View north west from the single platform
View south from the island platform
1.5 Access

1.5.1 Drawing number A_00_L_P015 has been submitted with this response. This drawing overlays the various transport mode patterns across the site and surrounding area and provides precedent images for typical roads, cycle ways and paths. The drawing also highlights the northern approach to the station and how through changes in surface treatments and the location of the cycle/pedestrian way in relation to the station building gable we believe that the speed of cycle traffic will be reduced significantly before entering the public square.

1.5.2 The car park has been designed in accordance with but not exclusive to: NR/L3/CIV/160 – The Design of Car-Parks for Railway Stations and Depots; BS:8300; Cambridgeshire Design Guide for streets and Public Realm. The design has received Approval in Principle status from Network Rail and has satisfied a Stage 1 Safety Audit.

1.5.3 Drawing number A_00_L_P04 has been submitted with this response and clearly shows the car parking layout at an appropriate scale. The drawing shows provision for motorcycles, 26 blue badge spaces in accordance with the NR standard and rest seating areas for those parking spaces greater than 50m from the entrance. Minimum dimensions for parking spaces and carriageways within the submitted car park design are as follows:

- Standard parking space – 2.4mx4.8m
- Blue badge parking space – 3.6mx6m
- Carriageway – 6m
- Radial pedestrian footpaths – 2m
- Pedestrian footpath to public square – 3.5m

1.5.4 Two building schematics have been included in this document on pages 38 and 39. The first diagram demonstrates how passengers can move through the building to the platforms, the location of seated waiting areas in relation to vertical circulation, entrances and public toilets. The second diagram highlights the relationship of serve and service areas for both the TOC staff and the station building plant room and the retail area and its enclosed external service yard.

1.5.5 The lift cars within the station building and those on the platform are 23 person lifts of equal size with internal dimensions of 1600mm x 2300mm. All lifts are of a through and through configuration. Diagrams demonstrating how the lift can accommodate various user groups can be found opposite.

1.5.6 Steel bicycle/wheeling channels are to be installed on the stairs to the bridges for access to and from the platforms in accordance with the Association of Train Operating Companies Cycle-Rail Toolkit: 2012. A non-slip material will be applied to the surface to enable the tyres to grip the ramp on the descent. The channel will be approximately 100mm wide and 50mm deep as per the guidelines set out in Local Transport Note 208 (Cycle Infrastructure Design). They will be carefully designed to ensure that cyclists can use the ramps without the handlebars, pedals or panniers colliding with the channels or handrails. This will not impact on the minimum width required by our pedestrian flow analysis which states a minimum width of 2.16m with future demand included.

1.5.7 Provision for non-standard cycle parking spaces has been incorporated into the design of the cycle parking to the north and south of the station building. It is currently proposed that cycle parking will be provided through Sheffield stands having taken cognisance of the Cambridge Cycling Campaign document Cycling in New Developments and will be in accordance with the Association of Train Operating Companies Cycle-Rail Toolkit: 2012. Please also refer to section 4.4.2 of the Transport Assessment and the Car and Cycle Park Management plan.

1.5.8 Public toilets have been designed in accordance with but not exclusive to BS 6465, BS 8300, Accessible Train Station Design COP and NRs Station Capacity Assessment Guidance and Part M of the Building Regulations Approved Documents, 2004 edition incorporating 2010 and 2013 amendments.

1.5.9 The toilet provision has been assessed against Table 5 of BS6465:Part 1. This is based on approx 3000 passenger journeys across one day and an assumed peak flow over 15mins of no greater than 1000 passengers (500 female, 500 male) which would require 2 female wcs, 1 male wc and 2 urinals. We have also designed the cubicule layouts in both the male and female toilets to provide an enlarged cubicle. Baby change provision is included in the accessible toilet. Drawing number A_L_00_P10 shows the toilet layout in the context of the concourse.

1.5.10 Staff toilets have been provided for the Train Operating Company staff in the form of an accessible wc/shower room accessed from the staff room to the North of the plan. The dimensions of this room are 3m x 2.2m.

1.5.11 Toilet provision has not been designed for the retail shell at this stage and as such is out with our remit. It is unknown who will occupy the lease or how they may want to use the space. Passive provision will be designed into the retail space.

1.5.12 It is rail industry standard practice to provide customer toilets within stations of this scale on the “paid” side of the gateline for security, supervision and maintenance reasons. The design as submitted in the planning application has received Approval in Principle status from Network Rail and has been reviewed by the current Train Operating Company (Greater Anglia). This is consistent with the provision of toilets in Cambridge Station. The new station interchange will be part of the national rail network and will fall within the authority of Network Rail. The new station and that part of the interchange within Chesterton Sidings is owned by Network Rail. As such all matters including but not limited to design and operation must be approved by Network Rail (and the proxy Train Operation Company in this case Greater Anglia) under the Governance for Railway Investment Projects (‘GRIP’) process, railway standards and regulations (see 1.3 of ES).

1.5.13 In the event of lift failure Passenger Assistance will be available which is consistent with the wider rail network. Details of the services available, including assistance to and from the platforms, can be found at the Association of Train Operating Companies website www.disability-onboard.co.uk.

1.5.14 The plan extract of the northern approach including the public toilet layout, schematics of the building floor plans and precedent images of the cycle channel and lift diagrams can be found on pages 38-41.

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Passenger access, waiting areas and toilets
Serve and service areas
Cycle channel in Southampton Parkway Station

Proposal typical lift car and shaft dimensions 1:50@A3
1:200 Plan extract. The original drawing A_L_00_P15 is included with this addendum.
1.6 Overlooking of south elevation / CCTV

1.6.1 Drawing number A_L_00_P14 (refer section 1.2) and the additional perspective views from the south “View north through the cycle parking to the station building” and “View north west from the single platform” (refer section 1.4, pages 34 and 35 respectively) demonstrate the open nature of the space and overlooking afforded to the southern elevation of the station building.

1.6.2 The building sections also clearly demonstrate the relationship of the glazing behind the perforated cladding and the corresponding external areas. (drawing numbers A_S_00_P10 and A_S_00_P11)

1.6.3 We have included a CCTV coverage schematic opposite of the same area which was prepared as a GRIP 3 deliverable and received approval in principle status from Network Rail. While the layout of the cycle parking is of an iteration prior to the planning application the basic principles of coverage still apply.