

Whittlesford Parkway Station Transport Masterplan

Stage One Report: Baseline Conditions and Initial Options



30 October 2018



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Executive Summary

A grayscale photograph of a train station platform. The tracks run parallel to the platform, receding into the distance. On the right side of the platform, there are several bicycles parked in a rack. In the background, there are some buildings and a cloudy sky. The text "Executive Summary" is overlaid in a dark blue font.

Executive Summary

Overview

- i. In April 2018, WYG were commissioned by the Greater Cambridge Partnership to produce a Masterplan for Whittlesford Parkway Station. At the heart of this was the need to enhance the capacity and connectivity of the Parkway to help facilitate sustainable growth in the local area and reduce the impacts of car-based travel into Cambridge.
- ii. Whittlesford was identified as a location for a pilot Rural Travel Hub following a feasibility study of potential sites across Cambridgeshire in November 2017. As such the Masterplan will detail the areas of investment through which to create a multi-modal transport interchange to accommodate demand from both the village itself, and the large rural hinterland the station serves.
- iii. This Report forms one of two documents which together will comprise the Whittlesford Parkway Station Masterplan. This document provides the evidence and framework upon which ideas for the creation of a modern and accessible Rural Travel Hub will be based and is structured around the 5P's of: Policy, Provision, Practice, Perceptions and Proposals.
- iv. It concludes by drawing together a long list of schemes, initiatives and ideas through which the problems and opportunities identified can be addressed or maximised.

Policy

- v. There is a comprehensive and detailed policy framework in place at the local level, at the sub-regional level and nationally, upon which to structure and develop a package of interventions to develop Whittlesford Parkway Station into a modern, accessible transport interchange.
- vi. From national guidance to local policy there is a clear focus on the need to cater for sustainable transport provision. Recent changes to the National Planning Policy Framework place an emphasis on the role of multi-modal interchanges as a focus for new development, and investment in Whittlesford will help to facilitate the level of growth earmarked within the South Cambridgeshire Local Plan.
- vii. However, the policy context is evolving, and the creation of the Cambridgeshire and Peterborough Combined Authority prompted a review of the existing Local Transport Plan. An updated version is under development.
- viii. Notwithstanding this, the need for both more capacity in the transport network to accommodate growth, and a focus on sustainable travel as a means of improving both strategic and local connectivity, are likely to remain at the heart of future transport policy.

Provision

- ix. The Station benefits from excellent rail-based connections into both Cambridge to the north and London to the south with two trains per hour into Cambridge during the morning peak period, and four into London. This level of service provision attracts station users from a wide catchment.
- x. The facilities in place at the station are at odds with the rail services provided. It lacks basic amenities such as a toilet, café or shop, whilst the only access between the two platforms is via a stepped footbridge.

- xi. Bus services and supporting infrastructure are poor. Public bus services are infrequent and don't cater for peak time trains although privately operated commuter bus services are provided by both the Granta Park and Wellcome Genome Campuses.
- xii. The lack of bus turning facilities close to the station is a key barrier in seeking to secure a higher level of service provision, as is the Station Road East junction with the A505, which does not permit right turning movements out of Station Road East onto the A505.
- xiii. The environment in the immediate proximity of the station is dominated by the car as a result of the parking immediately adjacent to the station on Station Road West, and the drop-off facilities provided on both sides of the station, within yards of the platforms themselves. This creates a poor environment for pedestrians, coupled with the lack of continuous footways alongside the carriageway on Station Road East, between the station and the main car park.
- xiv. In terms of car parking itself, over 500 spaces are available through a combination of on-street provision (around 90 spaces) and off-street provision (around 440 spaces). Unrestricted on-street parking is available on Station Road West, Royston Road and Duxford Road all to the west of the station. Some restrictions are in place on these links prohibiting parking during the middle of the day to reduce the extent of all day commuter parking.
- xv. In terms of off-street provision, the majority is provided in the main station car park on Station Road East which can accommodate around 300 vehicles. However, the spaces are poorly demarcated and small in size resulting in the number of useable spaces being somewhat lower.
- xvi. The station is in close proximity to the National Cycle Network (Route 11) and a combination of on and off-road cycle routes provide access to the parkway. However, the quality of these links is variable due to the presence of heavy traffic alongside some, the lack of dedicated crossing points at busy junctions, lighting and maintenance issues and a lack of cycle lanes along both Station Road East and West on the final approaches to the station

Practice

- xvii. The number of people using Whittlesford Parkway increased by over 60% from around 315,000 to 510,000 in the ten-year period between 2007/08 and 2016/17. These are drawn from a large catchment area which not only includes the local villages of Whittlesford, Duxford and Sawston, but extends to Haverhill, Newmarket and Bury St Edmunds, around 30 miles to the east of the station.
- xviii. The geographical spread of station users is reflected in the popularity of the car as the main mode of travel to the station. Around 70% of those accessing the station do so by car – as a single occupant driver, as a passenger in a car, or through being dropped-off.
- xix. Despite the shortcomings in cycle routes and parking provision, it remains a popular form of travel, and with 17% of commuters travelling by bike it is the second most popular means of accessing the station.
- xx. Due to the popularity of both car and cycle-based travel to the station, parking provision for both is heavily utilised. Whilst a survey of the occupancy of the main station car parks concluded that they were only 83% full, they appear to operate at their "useable capacity" due to the narrow width of the parking bays and their poor demarcation.
- xxi. Cycle parking provision is insufficient to meet demand. Whilst 'Sheffield Stands' are provided which can accommodate 50 bikes, a survey undertaken on 16 May 2018 highlighted that in addition to the fully occupied provision of 50 spaces, a further 33 bikes were locked to various points around the station.

Perceptions

- xxii. A range of views were sought to tease out the basis upon which travel choices are made when accessing the station, and the nature and extent of issues individuals face, both in terms of local residents and station users. Transport providers and interest groups were targeted to help build a picture of operations in and around the Parkway. A range of actions were undertaken through which to ascertain the views of individuals:
- Attendance at the Shelford and Whittlesford Rail User Group meeting on 10 May 2018.
 - A station user survey of over 100 commuters on the morning of 16 May 2018.
 - An online survey of a further 100 individuals between 10 May and 13 June 2018.
 - A site visit with elected parish and district councillors on 16 May 2018.
 - Tele-conferences with individual stakeholders between 26 April and 19 June 2018.
 - A station master-planning workshop with around 30 attendees on 3 July 2018.
- xxiii. This process identified a wide range of perspectives on the current and potential future operation of the Parkway, and the approaches through which these could best be addressed. Satisfaction with current access to the station varied considerably between those questioned in person and online, with the former more satisfied and the latter less satisfied. Key issues highlighted included:
- **Car Parking** – Issues associated with car parking were at the heart of much of the feedback received, whether that be in terms of a perceived lack of capacity, the pricing of provision, the poor quality of dedicated off-street bays, the lack of enforcement of on-street parking and the subsequent impact of parking on local residents.
 - **Cycling** – The lack of provision for cyclists was highlighted through a number of different forums focusing upon the perceived lack of safe, continuous cycle links or sufficient covered and secure cycle parking.
 - **Traffic** – The volume of traffic, congestion and restricted movements at the A505 junction with Station Road East were all cited by both motorists and non-motorists as concerns. The level of traffic associated with drop-offs and pick-ups immediately adjacent to the station also highlighted as an issue from a safety perspective.
 - **Access Between Platforms** – The lack of step free access between platforms was recognised by a number of stakeholders and a cause for concern, in terms of the barrier it forms to those with limited mobility, pushchairs or bikes using the station.
 - **Buses** – Bus operators highlighted the difficulties in providing bus services to the station, in particular the lack of space for a bus turnaround facility and the limited access from Station Road East onto the A505. These difficulties are reflected in the limited service provision currently in place, a key weakness of existing connectivity observed by many.
 - **Station Facilities** – A lack of facilities at the station itself such as toilets, a café or shop were highlighted by various groups and individuals as basic requirements for a modern station which are all lacking.
 - **Pedestrians** – Concerns associated with poor quality footways and the lack of provision for pedestrians in general were highlighted.

Proposals

- xxiv. The development of a multi-modal transport interchange at Whittlesford will cater for both current and future travel demand, and in itself help facilitate growth by providing a strategic link between housing and employment opportunities.
- xxv. Some 33,500 new homes and 44,000 new jobs are anticipated to come forward across Cambridge and South Cambridgeshire by 2031, as earmarked in the emerging Local Plans, but as Whittlesford is classified as a 'Group Village', only limited housing development will be permitted locally unless in exceptional circumstances.

- xxvi. The largest potential residential development in proximity to Whittlesford Parkway is therefore anticipated to be a new 'Garden Village' near Great Chesterford on the land east of the A11 within the district of Uttlesford. The specific nature of this is still emerging but with the site's capacity assumed to accommodate up to 5,000 new homes it is not unrealistic to anticipate that some commuters may utilise Whittlesford Parkway.
- xxvii. The majority of growth in and around Whittlesford over the next 15-20 years however is anticipated to be in terms of the creation of new employment opportunities. This has the potential to increase its role as a 'destination station' in its own right.
- xxviii. Whilst not contributing to commuter parking pressures at the station, the additional demand for onward trips will place pressure on existing services, and if provision is not available, growth could be stifled and the recruitment of the best available talent from a wider catchment area impeded. Significant proposals to increase employment in the catchment of Whittlesford Parkway include:
 - **Wellcome Trust Genome Campus** – Currently 2,500 employees but have plans to create another 6,000 jobs over a 25-year period. A masterplan is currently being developed.
 - **Granta Park** – Currently employs 2,500, a figure which is set to increase to around 4,000 in the next 18 months.
 - **Babraham Research Campus** – A £35m scheme was approved in November 2017 to provide two new buildings providing 9,290sqm of new bioscience research and development space, due for competition in 2019. It is expected to create an additional 450 jobs.
 - **Sawston Trade Park** – Currently home to 15 companies occupying 18 buildings, but plans for its comprehensive redevelopment are expected to lead to the creation of 1,400 new jobs.
 - **Cambridge Biomedical Campus** – Expansion will form a major development to the south of Cambridge, adjacent to Addenbrookes Hospital. It is currently the base for 17,250 jobs, a figure which is set to rise to 21,000 by spring 2019, and up to 30,000 by 2030, many of whom may use Whittlesford Parkway to access the site in the future.
- xxix. With regard to committed transport improvements in the pipeline, changes to the rail timetable, new services in the peak periods and new rolling stock are all opportunities to build upon. A potential new station at Cambridge South associated with the Biomedical Campus also needs to be taken into consideration in terms of the increasing demands this may place on Whittlesford Parkway.
- xxx. At the station itself, Greater Anglia are committed to a programme of investment which will see the provision of new CCTV, lighting and parking for up to 200 more bikes.

Optioneering

- xxxi. Following the identification of current and potential future issues and opportunities, a "long list" of options has been identified through which concerns may be addressed and the potential of the Parkway maximised. These will be considered as part of Stage 2 of the commission, and a preferred package of interventions identified.
- xxxii. The development of the "long list" of schemes has considered all options on a mode by mode basis but also in terms of the individual corridors along which individuals access the station. This seeks to ensure that mutually beneficial schemes can be identified for different forms of travel. At this stage, nothing has been ruled out and as such a wide variety of measures have been identified from major proposals such as the actual relocation of the station to minor improvements such as the signage and lining of cycle routes.



1. Background

1.0 Background

1.1 The Commission

- 1.1.1 In April 2018, WYG were commissioned by the Greater Cambridge Partnership to produce a Masterplan for Whittlesford Parkway Station. At the heart of this was the need to enhance the capacity and connectivity of the Parkway to help facilitate sustainable growth in the local area and reduce the impacts of car-based travel into Cambridge.
- 1.1.2 Whittlesford was identified as a location for a pilot Rural Travel Hub following a feasibility study of potential sites across Cambridgeshire in November 2017, and as such the Masterplan will detail the areas of investment through which to create a multi-modal transport interchange to accommodate demand from both the village itself and the large rural hinterland it serves.

1.2 The Location

- 1.2.1 Whittlesford Parkway Station is located in the parish of Whittlesford, in an area known as Whittlesford Bridge. The village is designated as a 'Group Village' in the recently adopted South Cambridgeshire Local Plan and as such is protected from significant development in the period up until 2031.
- 1.2.2 Whilst the village itself has a population of around 1,700¹, the Parkway Station serves a much larger rural catchment including the villages of Duxford, Pampisford and Sawston, and draws in commuters from as far afield as Haverhill, Newmarket and Bury St Edmunds. In this respect the role and function of Whittlesford Parkway is at odds with its rural village setting.
- 1.2.3 The Station is sited immediately to the north of the A505, a strategically important east-west link between Royston, the A10 and the M11 (J11) to the west, and the A11 and A1307 to the east. The location of the Parkway is highlighted in **Figure 1.1** and a plan of the existing station and facilities is provided in **Figure 1.2**.

1.3 Pressures and Problems

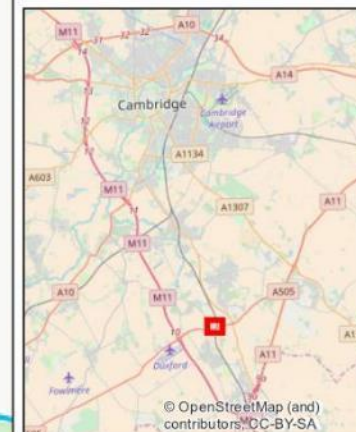
- 1.3.1 Investment in facilities at Whittlesford Parkway has not kept pace with the significant increase in the popularity of the station. Whilst annual passenger numbers have increased from around 315,000 to over 510,000 in the 10-year period between 2007/08 and 2016/17², this hasn't been matched by improvements in parking capacity or bus service provision.
- 1.3.2 The significant level of growth anticipated in the Cambridge Sub-Region, and more specifically within the catchment of the station, in the form of new housing allocations and the expansion of existing business parks, will only increase the demand to use the Parkway. This has led to the need to review current concerns and potential future issues, and cater for a growing demand to travel through the creation of a multi-modal integrated transport hub.

¹ <https://www.nomisweb.co.uk/reports/lmp/ward2011/1140852551/report.aspx?town=whittlesford>

² Office of Road and Rail (<http://orr.gov.uk/statistics/published-stats/station-usage-estimates>)



Legend



Contains Ordnance Survey data © Crown copyright and database right 2018 OS 100023205.

REV	DESCRIPTION	BY	CHK	APP	DATE
Client:					



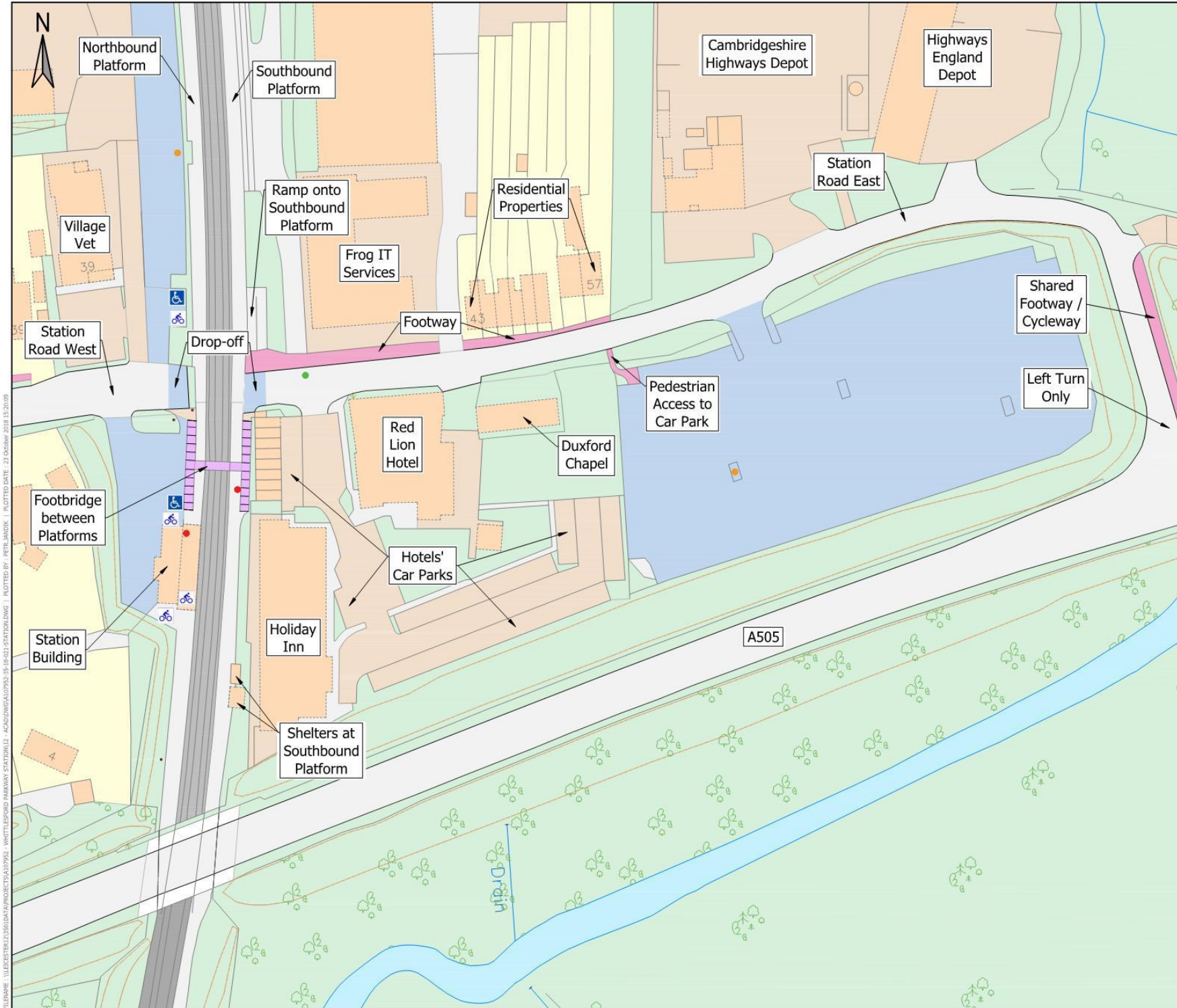
EXECUTIVE PARK
AVALON WAY
ANSTEE
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com



Figure 1.1:
Location of Whittlesford
Parkway Station

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	PJ	17/04/18	BK	17/04/18	ASG	17/04/18
Project No.	Office	Type	Drawing No.	Revision		
A107952	35	18	001	-		

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DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS

Legend

- Station Car Parks
- Footways
- Bus Stop
- Disabled Parking
- Cycle Racks
- Ticket Machine
- Pay Station

REV	DESCRIPTION	BY	CHK	APP	DATE
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Client:



EXECUTIVE PARK
AVALON WAY
ANSTEY
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com



Figure 1.2: Existing Facilities at Whittlesford Parkway

Scale @ A3	Drawn NTS	Date 11/07/18	Checked PJ	Date 11/07/18	Approved CS	Date 11/07/18
Project No. A107952	Office 35	Type 18	Drawing No. 021	Revision -		

1.4 Overview of the Report

- 1.4.1 This Report forms one of two documents which together will comprise the Whittlesford Parkway Station Masterplan. This document provides the evidence base and framework upon which ideas for the creation of a modern and accessible Rural Travel Hub will be founded. The report is structured according to the 5P's as illustrated in **Figure 1.3** and detailed below. The second document will assess the options for improving the station and the recommended strategy.

Figure 1.3: Structure of the Evidence Base



- **Policy** – The national, sub-regional and local policies in place which provide the overarching framework for potential investment. The section also touches upon other studies in the local area to identify potential synergies and opportunities for a strategically co-ordinated approach to catering for future travel demand.
- **Provision** – The infrastructure and services in place which connect Whittlesford to the wider transport network in terms of all modes of travel. The section also establishes the local context of the Parkway with respect to land ownership issues, the scope to which land take requirements could be considered, and any potential constraints to development.
- **Practice** – The nature of current operations, in terms of the volume of travel demand through the station, how this has changed over time, and the different ways in which the station is accessed. The section also identifies the catchment area of the Parkway through post code analysis and benchmarks the performance of Whittlesford against other stations around the country in terms of its current level of sustainability.
- **Perceptions** – The views of a wide variety of stakeholders on the nature and extent of current issues and their ideas for how they could be addressed. The section draws out common themes and differences of opinion raised by station users, non-users, local residents, local businesses, elected members, transport providers and the general public.
- **Proposals** – The scale of growth proposed in and around Whittlesford, both in terms of new housing to be provided and jobs to be created, and also in terms of committed improvements to the wider transport network.

- 1.4.2 The Report concludes by drawing out a “long list” of interventions reflecting the issues which have come to the fore in the development of the evidence base and from the comments and reflections of stakeholders. These will be subject to discussion before being refined and packaged into alternative Masterplan options.

2. Policy



2.0 Policy

2.1 Overview

- 2.1.1 There is a comprehensive and detailed policy framework in place at the local level, at sub-regional and nationally, upon which to structure and develop a package of interventions to develop Whittlesford Parkway Station into a Rural Travel Hub and modern, accessible interchange.
- 2.1.2 Most notably, the suite of documents which comprise the Cambridgeshire Local Transport Plan place a clear emphasis on the importance of sustainable travel and the need to provide realistic and attractive alternatives to the car. Both the Cambridge and South Cambridgeshire Local Plans highlight the scale of growth to be accommodated in the period up to 2031 and the importance of transport capacity being in place to facilitate such growth.
- 2.1.3 This section subsequently summarises the governance and bodies with a remit to address transport issues within Whittlesford, and details the national, sub-regional and local policy context for the development of the Parkway Station Masterplan, in terms of the transport, development and wider strategic drivers for investment and the framework upon which a package of interventions will be identified.
- 2.1.4 Finally, it highlights linkages to recently completed and other studies which may provide further insight into travel patterns associated with the Parkway.

2.2 Governance

- 2.2.1 Whittlesford Parkway Station is located within South Cambridgeshire District Council which forms the local planning authority. Cambridgeshire County Council is the local highway authority. Since May 2017 the Cambridgeshire and Peterborough Combined Authority (CPCA) has had the remit for strategic transport in the area.
- 2.2.2 The district also sits within 'England's Economic Heartland', a proposed sub-national transport body which seeks the devolution of responsibilities for transport investment from Central Government, in line with Transport for the North³.
- 2.2.3 The Greater Cambridge Partnership (GCP), is a partnership between Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, the University of Cambridge and the business community. It forms the local delivery body for a City Deal with Central Government, bringing powers and investment to improve infrastructure and support and accelerate the creation of new and housing.

³ <http://www.englandseconomicheartland.com/Pages/home.aspx>

2.3 National Policy

National Planning Policy Framework

- 2.3.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and updated in 2018 and it sets out the Government's planning policies for England, and how these are expected to be applied in seeking to deliver sustainable development⁴.
- 2.3.2 It establishes core planning principles and includes the need to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- 2.3.3 The NPPF states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives, and that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 2.3.4 Given the tight constraints of operations at Whittlesford Parkway, it is also important to highlight that the NPPF states that local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Network Rail Strategic Business Case

- 2.3.5 The Network Rail Strategic Business Case 2019 to 2024 sets out plans for investment in the railway in Control Period 6 (CP6)⁵ in order to create a safe, reliable, efficient and growing network. Within the Anglia route, on which Whittlesford Parkway is located, it states a desire to increase capacity and journey speeds, and provide a new station at Cambridge South, adjacent to the Cambridge Biomedical Campus (CBC).

2.4 Sub-Regional Policy

Cambridgeshire and Peterborough Combined Authority Transport Plan

- 2.4.1 The Cambridgeshire and Peterborough Combined Authority (CPCA) was formed in 2017 and is the Local Transport Authority with strategic transport powers for Cambridgeshire and Peterborough.
- 2.4.2 A new Local Transport Plan is in the process of being produced to cover the combined authority area and is set to be completed by Spring 2019⁶. In the interim, the CPCA Board have adopted the previous Local Transport Plans of Cambridgeshire County Council and Peterborough City Council as a single LTP until a new Plan is in place.

⁴ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁵ <https://www.networkrail.co.uk/who-we-are/publications-resources/strategicbusinessplan/>

⁶ <http://cambridgeshirepeterborough-ca.gov.uk/news/local-transport-plan-work-given-the-green-light/>

Greater Anglia Customer Report

- 2.4.3 In November 2017, Greater Anglia, the operator of services through Whittlesford and the body responsible for managing the station, issued their annual Customer Report detailing the performance of the franchise in the previous twelve months and their vision for the period up until 2020⁷.
- 2.4.4 This includes plans for longer trains, revisions to the current timetable, a station refresh programme and improved interchange facilities. In terms of developing the role of the stations they manage as interchanges the report states:
- "We will improve station interchange facilities with a minimum of 1,782 extra parking spaces and 4,000 cycle spaces, extension of Plusbus integrated ticketing options (including from ticket vending machines), enhanced Cab&Go and Bike&Go schemes and better pedestrian routes to 20 stations. We will also have delivered an agreed programme of station travel plans with local authorities and other partners to make journeys to and from those stations easier and convenient".*
- 2.4.5 The development of Whittlesford Parkway aligns with this focus, presenting opportunities in terms of complementary investment streams and service planning for example.

2.5 Local Policy – Planning

South Cambridgeshire Local Plan

- 2.5.1 Local planning policy is detailed within the adopted South Cambridgeshire Local Plan⁸. The Plan contains proposals for the creation of 22,000 new jobs and provision of 19,500 new homes in South Cambridgeshire in the period between 2011 and 2031. It was submitted to the Government for examination in March 2014 and was subsequently subject to consultation on the Main Modifications which closed in February 2018. The Inspectors report was received on 29 August 2018 and the Plan was adopted by the Council on 27 September 2018.
- 2.5.2 Transport is addressed in "Chapter 10 – Promoting and Delivering Sustainable Transport and Infrastructure". It highlights the need for transport provision to be balanced in favour of sustainable modes, to give people a real choice as to how they travel.
- 2.5.3 Emerging Local Plans in neighbouring Cambridge and Uttlesford in Essex also have implications for the development of the Parkway Station with:
- Up to 33,500 homes and 44,000 jobs anticipated to be delivered in Cambridge and South Cambridgeshire by 2031.
 - A further 12,000 homes in the Uttlesford District Council local authority area, including nearly 2,000 as part of a new 'Garden Community' at Great Chesterford.
- 2.5.4 As a consequence of this, significant growth in travel demand in the area is anticipated in the next 15 years. More details on the land use allocations contained within these documents are set out in **Section 6 – Proposals.**

⁷ <https://www.greateranglia.co.uk/about-us/customer-report>

⁸ <https://www.scambs.gov.uk/localplan2018>

Whittlesford Neighbourhood Plan

- 2.5.5 Within the framework of the South Cambridgeshire Local Plan, Whittlesford Parish Council are in the process of producing a Neighbourhood Plan⁹, with a vision to 'provide for sustainable development ... through the achievement of appropriate infrastructure that will enable the community to continue to thrive'. The most recent changes to the draft Plan were made in July 2018 and it is yet to be formally adopted.
- 2.5.6 The Plan highlights the Station as a key feature of the village and details a number of opportunities and threats it poses to the local area.
- 2.5.7 Sustainable transport provision is at the heart of the Plan's objective for future transport infrastructure and services. However, it highlights concerns relating to a lack of co-ordination between bus and rail services, and pressures on parking and road safety as a result of the trips into the parish generated by the station.
- 2.5.8 To address this the Plan suggests the development of new and improved pedestrian and cycle links, improved bus services connections to surrounding towns and villages, and a Park and Ride site to feed the station and reduce current parking pressures. The development of a transport hub at the station is stated as providing a good opportunity upon which to secure these improvements.

2.6 Local Policy – Transport

Greater Cambridge Partnership Transport Vision

- 2.6.1 The Greater Cambridge Partnership (GCP) is the local delivery body for a City Deal with Central Government with powers and investment, worth up to £1 billion over 15 years, to facilitate the delivery of growth, of which up to £500m is dedicated to the infrastructure investment programme, which includes transport.
- 2.6.2 In terms of transport its vision is to 'Create better and greener transport networks, connecting people to homes, jobs, study and opportunity'. Within this remit, the GCP aims to:
- Ease congestion and prioritise greener and active travel, making it easier for people to travel by bus, rail, cycle or on foot.
 - Keep the Greater Cambridge area well connected to the regional and national transport network, opening up opportunities by working closely with strategic partners.
 - Reallocate limited road space in the city centre and invest in public transport (including Park & Ride) to make bus travel quicker and more reliable.
 - Build an extensive network of new cycle-ways, directly connecting people to homes, jobs, study and opportunity, across the city and neighbouring villages.
 - Help make people's journeys and lives easier by making use of research and investing in cutting-edge technology, and
 - Connect Cambridge with strategically important towns and cities by improving rail stations, supporting the creation of new ones and financing new rail links.
- 2.6.3 The creation of a multi-modal interchange at Whittlesford Parkway sits neatly within this approach and the masterplan will reflect this focus in the approach taken to increase capacity and connectivity.

⁹ <http://www.whittlesfordneighbourhoodplan.co.uk/>

Cambridgeshire Local Transport Plan

- 2.6.4 The suite of documents which together form the Cambridgeshire Local Transport Plan (LTP) form a comprehensive policy framework upon which to direct investment into the local transport network¹⁰. The vision of the Plan focuses upon "Creating communities where people want to live and work: now and in the future".
- 2.6.5 To achieve this a series of challenges are identified, of which the following are relevant to the development of the Parkway Station Masterplan:
- **Challenge 1:** Improving the reliability of journey times by managing demand for road space, where appropriate and maximising capacity and efficiency of the existing network.
 - **Challenge 2:** Reducing the length of the commute and the need to travel by private car.
 - **Challenge 3:** Making sustainable modes of transport a viable and attractive alternative to the car.
 - **Challenge 5:** Ensuring people, especially those at risk of social exclusion, can access the services they need within reasonable time, cost and effort.
 - **Challenge 7:** Protecting and enhancing the natural environment by minimising the environmental impact of transport.
- 2.6.6 Within this context, the development of a multi-modal interchange at Whittlesford Parkway also aligns with the following strategies within the LTP:
- **Cambridgeshire Long Term Transport Strategy (July 2015)** – Covers the period up to 2050 and identifies the major infrastructure requirements to address existing problems and capacity constraints by providing a high-level framework for investment to deliver economic growth.
 - **Transport Strategy for Cambridge and South Cambridgeshire (March 2014)** – Provides a detailed policy framework and programme of schemes through which to facilitate growth earmarked in the Local Plans and address current and future issues on the transport network. At the heart of this is a desire to make sustainable modes of transport a viable and attractive alternative to the private car.
- It identifies the Saffron Walden to Cambridge Corridor as a focus for the provision of High Quality Passenger Transport (HQPT). On each of the corridors identified (there are 7 in total) there is a desire to intercept traffic as far out as possible from Cambridge. The focus in the Saffron Walden to Cambridge corridor is rail-based travel and the Strategy sought to double the number of services per hour along the route from 1 p/h to 2 p/h [an objective which has subsequently been achieved].
- The development of transport interchanges and hubs is a key strand of the strategic approach contained within the strategy including at Whittlesford Parkway Station.
- 2.6.7 Since the production of the LTP, the Cambridgeshire and Peterborough Combined Authority has been created and designated as the primary Transport Authority for the area, with the County Council retaining some Transport Authority powers and its Highway Authority status. This Plan has subsequently been combined with the Peterborough LTP to form an interim framework for investment in advance of a joint LTP being produced by February 2019 (see **Section 2.4**).

¹⁰ <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan/>

Rural Travel Hubs

- 2.6.8 Rural Travel Hubs is an initiative developed by the Greater Cambridge Partnership to provide bespoke rural transport interchanges to connect residents in South Cambridgeshire with public transport and cycling/walking routes¹¹.
- 2.6.9 Rural Travel Hubs aim to reduce the levels of private car journeys into Cambridge from the surrounding villages by providing sustainable transport options and also providing connections between neighbouring villages and towns.
- 2.6.10 A Feasibility Study defined a Rural Travel Hub as: “a transport facility that serves as an interchange, close to existing transport corridors (that are served by a reliable and relatively frequent public transport service), where residents in rural areas can walk, cycle or drive to and continue their onward journey using a sustainable mode of travel”, and recommended piloting them in Oakington, Sawston and Whittlesford.

2.7 Studies

- 2.7.1 Given the scale of growth and investment proposed in and around Whittlesford, a number of transport studies have been undertaken or commissioned that will provide further insight into current and future travel patterns and pressures in the local area.

A505 Corridor Study

- 2.7.2 In February 2018, Uttlesford District Council commissioned WYG to undertake a high-level feasibility review of link capacity improvement options on the A505 between the A10 near Royston and the A11. This assessed the capacity constraints along the corridor, future demand and preliminary options for capacity improvements¹².
- 2.7.3 Between the M11 and the A1301, past Whittlesford Station, four alternative improvements were put forward including an online capacity improvement scheme, a realignment of the carriageway to the north of the village, and two alternative realignments to the south of the existing A505. A high-level assessment using the DfT Early Assessment and Sifting Tool (EAST), indicated that a realignment of the carriageway to the south would provide the best option.
- 2.7.4 Cambridgeshire County Council have recognised the need for study work to be undertaken to look at the issues on the A505 as one of the most congested roads in the County, as set out in their Long-Term Transport Strategy, and the Combined Authority have allocated funding for this to be commissioned. The study will provide opportunities to explore enhancements to station access from this strategic link.

Cambridge South East Transport Study

- 2.7.5 In 2015, the GCP commissioned the production of the Cambridge South East Transport Study with the aim of identifying and delivering fast and reliable public transport links, serviced by a new Park & Ride site, together with high-quality cycling and walking routes, for people travelling between Cambridge and the towns and villages to the south east of the city.

¹¹ <https://www.greatercambridge.org.uk/transport/transport-projects/rural-travel-hubs/>

¹² <https://uttlesford.moderngov.co.uk/documents/s4887/Appendix%204e%20-%20Transport%20Study.pdf>

- 2.7.6 Proposed improvements contained in Phase 1 of the study comprised a number of relatively low-cost measures to provide additional capacity and faster, more reliable and sustainable public transport options for journeys between Cambridge City and the fast-growing area to the south east.
- 2.7.7 Potential longer-term public transport improvements that were identified as part of Phase 2 consisted of three high-level strategies:
- **Strategy 1** – A new segregated Mass Rapid Transit route from the A11 via Sawston to the Cambridge Biomedical Campus with a Park & Ride near the A11/A505 junction. It would most likely form part of the Cambridgeshire Autonomous Metro being proposed by the Combined Authority.
 - **Strategy 2** – A new dedicated public transport link between the existing Babraham Road Park & Ride and the Cambridge Biomedical Campus with an inbound bus lane from Babraham Research Campus to the Babraham Road Park & Ride site and a new Park & Ride near the A11/A1307 junction.
 - **Strategy 3** – An inbound bus lane along the A1307 from Babraham Research Campus to the Addenbrooke's Hospital roundabout with a new Park & Ride near the A11/A1307 junction.
- 2.7.8 In July 2018 the Greater Cambridge Partnership Executive Board approved the implementation of Phase 1 at a cost of £13.9m, due for completion in early 2021. In October 2018 the Greater Cambridge Partnership Executive Board approved progression of Phase 2 – Strategy 1, which will produce an outline business case by 2019/20.

2.8 Summary

- 2.8.1 The policy context and findings of studies undertaken to date in and around Whittlesford provide a clear framework for investment in transport improvements at the Parkway and an indication as to the level of growth and demand any future interchange will be required to serve.
- 2.8.2 From national guidance to local policy there is a clear focus on the need to cater for sustainable transport provision. Recent changes to the National Planning Policy Framework place an emphasis on the role of multi-modal interchanges as a focus for new development, and investment in Whittlesford will help to facilitate the level of growth earmarked within the South Cambridgeshire Local Plan, as well as addressing existing concerns highlighted in studies focusing upon South East Cambridgeshire.

3. Provision



3.0 Provision

3.1 Overview

- 3.1.1 Whittlesford Parkway is an increasingly popular station which has seen passenger throughput almost double in the last ten years. This increase in use has not been matched by a commensurate change in sustainable transport provision at the Station or on its approaches.
- 3.1.2 The Parkway operates within a complex transport network, and its popularity is determined by not just the facilities it offers and services it accommodates, but also by its connectivity to this wider network, the location and extent of local developments, and the alternative modes of travel available in the local area. This section therefore details the existing transport provision in and around Whittlesford Parkway Station. It focuses on each mode of transport individually and interchange facilities between modes.

3.2 Station Infrastructure

- 3.2.1 Whittlesford Parkway benefits from two platforms which are partly covered and can accommodate 12 car trains, as illustrated in **Figure 3.1**. There is step-free access to each platform, but not between platforms, which is via a stepped footbridge only. There is car and cycle parking available on each side of the Station.
- 3.2.2 There is a ticket office, open Monday to Saturday between 6.30am and 1.30pm, and waiting room facilities available during the same times. Staffing is part time to reflect these openings. In terms of information provision, both departure and arrival screens are in place as well as timetable information boards¹³. There are no toilet facilities for waiting passengers.
- 3.2.3 The station is located on the West Anglian Mainline between London and Cambridge, which is double tracked, allowing services to operate in both directions at the same time.

Figure 3.1: Infrastructure at Whittlesford Parkway



¹³ <https://www.greateranglia.co.uk/travel-information/station-information/wlf>

3.3 Rail Services

- 3.3.1 Trains calling at Whittlesford Parkway are operated by Greater Anglia¹⁴, who have a franchise to provide services and manage the station until 2025 (with a one-year additional option). Cross Country Trains between Birmingham and Stansted Airport operate through the station but do not stop.
- 3.3.2 Given the frequency of service provision and the relatively short journey times to both London and Cambridge, Whittlesford is a popular commuter station. The frequency of these services and respective journey times are detailed in **Table 3.1**.

Table 3.1: Frequencies and Journey Times to London and Cambridge

Destination	Frequency (Mon – Fri)	Journey Times
London (Liverpool Street)	6am – 8am (4 trains p/h) 8am – 4pm (3 trains p/h) 4pm – 8pm (2 trains p/h)	Between 1hr and 1hr 28mins
Cambridge	6am – 9am (2 trains p/h) 9am – 6pm (3 trains p/h) 6pm – 8pm (4 trains p/h)	Between 9mins and 16mins

Source: <http://www.nationalrail.co.uk/>

- 3.3.3 This timetabling suggests that service provision at the Parkway is targeted more towards London bound commuters than Cambridge bound commuters. As well as London and Cambridge, services also call at various other locations and a map of the Greater Anglia network is illustrated in **Figure 3.2**. Of particular note is Stansted Airport to the south, which is served by two trains per hour from the Parkway and can be reached in as little as 22 minutes.
- 3.3.4 In the morning peak period (6am to 9am) 17 trains call at Whittlesford Parkway on a typical weekday. **Table 3.2** details these departures.

Table 3.2: Morning Peak Trains at Whittlesford Parkway

Time	Arriving (from)	Departing (to)
6.00am	Cambridge	London
6.25am	Bishops Stortford	Cambridge
6.25am	Cambridge	London
6.30am	Cambridge	London
6.40am	London	Cambridge
6.55am	Cambridge	London
7.00am	Cambridge	London
7.12am	London	Cambridge
7.25am	Cambridge	London
7.30am	Cambridge	London
7.54am	London	Cambridge
7.55am	Cambridge	London
8.00am	Cambridge	London
8.13am	London	Cambridge
8.25am	Cambridge	London
8.31am	Cambridge	London
8.43am	London	Cambridge

Source: <http://www.nationalrail.co.uk/>

¹⁴ <https://www.greateranglia.co.uk/>

3.3.5 As part of the new franchise a new fleet of trains is due to be introduced by Greater Anglia along this route from 2018 onwards. The new trains will provide more capacity, greater reliability and an improved passenger environment.

Figure 3.2: Greater Anglia Network Map



Source: <http://www.expretio.com/customers/>

3.4 Bus Services

- 3.4.1 There are a limited number of bus services operating to, through, or from Whittlesford, providing bus-based access to the Station. Of the four routes in operation, only three stop in close proximity to the Station, utilising two stops; one on Station Road East (to the east of the Station), with the other on Duxford Road (to the west of the Station), as illustrated in **Figure 3.3** alongside the surrounding areas the routes serve.
- 3.4.2 Specifically, the No.7 and No.101 routes both serve the stop on Duxford Road, whilst the No.7a and Granta Park service (a private commuter service) both use the stop immediately adjacent to the station on Station Road East. These services are summarised in **Table 3.5**.
- 3.4.3 Of particular note is the lack of bus service provision to the Station in the morning peak period, assumed to be between 7am and 9am, to serve commuters travelling onwards from Whittlesford by rail. **Table 3.3** below highlights those which could be considered to provide scope for interchange with trains calling at Whittlesford Parkway.

Table 3.3: Peak Time Bus Services Calling at Whittlesford Parkway

Service	Arrival Time	From	Next Train to Cambridge	Next Train to London
7	7.31am	Heathfield	7.54am	7.55am
7a	8.25am	Heathfield, Hinxton	8.43am	8.31am

Source: <https://bustimes.org/districts/174>

- 3.4.4 Rail commuters arriving into Whittlesford are better catered for thanks to a dedicated bus service to Granta Park provided by the site itself. Five services operate in the morning peak to coincide with trains arriving from both Cambridge and London, with five further services in the evening peak to enable return trips to be made, as highlighted in **Table 3.4**. This is an increase from three buses in each direction in 2017.

Table 3.4: Granta Park Bus Services Departure Times

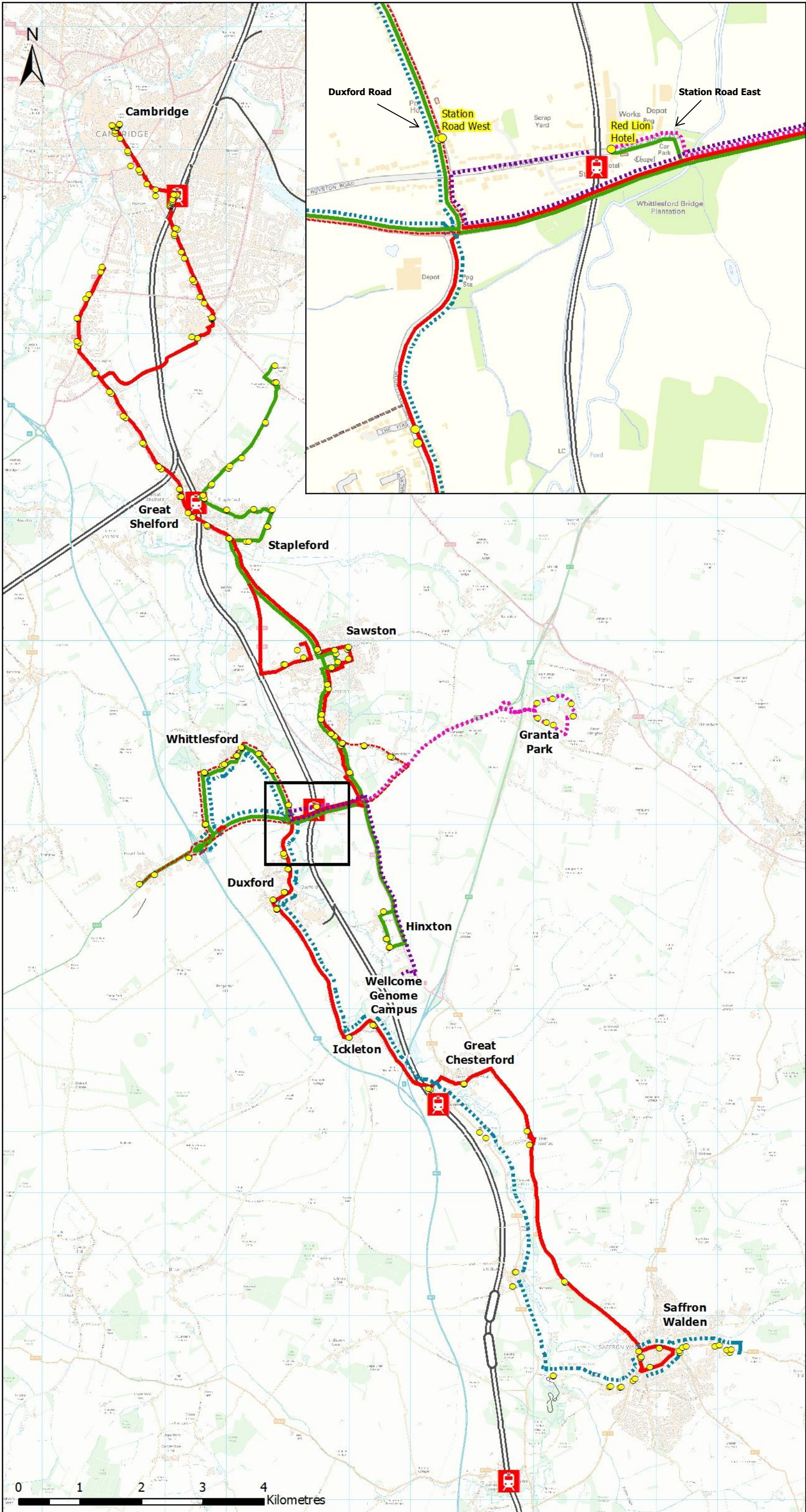
Morning		Connecting Trains
Parkway (depart)		
7.15am		• 7.00am from Cambridge / 7.12am from London Liverpool Street
8.15am		• 8.00am from Cambridge / 8.13am from London Liverpool Street
8.45am		• 8.25am / 8.31am from Cambridge / 8.43am from London Liverpool Street
9.15am		• 9.00am from Cambridge / 9.13am from London Liverpool Street
9.45am		• 9.38am from Cambridge / 9.43am from London Liverpool Street
Evening		Connecting Trains
Circuit of Granta Park	Parkway (arrive)	
4.10pm	4.25pm	• 4.30pm to London Liverpool Street / 4.40pm to Cambridge
4.40pm	4.55pm	• 5.00pm to London Liverpool Street / 5.10pm to Cambridge
5.10pm	5.25pm	• 5.30pm to London Liverpool Street / 5.33pm to Cambridge
5.40pm	5.55pm	• 5.58pm / 6.04pm to Cambridge / 6.00pm to London Liverpool Street
6.10pm	6.25pm	• 6.28pm to Cambridge / 6.30pm to London Liverpool Street

Source: <http://www.grantapark.co.uk/lib/uploads/2018/02/Whittlesford-Train-Station-Commuter-Bus-Timetable-1-Jan-2018-onwards.pdf>

Table 3.5: Whittlesford Bus Service Provision






Service	From	To	Operator	Frequency	First Service	Last Service	Nature of Service
Citi 7	Heathfield	Cambridge	Stagecoach	1 service per day in each direction	Arrives 7.31am (from Heathfield)	Departs 5.34pm (towards Heathfield)	Commuter bus service into Cambridge.
7a	Babraham Park and Ride (Circular)	Babraham Park and Ride (Circular)	A2B Bus and Coach	9 services per weekday (irregularly spaced)	Arrives 8.25am	Departs 5.55pm	Feeder service into Park and Ride site.
101	Whittlesford	Saffron Walden (Tesco)	C G Myall	1 service per day in each direction	Arrives 9.34am	Arrives 12.24pm	Supermarket service
Granta Park Commuter Bus	Whittlesford Parkway Station	Granta Park	Venture Travel	5 services in both the morning/evening peaks	Departs 8.15am	Arrives 5.50pm	Commuter bus service to Granta Park
Wellcome Genome Campus	Whittlesford Parkway Station	Wellcome Genome Campus	Richmond's Coaches	1 service per hour	Departs 8.30am	Departs 5.30pm	Commuter bus service to Wellcome Genome Campus

Sources: <https://bustimes.org/localities/whittlesford> & <http://www.grantapark.co.uk>





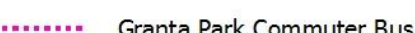
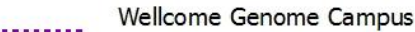



Legend

Railway

-  Railway Station
-  Multi Track
-  Single Track
-  Narrow Gauge
-  Railway Tunnel

Bus Services

-  7
-  7 (low frequency)
-  7A
-  101
-  Granta Park Commuter Bus
-  Wellcome Genome Campus Commuter Bus
-  Bus Stop

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REV	DESCRIPTION	BY	CHK	APP	DATE
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Client:



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Figure 3.3: Connectivity by Bus from Whittlesford Parkway

Scale @ A3 NTS	Drawn PJ	Date 26/04/18	Checked BK	Date 26/04/18	Approved CS	Date 26/04/18
Project No. A107952	Office 35	Type 18	Drawing No. 003	Revision -		

3.5 Bus Infrastructure

- 3.5.1 An audit of bus infrastructure in place in proximity to the Parkway Station has considered provision in terms of waiting facilities, including information provision, and how access for buses is accommodated.

Waiting Facilities

- 3.5.2 There are three bus stops which serve the Parkway, one on Station Road East, and two (one northbound and one southbound) on Duxford Road, highlighted in **Figure 3.4**, **Figure 3.5** and **Figure 3.6**. Provision is generally poor with a lack of shelters, seating, lighting or raised kerbs. A summary of the facilities provided at each of these stops is detailed in **Table 3.6**.

Table 3.6: Bus Stop Facilities

Facilities	Stop		
	Duxford Road (Northbound)	Duxford Road (Southbound)	Station Road East
Flag	✓	✓	-
Shelter	✓	-	-
Seating	✓	-	-
Timetable	-	✓	✓
Map	-	-	-
Real Time Info.	-	-	-
Raised kerbs	-	-	-
Lighting	-	-	✓
Distance to Parkway	490m	490m	5m

- 3.5.3 It is evident from the above table that bus based access to the Parkway is difficult for those with limited mobility, and those without prior knowledge of service operations. Cambridgeshire County Council has responsibility for the provision and maintenance of the bus stops in place.

Access

- 3.5.4 The closest stop to the Parkway is on Station Road East. No priority access is provided to buses on the road or at the junction with the A505.
- 3.5.5 The operation of buses along Station Road East is inhibited by the lack of a turning circle at any point along its length. This means that buses serving the Parkway have to reverse into either the Red Lion Hotel car park or the main station car park before turning to exit back onto the A505. This raises safety issues and has connotations in terms of the length of journey times.
- 3.5.6 The Wellcome Genome Campus Commuter Bus accesses the station via Station Road West and waits in the drop-off bays before departing. It has to make a three-point turn as a result of a lack of a sufficient turning circle, raising similar issues to those of Station Road East.

Figure 3.4: Duxford Road (South)



Figure 3.5: Duxford Road (North)



Figure 3.6: Station Road East



3.6 Pedestrians

- 3.6.1 Whittlesford Parkway is located away from the main centres of population in South Cambridgeshire and so the scope to increase the number of people walking to the station as their main form of transport is limited. This is illustrated in **Figure 3.7** which shows the area within an 800m walk, deemed to be the distance within which individuals are generally prepared to walk to access a station¹⁵, and images reflecting the quality of existing footways in place.
- 3.6.2 Notwithstanding the potential for trips to the site entirely by foot, almost all station users will require a walking element to their trip, whether the main element be by bus or car or cycle. This section sets out the provision and quality of the pedestrian links to the station and accessibility at the station itself.

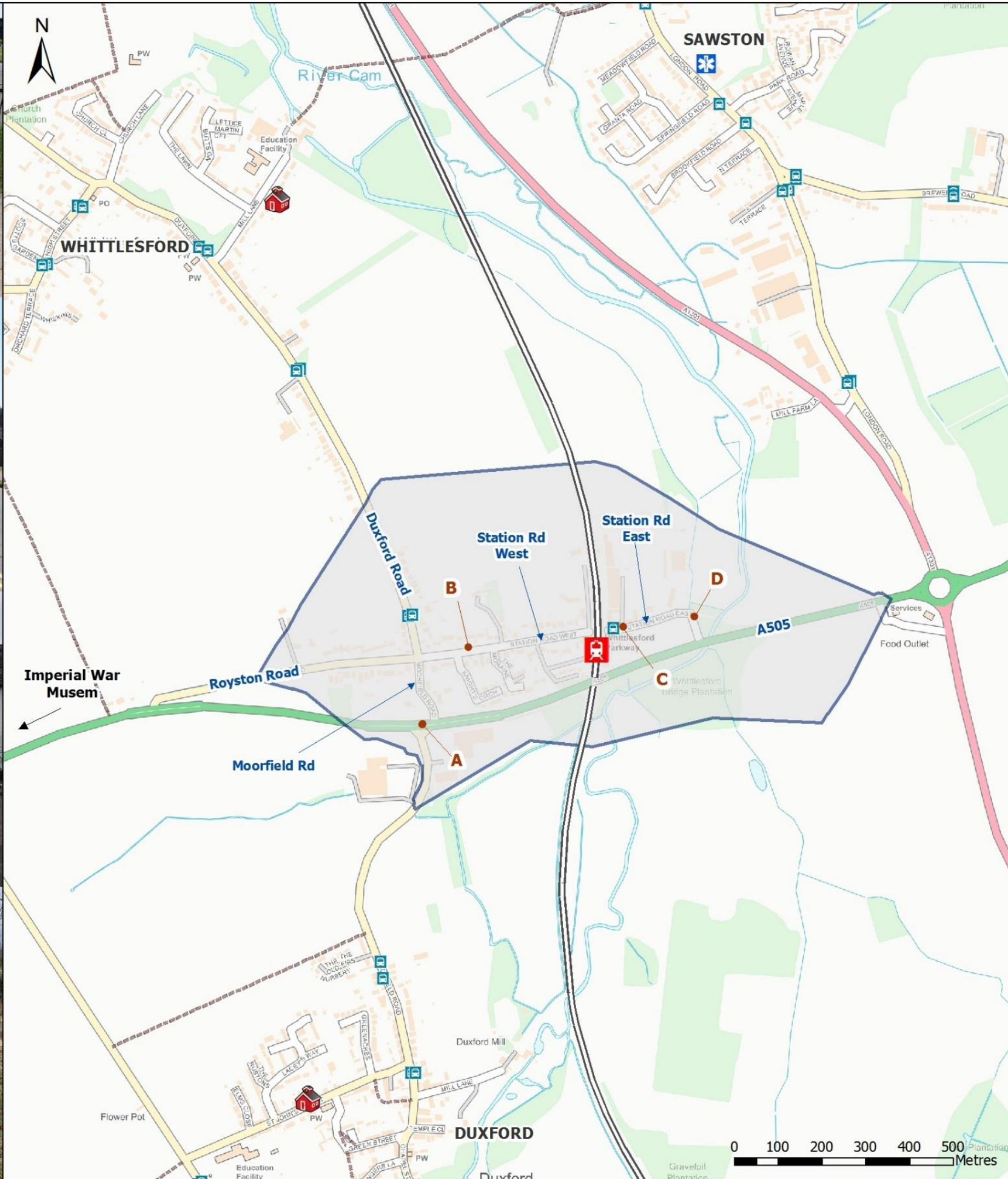
Routes

- 3.6.3 Provision for pedestrians is generally poor in close proximity to the station. Where footways are provided they are not continuous and do not cater for those with limited mobility. A summary of the pedestrian links along the main corridors which serve the Parkway are detailed in **Table 3.7**.
- 3.6.4 The main barrier to safe and direct pedestrian links to the station from the south is the A505. Where a crossing point is provided for those travelling from Duxford at the junction with Moorfield Road, it is uncontrolled, and pedestrians have to wait, often for a considerable amount of time until traffic has cleared and it is safe to cross. At best this is inconvenient for adults, and at worst, potentially unsafe for children or those with limited mobility who may take longer to cross the road.
- 3.6.5 There are a lack of suitable footways and lighting along Royston Road. This is a popular location for on-street parking and motorists are forced to walk within the middle of the road along an unlit carriageway to access their vehicles. This raises safety concerns particularly during winter months. The footpath which is provided to the south of the carriageway is set back behind vegetation and so doesn't enable access to the cars parked on-street.
- 3.6.6 The footpath along Station Road West is poorly surfaced but lit, whilst on Station Road East a footway is only provided along part of the carriageway, with users of the car park forced to walk in the road due to the lack of provision. The situation is compounded by a lack of street lighting and the number of vehicular movements at peak times.







Station Facilities

- 3.6.7 The key feature of pedestrian access at the station itself is the lack of step-free access between platforms. A stepped footbridge provides the only means of crossing the tracks, making the station inaccessible to those with limited mobility or pushchairs.
- 3.6.8 Whilst access onto the northbound and southbound platforms from Station Road West and Station Road East respectively is possible, this would only render the station accessible if the individual is dropped off and picked up on the side of the station from which the train is boarded or alighted.

¹⁵ Guidelines for Providing for Journeys on Foot; Institute of Highways and Transportation, 2000



Legend

-  Whittlesford Parkway Station
-  800m Walking Catchment Area
-  Footpath
-  Bus Stop
-  Primary School
-  GP

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REV	DESCRIPTION	BY	CHK	APP	DATE
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Figure 3.7: Area within an 800m walking distance of the Parkway

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	PJ	09/05/18	BK	09/05/18	CS	09/05/18
Project No.	Office	Type	Drawing No.	Revision		
A107952	35	18	005	-		

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Table 3.7: Summary of Pedestrian Links to Whittlesford Parkway

Link	Overview	Crossing Points	Street Furniture	Signage	Lighting	Surveillance
A505	Shared use footway / cycleway along the northern side of the carriageway.	None	None	None	No	Natural surveillance provided by the high volume of passing traffic.
Station Road East	Footway provided for a section close to the station, and shared use footpath/cycleway as the road bends round to the junction with the A505, but the provision is discontinuous.	None	None	Yes – for cyclists, but not for access to the station.	No	Little natural surveillance east of Duxford Chapel due to a lack of occupied properties and limited levels of passing traffic at certain times of the day.
Station Road West	Footway and verge along northern side of the carriageway.	None	None	None	Yes	Yes – houses overlook the street.
Moorfield Road	Continuous shared use footway/cycle path but which switches from one side of the carriageway to the other. A section of the route is set back from the carriageway at the junction with the A505.	Informal staggered crossing of the A505.	None	Yes – for cyclists, but not for access to the station.	Yes	Limited as housing set back behind high fences / bushes.
Royston Road	Footway along the southern side of the carriageway, mostly set back from the road until it reaches the residential properties.	None	None	None	Part – along residential section of the street.	No natural surveillance along the majority of the route from either residential properties or passing traffic, due to the limited flows.
Duxford Road	Continuous footway along both sides of the carriageway set back behind verges.	None	None	None	None	Some housing. Long straight carriageway provides good visibility.

3.7 Cycling

- 3.7.1 This section details the provision for cyclists at Whittlesford Parkway, focusing on both routes to the station and facilities for cyclists at the station.

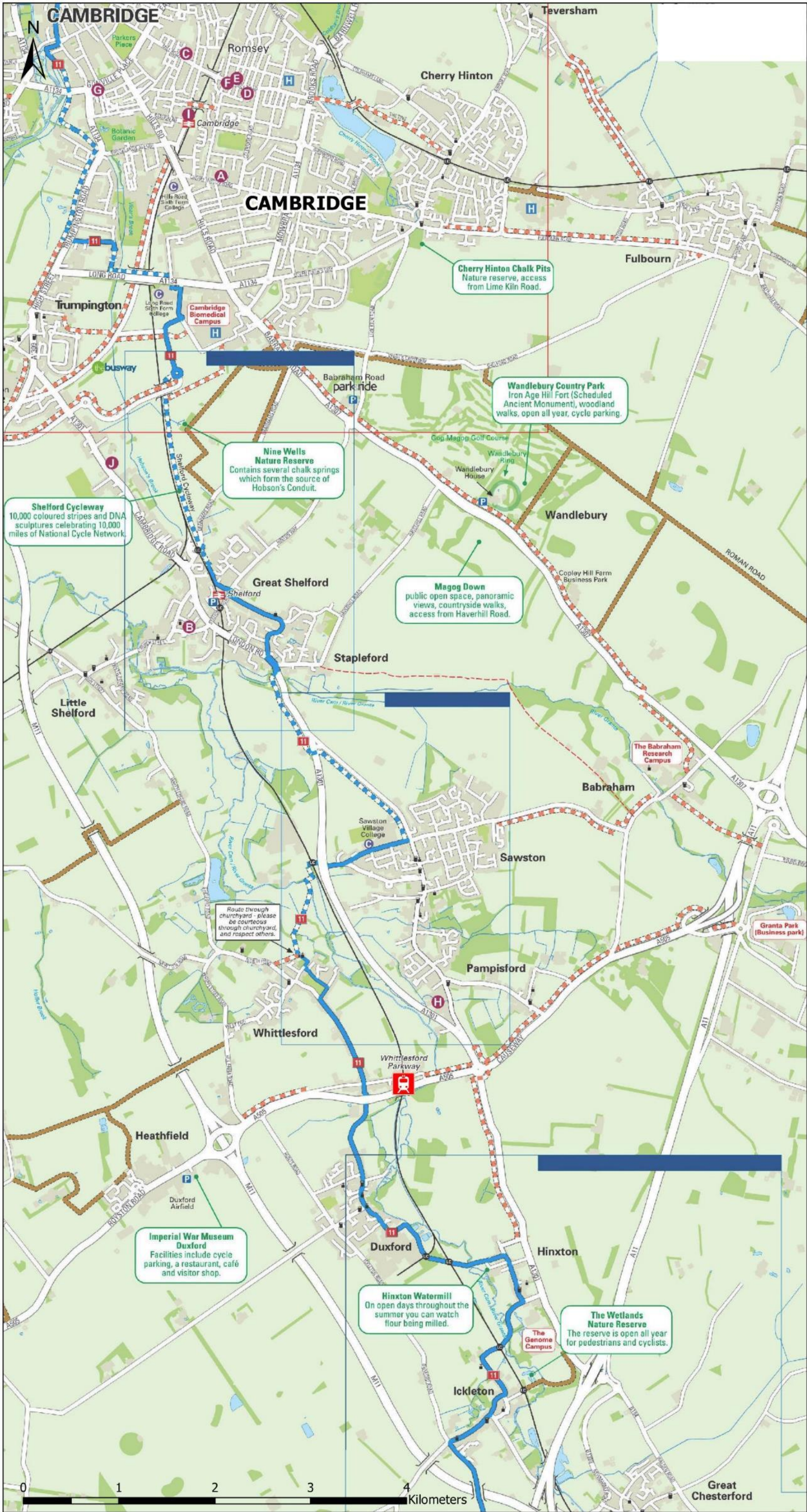
Local Cycle Network

- 3.7.2 Route 11 of the National Cycle Network (NCN11) provides a high quality strategic cycle link between Essex and North Norfolk. It passes north-south through Whittlesford via Duxford Road / Moorfield Road, around 400m to the west of the Parkway, providing local connections to Sawston to the north and Duxford to the south.
- 3.7.3 There is no dedicated provision for cyclists along Station Road West, which connects the station to Duxford Road/Moorfield Road, but as there is no through-route, the volume of traffic is limited outside of peak periods and could generally be considered safe for cyclists.
- 3.7.4 Further west, a poor quality shared use cycleway/footway along Royston Road provides a link to the A505, but from there are no dedicated facilities in place to enable cyclists to cross the junction with the M11.
- 3.7.5 To the east of the Parkway, a shared-use cycleway/footway provides a good quality continuous link from Station Road East along the north side of the A505 carriageway to the junction with the A11. At the junction with the A1301 (known locally as the McDonalds roundabout), a similar link also follows the carriageway south to provide an alternative to NCN11 to link the Parkway to Hinxton. In addition, Sawston can also be reached by bike via a short section of cycleway alongside the A1301 before joining the carriageway along London Road.
- 3.7.6 Whilst cycle connectivity to the east of the station is generally good, there are no dedicated cycle lanes immediately adjacent to the station on Station Road East, with the shared use cycleway/footway commencing around 60m from the junction with the A505.
- 3.7.7 In terms of signage, the routes in place are generally well sign-posted, with distances to destinations provided in miles (as opposed to time). However, there is no signage at the station itself or on either Station Road East or Station Road West to indicate the routes in place.
- 3.7.8 An extract from the Cambridgeshire local cycle network map showing the cycle links in proximity to Whittlesford Parkway is provided in **Figure 3.8**, whilst the area within a 5km ride of the Parkway is shown in **Figure 3.9**¹⁶.

Facilities at the Station

- 3.7.9 Cycle stands (Sheffield Stands) are provided at various points within the curtilage of the station, but all are located to the west of the station, serving the northbound platform to Cambridge (see **Figure 1.2**). They provide capacity to accommodate 50 bikes in total, of which around 30 are covered from the rain and by CCTV.
- 3.7.10 There is no lift between platforms and so cyclists have to traverse the footbridge to get from one side to the other. No gully is provided to enable bikes to be wheeled up the steps due to the severity of the angle of the ascent/descent. **Figure 3.10**, **Figure 3.11** and **Figure 3.12** illustrate the provision for cyclists at the Station and on approaches to the Station.

¹⁶ DfT' Local Transport Note 2/08 – Cycle Infrastructure Design (2008) states: "...many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon...".



Legend

Whittlesford Parkway Station

National Cycle Network

National Cycle Network separate from traffic

Local links separate from traffic

Bridleway - might be rough or muddy

Footpath

Railway Station / Level crossing

School

College

Cycle Parking

Hospital

Bike Shops

Church

Pub

Based on Cambridge to Saffron Waldon Cycle Map.
Maps copyright © 2010 OpenStreetMap and its contributors. Contains Ordnance Survey data
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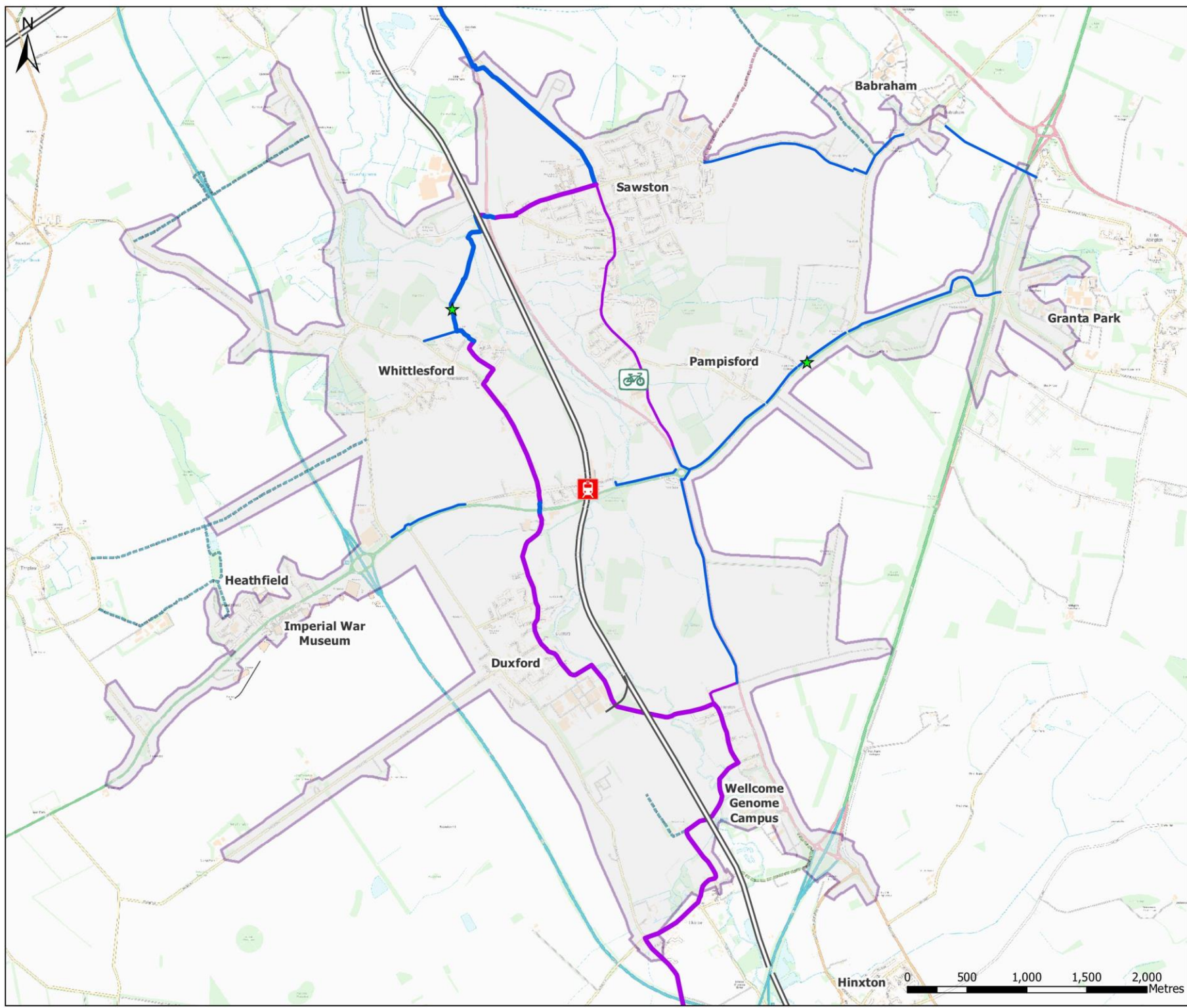
REV	DESCRIPTION	BY	CHK	APP	DATE
Client:					

GREATER CAMBRIDGE PARTNERSHIP

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Figure 3.8: Whittlesford and Wider Area Cycle Network

Scale @ A3 NTS	Drawn PJ	Date 09/05/18	Checked BK	Date 09/05/18	Approved CS	Date 09/05/18
Project No. A107952	Office 35	Type 18	Drawing No. 007	Revision -		



Legend

-  Cycle Survey
-  Whittlesford Parkway Station
-  5km Cycling Catchment Area
-  Traffic-free NCN route
-  On-road NCN route
-  Traffic-free local cycle route
-  On-road local cycle route
-  Bridleway
-  Byway
-  Restricted Byway
-  Bike Shop

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Figure 3.9: Area within 5km Cycling Distance of the Parkway

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Project No.	Office	Type	Drawing No.	Revision		
A107952	35	18	006	-		

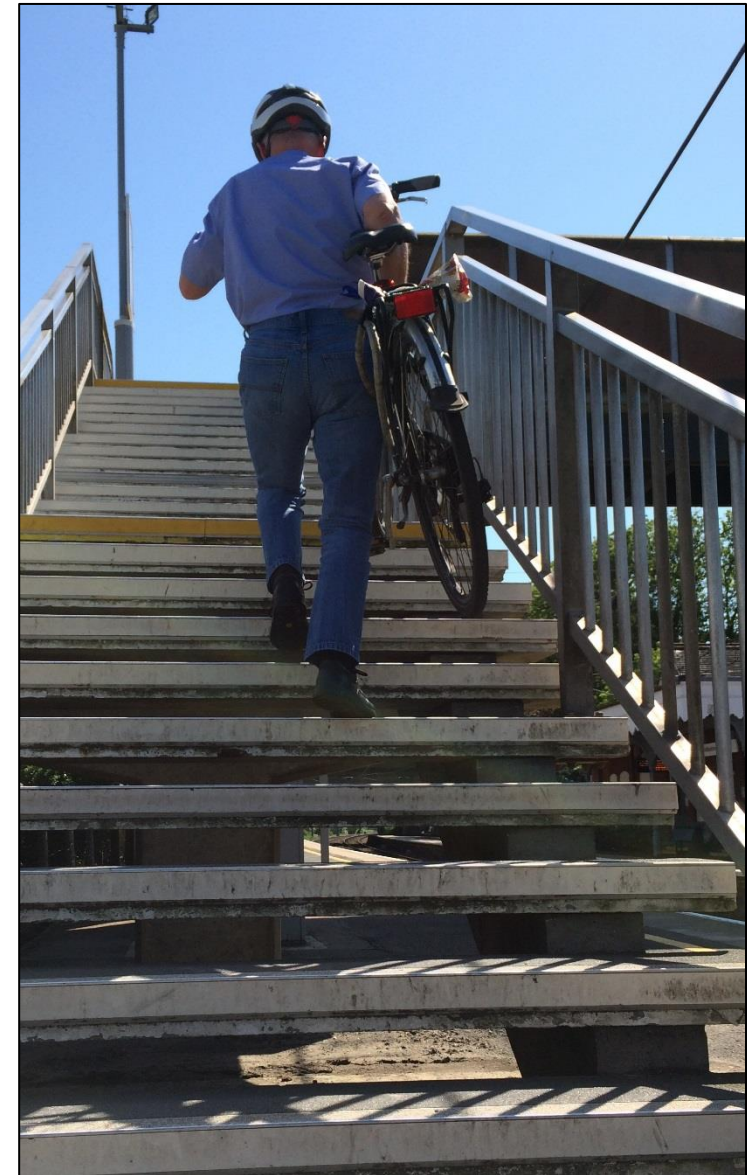
Figure 3.10: Cycle Parking



Figure 3.11: A505 Shared Use Path



Figure 3.12: No Step Free Access between Platforms



3.8 Highways

- 3.8.1 The Parkway is located immediately to the north of the A505 from which the unclassified Station Road East (from the east) provides access to the station and main car park. Station Road West and Royston Road provide access from the west, whilst Duxford Road and Moorfield Road provide connections into Whittlesford to the north and Duxford to the south from the junction with Station Road West.
- 3.8.2 The characteristics of these links are summarised in **Table 3.8** and illustrated in **Figure 3.13** to **Figure 3.16**.
- 3.8.3 In terms of the wider network, the Parkway is around 2km from the M11 (J10) and 0.8km from the A1301, both of which provide important links into Cambridge. The Parkway's location within this wider network is shown in **Figure 3.17**.

Table 3.8: Characteristics of Local Road Access

Link	Characteristics
A505	<ul style="list-style-type: none"> • Role: Strategically important east-west link between the A1(M), A10, M11 (J10) and A11. • Network: Managed by Cambridgeshire County Council as part of the local highway network. Provisionally allocated as part of the emerging national Major Road Network. • Characteristics: Single carriageway. • Speed limit: 50mph • Length: n/a • Junction treatment: At grade roundabouts with main intersecting roads (without traffic signals).
Station Road East	<ul style="list-style-type: none"> • Role: Provides access to the Station, Highways England and Cambridgeshire County Council highway depots, light industrial units, some housing, hotels and the car park associated with the Station. • Network: Unclassified road managed by Cambridgeshire County Council. • Characteristics: Single carriageway. • Speed limit: 30mph. • Length: 250m (approx.) • Junction treatment: The junction with the A505 is formed by a ghost-island T-junction. Access onto the A505 is restricted to left turns only, with traffic exiting to head westbound initially having to travel eastbound to the roundabout with the A1301.
Station Road West	<ul style="list-style-type: none"> • Role: link between the station and a junction with Duxford Road, Moorfield Road and Royston Road. It serves residential dwellings on either side of the carriageway, a veterinary practice and light industrial units adjacent to the station. • Network: Unclassified road managed by Cambridgeshire County Council. • Characteristics: Single carriageway. • Speed limit: 30mph. • Length: 400m (approx.)

Link	Characteristics
	<ul style="list-style-type: none"> • Junction treatment: Priority give way, with priority given to the north-south Moorfield Road / Duxford Road at the crossroads with Royston Road.
Moorfield Road	<ul style="list-style-type: none"> • Role: Provides access from the A505 to Station Road West as part of a wider link between Whittlesford and Duxford. • Network: Unclassified road managed by Cambridgeshire County Council. • Characteristics: Single carriageway. • Speed limit: 40mph. • Length: 160m approx. (between A505 and Station Road West) • Junction treatment: The junction with the A505 is formed by a T-junction with all movements permitted for vehicles approaching from the north. When approaching the junction from Duxford in the south, left turns only are permitted.
Royston Road	<ul style="list-style-type: none"> • Role: Predominantly rural link between the A505 and the junction of Station Road West, Duxford Road and Moorfield Road, providing access to a number of residential properties. • Network: Unclassified road managed by Cambridgeshire County Council. • Characteristics: Single carriageway. • Speed limit: National Speed Limit, reducing to 30mph in residential area. • Length: 600m (approx.) • Junction treatment: Only left-in – left-out movements permitted at junction with the A505, with priority give way in place.
Duxford Road	<ul style="list-style-type: none"> • Role: Predominantly rural link between the junction of Station Road West, Royston Road and Moorfield Road, and the centre of Whittlesford village, providing access to several residential properties along its route. • Network: Unclassified road managed by Cambridgeshire County Council. • Characteristics: Single carriageway. • Speed limit: 40mph, reducing to 30mph in residential area. • Length: 1.4km (to the centre of Whittlesford) • Junction treatment: There are no junctions along its route between Moorfield Road and the centre of Whittlesford village

Figure 3.13: Junction of A505 and Station Road East (looking eastbound)



Figure 3.14: Junction of A505 and Moorfield Road (looking westbound)



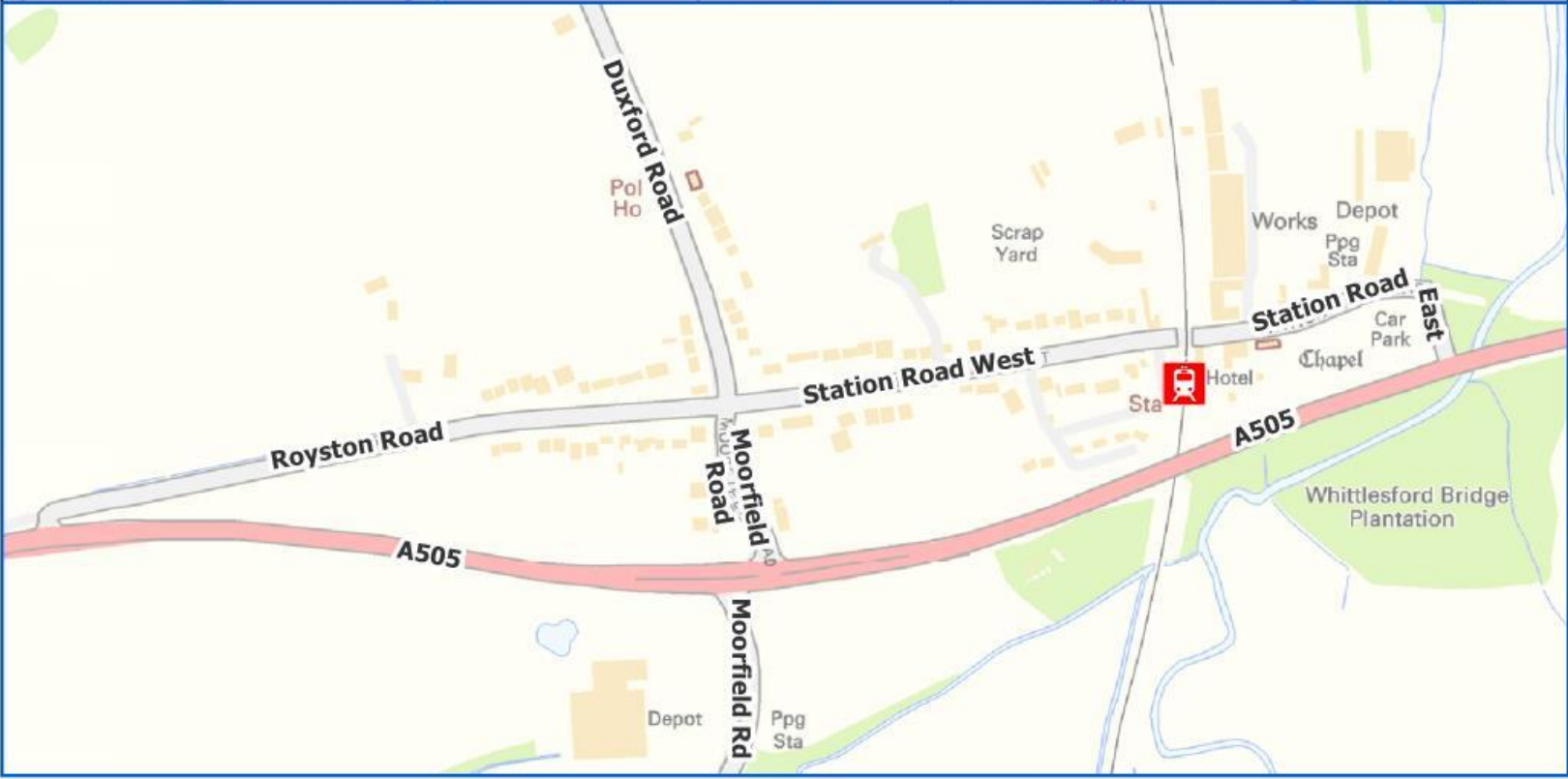
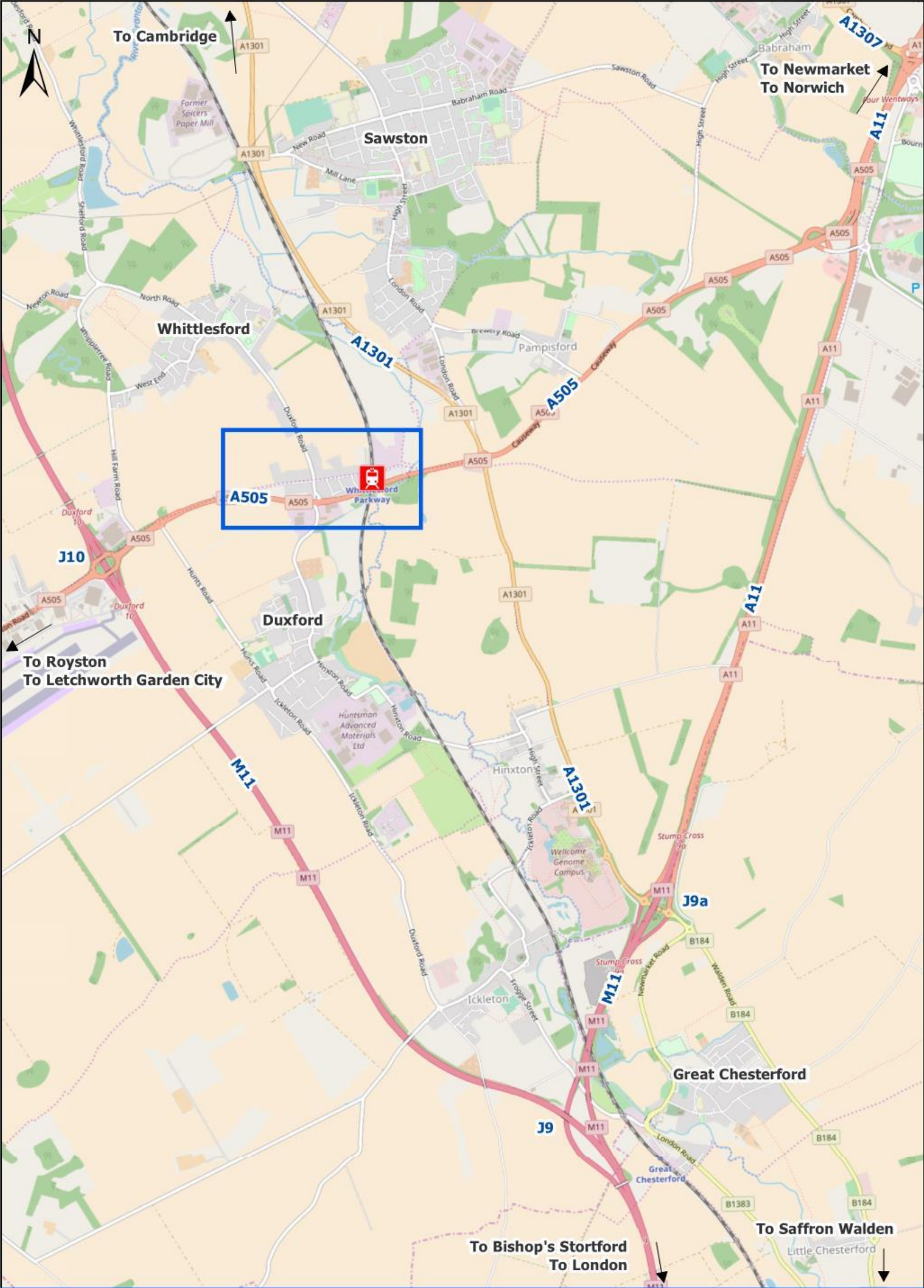
Figure 3.15: Station Road West (looking eastwards from junction with Moorfield Road)



Figure 3.16: Royston Road (looking east from junction with A505)



Source: Google Street View



Legend

 Whittlesford Parkway Station

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Figure 3.17: Highway Network

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3.9 Vehicle Parking

- 3.9.1 The provision of vehicle parking is at the heart of the operation of Whittlesford as a Parkway Station. Both on-street and off-street parking is provided, with various restrictions on the length and times of stay. This section also highlights the cost of parking at nearby stations and within Cambridge City Centre given the role pricing and availability of parking can have on travel choices.

On-Street Parking

- 3.9.2 On-street parking is permitted on a number of roads in close proximity to the Parkway. **Figure 3.18** highlights the availability of on-street parking and the respective restrictions in place. It is estimated that there is capacity for on-street parking to accommodate around 90 cars within a 1km walking distance of the station¹⁷. This is predominantly located on Royston Road to the west of the station.
- 3.9.3 As there are no civil parking enforcement powers in place in South Cambridgeshire, responsibility for ensuring that motorists adhere to the parking restrictions in place is the responsibility of the Police.

Off-Street Parking

- 3.9.4 Off-street car parking provision is dominated by Greater Anglia's 300-space capacity car park accessed via Station Road East, around 100m to the east of the station (see **Figure 3.18**). The car park is managed by National Car Parks (NCP) on behalf of Greater Anglia and is available 24 hours a day for station users.
- 3.9.5 This is supplemented by a smaller 83-space car park immediately to the west of the station, also managed by NCP on behalf of Greater Anglia, and the 55-space car park on the east side of the station associated with the Red Lion and Holiday Inn hotels. Whilst the latter is predominantly provided for the benefit of hotel guests, it is also available for commuters. Parking regulations are enforced by Parking Eye on behalf of the hotels.
- 3.9.6 The cost of parking in the car parks is detailed in **Table 3.9**. Tariffs associated with the Red Lion car park are designed to dissuade commuter parking and ensure availability for hotel guests.

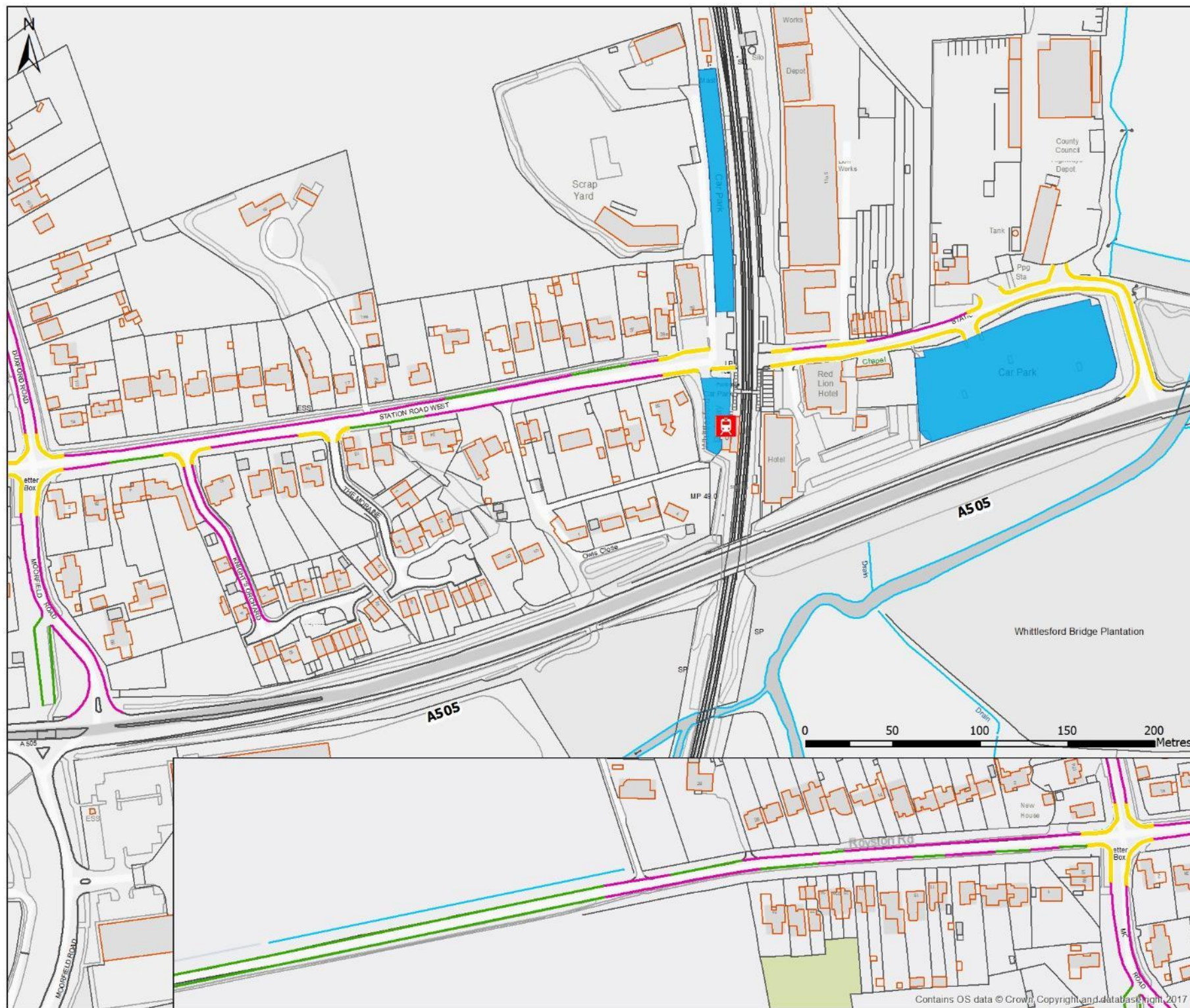
Table 3.9: Parking Charges at Whittlesford Parkway Station Car Park

Length of Stay	Main Car Park (To the east of the station)	Side Car Park (To the west of the station)	Red Lion Hotel
Capacity	300	83	55
Disabled Bays	0	1	8
Off-peak (after 9.30am)	£4.80	£4.80	n/a
Per hour	n/a	n/a	n/a
Daily	£8.00	£8.00	£10.00
Saturday / Sunday	£3.20	£3.20	£10.00
Weekly	£30.00	£30.00	n/a
Monthly	£117.00	£117.00	n/a
Annual	£1,181.00	£1,181.00	n/a

Source: Greater Anglia

- 3.9.7 All off-street parking is provided in surface level car parks. The quality of the two main commuter car parks is relatively poor by modern standards, with narrow, poorly demarcated bays. The Red Lion car park has recently been refurbished and provision is of a higher standard.

¹⁷ This refers to cars which can be parked all day on unrestricted sections of the carriageway.



Legend

- CarParks
- Double Yellow Lines
- Single Yellow Line
(11.30am - 12.30pm, Mon-Fri)
- No Restrictions

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Figure 3.18: Parking Restrictions and Off-Street Car Parks

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3.10 Drop-Off Facilities

- 3.10.1 Drop-off facilities are provided on both sides of the station, with three dedicated bays at the end of both Station Road East and Station Road West. The demarcation of these bays to the west of the station in particular is poor, as highlighted in **Figure 3.19**. These bays are directly adjacent to the platforms and parking is limited to 1 hour, between 8am and 6pm, Monday to Friday, with no returns permitted within an hour. Unlike the actual station car parks, the drop-off bays are not managed by Greater Anglia or NCP on behalf of Greater Anglia, but are the responsibility of the Police, as with other on-street enforcement.

Figure 3.19: Drop-Off Bays on Station Road West



3.11 Taxis

- 3.11.1 There is no formal dedicated taxi rank at the station. Taxis therefore utilise the drop-off and pick-up facilities described in **Section 3.10**. Typical fares for passengers to or from the Parkway are detailed in **Table 3.10**.

Table 3.10: Taxi Fares from Whittlesford Parkway

Destination from Whittlesford Parkway Station	Cost (£)
Imperial War Museum	£8.00
Sawston Medical Practice	£8.00
Granta Park	£10.00
Linton Zoo	£18.00
Addenbrooke's Hospital	£16.00
Cambridge University Botanic Garden	£20.00
Cambridge Airport	£20.00

Source: Cambridge City Taxis

3.12 Constraints

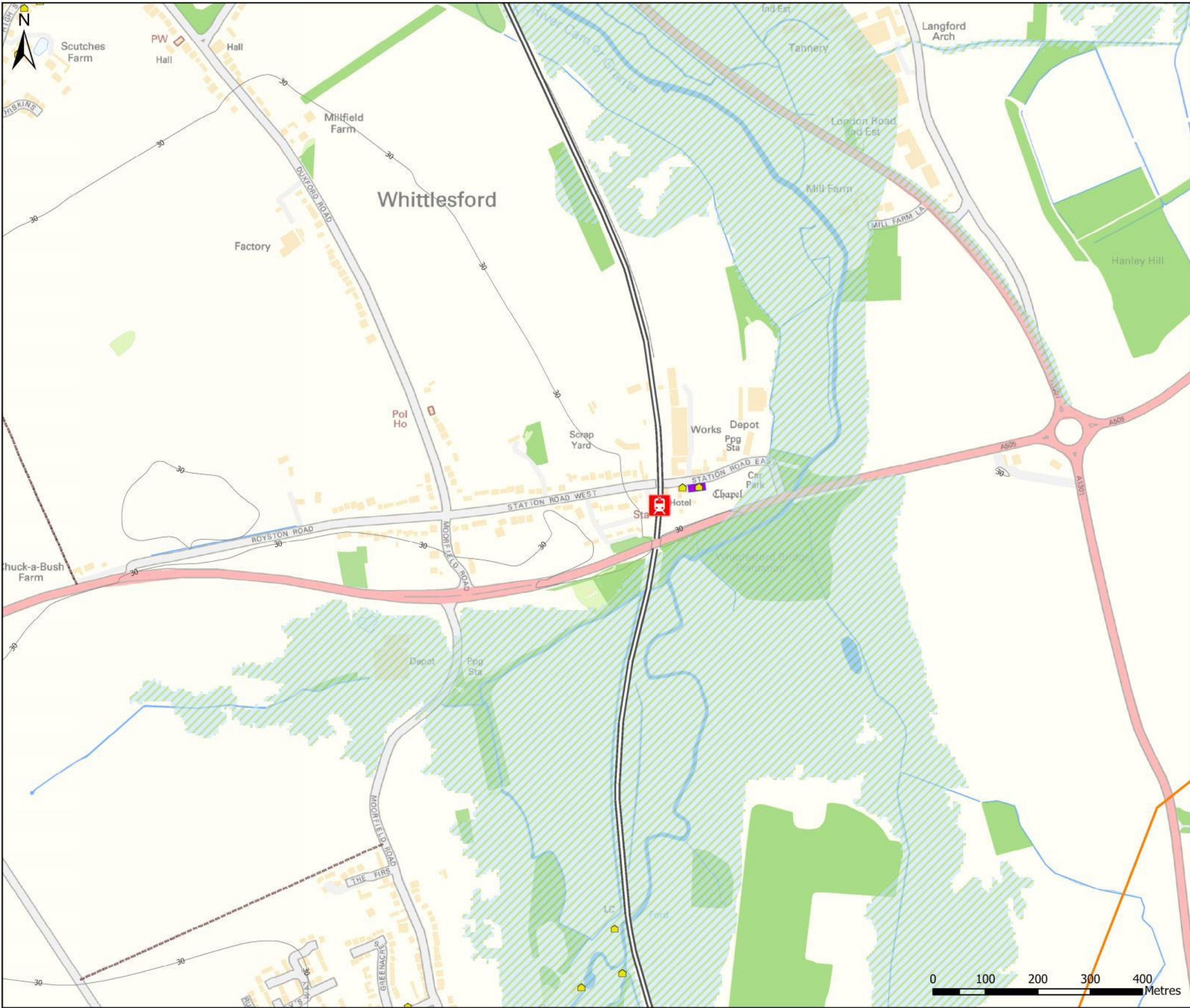
- 3.12.1 An audit has been undertaken of potential constraints in the area which could inhibit the development of a multi-modal interchange at Whittlesford. **Figure 3.21** highlights these potential constraints. The key findings of this assessment show the presence of two listed buildings in the form of Duxford Chapel (see **Figure 3.20**) and the Red Lion Hotel, the settings of which would need to be taken into consideration if any new developments are proposed.
- 3.12.2 The proximity of the floodplain of the River Cam, which traverses south to north, to the east of the Parkway, and comprises part of the existing station car park may also inhibit the nature of interventions permitted in and around the station.

Figure 3.20: Duxford Chapel



3.13 Land Ownership

- 3.13.1 Understanding the current and potential availability of land will help to shape the scale and extent of future proposals for the Parkway, and **Figure 3.22** and **Figure 3.23** illustrate land ownership in the area immediately surrounding the station, and in the wider locality.
- 3.13.2 Of particular note is the Cambridgeshire County Council land currently housing a highways depot alongside a similar facility for Highways England. It is understood that these sites may be vacated at some point in the future (see 'Proposals' – **Section 6**), which could provide some scope for land-take if required.
- 3.13.3 The majority of land to the south of the A505, on either side of the west of the Cambridge-London rail line is owned by either Welch's Transport or the Wellcome Genome Campus.



Legend

- Whittlesford Parkway Station
- Scheduled Monument
- Listed Building
- Risk of Flooding from River
- Woodland
- High Pressure Gas Pipeline
- Footpath
- Surface Water
- 10m Contour Line

Note:

There are no:

- National/Local Natural Reserves,
- Sites of Special Scientific Interest,
- Main Electricity Transmission Lines

in the shown extent.

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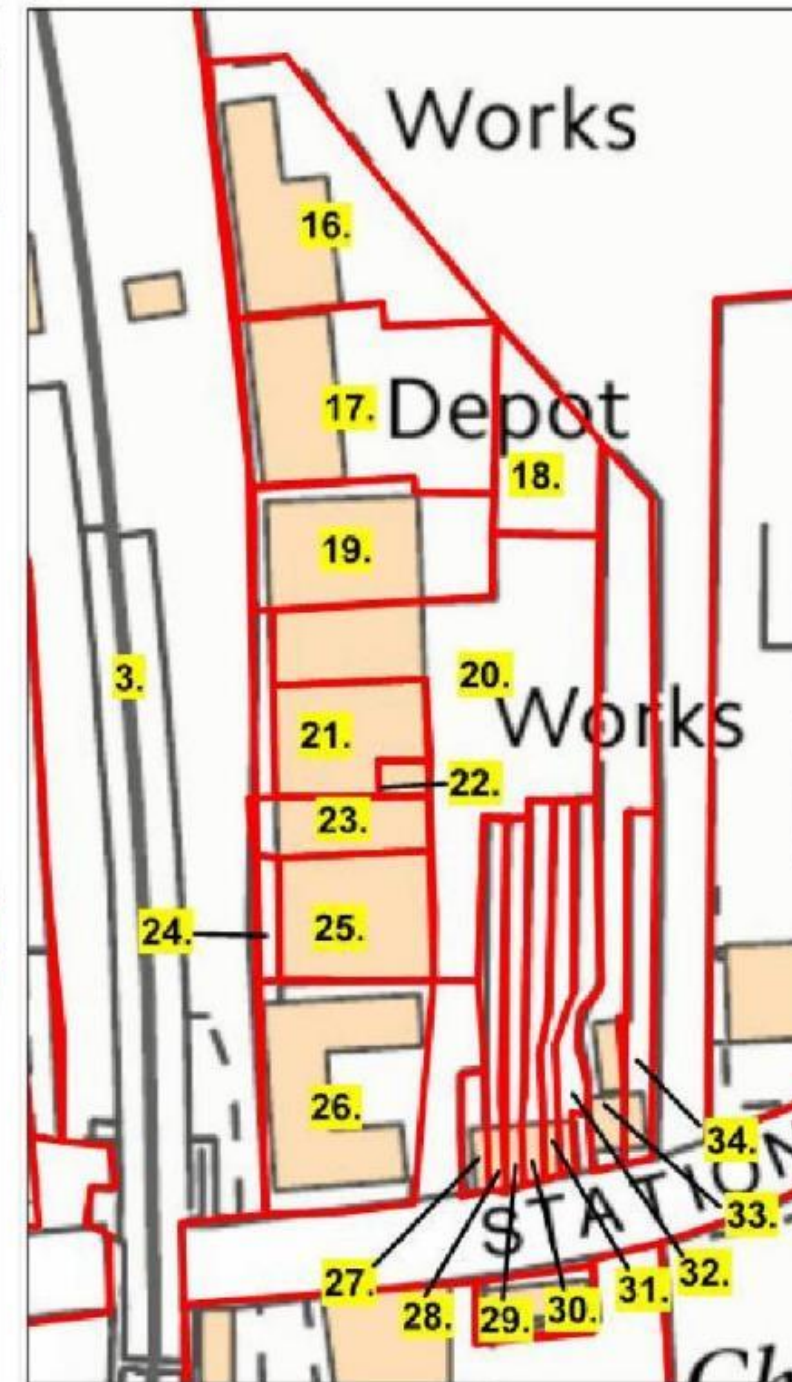
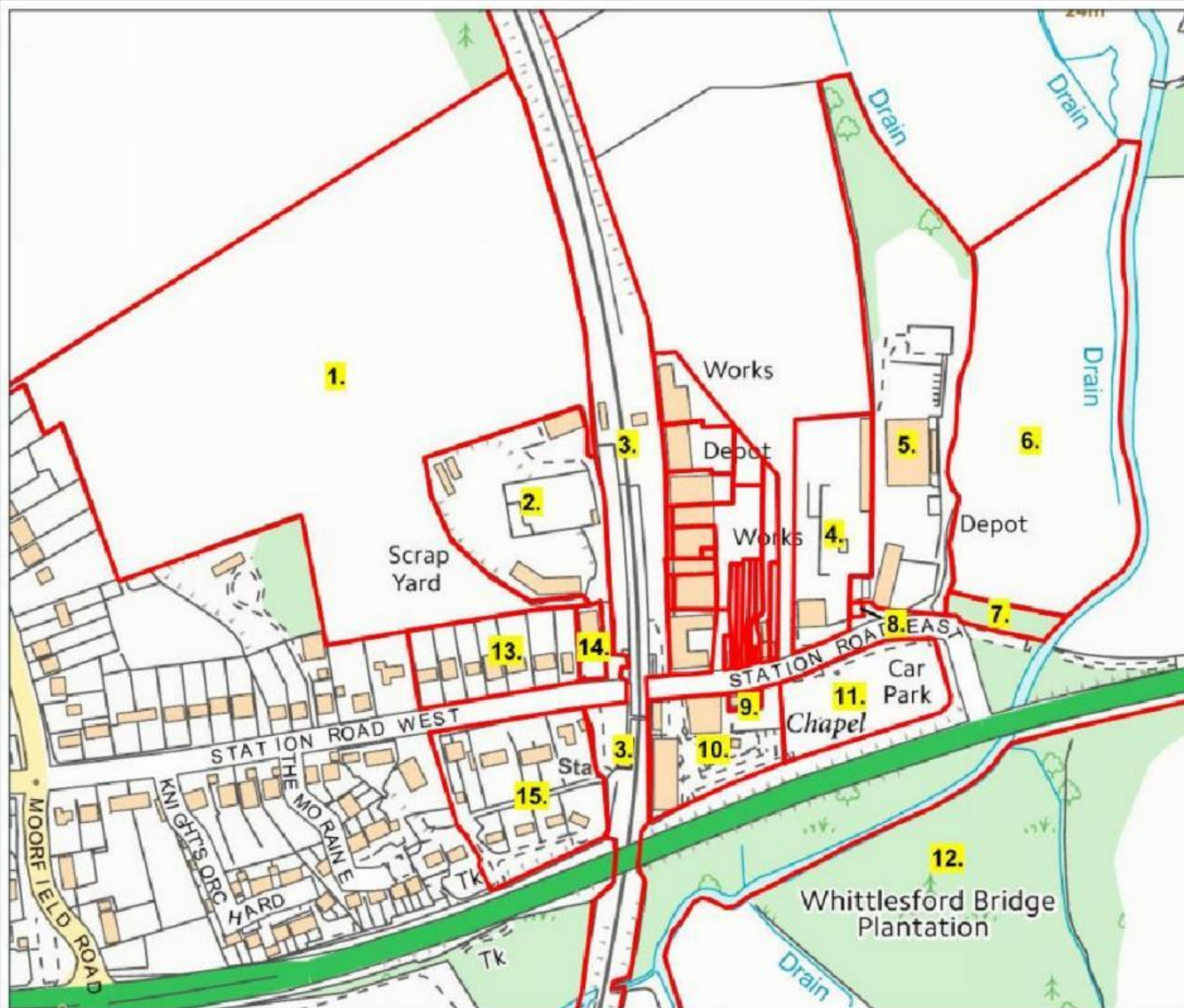


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Figure 3.21: Constraints Plan

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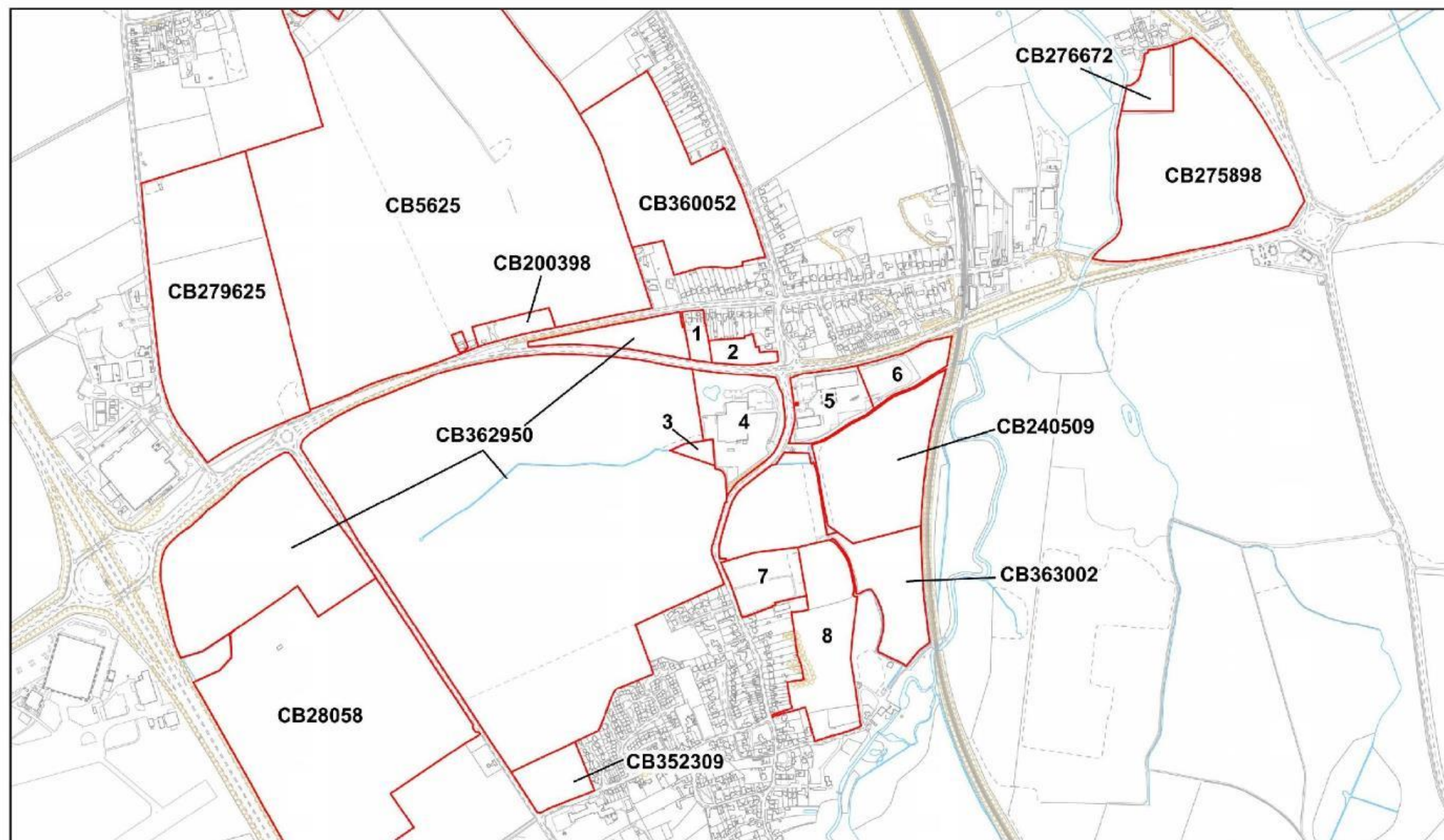
Figure 3.22: Land Ownership

1	In private ownership
2	In private ownership
3	Network Rail
4	Cambridgeshire County Council
5	Highways England
6	In private ownership
7	In private ownership
8	Anglian Water
9	English Heritage
10	In private ownership
11	Network Rail
12	The Wellcome Trust

13	Private housing
14	Whittlesford Pet Ltd
15	Private housing
16	K L Giddings Ltd
17	Crystal Vision Ltd
18	Fairfield Ullswater Ltd
19	Coniston Ullswater Ltd
20	In private ownership
21	Fairfield Ullswater Ltd
22	SLA Property Company Ltd
23	W M Bryden & Co Ltd
24	In private ownership

25	RMJ Engineering Ltd
26	C & R Investments Ltd
27	In private ownership
28	In private ownership
29	In private ownership
30	In private ownership
31	In private ownership
32	In private ownership
33	In private ownership
34	In private ownership

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Figure 3.23: Land Ownership

1	In private ownership
2	Cambridge and County Developments Ltd
3	Cambridge University
4	Volvo Construction Equipment
5	Welch's Group Holdings Ltd
6	Welch's Group Holdings Ltd
7	South Cambridgeshire District Council
8	In private ownership

CB240509	In private ownership
CB363002	Cambridge University
CB276672	In private ownership
CB275898	Smithson Hill Ltd
CB352309	Duxford Parish Council
CB362950	Cambridge University
CB28058	Cambridge University
CB279625	Albanwise Ltd
CB5625	Cambridgeshire County Council
CB200398	In private ownership
CB360052	In private ownership

Scale @ A3 NTS	Drawn PJ	Date 31/05/18	Checked BK	Date 31/05/18	Approved CS	Date 31/05/18
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3.14 Summary

- 3.14.1 This review of the existing provision for all modes of transport at Whittlesford Parkway has highlighted a juxtaposition between excellent rail based strategic connections to both Cambridge and London, and a lack of comprehensive, consistent, coherent or convivial provision for local access by all modes of travel.
- 3.14.2 As a Parkway, facilities provided to access the station are focused on car-based travel but are not the standard expected of a modern interchange. Turning restrictions at the junctions of the A505 with both Station Road East and Moorfield Road make accessing and exiting the station car parks difficult for some, whilst the car parks themselves are of poor quality in terms of the demarcation of bays, lighting, information and ticket machines. The management and enforcement of on-street provision appears inconsistent and in need of rationalisation.
- 3.14.3 Provision for sustainable modes of travel is far worse. Bus services do not provide a realistic alternative to the car for most existing and potential station users, due to the limited route options and frequencies. Local infrastructure and access compounds this problem with the station effectively on a dog-leg for most routes, with restrictions on right turning movements onto the A505 from Station Road East increasing the difficulties for operators in serving the Parkway.
- 3.14.4 Whilst the Parkway is potentially very well connected by cycle links, key pieces of the jigsaw are missing which would make cycling to the station a safer and more pleasant experience. Gaps in the network and the quality of existing routes are factors likely to undermine the ability of potential cyclists to make end-to-end trips on dedicated or quiet links, and the lack of step-free access between platforms at the Parkway could form a physical barrier to many.
- 3.14.5 The lack of a lift between platforms also makes the station effectively inaccessible for those with limited mobility or a pushchair, for example. Although pedestrians could generally benefit from footpaths alongside all roads into the station, a lack of dropped kerbs and tactile paving on these links could again limit accessibility to many, and the absence of any existing dedicated provision for pedestrians on the final stretch of Station Road East between the car park and the station presents a potential safety risk to even the most mobile.
- 3.14.6 Despite the shortcomings of existing provision, an assessment of land ownership and constraints provides some potential. The highways depot site to the north of the existing car park is under the control of the County Council which could provide scope for land acquisition for the benefit of the station, whilst a review of constraints shows little in the way of obstruction to works in the immediate vicinity of the Parkway and its surrounds.

4. Practice



4.0 Practice

4.1 Overview

- 4.1.1 This section examines current travel patterns associated with Whittlesford Parkway Station. It details the extent of current demand and pressures and how these may have changed in recent years, and how travel patterns associated with the Parkway compare with other stations across the country.
- 4.1.2 It focuses on actual volume/numbers to quantify the scale of movement and current capacity requirements, together with the modal split, origins and destinations of trips to enable a more detailed analysis of the factors behind this behaviour.

4.2 Station Patronage

- 4.2.1 In the 10-year period between 2007/8 and 2016/17, rail use across the country saw an unprecedented increase in demand with the number of rail journeys increasing by 43%. In terms of Whittlesford Parkway, growth was even higher as passenger numbers increased by almost 62% as highlighted in both **Table 4.1** and **Figure 4.1**.

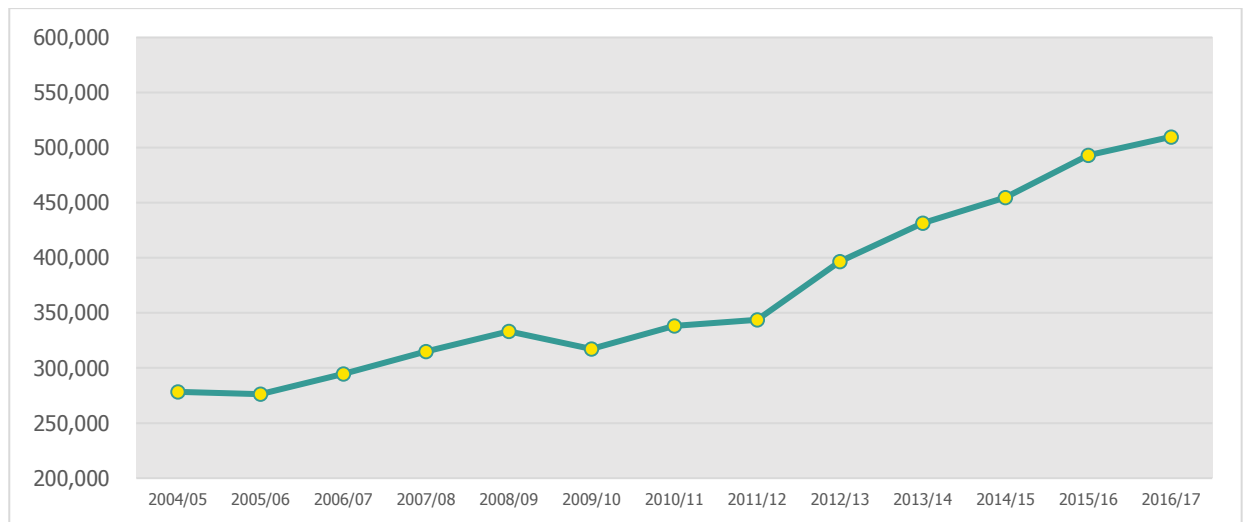
Table 4.1: Changes in Passenger Numbers at Whittlesford Parkway Station

Year	Usage	Year	Usage
2007/08	314,895	2012/13	396,622
2008/09	333,144	2013/14	431,544
2009/10	317,244	2014/15	454,734
2010/11	338,306	2015/16	493,004
2011/12	343,772	2016/17	509,744

Source: Office of Road and Rail

- 4.2.2 The trend for year on year growth was only punctuated in 2009/10 when patronage fell compared to 2008/09, coinciding with a downturn in the economy. Conversely from 2011/12 the popularity of the station has increased substantially, with a further 166,000 station users, representing a 48% increase in patronage in just five years.
- 4.2.3 Based upon this general trend and the scale of housing and employment growth earmarked within the catchment area of the Parkway, patronage at the station could increase to between 800,000 and 900,000 station users per year in the next 15-20 years.

Figure 4.1: Increase in Passengers at Whittlesford Parkway Station



Source: Office of Road and Rail

Popular Trains

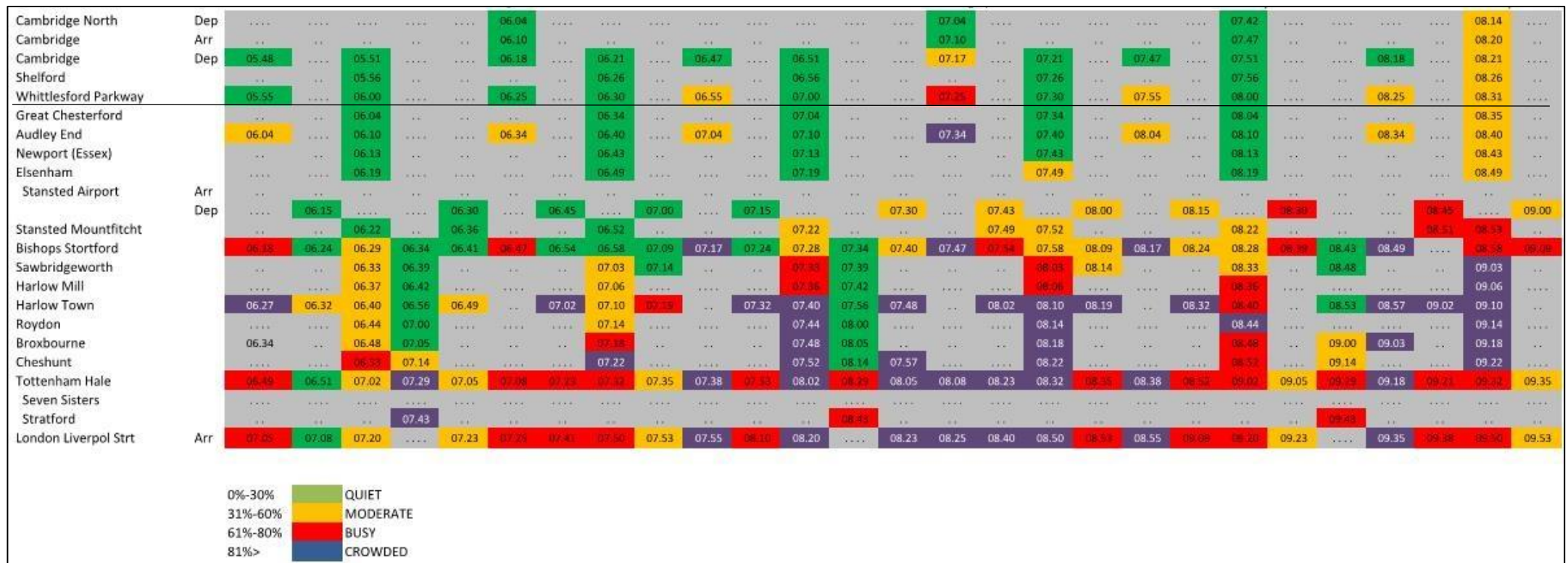
- 4.2.4 Due to its popularity as a commuter station into London, the station is busy from early in the morning. The most popular trains are the faster trains with high levels of boardings evident from both a Station User Survey undertaken to inform this report¹⁸, and information provided by Greater Anglia and detailed in **Figure 4.2**.
- 4.2.5 The slower services into London which tend to arrive five minutes after the faster services, attract less passengers, and in informal discussions with train users a number of these were as a consequence of missing the faster train which had just departed. Understanding the popularity of the respective trains helps when considering the alignment of interchanging bus services for example.

4.3 Station Catchment

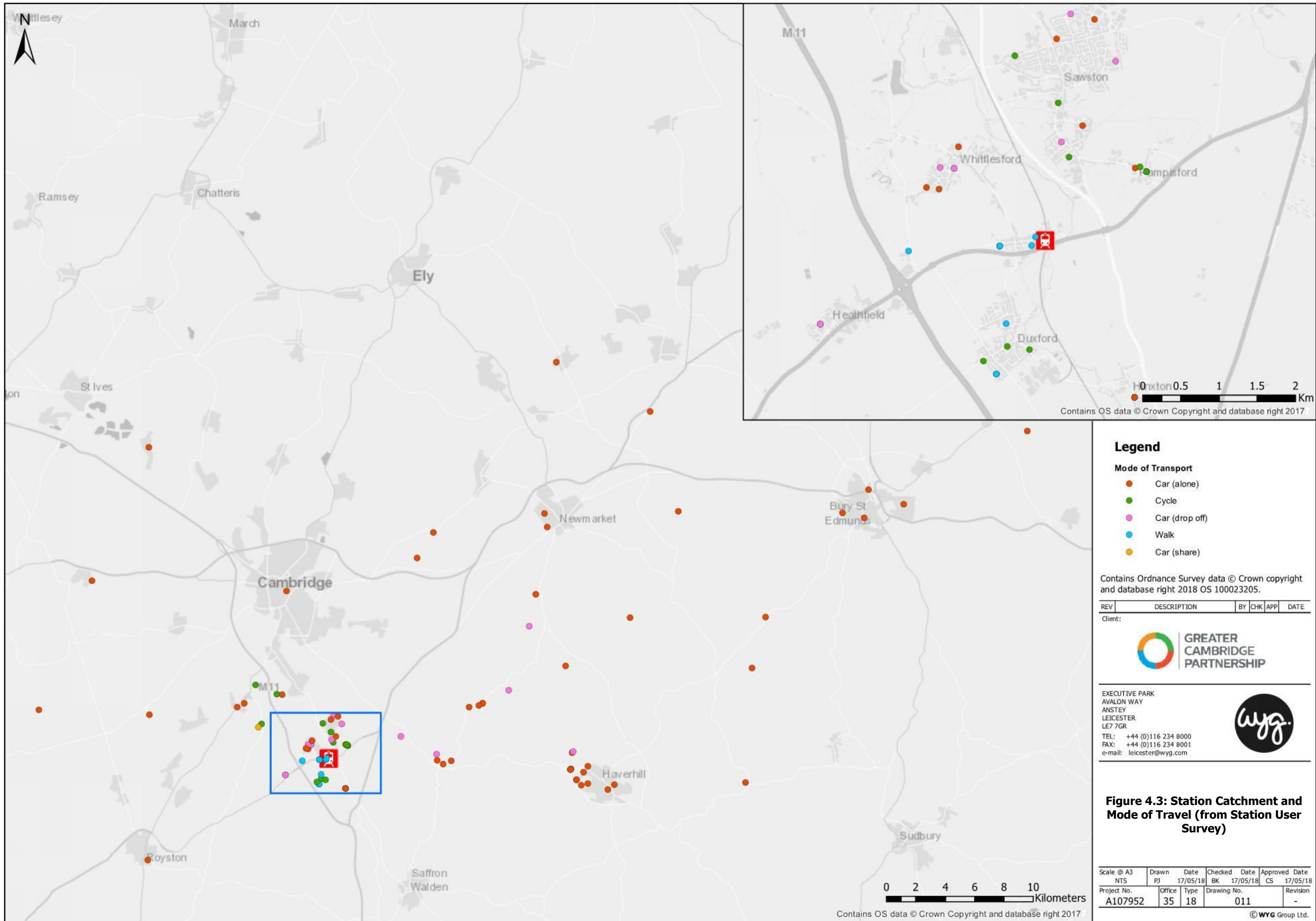
- 4.3.1 The Parkway Station serves a much larger catchment than would typically be expected of a station in a rural village of its size. However, the relative abundance of parking, ease of access from the A505, M11 and A11, and speed and frequency of trains to both Cambridge and London means that commuters are drawn to it from as far away as Bury St Edmunds and Newmarket.
- 4.3.2 This catchment area has been identified from postcode data collected as part of a Station User Survey undertaken as part of this commission on 16 May 2018. **Figure 4.3** shows the locations from which people travel to access the station and the modes of travel they use to make such trips. The key findings highlight that:
- The majority of station users originate from Whittlesford, Sawston, Duxford and Haverhill.
 - Some station users travel as far as 30 miles to access the station.
 - The most popular mode of transport used to access the station differs by distance travelled.
- 4.3.3 Postcode data of season ticket holders has also been provided by Greater Anglia (see **Figure 4.4**). This shows the wide catchment from which Whittlesford attracts regular station users, with similar concentrations of users to those in the Station User Survey, in Sawston and Duxford in particular.

¹⁸ The Station User Survey was undertaken between the hours of 6am and 9am on 16 July 2018.

Figure 4.2: Popularity of Train Services from Cambridge to London on a Typical Weekday



Source: https://www.greateranglia.co.uk/sites/default/files/assets/download_ct/20180212/qXBwyTNDnGm0FBfAyGG8Ze0u5tONp8aERZSKgl_Hmno/cambridge_and_stansted_airprot_to_liverpool_street_dec_17.pdf



Legend

- Mode of Transport**
- Car (alone)
 - Cycle
 - Car (drop off)
 - Walk
 - Car (share)

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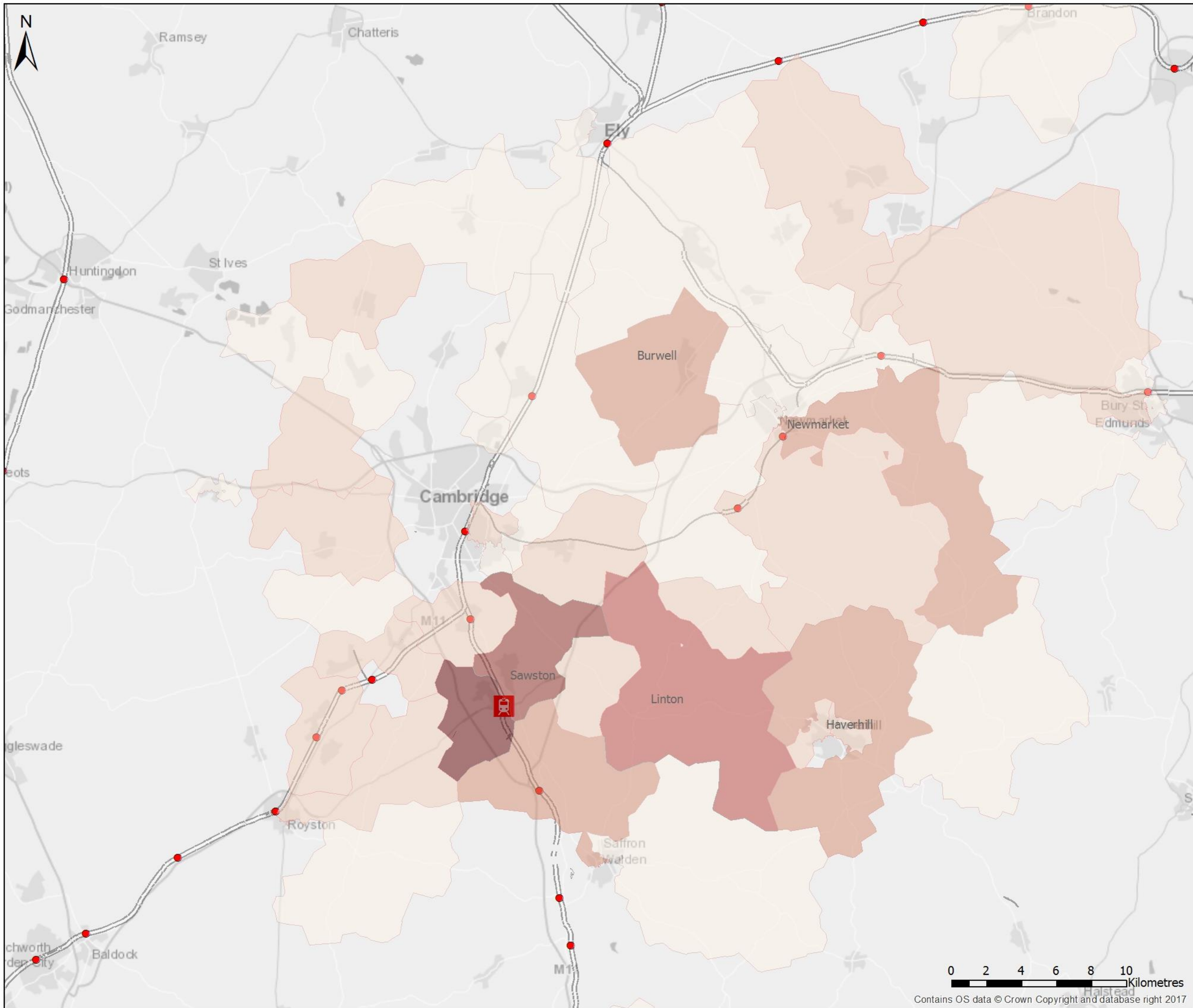


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Figure 4.3: Station Catchment and Mode of Travel (from Station User Survey)

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Legend

Number of Monthly and Annual Season Tickets

- 41
- 25
- 11
- 5 - 7
- 2 - 4
- 1



Whittlesford Parkway



Other Stations

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**GREATER
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Figure 4.4: Location of Season Ticket Holders

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4.4 Volume of Traffic

- 4.4.1 Whittlesford Parkway is conveniently located immediately adjacent to the A505, which forms an important strategic east-west link between the M11, A1301, A1307 and A11. Trips to the Parkway contribute to the level of demand on these links, and anticipated changes in their volume of traffic are detailed in **Table 4.2** below.

Table 4.2: Volume of Traffic in the Vicinity of Whittlesford Parkway

Link	Capacity ¹⁹	Traffic (vehicles per 24 hours)		
		2016	2033	% Change
A505	18,300	17,600	28,000	+59%
M11 North of J10	91,900	55,800	100,300	+80%
M11 South of J10	114,500	47,700	84,200	+76%
A1301	18,200	10,600	25,000	+135%
A1307	19,200	18,000	51,800	+187%
A11	72,500	45,100	57,300	+27%

Source: Uttlesford Local Plan Transport Study; WYG, 2016

- 4.4.2 The A505 in the immediate proximity of Whittlesford Parkway and the A1307 to the east of the A11 currently operate near their theoretical capacity and are increasingly susceptible to flow breakdown resulting in regular congestion and associated delays in peak periods.
- 4.4.3 The predicted future flows in 2033 include additional traffic from all committed developments in the Districts of Uttlesford, South Cambridgeshire, East Hertfordshire, Epping Forest, Chelmsford, Braintree, plus potential development sites identified within Cambridgeshire, Hertfordshire and Suffolk, plus traffic associated with the proposed Uttlesford Local Plan development which is still to be finalised.

Daily Trips

- 4.4.4 Current pressures on the station are predominantly as a consequence of the volume of commuter trips through the Parkway²⁰. The number of passengers using the Station in 2016/17 equated to just under 510,000. This in turn generates the following number of individual daily trips to or from the station:
- Daily trips split over a 7-day week = 1,397
 - Daily trips split over a 6-day week = 1,635
 - Daily trips split over a 5-day week = 1,962
- 4.4.5 Demand on Saturday and Sunday is not the same as that during the week. Therefore, from the figures above it can be estimated that in terms of current demand, approaching 2,000 trips are made through the Parkway each day, the majority of which will be in peak time.
- 4.4.6 Based upon 70% of journeys to the station being by car (either single occupancy, car sharing or being dropped off – see **Table 4.5**), some 1,360 vehicular movements associated with station users are generated per day. If these all used the A505 (they don't as alternative access is available via Station Road West) then they would account for up to 8% of all traffic based upon the flows identified in **Table 4.2**.

¹⁹ The theoretical capacity or Congestion Reference Flow (CRF) is based upon the Design Manual for Roads and Bridges, Volume 5 Part 3: Traffic Flow Ranges for Use in the Assessment of New Rural Roads; February 1997

²⁰ Evidenced by the Station User Travel Survey, destinations of trips and the timing of departures.

4.5 Car Park Occupancy

- 4.5.1 The availability of car parking is a key factor in the increasing attractiveness of the Parkway Station for commuters. However, the popularity of the three car parks (with a combined capacity of 438 spaces), together with the take-up of the available free on-street parking within an 800m walk of the station, result in it often being difficult for station users to find an available parking space.
- 4.5.2 **Table 4.3** highlights the occupancy levels of the car parks adjacent to the station at midday on a typical weekday. This reflects a trend of high levels of occupancy across the Greater Anglia network, as illustrated in **Figure 4.5**.

Table 4.3: Station Car Park Occupancy

Car Park	Number of Spaces	Disabled Bays	Number Occupied	% Occupied
Main Station Car Park	300	-	274	91%
Side Car Park	83	1	50	60%
Red Lion Hotel Car Park	55	8	39	60%
Off-Street Sub-Total	438	9	363	83%
On-Street Spaces ²¹	90	-	81	90%
Total	528	9	444	84%

Source: Car Park Audit 15 May 2018

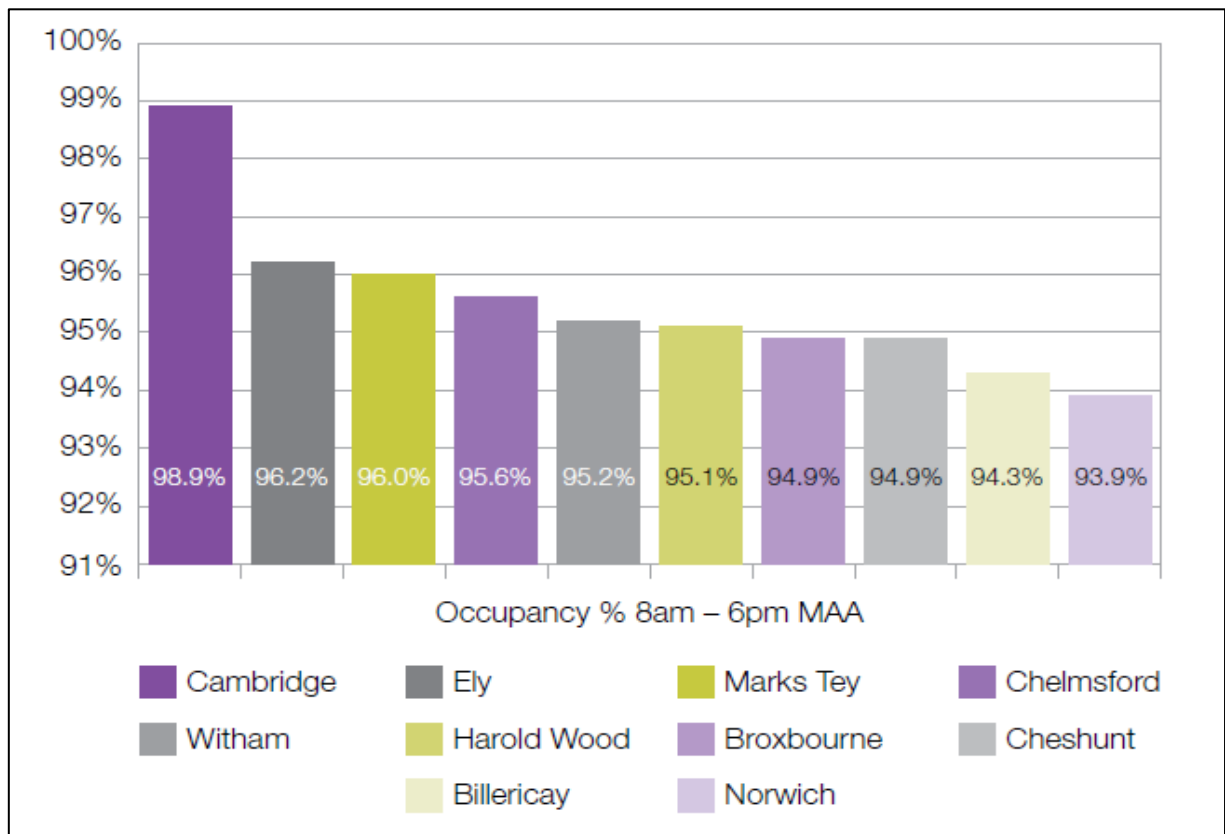
- 4.5.3 Whilst the occupancy figures do not indicate full occupancy of the off-street car parks, those operated by NCP on behalf of Greater Anglia are effectively full to capacity. It appears that it is only because of the narrow width of many of the parking bays and poor lining in places that they are not fully occupied, and they are actual at their 'useable' capacity.
- 4.5.4 The Red Lion Hotel car park is predominantly provided for the benefit of hotel residents. Parking by commuters is permitted but is not actively encouraged through the signage and pricing of the provision, hence the relatively low level of occupancy.
- 4.5.5 With regard to on-street parking, all day commuter parking is evident on Royston Road and in places on Station Road West. There is little if any availability of these free spaces during the day, and where they have been identified, they are located at the far end of Royston Road, around 900m from the station itself. **Figure 4.6 to Figure 4.9** highlight the nature of car parking during a typical day.

Enforcement

- 4.5.6 Concerns have been raised by various stakeholders relating to lack of enforcement of car parking provision around the station (see **Section 5**). During a site visit between 6am and 3pm, no parking enforcement was observed. However, in terms of the level of indiscretion, only one car was considered to have been parked illegally on the approaches to the station.
- 4.5.7 The Police see enforcement of parking around the Station as a low priority, and do not receive many complaints regarding the issue (see **Section 5.5**).

²¹ On-street car parking capacity has been estimated based upon the length of carriageway available for parking throughout the day (i.e. with no time restrictions) and dividing it by the length of a typical parallel-parking bay (of around 6m).

Figure 4.5: Moving Annual Average (MAA) Station Car Park Occupancy on the Greater Anglia Network



Source: Greater Anglia

4.6 Drop-Off

- 4.6.1 Those using the station after being dropped-off account for an estimated 13% of all station users²². These movements are catered for by three dedicated bays on either side of the station, with waiting limited to one hour.
- 4.6.2 In practice this provision is abused. Our site visit highlighted a vehicle parked in one of the bays to the west of the station between 6am and 3pm, whilst to the east of the station a mobile coffee van parks for the duration of the morning peak before departing.
- 4.6.3 There are a number of implications to this, including abuse of the Red Lion car park for drop-off manoeuvres. This is such that enforcement of the car park has been introduced with a steady stream of tickets issued²³.
- 4.6.4 In addition, the occupancy of the drop off bays to the east of the station means that on occasions the bus services wishing to access the bus stop have to stop short of the station platform and unload their passengers some 50-100m from the station itself.

²² Station User Survey, 16 May 2018

²³ On site meeting with a representative of the Red Lion Hotel, on 15 May 2018

Figure 4.6: Main Station Car Park



Figure 4.7: Parking on Royston Road



Figure 4.8: Red Lion Hotel Car Park



Figure 4.9: Parking on Station Road West



4.7 Cycling

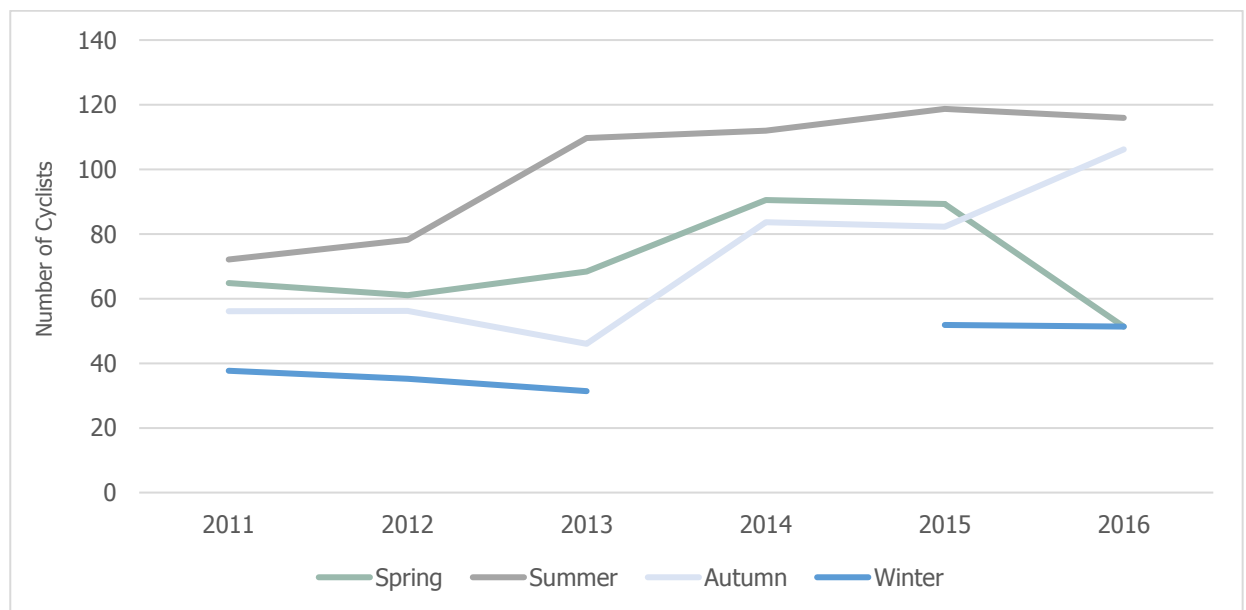
- 4.7.1 Cycling is popular across the Cambridge City Region, including in South Cambridgeshire. Automatic Traffic Counters (ATCs) are located on the National Cycle Network (NCN) Route 11 approximately 500m north of Whittlesford village on a traffic-free cycleway.
- 4.7.2 The data available includes hourly volumes of cyclists between February 2011 and October 2016. Data is missing for the period between November 2013 and March 2014 due to technical problems with the counter.
- 4.7.3 The volume of cycle trips recorded are highlighted in **Table 4.4** and illustrated in **Figure 4.10**, whilst the change in flow during an average day is depicted in **Figure 4.11**.

Table 4.4: Average Daily Number of Cyclists using NCN11 (7-Day Average)

7-Day Average	Spring	Summer	Autumn	Winter	Average	Average without Winter
2011	65	72	56	38	58	64
2012	61	78	56	35	58	65
2013	68	110	46	31	64	75
2014	91	112	84	No Data	95	95
2015	89	119	82	52	86	97
2016	51	116	106	51	81	91
Average	71	101	72	41	74	81

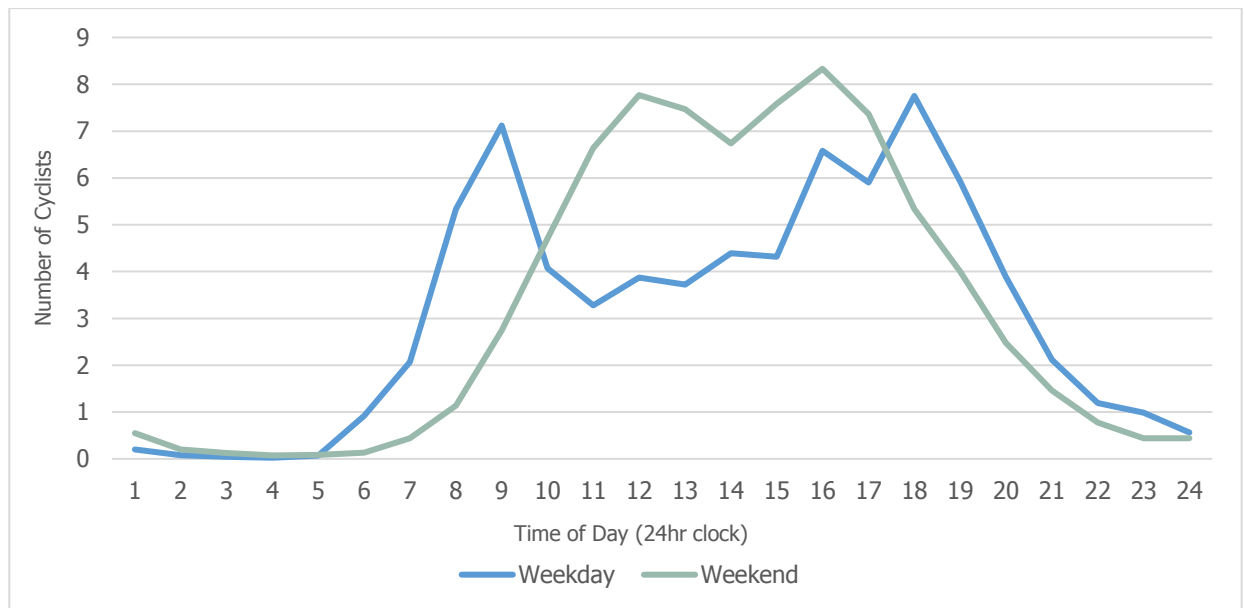
Source: Cambridgeshire County Council

Figure 4.10: Average Daily Number of Cyclists using NCN11 (7-Day Average)



Source: Cambridgeshire County Council

Figure 4.11: Average Number of Cyclists on NCN11 Throughout the Day



Source: Cambridgeshire County Council

- 4.7.4 The figures highlight that NCN11 has become more popular over the years. The number of users increased by more than 40% between 2011 and 2016. It is also clear from the breakdown of flows throughout the day that the route is used by both commuters (with distinct morning and evening peaks on a typical weekday) and leisure cyclists (given the peaks on a typical weekend).

Pampisford

- 4.7.5 Cycle flow data is also available from a manual count on the A505 near Pampisford undertaken on Wednesday 9 November 2016 between 7am and 7pm. In total, 19 cyclists were recorded, all using the adjacent shared footway / cycleway.
- 4.7.6 Given that the survey was undertaken in November when daylight hours are limited, the road being unlit, and weather conditions that were wet in the morning, it is safe to assume that numbers would be significantly higher in the summer months.

Cycle Parking

- 4.7.7 Demand to cycle to the station is also very high. The 83 bikes observed parked at the station at midday on a typical weekday in May, far outstrips the dedicated cycle parking provision of 50 spaces. This dedicated provision is all located on the northbound platform, is fully occupied and results in large numbers of bikes being locked to railings along the ramped access to the southbound platform, and on the platform itself.

4.8 Bus Use

- 4.8.1 Bus services to the Parkway are limited, particularly in peak periods. The Granta Park Commuter Bus operated by Venture Travel provides five services to coincide with morning and evening peak trains. Discussions with Granta Park and the operator suggest that around 50 staff regularly use this service.

- 4.8.2 A service is also provided by the Wellcome Genome Campus on an hourly basis. Whilst patronage figures for this are not available, plans are afoot to increase the hours of operation, implying the popularity of the existing provision.
- 4.8.3 Both of these services cater for those passengers arriving at Whittlesford by train. In terms of those travelling from Whittlesford, our survey of morning commuters recorded no-one using either the Citi 7 (Stagecoach) or 7a (A2B Bus and Coach) services (see **Table 3.3**). Given the estimated 900+ daily trips to the station and the numbers identified using the bus in the morning peak periods, the current limited uptake of bus-based travel to the station is evident.

4.9 Pedestrians

- 4.9.1 The scope for pedestrians to walk to the station is limited given its location away from main centres of population. However given the trend for car users to park further afield in the village and the ability to walk from the station to the Imperial War Museum at Duxford, a number of pedestrian movements were observed on Station Road East and Station Road West.

4.10 Modal Split

- 4.10.1 Whilst the actual numbers travelling by individual modes of transport help to identify the scale of demands and capacity requirements in terms of access to the station, understanding the modal split of journeys provides more of an understanding of the relative popularity of these modes and the quality of provision in place. There are several sources through which to identify modal split at the station, and the scope to influence travel choice, and these are discussed herein.

Station User Survey

- 4.10.2 A station user survey was undertaken in the morning peak period (between 6am and 9am) on 16 May 2018. As part of this survey the mode of access to the station was asked, the results of which are provided in **Table 4.5**. The key findings of this show:
- Driving to the station is by far the most popular means of access
 - Cycling is also very popular despite the lack of dedicated cycle parking for example.
 - No-one was recorded as using a bus to access the station in the morning peak, reflecting the lack of bus service provision.

Table 4.5: Mode Split of Journeys to the Station

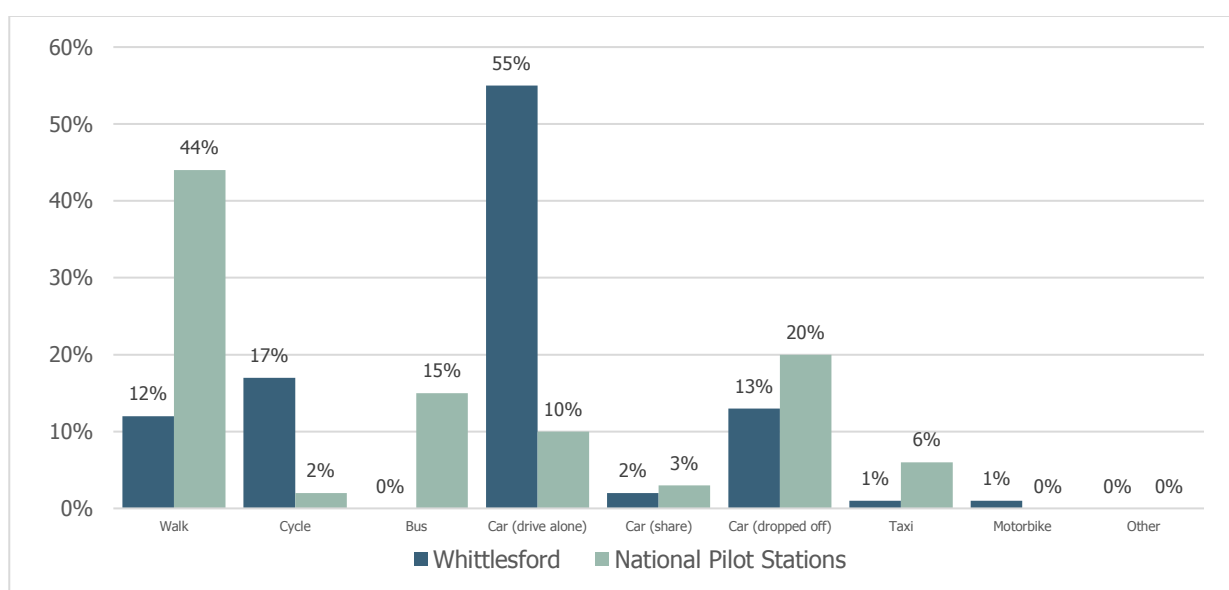
Mode	Actual Number	% by Mode
Car (alone)	66	55%
Cycle	21	17%
Car (drop off)	16	13%
Walk	14	12%
Car (share)	2	2%
Motorbike	1	1%
Taxi	1	1%
Bus	0	0%
Other	0	0%

Source: Station User Survey, May 2018 (Sample size of 121)

Benchmarking

- 4.10.3 To provide some context to the reliance on the car for current users of Whittlesford Parkway, drawing comparisons with the modal split of trips to other stations provides a more informed understanding of the accessibility issues at Whittlesford.
- 4.10.4 The modal split of journeys to stations is detailed in Station Travel Plans which have been produced by various train operating companies. Back in 2008 the Association of Train Operating Companies (ATOCs) identified 24 stations at which to develop pilot Station Travel Plans. This process collected data on the modal split of journeys to the stations which is highlighted in **Figure 4.12** below, in comparison to the modal split of trips to Whittlesford.

Figure 4.12: Comparative Modal Split of Journeys to Stations



Source: Whittlesford Parkway Station User Survey & <https://www.stationtravelplans.com/view-the-pilots>

- 4.10.5 Whilst this shows a far greater reliance on the car for access to the Parkway, many of the stations included in the pilot were based in towns or cities with better public transport provision. The only Parkway Station was Bristol Parkway. Although some of the characteristics of the station are similar to Whittlesford, it is located in a much larger urban area, a fact reflected in the comparative modal splits, illustrated in **Table 4.6**.

Table 4.6: Comparative Modal Split for Access to Bristol and Whittlesford Parkway Stations

Mode	Bristol Parkway	Whittlesford Parkway
Walk	17%	12%
Cycle	3%	17%
Bus	15%	0%
Car (alone)	23%	55%
Car (share)	5%	2%
Car (dropped off)	25%	13%
Taxi	11%	1%
Motorbike	0%	1%
Other	1%	0%
Total	100%	100%

Source: Whittlesford Parkway Station User Survey & https://www.stationtravelplans.com/view-the-pilots?pilots_id=21

- 4.10.6 Closer to home, the Cambridge Station Travel Plan details a far greater proportion of walking and cycling trips to Cambridge Station than either Whittlesford or stations nationally, with some 43% of station users travelling on foot, 16% by bike, 15% by bus, only 15% by car, and 8% by taxi²⁴.

Census Data

- 4.10.7 Commuting patterns of residents from the Middle Super Output Area²⁵ which comprises Whittlesford Parkway and the majority of its hinterland are detailed in **Table 4.7**.

Table 4.7: Mode Share for Commuting Local Residents

Mode	Number of Respondents	Percentage
Driving a car or van	5,030	71%
Passenger in a car or van	305	4%
Train	310	4%
Bicycle	508	7%
On foot	461	7%
Bus, minibus or coach	328	5%
Motorcycle, scooter or moped	87	1%
Other method of travel to work	44	1%
Total	7,073	100%

Source: Census 2011

- 4.10.8 This highlights a relatively low proportion of local residents using the train to get to work. When the figures are broken down further however, and the Whittlesford ward is assessed in isolation, the proportion of journeys by rail increases to 8% of all journeys.

Travel Plans

- 4.10.9 Granta Park is an important business centre and is located around 4.5km to the east of Whittlesford Parkway Station. Home to around 2,500 employees, a figure which is set to increase to around 4,000 by 2020, the Park subsidises shuttle bus services from Cambridge and Whittlesford Parkway Station to improve the accessibility of the site.
- 4.10.10 The success of these services is reflected in the modal split of commuting trips to the site as detailed in the Traffic Management Plan produced in 2017 and summarised in **Table 4.8**.
- 4.10.11 The 11.3% modal share equates to 282 individuals utilising the subsidised commuter services daily. With a further 1,500 anticipated to be on site in the next 18 months, based upon the same modal split, this figure could increase to 451 per day, placing pressure on the existing services in operation.
- 4.10.12 Discussions with Granta Park suggest that around a fifth of the commuter bus users originate from Whittlesford Parkway, indicating that demand may increase from around 56 passengers per day to 90 if the modal split remains the same.

²⁴ Cambridge Station Travel Plan Report; Abellio Greater Anglia, February 2015.

²⁵ The Middle Super Output Area (MSOA) covers Whittlesford, Duxford, Sawston and Abington.

Table 4.8: Modal Split of Commuting Trips to Granta Park

Mode	2015	2016	Difference
Drive on your own	65.6%	62.4%	-3.2%
Car Share	16.0%	8.6%	-7.4%
Motorcycle	0.6%	1.2%	+0.6%
Walk	2.1%	3.3%	+1.2%
Cycling	4.0%	7.7%	+3.7%
Commuter Bus	6.2%	11.3%	+5.1%
Public Bus	1.2%	1.3%	+0.1%
Train	0.8%	0.8%	0.0%
Work from Home	3.5%	3.5%	0.0%
Total	100%	100%	-

Source: Granta Park Travel Management Plan 2017 to 2022

4.10.13 A Travel Plan is also in place covering the Wellcome Genome Campus, with an objective to ensure that no more than 40% of staff commuting to the site are in single occupancy vehicles by 2020. At present this figure stands at 43% with:

- 33% using a campus bus service (which doesn't go to Whittlesford),
- 14% car sharing,
- 9% cycling, and
- 1% travelling by train (before the introduction of the Whittlesford Parkway Shuttle Bus).

4.10.14 Over the next two years the aim of the organisation is to increase the train and car share percentages.

4.11 Road Safety

4.11.1 A review of accidents in the vicinity of the station in the five-year period between 2012 and 2017 has been undertaken to gauge how perceptions of safety (as discussed in **Section 6**) are reflected in terms of actual incidents on the ground. **Figure 4.13** details the location and severity of Road Traffic Accidents (RTA) which are recorded on the Police's Stats 19 database.

4.11.2 In the immediate vicinity of the station there has only been the one slight casualty due to an RTA in the last five years, on Station Road East next to the Red Lion Hotel. This involved a bus and resulted in a slight child casualty.

4.11.3 The A505 presents more cause for concern however, with two accidents resulting in three casualties at the junction with Station Road East, a number at the junction with the A1301 and a serious incident at the junction with Moorfield Road.

4.11.4 A breakdown of accidents and casualties are detailed in **Table 4.9** and **Table 4.10**.

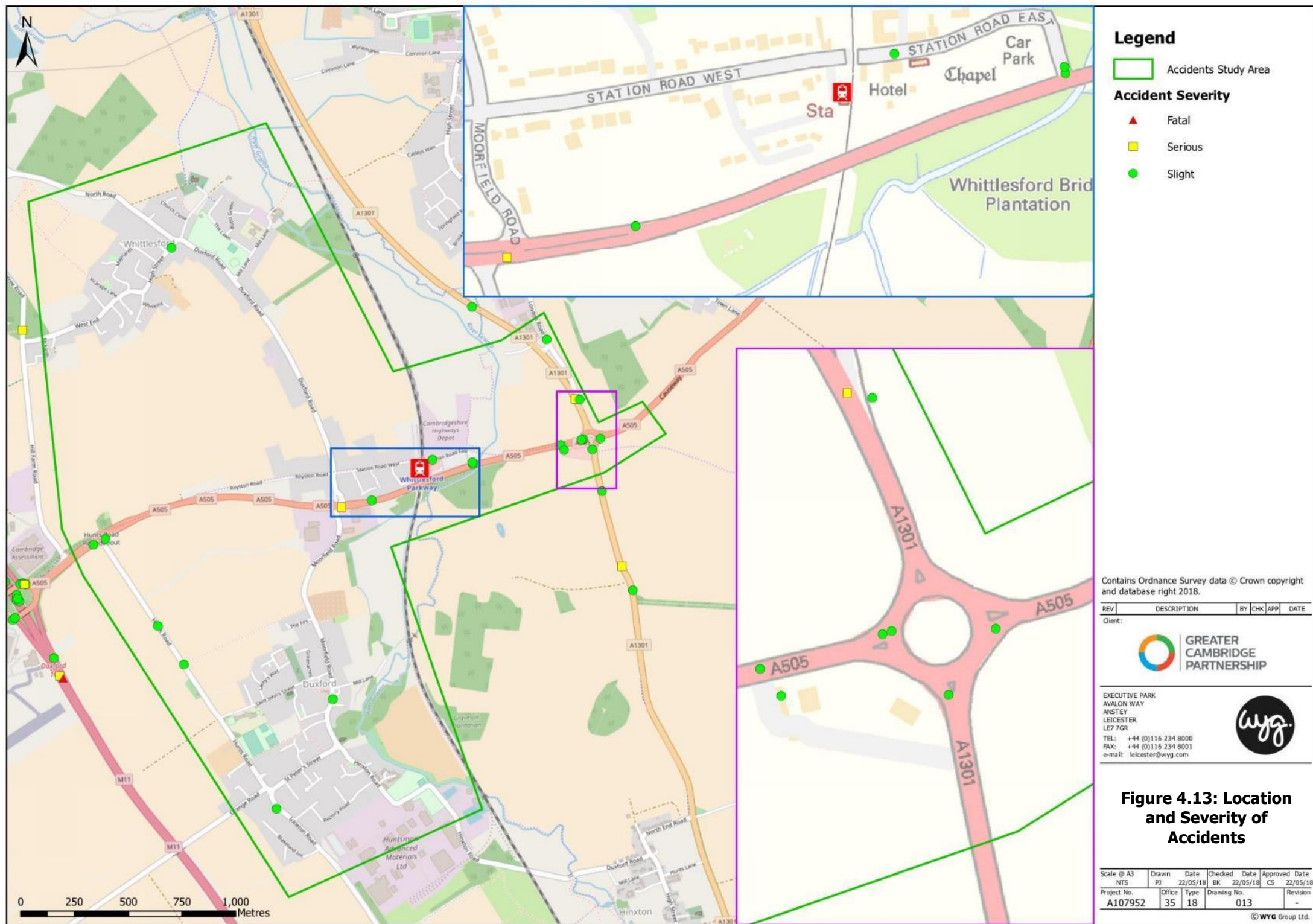


Table 4.9: Number of Accidents Classified by the Most Severe Casualty

Year	Fatal	Serious	Slight
2013	0	0	4
2014	0	2	5
2015	0	0	6
2016	0	0	1
2017	0	0	3
Total	0	2	19

Source: www.crashmap.co.uk

Table 4.10: Number of Casualties by Mode and Severity

Mode	Fatal	Serious	Slight
Pedestrian	0	0	1
Cyclist	0	0	3
Bus	0	0	1
Car	0	1	18
Motorbike	0	1	5
Total	0	2	28

Source: www.crashmap.co.uk

4.12 Summary

- 4.12.1 A review of travel patterns associated with Whittlesford Parkway and changes in travel demands and pressures in the wider area highlights increasing pressures on existing capacity and provision. It is clear that there is a heavy reliance on the private car to access the Parkway, whether that be individuals driving to the station alone, as a passenger in a car or being dropped off. This contributes to the high volumes of traffic on the surrounding network (potentially up to 8% of trips on the A505) and parking on local streets, which in turn deter more sustainable forms of travel.
- 4.12.2 The reliance on the car to access the station however is at odds with the efforts of local business parks to encourage sustainable access to their sites. Both Granta Park and the Wellcome Genome Campus put considerable effort into encouraging sustainable travel, including from the Whittlesford Parkway. There is scope to build upon this best practice in the vicinity of the station to address the current modal split and reduce the growing pressures on the A505 and other local routes.
- 4.12.3 What is also noticeable is the high level of cycle trips to the station. With 17% of station users recorded as cycling to the station, this far outstrips the national trend, and is somewhat at odds with the lack of supporting infrastructure in place for cyclists in the form of dedicated cycle lanes and cycle parking. This demonstrates that there is a cycle culture in place in Whittlesford and the wider South Cambridgeshire area, along with the potential for suppressed demand to be released, both of which are key strengths to build upon when looking to further reduce reliance on the private car.

5. Perceptions

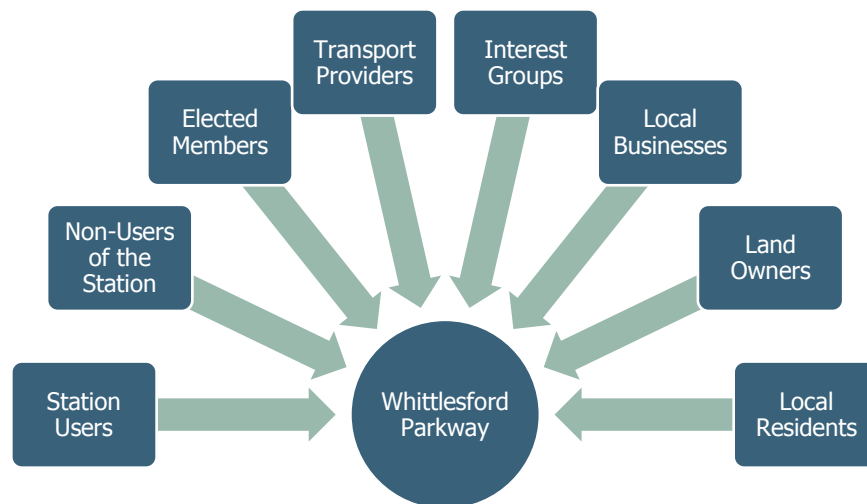
A grayscale photograph of a train station platform. The tracks run parallel to the platform, receding into the distance. On the left, a train is partially visible. On the right, there are benches, a bicycle rack with several bicycles, and a sign. The sky is overcast. The text "5. Perceptions" is overlaid in a large, dark blue font.

5.0 Perceptions

5.1 Overview

- 5.1.1 This section details the perceptions of individuals and key stakeholder groups in terms of access to Whittlesford Parkway Station. A range of views have been sought (see **Figure 5.1**) to tease out the basis upon which travel choices are made when accessing the station, and the nature and extent of issues individuals face, both in terms of local residents and station users. Transport providers and interest groups have also been targeted to help build up a picture of operations in and around the Parkway.

Figure 5.1: Stakeholders Engaged



- 5.1.2 Whilst perceptions can often differ from the realities of provision and practice, they nevertheless form a critical element to the travel choices and experience of using the Parkway. A summary of engagement undertaken with stakeholders is included in **Appendix A**.

5.2 Station Users

- 5.2.1 There are several sources through which we have identified the perceptions of station users when it comes to access to Whittlesford, including both publicly available information collected by Greater Anglia and Transport Focus, the national transport and passenger watchdog, and from our own surveys of station users at the station itself and via an online survey hosted by the Greater Cambridge Partnership.

National Rail Passenger Survey

- 5.2.2 Transport Focus is the national transport user watchdog that routinely canvasses the views of rail passengers on matters relating to many issues, such as satisfaction levels with service, ticketing, and station facilities. They undertake the twice-yearly National Passenger Survey and have undertaken much research into the difficulties passengers face in accessing stations²⁶.

²⁶ <https://www.transportfocus.org.uk/search/?q=national+rail+passenger+survey>

- 5.2.3 The National Rail Passenger Survey undertaken in Spring 2017 comprised a sample size of over 27,000 station users across all Train Operating Companies, including the Greater Anglia area within which Whittlesford is located.
- 5.2.4 The survey recorded the satisfaction levels in terms of “connections with other forms of public transport”. The results generated nationally and for the Greater Anglia area are highlighted in **Table 5.1** and show similarities in performance, and generally a high level of satisfaction in this area.

Table 5.1: Satisfaction Levels with Public Transport Connectivity

Response	Nationally	Greater Anglia
Good or satisfied	79%	78%
Neutral	12%	11%
Poor or unsatisfied	10%	11%

Source: National Rail Passenger Survey, Spring 2017

- 5.2.5 The survey also drew out satisfaction levels associated with car parking provision at stations. The results of this are included in **Table 5.2** and again show broad similarities between the national picture and satisfaction in the Greater Anglia area. However, these are markedly lower than those relating to public transport connectivity.

Table 5.2: Satisfaction Levels with Car Parking at Stations

Response	Nationally	Greater Anglia
Good or satisfied	50%	52%
Neutral	15%	16%
Poor or unsatisfied	35%	32%

Source: National Rail Passenger Survey, Spring 2017

- 5.2.6 The survey also breaks down satisfaction in these areas depending upon the journey purpose of the respondents. Of the commuters questioned, satisfaction levels with public transport connectivity dropped to 76% nationally, whilst satisfaction with parking dropped to only 45%.

Station User Survey

- 5.2.7 A survey was undertaken of morning peak time travellers on Wednesday 16 May 2018²⁷. This provided a snapshot of station users’ opinions, enabled comparisons to be drawn with both national and regional performance, and a baseline to be established for the assessment of future satisfaction levels as and when investment has been made to improve the interchange.
- 5.2.8 In total 121 rail users were surveyed, who expressed a general high level of satisfaction with access to the station. **Table 5.3** highlights the proportion of respondents who were satisfied or dissatisfied with access and how levels of satisfaction differ by mode of travel.

²⁷ The survey was conducted between the hours of 6.00am and 9.00am on Wednesday 16 May 2018, targeting passengers catching trains from Whittlesford on both Cambridge and London-bound platforms.

Table 5.3: Satisfaction Levels of Station Users

Response	Overall	Mode							
		Car (alone)	Car (share)	Car (dropped off)	Walk	Cycle	Motorbike	Taxi	Bus
Good or satisfied	86%	86%	100%	81%	93%	86%	0%	100%	N/A
Neutral	7%	5%	0%	6%	7%	10%	100%	0%	
Poor or unsatisfied	7%	9%	0%	13%	0%	5%	0%	0%	

Source: Station User Survey, 16 May 2018

5.2.9 Where issues were highlighted these focused upon:

- Car parking provision, in terms of the number and quality (width and lining) of off-street provision, and the lack of enforcement of on-street restrictions. There was also felt to be room for improvement in terms of drop-off facilities by some.
- The volume of traffic on surrounding highway network links resulting in delays and missed trains. Exiting onto the A505 and the A505/A1301 roundabout were identified as particular pinch points.
- Cyclists highlight a lack of cycle parking, and whilst cycle links are generally deemed to be good, incidents of HGVs obstructing the link alongside the A505 were cited. At the station itself, the lack of step-free access between platforms was also a concern for some.

5.2.10 When pressed for potential solutions, more and better quality car parking were highlighted, alongside better road links/capacity, more cycle parking, potential shuttle buses to local towns and business campuses, step free access between the platforms, and the provision of better ticketing and toilet facilities to make the station itself more user-friendly.

Online Survey

5.2.11 To supplement the survey of commuters at the station undertaken on 16 May 2018, a more lengthy online survey was hosted on the Greater Cambridge Partnership²⁸ website for five weeks between 10 May 2018 and 13 June 2018.

5.2.12 This secured feedback from an additional 103 people, of which 70 respondents use the station monthly or more often. Their level of satisfaction with regard to access to the station is detailed in **Table 5.4**, broken down by their typical mode of travel.

5.2.13 It highlights a clear difference in the level of satisfaction when compared to the findings of the station users questioned on 16 May 2018. The online survey provided more negative results with half or the regular station users describing their satisfaction as poor or bad, with only a third having a positive experience when accessing the station.

²⁸ <https://www.greatercambridge.org.uk/transport/transport-projects/rural-travel-hubs/>

Table 5.4: Satisfaction Levels of Regular Station Users from Online Survey

Response	Overall	Mode							
		Car (alone)	Car (share)	Car (dropped off)	Walk	Cycle	Motorbike	Taxi	Bus
Good or satisfied	33%	63%	100%	11%	31%	10%	0%	0%	100%
Neutral	19%	21%	0%	22%	31%	10%	0%	0%	0%
Poor or unsatisfied	48%	16%	0%	67%	38%	80%	100%	100%	0%

Source: Online User Survey, May - June 2018

5.2.14 Suggested problems and improvements to station access were provided by 55 out of 70 respondents who regularly use the station. The most popular suggestions (ordered by number of comments) focused upon:

- Insufficient infrastructure for cyclists / pedestrians to provide a good level of connectivity.
- Difficulties crossing the busy A505.
- Use of the bridge to cross the tracks being too difficult for people carrying a bike, pushchairs, people with children or those with reduced mobility.
- Inadequate number of cycle racks and lack of security.
- Traffic on the A505 resulting in long and unreliable journey times.
- Poor quality of surface on footpaths and roads in the vicinity of the station.
- Lack of car parking, too narrow parking spaces, price of the parking.
- Limited nature of bus service provision.

Shelford and Whittlesford Rail User Group

5.2.15 The Shelford and Whittlesford Rail User Group (SAWRUG) are an active body championing investment and improvements to local rail provision. Issues associated with the current station and ideas through which to improve access were discussed at their Annual General Meeting (AGM) on 9 May 2018, at which 26 members were present. The key messages from feedback received on the day focused upon:

- The need for better interchange between trains, buses, cycling and pedestrians.
- Improvements required to facilities at the station, including shelters, cycle parking, ticket machines and disabled parking.
- The drop-off areas and turning areas need to be improved.
- Cycle routes and footpaths need to be improved.
- The lack of accessibility for mobility impaired passengers at the station and potential solutions.
- Highway improvements along the A505 and roundabout.
- Level access on to platform 2.

5.3 Non-Users of the Station

- 5.3.1 The aim of the online survey was partly to identify current non-users of the station and the reasons for this, in the hope of identifying barriers and areas for improvement which could ensure Whittlesford is a more attractive and accessible facility in the future.
- 5.3.2 The online survey received 33 responses from individuals who never use Whittlesford Parkway, or they use it only less often than once a month. Their main concerns and areas of improvement related to:
- Poor connectivity for cyclists / pedestrians.
 - Bridge across the tracks.
 - Crossing the busy A505.
 - The car parking provided.
 - Poor connection by public transport.

5.4 Elected Members

- 5.4.1 The perceptions of the locally elected politicians provide a key insight into the needs and desires of the local electorate in terms of the current and future role of Whittlesford Parkway. A meeting was held at the station on 16 May 2018 with representatives present from South Cambridgeshire District Council, Whittlesford Parish Council and Duxford Parish Council.
- 5.4.2 Key points highlighted focused upon:
- **Car Parking:** Previous attempts by Greater Anglia to increase the capacity of their existing car park on Station Road East and the subsequent objections from English Heritage relating to the setting of Duxford Chapel were detailed. Notwithstanding this, it was felt that more, dedicated off-road parking is required and that this would most appropriately be located on the Station Road East side of the station, away from residential properties.
 - **Highways Depot:** It was stated that the potential development of the current highways depot site for housing could provide opportunities in terms of the provision of a transport hub. Whilst it was suggested that any application would probably be five years down the line, it was felt that there may be some scope to influence the nature of this.
 - **Facilitating Growth:** A general desire was expressed to see the capacity and sustainable connectivity of the station improved, in recognition of its future role in facilitating local housing and economic growth.
 - **Accessibility:** Members highlighted the need for general access improvements to the Parkway, and in particular access between platforms, as the lack of step-free access makes it difficult / impossible for those carrying bikes, with pushchairs or in a wheelchair.
 - **Footways:** The need for better footways on Station Road West was expressed as a particular concern of local residents. Better surfacing is felt to be required, and efforts made to ensure that the footways are actually used – as opposed to pedestrians walking in the road, particularly in winter months, with the safety concerns this presents.
 - **A505:** A desire for Duxford residents to be able to access the station without the need to cross the A505 at the junction with Moorfield Road, and the potential scope for a new shared use footpath / cycle path to be provided. To this end indicative designs were drawn up by consultants commissioned by the Parish Council but rejected by Network Rail on safety grounds.

5.4.3 Correspondence was also received from Whittlesford Parish Council on 22 May 2018, which provided the following perceptions:

- Very few rail passengers arrive at or depart using the existing Cambridge 7A bus service.
- Car-based station users parking on surrounding streets, roads and grass verges often ignore the parking restrictions in force.
- Most rail commuters to Whittlesford use the private coaches or taxis laid on by the Genome Institute, Granta Park, or Babraham Research Campus to get to work.
- Others employed in Whittlesford (Cambridge Assessment), Duxford (Imperial War Museum, Hexcel and Huntsman), Pampisford (Sawston Trade Park) or Sawston (Spicers site when revamped) complete their journeys on foot or by cycle.
- When Cambridge South Station comes into service it is expected that there will be a substantial increase in the number of people using Whittlesford Parkway in order to access the Cambridge Biomedical Campus and Addenbrookes Hospital.
- The existing facilities at Whittlesford Parkway Station leave very much to be desired:
 - The present car parks are inadequate and expensive.
 - There are no toilet facilities for rail passengers (500,000 per year and increasing).
 - There is very little protection from the weather for waiting passengers.
 - Access for disabled people, those with prams, pushchairs or cycles is very difficult since the only way to cross from one side of the station to the other is via a very high footbridge. A lift or subway needs to be provided as a matter of urgency.
 - Short-term parking is limited to 3 spaces each side of the station and there is no designated taxi space.

5.4.4 The Parish Council also set out the following potential locations for the creation of a new Rural Travel Hub:

- Cambridgeshire County Council and Highways Agency Depot sites.
- Sites to the south of the A505.
- Land to the east of the Cambridgeshire County Council and Highway Agency Depot sites.
- Land to the north (rear) of County Council and Highways Depot sites.

5.4.5 In terms of the facilities the Parish Council would like to see incorporated into any future provision the following measures were proposed:

- Provision for at least 1,000 cars in the initial instance and have the possibility to be expanded subject to demand.
- Provide secure storage facilities for cycles and create new safe footways and cycleways
- Covered and protected waiting areas for bus passengers with toilets and a shop/cafe.
- Ensure the safety of pedestrians and cyclists.
- Access to, and egress from the site for motorised transport should be by left turns only.
- The existing access to the west of the Station could be used for drop-offs, taxis, and disabled parking – by designating a small area of the present car park or possibly a similar area in the depot sites for the latter.
- The bus interchange should be as near as possible to the station, whichever site is chosen.
- Regular and frequent bus services should be provided to service local villages and the Imperial War Museum as well as the main local employment sites.

5.5 Transport Providers

- 5.5.1 The views of transport providers give an insight into the commercial and financial realities of service and infrastructure provision and an understanding of their perceived role for Whittlesford Parkway within the wider networks and areas for which they may have responsibility.

Greater Anglia

- 5.5.2 Greater Anglia (GA) operate the train services which stop at Whittlesford Parkway as well as managing the Station itself and the associated parking. Representatives from Greater Anglia have shared their views on the operation and future role of Whittlesford. The key points they highlight are as follows:

- **Lease Area:** The station lease area is constrained to the platforms, the down side station building and forecourt with a small car park; the downside car park to the north of Station Road West, and the remote car park to the east of the station on Station Road East. The parking bays at the end of Station Road East and West adjacent to the platforms are outside of the station lease area.
- **Station Audit:** Greater Anglia are cognisant with the Rail Futures Audit of January 2017 and have areas of common ground. Investment is in the pipeline including:
 - New LED lighting,
 - New HD CCTV linked to our control room,
 - New Long line PA system,
 - New Digital Customer information screens,
 - New and increased cycle parking facilities.
- **Cycle Access:** The main area of issue is the Rail Futures' idea to provide pedestrian/cycle access to the northbound platform from the south of the A505. Both Greater Anglia and Network Rail are not supportive of this due to safety reasons.

It is felt that a more appropriate alternative would be to improve the existing crossing of the A505 at the junction with Moorfield Road, on the alignment of NCN11. Cyclists to the station could then use Station Road West, where traffic volumes are low. Cyclists and pedestrians heading north-south are likely to follow the direct route and desire line rather than divert down to the station and back up again to cross the A505.

- **Pedestrian Access:** Pedestrian access via Station Road East and West requires installation of adequate consistent pavements to enable pedestrian/cycle access. Improving pavements and the lighting should also be part of a package especially if car parking is provided to the west of the station.
- **Bus Access:** The bus service to the station is very limited. Growth in the area may support future services but the current service appears to have a low level of use. Greater Anglia recognise that good interchange is to allow the bus to come as close as possible to the station, where possible to create a seamless interchange.

Within the station lease area there is not room to create a circular bus turning area but expect that the master planning work could investigate opportunities outside of our lease area to provide this. A waiting shelter would be welcomed if the service continues but due to lease area constraints this would need to be on the highway.

- **Car Parking:** Car parking is an important source of income for train operating companies and the franchise requires GA not to diminish the value the asset. The station car park operates at capacity and GA have previously explored opportunities for its expansion.

However, after submitting a planning application to deck the existing car park, the local planning authority advised that it would be unlikely to be successful due to the potential impact upon the setting of the Grade II* listed 14th Century Duxford Chapel. The application was subsequently withdrawn.

GA also highlighted that if parking was provided elsewhere within the village to serve the station, footways would need upgrading between the two, through the provision of high quality surfacing and lighting for example.

Greater Anglia also noted that people appear to park in Station Road West outside of the restricted areas. For the provision of future car parking to be cost effective, these restrictions and their enforcement would need to be addressed.

- **Signage:** Many of the signs around the entrance to the stations serve a purpose but accept that they could be reviewed for need and location.

Network Rail

- 5.5.3 Network Rail (NR) are responsible for the track, bridges, signals and other infrastructure associated with the rail network. It leases Whittlesford Parkway Station to Greater Anglia to operate on their behalf. It is also responsible for rail timetabling, working with train operating companies to devise suitable slots and provision of track space.
- 5.5.4 In discussions with a representative of Network Rail, a desire was expressed to be involved in the development of the masterplan for Whittlesford. NR are aware of the shortcomings of current provision at the station in particular the lack of step-free access between platforms and the lack of onward transport provision.
- 5.5.5 At this stage NR are also keen to explore all options through which this could be improved including access to the platforms from the south of the A505 and any land-take requirements to provide a suitable ramped bridge or lift associated with Network Rail's assets.

Bus Service Providers

- 5.5.6 There are a number of operators providing bus services to, from or via Whittlesford Parkway. Each serve different markets and the nature of their operations are governed by different priorities. As such their views on the Parkway were ascertained to develop an understanding as to how best to accommodate bus services in the future and the potential demand within the corridors in which they operate.
- 5.5.7 Discussions with a representative from Stagecoach, the main bus operator in South Cambridgeshire who provide the Citi 7 service past Whittlesford, highlighted the following:
 - Stagecoach consider it extremely difficult to directly serve the parkway as the access wasn't designed with buses in mind.
 - A cost-effective solution could be to provide a bus terminal on the A1301 immediately to the north of the McDonalds Roundabout with the A505 and provide a footpath from there to the station and maybe the most realistic option in terms of meeting the needs of a commercial bus service.
 - The level of potential demand for bus-based access to the station was questioned given that car ownership is very high in surrounding villages.

- Finally, it was stated that the County Council used to subsidise bus services to surrounding villages from the station but because passengers numbers were so low the cost per passenger was very high and the subsidy was withdrawn.

5.5.8 The views of Venture Travel who operate a commuter bus service on behalf of Granta Park were also identified, and these focused upon:

- The main demand for the Granta Park bus comes from those travelling south to north, and so London based commuters, as it includes a lot of international employees who can't drive.
- Car parking is perceived to be the main problem, including the lack of enforcement of inappropriately parked cars.
- On some days the buses have nowhere to park or pick up. Taxis often occupy the space designated for buses and so the bus has to wait in the car park.
- Venture Travel operate an 8-seater mini bus as they have had too many difficulties in trying to run a larger bus along Station Road East, including the perceived safety issues associated with people walking in the middle of the road because of a lack of pavements.
- In addition, Venture Travel are aware of 5 or 6 coaches which have hit the Red Lion Pub in trying to undertake turning manoeuvres adjacent to the station.

5.5.9 In addition to the perceptions of bus operators, the views of the Public Transport Team at Cambridgeshire County Council were sought²⁹. Discussions highlighted the following issues:

- **Private Buses:** The preference of the County Council would be to not have private operators running buses from the parkway as they are not available to the general public. There is a potential lack of co-ordination amongst them and it potentially deprives public service routes of would-be passengers.
- **Public Buses:** The 7a is the only public bus in the area. It is poorly used and as such, heavily subsidised. Its route is set to be tweaked with the dog-leg into Station Road East to access the station being removed. The closest stopping point to the station will become the stop on Duxford Road some 500m to the west of the station. Whilst this reduces accessibility somewhat, the main market it currently caters for are trips to Cambridge, not trips to the parkway.
- **Access for Buses:** Access to the station has proven to be a problem, both in terms of the lack of a turning circle, and the junction arrangements which only permit left-out turns onto the A505. The nearby hotels have raised objections to vehicles using their car park to turn around in, and the main station car park is currently used, although there are no formal facilities provided.

5.5.10 In terms of potential measures to encourage more bus-based travel, it was highlighted that:

- Around five years ago an experimental service was introduced. This dial-a-ride mini bus service was provided free of charge for three months to residents of the surrounding villages wishing to access the station. However, no-one used it.
- If a bus terminus / turning facility was provided to the east of the station, then the junction access would also have to be improved. Even so it may be hard to make the case for an expensive bus interchange facility due to the lack of actual bus services which may use it.
- A problem in trying to get people to use public transport is the lack of 'sticks'. It's too easy for many people just to drive.

²⁹ Tele-conference held on 4 May 2018

Highways

- 5.5.11 The A505 and the roads in the immediate vicinity of the Parkway Station are all part of the local highway network and so the responsibility of Cambridgeshire County Council. Discussions were held with the Transport Modelling Manager at the County Council which highlighted that the junctions on the A505 don't have the capacity to accommodate more traffic. The scale of current issues are such that a study into the A505 is set to be commissioned which could have implications for future access to Whittlesford Parkway.

Parking

- 5.5.12 Cambridgeshire Police are responsible for the enforcement of on-street parking restrictions in place around the station, however following discussions with the Police it is clear that it is given a low level of priority. It was also stated that the Police receive little correspondence from the general public in terms of issues caused by inappropriate parking, hence the approach taken.

Cycling

- 5.5.13 The provision of cycling links within Whittlesford is overseen by Cambridgeshire County Council as the local highway authority, and Sustrans in relation to the National Cycle Network (NCN11), which runs north-south through the village along Moorfield Road / Duxford Road.
- 5.5.14 A cycling project manager at the County Council highlighted the following areas for improvement in accessing the station³⁰:
- Better links from Duxford village to the station. Users currently cross the A505 in two stages via a centre island. In the past a link via the new Welch's garage and the station platform has been explored but agreement could not be obtained from the train operator.
 - Better links from Whittlesford village to the station. This could be quite easily achieved with a shared use path on the eastern side of Duxford Road, Whittlesford.
 - To improve the link from Sawston / Hinxton to station. Improved links from this area previously considered included a bridge and realignment of the footway.
 - Improved cycle parking at the station. In the past we have looked at improvements with representatives from Greater Anglia.
 - To improve links for through-traffic. Currently there is no provision on the A505. Pedestrians and cyclists need to go via Station Road East / West. At the train station they need to negotiate the foot bridge. This has no provision for assisting cyclists. The steps are considered too steep for using ramps.
- 5.5.15 Sustrans³¹ manage and promote the National Cycle Network, and NCN11 runs north-south providing access from the station to Duxford, Sawston and beyond. Discussions with the Network Development Manager covering Cambridgeshire³² identified the following areas in need to attention:
- NCN11 is on-road through Whittlesford Bridge and the section along Duxford Road to Whittlesford, and Moorfield Road into Duxford are not deemed safe for a 12-year-old by Sustrans method of assessment.

³⁰ Email correspondence from 8 May 2018

³¹ <https://www.sustrans.org.uk/>

³² Tele-conference on 17 May 2018

- Wide verges on Duxford Road mean there is the potential to provide a safe segregated link.
- The NCN crosses the railway via a level crossing and the A1301 via an at grade crossing before linking into Sawston. Whilst not suitable for a 12-year-old this provides a good cycle link for residents in the north of Sawston.
- Improving the standard of the NCN11 to make it safe for a typical 12-year-old could encourage more school trips by bike/train into Cambridge.
- At the station itself, it is key that a lift is in place as the footbridge provides a physical barrier for cyclists. The lift should also be such that it can accommodate bicycles (i.e. not too small).
- The lack of existing cycle parking at the station may suppress demand as has been found at other stations when additional parking has been provided.

5.6 Interest Groups

- 5.6.1 There are a number of interest groups active in the Whittlesford area and their knowledge and input has been actively sought to inform this commission. The initial views on some of the issues faced by the Parkway are detailed below.

Rail Future

- 5.6.2 Rail Future is an independent, voluntary organisation campaigning for better rail services across the country³³. In January 2017 they undertook a station audit of Whittlesford Parkway and are very active in the local area. A representative of the organisation cited the following issues as being paramount in the delivery of a multi-modal travel hub at the Parkway:

- Ensure an integrated approach to development at the station, whilst understanding the different priorities of landowners and other interested bodies.
- Important to reach agreement on an approach between Greater Anglia, the County Council, Highways England, and English Heritage.
- English Heritage will be very concerned at preserving the site and surroundings of the Duxford Chapel. Rail Future feel this should be the centre piece of the development.
- Public transport access should be prioritised along with provision for pedestrians and cyclists.

- 5.6.3 A summary of issues related to each mode are set out in **Table 5.6** below.

Table 5.6: Key Modal Issues Put Forward by Rail Future

Mode	Perceived Issues & Priorities
Pedestrians	<ul style="list-style-type: none"> • Safe walking routes on both sides of Station Road East and Station Road West to the station platforms from the car parks. • Direct footpaths should be provided from Sawston, Whittlesford (main village) and Duxford, and where possible the routes should be separated from traffic.

³³ <https://www.railfuture.org.uk/East+Anglia+Cambridgeshire>

Mode	Perceived Issues & Priorities
Cyclists	<ul style="list-style-type: none"> • Cycleways should be combined with footpaths. • The station footbridge is a serious impediment to access for all. • Cyclists have great difficulty in getting their bikes up and down the very steep steps, as do rail passengers with luggage, children and buggies, any mobility impairment. • Often overlooked is the movement from Cambridge to Whittlesford in the morning by those who bring their bikes onto the train and then cycle onward to the science parks centred on Whittlesford station.
Car Users	<ul style="list-style-type: none"> • Access to the A505 from both sides of the station is practically impossible to fathom and thus this access is frequently achieved illegally. • This needs rationalising and the east side junction remodelled and protected by traffic lights in view of the increasing importance of the Parkway Station.
Rail Users	<ul style="list-style-type: none"> • There is fast growing rail use towards Cambridge and Cambridge North • School children are a very important part of this flow. • The large private schools, Sixth Form colleges and Regional College generate a lot of traffic, helped by the local offer by GA and GTR of a 50% discount on all scholar season tickets when attending secondary and tertiary education within the County but which are centred mainly on Cambridge.
Bus Users	<ul style="list-style-type: none"> • A lack of bus link to the station is a problem. • There is a desultory service that operates a strange route via the station that seems "to be going through the motions" of being seen to provide something and is little used. A new service should be provided that is actually useful. • The potential for demand at the station to grow has also been highlighted, particularly at the Imperial War Museum (IWM) in Duxford where very few current visitors arrive by public transport as there is no bus link from Whittlesford. • We feel a bus link should be funded running from Sawston via the Station and onto the IWM Duxford and return which would provide around a 5-minute journey to each destination from the Station.

5.6.4 In terms of station facilities and improvements to access, Rail Future would like to see:

- Lifts and/or escalators.
- A proper station building with a ticket office, waiting room, Café, shop, staffed beginning to end of service, on the East Side of the station.
- Stress free drop off zones, short term waiting for car drivers and taxis.
- A demarcated quality bus stop.
- Foot and cycleways should lead off to nearby villages including Sawston.
- Adequate easy to use car parking with sufficient capacity and with safe pedestrian access to the station.

Smarter Cambridge Transport

5.6.5 Smarter Cambridge Transport (SCT) is a voluntary organisation set up to promote a modern vision for integrated transport in Cambridge and the surrounding region³⁴. In April 2018, SCT suggested potential access improvements to Whittlesford Parkway as part of their response to the Greater Cambridge Partnership's Cambridge South East Transport Study. These focused upon:

³⁴ <https://www.smartertransport.uk/>

- **Bridge:** The need to install a wheelchair (and cycle) accessible bridge over the tracks.
- **Bus Access:** The need for a bus turnaround facility on Station Road East to enable buses to call at the station, and if feasible, similar provision on Station Road West.
- **Revised Bus Services:** Split the current Citi 7 service into two services from Saffron Walden: a Citi 7X 'express' service via the B184 and A1307, and 7 'local' service via villages between the M11 and B184/A1301.
- **Bus Priority:** Bus priority on the A505 between the A1301 roundabout and the Station Road East. This would benefit an amended Citi 7X and new A505 shuttle services which SCT would like to see.
- **Cycleway:** Complete the cycleway from Whittlesford Parkway to Granta Park, which currently ends disconcertingly and unsafely on the A505 slip ramp. Making the north side slip ramp exit-only, would release space for a high quality segregated cycleway, including under the A505, where space is most constrained. The cycleway should continue on the north side of Station Road (A505 connector) to the Granta Park roundabout. This will require modifications to the bridge over the A11, possibly by slightly narrowing the carriageway and raising the bridge parapet on the north side.
- **Strategic Road Network:** Improvements to the wider Strategic Road Network with connecting slip roads between the M11 north and A11. This would enable northbound traffic from Saffron Walden, Chesterford Research Park, Little Chesterford, Great Chesterford, Ickleton, Hinxton and Wellcome Genome Campus to access the M11 via the A11–A1301 interchange, rather than congesting the A1301 and A505.

5.6.6 Additional discussions were held with SCT at the SAWRUG meeting on 10 May 2018, and in subsequent email correspondence. This highlighted the additional issues to be considered as part of the development of the masterplan:

- The need to focus improvements on sustainable access to the station.
- The area around the station is disorganised and unattractive but Duxford Chapel is a very important asset to the community and should be reflected in the master planning work.
- There is a need for further work on spatial/urban design, taking into consideration privately-owned land as well as the county and railway assets.
- The masterplan presents an opportunity to create a unique place for people, not just cars, buses and trains. By name Whittlesford Parkway tells a story of commuting, while the transport hub could be a great centre for the local community.

Campaign for Better Transport

5.6.7 The Cambridge Campaign for Better Transport³⁵ provided comments on the potential areas for improvement at Whittlesford Parkway at the SAWRUG Meeting on 9 May 2018. These focused upon:

- Good quality shelters to replace the existing provision.
- Good quality covered bike shelters.
- Ticket machines that sell the cheapest tickets
- Cycle paths with clear white lines.
- Improved connections between trains & shuttle / electric buses.

³⁵ https://bettertransport.org.uk/cambridge_local_group

5.7 Local Businesses

- 5.7.1 Local businesses are the drivers for economic growth and the Parkway and its associated operations impact upon local them in different ways. A range of views were sought to inform this report, the key findings of which are detailed below.

Red Lion Hotel & Holiday Inn

- 5.7.2 Immediately adjacent to the station, the Red Lion Hotel, Holiday Inn and Frog IT are exposed to the negative aspects of the growth in popularity of its role as a commuter hub. A representative of the Red Lion Hotel and Holiday Inn detailed abuse of the hotel's parking provision as the basis upon which enforcement of restrictions was introduced in March 2018³⁶.
- 5.7.3 In partnership with Parking Eye, they have generated a significant amount of income as a result of parking infringements, including vehicles dropping-off and picking-up. A lack of enforcement of on-street parking restrictions was also highlighted by both the Red Lion Hotel and Frog IT, who are located opposite the hotel, and adjacent to the station.

Granta Park

- 5.7.4 Granta Park is situated some 4.5km to the east of the Parkway Station and businesses located on the campus employ 2,500 staff (as of May 2018), with plans in place for this to increase to around 4,000 employees by 2020. A representative of Granta Park cited the following key points in relation to access to Whittlesford³⁷:
- Businesses on Granta Park heavily subsidise a commuter bus service which operates in the morning and evening peak periods and is timed to align with trains arriving/departing to/from London and Cambridge.
 - The businesses are happy to fund this service because it helps them attract the best scientists/employees from a wider area.
 - The main demand for the bus comes from those travelling south>north, and so London based commuters. This is because it includes a lot of foreign/international employees who can't drive.

Wellcome Genome Campus

- 5.7.5 The Wellcome Genome Campus is around 2 miles to the south of Whittlesford Parkway. It is home to a range of businesses, conference and innovations centres, and currently employs around 2,500 people over a 125 ha site.
- 5.7.6 A masterplan is in the process of being developed to provide the framework for the expansion of the existing campus on land both to the east of the A1301 and north of the village of Hinxton. This could see the numbers employed increase to 6,000 over the next 25 years.

³⁶ Site meeting on 15 May 2018.

³⁷ Tele-conference on 27 April 2018.

5.7.7 The key issues for the Campus were highlighted by the Campus Project Manager³⁸:

- The campus subsidises a free bus for employees which runs throughout the day from Whittlesford. This is to address access issues to the campus from the Parkway. Operations commenced at the start of the year and it is free to use for passengers.
- A Travel Plan is in place on the campus and they are pro-active in trying to encourage more sustainable commuting, particularly as it looks to expand.
- As part of this the campus are looking to provide an autonomous vehicle link to the Parkway, linking into the southbound platform to the south of the A505 (which is considered to be a big barrier to accessing the Wellcome Genome Campus). This link would cater for multi-modal trips, i.e. pedestrians and cyclists as well as autonomous vehicles but they are facing two barriers to its implementation at present: (1) ownership of the woodland to the south of the station, (2) resistance from Network Rail to the scheme.
- Campus surveys have shown that employees would consider a modal change if the last leg from the station was catered for hence the focus on the autonomous vehicle link.

Imperial War Museum at Duxford

5.7.8 The Imperial War Museum (IWM) at Duxford is an increasingly popular tourist attraction, drawing visitors from across the country. Some of the issues and concerns associated with the Parkway Station and its ability to support the aspirations of the museum to reach its visitor target of 500,000 per annum from the current figure of 330,000 were discussed at a meeting with the IWM on 8 June 2018.

5.7.9 At present, transport was felt to be the key constraint to delivering this level of growth. Access off M11 is good but it was highlighted that their car park is constrained (and more parking is required) and that the M11 and A505 provide barriers to access by sustainable modes.

5.7.10 The IWM see the potential of Whittlesford to form a transport hub and gateway to their site by improving access from both London and Cambridge but it is felt that at present, facilities require improvement.

5.7.11 The following specific issues were raised:

- **Parking.** To meet the museum's visitor target, extra parking will need to be provided off site, maybe with a bus shuttle to the IWM itself. This could be provided at the station so that it could also serve London/Cambridge commuters. At present current parking spaces are too small and insufficient in number leading to on-street parking for up to a mile from the station.
- **Rail.** There are two stations quite close to the IWM but the links from both are poor. There are no buses, and the taxi service and walking/cycling routes are poor. Whittlesford is the preferred station for IWM. There is a long history of goods and people arriving at that station for the RAF base.
- **Bus.** The IWM is trying to ensure that local bus service is retained and improved. The 7A will have a new route in July that will help IWM and the local community. It will go to Trumpington, which is better than existing route. However Station Road West cannot be accessed by bus because there is no turning area, so it stops at the top of the hill instead, whilst the bus won't serve Station Road East at all. The 7 service is not frequent enough to be effective.

³⁸ Tele-conference on 30 May 2018.

- **Pedestrians & Cycling.** The lack of level access between platforms is a big issue. In addition, the route to the IWM is not attractive or safe at certain points. The separate path along Royston Road is good but it is overgrown. However the crossing points over busy roads are not safe. There are no formal crossings at the M11 junction or the left slip off the A505 (Hill Farm Road) and vehicle speeds are high.

5.8 Land Owners

- 5.8.1 Land owners are important local stakeholders and their views, particularly in relation to future land use opportunities provide an insight into the feasibility of developing a transport interchange on land in close proximity to the existing station, where scope to provide facilities is limited.

Highways Depot

- 5.8.2 One of the largest land owners in close proximity to the Station is Cambridgeshire County Council whose highways depot is located on Station Road East. Discussions were held with the Asset Management Team at the County Council to identify the authority's vision of the site.
- 5.8.3 The depot site forms a valuable asset for the County Council and along with the adjacent Highways England highways depot, options are being considered to relocate to a site close to the A14 so as to better serve the highway network under the Government's "One Public Estate" programme.
- 5.8.4 The relocation would permit the redevelopment of the existing depots sites, and it is the remit of the Asset Management Team at the County Council to maximise the value of the site. As such plans are progressing to designate the site for housing development.
- 5.8.5 The use of any land associated with the highways depot for the creation of an interchange, bus turning circle or car parking for example would reduce the value of the asset in terms of the amount of developable land. However, the County Council are open to discussions and recognise the potential benefits of a multi-modal interchange and the added value this may place on the value of their land.
- 5.8.6 The new National Planning Policy Framework (NPPF) states that housing densities should be increased at public transport interchanges and as Whittlesford could become a world class interchange, a much higher density of development could be possible than may otherwise be permitted.

Welch's Transport

- 5.8.7 Welch's Transport Ltd own and occupy land to the south of the A505 between the junction with Moorfield Road and the Cambridge to London train line, bounding the station itself to the south. The business has been on site for over three years and as part of the planning permission granted for the development, land was set aside for the provision of a bridge over the A505 at the junction with Moorfield Road. It was envisaged that this would be delivered if the County Council acquired land to the north of the A505 at some point in the future.
- 5.8.8 The business feels that this is unlikely to materialise and as an alternative has previously offered land to provide a footpath running parallel to the A505 to provide safe pedestrian access to the station.

- 5.8.9 This idea was rejected by Network Rail due to concerns associated with health and safety. It was stated however that the premises were built such that the land would be available if the scheme were to resurface at some point in the future.
- 5.8.10 Other points made in the discussion on 18 June focused upon the junction of the A505 and Moorfield Road. It was stated that the current junction of the A505 and Moorfield Road is dangerous for pedestrians and vehicles, with left turns only permitted from Duxford onto the A505. Support was expressed for the idea of a signalised junction that would permit all vehicular movements and provide a phase for pedestrian and cycle crossings. Given the typical speed of traffic on the road in peak periods, it was felt that signals would not slow it down to any great extent.

5.9 Local Residents

- 5.9.1 The views of local residents were sought through the online survey which was live between 11 May 2018 and 13 June 2018. This received 21 responses from local residents. Of these, 48% use the station daily or weekly and 52% less often. 80% of them prefer to walk or cycle to the station.
- 5.9.2 The key issues highlighted in relation to the station by local residents focused upon:
- Poor condition of footways towards the station (uneven surface, narrow, poorly lit) resulting in people rather walking in the carriageway.
 - High volume of traffic in peak times.
 - High speeds on Station Road and Royston Road.
 - The on-street parking obstructs residents' view when leaving their property.
 - The points above create big safety concerns and has been described like 'an accident waiting to happen'.
 - Cars parking on verges to avoid paying parking charges damage the verge, obstruct visibility and spoil the rural character.
 - On-street parking is getting more and more popular and some commuters now park even in the village.
 - Duxford Road, forming a part of the NCN, is dangerous and not fit for cycling as vehicles travel too fast and there are cars parked on the road.
 - There should be a cycle route connecting the main part of the village with the station (parallel to Duxford Road).
 - The distance from the village to the station is too far for some villagers to walk to.
 - A bus timed for the popular early trains from the village would be appreciated.
 - Limited drop off options near the station.
- 5.9.3 Additional comments from local residents were received at the SAWRUG Meeting on 9 May 2018 and through subsequent email correspondence. This highlighted a desire for comprehensive development and that at present the Parkway is felt to be not fit for purpose, most obviously in terms of access, parking and interconnection.
- 5.9.4 Key issues were also raised in relation to the following:
- **Highway Access:** Station Road East has become the main access because that is where the main car park is currently situated. The junction onto the A505 is difficult and is badly congested during the morning and evening rush hours.
 - **Cyclists:** For cyclists and pedestrians, the situation is scarcely better. From Duxford it is necessary to cross the very busy A505 at Moorfield Road. Crossing the A1301 at the BP

roundabout is a fairly hazardous enterprise with no clear and simple cycle or footway from Sawston, the largest local settlement.

- **Car Parking:** The current main car park is inadequate, and the spaces are well below the recommended size. Residents for many years have been seeking to ban on-street parking and some restrictions have been imposed.
- **Cycle Parking:** Cycle parking is haphazard and inadequate
- **Interchange:** The lack of interconnecting public transport compares unfavourably with Audley End station, which has nearly double Whittlesford's footfall. The challenge is to design a station area and access routes which would encourage bus use and to design routes which would not rely on heavy continued public subsidy.
- **Bus Services:** Local bus services are inadequate. The Citi 7 Cambridge to Saffron Walden route does not stop near or at the station, though it travels along the A505. The 7a has proved unpopular for many reasons, including infrequency, length of the route round local villages meaning a huge loss of time, unreliability, the impossibility of easy access to the station and lack of space to turn at the station.

5.10 Stakeholder Workshop

- 5.10.1 The conclusion of the engagement process to inform the development of this Stage 1 Baseline Report saw around 30 attendees to a stakeholder workshop comprising local members, transport providers and business representatives (see **Figure 5.1**). The issues facing Whittlesford Parkway now and in the future were discussed together with the potential scheme options through which they could be addressed.

Figure 5.1: Stakeholder Consultation Workshop



- 5.10.2 Whilst a general consensus was identified in terms of the nature of the current problems – the lack of capacity and connectivity of the station, and the impact of commuting on local residents being the dominant themes – different approaches to addressing these were championed, and though some could form complementary measures, others would effectively form alternative strategic approaches to investment in infrastructure improvements. The ideas put forward are listed alongside other possible schemes in **Section 7: Optioneering**.

5.11 Summary

- 5.11.1 There is considerable interest in the development of Whittlesford Parkway as a multi-modal interchange to better serve the needs of the local community and its wider catchment area. Without exception, investment is supported across all stakeholder groups, and with pro-active interest groups pushing for change, there is a clear mandate to address the shortcomings of the existing provision.
- 5.11.2 The engagement process has highlighted consistencies in the perceived nature of current issues. Poor access to the station particularly by bus, bike and on foot are clear concerns which have emerged from station users, non-users, elected members, and transport providers alike.
- 5.11.3 Car parking is also a concern, but for slightly different reasons depending upon the viewpoint of the individual. However, it is clear that the current lack of off-street spaces is of importance to local residents, commuters, and Greater Anglia in terms of the limitations it places upon their revenue streams.
- 5.11.4 The general satisfaction with access to the station expressed in the survey of current station users shouldn't mask the problems which exist. As regular station users, many have adopted a routine which negates the obvious problems which exist. The harder to reach non-station users provide evidence of the untapped demand and barriers to access the excellent rail connectivity the station provides.
- 5.11.5 In terms of the interventions through which to transform Whittlesford into a world-class travel hub, there is again broad support and consistency in the messages received from stakeholders. The need to focus on sustainable transport is clear, addressing actual and perceived safety concerns, and addressing the wider problems of the highway network, particularly the A505.
- 5.11.6 However, the nuances of future provision highlight some differences of opinion, in terms of the treatment of car parking, access onto the platforms for pedestrians and cyclists from the south, and the nature of bus service provision and supporting infrastructure. These are all included in the 'Long List' of potential options (see **Section 7**) and will be considered in future detail in the development of a preferred approach to the masterplan.

6. Proposals

A grayscale photograph of a railway station platform. The platform is on the right side of the frame, with a low wall and a metal railing. Several bicycles are parked along the railing. The tracks run parallel to the platform and recede into the distance. On the left side of the tracks, there are some buildings and a small structure. The sky is overcast. The text "6. Proposals" is overlaid in a large, dark blue font.

6.0 Proposals

6.1 Overview

- 6.1.1 This section details schemes set to come forward in the period between 2018 and 2031 in relation to new housing developments, the creation of new jobs, and transport initiatives and programmes which could influence future travel to Whittlesford Parkway.
- 6.1.2 It quantifies potential changes in demand and capacity and identifies potential synergies or triggers for investment in the development of Whittlesford as a multi-modal parkway station.

6.2 Housing

- 6.2.1 The population of Greater Cambridge is set to grow by 65,000 to 338,000 in the period between 2011 and 2031, with 1,700 new homes required per year to meet this demand.
- 6.2.2 More locally, Whittlesford serves a large rural catchment area which spans the authorities of South Cambridgeshire, East Cambridgeshire and St Edmundsbury in Suffolk. As such, in order to identify the quantum of development coming forward within the catchment of the Parkway Station, housing allocations in each of the respective Local Plans have been quantified, and in turn the potential increase in travel demand and use of the Parkway as a commuter hub.
- 6.2.3 Our analysis of the users of Whittlesford Parkway has shown that only a limited number of passengers come from Uttlesford in Essex, which is served by other stations on the Cambridge to London Liverpool Street railway line.
- 6.2.4 However, given its proximity to Whittlesford Parkway, this section also details proposed growth in the district and its potential implications for the future demands placed upon the station.

Cambridge and South Cambridgeshire

- 6.2.5 Cambridge and South Cambridgeshire have worked together to draw up aligned Local Plans. These propose a total of 33,500 new homes and 44,000 new jobs by 2031. Of these, 19,500 homes are to be located in South Cambridgeshire and 14,000 in Cambridge with the majority of the new homes located within or on the edge of Cambridge, at Cambourne in a new village at Bourn Airfield and new towns at Northstowe and north of Waterbeach.
- 6.2.6 The details of the three strategic housing allocations to meet the majority of the additional development needs to 2031 and beyond are as follows:
 - A new town north of Waterbeach for 8,000 to 9,000 homes.
 - A new village based on Bourn Airfield for 3,500 homes.
 - An expansion of Cambourne to the west, planning permission has been granted for 2,350 homes.
- 6.2.7 The authorities have sought to avoid a dispersed approach to development, instead concentrating growth in fewer, larger sites which can be better served by sustainable transport provision.

6.2.8 **Table 6.1** below shows distribution of the Local Plans allocations.

Table 6.1: New Homes in Cambridge and South Cambridgeshire

Local Plan Strategy 2011 to 2031	Additional Homes	%
Cambridge Urban Area	6,282	19%
Cambridge Fringe Sites	12,670	35%
New Settlements	8,055	23%
Villages	8,220	23%
Total	35,773	100%

6.2.9 **Figure 6.1** illustrates that none of these major residential development areas are located within the main catchment area of Whittlesford Parkway. Therefore, the effect on the operation of the station is anticipated to be limited.

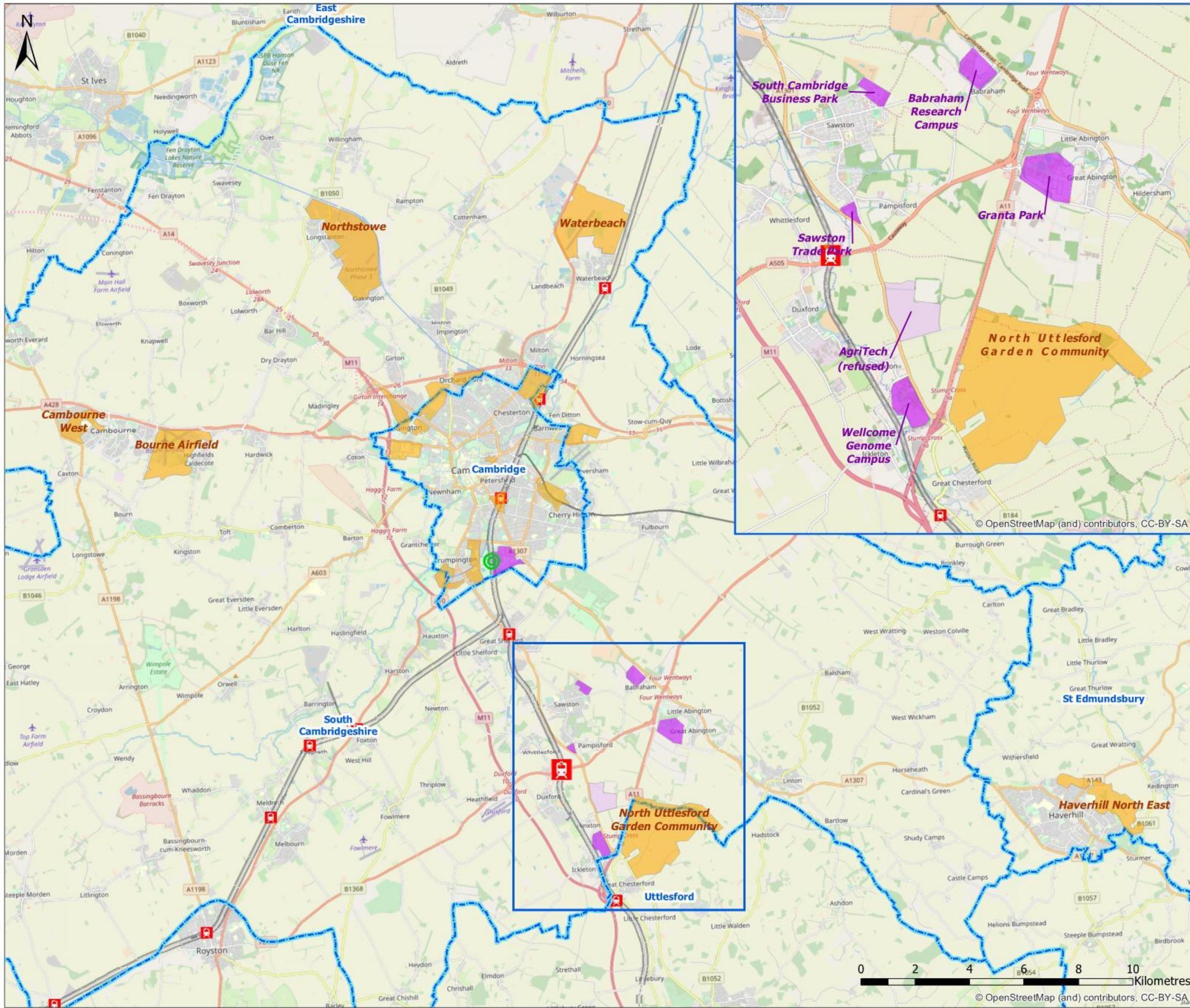
6.2.10 The South Cambridgeshire Local Plan classifies villages into four groups reflecting their relative sustainability. Sawston is classified as 'Rural Centre' representing the largest, most sustainable villages of the district and there are no strategic constraints on the amount of development of land for housing.

6.2.11 Duxford and Whittlesford are classified as 'Group Villages'. Group villages are generally less sustainable locations for new development, having fewer services and facilities allowing only some of the basic day-to-day requirements of their residents to be met without the need to travel outside the village.

6.2.12 The authority will therefore not permit development of more than a few houses on unallocated land apart from in exceptional circumstances.

6.2.13 However, outline planning permission for the redevelopment of an existing scrap yard to the west of the station for a residential use was granted by South Cambridgeshire District Council in August 2018 (see **Figure 6.2**).

6.2.14 The application for the provision of 42 houses, 18 flats and a new vehicular access from Station Road West has been in the pipeline for a number of years, and at the time of writing (June 2018), a decision has yet to be made on its approval. Were the application to be permitted, it would have implications for the potential use of the land for the development of a multi-modal interchange at the station.



- Legend**
- Whittlesford Parkway
 - Other Stations
 - Proposed Cambridge South (Addenbrooke's) Station
 - District Boundary
 - Strategic Residential Development
 - Business Park
 - Business Park (Refused Planning Application)

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REV	DESCRIPTION	BY	CHK	APP	DATE
Client:					

EXECUTIVE PARK
AVALON WAY
ANSTEY
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com

Figure 6.1: Strategic Housing Allocations

Scale @ A3 NTS	Drawn PJ	Date 01/06/18	Checked BK	Date 01/06/18	Approved CS	Date 01/06/18
Project No. A107952	Office 35	Type 18	Drawing No. 016	Revision -		

© WYG Group Ltd.

Figure 6.2: Committed Residential Development in the vicinity of Whittlesford Parkway



Source: South Cambridgeshire District Council

Uttlesford

- 6.2.15 Uttlesford District Council is currently working on a new Local Plan for the period up to 2033. The most recent population projections suggest that 14,100 new homes will be required, and the authority is seeking to distribute them through a combination of new settlements, and on sites within the main towns and villages.
- 6.2.16 One of the new settlements is included in the Pre-Submission Local Plan as Policy SP7 North Uttlesford Garden Community, located on the land east of the A11 near Hinxton and Great Chesterford. The proposal is for 5,000 new homes plus associated services and amenities, of which 1,925 will be delivered by 2033.
- 6.2.17 This will still create a significant residential development near Whittlesford Parkway. Although the proposal includes an upgrade to Great Chesterford railway station, considering the good accessibility from the development site to Whittlesford Parkway via the A1301, it is not unrealistic to anticipate that some commuters will prefer to drive to Whittlesford Parkway.

East Cambridgeshire

- 6.2.18 East Cambridgeshire is a predominantly rural district located to the north and east of Cambridge. The district has a population of about 85,000 people who predominantly reside within the three main settlements of Ely, Soham and Littleport. Together, these comprise 45% of the district's population, with the remaining population spread between about 50 villages and other parts of the district. The district almost completely surrounds the town of Newmarket, a town of 20,000 located in the administrative area of Forest Heath in Suffolk.
- 6.2.19 A total of 11,500 dwellings are set to be delivered between 2011 and 2031 in the district, the majority within the three main towns. Whilst the south of the district falls within the catchment area of Whittlesford Parkway, no significant growth is proposed in this area.

St Edmundsbury Borough

- 6.2.20 St Edmundsbury is not located in the immediate proximity of Whittlesford Parkway but our station user survey and assessment of season ticket data provided by Greater Anglia, highlighted that there are a number of commuters from Bury St Edmunds and Haverhill who use the station to travel into London.
- 6.2.21 The Core Strategy aims to build 11,480 new homes across the Borough between 2012 and 2031, and that 52% of the 2001-2031 growth will be in Bury St Edmunds, 34% in Haverhill and the remaining 14% across the rural area. Taking into account the previous build rates, Bury St Edmunds Vision 2031 allocates sites that are estimated to have the ability to deliver at least 4,985 homes and Haverhill Vision 2031 allocates sites to deliver up to 3,910 homes.
- 6.2.22 Two large sites comprising 180 ha of land have been identified to the north of Haverhill to meet the majority of targeted provision as shown in **Figure 6.1**.

6.3 Employment

- 6.3.1 Housing growth within the catchment area of Whittlesford Parkway will lead to an increase in the level of commuting from the station, but new employment provision and the creation of new jobs will increase its role as a 'destination station' in its own right.
- 6.3.2 Whilst not contributing to parking pressures at the station, the additional demand for onward trips will place pressure on existing services, and if provision is not available, growth could be stifled and the recruitment of the best available talent from a wider catchment area impeded.
- 6.3.3 Whereas residential developments being proposed even further afield from the station might impact on the use of the station, as some residents prefer to drive to Whittlesford Parkway from locations as far as Bury St Edmunds and then take train to London, the catchment area of the station for people getting off the train at Whittlesford Parkway is much smaller.

South Cambridgeshire

- 6.3.4 Policy S/5 of the South Cambridgeshire Local Plan includes an objectively assessed forecast of 22,000 new jobs to be created in the district by 2031 (a further 22,000 will be provided in Cambridge itself). In addition, existing commitments with planning permission provide a wide variety and types of employment development, including significant opportunities at business parks associated with technology, research and development, including at Granta Park, Babraham Research Campus, Wellcome Genome Campus, Cambridge Biomedical Campus and Cambridge Research Park.
- 6.3.5 The Employment Land Review identifies that growth on this scale would generate a net demand for around 143,000 m² of additional floorspace or 43 hectares of land in the 'B' use classes. The Local Plan identifies a supply of land that is sufficient to provide the predicted 22,000 additional jobs and includes sufficient surplus that would also ensure that if the economy performs better than expected, the plan will not constrain economic potential.

Wellcome Trust Genome Campus

- 6.3.6 Located approximately 5km to the south of Whittlesford Parkway in Hinxton, the Wellcome Trust Genome Campus is home to a range of businesses, conference and innovation centres, and currently employs around 2,500 people over a 125ha site. There is huge demand for space on the campus from both new businesses and current occupants who want to expand.
- 6.3.7 Due to this demand, a masterplan to provide the framework for the potential expansion of the campus onto land to the east of the A1301 is currently being produced. The expansion would provide 14,400sqm of additional floorspace and see the number of employees increase by up to 6,000 over a 25-year period. Transport modelling of the impacts have been undertaken as a part of the expansion plans and potential mitigations are in the process of being identified.

Granta Park

- 6.3.8 Granta Park is an internationally recognised science park located approximately 4km north east of Whittlesford Parkway. The site currently provides accommodation for over 20 research and development companies within its grounds, employing some 2,500 people. It is considered to be one of the leading sites of this nature in the UK. It comprises of 87,802sqm of built floor space with planning permission in place for an additional 59,055sqm as part of the planned Phase 2 extension.

- 6.3.9 This will include the proposed Illumina Building, the TWI development area and the proposed Amenity Building. The number of employees is set to increase up to 4,000 in the 18-month period up to the end of 2019.

Babraham Research Campus

- 6.3.10 Babraham Research Campus, which is located approximately 3.5 miles from the Station, currently provides 1,200 jobs and aims to expand further. A £35m scheme was approved in November 2017 to provide two new buildings providing comprising 9,290sqm of new bioscience research and development space, and is due for completion in 2019. It is expected to create an additional 450 jobs.

Sawston Trade Park

- 6.3.11 Sawston Trade Park provides space for office-based firms, and those operating in the research and development and industrial sectors. It is currently home to 15 companies occupying 18 buildings. Plans for its comprehensive redevelopment were approved in April 2018³⁹, and these are expected to lead to the creation of 1,400 new jobs.
- 6.3.12 The proposed expansion will increase the gross internal floor area by 11,397sqm to 19,883sqm, and increase existing car parking capacity by 543 spaces to 703 in a multi storey car park. Around 670 cycle spaces will be provided on the new park, and it is intended that half of all employees will travel to work on foot, bicycle or public transport.

South Cambridgeshire and Dales Manor Business Parks

- 6.3.13 South Cambridgeshire / Dales Manor Business Parks are located to the north of Sawston. South Cambridgeshire Business Park was opened in 2006 and comprises of a range of office, warehouse and production units. Its extension, known as the Dales Manor Business Park, is currently under construction and 13 new industrial, warehouse and business units ranging from 150sqm in size, to 4,360sqm, are due for completion in early 2019. Part of the site is also allocated for housing (Policy H/1:a).

Cambridge Biomedical Campus

- 6.3.14 Expansion of the Cambridge Biomedical Campus will form a major development to the south of Cambridge, adjacent to Addenbrookes Hospital. It is currently the base for 17,250 jobs, a figure which is set to rise to 21,000 by spring 2019, and up to 30,000 jobs by 2030. The number of visitors to the site per day is already at 26,500 and growing⁴⁰.
- 6.3.15 The expansion is proposed to be taken forward in two phases; Phase 1 is underway and will add 220,005sqm of floorspace to the site, whilst the current planning application (as of June 2018) for Phase 2 seeks to add a further 75,000sqm of floorspace.
- 6.3.16 It is envisaged that the site will subsequently employ up to 30,000 people and generate significant numbers of additional trips, expected to be partly served by a new Cambridge South Station on the same Cambridge to London line as Whittlesford Parkway.

³⁹ Application number: S/2284/17/OL (<http://plan.scambs.gov.uk/swift/q/apas/run/wphappcriteria.display>)

⁴⁰ <http://www.cambridgeindependent.co.uk/news/cambridge/cambridge-south-station-scheduled-to-arrive-in-2025-1-5522519>

AgriTech Technology Park

- 6.3.17 An outline planning application for a proposed AgriTech technology park at Hinxton was refused planning permission in March 2018. The park was set to comprise of up to 11,200sqm gross internal floor area. The planning application included plans for associated infrastructure including a bus/cycle interchange on land west of the A1301/north of A505 in vicinity of Whittlesford Parkway, and additional highway improvements.

6.4 Committed Transport Schemes

- 6.4.1 There are a number of transport schemes in the pipeline which are anticipated to come forward across all modes of travel either in Whittlesford or the wider catchment area of the station, and these are detailed herein.

Strategic Rail Improvements

- 6.4.2 Network Rail's strategic planning is structured around a 5-year control period process. The current Control Period (CP5) covers 2014 to 2019 and schemes for implementation during CP5 are summarised in the Network Rail document 'CP5 Enhancements Delivery Plan (update March 2016)'⁴¹.

- 6.4.3 This document identifies the following committed improvement works during CP5 that will benefit rail commuters on the West Anglia Main Line into London Liverpool Street:

- **West Anglia Main Line Capacity Increase** – This scheme is aimed at relieving overcrowding and at addressing the medium-term demand from employment and residential developments in the vicinity of Lea Bridge, Tottenham Hale, Northumberland Park and Angel Row stations with a view to achieving an additional two trains per hour in the AM peak between Stratford and Angel Road Stations.

This is to be achieved through the provision of additional track between Coppermill Junction and Angel Road with associated signalling modifications, new platforms and access bridges at Tottenham Hale, Northumberland Park and Angel Row stations and closure of Northumberland Park level crossing.

- **Anglia Traction Power Supply Upgrade** – This scheme will provide enhancements to existing traction power infrastructure required to support the forecast increase in electrically operated rolling stock for CP5. This will help to support the two additional trains per hour between Stratford and Angel Road Stations in the AM peak hour mentioned above.

- 6.4.4 Greater Anglia operate the East Anglia rail franchise which includes the West Anglia Main Line. They are set to oversee a £1.4 billion boost to rail services within the region including the provision of more than 1,040 new carriages, in the period between Autumn 2016 and 2025.

⁴¹ <http://webarchive.nationalarchives.gov.uk/20160606153529/http://www.networkrail.co.uk/publications/delivery-plans/control-period-5/cp5-delivery-plan/>

- 6.4.5 For the West Anglia Main Line serving Whittlesford Parkway Station this will result in the following benefits:
- New trains with free Wi-Fi from February 2019,
 - One additional train per hour (off-peak) between London and Cambridge,
 - One additional evening peak service between London and Ely,
 - Two new trains per hour between Stratford and Angel Road stations,
 - Improved journey times and improved customer service.
- 6.4.6 The announced improvements will therefore provide new train carriages and a small amount of additional capacity in the evening peak but will not fundamentally change the existing peak period services serving Whittlesford Parkway.
- 6.4.7 Long term planning for the next control period (CP6) which covers 2019 to 2024 begins with the rail industry publishing its plan of investment options and priorities, the 'Initial Industry Plan', which is informed by various studies and strategies⁴².
- 6.4.8 The Anglia Route Study⁴³ is one of the documents supporting the strategic planning of CP6 and this acknowledges that the West Anglia Main Line carries busy commuter and leisure traffic from Stansted Airport and Cambridge into London and has potential for significant additional demand due to proposals for major growth in housing and employment within the region.
- 6.4.9 Overall there is expected to be a capacity gap of approximately 1,000 passengers on the Cambridge and Stansted Airport services into London Liverpool Street in the AM peak by 2023 and a gap of 2,100 passengers by 2043. To address this shortfall the study identifies that significant interventions such as the provision of additional track capacity (i.e. four tracks) and Crossrail 2 will be required by 2043 to meet connectivity and capacity outputs on this corridor.
- 6.4.10 It notes there is an aspiration for Crossrail 2 to be operational by around 2030 and that its provision would also support the delivery of additional track capacity (i.e. four tracks) on the West Anglia Main Line which would improve journey times by enabling the segregation of fast and slow services. This could help to unlock significant housing and employment growth before 2030.

Cambridge South Station

- 6.4.11 One of the biggest possible changes in terms of its impact on demand at Whittlesford Parkway in the future is the potential new station to be constructed at 'Cambridge South', and part of the plans to expand the Biomedical Campus adjacent to Addenbrooke's Hospital.
- 6.4.12 This would markedly improve access to what is already one of the largest biomedical sites in the world. When fully built out, the Biomedical Campus will have up to 30,000 employees, and will be an even bigger draw for trips from outside of the Cambridge area, including from the international gateways of Stansted Airport, Gatwick Airport and London St Pancras.
- 6.4.13 A fully-formed Cambridge South station is set to be delivered as part of East-West Rail, which will include four tracks and a four-platform station. Contractor Skanska has been commissioned to investigate options for the delivery of the station, including a two-platform, two-track solution, as well as a two-platform, four-track solution. In either case, an interim station scheme will work in parallel with, and facilitate plans for, the 2025 final station scheme, led by the DfT⁴⁴.

⁴² <https://www.networkrail.co.uk/who-we-are/publications-resources/strategicbusinessplan/>

⁴³ <https://cdn.networkrail.co.uk/wp-content/uploads/2016/11/Anglia-Route-Study-UPDATED-1.pdf>

⁴⁴ <https://democracy.cambridge.gov.uk/documents/s37387/Cambridge%20South%20Station.pdf>

- 6.4.14 The Combined Authority and the Greater Cambridge Partnership (GCP) have each committed £1.7m towards the feasibility and business case for Cambridge South⁴⁵.

Whittlesford Station Improvements

- 6.4.15 Greater Anglia are set to implement a programme of infrastructure and service improvements at Whittlesford Parkway, although the timeframe for the delivery of these schemes is not clear. The investment Greater Anglia have earmarked will provide:
- Cycle parking at the station for up to 200 bikes, with a location for this to be identified.
 - New CCTV linked to a major control centre in Romford.
 - Improved LED lighting and painting of the station.
 - The development of a 'Community Hubs' by transforming space within the existing under-utilised station buildings into more community focused uses.
 - Introducing a new late train departing from Cambridge at 11.25am and stopping at all stations on the way to Bishop Stortford.

Strategic Highway Improvements

- 6.4.16 Highways England will be undertaking technology improvements to the M11 between Junction 8 (Stansted Airport) and Junction 14 (Cambridge – Girton Interchange) which will include emergency roadside telephones, signals on slip roads, Motorway Incident Detection and Automatic Signalling, Variable Message Signs, CCTV cameras and gantries.
- 6.4.17 The work will be undertaken in three phases and is likely to commence in 2018/19 at the earliest.

Local Highway Improvements

- 6.4.18 There are no local highway improvements currently proposed in the immediate vicinity of Whittlesford Parkway Station.

Parking

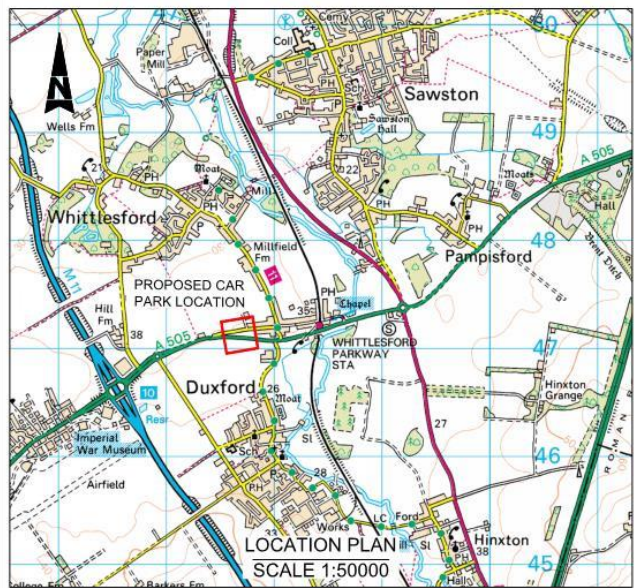
- 6.4.19 As highlighted in previous sections of this report, parking is a key issue in terms of access to Whittlesford Parkway. To try and address the lack of capacity an option to provide around 200 additional spaces were put forward by consultants Skanska on land to the south of Royston Road, around 500m to the west of the station. The proposals (as illustrated in **Figure 6.3**) have not been taken forward by South Cambridgeshire District Council.
- 6.4.20 In addition, a planning application was withdrawn for the decking of the main station car park operated by Greater Anglia after feedback suggested from the local authority suggested it would not be viewed favourably due to the potential impact upon the setting of the listed Duxford Chapel.
- 6.4.21 No other proposals are in pipeline to be delivered at the time of publication.

Bus Service Provision

- 6.4.22 Cambridgeshire County Council are currently in the process of reviewing the scheduling, timings and routing of the subsidised 7a bus service which provides direct access to Whittlesford Parkway Station. At present it provides nine services a day to the station, via Station Road East. However, patronage is low and there are access difficulties associated with the lack of turning facilities at the station.

⁴⁵ <http://cambridgeshirepeterborough-ca.gov.uk/news/cambridge-south-moves-one-step-forward-after-budget-announcement/>

- 6.4.23 Due to the success of the recently implemented Wellcome Genome Campus Shuttle Bus Service which commenced operations in February 2018, the organisation is looking to increase its hours of operation. At present it operates between the hours of 8.30am to 5.30pm with a 2-hour break at lunchtime. By August, it is hoped that these hours will be extended from 7.30am to 8.30pm.
- 6.4.24 These changes reflect the increasing demand for privately operated bus services from the station, with the Granta Park Shuttle Bus increasing its number of peak time operations from three to five, from May 2018.



KEY:

- LANDSCAPED AREA
- CARRIAGEWAY SURFACE
- FOOTWAY SURFACE
- PERMEABLE CAR PARK SURFACE

PLAN
SCALE 1:1000

NOTES

- DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE
- PROVISION OF 12 DISABLED PARKING BAYS (2.4m WIDE, 4.8m LONG WITH 1.2m SHARED SPACE BETWEEN BAYS).
- 196 STANDARD PARKING BAYS (2.4m WIDE, 4.8m LONG)

Rev	Description	By	Date	Chk'd	Auth	Rev	Purpose of Issue	Date	Auth
A	INITIAL DRAWING	JS	Sept17	CW	NM	1	FOR INFORMATION	29/9/17	NM

Client

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity
Delivering our City Deal

Figure 6.3: Royston Road Car Park Option

Cyclists and Pedestrians

- 6.4.25 Cambridgeshire County Council appointed consultants WSP Parsons Brinckerhoff in 2015 to identify a package of sustainable transport interventions for the A1307 corridor from Haverhill to Cambridge. The study⁴⁶ included a number of options on how to improve a connectivity between the Biomedical Campus in Cambridge, Babraham Research Campus and Granta Park. Particular attention was given to crossing the A11.
- 6.4.26 In 2016, the Greater Cambridge Partnership commissioned a review of twelve Greenway routes to provide a connection between rural areas and Cambridge City. Of these, Linton Greenway and Sawston Greenway run in a wider area of Whittlesford Parkway.
- 6.4.27 The development of the Sawston Greenway is proposed around the successful path that runs between Cambridge Biomedical Campus and Great Shelford, which is now so popular that it needs to be widened. This gives an attractive and direct Gateway to Cambridge from the south and given the growth to the south of Cambridge this is an important route.
- 6.4.28 The Linton Greenway will form a new multi-user path alongside the A1307 between the Cambridge Biomedical Campus and Linton and is a recommendation included in Cambridge South East Transport Study described in Section 2 of this report.
- 6.4.29 As part of the planning permission granted for Welch's Transport in Duxford, in around 2012, on a site immediately to the south of the A505 and adjacent to the junction with Moorfield Road, a condition was imposed on the development that land be set aside for the provision of a pedestrian footbridge over the A505, as and when additional land to the north of the junction became available. This scheme has yet to be constructed.

Future Technology

- 6.4.30 Proposals are being developed by the Wellcome Genome Campus to provide an autonomous vehicle link between the Parkway and their expanded campus currently subject to masterplanning.
- 6.4.31 It would link into the southbound platform to the south of the A505 (which is considered to be a big barrier to accessing the Wellcome Genome Campus) and would provide a direct link for driverless vehicles over land under the control of the Wellcome Trust.
- 6.4.32 The proposed corridor would also cater for pedestrians and cyclists but is still in its developmental stage.

⁴⁶ https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/A1307_PREFERRED_Options_Report_17.02.2017.pdf

6.5 Summary

- 6.5.1 South Cambridgeshire has seen significant growth in recent years and housing and employment proposals in the pipeline look set to see this continue into the foreseeable future.
- 6.5.2 Of particular note is the increasing role Whittlesford may play as a destination station, due to the sizeable expansion of existing business parks within close proximity, including expansions at Granta Park, Wellcome Genome Campus and Babraham Research Campus. A proposed redevelopment of Sawston Trade Park will essentially create another new business park significant in size.
- 6.5.3 A new garden village in North Uttlesford would form the single biggest residential development in the catchment area of the station, the details of which are being developed as part of the emerging Uttlesford Local Plan.
- 6.5.4 The other large housing development with the potential to effect demand at Whittlesford Parkway is on land to the north of Haverhill, although sites allocated for growth in and around Cambridge City are not expected to make a significant impact upon the use of station.
- 6.5.5 A small residential development of up to 60 dwellings has been granted outline planning permission immediately to the west of the station and might affect some improvement schemes.
- 6.5.6 In terms of transport proposals, the proposed new railway station to the south of Cambridge to support a further expansion of Cambridge Biomedical Campus around Addenbrooke's Hospital, could significantly increase demand at Whittlesford. Due to the lack of parking at Addenbrooke's, it has the potential to draw in rail-based commuters who may use Whittlesford, which would be less than a 10-minute journey from the south.

7. Optioneering

A grayscale photograph of a railway station platform. The platform is on the right side of the frame, with a low wall and a metal railing. Several bicycles are parked along the railing. In the background, there are some buildings and a cloudy sky. The railway tracks run parallel to the platform, receding into the distance. The text '7. Optioneering' is overlaid in a dark blue font on the left side of the image.

7.0 Optioneering

7.1 Key Findings

- 7.1.1 This report provides a sound and comprehensive evidence base detailing the current and potential future issues associated with the capacity and connectivity of Whittlesford Parkway Station. We have reviewed the policy framework, existing provision, the way the station is currently used and accessed, the perceptions of a wide variety of stakeholders, and drawn out the proposals in the pipeline, all of which will shape how the station and access to the station could evolve over the next 20-years.
- 7.1.2 This assessment has drawn out some clear and consistent issues and messages and identified a broad direction to take in terms of the nature of the investment required to create a world class interchange at Whittlesford.

7.2 Development of a Long List

- 7.2.1 On the basis of these findings, a “long list” of schemes and interventions have been identified and these are detailed in **Table 7.1**. This list details potential schemes for all modes of travel to the station, along all of the alternative routes.
- 7.2.2 It also details options for improvements at the station itself and further afield, beyond the immediate links within Whittlesford Bridge, and focuses on infrastructure, service provision and smarter choices. The list provides alternative approaches to addressing the same issues, and also complementary schemes which may be delivered as a package of measures.
- 7.2.3 It also highlights the scope of works and investment which could be undertaken to develop the Parkway into a modern, dynamic multi-modal interchange, and the second stage of this master planning process will help to identify what is the approach level of intervention and what is actually deliverable.
- 7.2.4 Whilst the focus for the “long list” is on improvements to the station, engagement with stakeholders also raised the concept of the relocation of the station itself, given the difficulties in accessing the current site. Options which will be considered relate to:
 - Relocation of the station to the north, utilising the ‘Spicer’ site on the edge of Sawston, and
 - Relocation of the station to the south of the A505.

Table 7.1: Long List of Potential Interventions

Corridor	Mode				
	Pedestrians	Cyclists	Buses	General Traffic	Parking
At the Station	<ul style="list-style-type: none"> Lift between platforms. Ramped access between platforms. Access onto southern end of the platforms from south of the A505. Improved waiting facilities including toilets, a shop, café and shelters. 	<ul style="list-style-type: none"> Covered and secure cycle parking (both sides of the station). Cycle repair workshop. Lift between platforms. Ramped access between platforms. Cycle hire / docking facility. Electric bike charging points. Access onto southern end of the platforms from south of the A505. 	<ul style="list-style-type: none"> Real time information provision. Bus network map. Paper timetables. Promotion of integrated ticketing offers. 	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> Removal of drop-off bays (to the east & west of the station). Additional drop-off bays. Reconfigured drop-off facilities. Reconfiguration of existing station side car park. Removal of existing station side car park.
Station Road East	<ul style="list-style-type: none"> Pedestrianisation between the station and Duxford Chapel with traffic access provided via new links to the rear of existing properties. Shared space between entrance to station and Duxford Chapel. Remove on-street car parking. Continuous footway along the northern side of the carriageway. Continuous footways along both sides of the carriageway. Improved street lighting. Directional signage. Dropped kerbs. Tactile paving. 	<ul style="list-style-type: none"> Shared space between entrance to station and Duxford Chapel. Remove on-street car parking. Continuous shared use cycle path/footpath between station and A505. Improved street lighting. Directional signage. 	<ul style="list-style-type: none"> Bus shelter, flag, raised kerbs and timetable. Dedicated bus bay in place of current drop-off points. Bus terminus with turning facility within a reconfigured car park. Bus terminus with turning facility on land currently occupied by Highways Depot. Bus only beyond Duxford Chapel. Signalised junction with A505 to allow all turning movements. 	<ul style="list-style-type: none"> Signalised junction with A505 to allow all turning movements. Ban on vehicles beyond Duxford Chapel (except for access). Shared space between entrance to station and Duxford Chapel. New 20mph speed limit. 	<ul style="list-style-type: none"> Reconfiguration of existing station car park. Additional deck on top of existing station car park. Additional deck on top of part of the existing station car park. Council operated car park (free) on Highways Depot land. Council operated car park (charged) on Highways Depot land. Removal of all on-street spaces (double yellows). Refinement of on-street restrictions (single yellows). Parking meters to enable charging for on-street spaces. Increase the cost of off-street parking. Reduce the cost of off-street parking. Priority parking for car sharers. Priority parking for electric vehicle, with associated charging points. Disabled parking bays. Residents parking permit scheme.
Station Road West (Including Owls Close & Knight's Orchard)	<ul style="list-style-type: none"> Zebra crossings to enable safe crossing of car park accesses. Improved footway along northern side of carriageway – widened, resurfaced. Improved street lighting. Directional signage. Dropped kerbs. Tactile paving. 	<ul style="list-style-type: none"> On-street cycle lane. Shared use footpath/cycleway Improved street lighting. Directional signage. Crossing facilities at junction with Duxford Road, Moorfield Road and Royston Road. 	<ul style="list-style-type: none"> Bus shelter, flag, raised kerbs and timetable. Dedicated bus bay in place of current drop-off points. Turning circle on land currently occupied by Side Car Park and Veterinary Surgery. Banning of buses – to focus movements on Station Road East. 	<ul style="list-style-type: none"> New 20mph speed limit. 	<ul style="list-style-type: none"> Removal of all on-street spaces (double yellows). Refinement of on-street restrictions (single yellows). Parking meters to enable charging for on-street spaces. Physical barriers to negate verge parking Residents parking permit scheme.

Corridor	Mode				
	Pedestrians	Cyclists	Buses	General Traffic	Parking
Duxford Road	<ul style="list-style-type: none"> • Zebra crossing between Royston Road and Station Road West. • Widened footways on both sides of the carriageway. • Extension of footways to Whittlesford Village. • Improved street lighting. • Directional signage. • Dropped kerbs. • Tactile paving. 	<ul style="list-style-type: none"> • On-street cycle lane. • Shared use footpath/cycleway • Improved street lighting. • Directional signage. 	<ul style="list-style-type: none"> • Bus shelters, flags, raised kerbs and timetables on north and south bound routes. • Footpath to the stops / hardstanding at the stop (southbound). 	<ul style="list-style-type: none"> • Reduce speed limit. 	<ul style="list-style-type: none"> • Formalise verge parking. • Removal of all on-street spaces (introduce double yellow lines). • Removal of parking restrictions. • Change the current restrictions. • Parking meters to enable charging for on-street spaces.
Moorfield Road	<ul style="list-style-type: none"> • Signalised crossing of the A505. • Pedestrian footbridge over A505. • Subway under the A505. • Improved street lighting. • Directional signage. • Dropped kerbs. • Tactile paving. 	<ul style="list-style-type: none"> • Signalised crossing of the A505. • Subway under the A505. • Improved street lighting. • Improved signage to station. 	<ul style="list-style-type: none"> • Signalised all movements junction with the A505 to improve access/egress for buses. 	<ul style="list-style-type: none"> • Signalised all movements junction with the A505. • New roundabout at the junction with the A505. • New 20mph speed limit. 	<ul style="list-style-type: none"> • Removal of all on-street spaces (introduce double yellow lines). • Physical barriers to negate verge parking • Residents parking permit scheme.
Royston Road	<ul style="list-style-type: none"> • Reduce speed limit to 20mph. • Reallocate road space to shared use footway/cycle path. • Crossing point at junction with A505. • Improved street lighting. • Directional signage. • Dropped kerbs. • Tactile paving. 	<ul style="list-style-type: none"> • Reduce speed limit to 20mph. • Reallocate road space to shared use footway/cycle path. • Crossing point at junction with A505. • Improved street lighting. • Directional signage. • Dropped kerbs. • Tactile paving. 	<ul style="list-style-type: none"> • n/a 	<ul style="list-style-type: none"> • One-way traffic (eastbound only) from end of built up area. • Reduce speed limit to 20mph. 	<ul style="list-style-type: none"> • Removal of all on-street spaces (introduce double yellow lines). • On-street restrictions (single yellows). • Parking meters to enable charging for on-street spaces. • Council operated car park (free) on land to south of Royston Road. • Council operated car park (charged) on land to south of Royston Road.
A505	<ul style="list-style-type: none"> • Signalised crossing at the junction with Moorfield Road. • Pedestrian crossing phase as part of signalisation of the A505/A1301 junction. 	<ul style="list-style-type: none"> • Signalised crossing at the junction with Moorfield Road. • Maintenance of the verges. • Signalised crossings at the junction with the A1301. • Dedicated on-road cycle lane between M11 J10 and the A1301. • Off-road cycleway along land to the south of the A505. • Ramped access from the A505 to the station platforms. 	<ul style="list-style-type: none"> • Signalised junction with Station Road East to allow all turning movements. • Bus lay-bys with pedestrian access down to the station via ramp/steps from both sides of the A505. • Dedicated bus lane along the A505. 	<ul style="list-style-type: none"> • Signalised junction with Station Road East to allow all turning movements. • New link road to the station from the A505/A1301 junction (McDonalds roundabout). • Reduce speed limit to 40mph. • Signalised all movements junction with Moorfield Road. • Dualling. • Junction signalisation scheme at M11/A505. • Junction signalisation schemes at A505/A1301 (McDonalds roundabout). 	<ul style="list-style-type: none"> • n/a
Further Afield	<ul style="list-style-type: none"> • Shared use path to Wellcome Genome Campus. 	<ul style="list-style-type: none"> • Shared use path to Wellcome Genome Campus. 	<ul style="list-style-type: none"> • Increase the frequency of existing bus services. 	<ul style="list-style-type: none"> • A11 capacity improvements. 	<ul style="list-style-type: none"> • n/a

Corridor	Mode				
	Pedestrians	Cyclists	Buses	General Traffic	Parking
	<ul style="list-style-type: none"> Safe pedestrian link over the M11 J10 to the Imperial War Museum. 	<ul style="list-style-type: none"> Safe cycle link over the M11 J10 to the Imperial War Museum <ul style="list-style-type: none"> Using existing bridge and Right of Way over the M11 to the north of the junction. As part of a signalisation scheme for the M11 J10. 	<ul style="list-style-type: none"> Provide new modern fleet of buses on routes to the station. Change the routing of existing services to the station: (1) more direct (2) serve more villages. New demand responsive bus service covering local villages. New bus terminus on the A1301 to serve the Citi 7 service. Changes to the routing of the Citi 7 Service. New shuttle bus service between the Imperial War Museum and the station (1) throughout the week (2) for major events only. Extension of Granta Park bus service throughout the day. Extension of Granta Park / Wellcome Genome bus services to serve neighbouring business parks. 	<ul style="list-style-type: none"> A1301 capacity improvements. A1307 capacity improvements. M11 J9 all movements junction. Autonomous vehicle pathway to the Wellcome Genome Campus. 	

8. Conclusions

A grayscale photograph of a train station platform. The tracks run parallel to the platform, receding into the distance. On the left side of the platform, there are several parked cars. On the right side, there are bicycles parked near a sign. The sky is overcast. The text '8. Conclusions' is overlaid in a large, dark blue font.

8.0 Next Steps

- 8.1.1 This Report forms the first stage of a two-stage process to produce a masterplan upon which to develop a multi-modal interchange at Whittlesford Parkway Station. It has detailed the policy, provision, practice, perceptions and proposals in place to provide the evidence and context upon which the key components of the masterplan can be identified and justified.
- 8.1.2 The Report has also detailed a comprehensive list of ideas, interventions and options to address current and future issues. These identify potential interventions on each of the corridors which provide access to Whittlesford and the scope to improve access by all modes of travel.
- 8.1.3 The second stage of the process will focus on reducing down this long list to a short list of deliverable measures. Indicative designs will be produced before being packaged up into a co-ordinated programme of schemes to form a comprehensive masterplan through which the capacity and connectivity of Whittlesford Parkway can be maximised to meet current and future needs.

Appendices

A grayscale photograph of a train station platform. The platform is on the right side of the frame, with a low wall and a railing. Several bicycles are parked along the railing. In the background, there are some buildings and trees. The train tracks run parallel to the platform, receding into the distance. The word "Appendices" is overlaid in a large, dark blue font on the left side of the image.

Appendix A – Stakeholder Engagement Summary

Who	Role	Organisation	When	Where	Focus of Discussion
Lou Mason-Walsh	Transport Modelling Lead	Cambridgeshire County Council	26-Apr-18	Tele-conference	Traffic flows and modelling
Sonia Hansen	Traffic Manager	Cambridgeshire County Council	27-Apr-18	Tele-conference	Parking restrictions and enforcement
Tracy Thomas	Operations Manager	Granta Park	27-Apr-18	Tele-conference	Subsidised bus service to Granta Park
Steve Murray	Director	Venture Travel	27-Apr-18	Tele-conference	Subsidised bus service to Granta Park and access problems at the Parkway
Andy Campbell	Director	Stagecoach	30-Apr-18	Tele-conference	Bus service provision in Whittlesford including viability
Paul Nelson	Public Transport Manager	Cambridgeshire County Council	04-May-18	Tele-conference	Bus service provision in Whittlesford including viability
"Steven"	Phone Operator	Cambridge City Cabs	04-May-18	Tele-conference	Issues for taxis and cost of fares
Stuart Rushby	Cycling Project Manager	Cambridgeshire County Council	08-May-18	Email correspondence	Areas for improvement set out.
Peter Dee	Chair	Duxford Parish Council	09-May-18	SAWRUG	Ped/cycle access from Duxford south of A505
Alan Neville	Customer & Engagement Manager	Greater Anglia	09-May-18	SAWRUG	Future plans for investment
Peter Wakefield	Chairman	Rail Future	09-May-18	SAWRUG	Problems at Whittlesford
Edward Leigh	-	Smarter Cambridge Transport	09-May-18	SAWRUG	Vision for the masterplan and importance of Imperial War Museum at Duxford
Michael Kilpatrick	Chair	SAWRUG	09-May-18	SAWRUG	General access issues and opportunities.
Jim Rickard	Resident	Great Shelford Resident	09-May-18	SAWRUG	General access issues and opportunities.
H M Doviak	Resident	Great Shelford Resident	09-May-18	SAWRUG	General access issues and opportunities.
J W Steadman	Resident	Great Shelford Resident	09-May-18	SAWRUG	General access issues and opportunities.
Peter McDonald	Councillor	Duxford Parish Council	09-May-18	SAWRUG	General access issues and opportunities.
Heike Sowa	-	RailHaverhill	09-May-18	SAWRUG	General access issues and opportunities.
Hilary Davey	-	Station Adopter Whittlesford	09-May-18	SAWRUG	General access issues and opportunities.
John Cherry Wilson	Resident	Station Road Whittlesford Resident	09-May-18	SAWRUG	General access issues and opportunities.
Helen Bonham	Resident	Station Road Whittlesford Resident	09-May-18	SAWRUG	General access issues and opportunities.

Who	Role	Organisation	When	Where	Focus of Discussion
Simon Norton	-	Cambridgeshire Campaign for Better Transport	09-May-18	SAWRUG	General access issues and opportunities.
Stephen Mather	-	North Road Resident	09-May-18	SAWRUG	General access issues and opportunities.
David Pepperell	Councillor	Stapleford Parish Council	09-May-18	SAWRUG	General access issues and opportunities.
Kay Williams	-	-	09-May-18	SAWRUG	General access issues and opportunities.
Aureole Wragg	Councillor	Pampisford Parish Council	09-May-18	SAWRUG	General access issues and opportunities.
Tim Stone	Resident	Whittlesford Resident	09-May-18	SAWRUG	General access issues and opportunities.
Peter Wakefield	Chairman	RailFuture	09-May-18	SAWRUG	General access issues and opportunities.
Jim Chisholm	-	Cambridge Cycle Campaign	09-May-18	SAWRUG	General access issues and opportunities.
Nigel Denham	Station user	Station Road Whittlesford	09-May-18	SAWRUG	General access issues and opportunities.
Malcolm Evans	-	-	09-May-18	SAWRUG	General access issues and opportunities.
Brian Milnes	Councillor	Sawston Parish and District Council	09-May-18	SAWRUG	General access issues and opportunities.
Peter Fane	Councillor	Shelford Parish and District Council	09-May-18	SAWRUG	General access issues and opportunities.
Emma Fletcher	Director	SmithsonHill	09-May-18	SAWRUG	General access issues and opportunities.
Tim Stone	Former County Councillor	Whittlesford Neighbourhood Plan	10-May-18	Email correspondence	Issues at the station and identification of stakeholders
Edward Leigh	-	Smarter Cambridge Transport	11-May-18	Email correspondence	Strategic linkages with other studies
Dan Clarke	Smart Cambridge Programme Manager	Cambridgeshire County Council	15-May-18	Tele-conference	Use of data to make more informed journeys, pathway between Welcome Trust Campus and Whittlesford
Tom Armes	General Manager	Red Lion Hotel	15-May-18	On site meeting	Abuse of hotels parking provision and drop-off and pick-up manoeuvres.
Cllr Peter Topping	District Councillor	South Cambridgeshire District Council	16-May-18	On site meeting	General access issues and opportunities.
Cllr Arthur Greaves	Parish Councillor	Whittlesford Parish Council	16-May-18	On site meeting	General access issues and opportunities.
Cllr Pamela Freeman	Parish Councillor	Whittlesford Parish Council	16-May-18	On site meeting	General access issues and opportunities.
Cllr Kenneth Winterbottom	Parish Councillor	Whittlesford Parish Council	16-May-18	On site meeting	General access issues and opportunities.
Cllr Peter Dee	Parish Councillor	Duxford Parish Council	16-May-18	On site meeting	General access issues and opportunities.
Cllr Peter McDonald	Parish Councillor	Duxford Parish Council	16-May-18	On site meeting	General access issues and opportunities.

Who	Role	Organisation	When	Where	Focus of Discussion
Peter Bate	Network Development Manager	Sustrans	17-May-18	Tele-conference	Quality of NCN11 and facilities for cyclists at the station.
CLr Kenneth Winterbottom	Parish Councillor	Whittlesford Parish Council	22-May-18	Email correspondence	Parish Council's response to Rural Travel Hub designation
Susan Quick	Campus Manager	Wellcome Genome Campus	30-May-18	Tele-conference	Current issues and future proposals (including autonomous vehicle link)
John MacMillan	Asset Management	Cambridgeshire County Council	30-May-18	Tele-conference	Plans for the highway depot site.
Sarah Hadman-Back	Green Travel Manager	Wellcome Genome Campus	06-Jun-18	Email correspondence	Commuter bus service
Alicia Gurney	Head of Masterplanning	Imperial War Museum at Duxford	08-Jun-18	Tele-conference	Issues associated with the Imperial War Museum
Derek Crosby	Traffic Management Officer	Cambridgeshire Police	08-Jun-18	Tele-conference	Parking enforcement
Jim Welch	Owner	Welch's Transport, Duxford	18-Jun-18	Tele-conference	Access to the station from south of the A505
Tom Stead	Senior Officer	Network Rail	19-Jun-18	Tele-conference	Views of Network Rail
Brian Milnes	-	South Cambridgeshire District Council	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Paul Wilkinson	Integrated Transport Manager	Greater Anglia	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Alan Neville	Customer & Engagement Manager	Greater Anglia	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Sara Anderson	-	Cambridgeshire County Council	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Tim Stone	-	SAWRUG	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Michael Kilpatrick	Chair	SAWRUG	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Sue Quick	Campus Manager	Wellcome Genome Campus	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Sarah Hadman-Back	Green Travel Manager	Wellcome Genome Campus	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Stuart Morse	-	VECTOS (for Wellcome Genome)	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Peter Wakefield	Chairman	Rail Futures	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Edward Leigh	-	Smarter Cambridge Transport	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
CLr Arthur Greaves	Parish Councillor	Whittlesford Parish Council	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
CLr Pamela Freeman	Parish Councillor	Whittlesford Parish Council	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
CLr Kenneth Winterbottom	Parish Councillor	Whittlesford Parish Council	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward

Who	Role	Organisation	When	Where	Focus of Discussion
Clr Peter Dee	Parish Councillor	Duxford Parish Council	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Clr Peter McDonald	Parish Councillor	Duxford Parish Council	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
Emma Fletcher	-	Smithson Hill	3-July-18	Stakeholder Workshop	Issues to be addressed and options to take forward
A further 15 unnamed attendees at the Stakeholder Workshop on 3 July 2018.					

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