

NETWORK RAIL RESPONSES TO QUESTIONS RAISED AT NORTH AREA COMMITTEE ON 12TH FEBRUARY 2015 ABOUT NEW RAILWAY STATION

Why was planning permission needed if the land was already under the control of Network Rail?

Planning Permission was needed as the land had never been used as a station.

Why is a new planning application needed and when will it be submitted?

The current permission was given to the County Council, but Network Rail are required to apply for its own permission due to change in funding.

Why a 16 week planning period?

It is the recommended period for determination of major planning applications of this scale and nature.

When will work commence on site?

Work has already commenced on site for site clearance and the project will undertake their first major works to the rail infrastructure in April.

Will the capacity of the station be sufficient in the long term? Surely you will need more capacity to grow the station.

The station has been designed to allow future expansion.

Can you put in footings on the Fen Road side now so it could be opened up in the future to provide pedestrian access to the new station and across the track to the other side?

Network Rail does not own any land in this area and there were no plans to provide access from this area. It was noted that Cambridge City Council owned land in the area and this option could be explored.

What is being done with respect to the Fen Road level crossing?

A risk assessment on the level crossing was undertaken during the development of the project and no additional risk was imported to the crossing as a result of the new station. Therefore no change is proposed.

What will be the impact on Milton Road and its junction?

The impact on surrounding roads was looked at during the development of the project and it was considered that the station would not have an unacceptable adverse impact on the road from traffic generated. Nonetheless, the County Council did propose to carry out some traffic management measures to improve the efficiency of the system on Milton Road.

What action is planned to improve the safety of Milton Road Junction?

The County Council proposes to carry out junction improvements at the Cowley Road/Milton Road Junction, through the alteration of lane allocation on approach to the junction for traffic travelling south from the A14 junction. The improvements include a dedicated left turn lane to Cowley Road. Further improvement work is also being considered.

When would traffic surveys be completed?

The county council will be undertaking a survey very soon and this will be monitored going forward as a condition of the planning permission.

Won't the layout of Cowley Road and volume of station traffic create safety issues?

The County Council, in their development of the scheme, assessed the impact of the station on the local area. An assessment was also made during the application process, and a condition was attached that ensured that further cycle and pedestrian improvements to Cowley Road were submitted to, and approved in writing, by the local authority.

Will the Network Rail maintenance track alongside Cowley Road be used as a segregated cycle and pedestrian route instead of the busy Cowley Road?

Network Rail Property is working with the County Council to develop this proposal separately.

How close would the cycle bridge be to the Station?

The cycle bridge, as the crow flies, would be approximately 400m from the new station. It would be a little bit further than that when following the cycle and pedestrian routes on the proposed Chisholm Trail.

Will there be a dedicated cycle route to and from the station that safely integrates into the surrounding network?

Cycle routes form part of the station scheme and Network Rail is working closely with the cycle groups to support them on further schemes.

The proposed route to the cycle parking area was circuitous if you entered the station from the furthest point.

The Cycle route is in detail design stage and we will take comments on board.

Is it possible for a cycle route to be provided between the new station and the aggregates rail track?

There are no plans for this at present.

Will the dimensions of the lift allow easy access for cycles, wheelchairs and pedestrians?

The lift will hold cycles (more information to follow).

How many car and cycle parking spaces will there be and will they be adequate for the future?

450 parking spaces and 1000 cycle spaces will be provided, a transport assessment was undertaken during the development of the project and the number of spaces is deemed sufficient for future growth.

What design had been selected for the cycle racks? Would they allow use for those with non-standard bike or who were unable to lift bike onto raised stands?

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Would the cost of parking reflect the need to discourage on street parking (low enough to encourage use)?

Details of the parking charges have not yet been agreed but will be the same as other station car parking facilities.

What will be the impact on resident parking?

Surveys will be undertaken before and after the station opens to monitor the impact on resident parking.

Has adequate on-site provision been made for construction worker parking?

Office space has been rented near to the station site as a construction headquarters. Existing sidings would be used to house a construction traffic car park.

How will public transport links be encouraged?

The station is designed to be an interchange, combining all modes of transport to make them all easily accessible.

The 500m Acoustic barrier appears to be too short and stop short of the station. Why?

The barrier was intended to address properties that would be affected by the new station. Pre-existing rail track noise would not be addressed.

Will light pollution from the station have an impact on neighbours?

A planning condition that ensures that light glow from the station will be controlled and mitigated was attached to the extant permission. The information needed to demonstrate that the lighting will be controlled and impacts are adequately mitigated will need to be submitted as part of the new application for the new station.

The name of the station should be interesting and celebrate its location; can you confirm what it will be?

Consultation is on-going regarding the name of the station. The Cambridge Northern Fringe East Area Action Plan Issues and Options Report consulted on this question and the findings

will be passed onto Network Rail and the Department of Transport for further consideration in due course.

Who authorises trains to stop?

The Train Operating Companies (TOCs) and Department for Transport (DfT) agree on the timetabling for the station through their franchise agreements.