

| Appraisal Summary Table |  | Date produced:  | Feb-19    |        |   | Contact:  |                   |   |
|-------------------------|--|---|-----------|--------|---|---|-------------------|---|
| Name of scheme:         | Foxton Park and Rail Transport Hub   |   |           |        |   | Name  | Jack Gray         |   |
| Description of scheme:  | The proposed Foxton Park & Rail Transport Hub involves locating a new Park and Ride facility along the Royston to Cambridge corridor in the vicinity of Foxton rail station. The scheme aims to address high levels of highway congestion on this corridor and support economic growth in the Greater Cambridge region by improving connectivity to the southwest of Cambridge.  |   |           |        |   | Organisation  | Mott MacDonald    |   |
|                         |  |   |           |        |   | Role  | Transport Planner |   |
| Impacts                 | Summary of key impacts   | Quantitative  |           |        | Assessment  |   | Monetary £(NPV)   | Distributional 7-pt scale/ vulnerable grp |
|                         |  | Value of journey time changes(£)  |           |        | Qualitative   |   |                   |   |
|                         |  | Net journey time changes (£)  |           |        |   |   |                   |   |
|                         |  | 0 to 2min   | 2 to 5min | > 5min |   |   |                   |   |
| Economy                 | Business users & transport providers   | <p>The primary user benefits relate to journey time savings for people undertaking commuting journeys into Cambridge. For those travellers using one of the proposed Park &amp; Rail site options to access onward rail services at Foxton station, modelling suggests there will be a 10 minute improvement in travel time during the AM peak hour.</p> <p>The NPV has been calculated based on journey time savings for those using the Park &amp; Rail site and associated decongestion benefits.</p>  |           |        | <p>Value of journey time changes(£)</p> <p>Net journey time changes (£)</p> <p>0 to 2min    2 to 5min    &gt; 5min</p> <p>–                    –                    £8,158,909</p>                              | All short-listed options - Beneficial   | £8,158,909        | –   |
|                         | Reliability impact on Business users   | <p>Rail journeys to Cambridge City Centre from Foxton are shorter and more reliable than those made by car; this journey time calculation accounts for time spent transferring between modes.</p> <p>Therefore, users transferring from their private vehicles to utilise rail services at Foxton station will experience improvements to journey time reliability. The most significant improvements will occur during peak times, where congestion reaches its peak.</p> <p>At present users of the A10 are subject to large delays and journey time variabilities throughout the day; this results in several pinch points including Junction 11 of the M11, the Foxton level crossing of the A10, and through the villages of Harston and Hauxton.</p>  |           |        | –   | All short-listed options - Beneficial   | –                 |   |
|                         | Regeneration   | <p>There are currently no constraints to the accessibility of regeneration areas and this scheme is not expected to lead to a substantial change to any regeneration areas.</p> <p>The government's housing white paper identifies Railway stations as key anchors for inward investment. The potential increase in footfall associated with the proposed Park &amp; Rail site adjacent to Foxton station, could provide businesses in Foxton with the opportunity to capture additional revenue.</p>   |           |        | –   | All short-listed options - Neutral  | –                 |   |
|                         | Wider Impacts  | <p>It is possible that businesses in the Cambridge Northern Fringe and Cambridge Science Park area, and Cambridge City Centre will benefit from increased labour productivity, leading to a positive impact on overall labour supplied, improved access to product/input markets and a possible reduction in transportation costs resulting in output change.</p>   |           |        | –   | All short-listed options - Beneficial   | –                 |   |
|                         | Noise  | <p>Overall the noise impact of the scheme is anticipated to be between neutral and moderate adverse.</p> <p>Option 4a (without bypass) would result in no adverse impact on noise because there are no sensitive residential receptors in close proximity of the site identified for this option.</p> <p>Option 1 (without bypass) would likely adversely impact the residents of Barrington Road. The residents of Barrington Road are likely to experience an adverse noise impact from increased vehicle movements on Barrington road, and from vehicle movement within the proposed car park.</p> <p>Option 1 (with bypass) would also adversely impact the residents of Barrington Road; however, the noise would likely be of lower significance due to the presence of the bypass, which would represent the main source of noise in the area.</p> |           |        | –   | <p>Option 4a (without bypass): <b>neutral</b></p> <p>Option 4a (with bypass): <b>neutral</b></p> <p>Option 1 (without bypass): <b>moderate adverse</b></p> <p>Option 1 (with bypass): <b>slight adverse</b></p> | –                 | –   |
| Air Quality             | <p>Option 1 (without bypass) would likely increase traffic on Barrington Road, resulting in an adverse impact on local air quality for the residents of Barrington Road.</p> <p>Option 1 (with bypass) would also adversely impact the residents of Barrington Road; however, the air quality impact would likely be of lower significance due to the presence of the bypass, which would represent the main source of air pollution in the area.</p> <p>Both variants of Option 4a are unlikely to result in any adverse impact on local air quality because they are not proximate to any sensitive residential receptors.</p> |   |           | –      | <p>Option 1 (without bypass): <b>moderate adverse</b></p> <p>Option 1 (with bypass): <b>slight adverse</b></p> <p>Option 4a (without bypass): <b>neutral</b></p> <p>Option 4a (with bypass): <b>neutral</b></p> | –   | –                 |   |

|               |   |   |  |  |                          |   |
|---------------|---|---|--|--|--------------------------|---|
| Environmental | Greenhouse gases                                  | The proposed scheme is unlikely to have an impact on greenhouse gas emissions as the new Park & Rail, with or without a bypass would not contribute in removing the number of vehicles in Foxton.<br><br>Concerning the wider corridor, the introduction of additional park and ride capacity should reduce the need to travel by car, thus reducing congestion and associated greenhouse gas emissions.  | Change in non-traded carbon over 60y (CO2e)  | All short-listed options - Slight Beneficial   | -                        |   |
|               |   |   | Change in traded carbon over 60y (CO2e)  |  |                          |   |
|               | Landscape   | Regarding landscape impacts, the A10 bypass would represent the main adverse impact on landscape in the area.<br><br>Options 1 and 4a (without bypass) are already partially screened by existing vegetation; however, additional mitigation planting would further screen the new car park.<br><br>Options 1 and 4a (with bypass) would likely have a similar impact to the options without a bypass. However, the construction of a bypass would likely minimise the car park's adverse impact on the landscape.  | -  | Option 1 (without bypass): <b>moderate adverse</b><br>Option 1 (with bypass): <b>slight adverse</b><br>Option 4a (without bypass): <b>moderate adverse</b><br>Option 4a (with bypass): <b>slight adverse</b> | -                        |   |
|               | Townscape   | The proposed site would be constructed on arable land and will not have an impact on the existing built form of Foxton.   | -  | All short-listed options - Neutral   | -                        |   |
|               | Historic Environment                              | The likely impact of the proposed scheme would be the same for each option with or without the bypass. The presence of a car park at Options 1 and 4a is unlikely to impact on the setting or heritage value of nearby statutory designated heritage assets.  | -  | All short-listed options - Neutral   | -                        |   |
|               | Biodiversity                                      | The likely impact of the proposed development would be the same for each option, with or without the bypass. All options are located on arable land, which is a type of land considered to be of low biodiversity value. The proposed scheme has the potential to impact on bats, hedgerows, breeding birds and reptiles.   | -  | All short-listed options - Slight Adverse  | -                        |   |
|               | Water Environment                                 | All sites share the same water and flooding environment. It is expected that all proposed options, with or without bypass, would result in a neutral impact on the water environment.   | -  | All short-listed options - Neutral   | -                        |   |
| Social        | Commuting and Other users (including reliability) | Commuters and other users of a new Park & Rail site adjacent to Foxton station would benefit from reduced stress due to avoiding congestion on the A10 for car drivers, enhanced facilities for modal interchange including secure cycle parking, and enhanced access to onward public transport with reliable journey times.   | Value of journey time changes (£)<br>Net journey time changes (£)<br>0 to 2min    2 to 5min    > 5min  | All short-listed options - Beneficial  | -                        |   |
|               | Physical activity                                 | A Park & Rail site with good cycling facilities would also connect with existing segregated cycle provision on the A10; the provision of high quality interchange facilities could increase the number of people cycling to Foxton station from the surrounding villages, including the proposed housing development on the former Cemex site at Barrington.  | -  | All short-listed options - Slight Beneficial   | -                        |   |
|               | Journey quality                                   | Journey quality benefits are expected to arise from new Park & Rail users, who have switched from private car for the full journey to Park & Rail.<br><br>These commuters will also benefit from a less stressful journey and avoid competing for oversubscribed parking in Cambridge City Centre and at the Cambridge Biomedical Campus.   | -  | All short-listed options - Beneficial  | -                        |   |
|               | Accidents   | Greater use of the Park & Rail facility is expected to reduce vehicle-miles and therefore has the potential to reduce road accidents within Greater Cambridge. However, any new highway junctions associated with the park and rail site can introduce new conflict points on the network.  | -  | All short-listed options - Slight Beneficial   | -                        |   |
|               | Security  | The scheme is not expected to give rise to a change in personal security. Further work will be undertaken at the Outline Business Case stage.   | -  | All short-listed options - Neutral   | -                        |   |
|               | Access to services                                | The scheme is not expected to have a significant impact on public transport accessibility for those without access to a car.<br><br>The scheme will ensure that accesses to the Park & Rail site is complimentary to the existing cycle and pedestrian network in Foxton and from the A10.<br><br>The provision of a pedestrian bridge or underpass would be beneficial to the success of the Foxton Park & Rail scheme but does not form a core part of the scheme and will need to be subject to further discussions with Network Rail and other partners regarding its development, cost and delivery. | -  | All short-listed options - Neutral   | -                        |   |
|               | Affordability                                     | At this early stage it is proposed that car parking charges would reflect charges at other sites in Cambridge and South Cambridgeshire, assuming the site is managed by CCC.  | -  | All short-listed options - Neutral   | -                        |   |
|               | Severance   | The Park & Rail scheme is not expected to cause any severance impact.<br>However, the level crossing scheme could have a moderate severance impact. Here, once the bypass is provided the level crossing will be closed and blocked, preventing passage along the existing A10.   | -  | All short-listed options - Neutral   | -                        |   |
|               | Option and non-use values                         | N/A - the scheme being appraised does not include measures that will 'substantially change the availability of transport services within the study area' (ref para 7.1.1 of WebTAG Unit A4.1)   | -  | All short-listed options - Neutral   | -                        |   |
|               | Public Accounts                                   | Cost to Broad Transport Budget<br><br>Cost estimates (Q4 2017 prices, £millions) have been calculated.<br><br>All costs are assumed at this stage to be borne by the GCP. However, opportunities for match funding will be explored, with potential opportunities for key stakeholders to contribute to the overall scheme costs.   | Option 4a (without bypass): £4.56m<br>Option 4a (with bypass): £5.58m<br>Option 1 (without bypass): £5.63m<br>Option 1 (with bypass): £5.89m | -  | £3,121,653 to £4,035,632 | - |
|               | Indirect Tax Revenues                             | Not assessed  | -  | -  | -                        |   |