Cambridge Science Park Interchange

Non-Technical-Summary

Transport

Proposed Development
Cambridge Science Park Interchange (CSI) is a new station interchange facility proposed on the edge of Chesterton, approximately two miles northeast of Cambridge City Centre. CSI will be located on the Ely to Cambridge railway line and accessed off Cowley Road via Milton Road.

CSI will comprise the following:

- **Train Station:**
  - Station Building including passenger waiting facilities, toilets, ticket office, retail, amenity space, rail staff accommodation and ancillary facilities;
  - Two main line platforms and one terminating bay platform;
  - Pedestrian/cycle bridge linking station building and platforms over the main line (all with lift and staircase access); and
  - Operational times 05:30-01:00 daily.

- **Interchange Facility**
  - New pedestrian and cycle links to surrounding area including; Discovery Way, Pippin Drive, Ribston Way, Long Reach Road, through Bramblefields Local Nature Reserve and Nuffield Road Industrial Estate;
  - Approximately 1,000 space cycle parking;
  - Extension of the Cambridgeshire Guided Busway into the site;
  - Multi-modal interchange for cars, buses, trains, cyclists, pedestrians and heavy rail;
  - Car access from Cowley Road / Milton Road; and
  - 450 space car park.

Why is the station being built?

CSI will:

- Form an integral part of Cambridgeshire’s Spatial Strategy to help meet the needs of future growth in the economy by offering an essential sustainable travel option to local businesses and residents in addition to future residential and employment developments across Cambridge, and especially along the A14 corridor;
- Provide capacity relief for Cambridge Station and the surrounding City Centre roads;
- Remove cross-city traffic to Cambridge Station, thereby reducing congestion in Cambridge City Centre; and
- Allow for the sustainable growth of mixed use developments in the immediate area surrounding the station.
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Planning policy

The proposed development is in accordance with and will meet all the relevant principal objectives of the key transport policy documents. CSI is an integral part of Cambridgeshire’s Spatial Strategy, to help meet the needs of future growth.

In terms of planning policy the site will:

- Drive and support sustainable travel;
- Offer high quality urban design and a very good standard of amenity;
- Support a low carbon future;
- Be located on existing railway operational land which is “safeguarded for the development of a railway station and interchange facility” by the South Cambridgeshire District Council Local Development Framework;
- Provide cost effective improvements to the on-site pedestrian/cycle infrastructure to link with existing local infrastructure;
- Facilitate the already committed improvements to public transport accessibility;
- Give priority to increased passenger movement by sustainable travel;
- Bring about a significant change in travel behaviour to more sustainable modes;
- Promote sustainable land use development around the northern fringes of Cambridge;
- Improve the reliability of journey times by offering a second rail station in Cambridge;
- Limit the level of parking provision so as not to over provide;
- Remove the need to travel by private car and make sustainable travel a more viable alternative to the private car; and
- Facilitate the Cambridgeshire LTP requirement to help meet the vision of “Making sustainable modes of transport a viable and attractive alternative to the private car”.

How many people will use the station?

More than 3,000 passengers per day are anticipated to use CSI of which half are predicted to be abstracted from existing train stations, mainly Cambridge station. (Transport Assessment Table 10)

Of the 3,000 passengers 75% are predicted to access and egress the station by sustainable travel modes (walk/cycle/public transport).

There values were derived using Cambridge Sub-Regional Transport Model, Postcode Data of users of nearby stations, and National Rail Travel Surveys.

The Car Park size of 450 spaces has been calculated using CSRM and comparisons with Car Parking at Cambridge Rail Station and other local stations.

Traffic Flows from 2011, 2016 with and without CSI and 2026 with and without CSI, as well as diagrams showing the increase and decrease in traffic across Cambridge as a result of the new station can be seen in Appendix G of the Transport Assessment. These are based on a Car Park Size of 600 so therefore represent a worst case assessment of the situation.

What is the traffic impact?

CSI is anticipated to have minimal impact on the surrounding transport networks for the following reasons:
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- CSI will promote sustainable modes of travel by its very nature of being a rail station and interchange. Significant investment will be made in linking the station to the existing walking and cycling networks promoting access and egress by sustainable modes, for example:
  - A considerable number (60% of total passengers) of non-vehicular access trips (i.e. walking and cycling) are anticipated to be generated by CSI;
  - A considerable number (75% of total passengers) of trips generated by CSI are anticipated to be by sustainable travel modes (i.e. walking, cycling and bus);
- Provision of a significant amount of cycle parking storage to accommodate the above;
- Direct link with the Cambridgeshire Guided Busway;
- Discourage existing rail users from travelling into the centre of Cambridge by car by offering an attractive alternative option accessible by guided bus services as well as walking and cycling; and
- The station car park size has been optimised to encourage sustainable travel whilst taking care not to under-provide and lead to on-street parking in the locality.

As a result, there will be minimal increase in traffic flow on the local network compared to existing traffic levels and expected future background growth in traffic. There will be minimal residual impact on highway capacity as a result.

The Cowley Road/Milton Road junction is predicted to be able to accommodate the increase in pedestrians and cycles using it to cross, in order to access Cambridge Science Park. The impact of the increased crossing volumes on traffic flow on Milton Road is likely to be minimal due to CSI reducing the volume of vehicles travelling between the two Cowley Road Junctions (southbound) and the busway link offering a more attractive and direct link to Cambridge Science Park.

Taking into account the likely increase in traffic levels anticipated in the Cambridge sub-region, CSI will have a beneficial impact on the wider transport network with some smaller detrimental impacts locally. Changes in flow in the areas around CSI are shown in the images below.
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2026 – Vehicles coming to Station

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2026 – Difference in Flows (with station – without station)
Proposed mitigation

The following mitigation measures are proposed to limit the transport impact generated by CSI and improve accessibility to the site:

- Revised lane designation at the northern Cowley Road junction;
- Provision of (above standard) pedestrian / cycle links to the local surrounding area;
- TROs introduced along the entire length of Cowley Road to prevent on street parking;
- High quality signage to the site will be provided for all travel modes; and
- A Station Travel Plan for users at the site to monitor parking, mode share and other travel trends, as well as to encourage use of sustainable modes.

Following the implementation of the above measures, in addition to the committed extension of the Guided Busway to the station building, the residual impact of CSI will be beneficial in transport terms.
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Summary

CSI will:

- Provide a transport interchange facility that will drive and support sustainable travel with the provision of high quality design and a very good standard of amenity;
- Facilitate the Cambridgeshire LTP requirement to help meet the vision of “Making sustainable modes of transport a viable and attractive alternative to the private car”;
- Form an integral part of Cambridgeshire’s Spatial Strategy to help meet the needs of future growth in the economy by offering an essential sustainable travel option to local businesses and residents in addition to future residential and employment developments across Cambridge, especially along the A14 corridor;
- Allow for the sustainable growth of mixed use developments in the immediate area surrounding the station;
- Improve the reliability of journey times by offering a second rail station in Cambridge;
- Remove the need to travel by private car and make sustainable travel a more viable alternative to the private car;
- Generate minimal increase in traffic flow on the local network compared with existing traffic levels and expected future background traffic growth; and
- Provide capacity relief for Cambridge Station and the surrounding City Centre roads by removing cross-city traffic to Cambridge Station.

Following the introduction of the following mitigation measures CSI will generate minimal residual impact on the local transport network:

- Revised lane designation at the northern Cowley Road junction;
- Provision of a high standard of pedestrian / cycle links to the local surrounding area;
- TROs introduced along the entire length of Cowley Road to prevent on-street parking; and
- Provision of high quality signage to the site for all travel modes.