

South Area Committee 30

Response from Network Rail (Cambridge South Infrastructure Enhancements)

| Question raised | Response |
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| Cycle parking security – CCTV live feed | Details relating to cycling parking and security measures will be refined at the next stage of design. We have noted comments about cycle facilities and a footprint for a total of 1000 cycle spaces in a configuration to accommodate Sheffield stands, two-tier racks and space for ‘of gauge’ cycles has been allowed for as part of the extent of land requirements for the station. The exact details of the type of security measures will be determined in consultation with cycle users and organisations if an Order is granted. |
| Provide a wildlife tunnel under the railway tracks or a bridge for animals to cross | The Project is not mandated to provide new crossing points for animals as the scheme will not obstruct any existing routes currently used by wildlife. |
| From the artist impression drawings and the Birdseye drawings it appears that the station would no longer provide access via the path that goes under the Busway Bridge, parallel to the railway. This is the only access route that does not involve having to cross the busway itself - was used heavily by residents during the first lockdown to safely access the area. | The unofficial route under Addenbrooke’s Bridge next to the railway on the west is not a public right of way. We will need the space under the bridge to install new track so users will need to cross the Guided Busway to access the Active Recreation Area as at present. |
| Bring construction materials by rail | This will be reviewed in future design stages, however initial construction planning work undertaken suggests that bringing construction materials by rail would only be possible during the night because there is no spare rail capacity during the day around Cambridge. This would disrupt overnight freight services, and would require the construction of significant material handling facilities which may be noisier for residents in the surrounding area as there are no existing sidings or similar facilities in the vicinity. |
| Trees planted by Fawcett school children will be removed to make space for the western station building and forecourt | Our aim is to retain the majority of existing native tree and shrub block and prioritise this over the placement of soil. We have recently contacted the School about this and hope to engage them throughout this process. We intend to re-heel and water planting which is removed, and to re-plant it during our landscaping works, replacing any that does not survive. |

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| Noise from the Public Address System will impact on nearby patients who require peace and quiet | The design and placement of the PA system will form part of a future design stage. The work to assess any changes in decibel levels as a result of the station in its permanent state, including the PA system, will be undertaken over the next few weeks as part of the Environmental Impact Assessment process. We are required to report on any changes and put forward measures if the impacts are assessed to be significant. We will work with both the Local Authority environmental health team and adjoining Campus stakeholders to ensure any potential impacts are appropriately mitigated. |
| Concern that construction workers will litter the area | Construction hours, traffic and other activities such as constructor behaviour will be outlined in a draft Code of Construction Practice (CoCP). The CoCP will cover general behaviour expected of those involved in construction activities, including their interaction with local communities. A final CoCP will be agreed with the Local Planning Authority before work commences. |
| The station will encourage litter in Hobson's Park. | We would hope that those using the Park to access the station would be mindful of the Park as an area of recreational amenity and would use litter bins provided. We would look to minimise the level of 'street furniture' on the west so bins would be kept to the station forecourt to enable the sensible disposal of rubbish. |
| The outcome of the consultation. | A Consultation Report will be submitted as part of the application documents which will explain the issues raised through consultation feedback and how these have been considered in the Scheme's evolution, including matters that have been shaped by consultee feedback. |
| Employers on the Cambridge Biomedical Campus should subsidise their staff to travel by rail to the new station. | Whilst we encourage travel by rail, any travel arrangements between employers and their staff are a private matter. |

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| <p>How would the Campus's ANPR system apply to drivers dropping off or picking up passengers from the station forecourt?</p> | <p>Private cars are currently permitted to use the Campus roads on Campus business, whether to access hospitals, places of work etc.; station-related traffic would be permitted to use the same roads. CBC Estate Management Ltd manage the ANPR system on the Campus, and we will undertake further engagement with them to ensure, if needed, that the current ANPR enforcement system can be adapted.</p> |
| <p>Have any councillors responded to the station consultation? Why is there a disparity between the figures quoted by the DfT of 1.8m estimated passengers and the much higher figure of 9m estimated by Smarter Cambridge Transport?</p> | <p>Delivery of Cambridge South station is expected to be funded by central government. Business Cases for projects funded by central government must comply with standard demand and growth scenarios which the Department for Transport uses for rail industry forecasts. Network Rail is aware of other potential demand figures proposed by stakeholders using alternative methodologies and underlying assumptions. Previously quoted figures of c.1.8m passenger entries and exits per annum reflect the expected demand once the station has been open for a small number of years.</p> <p>With regard to design, Network Rail has tested the station layout for various demand scenarios looking ahead to 2043. This includes high growth scenarios to give us an indication as to whether the station's design could accommodate passenger numbers that are comparable with those that stakeholders have put forward. One of these is a scenario with potential future East West Rail services calling at the station as a sensitivity test. The results of this modelling will be taken into account as the layout of the station is further refined as design work progresses</p> |
| <p>The new path on the west should be segregated and not a shared space to prevent conflict between pedestrians and cyclists, 4m is too narrow.</p> | <p>The final design of the path will be developed in conjunction with the Local Highway Authority. Appropriate highway design guidance will be followed to enable the best use of the route without unduly impacting the surrounding Park.</p> |
| <p>Provide high-level access from the existing busway bridge (Addenbrooke's Bridge) and build above the tracks to enable interaction between busway and the station</p> | <p>A station interface with Addenbrooke's Bridge would result in the need to rebuild the whole structure, which would incur considerable cost and disruption from closure. Maintenance would be complex, and we would anticipate</p> |

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| | safety issues relating to the strength of the bridge and the mix of pedestrian, cycle and bus traffic in a constrained area at height. |
| Widen the bridge and provide a separate bridge for cyclists over the railway. | Addenbrooke's Bridge is owned and maintained by Cambridgeshire County Council. This asset has not been identified to be widened as provision of access connections to the western station building is considered to provide the best link to the station. |
| Why provide open access to the station? | <p>A key design principle we have focused on is creating and enhancing access to and from the station and improving accessibility and safety for all modes of travel, particularly for sustainable alternatives to the private car, such as walking, cycling and public transport.</p> <p>The existing paths are unsuitable due to their alignment, width and construction (they are not surfaced), and the level of use of rail passengers would eventually cause damage.</p> <p>The new dedicated pedestrian/cycle route will leave the existing paths largely free for amenity use.</p> |
| Future-proof the station for increased capacity and adopt a concourse approach. Look at the station in 20 years' time. | With regard to design, Network Rail has tested the station layout for various demand scenarios looking ahead to 2043. This includes high-growth scenarios to give us an indication as to whether the station's design could accommodate passenger numbers that are comparable with those that stakeholders have put forward. One of these is a scenario with potential future East West Rail services calling at the station as a sensitivity test. The results of this modelling will be taken into account as the layout of the station is further refined as design work progresses. |
| This is a unique opportunity to provide a joined-up transport interchange. It would be disappointing to receive 'corporate' responses from Network Rail on this point. [this related to bus stops] | Network Rail is committed to working with the other transport system operators regarding the interaction and interfaces between the different modes of transport including the proposed CSET scheme. We are keen to support conversations to work to the best possible solution for all as we finalise our scheme design for the Cambridge South Station. |

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| Provide cycle parking that is underground – this will be more secure, reduce visual impact and footprint. | <p>Clear, open access to cycle parking is critical to provide users with a sense of security. Underground spaces would require a higher level of lighting and security, and would have a restricted access and egress which would become congested during peak hours, as opposed to the proposed cycle parking areas within the western and eastern forecourts. Any underground structure would require the removal of substantial amounts of material and would require the construction of a waterproofed concrete box structure which would increase the carbon footprint of the proposed development. We are therefore not proposing underground cycle parking as part of the scheme.</p> |

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