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1. Introduction

This Statement of Community Involvement (SCI) summarizes the pre-planning application consultation activity undertaken by Cambridgeshire County Council for its development proposals for a new railway station and interchange on land at Chesterton Sidings. The SCI is part of a suite of documents submitted as part of the planning application for the scheme.

The consultation focused on Cambridgeshire County Council’s proposed new railway station in the north of Cambridge, which will provide links to transport routes for cyclists, pedestrians, and bus users. The station will be built in the area of Chesterton Sidings, close to the Science Park, St John’s Innovation Centre and the Cambridge Business Park. A Site Plan is shown in Figure 1. A sketch of how the scheme is proposed to look is shown in Figure 2.

In line with best practice, its wish to better understand the views of local residents, and to meet the requirements of the Localism Act and South Cambridgeshire’s Statement of Community Involvement, Cambridgeshire County Council organised a pre-application public consultation programme.
2. Consultation Strategy

A carefully thought out masterplan has been developed for the site. The County Council’s Community Engagement team worked to ensure that consultations took place with identified stakeholders, and that the outcomes of those consultations were recorded. The aim was to identify the key sensitivities and drivers of the various stakeholders and allow the Project Team to address, and where appropriate and/or possible, incorporate the aspirations/requirements of the various consultees and others.

The objectives were to:

• Promote the opportunities of the station to the community and key stakeholders, and involve them at every stage.

• To create opportunities for open two-way dialogue and engagement with stakeholders and the community and ensure that the feedback received has informed the decision-making process.

• Keep the community, media, partners and other key stakeholders informed of development throughout the project.

• Continue to grow support for the scheme.

Figure 2 – Sketch of proposed scheme
3. Consultation Methodology

Consultation has been carried with relevant officers at South Cambridgeshire District Council (SCDC), Cambridge City Council (CCiC) and Cambridgeshire County Council (CCoC). A series of Planning, Urban Design and Architecture forums were held (on the 23rd August 2012, 26th September 2012 and 24th January 2013) to explain the justification behind the site layout e.g. why the station building is located in the position it is, Cowley Road and Cambridgeshire Guided Busway extensions in to the site, ensuring flexibility within the scheme for masterplanning of the wider area. Subsequent meetings then debated architectural treatments, the public domain areas etc. An accompanied site visit was organised in January.

Consultation with the local community included public exhibitions on the 14th, 15th, 19th and 22nd and 27th November. Other events included attendance at Milton Parish Council meeting on the 5th November, attendance at Old Chesterton Residents Association meeting on the 8th November, a walkabout and leaflet distribution on Fen Road traveller site, and attendance at the North Area Committee.

The consultation was publicized through the County Council’s web site and articles in the Cambridge Evening News.

The exhibition consisted of display boards (see Appendix 6) which explained why a new station is needed, desired objectives to achieve, a list of new facilities proposed and detailed plans and models of the emerging proposal. In addition, representatives from the County Council and Carter Jonas were also present to answer queries from residents.

Feedback forms were made available to all attendees of the exhibitions, which included a freepost address for the return of the forms. The form asked residents for their views on their overall level of support for the proposals as well as whether they would use this station rather than the main Cambridge station, and their thought on design and access. The form also allowed residents to include additional comments. In addition the consultation was supported by a project website on the County Council’s website, www.cambridgeshire.gov.uk. The site provided information about the plans, timeframe, funding and included an online feedback form.
3. Consultation Methodology

Public consultations

<table>
<thead>
<tr>
<th>Venue</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Shirley Centre, 14 Nov, 4:30 – 7:30pm</td>
<td>unknown</td>
</tr>
<tr>
<td>Innovation Centre, 15 Nov, 12 – 2pm</td>
<td>107</td>
</tr>
<tr>
<td>, 19 Nov, 4:30 – 7:30pm</td>
<td>unknown</td>
</tr>
<tr>
<td>Innovation Centre, 21 Nov, 12am</td>
<td>62</td>
</tr>
<tr>
<td>, 22 Nov, 12 – 2pm</td>
<td>125</td>
</tr>
<tr>
<td>Discovery Way, 27 Nov, 11-12am</td>
<td>unknown</td>
</tr>
</tbody>
</table>

Other consultation events;

- Attendance at Milton Parish Council meeting – 05 November 2012
- Attendance at Old Chesterton Residents Association meeting – 08 November 2012
- Walkabout and leaflet distribution on Fen Road traveller site
- Attendance at the North Area Committee
3. Consultation Methodology

Communications activity

- Pop-up displays at Trumpington, Madingley Road, Milton, and Longstanton Park & Ride sites.
- Leaflets sent to 2500 local residents.
- Emails and letters to key stakeholders (please find stakeholder list attached) many of whom advertised the events on their own websites, e.g.;
  - http://www.hisimp.net/opus2563.html
  - http://miltonandbeaches.mycouncillor.org.uk/2012/10/31/give-your-views-on-cambridge-science-park-station/

- Promotion at the venues including posters displayed at the Primary schools, and posters and leaflets displayed and given out at all businesses on the Business Parks (Science Park, St John's and Business Park). Some venues also displayed on their websites, e.g.: http://www.cambridgesciencepark.co.uk/upcoming-events/cambridge-science-park-railway-station-consultation/
- Posters and leaflets were sent to local train stations to display, including Cambridge, Ely and Waterbeach,
- Posters and leaflets were also sent to doctors, pharmacies and health centres in the local area to display
- Press release – created 5 articles in Cambs Evening News (see Appendix 1).
- Promotion through CCC website (Appendix 2), Travel for Work newsletter, Twitter, and Facebook.

The last two events were organised later as the Business Park only hosted one and the Discovery Way Exhibition was suggested by the Local Councillor Ian Manning. These were promoted in the immediate vicinity, by poster and email to the Business Park businesses and by letter drop to the residents of Discovery Way and the surrounding area. The first 4 events were all promoted as above.
4. Survey Results

Number of survey responses - 1257

Question 1: Do you support Cambridgeshire County Council’s proposal to build a new railway station at Chesterton Sidings in principle?
Question 2: If no, why is this?
Question 3: If maybe, what would encourage you to support the scheme outright?
Q.4 What would be your primary use of the railway station?

<table>
<thead>
<tr>
<th>Use</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>As a local resident going elsewhere</td>
<td>902</td>
<td>71.70%</td>
</tr>
<tr>
<td>As a commuter coming into Cambridge</td>
<td>247</td>
<td>19.63%</td>
</tr>
<tr>
<td>I would not use it</td>
<td>86</td>
<td>6.84%</td>
</tr>
<tr>
<td>Blank</td>
<td>23</td>
<td>1.83%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1258</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

Q.4a responses to Q.5 (resident)

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes - and this station would reduce my use of the car</td>
<td>203</td>
<td>22.51%</td>
</tr>
<tr>
<td>Yes - but this station would not affect my car use</td>
<td>206</td>
<td>22.84%</td>
</tr>
<tr>
<td>No</td>
<td>487</td>
<td>53.99%</td>
</tr>
<tr>
<td>Blank</td>
<td>6</td>
<td>0.67%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>902</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

Q.4b responses to Q.5 (commuter)

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes - and this station would reduce my use of the car</td>
<td>166</td>
<td>67.21%</td>
</tr>
<tr>
<td>Yes - but this station would not affect my car use</td>
<td>21</td>
<td>8.50%</td>
</tr>
<tr>
<td>No</td>
<td>59</td>
<td>23.89%</td>
</tr>
<tr>
<td>Blank</td>
<td>1</td>
<td>0.40%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>247</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>

Q.4c responses to Q.5 (wouldn't use it)

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes - and this station would reduce my use of the car</td>
<td>3</td>
<td>3.49%</td>
</tr>
<tr>
<td>Yes - but this station would not affect my car use</td>
<td>36</td>
<td>41.86%</td>
</tr>
<tr>
<td>No</td>
<td>45</td>
<td>52.33%</td>
</tr>
<tr>
<td>Blank</td>
<td>2</td>
<td>2.33%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>86</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>
Q.5: Do you currently use the car to travel into the north Cambridge area?

- Yes - and this station would reduce my use of the car (21%)
- Yes - but this station would not affect my car use (47%)
- No (30%)
- Blank (2%)
Q.6: If you currently use the main Cambridge railway station, would you use this in place of the existing station?
Q.7 Station Design – Top Priorities

Cambridge Science Park Interchange
On behalf of Cambridgeshire County Council
March 2013
Q.8 Looking at the facilities proposed for the station, is there anything else that you would like to see included?

<table>
<thead>
<tr>
<th>Facility</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access road from A13</td>
<td>4</td>
<td>0.74%</td>
</tr>
<tr>
<td>Access to station</td>
<td>108</td>
<td>20.00%</td>
</tr>
<tr>
<td>Accessability</td>
<td>15</td>
<td>2.78%</td>
</tr>
<tr>
<td>Another train platform</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Bikes on trains</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Bramblefields Nature Reserve</td>
<td>3</td>
<td>0.56%</td>
</tr>
<tr>
<td>Bus station</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Cambridge Cycle Campaign</td>
<td>4</td>
<td>0.74%</td>
</tr>
<tr>
<td>Car park</td>
<td>20</td>
<td>3.70%</td>
</tr>
<tr>
<td>Cash machine</td>
<td>3</td>
<td>0.56%</td>
</tr>
<tr>
<td>CCTV in cycle parking</td>
<td>2</td>
<td>0.37%</td>
</tr>
<tr>
<td>Children's play area</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Chisholm trail</td>
<td>2</td>
<td>0.37%</td>
</tr>
<tr>
<td>Closing Fen Road level crossing</td>
<td>10</td>
<td>1.85%</td>
</tr>
<tr>
<td>Covered platforms</td>
<td>4</td>
<td>0.74%</td>
</tr>
<tr>
<td>Covered waiting area</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Cycle repair shop</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Cycle parking</td>
<td>50</td>
<td>9.26%</td>
</tr>
<tr>
<td>Disabled parking</td>
<td>1</td>
<td>0.19%</td>
</tr>
</tbody>
</table>

Cambridge Science Park Interchange
On behalf of Cambridgeshire County Council
March 2013

15
<table>
<thead>
<tr>
<th>Feature</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No smoking area</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Open up green space</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Opening and closing times of station</td>
<td>2</td>
<td>0.37%</td>
</tr>
<tr>
<td>Oyster card</td>
<td>3</td>
<td>0.56%</td>
</tr>
<tr>
<td>Park and ride at the station</td>
<td>4</td>
<td>0.74%</td>
</tr>
<tr>
<td>Parking restrictions in the surrounding area</td>
<td>5</td>
<td>0.93%</td>
</tr>
<tr>
<td>Pedestrian / cycle bridge</td>
<td>16</td>
<td>2.96%</td>
</tr>
<tr>
<td>Pension days out</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Platform for 12 carriage London trains</td>
<td>2</td>
<td>0.37%</td>
</tr>
<tr>
<td>Prevent congestion</td>
<td>26</td>
<td>4.81%</td>
</tr>
<tr>
<td>Ramped bridge</td>
<td>2</td>
<td>0.37%</td>
</tr>
<tr>
<td>Real-time live train information</td>
<td>3</td>
<td>0.56%</td>
</tr>
<tr>
<td>Recycling waste bins</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Reduce light pollution</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Reduce noise pollution</td>
<td>5</td>
<td>0.93%</td>
</tr>
<tr>
<td>Resident parking</td>
<td>7</td>
<td>1.30%</td>
</tr>
<tr>
<td>Road upgrades in North Cambridge</td>
<td>2</td>
<td>0.37%</td>
</tr>
<tr>
<td>Security</td>
<td>5</td>
<td>0.93%</td>
</tr>
<tr>
<td>Sewage</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Shops</td>
<td>62</td>
<td>11.48%</td>
</tr>
<tr>
<td>Shuttle bus</td>
<td>15</td>
<td>2.78%</td>
</tr>
<tr>
<td>Tandem cycle racks</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Ticket machines</td>
<td>10</td>
<td>1.85%</td>
</tr>
<tr>
<td>Taxi ranks</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Ticket prices</td>
<td>2</td>
<td>0.37%</td>
</tr>
<tr>
<td>Toilets</td>
<td>31</td>
<td>5.74%</td>
</tr>
<tr>
<td>Tourist information</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Transport network in rural areas</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Twitter account</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>User change</td>
<td>1</td>
<td>0.19%</td>
</tr>
<tr>
<td>Waiting rooms</td>
<td>2</td>
<td>0.37%</td>
</tr>
<tr>
<td>Wifi</td>
<td>8</td>
<td>1.48%</td>
</tr>
<tr>
<td>Total</td>
<td>540</td>
<td>100.00%</td>
</tr>
</tbody>
</table>
**Q.9 Access routes into the new railway station…**

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>From the north via Cowley Road (for all transport modes)</td>
<td>453</td>
<td>36.01%</td>
</tr>
<tr>
<td>From the west via the Busway (for pedestrians, cycles and buses only)</td>
<td>325</td>
<td>25.83%</td>
</tr>
<tr>
<td>From the south via new access routes (for pedestrians and cycles only)</td>
<td>411</td>
<td>32.67%</td>
</tr>
<tr>
<td>Blank</td>
<td>69</td>
<td>5.48%</td>
</tr>
<tr>
<td>Total</td>
<td>1258</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

**Q.9a responses to Q.10 (from the north)**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>On foot</td>
<td>126</td>
<td>27.81%</td>
</tr>
<tr>
<td>By train</td>
<td>22</td>
<td>4.86%</td>
</tr>
<tr>
<td>By cycle</td>
<td>117</td>
<td>25.83%</td>
</tr>
<tr>
<td>Dropped off by car</td>
<td>43</td>
<td>9.49%</td>
</tr>
<tr>
<td>By bus</td>
<td>26</td>
<td>5.74%</td>
</tr>
<tr>
<td>Drive &amp; park</td>
<td>103</td>
<td>22.74%</td>
</tr>
<tr>
<td>By taxi</td>
<td>11</td>
<td>2.43%</td>
</tr>
<tr>
<td>Blank</td>
<td>5</td>
<td>1.10%</td>
</tr>
<tr>
<td>Total</td>
<td>453</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

**Q.9b responses to Q.10 (from the west)**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>On foot</td>
<td>85</td>
<td>26.15%</td>
</tr>
<tr>
<td>By train</td>
<td>18</td>
<td>5.54%</td>
</tr>
<tr>
<td>By cycle</td>
<td>139</td>
<td>42.77%</td>
</tr>
<tr>
<td>Dropped off by car</td>
<td>6</td>
<td>1.85%</td>
</tr>
<tr>
<td>By bus</td>
<td>70</td>
<td>21.54%</td>
</tr>
<tr>
<td>Drive &amp; park</td>
<td>5</td>
<td>1.54%</td>
</tr>
<tr>
<td>By taxi</td>
<td>2</td>
<td>0.62%</td>
</tr>
<tr>
<td>Blank</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Total</td>
<td>325</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

**Q.9c responses to Q.10 (from the south)**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>On foot</td>
<td>154</td>
<td>37.47%</td>
</tr>
<tr>
<td>By train</td>
<td>6</td>
<td>1.46%</td>
</tr>
<tr>
<td>By cycle</td>
<td>231</td>
<td>56.20%</td>
</tr>
<tr>
<td>Dropped off by car</td>
<td>1</td>
<td>0.24%</td>
</tr>
<tr>
<td>By bus</td>
<td>8</td>
<td>1.95%</td>
</tr>
<tr>
<td>Drive &amp; park</td>
<td>9</td>
<td>2.19%</td>
</tr>
<tr>
<td>By taxi</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>Blank</td>
<td>2</td>
<td>0.49%</td>
</tr>
<tr>
<td>Total</td>
<td>411</td>
<td>100.00%</td>
</tr>
</tbody>
</table>
Q.10 Which one mode of transport would you use most often to access the new station?
Q.11 Further comments – Top ten

<table>
<thead>
<tr>
<th>Comments</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approval</td>
<td>180</td>
</tr>
<tr>
<td>Links to the new station</td>
<td>160</td>
</tr>
<tr>
<td>Resident parking</td>
<td>140</td>
</tr>
<tr>
<td>Frequency of trains</td>
<td>120</td>
</tr>
<tr>
<td>Congestion</td>
<td>100</td>
</tr>
<tr>
<td>Close the level crossing</td>
<td>80</td>
</tr>
<tr>
<td>Reduce scheme times</td>
<td>60</td>
</tr>
<tr>
<td>Cycle parking</td>
<td>40</td>
</tr>
<tr>
<td>Car parking</td>
<td>20</td>
</tr>
<tr>
<td>No noise pollution</td>
<td>0</td>
</tr>
</tbody>
</table>

Cambridge Science Park Interchange
On behalf of Cambridgeshire County Council
March 2013
5. Summary of Consultation

The Cabinet report dated 29th January 2013 stated how the overwhelming response to the scheme had been positive, with 90% support for the project from a total number of responses of nearly 1,300. There were however concerns about specific issues related to the scheme including the possibility of station users parking in the surrounding residential area, the potential impact of increased access on Bramblefields Local Nature Reserve, and connectivity into and through the site. Appendix 5 contains the responses to frequently asked questions by topic which have been published on the County Council’s consultation area of their website.

The main changes made to the scheme as a result of the consultation activities are the relocation of some of the cycle parking towards the north of the site to cater for cyclists arriving down Cowley Road, and some changes to try and provide some additional room for screening close to residential property (if required). Issues relating to the Bramblefields, and whether residents parking will be required in this area, do not affect the design of the scheme.
APPENDIX 1

Press Articles
Cambridge Science Park Interchange
On behalf of Cambridgeshire County Council
March 2013
Cambridge Science Park Interchange
On behalf of Cambridgeshire County Council
March 2013

23
Cambridge Science Park Interchange
On behalf of Cambridgeshire County Council
March 2013

The station will be operational for rail services and will certainly be using it.

The main building will sit on a landscaped public square, and the designs also include an entrance to the guided busway, 1,300 bike parking spaces and 450 car bays.

Cambridgeshire County Council intends to borrow the cost of the station construction, and then repays the money through operator ticket sales.

The authority’s cabinet is set to agree to seek planning permission when it meets on Tuesday, January 29.

Members will then hold a public consultation, which attracted 1,200 responses, and 90 per cent supported the project.

On site, the cabinet member for growth and planning, said: I am excited to say that the planning application for the new Cambridge Science Park railway station will be submitted shortly.

November’s very successful consultation showed that people are really behind the proposals, with almost 90 per cent of those who responded saying they were in favour of the station being built.

We have also worked closely with cycling provider, disability groups, local businesses and organisations, as well as our partners and local district councils on the plans, and it is fantastic to see the work start to pay off.

As a result of the consultation, some of the bike parking has been released to the north site. To cater for cyclists arriving down County Road, and room has been left to allow for screening close to homes, if required.

Concerns about parking on nearby residential streets, and possible use of nearby Cambridge backwater reserve as cycle and pedestrian link, will also have to be addressed.

Cabinet members are also asked to approve the use of compulsory purchase powers, if required, to secure some sections of land needed for the station and the Chilton Trail cycleway.

Carole Clifton, chief executive of construction group, Cambridge Past Present and Future, said: “Officials a two rail station at合词=County is excellent and will give the local economy a huge boost. This needs to be in place.”

However, we do think that the plan for the station needs to be considered in the wider context of the site on which it will be built. This is one of the most important developments sites in Cambridge and we hope only one opportunity to get it right.”

Designs for £26m station are revealed
Written by Chris Lasdun and Raymond Gourley

The first designs for a second railway station in Cambridge have been revealed as the project approaches another key milestone.

Preliminary scheme for the £26 million Cambridge Science Park station, which is planned to open at Chesterton Siding in 2013, shows a two and three-storey station building linked by a footbridge and site at these platforms.

Kate Apple, 47, who live near the new station, welcomed the plans and hopes it may help ease the burden on the future Fenny Ford pub in Water Street from being turned into bars.

The St Andrew Road resident said: “The new station is a very positive thing and will bring some vibrancy to the area and it may change the mind of planners about putting the Fenny Ford pub there and to use it as a community facility.”

Today’s Features
FOOD FOCUS
Vegetables get Michelin-starred makeover by Mark Poyton

WINE MATCH WITH MARK ASSTED
Chocolate and wine

BOOKS
Wordless: Hidden Gems

Cambridge News
APPENDIX 2

Web Pages
Cambridge Science Park Interchange
On behalf of Cambridgeshire County Council
March 2013
APPENDIX 3

Information Leaflet
Cambridge Science Park Railway Station

Cambridgeshire County Council is proposing a new railway station in the north of Cambridge, which will provide links to transport routes for cyclists, pedestrians, and bus users. The station will be built in the area of Chesterton Sidings, close to the Science Park, St John's Innovation Centre and the Cambridge Business Park.

The railway station will provide a huge boost for the local economy, and will kick start development and the creation of jobs by improving accessibility and journey times.

Have your say
We want to know if you would support the building of the new railway station and how you might use it. Your answers will help us to improve our plans and shape the scheme.

Please complete the questionnaire in this leaflet and let us know any further comments you might have by Friday 30th November 2012.

Aerial view of the site of the new station and surrounding areas

www.cambridgeshire.gov.uk/scienceparkstation

Why is a new station needed?

The new railway station will provide access to the rail network from the north Cambridge area without needing to travel through the city centre, and include connection facilities for public transport, such as the Busway. Planned links to the Busway will also make the station accessible for those living in Huntingdon, St Ives, Stretham and Histon, as well as providing a rapid link for the new Northstowe development. It will give people an opportunity to take the train to the north Cambridge area and avoid driving along the congested A14 and A10.

The station will provide a much-needed link to one of Cambridge’s main business areas, including the Science Park, St John’s Innovation Centre and the Cambridge Business Park. This will make the north Cambridge area an even more attractive place for businesses to grow and locate, helping to boost the local economy.

Scheme Objectives - What do we want to achieve?

- Provide for economic growth by improving the accessibility to the Science, Business and Innovation parks by rail.
- Increase greener travel to help cater for growth in housing and business developments in the area.
- Reduce and manage congestion in north Cambridge, on the A14, the M11 motorway and on the A10 north of Cambridge, by transfer of road trips to rail, bus and bicycle.
- Help to manage congestion in Cambridge city centre by reducing the number of vehicles accessing the main Cambridge Station.
- Improve air quality through a reduction in traffic congestion.
- Improve accessibility to jobs, education, healthcare, etc.

Which trains will stop at the new station?

The new station will be on the main line between Cambridge and Ely. It will be served by direct trains running to London Kings Cross, Liverpool Street, Norwich and King’s Lynn, as well as connecting into the national rail network. Trains may also be available to Stansted Airport and Birmingham.

Funding

To fund this project Cambridgeshire County Council has decided to borrow to invest the money. The train companies will then repay the Council through their contracts to run the trains.

Detailed analysis by the Council has shown that the income from the extra passengers using the railway station will comfortably exceed the costs of building the station. The Council will then be able to recover the money invested and in the meantime residents of Cambridge will benefit from the economic growth.
The illustrative plans show some early options of how the station and interchange could look.

We are drawing up early plans by working with local groups and interested parties and want to know your comments to make sure we get this right.

Facilities

The new Cambridge Science Park Railway Station interchange will consist of:
- Two mainline platforms for stopping rail services,
- One bay platform for terminating and starting rail services,
- Station building with accessible, cycle-friendly footbridges to the platforms,
- Covered platform waiting areas with modern communications and security equipment,
- Public transport interchange with busway and on-road buses, passenger information and high-quality bus shelters,
- 450 space car park including disabled and short stay,
- Extensive cycle parking,
- Busway extension from Milton Road and vehicle access via Cowley Road,
- Dedicated taxi and drop off area.

Possible timeline of key events

Before any construction work can begin the scheme is subject to the full planning applications and orders process. Network Rail is likely to be able to use their permitted development rights for the necessary railway works. A planning application will be required for the other items such as the station building, parking areas and access routes.

The timescales given below are indicative and may be subject to change.

Public consultation: November 2012
Franchise negotiations with Department for Transport: early 2013
Planning Application submitted: Spring 2013
Outline design: Autumn 2012 to Summer 2013
Planning Application determination: Summer 2013
Detailed design: Autumn 2013 to Spring 2014
Earliest possible time for start of construction: Summer 2014
Earliest possible time for scheme opening: Winter 2015

Finding out more

Visit an exhibition — view plans and ask us your questions. Your answers will help us to improve our plans and shape the final scheme.

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Where</th>
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<tbody>
<tr>
<td>Wednesday 14th November 2012</td>
<td>4.30 – 7.30pm</td>
<td>The Stanley Centre, Nutfield Road, Cambridge CB4 1TF</td>
</tr>
<tr>
<td>Thursday 15th November 2012</td>
<td>12noon – 2pm</td>
<td>1st floor atrium, St John’s Innovation Centre, Cowley Rd, Cambridge CB4 0WS</td>
</tr>
<tr>
<td>Monday 19th November 2012</td>
<td>4.30 – 7.30pm</td>
<td>Milton Primary School, Humphries Way, Milton CB24 4DL</td>
</tr>
<tr>
<td>Wednesday 21st November 2012</td>
<td>12noon – 2pm</td>
<td>Boardroom, Innovation Centre, Unit 23, Cambridge Science Park, Milton Road, Cambridge CB4 0FZ</td>
</tr>
</tbody>
</table>

Contact

If you have any queries or need further information, visit www.cambridgeshire.gov.uk/scienceparkstation

You can also contact us by email transport.delivery@cambridgeshire.gov.uk or phone 01223 699906.

If you would like this text on audiotape, in Braille, large print or another language please contact us.
APPENDIX 4

Local Residents Questionnaire
Cambridge Science Park Interchange Interchange
On behalf of Cambridgeshire County Council
March 2013

Possible timeline of key events

Before any construction work can begin the scheme is subject to the full planning applications and orders process. Network Rail is likely to be able to use their permitted development rights for the necessary railway works. A planning application will be required for the other work such as the station building, platform areas and access routes.

The timetable given below is indicative and may be subject to change.

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Finding out more
Visit the website – views plans and ask any questions. Your answers will help us to improve our plans and share the final scheme.

Contact
If you have any queries or need further information, visit www.cambridgeshire.gov.uk/scienceparkstation
You can also contact us by email transport.delivery@cambridgeshire.gov.uk or phone 01223 699666.

If you would like this text to be readable in Braille, large print or another language please contact us.
Why is a new station needed?

The new railway station will provide access to the rail network from the north Cambridge area without needing to travel through the city centre, and include connection facilities for public transport, such as the park and ride. Planned links to the park and ride will also make the station accessible for those living in Harston, Witchford, Sawston and Whittlesford, as well as providing a direct link for the new Northstow development.

The station will provide a much-needed link to one of Cambridge’s main business areas, including the Science Park, St John’s Innovation Centre and the Cambridge Business Park. This will make the north Cambridge area an even more attractive place for businesses to grow and locate, helping to boost the local economy.

Scheme Objectives – What do we want to achieve?

- Provide for economic growth by improving the accessibility to the Science, Business and Innovation parks by rail.
- Increase greater travel to help foster growth in housing and business developments in the area.
- Reduce and manage congestion in north Cambridge, on the A14, the M11 motorway and on the A10 north of Cambridge, through the use of road trips to rail, bus and bicycle.
- Help to manage congestion in Cambridge city centre by reducing the number of vehicles accessing the main Cambridge Station.
- Improve air quality through a reduction in traffic congestion.
- Improve accessibility to jobs, education, healthcare, etc.

Which trains will stop at the new station?

The new station will be on the main line between Cambridge and Ely. It will be served by direct trains running to London Kings Cross, Liverpool Street, Norwich and King’s Lynn, as well as connecting into the national rail network. Trains may also be available to Stansted Airport and Birmingham.

Funding

To fund this project, Cambridgeshire County Council has decided to borrow to invest the money. The train companies will then recover the Council through their contracts to run the trains.

Consultation analysis by the Council has shown that the income from the extra passengers using the railway station will currently exceed the costs of building the station. The Council will then be able to recover the money invested and the residents of Cambridgeshire will benefit from the economic growth.

The illustrative plans show some of the options of how the station and interchange could look.

We are drawing up plans to build the station and interchange.

We would like to know if you would support the building of the new railway station and how you might use it. Please complete the questionnaire below and return it to us before 30th November 2012.

You can also complete this online at www.cambridgeshire.gov.uk/scienceparkstation

If you would like to be kept updated with the progress of the project, please provide us with your contact details. These details will not be used for any other purpose and stored in accordance with the Data Protection Act.

Email address: [Please provide email address]

Postal address: [Please provide postal address]

What is your home postcode?

This is important to us because it will allow us to separate our letters by individual postcodes. We will not use your data in any way...

1. Do you support Cambridgeshire County Council’s proposal to build a new railway station at Chisworth Sidings in principle?
   □ Yes □ No □ Maybe

2. If no, why is this?

3. If maybe, what would encourage you to support the scheme outright?

Rail Station Use

4. What would be your primary reason for using the railway station?
   □ As a local resident going shopping
   □ As a commuter coming from Cambridge
   □ I would not use it

5. Do you currently use the car to travel into the north Cambridge area?
   □ Yes – and this station would reduce my use of the car
   □ No – but this station would not affect my car use

6. If you currently use the main Cambridge railway station, would you use this new one in place of the existing station?
   □ Yes □ No □ Maybe □ Not applicable

Please turn over
APPENDIX 5

Responses to frequently asked questions
**Car parking**

Access to the proposed station by bus, bike and walking will be encouraged and we will provide high quality routes. The station is close to residential and business areas offering short travel times for pedestrians and cyclists.

**Will there be a car park?**
There will be a 450 space car park, which will be owned by Network Rail and managed by the train operator.

**Are there enough car parking spaces?**
We think so, but there is room to expand at a later stage, if necessary.

**How much will car parking cost?**
In accordance with existing practice on the rail network the train operating company will set the car parking charge.

**What are you going to do about on-street parking in the area?**
We are aware that there are concerns about on-street parking and will monitor parking in the area before and after the opening of the new station. If there are problems from on-street parking, we can then develop measures to control parking. This would be subject to the usual processes including public consultation.

**If you had to put in a resident parking permit scheme, how would this work and what would it cost a resident?**
We would only put in a residents’ parking scheme after consultation with affected residents. The cost of introducing the scheme would be paid for from the project contingencies. The hours of operation would also need to be decided in consultation with residents. There are different hours in different areas of the city. Residents who don’t have off street parking would have to buy permits. Visitor permits would also be available.
Cycling

How much cycle parking will there be?
1000 spaces.

Is this enough?
We think so, but there is room to expand at a later stage, if necessary.

Can I take my bike on a train?
Most bikes are allowed on most trains. Some restrictions apply during peak times and sometimes reservations are required. Please check with your train operator before travelling.

Will the lifts at the station be bike-friendly?
Yes, they will be big enough for bikes and will have 2 doors.

Will the stairs at the station have a proper bike ramp?
Yes. We are working closely with the county’s cycling team to ensure the station is bike friendly.

Will there be a cycle bridge over the River Cam to east Cambridge?
This is being brought forward as a separate project, which is currently at the feasibility stage. The aim is to have this ready for the station opening but it will depend on funding and planning.

Will there be a cycle lane along Cowley Road?
This is currently being discussed with the City Council who owns the land required for adding cycle lane
Traffic Impact

The new station interchange is anticipated to have minimal impact upon the surrounding road network. By its very nature it will provide for sustainable travel and act as an interchange between train, bus, bike and walking. Significant investment will be made to linking the station to the existing cycling and walking network.

We predict 60% of the passengers will arrive at the station by train or on foot.

We expect 15% of passengers to get to the station by bus

The new station will provide an alternative to the main Cambridge station and we expect fewer cars from the north Cambridge area to drive to Cambridge station.

We also expect some passengers who currently drive to Cambridge station to use other modes, such as the Busway, bike or walking to reach the new station.

As a result there will be some minimal increase in traffic flow on Milton Road and the local network compared to the existing levels and the expected future growth. However, a revised lane designation at the northern Cowley Road junction will help to alleviate this minor impact.

Some areas will also benefit from reduced traffic levels, for example around the existing station.
Nuffield Road

Pedestrian and cycle access
Pedestrian and cycle access is proposed from Nuffield Road to the Busway maintenance track via a new lit and surfaced path, about 4 metres wide, and separate to the existing allotment access. All access routes are designed to be as safe and secure as possible.

Nuffield Road Allotments
The project will not directly impact on the Nuffield Road Allotments nor will any part of it be included in the station development.

Fen Road

Access from Fen Road south of the level crossing
There will be pedestrian and cycle access from the south via Moss Bank on a new surfaced and lit path, about 4 metres wide. All access routes are designed to be as safe and secure as possible.

Access from Fen Road north of the level crossing
There are no proposals for pedestrian or cycle access to the station from the land to the east of the existing railway line (north of the level crossing). Any such access would require additional land outside that of Network Rail’s ownership to be identified and purchased. A second station building and access would be required to house ticket machines and barriers. This would add very significant repayment cost to the rail industry with no discernible benefit to it or the public in return.

While the creation of an additional access to the station from the east of the mainline would provide access for residents living in the area, it could also increase traffic over the Fen Road Level Crossing.

Fen Road level crossing
The rail industry does not require any pedestrian access to the station from the land to the east of the existing mainline. Any such additional access would require additional land outside that of Network Rail’s present ownership to be identified and purchased. A second station building and access would be required to house ticket machines and barriers, and the eastern end of the over bridge. This would add very significant repayment cost to the rail industry with no discernible benefit to it or the public in return.
While the creation of an additional access to the station from the east of the mainline would provide access for residents living in the area, it could also increase traffic over the Fen Road Level Crossing.

We do not currently consider any alterations to the existing signaled barrier will be required as part of the project. It is anticipated that the rail industry will introduce one new train per hour to the network as a direct result of the project. As a result trains stopping at the new station will not significantly increase the barrier down time of the main line level crossing.

The Council will need to demonstrate to Network Rail’s satisfaction that all of the elements of the new station interchange as proposed meet their standards of acceptance.

Network Rail considers the safe use of the existing level crossing a high priority and is committed to reducing the risk at level crossings where reasonably practical to do so, working with other organisations and the public, to ensure that level crossings are safe.

**Other traffic issues on Fen Road**
County Council colleagues are working with local residents and Network Rail to address traffic issues on Fen Road.
Bramblefields Local Nature Reserve

Cycle and pedestrian access
The proposed pedestrian and cycle access through Bramblefields is aimed at connecting residents to the new station interchange and routes beyond. Unlike the other main pedestrian and cycle routes for the project (Cowley Road and Moss Bank) the extension of the present pathways in Bramblefields will remain unlit. The path will conform to the existing construction standard for shared cycle and footpaths and the proposed new tarmac surfaces will not exceed 2 metres in width.

Walking and cycling are very low-impact means of transport, which we are keen to promote as a greener alternative to car use. There are a number of planned pedestrian and cycle routes to and from the new station in addition to links further afield e.g. the connection to the existing Busway cycleway to St Ives.

The proposals for improved access are likely to increase footfall through Bramblefields. However, the ecological surveys carried out during 2012 do not indicate any significant potential for adverse impacts to the nature reserve.

The limited scope of the proposed route is purposely intended to respect the character of the Bramblefields. The existing non-public access area of the nature reserve will remain as such and is not incorporated into the project.

Ecological mitigation measures
As part of the access proposals we will provide mitigation measures to the Bramblefields with additional environmental improvements. Mitigation and enhancement measures will be the subject of further consultation and may include the following:

Hedges alongside the new section of footway from the Bramblefields adjacent to the allotment fence.

Enlarging the existing small pond, controlling the invasive weed (Crassula helmsii) within it and providing new aquatic planting to increase habitat.

Planting more native plant and grass species to strengthen those already present.
The Busway

The Busway will be extended from Milton Road to the new station with a maintenance track (also used as a foot and cycleway running alongside it). The design of the proposed path running alongside the Busway will be consistent with the path built alongside the existing Busway. This is 4 metres wide, except where there are local physical constraints. We already have planning consent for the proposed new section from Milton Road under the Cambridgeshire Guided Busway Order 2005.

Independently of the station interchange project the Council is looking into extending the present lighting provision for the track from stops and junctions to urban sections where lighting is appropriate.

Access points
A number of new public access points along this section of the Busway are planned. The path will be on the southern side of the guideway to best link to these new access points and to give an uninterrupted route along the southern edge of the site. The track location to the south removes the need for crossings of the Busway.

Chisholm Trail
The Council is actively promoting the “Chisholm Trail” and the location of the track to the south of the Busway and bus-only road to the station itself provides the very best route in terms of connectivity for this strategic route. A new pedestrian and cycle bridge over the River Cam would continue this route. This work is currently at feasibility stage.

Milton Road crossing
The arrangements for the lit pedestrian and cycle crossing at Milton Road are in essence the same as those successfully used at other Busway junctions, such as the B1050 junction at Longstanton. They will be subject to a full safety audit.
**Trains**

The trains stopping at the new station will cater for future economical growth 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.

**Station capacity**

More than 3,000 passengers per day are anticipated to use the new station, of which half are predicted to be users of existing train stations, mainly Cambridge station.

The new station will provide overcrowding relief to the existing station which, despite a recent island platform development, still has passenger numbers far in excess of that for which the station was designed.

**Timetable**

The actual timetable which will operate at the station will ultimately be determined by the rail industry. However the basis of discussions with the Department for Transport and rail industry has been around the following off-peak service provision:

One fast train to and from London will be provided by the existing King’s Cross – King’s Lynn hourly service calling at the new station.

One semi-fast train per hour to and from King’s Cross which will be provided by extending a current service which terminates at Cambridge through to the new station. The new bay platform will specifically allow for reversing of trains, away from the main lines.

One train per hour to and from Norwich (and Cambridge) through additional stops by the Cambridge-Norwich service

During the peak hours, additional services will also stop at the new station including the London Liverpool Street to King’s Lynn service.
**Planning application and Environmental Statement**

We anticipate that the new station interchange will be beneficial to the local population and general public.

We will need to submit an Environmental Statement (ES) as part of the application for planning consent to the Planning Authority. The ES describes and assesses the effects of the construction and operation of the station, such as noise and vibration. It identifies adverse and beneficial impacts together with the measures that are proposed to avoid, reduce or offset any adverse impacts.

These measures will be identified by an objective assessment of the significance of the impact. The ES will be carried out in accordance with the legal requirements and determined by the Local Planning Authority. A Joint Development Control Committee, on which members of Cambridge City Council, South Cambridge District Council and Cambridgeshire County Council will be represented.
Station design

The new station interchange will be part of the national rail network and will fall within the authority of Network Rail. As such all design and construction must be approved by Network Rail under the Governance for Railway Investment Projects (‘GRIP’) process and standards.

Cambridge City Council and South Cambridgeshire District Council as established policy welcome the provision of the station interchange as a new gateway to northern Cambridge. The local authorities consider the key principles of securing delivery of the new major transport interchange to include:

High quality, landmark building and architecture

Excellent standards of sustainability and design quality

High quality access for all transport modes

Improvements to existing public transport access within the area

Improve access for cyclists and pedestrians

Network Rail recognises these requirements and has taken into account the need for specific design features for a new station interchange in Cambridge. For example the need for cycle access to be fully and adequately provided for, such as:

Cycle channel to stairs

Extra wide lifts with ‘through and through’ access
Extensive work has taken place with the rail industry and the local authorities which has been critical in addressing key concerns of the wider stakeholder consultation process.

The consultation involved a number of public exhibitions, and presentations at parish council, resident’s association meetings and to other interested groups. The overwhelming response to the scheme was positive, with 90% support for the project from a total number of responses of 1200.

The station interchange will be designed and built to modern standards to provide access for users of all modes of transport. The station square will be an inclusive space in which passengers can safely mingle, segregated from all vehicles as they move to and from the station facilities.

The entrance to the station building and beyond to the platforms will be designed to provide a clear route for passengers as they move to and from trains. To achieve this safe, secure, and easy to use space in and around the station building the allocation of bus stops and parking was gathered in one place as close to the station building as reasonably possible.
**Lighting & noise**

We will submit an Environmental Statement (ES) as part of the application for planning consent to the Planning Authority. The ES describes and assesses the effects of the construction and operation including lighting and noise that may result from the project together with measures that are proposed to avoid, reduce or offset any adverse impacts.

The ES considers, for example the impact of lighting, which will be designed to minimise light pollution. This will include selecting lights so that there is no upward light spill, ensuring lights around the perimeter of the development are positioned so that they face inwards, keeping columns as low as practical and providing shields and anti-glare screens.

Controls will be included so that non-essential lighting is switched off at pre-selected times, while the street lighting and security lighting should be designed to switch to a lower wattage during the appropriate hours.

The ES will also consider the potential noise impact of the project made against that currently experienced, such as from the existing mainline railway and mineral aggregate activity within Chesterton Sidings. Mitigation measures will be put in place to reduce these, where possible. For example, the restriction of station announcements within the operational hours of the station.
Long-term developments

Research strongly indicates that new railway station investment can have a major benefit on urban regeneration within the surrounding area, stimulate development, and increase economic activity and employment levels. Further research has also shown that new railway stations can lead to significant increase in property prices in the surrounding area, generating benefits for residents.

The Council will fund and deliver the new station interchange with this investment to be repaid over the period of the rail franchises by the rail industry. Upon completion and handover of the station, the rail industry and not the Council will be responsible for any additional costs or maintenance associated with the project, with the exception of the new link section of the Busway.

We have worked closely with the City Council, South Cambridgeshire District Council and the rail industry to ensure the highest standards of planning and urban design principles are applied to all elements of the transport interchange and infrastructure.

Beyond the station interchange project it is generally recognised that Chesterton sidings will be developed in the future. Indeed, the project’s objective is to provide for economic growth for both the existing businesses and new ones which will be drawn to locate there as a result of the transport investment provided, which is the first step towards encouraging economic growth.

The Council is keen to ensure that the project is as successful as possible. This not only means ensuring that the project brings as much benefit as possible but also that any adverse impacts on the local area and local people are minimal.
APPENDIX 6

Exhibition Boards
Cambridge Science Park Railway station

Why is a new railway station needed?

The railway station will provide a much needed link to one of Cambridge’s main business areas, including the Science Park, St John’s Innovation Centre and the Cambridge Business Park. This will make the north Cambridge area an even more attractive place for businesses to locate and grow, helping to boost the local economy.

The new railway station will provide access to the rail network from the north, reducing the need to travel through the city centre.

Links to other transport such as the Busway will also make the station accessible for those living in Huntingdon, St Ives, Sawersey and Histon, as well as providing a rapid link for the new Northstowe development.

It will also give people an opportunity to take the train to the north Cambridge area and avoid congested roads, such as the A14 and A10.

www.cambridgeshire.gov.uk/scienceparkstation

Which trains will stop at the new station?

The new station will be on the main line between Cambridge and Ely. It will be served by direct trains running to:
- London King’s Cross
- London Liverpool Street
- Norwich
- King’s Lynn

Trains will also be connected into the national rail network and may be available to Stansted Airport and Birmingham.

What do we want the railway station to achieve?

- Provide for economic growth
- Encourage greener travel
- Improve access
- Reduce and manage congestion
- Improve air quality

www.cambridgeshire.gov.uk/scienceparkstation
Cambridge Science Park Interchange
On behalf of Cambridgeshire County Council
March 2013

Cambridge Science Park Railway station

Facilities
The new Cambridge Science Park Railway Station will consist of:

• Three platforms
• Station building
• Accessible, cycle-friendly footbridge to platforms
• Covered waiting areas with modern communications and security equipment
• Busway extension from Milton Road
• Vehicle access via Cowley Road
• Dedicated taxi and drop-off area
• Public transport interchange with Busway and on-road buses
• High-quality bus shelters with real time passenger information
• Pedestrian and cycle routes
• Extensive cycle parking
• 450 space car park including disabled and short stay

www.cambridgeshire.gov.uk/scienceparkstation

Tell us your views!
Cambridgeshire County Council is proposing a new railway station and transport interchange in the north of Cambridge.
The railway station will provide a huge boost for the local economy, kick starting development and the creation of jobs by improving access to the area.

Finding out more
Visit an exhibition, view plans and ask us your questions.

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</tr>
<tr>
<td>15th November</td>
<td>12 – 2pm</td>
<td>St John’s Innovation Centre</td>
</tr>
<tr>
<td>19th November</td>
<td>4.10 – 7.30pm</td>
<td>Milton Primary School</td>
</tr>
<tr>
<td>21st November</td>
<td>12 – 2pm</td>
<td>Cambridge Science Park</td>
</tr>
</tbody>
</table>

Visit us online to complete a questionnaire or find out more.

On contact us by email at transport.delivery@cambridgeshire.gov.uk or phone on 01223 699906.

www.cambridgeshire.gov.uk/scienceparkstation