CTMP for the construction period. However, given the sensitive nature of these routes, additional monitoring is sought to ensure compliance with forecasts and/ or commitments made, and to ensure that adverse impacts on the Blue Light Routes do not occur.
- 4.3 Whilst NR is not proposing any changes to the existing traffic arrangements, as enforced through the ANPR system, no information has been provided as to how this will be managed and communicated to users of the Scheme.
- 4.4 **Car parking** operates close to capacity. Whilst staff car parking is managed through permits, visitor parking is not controlled, and the opening of a new station has the potential to adversely impact the supply of CUH visitor spaces. Whilst the opening of the Scheme will result in the shift of some staff and visitor car trips to rail, this shift is required to accommodate consented growth and not back filled by rail commuters.

- 4.5 The Transport Assessment (“**TA**”) states that the ‘relatively high price’ to park should act as a deterrent for commuters to use these car parks and concludes that the potential impact on the CBC visitor car parks is unlikely to be significant. I do not agree that the costs are a ‘significant’ deterrent to commuter parking as they are only marginally more than other station parking in Cambridge. Again, additional monitoring assurances are sought.
- 4.6 My concerns with **pedestrian routes, cycle access, parking, and safety** relate to the design of the eastern forecourt area, the access onto Francis Crick Avenue, and the temporary diversion of NCN11.
- 4.7 An appropriate design of the forecourt and access will relate to the adequacy of assumptions within the TA and CUH has concerns that ‘sensitivity testing’ of the design has not been undertaken should the forecasts be exceeded. This would have demonstrated that sufficient tolerance exists should operational vehicle movements be higher than forecast.
- 4.8 Whilst a temporary diversion, NCN 11 will need to be designed to meet LTN 1/20 design standards and I have concern that the current designs do not reflect those requirements currently.

5 STATEMENT OF MATTERS 5

- 5.1 Whilst I acknowledge that design work will be undertaken and applied for by the GCP, the TA has already assumed the CSET scheme to be committed given reduced traffic flows have been modelled. I am therefore concerned that that the design and assessment work has not assessed the other impacts and resulting changes of the CSET scheme.

6 STATEMENT OF MATTERS 7

- 6.1 I am concerned that the application of standard station methodologies may fail to account for the more specific characteristics of the station in the context of CBC and that these demands are then being used to inform designs which may then not accommodate the required capacity for the proposals.

7 SUMMARY/CONCLUSIONS

- 7.1 The overall principle of Cambridge South Station is strongly supported by CUH. The concerns I have raised relate to matters which can be addressed if commitments are

made to engage further, monitor impacts, and manage them as necessary. CUH would request that:

- NR and/or the TOC to be represented at in the CBC Travel and Transport Group.
- In liaison with the CBC Travel and Transport Group, CUH to be consulted on :
 - a. cycle parking design, quantity and split
 - b. Station forecourt and interchange modelling and sensitivity tests to refine detailed designs
 - c. The detailed design of the temporary diversion of NCN11 and other cycle routes.
 - d. The preparation of the CTMP
 - e. A signage and information strategy to advise passengers of the ANPR system and penalties applied if existing rules are breached
- NR agrees to not obstruct or reduce the capacity of the Blue Light Routes save by agreement with CUH in limited circumstances which cannot be avoided.
- In relation to any abnormal vehicle movements in, out or through the campus and any road closures, NR agrees to provide CUH with a minimum of 5 Working Days' notice along with any associated traffic management plans. CUH is also seeking a protocol to manage emergencies.
- Any temporary traffic management arrangements relating to all modes (to the extent applicable) that impacts routes, maintenance, signage, parking during construction and operation are provided to CUH with a minimum of 5 Working Days' notice.
- CUH requests monitoring equipment to be installed. Monitoring equipment to be consistent with Cambridgeshire County Council specifications and will allow data to be collected and provided to the CBC Travel and Transport Group with regard to forecourt performance, cycle and car parking utilisation.
- In liaison with the CBC Travel and Transport Group, CUH to be consulted on:

- a. The potential for sensitivity testing of the necessary 'left in/ left out' junction changes and the impacts on up and down stream junctions.
- b. The potential for Station forecourt and interchange modelling and sensitivity tests with CSET interchange and public transport demand included.

7.2 I am satisfied that if these commitments are made, CUH will have confidence that unforeseen adverse impacts can be identified swiftly and mitigated accordingly.