Efficient access to Cambridge Railway station

A major redevelopment of Cambridge Railway station is getting underway which will provide an enlarged ticket hall, station square and a 3000 space cycle park (CyclePoint), the largest in the country. These are all welcome developments, although the detail of access to the station is poorly thought out with unnecessary long walking distances from cycle parking and buses which will be a daily frustration for commuters.

This document contains 3 maps to illustrate the problem and propose a solution. The first map shows the layout as planned, the second shows an example of the more compact bus stop spacings in Emmanuel Street, and the third a revised scheme for the station reducing distances to the cycle park and bus stops.

Cycle Park to Platform 7 and 8

The cycle park has the bulk of its storage on the first and second floors, and although the first floor is adjacent to the station footbridge there are no plans to build a link between the two. This will give the passengers a 300 metre walk and 3 flights of steps to platform 7 and 8 compared to only 40 metres and 1 flight of steps if a link was constructed.

The currently planned route sends passengers down the steps from the cycle park, across the square and through the station entrance, back along platform 4, then across the footbridge to platform 7 rather than simply across a link to the footbridge then down onto the platforms. Even if this was only manned at peak hours it would benefit the large numbers of commuters using the station, cutting a useful time off their commute every day.

In December 2012 Greater Anglia (operators of the station) and Oxford Architects presented their plans for the station cycle park to a meeting of the Cambridge Cycle Campaign, saying that the cycle park was aligned with the footbridge and a link was feasible.

Correspondence with Greater Anglia in June 2014 received the response that they have no plans for a direct link as it would go against the strategy of all customers accessing the station through a single gateline to allow them to manage revenue and ticketless travel more efficiently, and also ensures the maximum flows past retail units to optimise their revenue and rental potential. They say such a link would incur the capital costs of additional ticket gates, as well as the revenue cost of their maintenance and of providing the additional staff to manage them and therefore do not believe this is viable.

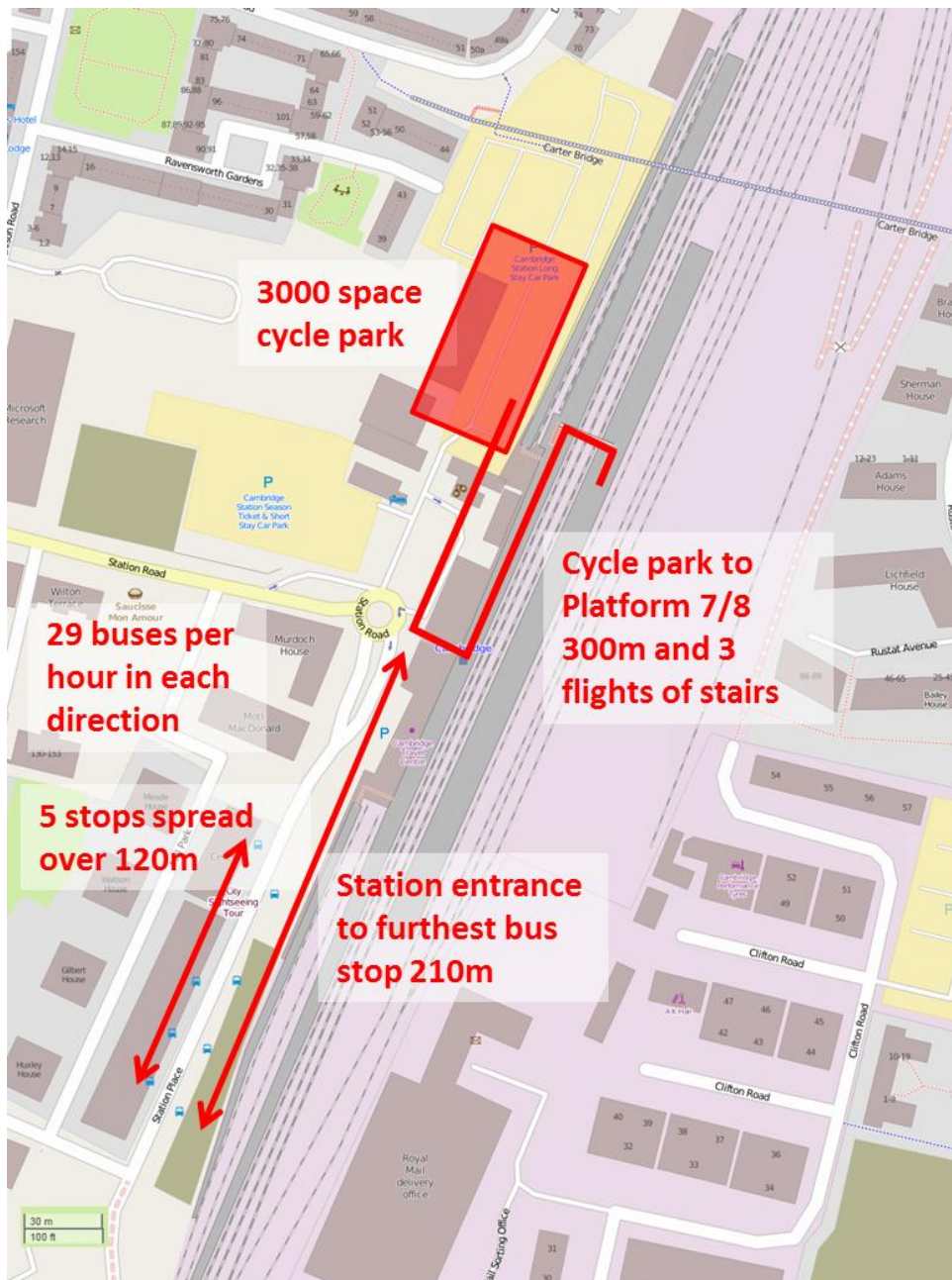3rd October 2014

Bus stops

The station bus stops are located an unnecessarily large distance from the station building with services spread over up to 5 stops in each direction, the furthest one being 210m from the station entrance and the stops being spread over 120m, increasing walking times, increasing the chances of passengers missing their buses, and making it difficult for a passenger to ensure they make it to the correct one as services to the city centre and other destinations are spread over the widely spaced stops.

The stops in Emmanuel Street serving Drummer Street bus station in the centre of Cambridge were recently laid out in a much more compact way, with 3 stops in the space of 30m handing almost as many buses. During building work at the station, the number of stops was reduced without causing any obvious problems.
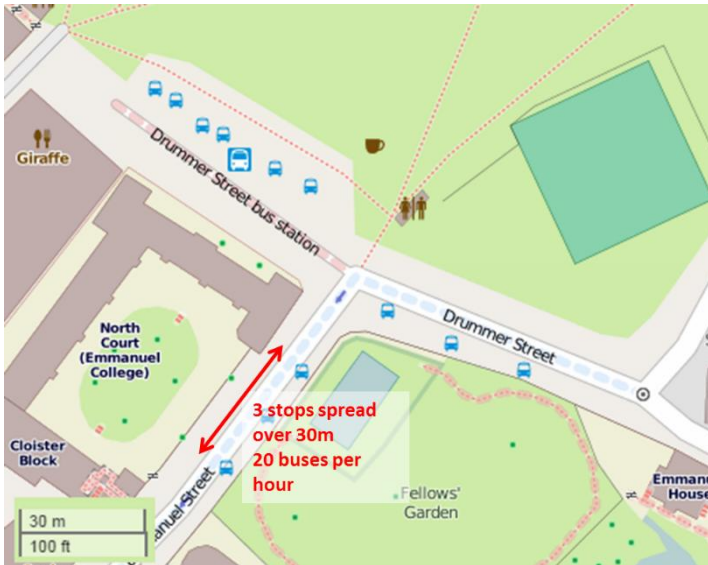

Bus to Cambridge at the centre of the 5 stops

Photograph taken outside the station showing the distant stopping point for buses

3rd October 2014

Maps

3000 space cycle park

Cycle park to Platform 7/8 300m and 3 flights of stairs

29 buses per hour in each direction

5 stops spread over 120m

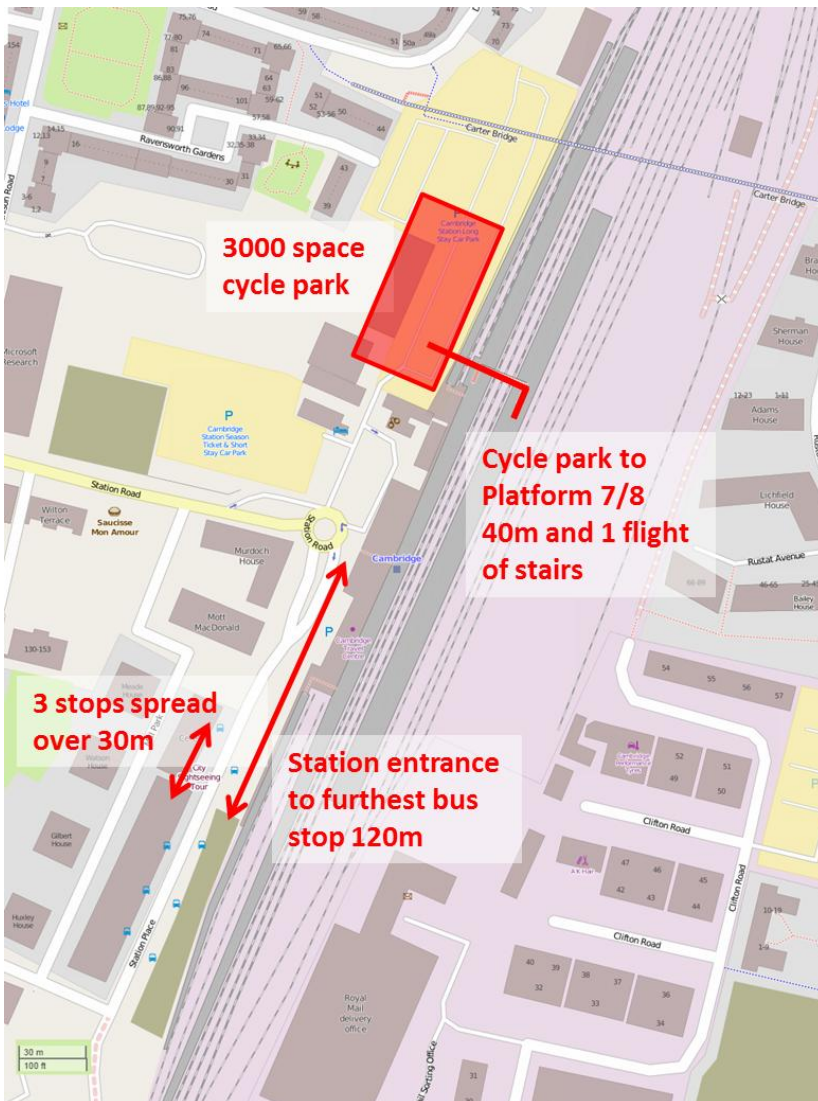**Station entrance to furthest bus stop 210m**

Existing and planned access to the station

3rd October 2014

Compact layout by Drummer Street bus station

Alternative station layout greatly reducing station access distances

3rd October 2014

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