It is vital that this station be provided with the highest possible level of non-car transport access, including segregated cycle lanes on all major approaches (not only the newly developed site, but also on Bannold Road, Cody Road, and other access routes); wide and cycle-free pavements suitable for people with luggage, pushchairs or using wheelchairs or mobility scooters; access to bus services that can stop in close proximity to the station buildings. These routes must be properly thought out so that pedestrians and cyclists do not need to make multiple road crossings, and -- if road crossings are unavoidable -- so that they have priority crossings with signals/zebra crossings as appropriate. (In comparison, pedestrians and cyclists at the new Cambridge station forecourt are required to cross access roads and carparks with no priority, no safety, and no clear direct routes to the obvious routes away from/towards the station.) Please follow the Cambridge Cycling Campaign 'Making Space for Cycling' document advice (http://www.makingspaceforcycling.org/) and conduct proper consultation and testing on the proposed road, cycleway and pavement design plans.

Any new station that is built needs to have a long enough platform (8 coaches minimum) to allow as many trains as possible to stop there. At present, Waterbeach station is giving a decreasing quality of service because of its short platform, which the train company uses as a convenient excuse.