Cambridge South West Park & Ride FAQs

Option 1 - expansion of the existing Trumpington Park & Ride site

Q - If a new site is built, will Trumpington Park & Ride site close?

No, there would still be demand for Park & Ride provision at Trumpington and any new site would complement the existing site. It is likely that traffic approaching the area on the M11 southbound would be directed to use the existing site, with M11 northbound and A10 traffic directed to use the new site.

Q - Could the existing Trumpington Park & Ride site be expanded instead of building a new site adjacent to M11 Junction 11?

The option to expand the existing site is being consulted on. As there is no more land available, this would have to involve additional levels (decking) to create a multi-storey car park. While doing this would provide some additional Park & Ride capacity – accommodating the expected Local Plan demand up to 2031, it would not be large enough to cater for the higher estimates of demand up to 2031 that would be expected with the City Access targets to reduce peak time congestion.

Q - What would be the environmental impacts of extending the existing site?

The environmental impacts of decking the existing Trumpington Park & Ride would likely result in an adverse impact on local noise and air quality, due to increasing capacity at the site and at an elevated level above the ground, in close proximity to residential properties adjacent to the site.

It is likely that the decking would have a visual impact on the local cityscape, due to the amount of the decking above the surrounding car park and lighting associated with this new car parking. However, the design of the decking facade and all lighting would include features that would minimise the potential impacts. Choosing to create decking on the existing site would be unlikely to impact heritage or biodiversity, as the proposed works will be within the existing footprint of the site, (although there is a potential impact on the distant views of the Grade I listed St Peter's Church from the south).

Q - How will the GCP manage the impact on air quality, caused by an increase in the number of vehicles wishing to access the existing site?

Increasing the provision of Park & Ride capacity in this area may have some localised impact on air quality. However, the likely impact of not providing new Park & Ride capacity is worsening air quality through increased congestion on approaches to M11 Junction 11 and towards the city centre and Biomedical Campus as queues increase and journeys take longer.

The Greater Cambridge Partnership aims to improve air quality across the area by providing more people with fast, frequent and reliable public transport alternatives to private car travel.

Q – How much impact would construction of an expanded site have?

Creating a multi-storey (decking) on the existing Trumpington site will impact its operation during construction works, with a temporary reduction in parking spaces likely. A detailed construction plan would be developed to support a planning application, detailing how the impact on existing users and local residents and businesses would be minimised. Possible mitigations may include diverting some users to neighbouring Park & Ride sites, with shuttle bus services linking to Trumpington, or to the city centre and Biomedical Campus, this will be subject to further assessment. If Option 1 is the preferred option to take forward, further work on the management of construction impacts would take place as the Full Business Case is developed.

Q – Are you planning to change the Trumpington Road area to improve bus journeys from the Park & Ride into the city?

The scheme will also include complementary bus priority measures from J11 to the city centre, along the A1309 Hauxton Road / High Street / Trumpington Road route, improving bus times and reliability into the city.

Q – Since the £1 parking charge was dropped, people use the Park & Ride car park for free parking but don't get the bus.

The removal of the parking charges at Cambridge Park & Ride sites has made using the Park & Ride easier and cheaper for people to travel into Cambridge by bus, with use of the Park & Ride increasing by around 10% across all sites since the charges were lifted. Removing parking charges has meant that a small amount of non-Park & Ride use of the car park does take place, but the significant increase in the number of jobs and homes in the region is the main reason for the growth in Park & Ride use, and the continued growth over the next decade means that more spaces will be needed. The removal of the parking charge has been funded by the Greater Cambridge Partnership and Cambridgeshire County Council for three years from April 2018, and will be reviewed at the end of this period.

Option 2 – a new site

Q - Is there a need for a new Park & Site at Junction 11?

Rapid employment growth is taking place across Cambridge, particularly in the south of the city. The Cambridge Biomedical Campus alone is expected to generate an additional 8,000 daily trips by employees by the time it is fully operational, and a proportion of these trips will need to be made by private car.

Various other developments are underway which will generate additional trips. Currently the existing Park & Ride site at Trumpington is at full capacity by mid-morning on most weekdays and will be unable to accommodate new users. The planned surface level expansion will help to relieve current pressures, but this will be insufficient to cater for future demand.

Q – Why would a new site be located to the north west of Junction 11?

Options were compared based on their expected impact on traffic flows, traffic delays, ability to attract new users, and deliverability. Comparing the four quadrants around Junction 11, the site to the north-west, scored the highest as it would allow car trips to be taken off the A10 before they reach Junction 11 (reducing traffic passing through the junction) and would allow for unhindered northbound access from the A10. The site is also expected to be deliverable within the required timescales, due to land availability

Q - How many spaces would a new site have?

The new site is expected to have 2,260 spaces.

Q - What facilities would there be at a new Park & Ride site?

Engagement will be undertaken to ensure that the facilities provided meet the needs of users. Facilities such as waiting shelters and information screens would be provided as standard. Potential additional facilities include toilets and cycle parking.

Q - How long would it take to build a new Park & Ride site?

A new Park & Ride site, including new highway access routes, would take approximately four years to plan and build once a decision is taken to proceed with a particular option. A new site could be open by the end of 2023 and would be subject to receiving the necessary planning permissions.

Q - How do you plan on mitigating the environmental impacts of a new P&R site?

The aim for any development is to avoid, reduce or mitigate potential impacts on the environment. There are also opportunities to enhance the local environment. As such the specific impacts of any new site need to measured.

As part of the planning process, a new Park & Ride site would be subject to environmental assessment, which will provide information about the impacts of the scheme on biodiversity/ecology, air quality, noise and vibration, water environment, geology and soils, landscape and townscape, and heritage/archaeology. The magnitude, complexity, duration, frequency, reversibility and consequences of each identified impact would be explained.

The environmental impacts of developing a new Park & Ride at this site would include:

- Some adverse visual impact on the landscape from the change of use
- Lighting could have some local impact, particularly when viewed from Cambridge looking westwards
- Impact on local noise and air quality, however, as the adjacent M11 and A10 are existing sources of local noise and air pollution in the area the impact is likely to be minor and limited in extent
- Geophysical surveys of the site indicate limited potential for buried archaeology so any impact on heritage is likely to be limited.

As the proposed site is currently an arable field within the Green Belt, the design strategy would be landscape led to ensure the Park & Ride facility included hedges, planting schemes and sustainable drainage systems to minimise the impact of the new Park & Ride site on the Green Belt function, and on the landscape (visual).

As the site is located next to Trumpington Meadows Country Park and represents a potential habitat for reptiles in the field boundaries, there is potential to include additional land that extends this habitat within the design, leading to biodiversity gain from the development. While the car park area would not result in an adverse impact on the Trumpington Meadows Country Park, some of the access route options could have a minor impact on the country park.

Q – How will the GCP manage the impact on air quality, caused by an increase in traffic travelling to a new site?

Increasing the provision of Park & Ride capacity in this area may have some localised impact on air quality. However, the likely impact of not providing new Park & Ride capacity is worsening air quality through increased congestion on approaches to M11 Junction 11 and towards the city centre and Biomedical Campus as queues increase and journeys take longer.

The Greater Cambridge Partnership aims to improve air quality across the area by providing more people with fast, frequent and reliable public transport alternatives to private car travel.

Q - Why are you considering options to build a Park & Ride on Green Belt land?

People accessing towns and cities need to use transport facilities which are located in or pass through the Green Belt. As such, transport schemes are subject to different tests to other forms of development on Green Belt land although, like all planning applications, the impact of any transport infrastructure will be fully assessed to ensure that significant harm is not caused and that the benefits of using the Green Belt are clear.

Q - How much of this field would be used for a Park & Ride site?

A Park & Ride site will need to provide for estimated demand over a reasonable long period to ensure that it represents good value for public money. That said, the field is larger than is likely to be needed for P&R operation and it would not be our intention to take any more land for site purposes than is necessary, to meet for projected demand over the lifetime of the business case.

As the site is located next to Trumpington Meadows Country Park and represents a potential habitat for reptiles in the field boundaries, there is potential to include additional land that extends this habitat within the design, leading to biodiversity gain from the development.

Access

Q – How would general vehicles access and exit a new Park & Ride site?

A range of general vehicle access/exit measures for the new site are being consulted on including:

- Signalised junctions on the A10, allowing access into the site from all directions and exit to all directions
- Signalised junction on the A10 allowing limited turns, combined with a dedicated northbound off-slip from the M11 passing under the A10 and into the site
- Dedicated slip road for southbound A10 traffic to access/exit the site without needing to turn right across the A10
- Dedicated left-turn lane into the site from the A10

Q - Could a new Park & Ride site be accessed via the M11 only?

To maximise the ability for people to use a new site it will need to be accessible from the M11, A10 and A1309.

Q - What route would buses from a new Park & Ride site take to pass across the M11?

There are two main options, which are currently being consulted on:

- Buses leave from the north of the site on a dedicated roadway, cross the motorway using the existing farm bridge, then run alongside the southbound off-slip. The reverse of this route would be followed for buses returning to the site.

- Buses pass through Junction 11, using new or widened bridges.

Q – What would happen to the existing agricultural bridge to the north of Junction 11?

If Public Transport Access Option A is chosen, the existing agricultural bridge would be used for Public Transport Vehicles. A new, bespoke structure would be constructed directly next to the

existing bridge to replicate the cycle and pedestrian link currently provided by the existing structure. Further to this, and following discussions with landowners and tenants, we have committed to ensuring that the bridge will still be accessible for agricultural purposes whilst maintaining the pedestrian and cycle access to Trumpington Meadows Country Park.

Q - Private Vehicle Access Option B looks simpler than Private Vehicle Access Option C, so why is it more expensive?

The two scenarios would require different types and amounts of construction, which has knock-on effects for elements like site clearance and drainage. Options B and C are similar in many ways, with the big differences being that;

- Option B has a longer slip road into the P&R and a signalised junction that Option C doesn't
- Option C has the free flow slip lane onto the A10 towards Hauxton that Option B doesn't

The amounts of road construction are very similar, but Option B requires a lot more of the existing road construction to be removed, increasing the costs of site clearance. There are smaller increases between Option B and Option C in drainage, street lighting and other items that all add up. At this stage of assessment, the costs of Traffic Management, Environmental Mitigation Measures and the allowance for out of hours working under Traffic Management are calculated as percentages of the overall cost, increasing the difference between the two options.

Q – How will the road network cope with the extra cars all leaving the Park & Ride in the evening peak?

As a preferred option emerges, more detailed modelling work will be undertaken to understand where additional capacity may be required at the exit junctions and wider area around M11 Junction 11 to ensure that the road network can deal with the additional demand from a new, or larger Park & Ride.

Scheme & Political Context

Q - How does this scheme fit into the Local Plan?

A significant level of development is planned in Greater Cambridge over the Local Plan period (2011-2031). Investments in transport infrastructure will be critical, ensuring transport network capacity, high congestion levels, and poor reliability issues are addressed. Major enhancements to Park & Ride facilities to the south west of Cambridge can contribute to the economic growth of Cambridge, and in particular the Cambridge Biomedical Campus by helping to address congestion in the surrounding area and by connecting key employment sites with employees and other businesses.

Q – What happened to the idea of a bus link on or near the M11 to connect with a new Park & Ride?

The 'Western Orbital' idea of a new dedicated bus route from Cambourne to Cambridge via the Biomedical Campus is still under consideration but does not currently form part of the M11 Junction 11 Park & Ride proposals. It has been put on hold until Highways England's plans for implementing a Smart Motorway along this section of the M11 are known.

Q – What happens after the consultation?

The consultation will run until 21st December 2018 and responses will be analysed in the first part of 2019. Based on an updated business case, a preferred option will be presented to the GCP Executive Board for a decision in summer 2019. Detailed design will follow in 2020, and GCP will seek the necessary powers to construct the scheme in 2021. Completion of construction is expected in 2023. Dates are subject to change, and dependent on all the necessary approvals.

Queries about alternatives

Q – Could a new Park & Ride site to be located further away from the city, for example at Foxton Rail Station, rather than at M11 Junction 11?

Providing for future Park & Ride demand at Foxton and/or Whittlesford Parkway stations, rather than at Junction 11, has been considered. Due to their distance from Cambridge, these sites would be rail-based Park & Rides. As such, the destinations served directly, the frequency of service, and relatively high fare levels would limit the overall attractiveness of Park & Ride when compared to a more direct, higher frequency, lower fare, bus-based alternative.

Major Park & Ride sites at Foxton and/or Whittlesford Parkway are likely to be detrimental to the local character of their small village settings, potentially resulting in an adverse impact on noise and air quality. Smaller scale schemes at Foxton and/or Whittlesford Parkway could be introduced, remaining as complementary measures to Park & Ride expansion to the south west of Cambridge.

Q - Could a new Addenbrooke's railway station be promoted, so people can travel in by train rather than car?

Plans for a new station close to Addenbrooke's Hospital (known as Cambridge South station) are being progressed by the Department for Transport. The station would not have a car park and would therefore primarily serve as a destination station for people travelling to the Biomedical Campus. It would not be able to act as a Park & Ride for central Cambridge.

Cambridge South station would be complementary to the rural travel hub proposal for Foxton and may remove some of the demand from a bus-based Park & Ride near Junction 11. However, due to the limited destinations served by rail, the lower service frequencies and higher fare levels than bus-

based Park & Ride, a new station at Cambridge South is not expected to remove the need for a significant enhancement to Park & Ride provision in the Cambridge south west area.

Q - Why are bus priority measures proposed for Trumpington Road when people can use the guided busway?

The guided busway offers good services between Trumpington Park & Ride and the Biomedical Campus as well as the Cambridge Rail Station area, but does not directly serve the city centre. The bus route along Trumpington Road and Trumpington High St is very important for providing sustainable public transport for people travelling to work, shops and services in the city.

Q – What else is happening to accommodate the additional transport demand from the growing Biomedical Campus?

Several projects aimed at improving access to the Biomedical Campus in addition to the Cambridge South West Park & Ride are either in progress, or under consideration.

- A new rail station at Cambridge South is under active consideration and could provide a direct rail link to the Biomedical Campus
- Cycle infrastructure improvements – particularly the Chisholm Trail, Greenways and A10 Royston to Cambridge Foot and Cycleway will improve walking and cycling links to the Campus
- Wider public transport improvements such as the Cambridge South East Transport Study measures, and the Cambourne to Cambridge project will also improve access to the Biomedical Campus by public transport

Other users

Q – What provision will there be for equestrians, cyclists and pedestrians?

The scheme would be designed to cater for the needs of non-motorised users. This means ensuring suitable crossing provision where new junctions are being installed and providing new or replacement facilities where necessary. Decisions on how much cycle parking to provide at the new or expanded Park & Ride site will take account of responses to the consultation.

A Greenway is being considered from Melbourn into Cambridge, the Greater Cambridge Partnership is due to consult on the project in 2019.

Q - Is there a need to improve bus journey times into Cambridge city centre when the growth in trips will be to the Cambridge Biomedical Campus?

While the Cambridge Biomedical Campus is an area of significant development in the region, the

Cambridge Local Plan confirms that Cambridge city centre remains the primary focus for developments attracting a large number of people and meeting retail, leisure and cultural needs appropriate to the city's role as a multi-functional regional centre. Maintaining and improving public transport accessibility to the city centre is an important part of ensuring that the sustainable transport network links where people live, and the services they need.