

A large blue graphic on the left side of the page, consisting of a triangle at the top and a trapezoid below it, forming a shape that resembles a stylized building or a mountain peak.

Foxton Park and Rail Transport Hub and Level Crossing Bypass

Consultation Plan

February 2019

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
F +44 (0)1223 461007
mottmac.com

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1 Consultation Plan

1.1 Context

This consultation plan covers the Foxton Park & Rail Transport Hub scheme and Foxton Level Crossing Bypass scheme. These two schemes are being progressed alongside each other due to the interdependencies between the two projects.

1.1.1 Foxton Park & Rail Scheme

The proposed Foxton Park & Rail Transport Hub scheme involves creating a new Park & Rail site alongside the existing Foxton station.

At present, rail-based trips from Foxton station tend to be local as there is no formal capacity for car parking at the station. The introduction of the scheme however, has the potential to capture Cambridge-bound private car trips at an earlier point on the A10, allowing commuters to transfer onto sustainable modes of travel for the rest of their journeys.

Accordingly, the Foxton Park & Rail scheme has the potential to support the future economic growth of Greater Cambridge by enhancing connectivity to jobs in Cambridge City Centre, Cambridge Science Park (via Cambridge North Station) and Southern Fringe developments, from settlements to the southwest of the city.

The scheme also has the potential to complement other transport schemes along the Royston to Cambridge corridor, such as proposed the M11 Junction 11 Park & Ride, and the expansion of Trumpington Park & Ride which is currently operating at capacity.

The M11 Junction 11 and Trumpington schemes primarily aim to intercept traffic accessing and egressing Cambridge via the M11, as well as the A10. Therefore, locating a Park & Rail site at Foxton to intercept Cambridge-bound private car trips earlier along the A10, will alleviate potential demand for spaces at the M11 Junction 11 and Trumpington sites.

A draft set of objectives has been developed for the Foxton Park & Rail Transport Hub scheme, which are:

- 1. Maximise the potential for all journeys to be undertaken by sustainable modes of transport.**
 - i. To increase sustainable transport mode share for trips into the city centre, the Cambridge Northern Fringe East and Southern Fringe areas, from trips originating from the south and south west along the Royston to Cambridge route.
 - ii. To increase Park & Ride capacity along the Royston to Cambridge A10 corridor directly serving key areas of employment.
 - iii. To reduce journey times from Park & Rail site to key employment areas to enable public transport journeys to compete more effectively with the private car.
- 2. Improve overall connectivity and accessibility within Greater Cambridge to support economic growth.**
 - i. To increase connectivity between settlements along the Royston to Cambridge route and the city centre, the North Fringe East and Southern Fringe areas.
- 3. To accommodate future growth in trips along the Royston to Cambridge route and reduce impact on traffic levels and congestion.**

- i. No significant increase in traffic flows along the A10 between Royston and the M11 junction 11.

4. Contribute to enhanced quality of life for those living and working within Greater Cambridge.

- i. To improve quality of life within Greater Cambridge by minimising traffic impacts on the environment along the Royston to Cambridge A10 corridor.
- ii. To increase cycling and walking along the Royston to Cambridge A10 corridor.

A Strategic Outline Business Case (SOBC) has been developed for the Park & Rail scheme, that sets out the case for the scheme, including the options being considered to meet the scheme objectives. An Outline Business Case (OBC) will then be developed to include a more detailed appraisal of the short list options at a later stage. The draft OBC is due to be completed by late 2019.

1.1.2 Foxton Level Crossing Bypass Scheme

The proposed Foxton Level Crossing Bypass scheme will provide a crossing for the A10, either over or under the railway line to bypass the current level crossing within Foxton.

Forecast traffic growth on the A10 corridor between Royston and Cambridge, associated with the planned employment and housing growth, will result in more frequent delays and congestion on the A10.

There are between 87-93 Foxton Level Crossing closures over a typical weekday during the 7am-7pm period, with an average closure lasting just over two minutes. The traffic impact per closure can lead to an average queue length of between 30-35 vehicles or 150m-180m in length in either direction. In certain instances, usually in peak travel periods, maximum queue lengths can extend to over 100 vehicles or 0.5km in length.

The provision of a bypass for the A10 would improve journey times, traffic flows and connectivity, by removing the delays and congestion created by the frequent closures of Foxton Level Crossing.

The scheme would also remove conflict between trains, vehicular traffic, pedestrians and cyclists' and provide the opportunity to improve accessibility to Foxton Station, complementing the Park & Rail proposals.

A draft set of objectives have been developed for the Foxton Level Crossing Bypass scheme, which are:

1. Tackle congestion and improve journey time reliability:

- i. Reduce congestion and improve journey time reliability on the A10 corridor through Foxton to support employment and housing growth in South Cambridgeshire.
- ii. Facilitate traffic flow along the A10 corridor.
- iii. Improve the safety of both road and rail users through the Foxton Level Crossing area.
- iv. Improve bus service journey times and reliability and for journeys to and from Foxton Station.
- v. Improve the quality of the environment adjacent to Foxton Level Crossing.

2. Improve connectivity: Improve connectivity from Foxton and neighbouring communities along the A10 corridor to Cambridge and the strategic road network.

- i. To increase connectivity between settlements along the A10 corridor, Cambridge and the strategic road network.
 - ii. Encourage sustainable travel: Increase opportunities for travel by sustainable modes by providing convenient and accessible alternatives to car use.
 - iii. Promote social inclusion by maintaining and improving pedestrian and cyclist access to local facilities.
3. **Wider economic benefits:** Provide and sustain conditions that encourage inward investment in technically skilled employment sectors in South Cambridgeshire and the wider GCP area.
 - i. Provide quicker access to employment, training and education opportunities.

As with the Park & Rail scheme, a Strategic Outline Business Case (SOBC) has been developed for the Foxton Level Crossing Bypass scheme, with an OBC due to be completed by late 2019.

1.2 Document Purpose

The purpose of this document is to set out the approach towards stakeholder engagement and public consultation for the SOBC and OBC phases of the Park & Rail and bypass schemes. This document sets out:

- A proposed stakeholder list (section 1.3)
- The proposed approach to engagement, including key event dates (section 1.4)
- Specific stakeholder engagement activities proposed (section 1.5)
- Proposed forms of communication, including the tone of messaging (section 1.6)

This document has been prepared as part of the development of the SOBC phase for both schemes and is a live document which will continue to be updated during business case development, including to reflect stakeholder engagement and public engagement activities for the OBC. Although stakeholder engagement and public consultation is non-statutory at the SOBC and OBC stage, it is seen as good practice to take account of key stakeholder opinion as part of option selection. Early stakeholder engagement also feeds into the project risk assessment process.

1.3 Stakeholders

A stakeholder mapping exercise has been completed in order to understand the different requirements of stakeholders and the times at which they need to be involved during scheme development. This stakeholder mapping exercise has been undertaken for the purpose of statutory consultation across the range of transport schemes currently being promoted by the Greater Cambridge Partnership (GCP). However, the outputs from this exercise are also of relevance for the non-statutory stakeholder engagement.

The following list provides an initial overview of key stakeholders for the non-statutory business case stakeholder engagement element of the Foxton Park & Rail scheme. These key stakeholders will need to be involved during the option selection process:

- The East West Rail Consortium
- Foxton Parish Council
- Environmental Agency
- Natural England
- Hertfordshire County Council

- Cambridgeshire County Council as the Local Highway Authority
- South Cambridgeshire District Council and Cambridge City Council as the local planning authorities
- Lead Local Flood Authority
- Local Planning Authority
- Strategic Rail Operator – Network Rail
- Rail Operator – Govia Thameslink/ Great Northern
- Bus Operator – Stagecoach
- Landowners
- Cambridge Biomedical Campus
- Cambridge University
- Resident groups / associations
- Other local engagement groups and user groups

A further group of stakeholders, set out below, will be engaged during the design process:

- Emergency Services
- Groups which represent people with limited mobility or a sensory impairment or wheelchair users
- Cycling groups
- Equestrian groups

1.4 Proposed Approach to Consultation

1.4.1 Overview

The Foxton Park & Rail and Bypass schemes have three distinct stages of consultation during the SOBC and OBC phases, to help determine the most suitable option:

Table 1: Consultation stages

Business Case Stage	Consultation Stage	Purpose
SOBC	Stage 1 - Early stakeholder engagement	To present potential options. To obtain general feedback on the options and the scheme. To identify additional/alternative options. To obtain feedback on scheme objectives.
OBC	Stage 2 - Public consultation	To present potential options. To obtain general feedback on the options and the scheme. To identify additional/alternative options. To identify potential alterations to options in advance of full appraisal.
	Stage 3 - Further stakeholder engagement	To assist in identifying a preferred option. Note - this stage will likely involve a small number of workshops.

Source: Mott MacDonald

1.4.2 Engagement Process

The first stage of the consultation took place between November 2018 and January 2019, with the aim to engage with the key stakeholders. This commenced with a group meeting with key stakeholders held at the Foxton Parish Council meeting. Those identified as key stakeholders were invited to the meeting, with those not attending been offered a one-to-one meeting as an alternative. These one-to-one meetings took place over a 3-month period.

Feedback from this first stage has been captured in a Record of Stakeholder Engagement report that will be used to refine the objectives and options for both schemes.

The second stage of consultation, currently programmed to take place from early Summer 2019, will present more detail on the proposed short-listed options for both schemes and will involve further engagement with key stakeholders, as well as consultation with the general public. This will be undertaken through a range of communication channels, including providing materials on the GCP website and at specific consultation events.

The public consultation materials will set out information on anticipated demand scenarios and appropriate interventions to accommodate the growth. The consultation will explain clearly why the GCP is proposing both schemes, and present justification for each option and demand scenario using plans, visualisations and descriptive, non-technical text.

A set of plans and a survey will be developed to provide an opportunity for public consultation participants to indicate their views and express a preference for appropriate measures to accommodate the growth. In addition to this, the survey will capture concerns on potential impacts and benefits of the options. The survey will be available in a range of formats, including both paper and online formats.

Once the public consultation and key stakeholder engagement has taken place, the responses and feedback will be collated, reviewed, and published in a Consultation Summary report. At the same time the Record of Stakeholder Engagement Report will be updated. The responses will inform the options assessment feeding directly into the OBC and the selection of the preferred single option for each scheme. This is due for completion in Winter 2019.

1.4.3 Key Dates

Table 2: Foxton Park & Rail and Bypass Schemes' Consultation Events

Date	Stage
November 2018 – January 2019	Stage 1 - Key Stakeholder Early Engagement (SOBC)
5 th November 2018	Parish Council meeting with key stakeholders
Summer 2019	Stage 2 - Public Consultation (OBC)
Autumn 2019	Stage 3 - Stakeholder Workshops (OBC)

Source: Mott MacDonald – this is a live table and will be updated as events are identified.

1.4.4 Fit with Business Case Process

The approach set out in this document is aligned with the approach recommended by the Department for Transport (DfT) in 'The Transport Appraisal Process' document (part of the WebTAG suite of guidance), namely:

- The option development process (broadly aligned to the SOBC stage) should be informed by stakeholder engagement on an ongoing basis, in a manner which is proportionate to the scale and complexity of the project
- All interested parties should be involved and wide participation should be encouraged
- The consultation plan (or strategy) should distinguish between information provision, consultation, and participation activities
- The further appraisal stage (broadly aligned to the OBC stage) should involve some form of public consultation on appraised options, prior to final option selection

1.5 Specific Activities

The following specific information and consultation activities are proposed:

1.5.1 Inform

- Meet with stakeholders to outline the need for each scheme and possible scheme options considered as part of the long list for the SOBC and short list for the OBC as part of the business case development process.
- Invite all key stakeholders identified at SOBC stage to Parish Council meeting in November 2018, with one-to-one meetings offered as alternative for those who cannot attend.
- Advertise the public consultation for short list options at OBC stage – online and specific event locations.
- Update the project website and social media, send out relevant information, and prepare visuals to inform members of the public and stakeholders.
- Provide background and more detailed information on the project website with references provided in the consultation material.

1.5.2 Consult

- Meet with the key stakeholders identified at SOBC stage (at Parish Council meeting in November 2018), using presentations and feedback forms to gain feedback on scheme objectives and options.
- One-to-one meetings with key stakeholders identified at SOBC stage who are unable to attend the Parish Council meeting.
- Public consultation over an eight-week period to share more detailed appraisal information on the short list options, and to gain formal feedback for OBC.
- Use social media and GCP's contacts database to encourage people to comment on the options.
- Meet with key stakeholders again following public consultation to gain views on emerging preferred option.
- Once the GCP Executive Board makes a recommendation for their preferred option for the Park & Rail site and the Bypass, further consultation will be undertaken in early 2020 as part of both final schemes' design and statutory processes i.e. planning approval. An updated Consultation Plan will be prepared for this phase of scheme development

1.5.3 Reporting

- Produce a Consultation Report for each scheme which summarises the consultation process and feedback obtained up to Autumn 2019.
- Update the Record of Stakeholder Engagement Report
- Release the Joint Assembly papers which provide their recommendation for the location of the Park & Rail site and the Foxton Bypass.

1.6 Communications

The GCP Communications Team, Mott MacDonald and Skanska/Capita will work together to agree a detailed approach to communications.

The timing of media engagements and consultation events is of critical importance. Well timed engagements will ensure stakeholders are appropriately informed about the purpose of the scheme, and best able to provide comment.

Accordingly, the joint team will need to consider the communications roll-out carefully. For example, all advertising should be clear and aimed at the relevant groups. Bookings, information and visuals will be prepared, reviewed, and made ready for relevant consultation workshops and meetings.

1.6.1 Tone of messaging

Published planning and transport strategy documents have already identified Park & Rail transport hub enhancements and a level crossing bypass at Foxton to be suitable transport solutions for the current and forecast problems in South Cambridge, along the A10 study corridor. For instance, consultation has previously taken place as part of the Local Development Plan, Local Transport Plan, and Transport Strategy for Cambridge and South Cambridgeshire. A level crossing bypass for the A10 has also been identified in an earlier Network Rail GRIP2 Feasibility Study of engineering options to enable the closure of the existing level crossing. Therefore, all communications and consultation material must situate both Foxton schemes in the context of previously undertaken work.

