

THE PROPOSED NETWORK RAIL  
(CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCEMENTS) ORDER

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NOTE 3

REFERENCES FOR QUESTIONS PUT TO JOHN PEARSON

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1. During the examination in chief of Mr John Pearson (**NRE9.2**) the Inspector asked for a number of additional references in questions put to him. This note provides those references. It also provides answers to the additional questions posed of Mr Pearson upon which he indicated he would revert.
2. *Planning Statement* (**NRE14**),

- a. Paragraph 2.5.1: *"More people in Cambridge than anywhere else in the UK are likely to use sustainable modes of transport to travel to work. The need for new housing in Cambridge is high."*

The evidence for those statements is at, respectively, CLP **D06**, paragraph 1.11, PDF p.12; and paragraph 1.12, PDF p.12;

- b. Paragraph 2.5.4: *"As detail [sic] within the SOBC, it is envisaged that by 2031, new housing developments across the Cambridge Southern Fringe comprising an estimated 4,000 new homes will have been constructed."*

The full quotation from the Strategic Outline Business Case is as follows: *"The new housing developments across the Southern Fringe will comprise around 4,000 new homes between 2011 and 2031, of which approximately one third have already been constructed."* (**C03, PDF p.10**) Further details for the proposals in the Southern Fringe can be found in Appendix B to the CLP **D06**, at PDF p.262ff. The plan period is 2018 to 2031;

- c. Paragraphs 2.5.10 and 6.2.6 refer to the Cambridgeshire & Peterborough Local Transport Plan **D09**, para 3.66 PDF p.50 which

states *'Cambridge South station will support development at the Cambridge Biomedical Campus, expected to generate over 30,000 additional journeys by 2031, and relieve congestion in and around the campus by providing greater sustainable transport options'* The Transport Plan does not state what period this covers. Network Rail did not produce the Transport Plan so are unable to comment further.

Paragraph 6.3.6. As set out in the ES Chapter 16 – Socioeconomics at paragraph 16.5.33 (NR16) the CSIE Project will support the larger area in Cambridge South through improving the local rail network, thereafter, creating greater opportunities for travel to employment. Figure 6-2 of the Transport Assessment (NR16, Appendix 17.2) supports this by showing how the station will serve the wider community as an origin station. Network Rail consider the proposed station as a destination because as set out in 6.3.3 of the Transport Assessment 81% of predicted trips will be destination return trips. Network Rail consider that local residents will have the option to use the station for onward travel. This will resolve the problem of Indirect Public Transport Accessibility identified in section 1-2-2 of the Outline Business Case (NR20) which states *'The majority of public transport trips with an origin or destination in the Southern Fringe or Cambridge Biomedical Campus will need to travel via Cambridge city centre. Furthermore, all rail trips will need to route via Cambridge station. Given the scale of development proposed over the next 10-15 years this arrangement would be likely to place considerable pressure on Cambridge station, leading to significant overcrowding issues exacerbating problems seen prior to the COVID-19 pandemic.'*

- d. Paragraph 6.18.7, **NRE16**, paragraph 16.5.33, PDF p. 566 explains the figure of 44 direct jobs created by the CSIE as follows *"The Outline Business Case<sup>1</sup> estimates that approximately 44 new jobs per annum could be created in the wider local economy as a direct result of the proposed Development. The assessment assumes these jobs would be generated by businesses choosing to locate close to the new station due to the better accessibility to local labour markets"*.
3. A plan showing Southern Fringe Area is found in Cambridge City Council Local Plan **D06**, Figure 3.5 on PDF p.77. It is area 42a.
4. Chapter 10 of the Environmental Statement provides that *"The budgets relevant to the GHG emissions assessment (for the construction and operational phases), expressed in the form of tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e), are detailed in The sixth carbon budget [which] will cover the emission reductions for the period 2033 to 2037."* **NRE16**, [10.2.18] PDF p.328. It is therefore the sixth carbon budget that is relevant and has been used for the purposes of the assessment.

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<sup>1</sup> The reference in the Outline Business Case is to **NRE20**, section 1.7, PDF p.26