Waterbeach Cycling Campaign
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Re: Planning Application S/0791/18/FL

Waterbeach Cycling Campaign is a community group with 51 supporters campaigning for better infrastructure for cyclists and other non-motorised road users (NMUs - eg pedestrians, wheelchair and mobility scooter users) within and around our village.

We do not object to the principle of moving the station to the north of the village, but raise objection to the main vehicular access route to the station, bringing traffic from outside the village through a predominantly residential area.

We object to the link road connecting to Cody Road, bringing traffic through this residential area to access the new station. Vehicular access for cars from outside the village should be through the New Town development site, directly from the A10. Cody Road is already a busy road, and is the main route for parents and children to access Little Stars Nursery - many of whom walk and cycle. It is also used by residents of the Cody Road estate to take children to school and to walk or cycle into the rest of the village. Adding to the traffic on this road would be unacceptable, and not compatible with the environment of this predominantly residential area. We envisage fast commuters speeding in cars to catch trains that they are late for, and cars coming into conflict with pedestrians and cyclists in the area. The staggered junction from Way Lane onto Cody Road is already busy, and a dangerous crossing to make on bicycle. Adding more traffic to this junction is not acceptable. The proposed improvements to Cody Road do not improve road conditions for cyclists using this route.

The transport assessment does not include the cumulative impact of the proposed new shop/houses (application S/3865/17/FL) and does not consider the impact of the new developments already being built in the area. These developments will add significantly to traffic on Cody Road / Bannold Road / Way Lane even before the station is developed.

The design of the junction between the proposed link road and Cody Road is not appropriate for cyclists and pedestrians, and is not a standard junction design. This path joins the main carriageway on the bell of the junction, which could lead to dangerous conflicts between cyclists and cars. This junction should be redesigned.

The cycle path and footpath along the link road should be separated rather than a shared-use path. This would reduce conflict between pedestrians and cyclists on the route. A good local example of a route like this is the cycle/foot path running alongside the access road to the new Cambridge North Station.

We support the aspiration to make Way Lane a key pedestrian/cycle route. We support the improvements to Way Lane to reduce traffic speed and improve the route for cyclists and pedestrians. The drawing of Way Lane improvements does not give much detail - cycle bypasses around the traffic calming measures should be designed to comply with DFT Local Transport Note 2/08 - ‘Cycle Infrastructure Design’. The cycle bypass’ should be a minimum of 1.2m wide, with double yellow lines to discourage car parking around the bypass and no surface gully gratings in cycle bypass area. Other measures which would reduce traffic speeds further would be reducing the width of the junction of Way Lane and Station Road, and making Way Lane a 20MPH Zone.
We support the improvements to Bannold Drove, and the provision of a pedestrian/cycle only route to the station. To reduce the conflict between cyclists and pedestrians on this route, the cycle path should be separated from the footpath – by a kerb or similar, as mentioned above for the link road pedestrian/cycle path.

We would also like to see an additional pedestrian/cycle link running parallel with the railway track, connecting to Station Road, Burgess Road and Bannold Road. This would significantly reduce the distance between the new station and the Station Road area of Waterbeach from 2.3km to 1.5km, greatly increasing the propensity of Station Road residents to travel to the new station by bicycle or foot. This may help to provide compensation for residents living close to the station who will lose the convenient access they have to the current station, and may be reluctant to undertake a long, indirect walk along narrow pavements to get to the new station.

Waterbeach Cycle Campaign

Tom Stroud (Secretary)
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