

North Area Committee 16th June 2015

Network Rail Q and A

Please note this report included some answers that were not supplied at the meeting.

Station - General

1. Many of the points raised tonight were raised at the last meeting and no progress has been made.
A. Network Rail - A lot of the issues raised are outside of Network Rail's control but we are working with the relevant authorities to resolve. They have all been noted and where possible they will be considered during the detailed designing of the station.

2. What is the forecasted use of the new station?
A. Network Rail - 3000 trips per day

3. How is the project funded?
A. Network Rail - By the DfT (Department for Transport).

4. Who will pay for the various elements of the plan?
A. Network Rail – the DfT funded £6m to the County Council for the busway and some other access measures to facilitate the station. Additional funding requirements over and above that will need to be agreed between the parties on a case by case basis. The station infrastructure and roads within NR boundary are also funded direct by the DfT.

5. Has an Environmental Impact Assessment been carried out?
A. Network Rail - This has been completed and has been submitted as part of the planning application (See South Cambs website).

Station Access and Environment

6. Can the station footbridge continue over to the east of the track to provide (a) a direct access from Fen Road to the station, and (b) a pedestrian link over the track?
A. Network Rail - This was ruled out in the development of the project and not in the funded scope of the project.
7. If the freight line is re-routed, will there still be a need for a bridge over the rail track?
A. Network Rail – Yes the freight line would still sever the station from the passenger line so the link bridge is required to cross the tracks.
8. Will the station have ramps as well as stairs?
A. Network Rail advised that ramps would not be appropriate as the gradient would be too steep and a suitable amount of land to accommodate them isn't available.
9. How many lifts will there be and will they be big enough for flows of passengers?
A. Network Rail - one per platform and one from the ticket hall onto the bridge. They will be larger than at the main station, it will accommodate 2 wheelchairs. Lessons had been learnt from the lift at the Cambridge station.
10. Can escalators be provided on each platform?
A. Network Rail - It is not common practice to provide escalators on external platforms, due to the maintainability of them.
11. Will the platforms offer passengers sufficient protect from the elements?
A. Network Rail - A range of canopy and shelters will be provided in line with the expected passenger footfall.

Transport issues

12. Has a Traffic Impact Assessment been carried out?

- A. *Network Rail - This has been completed and is part of the planning application being determined on 19th August. (See South Cambs).*
13. 450 parking spaces will not be sufficient and if resident parking has to be introduced, Network Rail should bear the cost.
- A. *Network Rail advised provision has been examined and if 450 spaces is insufficient, there would be a good business case for decking the car park in the future by the operator.*
- B. *South Cambridgeshire District Council Development Management - Any proposals for potential decking and increasing of car parking spaces would need to be assessed for transport impact on wider road network and visual impact on the area.*
14. People will not pay unless the cost of parking is low.
- A. *Network Rail - The details are to be finalised, but the cost of the parking will be in line with other station parking facilities.*
15. How will the privately owned parking bays in Moss Bank be protected?
- A. *County Highways - This is an issue the landowner of the parking bays.*
- B. *Cllr Ian Manning – I am already in contact with the owner/occupiers of Moss Bank about their options re: private ticketing firms.*
16. Long Reach Road is a quiet Cul-de-sac but as a result of the station development it would become a car park and emergency access would be blocked. What can and will be done about it?
- A. *Cllr Ian Manning – held a meeting of the station Local Liaison Forum (LLF) on 2015-07-13 and is currently following up the feedback from that. As the station planning application has now transferred to Network Rail, we are now discussing how the LLF will continue, and how this will be followed up.*
17. The Station development will increase parking issues across North Arbury. What can and will be done about it?

A. Cllr Ian Manning – I will need to follow this up with Cllr colleagues in Arbury.

18. Lovell Road already suffers from 'rat running' and overspill parking from the new station will make the road unsafe. What can and will be done about it?

A. Cllr Ian Manning – I will need to follow this up with Cllr colleagues in Arbury.

19. What is being done to plan ahead for parking matters; monitoring for remedial action once a problem occurs is not good enough?

A. Cllr Ian Manning - See answer for 16. If there is a clear consensus of an overall plan before the station opens, this should happen.

20. The Station development is going to generate more traffic at the Milton Road/Cowley Road Junction and therefore the design of this junction needs a re-think. What can be done?

A. The Transport Assessment that accompanied the Station application showed no significant increases in queues and delays at this junction that can be attributed directly to the Station. The wider performance of the junction will be considered through the undertaking of a major transport study of the A10 corridor which is due to start shortly.

21. Has the impact of additional vehicles using Milton Road and caused by new housing development been considered?

A. County Highways - For developments with existing permissions, yes. For possible future developments, not in detail.

22. Can signage be put on Milton Road to make it clear that side streets do not have direct access to the station and therefore there is no point seeking to use them for station parking?

A. Cllr Ian Manning – I will look into whether this is possible using the DfT grant funding for parking restrictions.

23. Have changes to existing bus route been considered?
A. Network Rail stated discussions are on-going with the bus companies.
24. What is the route for cycle and pedestrian access? Will it cross Bramblesfields?
A. Network Rail - There are cycle routes to be provided along the new guided busway section, Cowley road and Nuffield road/Moss Bank. The Bramblesfields link has been removed, after local consultation on the matter.

Abbey to Chesterton Bridge (Chisholm Trail)

25. Has sufficient land been left for the planned cycle bridge?
A. Network Rail is working with the County Council delivering the bridge to help facilitate its implementation. It is outside of the scope of the station project.
26. Will there be access to the new cycle bridge from Fen Road?
A. Councillor Manning stated that no plan had been agreed for the new Chisholm Trail Bridge. A public meeting was scheduled for the 7th September to show design proposals from the architects.
B. Mike Davies, County Council - We plan to have a link formed at the end of Moss Bank to link the station & Busway route with the new foot/cycle bridge.

Fen Road Level Crossing – Q and A to follow shortly