Neighbour comments – 24th March 2018

S/0791/18/FL - Land between Cody Road and railway, north of Waterbeach, Cambs

Railfuture East Anglia
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Comments

Railfuture East Anglia is a voluntary organisation funded by its members. It seeks to improve capacity and operation of the railway and associated public transport. The current Waterbeach railway station is very well used. Users walk and cycle to the station from the village as well as driving to it from a fairly wide catchment area. Undoubtedly some users who live close to the current station will be greatly inconvenienced by its rebuilding and move further towards Ely. However the current station with its narrow platforms, poor shelters, poor cycle storage, poor car parking facilities and staggered platforms that are operationally both on the “wrong side” of the relatively dangerous level crossing is very difficult to improve for current users. It is not well suited for proposed additions to the Waterbeach settlement.

The proposed new station site is just over a mile to the north of the current. In our view it will serve the new additions to the settlement well. It will overall serve the existing village just as well as the current station though of course, it will not be as convenient for those who live close to the current station. We support the moving the station as long as it linked to the existing village by purpose built/ improved footways and segregated cycleways and an improved village-only car access to a village-only new station car park. There must be well lit, covered cycle shelters. All this from “day one”.

As the current station serves a wide catchment area, a separate road from the the A10 through the proposed new settlement site to a separate car park must be provided from “day one”.

All footways, cycleways and roads leading the the new station must be carefully way-marked from “day one”. All routes and car parks must be well lit.

SDCC must ensure that the new station must be of the highest standard for current and future users.

There must be “up” (southbound) and “down” (northbound) platforms of at least 8 standard coach lengths with passive provision to enable lengthening to 12. There must be footbridges at each end of these platforms. The southern bridge to serve the existing village, the northern bridge to serve the exit to the new settlement and larger car park. Lifts must be provided at each footbridge.

Both platforms must have good quality heated waiting areas, with toilets on at at least the up platform with passive provision in the area of what will become the station buildings serving the new settlement on the down side.

The up platform will be that on which the longest waits will be made for most users. This platform must have a canopy over its entire length. This a “must” for users who do not want to huddle dangerously in stairwells in wet weather nor stand in blazing sunlight at the appropriate season.
We reiterate that it is for the SDCC to ensure that the station is built to the highest standards. We would urge that the highest architectural standards are sort for this new station. All facilities must be provided to the highest standard by the developers. This will be a large settlement. The facilities must in part mitigate for the inconvenience that many users of the current station will suffer by the move to the new site.