

Whittlesford Parkway Station Masterplan Brief

Introduction

This brief sets out the Greater Cambridge Partnership's requirement for a high level strategic masterplan to be prepared for Whittlesford Parkway Station and its immediate surroundings. Several local transport issues have arisen within the vicinity of the station throughout recent years such as local congestion, bus turning issues at the station, and safety at the crossing towards Duxford on the A505 and thus cycle access. Together, with the increasing range of developments proposed for the area, increasing travel demands, and Whittlesford's recent allocation as a Greater Cambridge Partnership pilot Travel Hub, the station and surrounding area must be considered in fresh light in order to maximise its ability support such technological development whilst also safeguarding its rural character. The masterplan must be set in the context of Cambridgeshire's transport policies and strategy, and in the planning framework of South Cambridgeshire's Local Plan, and more locally, its fit within Whittlesford and neighbouring Parishes.

Purpose

The masterplan should outline the long-term vision for the station and its surrounding area with the intention to deliver a new high quality multi-modal interchange station that meets SE Cambridgeshire's long-term rail needs. The station and surrounding area is an important gateway to nationally significant employment centres inclusive of the Wellcome Genome Campus/Sanger Institute, Babraham Research Campus, Granta Park, Cambridge Biomedical Campus (CBC), IWM Duxford and to Stansted Airport. The masterplan should therefore provide an initial concept and approach for improving the station gateway area.

Background

As the masterplan will be Greater Cambridge Partnership (GCP) funded, it should set out the GCP vision and objectives. The background of the masterplan should identify the need for redevelopment and opening up of the station gateway as a crucial factor in the potential future growth of surrounding employment sites. Such growth at surrounding employment sites is inclusive of the Wellcome Genome Campus aspirations for 14,404sqm of additional GIA, growth at Granta Park for 55,300sqm of additional GIA, up to 10,000sqm of additional research and development floorspace at Babraham Research Campus, circa 300,000sqm of additional GIA and proposed 'Cambridge South' rail station at Cambridge Biomedical Campus, and an additional 11,397sqm of GIA at Sawston Trade Park. The masterplan should also highlight the railway station as a key asset, in addition to the existing conditions of its immediate surroundings.

There are a number of surrounding sites currently in commercial use which would also benefit from redevelopment at Whittlesford Parkway Station. The background should identify these employment hubs which take advantage of the proximity to both the rail station and road network. A series of proposals based on the differing development scenarios at Whittlesford Parkway Station which could come forward, in addition to the identification of the commercial viability of such scenarios should be developed and included within the masterplan.

Relevant Available Information:

- Greater Cambridge Partnership: <https://www.greatercambridge.org.uk/>
- Cambridgeshire & Peterborough Combined Authority: <http://www.cambspboroca.org/>
- Cambridgeshire Local Transport Plan 2011 - 2031: <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan/>
- Transport Strategy for Cambridge and South Cambridgeshire (TSCSC): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy/>
- South Cambridgeshire Draft Local Plan: https://www.scambs.gov.uk/sites/default/files/documents/Proposed%20Submission%20Local%20Plan%20%28for%20website%29_0.pdf
- Cambridgeshire Long Term Transport Strategy (LTTS): <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/long-term-transport-strategy/>
- Draft Whittlesford Neighbourhood Plan: <http://www.whittlesfordneighbourhoodplan.co.uk/>
- Whittlesford Station: http://www.nationalrail.co.uk/stations_destinations/WLF.aspx
- GCP Rural Travel Hubs Project: <https://www.greatercambridge.org.uk/transport/transport-projects/rural-travel-hubs/>
- Cambridge South East Transport Study: https://www.greatercambridge.org.uk/transport/transport-projects/cambridge_south_east_study/

Requirements

- The following core principles of the masterplan must fall in line with GCP objectives: improved sustainable connectivity (with onward travel from rail to bus, walking, cycling and the road network) and greater capacity for growth in rail-use.

The masterplan must cover the following:

- Existing travel patterns to and from Whittlesford Parkway Station in addition to the interaction with the local transport network must be set out. An understanding of the potential new station at Cambridge South (Cambridge Biomedical Campus) and its resultant transport implications should also be considered.
- Review of the existing passenger arrangements and facilities at Whittlesford Parkway in addition to the provision for a new multi-modal transport interchange inclusive of a new bus station, improved cycle access, increased long stay car parking, short-term parking, cycle parking, drop-off facility, taxi point and disabled parking. This should also include a design of the new layout for the interchange, station approaches and related land uses. The masterplan should also consider to what extent the above is viable and an appropriate option. It should take into account to what degree a full transport interchange can be developed at the station.

- A detailed assessment of the opportunity and need to construct a station building and an operational building at Whittlesford Parkway Station should be considered. The masterplanning work should however, exclude any work in relation to the operational working of the station, the track and operations themselves.
- A detailed review of the opportunities and constraints associated with the land surrounding the existing railway station. This should be inclusive of the existing surrounding road networks, and environmental considerations towards the development, for example habitat protected areas, flood risk areas, archaeological sites.
- A review of the current land ownerships within the study area should be provided and the masterplan should include an appraisal of the future development opportunities within the study area.
- Any proposals must complement each other and contribute to a station the vicinity needs now and in the future. It must show links to the existing wider transport and development plans for the area including:
 - Study work planned and funded by the Cambridgeshire and Peterborough Combined Authority to address capacity and congestion issues on the A505 between Royston and Granta Park/A11 (not yet started);
 - Cambridge South East Transport Study;
 - Cambridgeshire Rail Capacity Study;
 - Transport implications of a proposed AgriTech technology park at Hinxton, comprising up to 112,000sqm gross internal floor area and associated infrastructure inclusive of a bus/cycle interchange on land west of the A1301/north of A505, and highway improvements;
 - Transport implications of proposed redevelopment of the existing Cambridgeshire County Council and Highways England Maintenance Depots
 - Proposed North Uttlesford garden village to include 5,000 dwellings plus associated services and amenities on the land east of the A11 Hinxton;
 - Proposed expansion of Sawston Trade Park to increase the gross internal floor area on the park by 11,397sqm to 19,883sqm, and increase existing car parking capacity by 543 spaces to 670 in a multi storey car park;
 - Expansion of the Wellcome Genome Campus provided as Phases 2 and 3 to add 14,404sqm of GIA and associated infrastructure;
 - Expansion of the Cambridge Biomedical Campus. This comprises two phases; Phase 1 is underway and will add 220,005sqm of GIA to the site, whilst the current planning application for Phase 2 seeks to add up to 75,000sqm of additional GIA;
 - Proposed 'Cambridge South' rail station located near Addenbrooke's Hospital on the CBC.
- A comprehensive review of the existing public rights of way network surrounding Whittlesford Parkway Station. This should be inclusive of key footpaths and cycleways, the National Cycle Network Route 11, plus key sites including both employment hubs (campuses), and key leisure sites and settlements.

- Look to improve and develop cycle facilities and pedestrian access in the study area, linking the station to key sites such as employment and education sites and settlements. The masterplan should also seek to achieve an all-round improved public network connecting to Whittlesford village and the A505.
- Consider relevant national and local policies and documents. This should include reference to SCDC policies and such documents as the National Planning Policy Framework (NPPF), Cambridgeshire Local Transport Plan (2011-2031), Draft Whittlesford Neighbourhood Plan, Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), and Cambridgeshire Long Term Transport Strategy (LTTS). The latter two strategies set out how the transport system should adapt to the growth in the area. They identify the need for a network of walking and cycling routes in and around the A1301 corridor, linking transport interchanges, employment centres, and the surrounding catchment area, focusing on:
 - Improving interchange facilities at Shelford, Whittlesford Parkway and Great Chesterford Stations;
 - Increasing frequency of services calling at Shelford and Whittlesford Parkway stations;
 - Creating a cycle network connecting employment sites at Babraham, Granta Park and Wellcome Genome Campus;
 - Creating a cycle network connecting to transport interchanges along corridors;
 - Continuing the cycle route from Shelford out towards Whittlesford Parkway Station;
 - Creating a cycle network focusing on the surrounding catchment area;
 - A comprehensive programme of small scale highway and safety improvements.
- Be mindful of the village setting.

Deliverables

- Report - Chapters must include:
 - **Introduction** - This should provide a context to the proposed development;
 - **Framework principles** - This chapter should realise Whittlesford Parkway Station's strategic potential and the demand for better transport and movement. It should also specify the need for more facilities to support growth within the area inclusive of the demand to upgrade Whittlesford Parkway Station and utilise the village's gateways and corridors. This chapter should also detail the pressures for change;
 - **The Site** - This should review the existing road, rail and pedestrian network within and surrounding Whittlesford. A site assessment of Whittlesford Parkway Station should be incorporated and a review included detailing the existing transport systems readily available within the area. The land available for development must also be detailed. This chapter should also include a site appraisal to provide an assessment of the constraints and opportunities identified within the area. Such appraisal could be put in tabular form;
 - **Wider Development** - This should highlight the wider development plans for the area such as A505 improvements and the proposed North Uttlesford garden village. As increasing wider development in the area is expected to attract more employment and residential opportunities, this chapter should also outline the extent to which the local transport network can cope with such growth;

- **Proposed development** - This chapter should detail and assess the smaller proposals and associated infrastructure that make up the vision for a new multi-modal transport interchange at Whittlesford Parkway Station. It should also highlight the constraints of the proposals in addition to outlining the construction process, sustainability framework, and proposed transport connectivity;
- **Development framework** - This should prioritise the development proposals and detail the phasing approach if appropriate, infrastructure delivery, funding sources, risks and management, and stewardship of the masterplan.
- **Habitat Regulation Assessment (HRA) and Environmental Impact Assessment (EIA)** - To consider the proposed development and what impacts are likely to arise.
- **Maps and Graphics** - These should include:
 - A visual masterplan of the complete proposed development in addition to smaller and more-detailed visual plans for individual proposals;
 - Graphs to display data for existing and projected traffic growth and rail usage for each stage of development;
 - Junction capacity assessments.
- The contractor should advise of any transport modelling they consider necessary to complete this commission.

Stakeholder engagement

Stakeholders that should be engaged with as part of the development of the masterplan should be inclusive of Network Rail, Train Operating Companies, Parish Councils, neighbouring hotel, Highways England, Bus Operating Companies, and Cambridgeshire County Council Depot at Whittlesford. The Parish Councils to be engaged with should include Whittlesford, Duxford, Pampisford, Hinxton, Sawston, Babraham, Great Abington and Little Abington. The masterplan document should be prepared with close input from South Cambridgeshire District Council and should outline the phasing of any works.

The contractor should advise of their stakeholder engagement plan in their submission, detailing the number and type of meetings.

Timescales

This commission is for a strategic masterplan (Stage 1) and the requirements are as outlined above. It is likely that a detailed masterplanning stage (Stage 2) will follow.

Stage 1 commission should be completed within 3 months of appointment. Subject to consideration of the outcomes of Stage 1, Stage 2 will then be commissioned.

Costs

Stage 1 works will be costed to the sum of £50,000. A pricing schedule is attached to the ITT for completion.