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Councillor Ian Bates  
Cabinet Member for Growth & Planning  
Cambridgeshire County Council  
Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

16 October 2012

**Objections to the draft Science Park Station plan**

Your ref. 5110967 / A / SK / 00 / 002 / D

Dear Councillor Bates,

As a local organisation with over 1100 paid-up members Cambridge Cycling Campaign has the goal to improve conditions for cyclists in and around Cambridge. The Science Park Station, new river bridge and the Chisholm Trail provide in combination an opportunity for greater permeability for walking and cycling in the area between Barnwell Junction on Newmarket Road and the Science Park as well as between East Chesterton and Cowley Road. With regards to the plans as presented by Atkins - <http://iitm.be/T1AOpdf> - Cambridge Cycling Campaign thinks that permeability for cyclists must be improved to provide the greatest benefit for the local residents and county.

In particular Cambridge Cycling Campaign (CCyC) is concerned that the Council seems to repeat the current failings of the cycleway alongside the guided busway, which stem from it being designed as a maintenance track which cyclists and pedestrians are tolerated on, lacking access at many road crossings, lacking flush curbs, lighting (even in built up areas), etc.

CCyC strongly suggests that the cycleway and footway section between the Science Park Station and the Science Park needs to be designed as a pedestrian path and cycleway that doubles as a maintenance track, rather than the other way around.

The current proposal has the maintenance track / cycleway on the other side from where it is after Milton Road. People travelling between the Science Park Station and the Science Park (or CRC, Orchard Park, Histon etc) want to be north of the track to avoid a double crossing over Milton Road and the Guided Busway, which could potentially be slow and dangerous. CCyC wishes to know how the Council plans to provide a safe and speedy double crossing over Milton Road. Furthermore the cycleway alongside the guided busway needs to include proper street lighting.

The ideal solution to the above problem would be to provide a full width cycleway / footway with street lighting along the edge of the Cambridge Business Park, and a full width cycleway / footway along the proposed line of the maintenance track. CCyC believes that there is sufficient space available for this, and this level of development would be considered appropriate in the urban context.

People cycling from Cowley Road would also be in conflict with taxis and kiss-and-ride vehicles as the current plans appear to show that this route stops at the turn around point for these vehicles. A route for pedestrians and people on bicycles must be continuous and direct. Additional cycle parking to the north of the station would prevent conflicts between arriving bus passengers and people on bicycles attempting to park at the station.

Cambridge Cycling Campaign wants to avoid a repeat of the disaster with dysfunctional guide channels and small, inappropriate elevators as found at the bridge built at Cambridge Station in 2011. Furthermore, the elevators need to be longer than those used at Cambridge Station and need to have two pairs of doors at opposite ends to allow users to push a wheelchair, luggage or bike straight on instead of having to reverse out of the elevator, which leads to hold-ups.

The Science Park Station's "foot & cycle bridge" needs proper guide rails to allow the widest possible demographic, including the elderly and frail, to walk a bike up and down the stairs, which will also require a separate hand rail.

Please don't repeat the mistake of a railway station facing in only one direction, like Cambridge Station, a mistake that in over one hundred and sixty years no one has been able to correct. As a bridge (a tunnel would be much preferred) will provide access to island platforms, this should also enable access to a second entrance from the Fen Road side. The provision of station access on both sides of the railway track is crucial in view of a possible Chisholm Trail on the northeastern side of the railway track and the risk of Fen Road being cut-off at the level crossing in future, with Fen Road north of the track eventually joining up with Cowley Road. Therefore, if it not going to be included in the first phase, it still needs to be stipulated in the franchise agreement.

CCyC's position on the new Chesterton Bridge over the River Cam is that this bridge and the Chisholm Trail (<http://cycle.st/p40218>) between Barnwell Junction and Milton Road need to be ready before the Science Park station opens, in order to avoid the users of the new station acquiring travel patterns which involve driving their car down Milton Road or the A14 when they could walk or cycle along the Chisholm Trail instead.

CCyC also expects an increase in the number of people walking and cycling up Moss Bank, past the new station to Cowley Road and the Science Park. The Atkin's plans don't make sufficient preparations for this route, which would avoid the double crossing over Milton Road. The plans lack a cycleway past the cycle parking and the station's ticket hall that would link

up with Cowley Road. Cowley Road itself requires a segregated, full width cycleways on both sides. CCyC supplicates the County and City Council to join forces on upgrading Cowley Road with segregated foot- and cycleway on both sides of the road in place before the opening of the Science Park Station.

Whilst it is appreciated that the cycle parking is closer to the station entrance than the car parking, there are two concerns that we wish to raise at this point. First, given the location of the cycle parking, there is limited ability to easily expand the cycle parking if the station proves to be as popular to access by bicycle as we expect. Therefore, we would request additional expansion cycle parking expansion areas to be designated now. We expect that cycle parking for upwards of 3,000 bicycles will be required at the station in the next 20 years. Second, the pedestrian access from East Chesterton goes through the middle of the cycle parking area, yet insufficient space is provided. This situation would only get worse if insufficient cycle parking is provided and cycles are fly parked through this pedestrian route. It is suggested that cycle parking could be provided on the north side of the station building, and more land allocated to cycle parking. A second cycle park north of the “plaza” would also reduce the number of cyclists crossing the “plaza”.

The existing tarmaced lane southwest of the “First Public Drain” (<http://cycle.st/p36543>), which presumably is on Network Rail owned land, is wasted in the current plans. It could provide an alternative route to the St John Innovation Centre and the Science Park, as well as a safer route to the Cambridge Business Park from the new railway station.

Nuffield Road has been identified as one of the main routes for walking and cycling to the new station. CCyC suggests that Nuffield Road’s residential section is cut off for motorised through traffic just past Discover Way (in the bend by the allotments) and opening the industrial section of Nuffield Road up to Milton Road via Nuffield Close (here: <http://cycle.st/p45471>) and the first bit of the guided busway. This would require a crossing design that allows vehicles to turn into or out of Milton Road. The Milton Road to Nuffield Close section of the new guided busway should therefore not have a guideway track, to keep this option open as the area is developed further.

Currently travelling the less than 500 metre between Orwell House on Cowley Road and pedestrian access at the Milton Road end of Trinity Hall Farm Industrial Estate requires cyclists to stop three times to press a button to wait for a green phase (as all the traffic lights give automatic preference to cars: <http://iitm.be/cyclights>) and to give way at side roads to car parks. With the elimination of the underpass and the installation of another crossing this will rise to four crossings. CCyC requests that all traffic lights shall be equipped with automatic detector loops for cyclists and that the phasing shall be made more cycle friendly. The same applies for the crossing of Milton Road alongside the guided bus route, which requires detector loops for cyclists, too.

If the Council plans the cease control over the price setting for the station car park parking restrictions (e.g. parking limited to two hours) on access roads like Cowley Road, Nuffield Road, Moss Bank etc need to be implemented before the station opens. If these roads become clogged with parked cars they will become unsafe for cyclists to pass.

CCyC requests provision within the station area for a bicycle rental station, secure cycle parking and a bicycle repair shop which the Science Park and East Chesterton are currently short of.

With kind regards,  
on behalf of Cambridge Cycling Campaign

Robin Heydon

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