



Report To: Greater Cambridge Partnership Joint Assembly

27 February 2019

Lead Officer: Peter Blake – Greater Cambridge Partnership

RURAL TRAVEL HUBS

1. Purpose

- 1.1. Rural Travel Hubs (RTHs) are small flexible transport interchanges at key rural locations that allow more people to access sustainable transport networks. They aim to reduce the level of private car usage between Cambridge and the surrounding villages by providing and enhancing links to sustainable transport options, and by enabling connections between neighbouring villages and towns.
- 1.2. RTHs support the Greater Cambridge Partnerships (GCP) vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.
- 1.3. This report updates Joint Assembly members on progress and emerging issues, and seeks members' views on the emerging recommendations to the Executive Board.

2. Key Issues and Considerations

- 2.1. In spring 2018 a feasibility study was published, with recommendations for pilot RTHs in Oakington, Sawston and Whittlesford. The Executive Board agreed to progress proposals for Oakington and Sawston, with Whittlesford Parkway Station to be the subject of a transport masterplanning exercise to understand all local transport issues. Initial engagement took place with the public and stakeholders in Oakington, Sawston and surrounding villages in summer 2018 to gather feedback on potential pilot RTHs for these communities.
- 2.2. The Oakington and Sawston pilot RTHs interface with other GCP projects, with the Oakington site linking to the St Ives Greenway and the Sawston site (depending on preferred option) linking to the Sawston Greenway and Cambridge South East Transport Scheme.

Oakington Rural Travel Hub

- 2.3. Detailed proposals for a pilot Rural Travel Hub (RTH) at Oakington have recently been the subject of local public consultation. This consultation presented two options which emerged from earlier stakeholder engagement: one with 38 general parking spaces (option 1) and one without general parking spaces (option 2). Both options included three disabled bays as well as cycle lockers, a bus shelter with Real Time Passenger Information and a bus turnaround area. Early analysis shows that 81% of respondents supported a RTH, and there was a strong preference for option 1 (73% support compared to 42% for option 2¹).

¹ Respondents were asked to indicate their support for each option independently, rather than to choose one or the other.

- 2.4. The full consultation report can be found [here](#).
- 2.5. In contrast to the preference for option 1 expressed at public consultation, Oakington Parish Council has stated that it would only support a RTH if it was based entirely upon public transport and cycling (i.e. with no parking provision). The Parish Council is concerned about attracting additional traffic through the village, and states that it is prepared to support a Hub which meets the following conditions (some of which are included in our proposal):

Table 1: Oakington Parish Council conditions and project team comment

Parish Council condition	Comment
That it is a public transport hub only, with a bus turning circle.	Both options include a bus turning circle, but option 1 also includes parking.
That it has secure cycle storage.	Cycle lockers are included in both options.
That the Citi 6 bus service is extended such that the Hub becomes the terminus.	Stagecoach has indicated that it would be willing to re-route the Citi 6 route to serve the Hub, in place of serving Oakington High Street.
That through ticketing arrangements are devised.	This project scope does not include ticketing arrangements, although the Citi 6 and Busway services are covered by Stagecoach's Megarider tickets.
That the proposed cycleways to Cottenham and into Oakington are built contemporaneously with the construction of the Hub.	It is anticipated that cycleway improvements in the immediate vicinity of the RTH would be delivered as part of the project. The provision of a new cycleway link between Oakington and Cottenham is under consideration as part of the Greenways project.
Parking restrictions need to be introduced in Oakington and Westwick to prevent commuters parking in the surrounding streets, enforced at no cost to the Parish Council.	The provision of parking restrictions to discourage any overspill parking could be considered as part of the project delivery.
GCP must provide a commitment to maintain the Hub.	The Hub will be maintained by GCP or partner agency.

- 2.6. Oakington Parish Council has also expressed concern that the RTH would lead to increased local traffic. The area is expected to see traffic growth without the RTH as a result of housing development in the area, some of which can be captured by the RTH.

Sawston Rural Travel Hub

- 2.7. A site adjacent to Cambridge Road (north of Sawston) was originally identified for development, however feedback received during stakeholder engagement demonstrated little support for the identified site. Alternative sites in Sawston were suggested by stakeholders, which have now been the subject of a further feasibility study to assess their potential in comparison to the originally identified site.

Table 2: Prioritised list of potential Sawston Rural Travel Hub sites

Location of RTH
Babraham Road (east of Sawston) – approx. 300m east
Cambridge Road (north of Sawston) – original proposed site
London Road (south of Sawston) – between the A1301 and London Road
Spicers Corner (north west of Sawston) – west of the A1301

- 2.8. The full report can be found [here](#).
- 2.9. All of these sites would require some modification of existing bus routes, although the modifications required to serve the Babraham Road site would be significantly greater than those to serve the London Road or Cambridge Road sites. Discussions undertaken with Stagecoach suggest that existing services could serve the Cambridge Road or London Road sites with only small adjustments, however the Spicers Corner site would require a more significant adjustment and the Babraham Road site would require an additional bus and driver, as well as increasing journey times for passengers in general.

Whittlesford Parkway Station Masterplan

- 2.10. Whittlesford was initially identified as a potential site for a pilot RTH in the feasibility study. However, due to the number of planned developments in the area the Executive Board agreed that a comprehensive transport masterplanning exercise should be undertaken. It also committed £70k for the provision of additional cycle parking for 200 bikes at Whittlesford Parkway Station, as match funding towards a £700k Greater Anglia-led bid for DfT grant funding.
- 2.11. The [Stage 1 Baseline Report](#) highlights the current situation in the area surrounding Whittlesford Parkway Station and identifies a long list of options.
- 2.12. The [Stage 2 report](#) has now been completed. This sets out proposals, the delivery of which will see the creation of a modern, accessible rural interchange. Stakeholders' views have been invited on the report, ahead of it going to the Joint Assembly and Executive Board. This report identifies the following key issues:
- Lack of step free access between platforms
 - The safety and functioning of Station Road East
 - Poor accessibility of the station by bus
 - Congestion and severance issues on the A505
 - Quantity, quality and location of parking provision
 - Sustainable transport access from Duxford
- 2.13. The long list of schemes identified in the Stage 1 Report has been assessed in Stage 2 in line with the overarching objectives of the Masterplan and the specific issues to be addressed at the Parkway site. A preferred package of measures to transform the capacity and connectivity of the Parkway site has been identified. The prioritised list of schemes is shown in Appendix 1.
- 2.14. Stakeholders' initial views have been invited on the Stage 2 report, ahead of this meeting cycle. A series of points have been made, which have been broadly supportive although with several specific comments relating to the report and individual schemes. Key points raised through this process are set out in Appendix 2.

3. Options and Emerging Recommendations

Oakington Rural Travel Hub

- 3.1. Two options were the subject of recent local public consultation. The emerging preferred option, supported by the public consultation results, is option 1 which includes:
- 38 general parking spaces;
 - 3 disabled parking spaces;
 - Cycle lockers;

- Bus turnaround;
 - Bus stop with shelter and Real Time Passenger Information board;
 - Drop off zone; and
 - Speed cushions.
- 3.2. Option 2 includes the same provision as option 1, except that option 2 includes no general parking spaces (although it does include the 3 disabled parking spaces).
- 3.3. The emerging recommendation for Oakington is to develop a detailed design and secure planning consent for the Oakington pilot RTH site to be brought back to the Executive Board to approve construction, and to compile and implement a monitoring and evaluation plan to evaluate the impacts of the site and give a clearer insight into the potential of the RTH concept.
- 3.4. For the purposes of illustration and comparability, an initial estimate has been made of total construction cost for each option – although this does not include land costs or the costs of further design and planning. The estimated construction cost for option 1 is £460k, or £350k for option 2. At this point the Executive Board is not being asked to commit funding for construction.

Sawston Rural Travel Hub

- 3.5. As outlined above, four options have been developed for a potential pilot RTH in Sawston (the originally identified location at Cambridge Road, and three additional options). These have been assessed and prioritised as shown in table 2, and are explained more thoroughly in the [full report](#).
- 3.6. Each of the sites is problematic and have little local support. The emerging recommendation for the Executive Board is to defer consideration of a RTH site at Sawston to allow for further discussions with local stakeholders (who suggested the alternative sites) and to report back to the Board later in the year.

Whittlesford Parkway Station Masterplan

- 3.7. The Stage 2 report identifies a range of potential schemes for delivery by the various organisations involved, including among others GCP and the rail industry. The emerging recommendation is to undertake local public consultation on the Stage 2 report in early summer 2019 and develop a plan for the delivery of the schemes.

4. Next Steps and Milestones

- 4.1. If the Executive Board supports the recommendation for Whittlesford and the RTHs, the results from public consultation and engagement with stakeholders would be considered in the autumn 2019.

Background Papers

Oakington Rural Travel Hub consultation report: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Oakington%20Rural%20Travel%20Hub%20Consultation%20Report.pdf>

Sawston Rural Travel Hub feasibility report: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/RTH%20Sawston%20Feasibility%20Report%20v3.pdf>

Whittlesford Parkway Station Masterplan Stage 1 Baseline Report: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Whittlesford%20Parkway%20Station%20Masterplan%20Stage%20One%20-%20Baseline%20Report%2015%2011%2018.pdf>

Whittlesford Parkway Station Masterplan Stage 2 report: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Whittlesford%20Parkway%20Stage%20Two%20Report%20-%20Final.pdf>

Whittlesford Parkway Station Masterplan – prioritised list of schemes

Ref.	Scheme	Priority
GT.11	Station Road East junction signalisation and widening	High
PRK.02	Redevelopment of the main station car park	High
PT.02	Bus turning circle	High
AT.02	Lift and new footbridge	High
AT.04	Cycle parking	High
AT.07	Electric bike charging points	Medium
AT.11	Shared use path on London Road, Sawston	Medium
GT.09	A505 / A1301 McDonalds roundabout signalisation	Medium
GT.10	Reduced speed limit on the A505	Medium
GT.12	Signalisation of the A505 / Moorfield Road junction	Medium
GT.16	Station Road West 20mph zone	Medium
PRK.06	Reconfiguration of 'side car park'	Medium
PRK.10	On-street parking restrictions	Medium
PT.08	Public transport information	Medium
PT.09	Integrated ticketing	Medium
PT.10	Bus waiting facilities	Medium
AT.03	Station facilities	Medium
AT.06	Cycle hire facility	Medium
AT.09	Pedestrianisation of Station Road East	Medium
AT.18	Public realm enhancements on Station Road West	Medium
AT.12	Widen the shared use path alongside the A505 between Station Road and the A1301	Medium
AT.17	Continuous footway from Duxford Chapel to the junction with the A505	Medium
AT.19	Improved footways on Royston Road and Station Road West	Medium
AT.20	Cycle lanes on both sides of Station Road West	Medium
AT.25	Signalised crossing on the A505 at Moorfield Road	Medium
AT.31	Shared use path to the IWM via M11 J10	Medium
GT.06	Autonomous vehicle link to the Wellcome Genome Campus	Longer Term
GT.15	Royston Road one-way traffic	Longer Term
PRK.13	Bollards to restrict verge parking on Duxford Road	Longer Term
PRK.14	Formalise on-street parking on Royston Road	Longer Term
AT.13	Cycle path between Highway Depot and Mill Farm Lane	Longer Term
AT.21	Contra-flow cycle lane along Royston Road	Longer Term
AT.29	Multi-modal corridor to the Wellcome Genome Campus	Longer Term

Whittlesford Parkway Station Masterplan Stage 2 report – key initial stakeholder comments

Overarching

- Recognition of the important contribution the station can make to the area as a true travel hub through the proposed improvements.
- Concern that the masterplan does not look far enough into the future.

Links to other schemes

- Suggestion further consideration should be given to links with proposals for the Cambridgeshire Autonomous Metro and for a wider A505 multi-modal study.

Prioritisation

- Suggestion of prioritising cycling and public transport interventions in particular.
- Concern that the A505/Moorfield Road junction has not been given the same priority as the A505/Station Road East junction.

Funding

- Concerns that linking funding of the package to developer contributions risks delaying the package's delivery, given the uncertainty about what will be included in the next Local Plan.

Bus services

- Emphasis on the need for the station to be adequately served by bus services, utilising the infrastructure that is delivered, in order for it to act as a true travel hub.

A505 and junctions

- Concern that signalling multiple junctions on the A505 could damage traffic flow and cause tailbacks on the M11 and smaller roads.
- Emphasis on the need for the A505/A1301 roundabout to be comprehensively designed in view of the full suite of nearby development proposals.
- Suggestion that the proposal for the A505/A1301 roundabout does not comply with design and road safety standards.
- Emphasis on the need for safe pedestrian and cycle crossings of the A505.

Car parking

- Concern that the main car park proposal would have insufficient capacity.
- Suggestion of reducing the main car park size by one deck to reduce its impact on Duxford Chapel.
- Suggestion that the current Depot sites would be a more appropriate location for the main car park.
- Concern that the proposed reduction in parking to the west of the station would have negative impacts, with a suggestion that the main car park in fact needs 1,000-2,000 spaces.
- Concern about the main car park proposal's visual amenity and traffic levels.
- Concern that the proposed linear provision of disabled parking to the west of the station could mean a long walk for some people who are less physically able.

- Suggestion that formalising on-street parking on Royston Road should be made a medium or high priority.

Bus turning circle

- Widespread support for a bus turning circle and its contribution to making the station a true multi-modal travel hub.
- Concern that the proposed turning circle is too tight to allow for multiple buses.
- Concern that the proposed bus stops would not be prominent enough from the platform, as well as the lack of cover between the platform and the bus stops.
- Suggestion that the bus turning circle should not wait to accompany the redevelopment of the main car park and A505/Station Road East signalisation as, whilst the combination of those interventions will bring the greatest benefits, there are bus services (including shuttle buses) that would benefit from the turning circle ahead of those other interventions.

Lift and new footbridge

- Widespread support for the proposal in improving access between platforms.
- Suggestion that the new footbridge should include a ramp to better facilitate crossing the bridge with bikes.

Cycling and walking interventions

- Support for the provision of pedestrian and cycling infrastructure, including the pedestrianisation of Station Road East and the links to Sawston.

One-way traffic on Royston Road

- Concern that the proposal does not allow for slow-moving, wide farm machinery that needs to access the land particularly on the north side of the road.

Perceived omissions

- Suggestion of providing enhanced cycle connectivity along Moorfield Road to Duxford.
- Concern that insufficient allowance is made for interchange to the west of the station, with a suggestion that at a minimum the existing bus stops on Duxford Road should be moved closer to Station Road West to reduce walking distances.
- Suggestions that the plans should include suitable 'drop off areas', which can cater for taxis as well as car sharing, etc.
- Concern about the absence of electric vehicle charging points in the plans.
- Concern that the delivery of Cambridge South Station will increase parking demand at and around Whittlesford Parkway.
- Suggestion that M11 junction 9 should be upgraded to allow the A505 to be downgraded.