

Cambridgeshire County Council's Cambridge Science Park Station Consultation

A response from the East Anglian branch of Railfuture - November 2012

As Britain's only national independent organisation campaigning for passengers and freight Railfuture responds to all significant national and regional consultations. This is the Railfuture East Anglia response to the Cambridgeshire County Council consultation on the proposed new station to be called Cambridge Science Park (CSP) on the north of Cambridge.

1. *The need for a new station and objectives*

Railfuture East Anglia fully supports the need for the new station and the objectives behind the scheme.

Funding – the station opening must not be delayed because of franchise problems and must be delivered by the stated December 2015 deadline.

2. *Which trains will stop at the new station?*

There are currently eight train service groups serving Cambridge. These are shown below...they of course run in both directions. Between them, they serve a wide range of local and regional centres. Most other national centres of importance are served with just one change of train at Ely, Norwich, Peterborough, Leicester or Birmingham.

The eight existing train service groups (1-8) and two future services (9-10) are:

1. Norwich - Wymondham - Attleborough - Thetford - Brandon - Ely - Cambridge

It is very important that this hourly service calls at CSP to connect the high-tech cluster around Norwich directly to that in Cambridge. This service also parallels the A11 corridor through Norfolk from Norwich. It will enable many employees at the Science and Business Parks to change travel modes to rail.

2. King's Lynn and all stations to Cambridge - then non-stop to London King's Cross

It is very important that this hourly service to/from King's Lynn calls at CSP to enable the many Science Park/Business Park employees who live along the A10 corridor to change to train services thus enabling considerable modal transfer to take place.

This service runs on to London (King's Cross) non-stop. The report produced by EEDA to take stock of "the Cambridge Cluster at 50" noted the importance for many reasons to the Cambridge high-tech industries of this nonstop train service to King's Cross. This service also connects emerging hi tech industries around King's Cross notably the Francis Crick Centre and Google with Cambridge. This service and the second non-stop service to/from London every hour from Cambridge "City" station should be extended to/from CSP.

3. Birmingham - Leicester - Peterborough - March - Ely - Cambridge - Stansted International Airport

This hourly service connects at one of Ely, Peterborough, Leicester, Nuneaton and Birmingham to practically every major centre in the country to the northwest, northeast and north. This service must call at CSP to provide excellent long-distance connectivity.

The EEDA report "the Cambridge Cluster at 50" refers to the importance of good links to Stansted Airport...the eastern destination of this service. It is imperative that this service calls at CSP.

4. London (King's Cross) - Stevenage - Hitchin - Letchworth - Royston - Cambridge

This service currently terminates at Cambridge "City" station but should be extended to terminate to CSP as it provides a third fast service to/from London and serves the important Science Park/Business Park employee settlement and will enable transfer to rail from road to take place. This service also connects important clusters of high-tech industry at Stevenage and those emerging around Hitchin/Letchworth with Cambridge.

5. London (King's Cross) - Hatfield then all stations to Cambridge

This stopping train service connects Cambridge with many centres of employee settlement along the southern A10 corridor with CSP, enabling transfer to rail. It also connects directly with the high-tech industries of Hatfield, Stevenage with CSP. It must be extended to CSP.

6. London (Liverpool St) - Tottenham Hale - Cheshunt - Broxbourne - Harlow Town - Sawbridgeworth - Bishops Stortford - Audley End - Whittlesford Parkway - Cambridge

This semi-fast train service connects Cambridge with many centres of employee settlement along the M11 corridor with CSP enabling transfer to rail.

This service connects major commercial centres with Cambridge and could be connected to Docklands via the very important transport hub of Stratford. This service must be extended to CSP.

7. London (Liverpool St) - Tottenham Hale - Cheshunt - Broxbourne then all stations to Cambridge

This stopping train service connects with many centres of employee settlement along the northern M11 corridor with CSP enabling transfer to rail. It also connects directly with the high-tech industries of South Cambridgeshire via Whittlesford & Gt. Chesterford. It must be extended to CSP.

8. Ipswich and all stations via Bury St Edmunds and Newmarket to Cambridge

This service connects the high-tech hub of Ipswich and employee home settlement. With a frequent train service between Cambridge "City" station and CSP, good connections will be available enabling modal transfer to take place from road to rail.

9. Wisbech - March - Manea Park & Ride - Ely - Waterbeach - Cambridge

We note that in Cambridgeshire County Council's LTP3 the commitment to a feasibility study into connecting Wisbech into the national rail network. We would assume that a service outlined as below could be created to serve the Fens, linking most communities into the vibrant Cambridge economy around CSP Station and Cambridge "City" station.

When this service is inaugurated, it will provide the opportunity to transfer from road to rail over a wide area of the Fens via Manea P&R and Wisbech. It would enable transfer of some high tech industry to the Wisbech area. Such a service will enable longer distance services to travel faster as calls by those trains will not be necessary at Manea etc.

10. Cambridgeshire Guided Busway: CSP - Histon - (Northstowe) - Longstanton - Swavesey - St.Ives

This service will be connected to all the other nine service groups and thus CSP will considerably improve connectivity for this part of the county. It will enable modal transfer to take place to rail from the A14 corridor.

Additional reasons for the above services to call at CSP

CCC will be enabled to meet its carbon reduction targets throughout many parts of the county.

Planned car parking at CSP will be fully used as many of those currently parking at the City station will transfer to CSP. Traffic with its pollution of all varieties, congestion and general nuisance will be reduced the city centre road network.

Other Considerations

There are proposals to increase services to half hourly on many of these routes and all of these additional services should serve the station.

Services stopping at Waterbeach should not be affected detrimentally by any services calling at CSP.

3. Facilities

Track lay out for current and future traffic patterns must be adequate with the bay platform line fanning out into two sidings at its northern end to enable a terminating train to be parked to enable a second service to arrive, terminate and then be parked.

We note the bay track could be turned into a full passenger loop.

During engineering work it would be useful to terminate trains at CSP from the north. The down main platform must be bi-directional to facilitate this.

Line speed through platforms must not be reduced.

4. Station Buildings

This station will be a major gateway into Cambridge and therefore the station building must be of the highest design standard. The station must be designed for a much higher footfall than the very conservative figure that CCC is planning for. (Cambridge "City" station currently has foot-fall of around *nine million* per year.)

There must be an adequate number of ticket gates with room for additional in the future.

It must include a shop/café, ticket office/ticket machines. The ticket windows should follow the LU practise which has ticket counters at a **medium** height suitable for **all** passengers. Ticket machines must be multi-lingual.

There must be toilets on both sides of the ticket barriers.

The 'unpaid side' of the ticket gate-line must be adequately sized for 'meeters & greeters', with seating.

Lifts to the footbridge must be at least two metres long to take bicycles easily.

Escalators should be considered.

Bearing in mind the status of this station, one lift may not be adequate at peak periods.

A strategy for getting mobility-impaired people to/from the platforms if the lifts are out of order must be developed.

The footbridge should be fully covered to protect from the elements and give natural light.

Local information and maps must be **INSIDE** the station building.

Laptop and mobile charging points must be provided.

Wi-fi hotspot must be provided.

Station staff should be present from first to last train.

5. *Platforms*

Platforms should have maximum length of canopy i.e. the full length of the longest train.

There must be heated fully-enclosed waiting rooms on both platforms.

Toilets must be provided on both platforms.

Customer information screens must be on the footbridge and along the full length of the platforms.

A Coffee kiosk should be provided on the down/bay platform.

6. *Public Transport Interchange*

Real-time public transport information must available within the station building.

The route between the station building must be covered and well lit.

Real-time information must be shown at each bus stand.

Information must be consistent at each stand.

All bus operators calling at the station must support "plusBus".

Bus services must serve north Cambridge, the busway, settlements to the north including Milton.

Given the money that will spent on the bus link, the bus operators must commit to provide a service from first to last train.

Signage strategy must be devised to serve both the railway station and the surrounding area.

7. *Taxis*

We support the concept of separating pedestrians, cyclists, buses, taxis.

There must covered well-lit walkways to taxi queues. The transfer point must be under shelter.

"PlusCab" must be available.

8. *Car parking*

Kiss & ride should be as close to the station building as possible.

Car parking must capable of substantial future expansion.

Main walkways from the station building to car parks must match good practice as for example at supermarkets and be largely covered and well lit.

Zipcar or equivalent should be available.

Priority parking should be available.

Dedicated parking for motor bikes and scooters should be available.

Provision charge points for electric vehicles must be available.

Measures must be taken to avoid station users parking in adjacent residential areas.

9. *Cycle parking*

Covered, secure cycle parking must be provided together with covered walkways to station building.

Cycle hire and cycle repair must be provided.

Good signage for cyclists and pedestrians including travel time/ distance to key destinations.

10. *Busway extension*

We believe the busway extension east of Milton Road to CSP station should be un-guided to allow use by all buses. It should be protected from other road users by rising bollards.

11. *Access*

Access for pedestrians/ cyclists only, must be developed with as many secure access routes as practicable.

12. *Other Comments*

All national rail stations have a three-character code, which can be used on web-sites. The national rail code "CSP" should be reserved for this station now.

We note that the major rail enhancement schemes of Thameslink & Crossrail will be completed by 2018 and will enable CSP to be better connected to both Heathrow and Gatwick Airports thus enabling modal transfer from road to rail.

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