Waterbeach Railway Station
S/00791/18
TRANSPORT ASSESSMENT TEAM COMMENTS
OUR REF: 1481 CASE OFFICER: Mike Huntingdon
AUTHOR: Tam Parry
DATE: 29th August 2018

HEADLINE

No Objection subject to Mitigation Package: Sufficient detail has been presented to make a sound assessment.

Indicative Mitigation: Should the development go ahead the developer should be conditioned to:
- Provide car park, cycle parking, bus stops as proposed;
- Deliver improvements to the footway on the west side of Cody Road;
- Deliver improvements to the footway on the north side of Bannold Road linking to Bannold Drove;
- Deliver improvements to Bannold Drove for walking and cycling;
- Deliver improvements to the junction of Bannold Drove, High Street and Denny End Road for pedestrians;
- Provide the Shuttle Bus linking to the existing station area;
- Deliver potential cycle links to Lode (CCC assessing feasibility);
- Undertake parking surveys of surrounding streets;
- Agree and implement car and cycle parking management plan;
- Agree and implement a Travel Plan;
- Contribution of £50,000 for traffic calming on Way Lane;
- Contribution of £20,000 for improving the linkage to Lode for cycling;
- Contribution of £10,000 for additional waiting restrictions in the village should these be required resulting from the parking surveys.

Proposal Description: Accepted
Study Area: Accepted
Traffic Data: Accepted
Trip Generation: TRICS trip rates accepted
Distribution and Assignment: Agreed
Assessment Scenarios and Traffic Growth: Agreed
Junction Modelling: Junction model input data and models agreed
Mitigation: Applicant to agree to CCC’s required mitigation package
Background

These comments are further to a Transport Assessment provided by WSP Transport Consultants as part of an application for the relocation of the railway station in Waterbeach. These comments refer to comments dated 11th May 2018 and additional information provided by the applicant.

Policy

Comment 1  Cambridgeshire County Council support the relocation of the railway station. Its relocation is stated in the Cambridgeshire Local Transport Plan 2011 to 2031, and the Transport Strategy for Cambridge and South Cambridgeshire (2014). The findings of the Ely to Cambridge Study also support the need for a relocated station.

Existing Conditions

Comment 2  The existing station has many constraints, not least the safety risks associated with the half barriers, lack of cycle parking, car parking, platform widths, ramp gradients, shelters, ticket machines, and narrow footways,

Comment 3  The TA notes that as well as there being a 70 space car park at the station that is well used, that there are 70 to 80 other vehicles parked on surrounding streets, that are associated with travel from the station.

Comment 4  The applicant has considered the latest 60 months’ accident record within the village. This data shows that there are no accident clusters in the village and this analysis is agreed.

Parking

Comment 5  The provision of a 200 space car park and 100 spaces for cycle parking is agreed. The use of the cycle parking should be reviewed and increased as required.

Highways Development Management

Comment 6  Highways Development Management colleagues have no objection to the use of Cody Road for motor vehicle access to the station, and for the use of Bannold Drove for pedestrian and cycle access to the relocated station.

Forecast Trip Generation and Distribution

Comment 7  Existing passengers will relocate from the existing station, and be generated by the new town of Waterbeach to be developed in its vicinity. The new station will be located so as to better serve the combined population of the existing village and the new town.
Comment 8 The applicant has undertaken ANPR surveys which have determined the
distribution of trips to and from the station. This shows a bias towards
Cottenham and the north of Waterbeach.

Comment 9 Background growth in traffic and also station demand has been applied between
2017 and 2021. This is agreed.

Comment 10 The use of census and survey data assumes that in the future the mode share of
trips to the existing station will be equally balanced between car and non-car
modes, but with additional pressures on the existing station and surrounding
infrastructure.

Comment 11 The future vehicle trips to the station have been redistributed on the network.
Cottenham based trips have been assumed to use Denny End Road instead of
Car Dyke Road. This would likely be the faster route and is agreed. The roads
with the greatest impact in the village are Denny End Road and Cody Road. The
junction of Bannold Road with High Street and Denny End Road is very wide for
pedestrians to cross safely, and an increase in vehicle movements at this
junction is likely to have an adverse impact on pedestrian safety at this junction.

Proposed Measures

Comment 12 To improve pedestrian access to the new station, the applicant proposes a new
section of footway on Bannold Road, widening of the footway alongside Cody
Road and creating a pedestrian and cycle only link on a resurfaced Bannold
Drove north of its junction with Bannold Road. These measures are agreed.

Comment 13 The cycle route to the new station is along quieter streets and the cycle parking
at the new station will be much improved from the existing. To improve road
safety for cyclists traffic calming has been proposed along Way Lane. The
principal of this is agreed and will improve safety for cycling on this route.
However, it is considered that the nature of these improvements should be
determined with the local community.

Comment 14 The applicant proposes to provide a new shuttle bus from the area of the existing
station to the new station. This is agreed.

Comment 15 There will be a taxi rank at the station and car parking initially for 200 vehicles. It
is agreed that this quantity of parking will limit the amount of overspill parking
onto neighbouring streets.

Comment 16 The applicant proposes to undertake parking surveys of surrounding streets to be
agreed with CCC. This is agreed.
Comment 17  The Framework Travel Plan is agreed as being necessary for the station. This should monitor the mode share and use of the station over at least the first five years.

Mitigation

Comment 18  Having reviewed the relative impacts of the development on the transport network within Waterbeach village the following mitigation package is considered to be essential to mitigate development and therefore would seek to be agreed with the applicant as follows:

Conditions

- Provision of car parking, bus stops with shelters and cycle parking as proposed to be constructed prior to opening of the station.

- Widening of the footway on the west side of Cody Road along its west side to a width of 2m as shown in drawing 103 Rev E to be implemented prior to occupation. Details to be approved by CCC, and works to be carried out by the applicant as part of S278;

- Provision of a new section of footway on the north side of Bannold Road linking to Bannold Drive as shown in drawing 104 Rev B to be implemented prior to occupation. Details to be approved by CCC, and works to be carried out by the applicant as part of S278;

- Provision of an improved Bannold Drove potentially including a restriction to the access (to be determined with CCC) as shown in drawing 104 Rev B to be implemented prior to occupation. Details to be approved by CCC, and works to be carried out by the applicant as part of S278;

- Provision of an improved junction of Bannold Drove, High Street and Denny End Road with a narrower carriageway to improved crossing facilities for pedestrians to be implemented prior to occupation. Details to be approved by CCC, and works to be carried out by the applicant as part of S278;

- Provision of a shuttle bus service from the existing station area to be provided;

- Parking surveys in surrounding streets to the station to be undertaken once a year for a period of 10 years following first use of the station. The survey area and methodology to be agreed with CCC, with the first survey to be undertaken prior to opening of the railway station;
- A car and cycle parking management plan be agreed with the LPA prior to occupation. This shall be linked to the future masterplan for the new town.

- Should approval be given a Travel Plan should be secured through a condition. This should be agreed with the LPA prior to occupation.

S106 or Unilateral Undertaking

- Provisions for traffic calming along Way Lane to be taken forward with the local community and to be implemented prior to occupation. Details to be approved by CCC. The applicant is asked to make a contribution of £50,000 as part of a S106 or other agreement towards works on Way Lane.

- A contribution of £20,000 on commencement via a S106 or other agreement to enable further investigation to be undertaken for an improved cycle connection between the railway station and Lode;

- A contribution of £10,000 to be used for additional waiting restrictions in the village should the parking surveys indicate there to be overspill and inappropriate parking.