Station Fields – Land North West of A10 Royston Road, Foxton

Access and Movement Strategy

December 2021

On behalf of **Axis Land Partnerships**

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For and on behalf of Stantec UK Limited				

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Appendix A Framework Masterplan

1 Introduction

1.1 Background

1.1.1 Stantec UK Ltd has been appointed by Axis Land Partnerships to prepare this Access and Movement Strategy report to assist with the promotion of Land North West of A10 Royston Road Foxton (Station Fields) for new residential-led development through the emerging Greater Cambridge Local Plan at the current First Proposals (Preferred Options) stage. The development proposal includes for some 1,500 homes alongside new community and amenity uses, employment floorspace and significant landscape proposals and biodiversity enhancements.

1.1.2 As shown in Figure 1.1 Station Fields is located on the north western edge of Foxton between Foxton, Barrington and Shepreth. It lies either side of the Cambridge to London Kings Cross railway and is bordered by the A10 to the south, agricultural fields & Shepreth to the west, agricultural fields & Barrington to the north, and Barrington Road to the east. The Site is currently made up entirely of agricultural fields.

1.1.3 This report sets out the access and movement ambition and commitments that complement the Site at this stage of the emerging Local Plan process in fulfilling commitments to sustainable transport. This strategy is based on capturing the multifaceted benefits resulting from a new residential-led development that will provide many of its own services and facilities that would meet many of the day to day needs of its residents, and its immediate location adjacent to Foxton Rail Station.

1.1.4 The Site's location is paramount to why developing a community here will meet sustainable transport objectives of maximising non-car travel modes whereby future residents can live their lives without the need to rely on the private car, and meaning we can deliver a new residential development where the private car does not dominate the Site. It is adjacent to Foxton Rail Station that will provide residents with sustainable travel options to many important employment centres, including Cambridge City Centre, Cambridge Station Square, Cambridge Biomedical Campus, Cambridge Business Park, Cambridge Science Park, Cambridge Regional College and further afield to London Kings Cross. Integral to the development will be the integration with existing and proposed walking, cycling and public transport networks, so that the development will have excellent connectivity to/from the site with surrounding areas by these modes.

1.1.5 This Access and Movement Strategy is being used to inform the development of the masterplan for Station Fields, prepared by LDA Design, attached at Appendix A. This shows potential development plots as follows:

- 1,500 residential units
- Community and amenity uses
- Employment floorspace
- Significant provision of open space and landscaping
- Sports facilities
- Walking/cycling loop
- Cycling connection to Barrington

1.1.6 These development plots have been developed and determined taking into account existing and committed internal / external transport infrastructure, with a focus on encouraging sustainable travel and allocating land for sustainable transport infrastructure on site.

1.1.7 Further to this the Site will maximise the opportunities that are emerging for new types of mobility that are transforming how people travel, and be flexible to adopt future technologies that are not yet even known. This includes the need for e-bikes and electric vehicle charging, which will be a key mechanism to achieve net zero carbon targets. E-bikes can play an important role in delivering appropriate 'last-mile' connections between the site and nearby key facilities.

1.1.8 The transport strategy is not and will not be based on the way mobility has been planned in the past, because that would reinforce car dependent behaviour. The strategy will instead embrace a change in focus away from "highways" to a much more holistic "transport" approach, where mobility is focused on and prioritises sustainable travel modes. This way, we tackle the following serious challenges of perpetual car use:

- Climate change – road transport is the largest contributor to greenhouse gas emissions in the UK. Decarbonising transport is imperative to cutting our greenhouse gas emissions and therefore addressing climate change, to assist the UK in delivering net zero carbon emissions by 2050;

- Air pollution – related to greenhouse gas emissions, air pollution is one of the main environmental risks to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity;

- Lack of physical activity – increasing car use is a major contributing factor to lower levels of physical activity, and this is one of the top 10 causes of disease and disability in England. Lack of physical activity is related to increases in obesity, risk of disease and problems with mental health and well-being;

- Road Safety – about 1,800 people are killed on Britain's roads annually, and nearly 25,000 seriously injured, as a result of road traffic accidents. About 85% of these accidents involved human error; and

- Inequality and Social Isolation – not everyone has access to a car. Designing new developments for car use therefore limits opportunities for many to access employment and key services and other facilities, and this can result in deprivation. It also reduces the opportunities for social interaction as there are fewer opportunities for people to stop and meet each other in the street. This can result in feelings of social isolation, particularly for the elderly, and which can have adverse mental health consequences.

Figure 1.1: Site Location and Potential points of access for Station Fields

1.2 Structure of this Report

1.2.1 The Greater Cambridge Partnership's Foxton Travel Hub is described in the following section, along with the benefits and opportunities that Station Fields could deliver to enhance the Travel Hub.

1.2.2 Section 3 summarises the transport policy context which will frame the transport vision and the strategy to deliver this vision for Station Fields, including the Four Key Themes from the Cambridgeshire Quality Charter for Growth – Community, Connectivity, Climate and Character.

1.2.3 Section 4 describes the existing transport infrastructure surrounding Station Fields.

1.2.4 Section 5 goes onto outline the future transport context and opportunities that will be available to the site.

1.2.5 Section 6 discusses the opportunities and constraints for the site.

1.2.6 The vision for Station Fields is then presented in Section 7, along with the transport strategy to deliver this vision.

2 GCP's Foxton Travel Hub

2.1.1 Key to the benefits of Station Fields are the Greater Cambridge Partnership's (GCP's) proposals to provide a Travel Hub at Foxton Station[1]. Whether this hub is provided or not, as the GCP are promoting this area as a location for a Travel Hub indicates that Station Fields has very good non-car accessibility, particularly to Cambridge. If provided the current GCP proposals include for in the region of 200 car parking spaces and 100 high quality cycle parking spaces - meaning more people can use the rail network to get into Cambridge, reducing the impact of future growth on road congestion and pollution in the city. The GCP reasoning behind a Travel Hub at Foxton is that:

"Foxton is currently served by local trains between London King's Cross and Cambridge North. Trains from Foxton reach Cambridge in 10 minutes, and Cambridge North – for Cambridge Science and Business Parks - in 17 minutes. Trains could also serve a future Cambridge South Station, which would provide easy access to the Cambridge Biomedical Campus and Addenbrooke's Hospital."

2.1.2 Axis support the principle of the GCP's Travel Hub in this location to be incorporated as part of the Site, but consider the proposals presented in the GCP consultation fail to deliver for Foxton, and the emerging Local Plan. Station Fields offers a genuine opportunity of delivering a significantly enhanced Travel Hub to better realise the full potential and importance of this site being adjacent to Foxton Station, for example by improving the connections between the Travel Hub and Foxton Station as discussed in this Strategy.

2.1.3 A key local and regional improvement would be the Site's delivery of a new A10 bypass of the existing level crossing, which will enable users of the A10 to avoid delays caused when the level crossing is closed. In existing peak periods, this can cause up to 15 – 20 minutes delay to through traffic on the A10. The GCP's current Travel Hub proposals do not include such a bypass, and therefore the existing constraints on the A10 would remain. This delay would be imposed on the community bus services that the GCP propose would call at the Travel Hub, therefore affecting the reliability and attractiveness of these services.

2.1.4 Furthermore, the GCP's proposals would involve people parking at the Travel Hub and then needing to cross the A10 via a new non-signalised at-grade crossing in order to access Foxton station. Pedestrians crossing the A10, which in 2019 carried over 12,000 vehicles a day, is not considered an ideal situation, and is a potential road safety hazard particularly in poor weather conditions. Users of the Travel Hub may be in a hurry to catch trains and therefore act in haste when trying to cross the A10, which could exacerbate this road safety concern. The GCP's plans do rely on a reduction in the speed limit of the A10 at this location from 50mph to 30mph, but this is a separate process which cannot be relied upon and usually needs the road environment to be suited to a 30mph. The Travel Hub alone may not induce this change of road environment, whereas the Station Fields development would achieve a real change in the character of the road conducive to the change in speed limit.

2.1.5 It is welcomed that the GCP's plans include a new footbridge over the railway line, linking the two platforms at Foxton station, as this means that people accessing the Cambridge-bound platform from the Travel Hub will not be affected by the closure of the level crossing. However, Axis consider this could be delivered with a more holistic design as shown on the proposed Masterplan in Appendix A.

[1] The committee papers for the Executive Board's meeting on 9 December 2021 note they will be working with stakeholders with the intention of submitting a planning application in the Spring of 2022.

2.1.6 Therefore, with the delivery of the A10 level crossing bypass that the Masterplan proposes for the Site, it is considered that the Site will significantly assist with the GCP's proposals for the Travel Hub because it will result in a significant reduction in traffic flows on the current section of the A10 south of the level crossing that would be bypassed. This will enable the ability for people to safely cross this bypassed section of road and the potential to introduce a signal-controlled crossing, making journeys on foot between the Travel Hub and Foxton Station much more attractive and avoiding significant conflict with vehicular traffic.

2.1.7 The bypass will also reduce the current vehicular delays experienced when the level crossing is closed and this would benefit the community bus services that the GCP plans to serve the Travel Hub, making their journey times much more reliable. Bypassing the level crossing would eliminate the existing 15-20 minute delay that occurs in peak periods as a result of the level crossing being closed, with this delay being experienced by bus services along the A10.

2.1.8 Some early release of development at Station Fields could be deliverable prior to the implementation of the level crossing bypass. This would be part of more detailed technical assessment and discussions with both the local highway authority and Network Rail. No detailed assessment has been undertaken at this stage, however it is useful to note that the GCP's original Travel Hub plans involved a 500-space car park for the site, compared to the latest proposals for only a 200-space car park, and this reduction is not as a result of road capacity. It therefore suggests that there would be vehicular capacity on the Station Fields site equivalent to the number of trips generated by 300 Travel Hub car parking spaces.

2.1.9 Overall, the inclusion of the Travel Hub within the Site's masterplan offers a more efficient land use and better consideration to placemaking and wider community benefit. The Masterplan proposed for Station Fields shows how an alternative Travel Hub option can deliver more than just a car park, contributing to the key GCP objectives, whilst also delivering benefits to the wider community.

2.1.10 The Travel Hub would significantly benefit from being located close to a developed area that offers connected sustainable transport modes supplemented with facilities, amenities, public realm and information features to attract and benefit the traveller towards sustainable travel and away from the private car. As part of the proposed Masterplan for Station Fields, an alternative Travel Hub layout has been designed and spatially organised in a more optimal way so as to facilitate access to and transport between sustainable modes (walking, cycling, public transport). Ultimately, the Travel Hub should include for some/all of the following in one location so that existing and future staff / visitors / residents / commuters / leisure users know where to go to connect to various forms of sustainable travel:

- High spec bus stops and waiting facilities
- Bus interchange for the existing 915 service operating along the A10 and any future services
- 24/7 delivery lockers
- Limited car parking provision but sufficient to meet demand, and intercept car trips and negate the need for commuters to travel further into Cambridge
- Cycle/scooter parking/hire
- Cycle repair unit/workshop
- Wi-Fi/phone charging
- Electric bike and car charging and electric bike battery lockers
- EV parking bays
- Café & pop-up stalls
- Facilities to create a safe, convenient, comfortable and attractive area
- Clear and comprehensive travel information in one location

2.1.11 A Travel Hub will also include for public realm and other facilities to attract more people (both existing and future residents) who wouldn't normally travel by sustainable modes and potentially change their preferred choice of travel mode.

2.1.12 The incorporation of a Travel Hub and Community Hub as part of the Site's Masterplan clearly demonstrates how local benefits can be delivered alongside the Travel Hub. The innovative Masterplan model seeks to combine the element of transport interchange with enhanced public realm and facilities to create a vibrant and safe place for all.

3 The Transport Policy Context

3.1 Introduction

3.1.1 National and local transport policies form an important basis for the transport strategy for Station Fields. They are summarised below, the overall theme being to reduce the need to travel, particularly by private car.

3.2 National Planning Policy Framework (2021)

3.2.1 The NPPF contains the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development, meaning development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

3.2.2 In 'Promoting sustainable transport' (under Section 9), the NPPF advises that transport issues should be considered at an early stage in development proposals so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing and proposed infrastructure, and changing transport technology and usage, are accommodated;
- Opportunities to promote walking, cycling & public transport use are identified & pursued.
- The environmental impacts of traffic and transport infrastructure can be identified, assessed, and considered, including appropriate opportunities for avoiding and mitigating any adverse effects; and
- Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.

3.2.3 At the same time, the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

3.2.4 It notes that new developments should:

- Take up appropriate opportunities to promote sustainable transport modes, given the type of development and its location;
- Achieve safe and suitable access to the Site for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Cost effectively mitigate, to an acceptable degree, any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety.

3.2.5 At paragraph 111, the NPPF advises that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

3.3 South Cambridgeshire Local Plan (2018)

3.3.1 The above national transport policy aims are reflected in South Cambridgeshire District Council's (SCDC's) Local Plan 2018. This includes Policy TI/2 'Planning for Sustainable Travel', which requires that "*Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.*"

3.3.2 The Local Plan notes that South Cambridgeshire is predominantly a rural district, meaning that the car will remain an essential mode of travel for some, and that the car has a role in improving access to local services and facilities. However, the benefits of enabling travel by non-car driver modes are considerable, relating to improved health through walking and cycling, reduced emissions and improved operation of the highway network in terms of congestion and road safety.

3.3.3 All development should strive to offer real travel choice for all people by non-car modes appropriate in scale and kind to the development, and the Local Plan notes that car and cycle parking provision can be used as part of a comprehensive approach to achieving this. Policy TI/3 'Parking Provision' notes that *"Car parking provision should be provided through a design-led approach in accordance with the indicative standards"* [referred to in Section 2 of this report]. Furthermore:

Car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility.

The Council will encourage innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points

3.4 Cambridgeshire Quality Charter for Growth (2010)

3.4.1 The Charter sets out core principles for achieving quality new homes and neighbourhoods in new development in the five authorities that make up the County of Cambridgeshire.

3.4.2 There are four themes (Community, Connectivity, Character and Climate Proofing), and each is supported by nine guidelines. The principles are based on what works.

Community

3.4.3 Building a sense of community, places where people live out of choice and not necessity, creating healthy communities with a good quality of life.

i. Community involvement – consulting with people who are going to move in.

ii. Housing should allow for changes in needs and lifestyles – as people's circumstances and ages change, they can remain fully included in their neighbourhood.

iii. People should be encouraged to take active roles in the development and continuing management of their community.

iv. Social infrastructure (health, education, leisure)is just as important as the physical infrastructure of roads and utilities.

v. There should be a mixture of formal and informal green space – promoting interconnectivity between new and existing Green Infrastructure.

vi. Initial and on-going community development support should be provided to 'build your own community'.

vii. Public spaces should encourage social interaction and support healthy lifestyles – there should be clear allocation of responsibilities for managing communal spaces and the public realm.

viii. Community buildings should be designed to be flexible and make use of the latest technology.

ix. Space should be made available for local shops and services to set up – building a sense of community and minimising car dependence.

Connectivity

3.4.4 Places that are well-connected enable easy access for all jobs and services using sustainable modes

i. Having public transport in place at the start of the development – to encourage people to get used to green options.

ii. Public transport should integrate with existing transport systems with frequent service and stops.

iii. Linkages with existing and potential employment opportunities should be recognised.

iv. New developments should contribute to the wider environmental goals for the Cambridge area – enhancing the feasibility of walking and cycling.

v. The streets, footpaths and other links to major urban extensions should be designed as a user hierarchy – it should be clear who and what they are for. Primacy should be given to walking, cycling and community transport.

vi. Easy mobility for all, including those using wheelchairs and pushchairs should be taken into account.

vii. Bus stops should offer well designed waiting areas, providing information on services and local facilities, and should feel safe and overlooked.

viii. Parking management such as charges and the provision of car sharing / car clubs should be used to discourage unnecessary car use.

ix. Road design should include permeable surfaces.

Character

3.4.5 Places with distinctive neighbourhoods and where people create 'pride of place'

i. The existing landform and features of the site, such as water and landscape and the relationship to existing settlements, should be used to create varied and memorable townscapes.

ii. An overriding masterplan should aim to provide the vision for the development, with neighbourhood design strategies and design codes establishing the qualities and characteristics that will make the new places distinctive

iii. To ensure the successful realisation of the masterplan experienced and fully-skilled masterplanners should be retained for the duration of the project to ensure that the overall vision is maintained.

iv. Densities and massing should vary, with higher densities around local shops and transport nodes, to provide the full range of house types that are needed.

v. Creative thinking, simple designs – well built, using high quality materials and careful detailing.

vi. Open space requirements should be integrated with buildings throughout the scheme.

vii. The creation of good landscapes is as important as the creation of good townscapes.

viii. All buildings – commercial, residential, and public – should be flexible and adaptable, which means providing large enough spaces or space for appropriate expansion and changing lifestyles.

ix. Car and cycle parking, storage and waste recycling should be integrated within the design of the new homes.

Climate

3.4.6 Places that anticipate climate change in ways that enhance the desirability of the development and minimise environmental impact

i. Major new developments should enable residents and workers to adopt sustainable lifestyles that minimise the use of energy and other resources, by reduced car use.

ii. Environmental targets should be challenging and where possible go beyond the minimum standards so that new schemes act as exemplars.

iii. New development should not be located in areas of unacceptable environmental risk, such as areas which are liable to flooding.

iv. Arrangements for sustainable waste management should be built into new developments to make recycling easy and unobtrusive, and encourage people to waste less.

v. The utilities should be engaged in a collaborative design process to help promote energy and water conservation.

vi. Public buildings, housing and neighbourhoods as a whole should be designed to anticipate climate change so they are capable of being upgraded and adapted easily and economically.

vii. Biodiversity and wildlife should be encouraged through a network of green spaces and Sustainable Urban Drainage Systems (SUDS).

viii. Sustainable energy partnerships or trusts should be encouraged, for example, through education, marketing and schemes that help people cut energy use.

ix. Trees and planting should be used extensively to provide cooling in summer and to soak up rain, as well as to provide a landscape that encourages people to walk and cycle.

3.5 HELAA (October 2021)

3.5.1 The Greater Cambridge Housing and Economic Land Availability Assessment (HELAA) was published in September 2021 and included an assessment of Station Fields in respect of Accessibility to Services and Facilities (score Amber), Site Access (score Amber), Transport and Roads (score Red) and Strategic Highways Impact (score Amber).

3.5.2 Axis consider that these scorings do not fully reflect Station Fields and the opportunities offered by its location and proposed transport improvements, because:

Accessibility to Services & Facilities

- Station Fields offers excellent non-car accessibility for its residents to key employment areas, facilitated by the existing Foxton Rail Station and an appropriately designed Foxton Travel & Community Hub that will also intercept car trips along the A10 before they reach Cambridge.

- The whole of Foxton and its existing amenities (including a local shop, primary school, post office, local employment, church, public house, village hall, rail station and bus stops) are within a 15-minute walk of the Site. Barrington & Shepreth and associated amenities/employment opportunities (including a second primary school, play areas, post office, restaurants, public house, and wildlife park) are within a 25-minute walk of the Site.

- Station Fields will also benefit from the GCP's proposed Melbourn Greenway, a proposed route to enable cyclists, walkers and equestrians to travel sustainably between Melbourn and Cambridge. Station Fields will be designed to connect to the Melbourne Greenway, which will in turn benefit residents, as it will assist cyclists being able to travel sustainability into Cambridge, including the Cambridge Biomedical Campus.

- Barrington and Shepreth and associated amenities/employment opportunities are all within a 10-minute cycle of the site and Harston within a 15 minute cycle. Further afield many villages such as Hauxton, Haslingfield, Orwell, Meldreth, Melbourne, Fowlmere, Thriplow and the southern edge of Cambridge (Trumpington) and Addenbrookes are all within a 25 minute cycle of the site via the new and upgraded high quality A10 cycle route.

- Station Fields is accessible to Trumpington by bus within 15 minutes and Cambridge within 30 minutes.

- Foxton Rail Station is located adjacent to the Site and offers regular services (every 30 minutes) to Cambridge, Royston, Ely, Hitchin, and London Kings Cross amongst many other destinations.

- The Site Masterplan includes for a foot/cycle bridge over the railway line that will link the northern/southern parcels of land, Foxton Station, Travel/Community Hub and local amenities.

Site Access

- Station Fields is bound to the south by the A10 and east by Barrington Road, therefore allowing a number of vehicle access points into the Site from the strategic road network.

- To the northeast the A10 links through Harston, onto the M11 and into Cambridge. To the southwest the A10 connects to Royston, the A505 and onto the wider strategic road network.

- As outlined by the HELAA the proposed site is accessible in principle subject to detailed design that will be provided at the planning application stage.

Transport and Roads

- Improvements (proposed and some now open) to the local and strategic highway network, namely the A10 bypass of the level crossing at Foxton Rail Station, will reduce existing delays, including for conventional buses

- The level crossing at Foxton causes congestion on the A10 during peak periods as it can be closed for up to 20 minutes in an hour. The A10 bypass will significantly increase capacity of the road network adjacent to the site and remove queueing in this location generated by the level crossing.

- A new Travel Hub site near the M11 Junction 11, in addition to the improved road network, would mean that Foxton residents could drive to the new M11 J11 Hub, and then continue their journey into Cambridge by bus with improved journey time reliability.

- Station Fields includes for a 1km long boundary with the A10, therefore allowing for plenty of visibility, land and site frontage to provide a roundabout or signalised site access, with suitable capacity, onto the A10 should a simple priority T-Junction not be deemed viable for capacity reasons.

Strategic Highways Impact

- National Highways have raised no objection or 'Red' concerns in relation to Station Fields.

- The Site is located within National Highways Zone 10 and improvements to Girton Interchange (now open) and proposed Travel Hub at M11 J11 will reduce the impact of the Site on the National Highways Strategic Road Network.

- A Travel & Community Hub on site along with the existing Foxton Rail Station will reduce the impact of the Site on the National Highways Strategic Road Network.

3.5.3 Based on the descriptions above, it is considered that the HELAA scoring of the site underestimates its transport criteria, and that the site therefore:

- Has good accessibility with services and facilities within the immediate and surrounding area;

- Appropriate access is achievable for all main modes of transport;

- Has an acceptable impact on the local and strategic highway network.

3.6 Transport Policy Summary

3.6.1 The above transport policy and guidance makes it clear that any new development must be located so that sustainable travel modes are maximised and that the use of the car does not dominate the development. The reasons for this are to tackle climate change and promote healthy lifestyles. Transport strategies must therefore manage down the vehicular traffic impacts of development through encouraging the use of sustainable modes of transport, planning development in sustainable locations and management of the residual traffic demand. Only as a last resort should highway capacity improvements be considered within the transport network.

3.6.2 The correct location of new development will be paramount to delivering new development proposals that are sustainable and minimise the overall impact of the development on the broader network. Station Fields provides this correct location. It will have excellent non-car accessibility for its residents to key employment areas, facilitated by the existing Foxton Rail Station and an appropriately designed Foxton Travel & Community Hub that will also intercept car trips along the A10 before they reach Cambridge. The employment land uses proposed on Station Fields will also benefit from the excellent non-car accessibility offered.

3.6.3 Whether or not the Travel Hub is provided, as the GCP are currently promoting this area as a location for a Travel Hub indicates that the site has very good non-car accessibility, particularly to Cambridge.

4 The Transport Context for Station Fields

4.1 Existing Context

4.1.1 As shown in Figure 1.1 Station Fields is located on the north western edge of Foxton between Foxton, Barrington and Shepreth. The Site lies either side of the Cambridge to London Kings Cross railway and is bordered by the A10 to the south, agricultural fields & Shepreth to the west, agricultural fields & Barrington to the north, and Barrington Road to the east. The Site is currently made up entirely of agricultural fields.

4.1.2 The centre of the Site is located adjacent to Foxton, less than one mile from Barrington and Shepreth, less than two miles from Harston and less than 7 miles from the centre of Cambridge city Centre. It has an extensive frontage with the A10 and Barrington Road

4.1.3 There are a number of important local facilities in Foxton, Harston, Barrington, and Shepreth including primary schools, local shops, post offices, church, public house, employment, and two rail stations. These meet many of the day-to-day needs of existing and new local residents, reducing the need to travel outside of these villages.

Walking

4.1.4 The walking accessibility of the Site is indicated by walking isochrones shown on Figure 4.1, which shows walking journey times from the Site at 5-minute intervals at a typical walking speed of 3mph (about 4.8kph). This demonstrates that the whole of Foxton is within a 15-minute walk of the site, and Barrington & Shepreth and associated amenities/employment opportunities are within a 25-minute walk of the site.

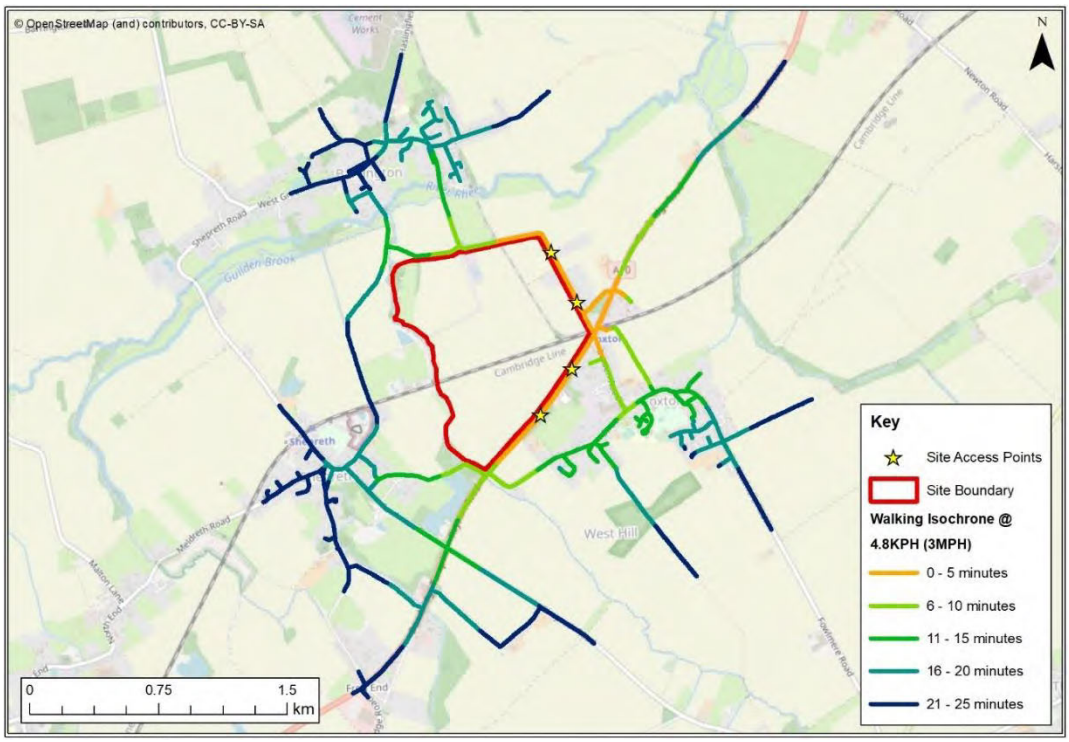

Figure 4.1: Existing Walking Isochrones

4.1.5 Station Fields will also benefit from the GCP's proposed Melbourn Greenway, a proposed route to enable cyclists, walkers and equestrians to travel sustainably between Melbourn and Cambridge. The Melbourn Greenway is one route within a wider and developing sustainable travel network that is being created by the GCP to provide better sustainable green routes for cyclists into Cambridge. This network is shown in Figure 4.2 below, and the current proposed route runs along the Station Fields' site frontage with the A10 (in addition to improvements through the village). The Site Masterplan has been designed to link into this route.

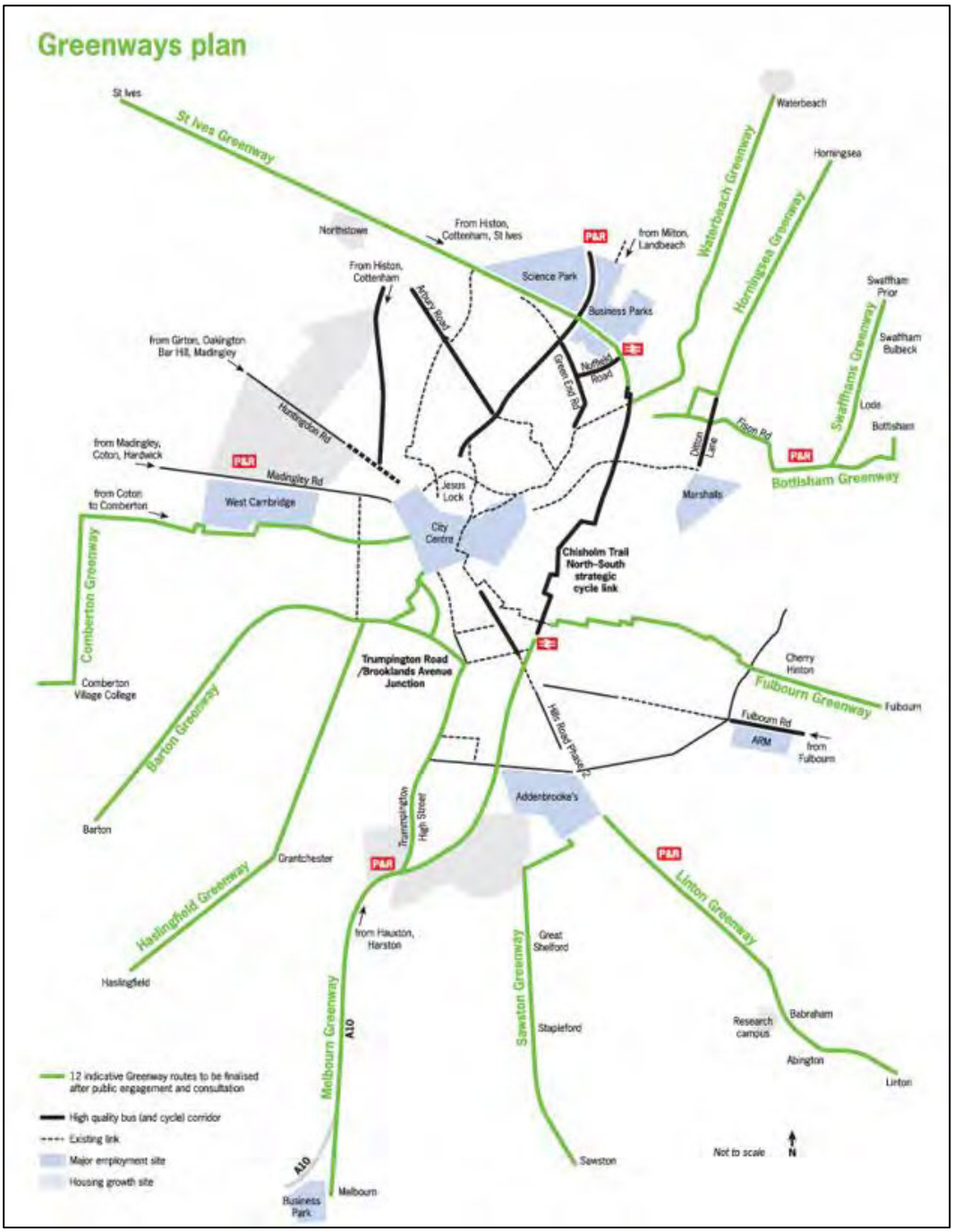

Figure 4.2: GCP's Greenway Network

4.1.6 Residents of Station Fields will therefore benefit from the proposed Melbourn Greenway, as it will assist cyclists being able to travel sustainability into Cambridge, including the Cambridge Biomedical Campus.

Cycling

4.1.7 Figure 4.3 shows cycling isochrones from Station Fields for journey times at 5-minute intervals up to 25 minutes, on the basis of an average cycling speed of 12mph (about 19kph), considered to be a typical 'cruising' cycling speed. The Department for Transport's Local Transport Note 2/08 'Cycle Infrastructure Design' advises that, for commuter journeys, cycling distances up to 5 miles are not uncommon, which at an average cycling speed of 12mph is therefore equivalent to a 25-minute cycling journey time. The cycling isochrones show that Foxton, Barrington and Shepreth and associated amenities/employment opportunities are all within a 10-minute cycle of the site and Harston within a 15 minute cycle. Further afield many villages such as Hauxton, Haslingfield, Orwell, Meldreth, Melbourne, Fowlmere, Thriplow and the southern edge of Cambridge (Trumpington) and Addenbrookes are all within a 25 minute cycle of the site via the new and upgraded high quality A10 cycle route.

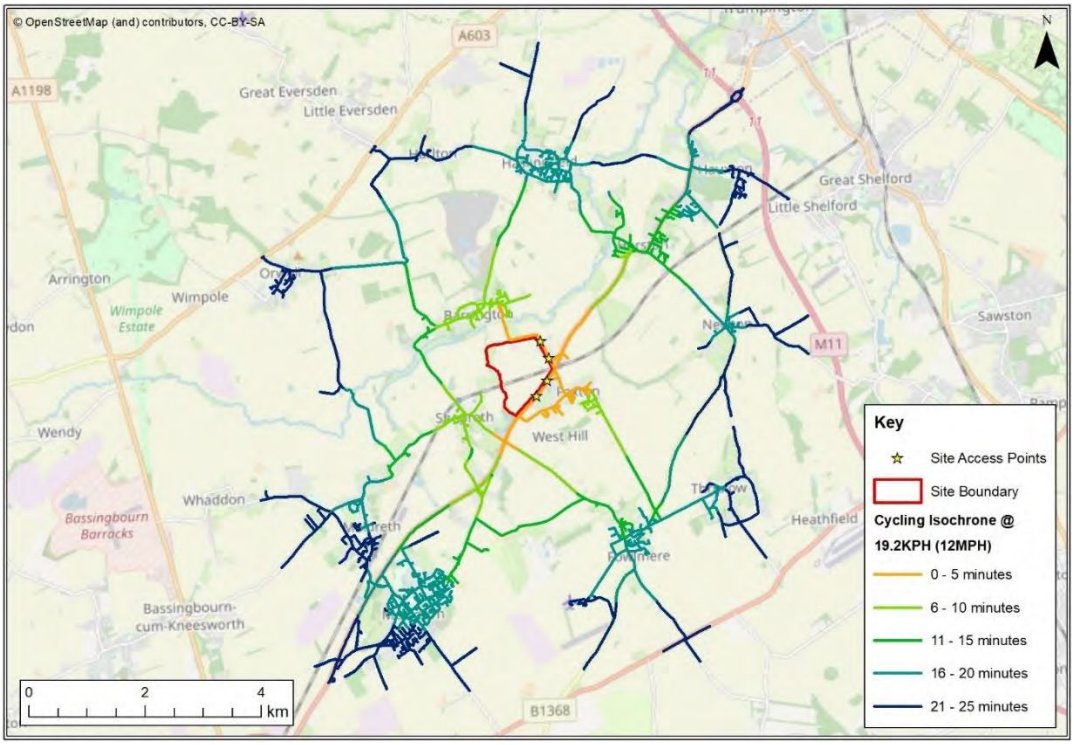

Figure 4.3: Existing Cycling Isochrones

Public Transport

4.1.8 Station Fields in the context of public transport services and infrastructure is shown on Figure 4.4. This shows the Site has good access by public transport. Service 915 stops adjacent to the Site on the A10 and provide hourly services to Melbourn & Royston (to the south), and Trumpington & Cambridge (to the north).

4.1.9 Station Fields is therefore accessible to Trumpington by bus within 15 minutes and Cambridge within 30 minutes.

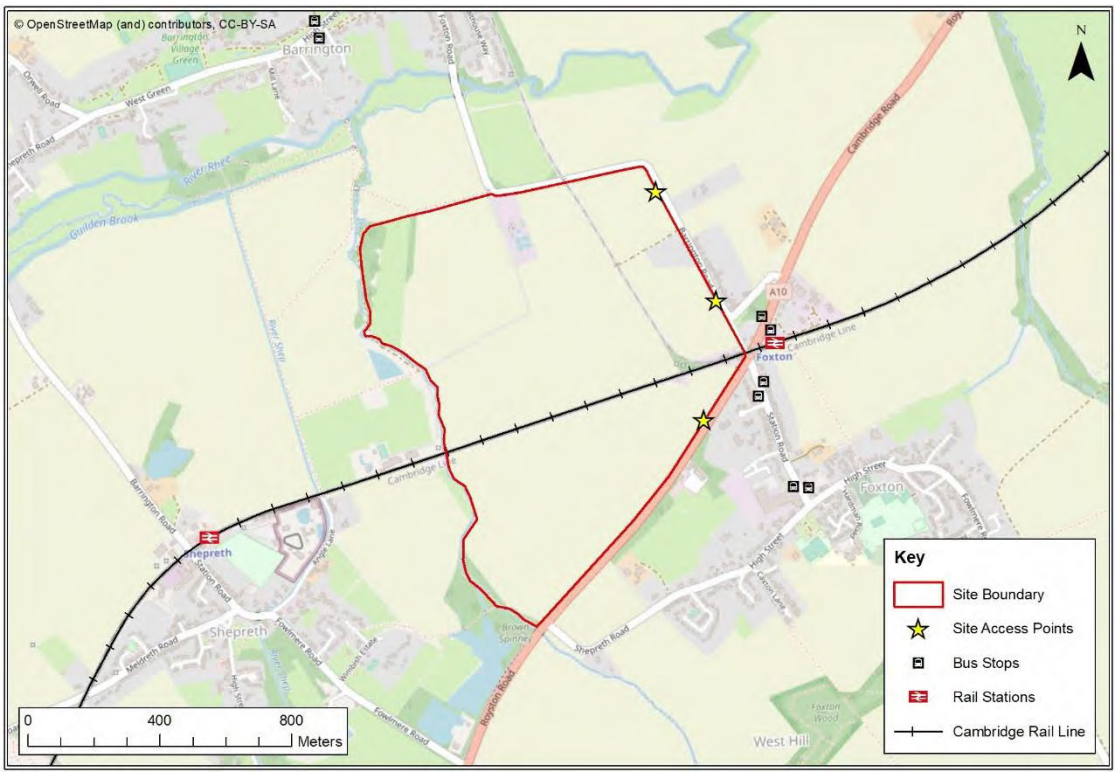

Figure 4.3 – Public Transport Network

4.1.10 As shown in Figure 4.4, Foxton Rail Station is located adjacent to Station Fields and offers regular services (every 30 minutes) to Cambridge, Royston, Ely, Hitchin, and London Kings Cross amongst many other destinations.

Vehicle Access

4.1.11 Station Fields is bound to the south by the A10 and east by Barrington Road, therefore allowing a number of vehicle access points into the Site from the strategic road network.

4.1.12 To the northeast the A10 links through Harston, onto the M11 and into Cambridge. To the southwest the A10 connects to Royston, the A505 and onto the wider strategic road network.

4.2 Future Transport Context

Walking & Cycling

4.2.1 Further to the existing walking and cycling infrastructure, Foxton's cycling accessibility will be significantly enhanced through transport improvements being promoted by the Greater Cambridge Partnership (GCP). This includes the potential for an upgrade to Trumpington Park and Ride or a new Park and Ride site on the western side of M11 Junction 11. It would mean that Foxton residents could drive to the M11 Junction 11 in less time, and then continue their journey into Cambridge by bus.

4.2.2 Station Fields will also benefit from the proposed GCP Melbourn Greenway, which was consulted on in the summer 2019 and the report was approved by the GCP Executive Board on 25th June 2020. Following this approval the detailed design stage of the process is now underway. The Melbourn Greenway is one route within a wider and developing sustainable travel network that is being created by the GCP to provide better sustainable green routes for cyclists into Cambridge. As detailed on the GCP project details website:

"*The Melbourne route starts at Royston, with an improved path and a new bridge over the A505 near Royston being planned in partnership with Hertfordshire County Council. Heading towards Cambridge from Melbourn and Melbourn Science Park, the Greenway proceeds towards Foxton, with a spur to Shepreth on the way. At Foxton there is a route through the village as well as a direct route over the railway crossing at the proposed new Travel Hub. The Greenway continues past Harston to Hauxton, where it connects with the Haslingfield Greenway. The route will have a grass verge for horse riders, ramblers and joggers, and there will be landscaping with bee-friendly plants. There is a safe crossing of the M11 bridge by the proposed Cambridge South West Travel Hub. The route continues into Cambridge from the Trumpington Park-and-Ride along the Busway path. It links with the Sawston and Linton Greenways via existing networks around the Cambridge Biomedical Campus. The Greenway ends at Cambridge Station, where it joins the Chisholm Trail*".

4.2.3 Furthermore, local cycle improvements are proposed in Foxton as part of the Greenway Study with new solar studs between Melbourne and Harston already installed.

Public Transport

4.2.4 Key to the benefits of a Site in Foxton are the GCP proposals to provide a Travel Hub at Foxton station. As the GCP are currently promoting this area as a location for a Travel Hub indicates that the site has very good non-car accessibility, particularly to Cambridge. As outlined above the current GCP Travel Hub proposals include for in the region of 200 car parking spaces and 100 high quality cycle parking spaces - meaning more people (existing commuters and residents) can use the rail network to get into Cambridge, reducing the impact of future growth on road congestion and pollution in the city.

4.2.5 Again as outlined above, whilst Axis support the principle of a travel hub in this location as part of the Site, the proposed Masterplan (Appendix A) has been developed to incorporate a Travel Hub and offer more efficient land use and better consideration to placemaking and wider community benefit.

4.2.6 Furthermore, the West of Cambridge Transport Package includes for the expansion of the Trumpington Park & Ride (completed May 2020) and a proposed Cambridge south west Travel Hub. A planning application for the Cambridge south west Travel Hub was submitted on 29th May 2020 and is currently pending consideration (a decision was expected in early 2021 but has since been delayed due to Covid-19).

4.2.7 The proposed Cambridge south west Travel Hub is to include; "*car parking, cycle, coach, and horse parking, travel hub building, lighting; significant infrastructure improvements to include road widening of the A10 along Cambridge Road, Hauxton Road and M11 Junction 11 north bound slip road, and a new dedicated busway to include strengthening of existing agricultural bridge; provision for a new Shared Use Path, including new bridge across the M11; with associated drainage, landscaping (including reconfiguration of bunds), biodiversity enhancement areas and infrastructure*".

4.2.8 The combined West of Cambridge Package would offer better journey reliability for residents travelling by bus from Foxton and over the M11 into Cambridge, whilst also locating the existing Park and Ride closer to Foxton. This Package is a longer-term project but nevertheless will assist with the public transport accessibility of Foxton to key employment locations.

Vehicular Access

4.2.9 As outlined earlier Station Fields can be accessed via the A10 or Barrington Road. The A10 is a strategic road providing links into Cambridge and the M11 to the northeast, Royston and the A505 to the southwest, and further afield via direct links to the wider strategic road network.

4.2.10 On 21 November 2017 the Greater Cambridge Partnership (GCP) agreed to a package of measures to provide an improved Park & Ride, cycling and pedestrian facilities from the west of Cambridge City. These facilities would provide better access to employment sites such as the Cambridge Biomedical Campus and the West Cambridge site as well as the North West Cambridge site. The project was then widened to include further transport improvement options to assist with these package of measures, including the following:

- Expansion of the Trumpington Park & Ride (completed May 2020)
- Improvements to Girton Interchange (now completed)
- Proposed Cambridge south west Travel Hub located west of the M11 J11

4.2.11 The improvements (proposed and some now open) to the highway network will increase capacity of the road network for those essential trips by private car from the Site via the M11 and beyond. Notwithstanding this, a new Travel Hub site near the M11 Junction 11, in addition to the improved road network, would mean that Foxton residents could drive to the new M11 J11 Hub, and then continue their journey into Cambridge by bus with improved journey time reliability.

4.3 Summary

4.3.1 Opportunities for a choice of travel modes to the Site therefore exist currently, and local villages, Trumpington, Cambridge, Cambridge Science Park and West Cambridge are all accessible from the Site by non-car modes. This will assist with achieving the transport strategy of reducing the need to travel as single occupant car driver.

4.3.2 Further to these existing opportunities to travel sustainably to/from the site, the Melbourne Greenway and Foxton Travel Hub will further benefit the site. An important mechanism to promote walking, cycling and public transport will also be a Residential Travel Plan, which will be implemented for the development.

4.3.3 Figure 4.4 shows Station Fields in the context of the wider key employment areas and existing/committed/proposed transport infrastructure. This plan shows how the location of Station Fields, adjacent to Foxton Rail Station, provides future residents with great potential to travel by sustainable modes to the following key employments destinations via rail and also via the committed Greater Cambridge Partnership's Cambridge South East Transport (CSET) scheme, which will provide a high-quality public transport link with Sawston, Stapleford and South Cambridge, including the proposed Cambridge South railway station at the Cambridge Biomedical Campus:

- Cambridge Biomedical Campus via planned Cambridge South Station
- Cambridge City Centre

- Babraham Research Campus and Granta Park
- Cambridge Business Park, St Johns Innovation Park, Cambridge Science Park and Cambridge Regional College via Cambridge North Rail Station
- Further destinations north east of Cambridge via the guided busway from Cambridge North Station

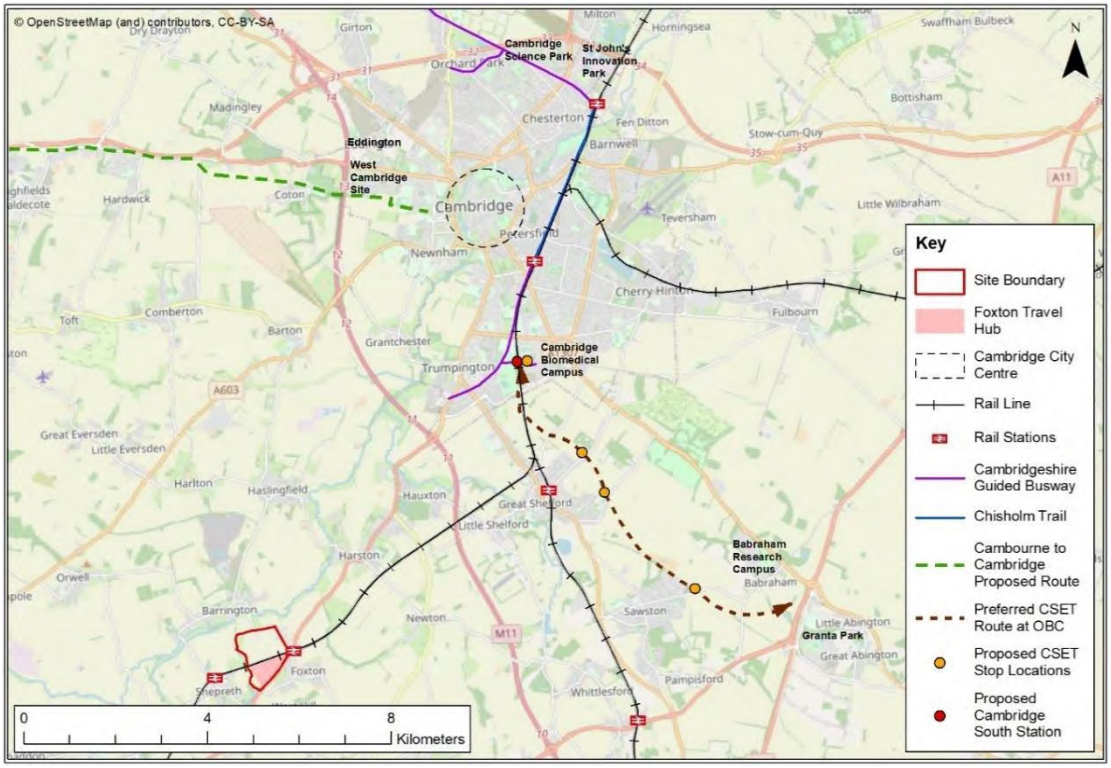

Figure 4.4: Wider Site Context

5 Transport Opportunities, Constraints and Mitigation

5.1 Introduction

5.1.1 This chapter builds on the previous section and highlights the potential transport opportunities and constraints to promote sustainable travel to and from Station Fields.

5.2 Constraints

5.2.1 The following constraints relating to Station Fields will need to be mitigated:

- Existing A10 Strategic route passing adjacent to the Site
- Existing vehicle speeds along strategic A10.
- Level crossing at Foxton causes congestion on the A10 during peak periods as it can be closed for up to 20 minutes in an hour.
- Need to significantly increase sustainable travel modes to help Government meet their Net Zero Carbon Target by 2050.
- Walking/cycling links across A10 and railway line.

5.3 Opportunities

5.3.1 Station Fields offers and benefits from the following opportunities:

- Highly sustainable site as confirmed by GCP choosing this location for a Travel Hub
- Existing A10 Strategic route passing adjacent to the Site
- Site boundary with A10 and Barrington Road allowing for four points of access
- Foxton Rail Station immediately adjacent to the Site
- Potential Foxton Travel Hub
- A potential new Travel Hub at Junction 11 of the M11
- Expansion of Trumpington P&R (complete)
- Melbourne Greenway
- New bridge across rail line for pedestrians and cyclists linking residential plots, Travel Hub, Community Hub, rail platforms and amenities.
- New A10 bypass of the level crossing
- Downgrading and street improvements to the current A10 and Station Road area, to provide space and priority for walking, cycling and buses, all facilitated by the proposed A10 level crossing bypass.

- Pedestrian and cycle access to the station from the north alongside a new bypass removing the need to use the level crossing.

5.4 Mitigation

5.4.1 The following measures are proposed for Station Fields to mitigate the above constraints:

- Potential to incorporate an alternative GCP Travel Hub and connecting this to a Community Hub within the Site.
- Street network to be designed with user hierarchy at the forefront to encourage walking, cycling and community transport over the private car.
- Four potential points of access on to A10 and Barrington Road.
- New bridge across rail line for pedestrians and cyclists linking residential plots, Travel Hub, Community Hub, rail platforms and amenities.
- New A10 bypass of the level crossing allowing for the removal of the level crossing and reduced congestion.
- Downgrading and street improvements to the current A10 and Station Road area, to provide space and priority for walking, cycling and buses, all facilitated by a new A10 overbridge or underpass.
- Pedestrian and cycle access to the station from the north alongside a new bypass removing the need to use the level crossing.

6 Access and Movement Strategy

6.1 Planning for the Transport Mobility Needs of the Future, Not the Past

6.1.1 The vision for Station Fields is to offer a healthy, socially inclusive, and well-connected place, where existing / new employees / residents can travel easily within, around and beyond the site by sustainable modes of travel. This will address the key consequences of otherwise unfettered growth in the use and reliance on the private car, and therefore:

- Help decarbonise the transport system for the surrounding area, meaning reduced greenhouse gas emissions and impacts on climate change;
- Reduce air pollution;
- Continue to increase physical activity through increased active modes of travel such as walking and cycling; and
- Fewer road traffic accidents.

6.1.2 An important element in achieving this vision is the development of a transport strategy, for Station Fields, that does not perpetuate historic patterns of travel and mobility, which have been focussed primarily on use of the private car. As indicated earlier, the relationship people will have with the private car will be quite different in the future, due to changing patterns of travel, developing technologies and new attitudes to mobility. To achieve a healthy, socially inclusive, and well-connected place, the future transport strategy therefore needs to utilise the committed sustainable strategy for the area and have flexibility to allow for these and other transformative changes.

6.1.3 Fundamentally, we must recognise that a healthy, socially inclusive, and well-connected place is not one where travel by private car can continue unfettered. Do we want a development in which people are physically and mentally healthy? If the answer is yes, a key aspect will be the delivery of a transport strategy that reduces the use of the private car and connects with and uses the existing and proposed sustainable transport infrastructure (Foxton Rail Station and potential Travel Hub). This means turning transport planning on its head: instead of providing transport infrastructure and services based on past national experience, which would lead to increased capacity for the private car, the expansion's strategy will continue to prioritise people's safety, health and well-being, air quality and the non-car travel choices available to them.

6.2 Maximising Opportunities for New Types of Mobility

6.2.1 Mobility patterns are changing. We are travelling less. For example, pre-covid, car driver and passenger travel has reduced by 11% in England since 2002. The reduction in car travel is particularly marked amongst younger people, whose propensity to travel by car has fallen over the last 20 years, in men by some 47%. Whilst the older generation are generally travelling by car a little more, the trends amongst younger people away from car travel will have significant implications for how we plan the transport provision for Station Fields.

6.2.2 Travel patterns have changed significantly as a result of the Covid-19 pandemic, with significant reductions seen in vehicular traffic, increases in cycling and walking, and of course significant increases in the number of people working from home. We cannot tell at this stage how long-lasting these changes will be, but they demonstrate that we need to have the flexibility to allow for changing travel patterns in the future when we design proposals and the transport infrastructure and services to serve them.

6.2.3 As indicated earlier, the transport policy context is changing too. The Government have published a 'Road to Zero' strategy, which sets out the objective that all new cars and vans will be effectively zero emission by 2040. Its recent policy paper "Decarbonising Transport: Setting the Challenge" starts the discussion on what is needed to deliver the reduction in emissions required across all modes of transport to achieve this and stay within the carbon budgets until then. It suggests electric car charging points for all new homes, that public transport and active travel will be the natural first choice for our daily activities, and that we will need to use our cars less and be able to rely on a convenient, cost-effective, and coherent public transport network.

6.2.4 New technologies, changing travel patterns and the focus on zero carbon will play a pivotal role in how we plan new developments. The transport strategy and planning for Station Fields will need to be flexible and resilient so that it is responsive to these changes in order to maximise the resulting opportunities for new types of mobility. This will mean a mix use development that is relevant to the way people will be living and travelling in the future, rather than based on historic travel patterns that have perpetuated the use of the private car.

6.3 Prioritising Walking and Cycling for Local Trips

6.3.1 High quality walking and cycling connections have been considered from the inception of the proposed masterplan for this site, linking the site with existing and committed sustainable infrastructure. This will include internal footways and cycleways including across the railway line, so that areas northwest and southeast of the railway line are connected.

6.3.2 Walking and cycling will be encouraged as part of a Travel Plan that will be prepared for the Site.

6.3.3 Walking and cycling are important recreational activities in themselves, providing valuable opportunities for healthy and active lifestyles and improving well-being. The Site will therefore provide high quality sustainable recreational access including a new footpath connection and drainage channel linking to the Rhee Valley, Shepreth and the countryside. The footpath connection links into the public right of way to the east of Shepreth and forms part of an attractive loop.

6.3.4 The A10 level crossing bypass will significantly enhance the safety and convenience of people on foot between the GCP's Travel Hub and Foxton Station, as the resulting reduction in traffic flows on the current section of the A10 between the Travel Hub and Foxton Station will enable a much safer pedestrian crossing of this road by minimising conflict with vehicular traffic. This will assist with delivering the Travel Hub.

6.3.5 Through the promotion of walking and cycling, and the accessibility of the high-quality proposed and committed walking and cycling infrastructure linking through the Site and onto existing and future high quality committed sustainable transport infrastructure (such as existing A10 bus stops, Foxton Rail Station and Travel & Community Hub), the Site will achieve the important objective of prioritising walking and cycling for local trips both within the Site and with surrounding employment & residential areas.

6.4 Maximising the Use of Public Transport

6.4.1 As outlined above, Station Fields has very good access by public transport including an hourly bus service to Melbourn & Royston (to the south), Trumpington, and Cambridge (to the north). Station Fields is also located adjacent to Foxton Rail Station offering services to London, Cambridge, Royston, Hitchin, Ely and Kings Lynn at 30 minute frequencies.

6.4.2 The Masterplan proposed shows how the GCP's Travel Hub combined with a Community Hub, incorporated as part of a residential led development, can deliver more than just a car park, contributing to the key GCP objectives, whilst delivering benefits to the wider community. The incorporation of a Travel Hub and Community Hub as part of the development Masterplan clearly demonstrates how local benefits can be delivered alongside the travel hub. The innovative Masterplan model seeks to combine the element of transport interchange with enhanced public realm and facilities to create a vibrant and safe place for all.

6.4.3 The A10 level crossing bypass will reduce delays to conventional buses using the A10, and assist with the GCP's proposals for the Travel Hub to be served by community buses and it would make these services' journey times more reliable. The significant improvement for people being to access Foxton Travel on foot from the Travel Hub, through an enhanced pedestrian crossing and significant reduction in vehicular traffic flows on the current section of the A10 south of the level crossing that will be bypassed, will further encourage public transport by making it easier and safer to access Foxton station.

6.4.4 Furthermore, as outlined above, the West of Cambridge Transport Package includes for the expansion of the Trumpington Park & Ride (completed May 2020) and a proposed Cambridge south west Travel Hub located west of the M11 J11. The combined West of Cambridge Package would offer better journey reliability for residents travelling by bus from Foxton and over the M11 into Cambridge, whilst also locating the existing Park and Ride closer to Foxton. This Package is a longer-term project but nevertheless will assist with the public transport accessibility of Foxton to key employment locations.

6.5 Private Car Strategy

6.5.1 It is considered that a new roundabout or signalised access arrangement could be introduced on the A10 to serve the southern parcel of the site that would meet highways design guidance. There is sufficient site frontage with the A10 to achieve visibility requirements and therefore access onto the A10 is deemed viable at this stage. If required, a secondary point of vehicular access could also be provided in the form of a T-junction including a right turn lane from the A10 into the site (a 'ghost' island priority T-junction) and this would be provided separate to an access to the Travel Hub.

6.5.2 New accesses will also be introduced off Barrington Road to serve the northern parcel of land between Barrington Road and the disused railway line.

6.5.3 The developing masterplan will include for EV charging bays at a rate that will meet the relevant policy and standards at the time of planning submission. Additional ducting infrastructure will also be provided to allow for future proofing and phasing of Station Fields to meet future demand growth.

6.5.4 Car parking provision will be balanced at a level which recognises likely demand, but also seeks to deter habitual car use for journeys that could be made by non-car modes.

6.5.5 Car club spaces will also be included as part of the developing masterplan to assist with efficient use of the private car.

6.5.6 As part of any planning application for the Site, a detailed Transport Assessment would be undertaken, the scope of which would be agreed with highways officers of Cambridgeshire County Council. The Transport Assessment would provide a detailed technical assessment of the impact of the Site on the operation of local transport networks, including the road network, along with the resulting appropriate mitigation. The traffic impacts of Station Fields are likely to be significantly reduced by the benefits of the site location in the context of the GCP's plans to introduce a Travel Hub within the site and the existing adjacent Foxton Rail Station and regular bus connections towards Cambridge and Royston.

6.5.7 It is recognised that opportunities to maximise sustainable transport solutions will vary from urban to rural areas, and the adopted South Cambridgeshire Local Plan notes that South Cambridgeshire is predominantly a rural district, meaning that the car will remain an essential mode of travel for some.

6.5.8 A key part of the Site's transport strategy is therefore to maximise the use of non-car modes of travel to access the site, therefore tackling habitual use of the private car. This means accommodating and maximising sustainable infrastructure and devising a transport strategy which embraces behavioural and technological changes that are already taking place, and where many people in the future choose not to travel by the private car. It also recognises the serious health and environmental concerns that continued car use will bring, along with the associated levels of traffic congestion. The focus for transport mitigation and improvements will therefore be on non-car modes of travel and looking to the future, rather than perpetuating car use by planning the strategy on the basis of past travel patterns where car travel has dominated.

6.6 Cambridgeshire Quality Charter for Growth (2010) – Four C's

6.6.1 As outlined Section 3 at the heart of the strategy for this site are the four C's - Community, Connectivity, Character and Climate Proofing, with a clear focus the 9 key points for 'Connectivity' forming the basis for this Access & Movement Strategy.

6.6.2 Below is a list of the 9 key connectivity points and how the development of the masterplan strategy has focused on each.

i. Public transport in place at the start of the development – to encourage people to get used to green options.

   a. Station Fields is located adjacent to the existing Foxton Rail Station

   b. Existing 915 bus service located adjacent to Station Fields on the A10

ii. Public transport should integrate with existing transport systems with frequent service and stops.

   a. Potential Foxton Travel Hub and Community Hub incorporated within Station Fields

   b. Potential to provide link over railway to better link existing and future residents to Foxton Rail Station, Travel Hub, Community and existing buses.

   c. New A10 level crossing bypass to improve conventional bus journey time reliability, and significantly enhance pedestrian access between Foxton Station and the Travel Hub.

iii. Linkages with existing and potential employment opportunities should be recognised.

   a. Foxton Rail Station and existing bus stops provides links to key employment centres, including Cambridge City Centre, Cambridge Station Square, Cambridge Biomedical Campus, Cambridge Business Park, Cambridge Science Park and Cambridge Regional College

   b. The reliability of community bus services linking to local employment centres will be significant enhanced through the A10 level crossing bypass, by reducing current delays to bus services caused by the level crossing.

iv. New developments should contribute to the wider environmental goals for the Cambridge area – enhancing the feasibility of walking and cycling.

    a. The Site's Masterplan has been designed to connect into the committed Melbourne Greenway.

v. The streets, footpaths and other links to major urban extensions should be designed as a user hierarchy – it should be clear who and what they are for. Primacy should be given to walking, cycling and community transport.

    a. The entire masterplan has been developed on the principle of the walking, cycling public transport hierarchy.

    b. The masterplan includes for a street network that will promote low vehicles speeds and therefore a safe walking / cycling environment, by; avoiding straight roads, allowing for walk/cycle cut throughs, breaks in motor vehicle routes, and introducing natural traffic calming measures to reduce vehicle speeds.

vi. Easy mobility for all, including those using wheelchairs and pushchairs should be taken into account.

    a. With the masterplan focusing on the sustainable pedestrian and cycle network, the corridor widths and alignment throughout the site will allow for appropriate and direct wheelchair and pushchair accessibility.

vii. Bus stops should offer well designed waiting areas, providing information on services and local facilities, and should feel safe and overlooked.

    a. If designed efficiently with placemaking and the wider community in mind, as shown on the proposed Masterplan, the Travel Hub will provide bus interchange, high quality information boards, public realm, café & pop-up stalls, digital ticketing systems, well designed waiting areas, and other important facilities.

viii. Parking management such as charges and the provision of car sharing / car clubs should be used to discourage unnecessary car use.

    a. In addition to the highly sustainable location of the site and potential on site Travel Hub, the Site offers great potential to integrate appropriate car sharing and car club infrastructure to further discourage unnecessary car use. This can be introduced as part of a car club area for residents (as part of a successful Travel Plan) and also car sharing spaces within existing and future places of employment/destinations (employment and local centres).

    b. Both the residential and employment land uses will be designed to meet the latest parking policy at the time of planning submission.

    c. In addition to the EV charging bays proposed as part of a Travel Hub, both the residential and employment land uses will include for EV charging bays (to meet the latest parking policy at the time of planning submission).

ix. Road design should include permeable surfaces.

    a. Permeable surfaces have and will continue to be considered as the masterplan is developed.

7 Summary and Conclusion

7.1 Summary

7.1.1 This Access and Movement Strategy sets out the high-level transport strategy to assist with the promotion of Land North West of A10 Royston Road Foxton (Station Fields) for new residential-led development through the emerging Greater Cambridge Local Plan at the current First Proposals (Preferred Options) stage.

7.1.2 The transport strategy for Station Fields will seek to achieve the following objectives:

- Reduce the need to travel as private car driver;
- Maximise walking and cycling for local trips with surrounding areas over use of the private car; and
- Encourage public transport use, primarily the railway line between Cambridge and Royston.

7.1.3 This strategy seeks to address future residents' ability to access employment opportunities and amenities by a choice of travel modes, along with promoting healthy lifestyles through walking and cycling. The public transport accessibility of the site is evidenced by the fact that the Greater Cambridge Partnership (GCP) are promoting the Foxton Travel Hub within the Site. The current GCP proposals include for a Travel Hub with 200 car park spaces along with high-quality cycle parking provision for in the region of 100 spaces. The objective is to encourage road users travelling into Cambridge from the Melbourn / Royston direction to park at the Travel Hub and continue their onward journey either by train or cycle.

7.1.4 Axis support the principle of the Travel Hub in this location to be incorporated as part of Station Fields, and consider the proposals could be enhanced to fully realise its potential to encourage non-car travel by the Site delivering a new A10 level crossing bypass. It is considered that the Masterplan proposed for Station Fields offers more efficient land use and better consideration to placemaking and wider community benefit, and delivery of an enhanced Travel Hub that has significantly improved accessibility on foot with Foxton station. The Masterplan proposed for Station Fields shows how an alternative Travel Hub option can deliver more than just a car park, contributing to the key GCP objectives, whilst also delivering benefits to the wider community.

7.1.5 As the GCP are promoting this area as a location for the Travel Hub indicates that the site has very good non-car accessibility, particularly to Cambridge. This presents a good opportunity for Station Fields, with the support of a developing transport strategy, to meet local and national transport planning policy objectives of reducing the need to travel by car.

7.1.6 In summary Station Fields offers the following strategic opportunities:

- Station Fields sits at a strategic location where both the A10 road and regional rail network meet, making it an important site in the future of Greater Cambridge with potential for future growth.
- Vehicular access can be gained directly from the A10.
- Foxton Station is the penultimate stop before Cambridge station (approximately 9 minute journey to Cambridge Station).
- Train journey to Kings Cross London takes as little as 1 hour 15 minutes.

- Located along the Melbourn Greenways project.
- Located outside the Green Belt.
- Situated close to the River Cam providing opportunity for significant green and blue infrastructure improvements for people and nature.
- Placemaking potential at a scale that fits with the rural qualities and village character of the area.
- Sustainable links to key existing and committed South Cambridgeshire and Cambridge City employment zones

7.2 Conclusion

7.2.1 The Site's location is paramount why developing a community here will meet sustainable transport objectives of maximising non-car travel modes whereby future residents can live their lives without the need to rely on the private car, and meaning we can deliver a new residential development where the private car does not dominate the Site. It is adjacent to Foxton Rail Station that will provide residents with sustainable travel options to many important employment centres, including Cambridge City Centre, Cambridge Station Square, Cambridge Biomedical Campus, Cambridge Business Park, Cambridge Science Park and Cambridge Regional College. Integral to the development will be the integration with existing and proposed walking, cycling and public transport networks, so that the development will have excellent connectivity to/from the site with surrounding areas by these modes.

7.2.2 Through its excellent sustainable location and non-car transport links, the Site will address the habitual use of the private car and provide a high quality place for people to live their lives in a healthy and safe environment.

7.2.3 With the implementation of this transport strategy combined with the A10 level crossing bypass to assist with accessibility for GCP's Travel Hub, it is considered that Station Fields is suitable for development, is deliverable, accords with national and local transport policy guidance, is in a sustainable location, and removes the capacity constraint generated by the A10 level crossing.

7.2.4 In summary, Station Fields should score Green in the HELAA for Transport and Roads, as the proposed Masterplan removes the A10 level crossing capacity constraint, and there are no transport nor highways reasons why Station Fields should not be allocated for development in the Greater Cambridge Local Plan.

Appendix A Framework Masterplan