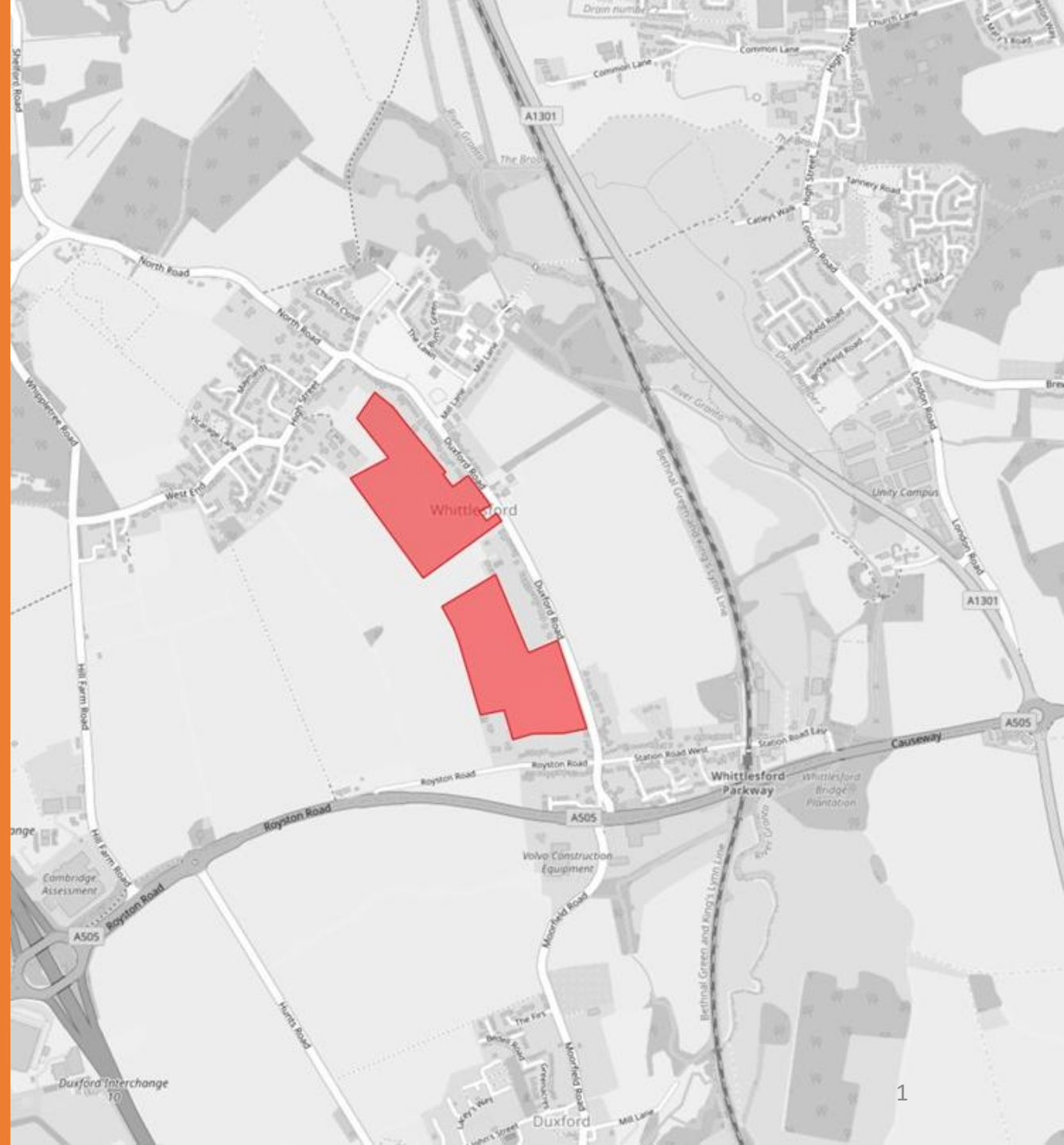


Land West of Duxford Road, Whittlesford

Transport Strategy

Supporting Local Plan Representations for the development of approximately 300-350 residential dwellings.

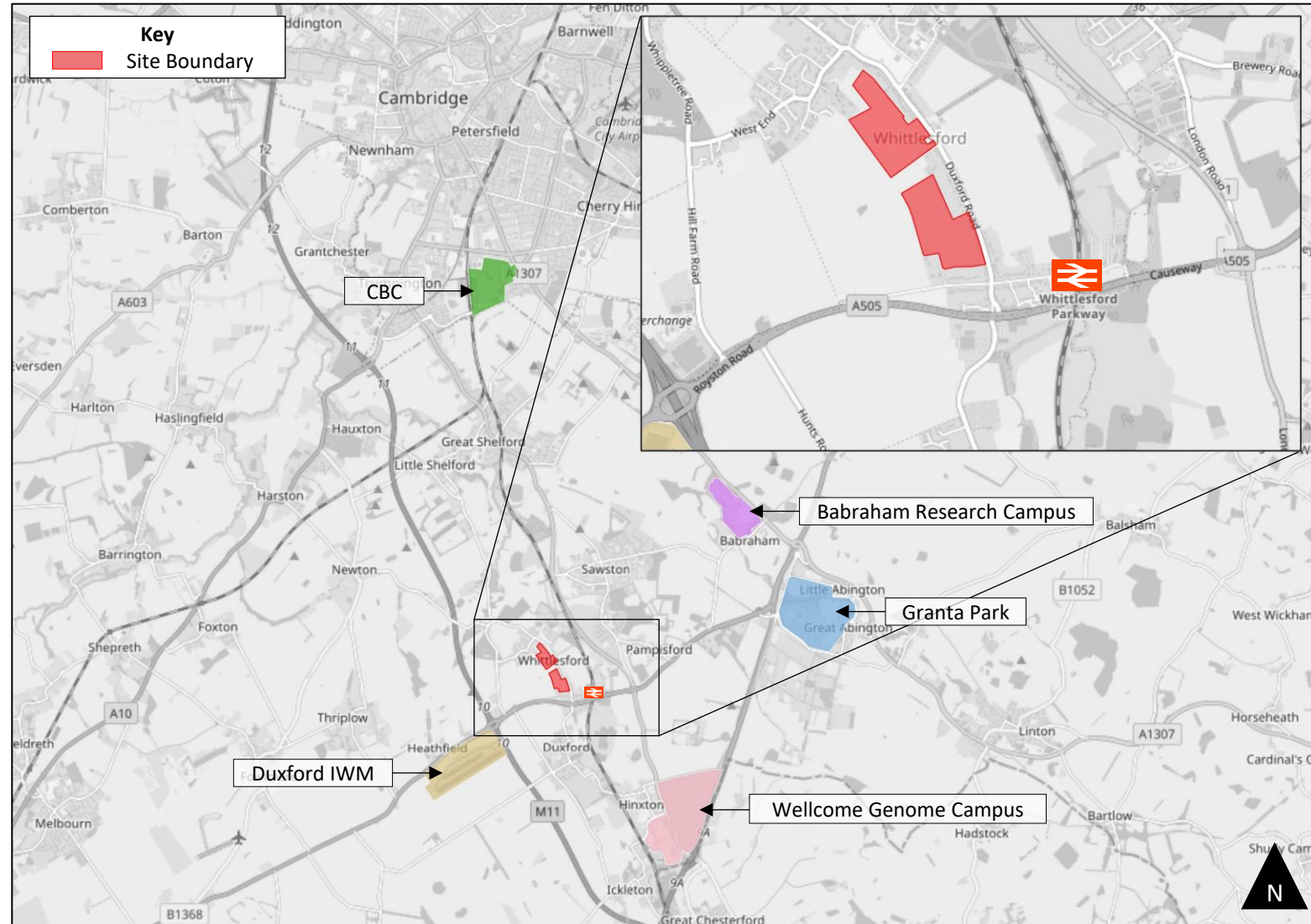
January 2026



Overview

Overview

- KMC Transport (KMC) have been retained by Croudace Homes to prepare local plan representations to support the potential proposal of 300-350 residential dwellings on Land West of Duxford Road, Whittlesford (the 'site').
- The site lies to the west of Duxford Road within Whittlesford, South Cambridgeshire. Whittlesford is located north of the A505 and to the east of the M11.
- The emerging proposals seek to deliver approximately 300–350 residential dwellings across the site, which comprises both northern and southern parcels.
- The site is located within the South Cambridgeshire Southern Growth Cluster, in proximity to several major business and science parks. The surrounding area is also subject to several planned strategic transport investments, which will enhance public transport provision and active travel connectivity.

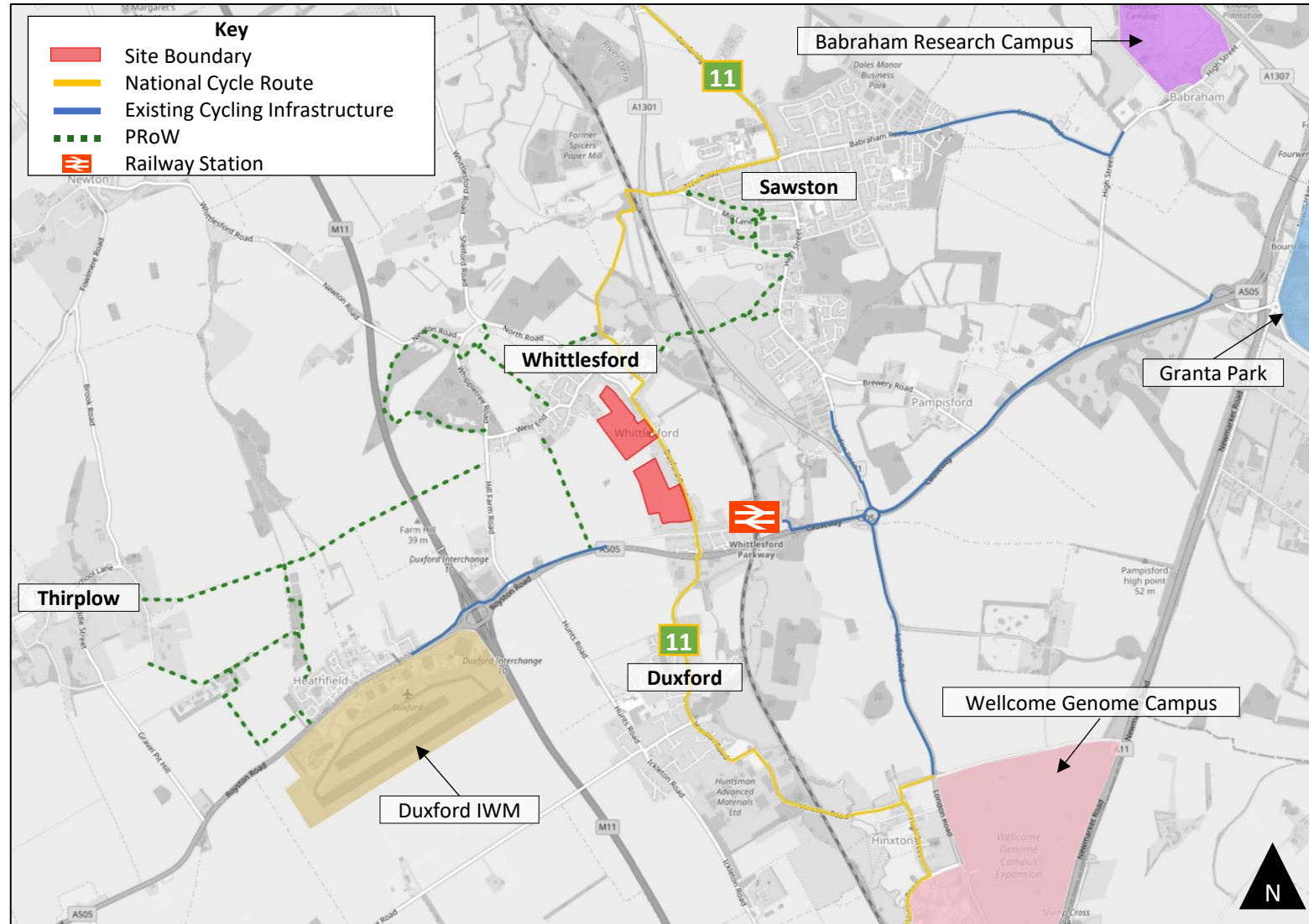


Site Location and Context

Baseline Conditions - Active Travel Network

Existing Active Travel Network

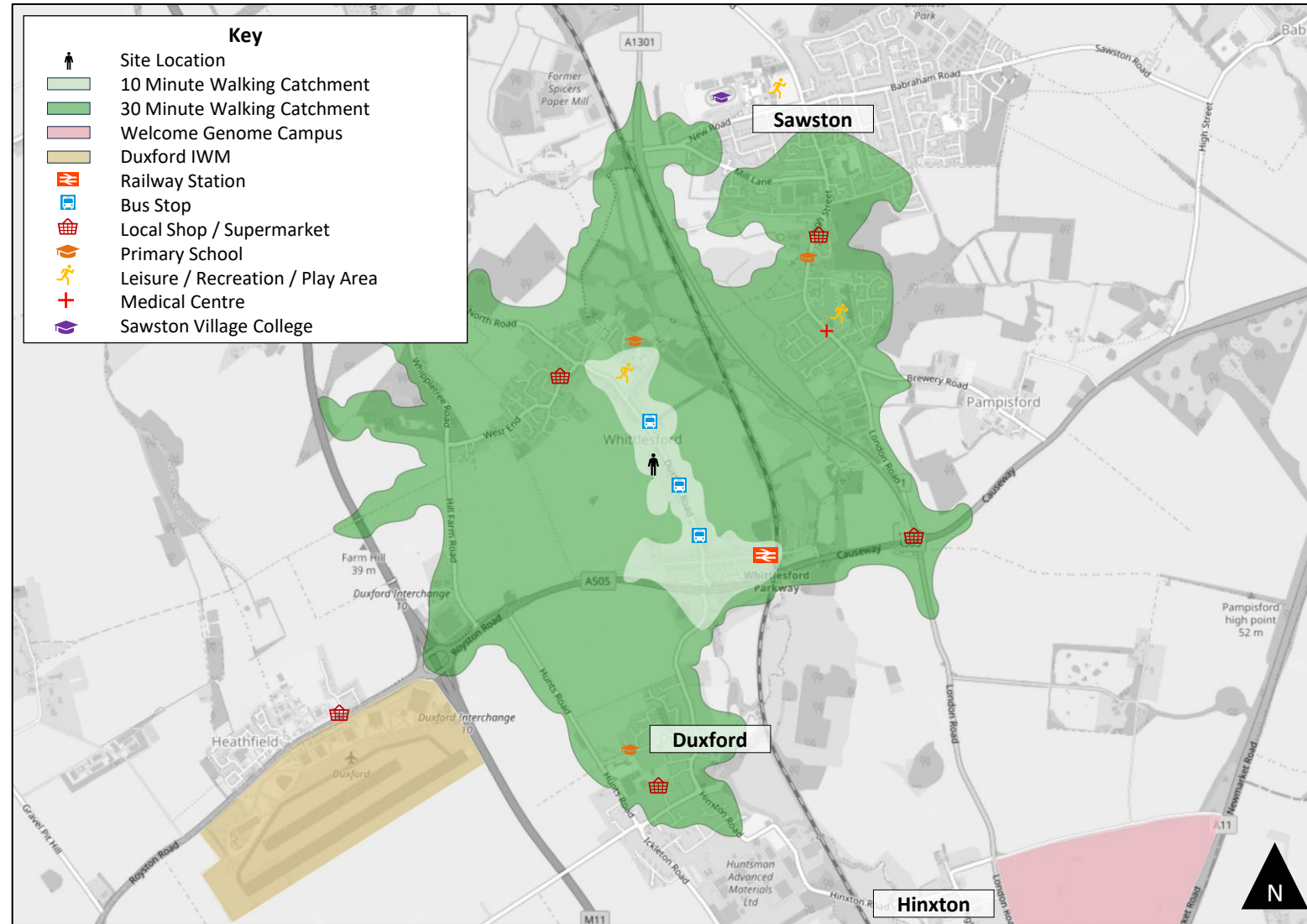
- Existing pedestrian footways are located on either side of Duxford Road within the immediate vicinity of the site, with verge separation. These footways connect to the north, towards Whittlesford village centre, and to the south towards Station Road where access to Whittlesford Parkway Railway Station can be achieved.
- Whilst no public rights of way (PRoW) run through the site, there are a number within the local area that provide connections to nearby settlements such as Sawston.
- With regards to existing cycling infrastructure, Duxford Road forms part of the National Cycle Network (NCN) Route 11 which runs from Harlow to King's Lynn, passing through Cambridge. At present, there are some cycle lanes round traffic calming features on Duxford Road to provide a segregated, direct route for cyclists.
- There is also existing cycling infrastructure on Royston Road to the south of the site, which supports access to the south towards the WGC and Granta Park.



Existing Active Travel Network

Existing Active Travel Accessibility - Walking

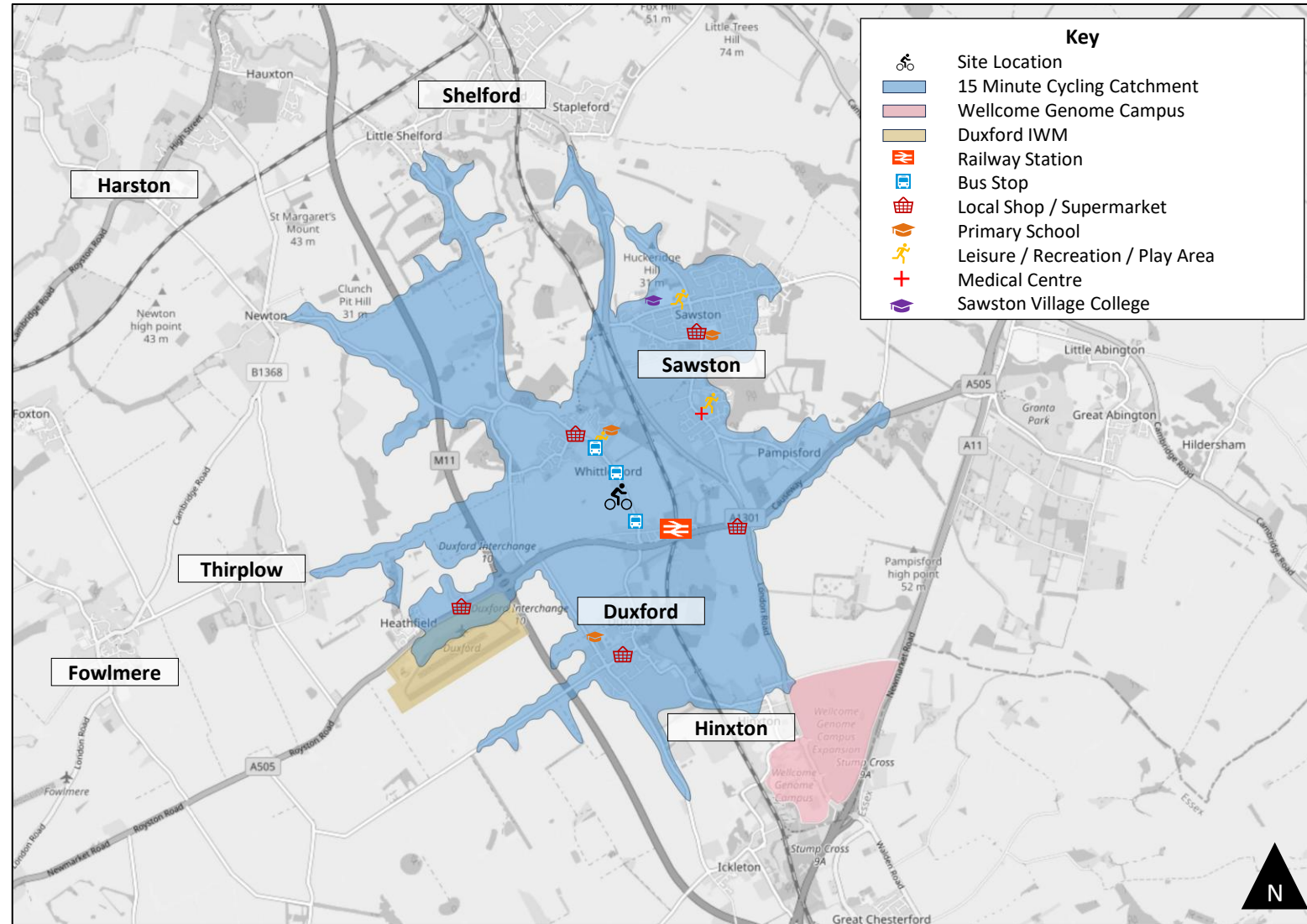
- The figure opposite illustrates the existing 10-minute (equivalent to approximately 800m) and 30-minute walking (equivalent to approximately 2.4km) isochrones from the site, demonstrating the accessibility of surrounding settlements and facilities on foot.
- It shows that all of Whittlesford is within (or just exceeding) a 10-minute walk of the site, providing access to a range of day-to-day amenities including bus stops, the local primary school and a local shop. Whittlesford Parkway Railway Station is also accessible within a 10-minute walk of the site (equivalent to 800m walking distance).
- Within a 30-minute walking distance, neighbouring settlements such as Duxford and Sawston are also accessible on foot, offering additional facilities including primary schools, a medical centre and recreational and play areas.
- Access to these destinations is supported by the existing walking infrastructure as described.



Existing Active Travel Accessibility - Walking

Existing Active Travel Accessibility - Cycling

- Cycling has the potential to substitute for short car trips, particularly those under 5km. Cycling is an attractive form of travel, and it is reasonable to expect that for able-bodied people a cycle distance of 5km is readily achievable and accessible.
- The figure opposite shows the 15-minute cycle catchment from the site, which equates to a 5km cycle ride.
- There are several facilities within a 15-minute cycle ride of the site, including Whittlesford Parkway Railway, Duxford IWM and Sawston Village College. A range of day-to-day amenities such as local shops, medical centres and areas of recreation are also accessible. The Welcome Genome Campus expansion is also situated just beyond of the 15-minute catchment.
- Access to these destinations is supported by the existing infrastructure as described.



Existing Active Travel Accessibility - Cycling

Existing Active Travel Accessibility – Local Amenities

- As previously illustrated, there are a selection of local amenities, facilities and services within walking, cycling and wheeling distance of the site.
- The table opposite illustrates the walking and cycling distances to these facilities, amenities and services.
- The approximate walking and cycling times are also provided.
- The walking time is based upon an average speed of 5 km/h and an average cycling speed of 19 km/h, pertinent to the National Travel Survey (2016) data.

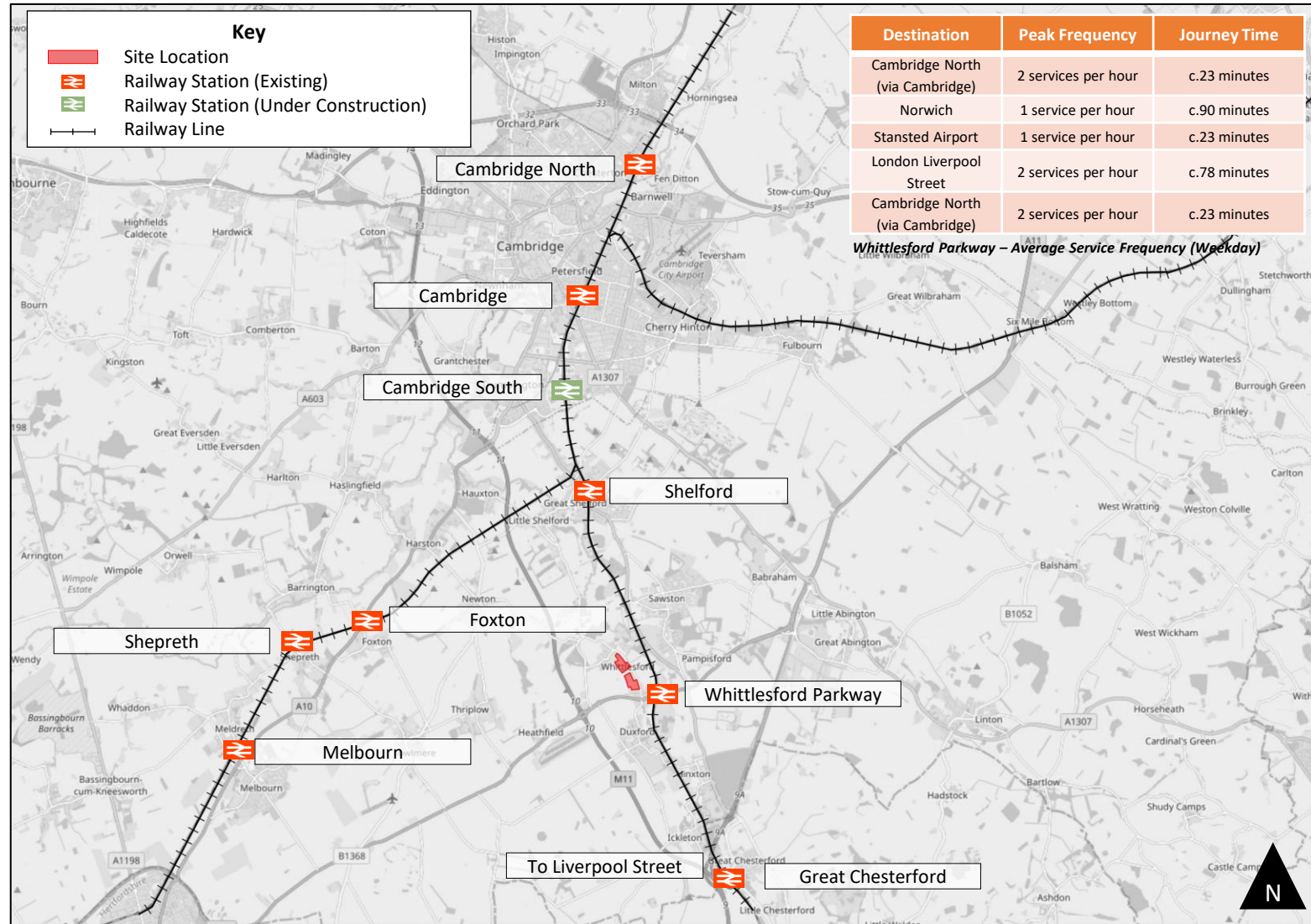
Facility, Amenity or Service	Distance	Approximate Walking Time	Approximate Cycling Time
Public Transport			
Duxford Road Bus Stops	250m	3.0 minutes	0.5 minutes
Whittlesford Parkway	800m	10.0 minutes	3.5 minutes
Education			
Whittlesford Primary School	700m	8.5 minutes	2.0 minutes
Sawston Village College	2400m	28.0 minutes	7.5 minutes
Employment Zones			
Sawston Village Centre	2000m	24.0 minutes	6.0 minutes
Welcome Genome Campus	3500m	41.0 minutes	11.1 minutes
Leisure / Recreation			
Whittlesford Memorial Hall	500m	6.0 minutes	2.0 minutes
Sawston Sports Field	2450m	29.0 minutes	7.5 minutes
Duxford IWM	2700m	32.5 minutes	8.5 minutes
Medical			
Sawston Medical Centre	1700m	20.0 minutes	5.5 minutes
Retail			
Whittlesford Londis	800m	9.5 minutes	2.5 minutes
M&S Store	1800m	21.6 minutes	5.5 minutes
Sawston Co-Op Food	2000m	24.0 minutes	6.5 minutes
Duxford Costcutter	1950m	23.5 minutes	6.0 minutes

Walking and Cycling Distance to Local Amenities

Baseline Conditions - Public Transport Network

Existing Public Transport Network - Rail

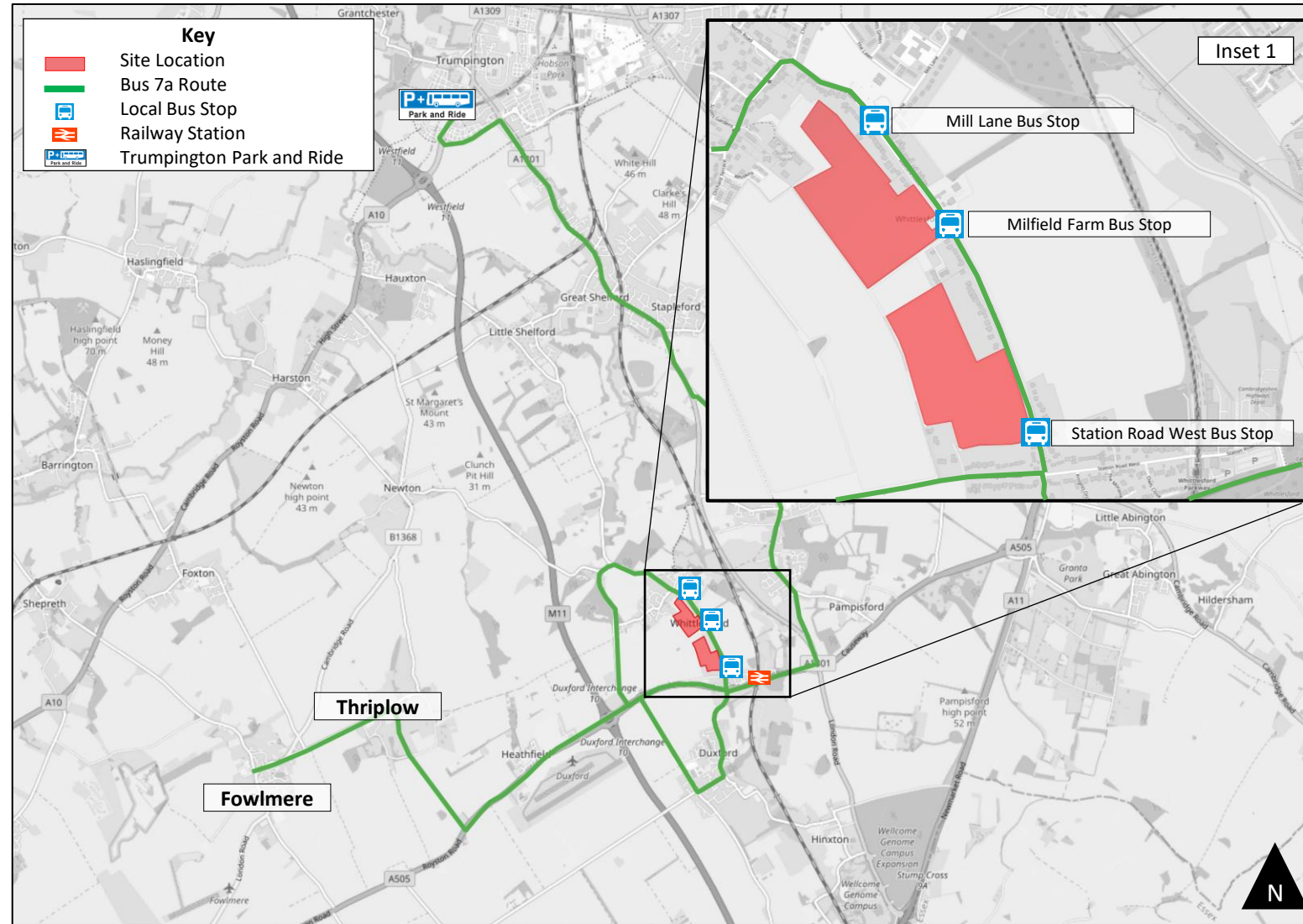
- Whittlesford Parkway Railway Station is located c.800m walking distance to the east of the site, situated on the West Anglian Mainline. The station is part-time staffed with ticket buying facilities, as well as a waiting area. There are also 48 cycle parking spaces at the station.
- A summary of the key destinations accessible from Whittlesford Parkway is shown opposite, including approximate journey times and peak frequencies on an average weekday. As shown below, Whittlesford Parkway is a well-connected station with up to 6 services per hour. The recently updated draft NPPF (2025) identifies railway stations “with a service frequency (in the normal weekday timetable) of four trains per hour overall, or two trains per hour in any one direction”, as offering a well-connected level of public transport accessibility.
- The accessible destinations are areas known for international research, healthcare collaboration, further transport interchanges and employment zones.
- The sites' location therefore represents a highly sustainably location with regards to public transport connectivity, as it is situated within an appropriate recommended walking distance a well connected to railway station.



Existing Public Transport Network - Rail

Existing Public Transport Network - Bus

- There are three bus stops located on Duxford Road adjacent to the eastern site frontage.
- All three bus stops are located within a 400m walking distance of different areas of the site.
- The bus service '7a' serves all three bus stops, as shown on the figure opposite. This service is operated by A2B Bus And Coach.
- The 7a operates a route between Fowlmere and Trumpington Park and Ride, via Whittlesford and Sawston. This provides connections to a number of local settlements and destinations, as well as into southern Cambridge.
- The 7a operates five-days a week, with a morning outbound service and afternoon in-bound service.
- The bus service '101' also serves the local bus stops, on Tuesdays only. This service operates between Whittlesford and Saffron Walden (Essex).

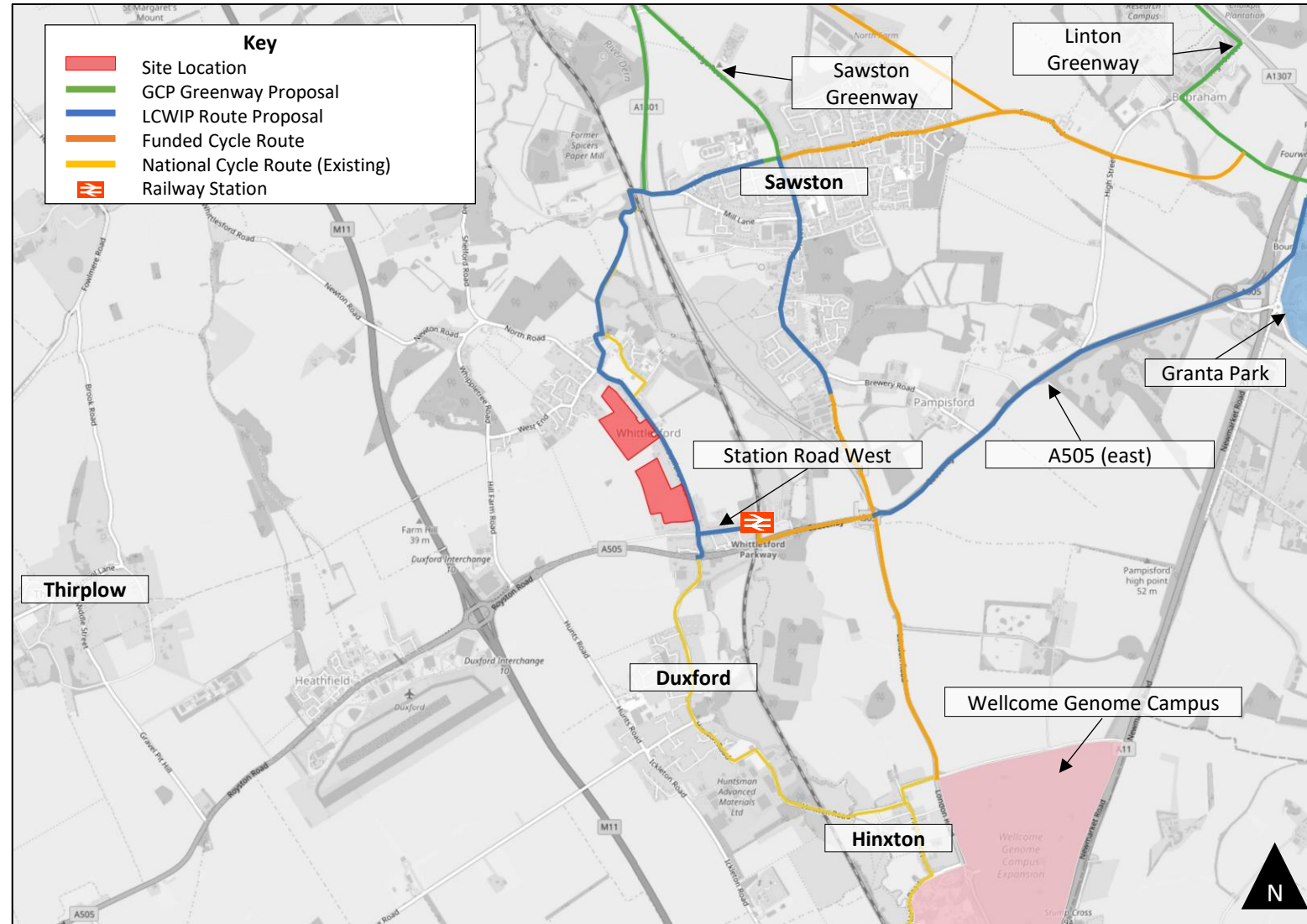


Existing Public Transport Network - Bus

Local Walking, Cycling and Wheeling Infrastructure and Investment

Local Walking, Cycling and Wheeling Infrastructure and Investment

- Duxford Road forms part of the LCWIP (2022) 'Cycling Route 3' between Sawston and Whittlesford Parkway.
- The improvements identified as part of this include widening the existing footway on Duxford Road (adjacent to the site) to shared user and improving the crossing to Moorfield Road shared use path. Appendix 2 of the LCWIP identifies the proposed works as a medium-term scheme. The proposed upgrade to a shared user route on Duxford Road is also included within the Cambridgeshire Active Travel Strategy.
- Station Road (West) also forms part of the LCWIP, where improvements could be made to provide better provision for cyclists.
- The site is also well situated to other key active travel improvements in this corridor, Greenways which provide a dedicated active travel route between Trumpington, South Cambridge, and Sawston.
- Improvements are also proposed on the A505 (east), between Sawston / Whittlesford and Granta Park.



Cambridge LCWIP Proposals

Local Public Transport Infrastructure Investment

Local Public Transport Infrastructure Schemes

- Whittlesford Parkway is subject to the Whittlesford Transport Masterplanning exercise by the GCP. The aim is to improve connectivity to the station and the station facilities, as shown opposite. Improvements include:
 - Increased cycle parking;
 - New vehicular and pedestrian access;
 - Improved public realm; and
 - Improved public transport access.
- The site may also benefit from improved connectivity from Cambridge Southeast Transport (CSET) scheme through Sawston, although there are no tangible proposals yet.
- Cambridge South Railway Station is also scheduled to open in Summer 2026, which will provide improved connectivity to key employment areas such as Cambridge Biomedical Campus (CBC). Subject to timetable information, services from Whittlesford Parkway may call at Cambridge South.

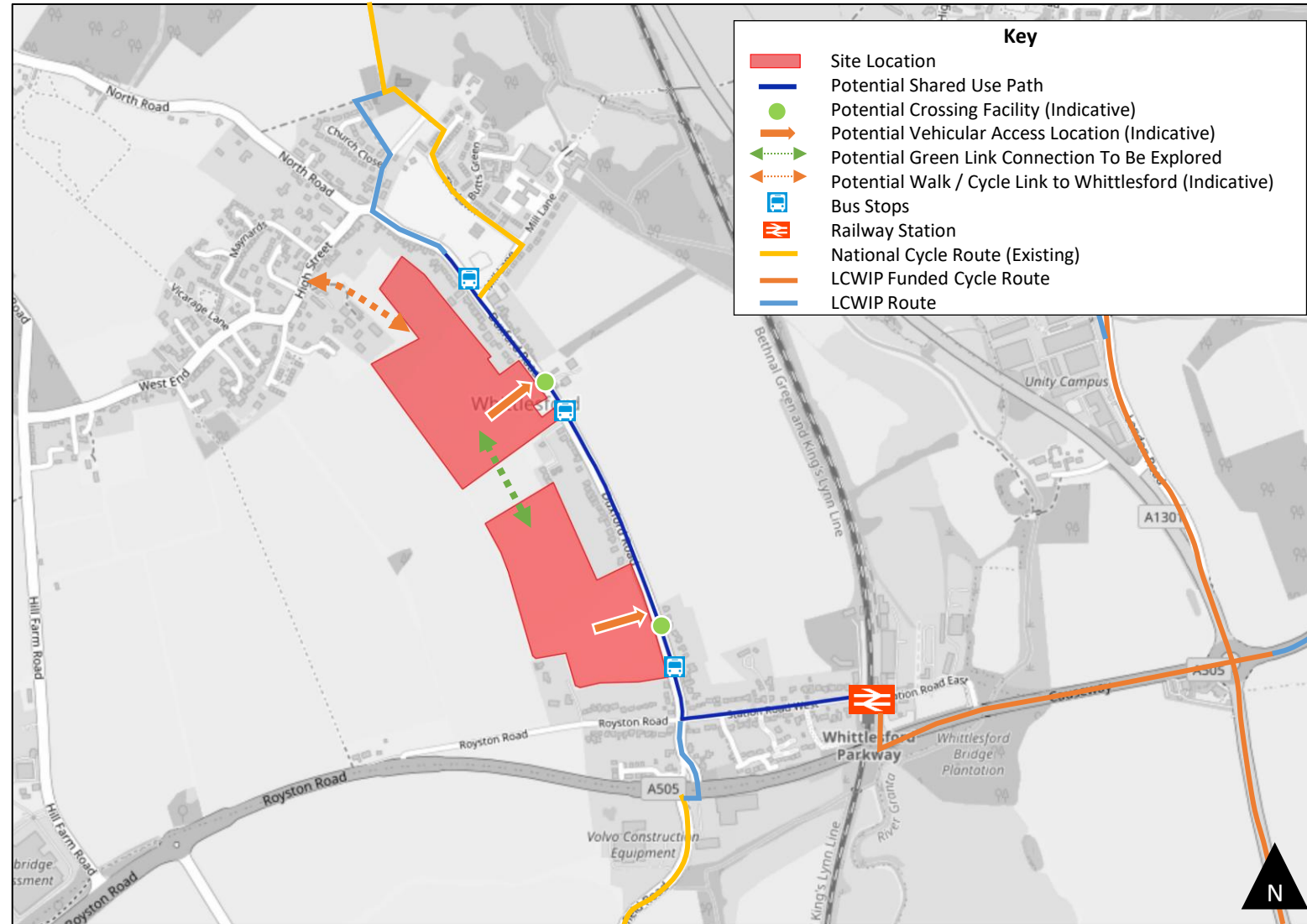


Whittlesford Station Masterplan (2020)

Proposed Development Emerging Transport Strategy

Proposed Development Emerging Transport Strategy

- Primary access to the site will be taken from Duxford Road. The delivery of a 'Green Link' between the two parcels will be explored.
- In line with the LCWIP, a 3–4m shared-user path could be delivered along Duxford Road, with Croudace Homes willing to contribute, enabling earlier delivery if the site is allocated.
- The shared user path is preferred to be provided on the eastern side of the road to serve Whittlesford Parkway to the east of the site, minimise driveway crossings for cyclists, and provide improved connectivity with the proposed shared user path on the northern side of Station Road West. Where highway width is constrained north of the site, the route transitions to the western side.
- Subject to fixed access locations, the provision of pedestrian and cycle crossing points will be explored to facilitate safe and convenient transitions between sides of the carriageway. A proposed shared use path could also be provided on the northern side of Station Road West, which Croudace would be willing to contribute towards. This would improve accessibility to Whittlesford Parkway.
- A potential walk / cycle link from the Site to Whittlesford to the north will also be explored.



Proposed Development Emerging Transport Strategy

Summary of Transport Approach

Summary

- The proposed development is for the provision of approximately 300-350 residential dwellings on land west of Duxford Road, Whittlesford. The site comprises of a northern and southern parcel. The site is located within the South Cambridgeshire Southern Growth Cluster, in proximity to several major business and science parks.
- The site is situated within comfortable walking and cycling distances to several local facilities and services, including bus stops, a primary school and several retail and leisure facilities. The site is also situated approximately 800m (equivalent to a 10-minute walk or 3.5-minute cycle-ride) from Whittlesford Parkway Railway Station, which is a 'well-connected railway station' (in accordance with the criteria set out in the Draft December 2025 NPPF update) with direct and frequent services to London, Cambridge, Cambridge North, Norwich and Stansted Airport.
- Wider transport investment proposals by the GCP in the south Cambridge corridor will improve the connectivity of the site, including the Whittlesford Station Masterplan, Greenways and CSET.
- Safe and suitable access for all users can be achieved. Primary access to the site will be from Duxford Road. A potential additional walk/cycle northern link to Whittlesford will also be explored.
- The site can deliver a new 3-4m shared user path along Duxford Road, in accordance with the proposals set out in the LCWIP. There is also scope for this route to be extended upon to Station Road West, which Croudace would be willing to contribute towards.
- The proposed development would also be supported by a Travel Plan, which would detail the overarching travel management strategy for the site.
- In consideration of the above, the site would be suitable for a residential development of approximately 350 dwellings and should be allocated within the Local Plan.