



Foxton Park and Rail Transport Hub

Record of Stakeholder Engagement

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1 Introduction

1.1 Introduction

This Record of Stakeholder Engagement has been prepared by Mott MacDonald to accompany the Strategic Outline Business Case (SOBC) for the Foxton Park & Rail Transport Hub scheme.

Since the project's inception in 2018, an engagement process with key stakeholders has taken place producing a range of feedback that has been incorporated into the ongoing business case process. This report summarises all engagement undertaken to date in a clear, concise document to inform the scheme development. The document is up to date as of February 2019.

1.2 Background

In March 2018, Mott MacDonald were commissioned to investigate the potential for a Park & Ride transport hub solution on the A10 between Royston and M11 J11 and establish the benefits this may bring in contributing towards the aims and objectives of the Greater Cambridge Partnership (GCP) and wider transport policy and strategies. Following an initial optioneering exercise, Foxton was identified as the preferred location, with several locations within Foxton being considered as part of the SOBC development.

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 villages 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 the proposed Cambridge South West Park & Ride, and the additional car parking spaces approved at Trumpington Park & Ride.

Since inception, the scheme has progressed through a series of option identification and assessment exercises that align with the approach recommended by the Department for Transport (DfT) in 'The Transport Appraisal Process' document (part of the WebTAG suite of guidance). The option shortlist was generated and refined through workshops, liaison with statutory and non-statutory stakeholders, and assessments to ensure the process was thorough and considered a range of factors.

1.3 The Role of Engagement

Engagement and communication with key stakeholders is an essential element of the planning process for major transport schemes such as the Foxton Park & Rail Transport Hub scheme.

The engagement process ensured that key stakeholders were made fully aware of any proposals that may impact their operations and were provided with opportunities to discuss any issues and concerns with the project team. The process also offered the opportunity to compile direct feedback on proposals.

1.4 Document Structure

Following this introduction, the document is structured as follows:

- Chapter 2: Foxton Parish Council Meeting – 5 November 2018
- Chapter 2: Stakeholder Engagement Meetings - November 2018 - January 2019
- Chapter 3: Summary and Next Steps

2 Foxtton Parish Council Meeting

2.1 Introduction

To assist in the development of the project options, a meeting with Foxtton Parish Council was convened to enable representation of the Parish Council, residents and elected representatives. The meeting was used to provide initial comment on the proposals. This chapter summarises the meeting which took place on 5 November 2018.

2.2 A Summary of the Meeting

Tim Watkins, project manager from the Greater Cambridge Partnership, gave a presentation on the Foxtton Level Crossing Bypass scheme and the Foxtton Park & Rail Transport Hub scheme at the Foxtton Parish Council's monthly meeting, followed by a question and answer session.

The aim of the presentation was to provide a briefing on the purpose of the project and an update on project progress to date. The presentation addressed the following subject matters:

- GCP Executive Board Recommendations
- GCP Aims & Objectives
- Network Rail GRIP 2 Review (related to the Level Crossing Bypass)
- Transport modelling
- Next Steps

The presentation also made attendees aware of the short-listed bypass and Park & Rail options which were presented through handouts. The Park & Rail options presented are shown in Figure 1 below.

Attendees were able to question the project team to enhance their understanding. A feedback form was also provided to allow attendees to formally record their thoughts and opinions

A total of 25 people attended the meeting including Foxtton Parish Councillors.

2.3 Meeting Outcomes

The following list summarises the feedback from the meeting for the Park & Rail location options on-road option:

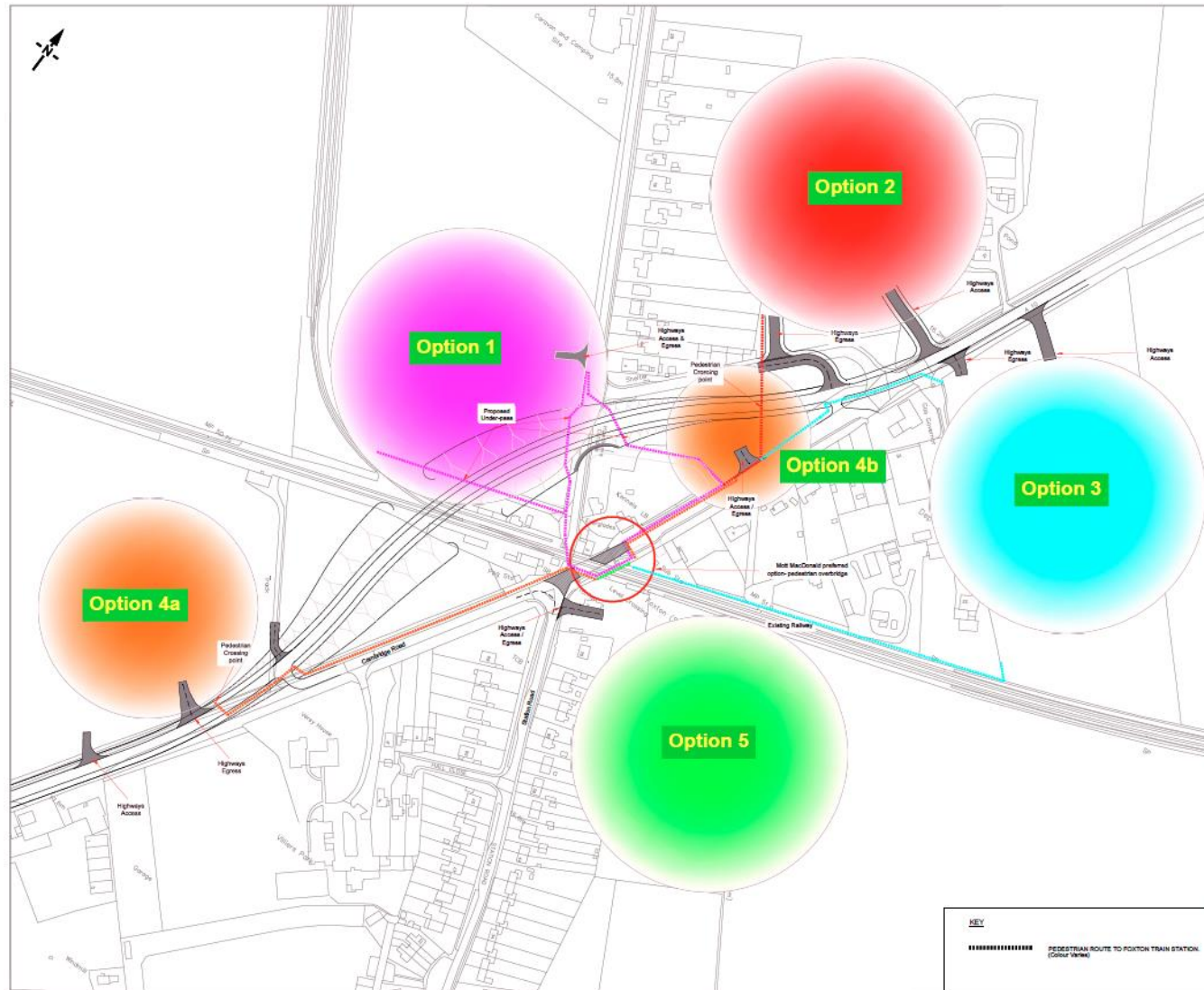
- **General** – Respondents displayed general support for the Park & Rail scheme, but expressed concerns about the location of the Park & Rail site and the impact it will have on local residents and the village environment.
- **Quality of Life** - Concern about the visual impact of the Park & Rail site and the potential impact on green belt land.
- **Route Users** – Respondents expressed a desire to ensure that any route between the Park & Rail site and Foxtton station is convenient and safe for all users including pedestrians, cyclists and equestrians.
- Respondents stressed the need for step-free access to the station and between platforms.
- Respondents suggested extra ticket machines should be provided to accommodate demand on both platforms.

- **Safety** – Concerns were raised over vulnerable road users and access points to and from the car park for vehicles, and access to the station for pedestrians. Counter-terrorism concerns should be considered as Foxton is situated on a key rail route into London.
- **Congestion** – There were concerns that additional traffic associated with the proposed car park could cause further congestion. There were also concerns over congestion whilst works were being progressed.
- **Cost** – The costs of the scheme, and the need to minimise them, were raised.
- **Environmental** – There were concerns over the impact a Park & Rail site would have on local air and light pollution. Several respondents raised concerns about any impact of the scheme on the proposed Foxton farmland character area

What this means for the Foxton Park & Rail Transport Hub scheme

- The start of a formal dialogue between the project team and Foxton Parish Council and local residents is a good basis for future consultation. Further work to develop scheme options can take into consideration issues raised by the key stakeholders and residents of Foxton who have responded at this time.

Figure 1: Foxton Park & Rail Transport Hub – Option Location Plan



Source: Skanska

3 Early Stakeholder Involvement

3.1 Introduction

The first stage of consultation involved a series of one-to-one meetings with key stakeholders and wider interest groups. The aim of these meetings was to keep key stakeholders and external bodies informed of project progress and to receive feedback on scheme proposals.

3.2 Stakeholders

The following list provides an initial overview of key stakeholders for the non-statutory business case stakeholder engagement element of the Foxton Park & Rail Transport Hub 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

The project team met with the following organisations to discuss the emerging options:

- Cambridge Biomedical Campus
- Cambridgeshire Local Access Forum (CLAF)
- The Meldreth, Shepreth and Foxton Rail User Group
- Police Architectural Liaison Officer

- Cambridge Past, Present and Future
- British Horse Society
- Network Rail

The project team will continue to liaise with stakeholders as the project progresses.

3.3 Early Stakeholder Feedback

Table 1 provides a summary of stakeholder feedback provided to date. The table summarises the key points of each stakeholder meeting.

Table 1: A Summary of Stakeholder Engagement Meetings to Date (January 2019)

Stakeholder	Date of Meeting	Key Issues
Network Rail	30th Oct 2018	<ul style="list-style-type: none"> • Network Rail still discussing bypass options. • Network Rail still considering underbridge.
Foxton Parish Council	5 th Nov 2018	<ul style="list-style-type: none"> • Bypass Options 1,2,7,8 and Park & Rail options 2, 3,5 are on greenbelt land. • Emerging Foxton Neighbourhood Plan needs consideration (out for consultation Feb 2019) • Preference for Park & Rail site options to be located on the north side of rail line
Lead Local Flood Authority	Email feedback	<ul style="list-style-type: none"> • Any new development should take flood risk into consideration (currently low). • There is an area of high surface water risk along station road near the junction with the A10. Any proposed development should reduce the causes and impacts of flooding.
Cambridgeshire Police	07 th Dec 2018	<ul style="list-style-type: none"> • Concern about counterterrorism incorporated into design – as built on major service into London. • Safety concerns about security at Park & Rail site.
Meldreth, Shepreth, Foxton Rail User Group	07 th Dec 2018	<ul style="list-style-type: none"> • Regarding accessibility, the stakeholder prioritised step-free access to the station. • Stressed need to liaise with bus companies. • Additional ticket machine needed. • Cycle network links should be improved in the area.
Cambridge Biomedical Campus	17 th Dec 2018	<ul style="list-style-type: none"> • Important for bypass and Park & Rail to work as a 'package'.
Cambridge University	17 th Dec 2018	<ul style="list-style-type: none"> • Scheme should consider Cambridge South station. • Prioritise convenient highway access and pedestrian/cycle access to the station.
Local Access Forum	20 th Dec 2018	<ul style="list-style-type: none"> • Any element of the scheme should not sever PROW. <ul style="list-style-type: none"> – Bypass options 7/8 could sever PROW to the east of the site • High standard of cycle links and parking provision should be provided.
Harston Parish Council	Email feedback	<ul style="list-style-type: none"> • Park & Rail well received. The scheme is seen as having the potential to remove a significant number of vehicles from the A10, which currently travel through Harston.
British Horse Society	Email feedback	<ul style="list-style-type: none"> • Adequate equestrian crossing facilities should be provided as part of any scheme.
Reed Autos	Email feedback	<ul style="list-style-type: none"> • The shop frontage of Reed Autos Ltd faces the A10. The respondent is concerned about any impacts scheme development could have on their business.

Source: Mott MacDonald

4 Summary

4.1 Summary and Next Steps

Since the project's inception in 2018, key stakeholders have been engaged to obtain general feedback on the scheme, its objectives and the location specific options. The feedback provided in the meetings will be used to inform and shape scheme as it progresses through development.

Going forward additional stakeholder and public engagement with the scheme will be undertaken at appropriate stages and will inform the optioneering process.

The approach of giving stakeholders and communities the opportunity to raise any concerns and provide direct feedback on the proposals will ensure the scheme development is transparent and rooted in its locality. The process will also give the project team insight into the travel needs and behaviours of relevant stakeholders.

Table 2 summarises consultation that has taken place, the outcome of the engagement and its impact on scheme development. The table also summarises engagement that is likely in the future and what is hoped to be gained from said engagement.

Table 2: Consultation Pathway

Consultation	Outcome / Impact on Scheme Development
2018 Early Engagement with Key Stakeholders	<ul style="list-style-type: none"> To outline option locations for the scheme To gain initial feedback on the options. Feedback helps guide the next steps of consultation.
2019 Public Consultation	<ul style="list-style-type: none"> 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.
2019 Further Stakeholder Engagement	<ul style="list-style-type: none"> To assist in identifying a preferred option. Note - this stage will likely involve a small number of workshops.

Source: Mott MacDonald

