



**GREATER  
CAMBRIDGE  
PARTNERSHIP**

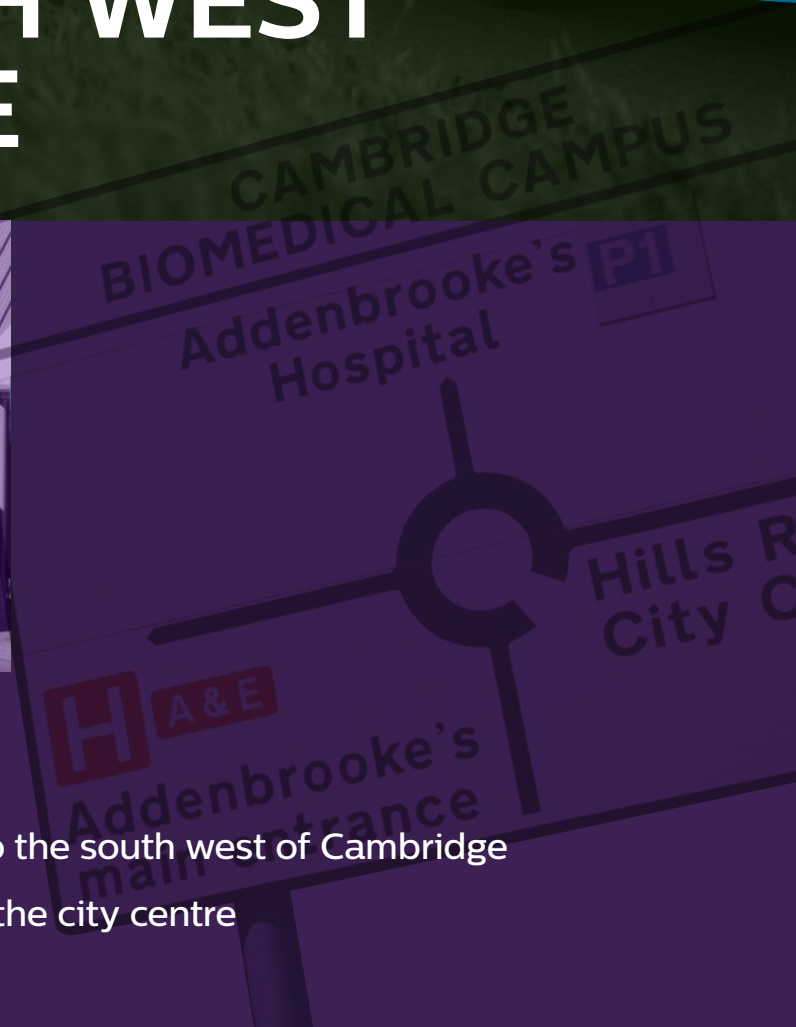
Growing and sharing prosperity

# CAMBRIDGE SOUTH WEST PARK & RIDE



**Have your say on:**

- Extra Park & Ride spaces to the south west of Cambridge
- Bus priority measures into the city centre



# CREATING MORE PARK & RIDE SPACES

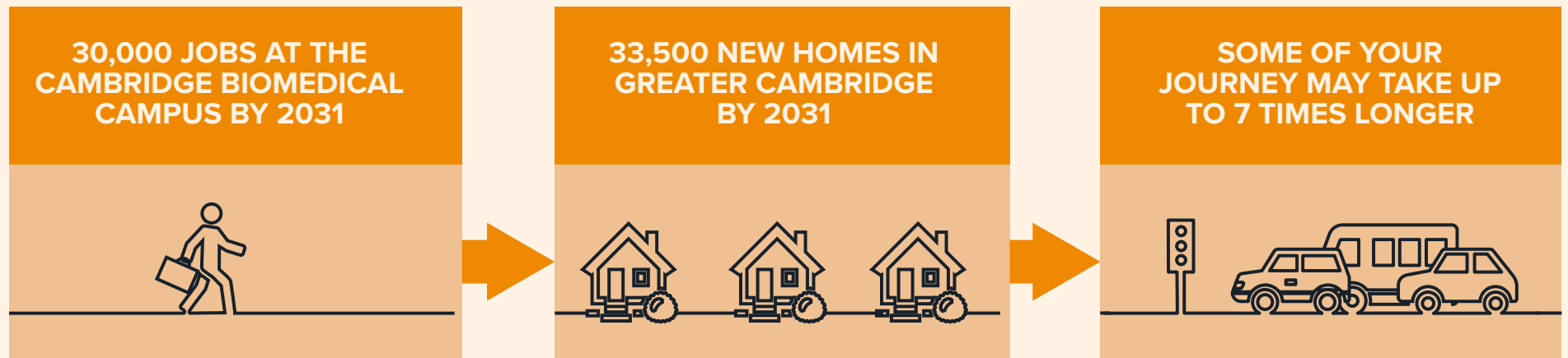
**The existing Park & Ride site on Trumpington Road is the busiest in the city due to its closeness to the M11, the city centre and the Cambridge Biomedical Campus.**

**The site is often full by midday with motorists having to find alternative ways to complete their journeys.**

To address this issue in the short term, we will be adding 274 car spaces and 5 bus spaces, which will increase car parking from 1,340 to 1,614 spaces. Works are scheduled to start shortly and these extra spaces will be available by summer 2019.

The small increase in the number of spaces at the Trumpington site will address the current challenge, but future development will place greater demand on our already congested roads. With new jobs and services at the Cambridge Biomedical Campus, such as the Royal Papworth Hospital and AstraZeneca, more and more people will want to travel to access opportunities. We want to cater for this future demand sustainably, by significantly increasing the supply of Park & Ride car parking spaces close to Junction 11 of the M11 to provide people with an alternative to driving into the Biomedical Campus and the city centre.

## The impact of growth without transport improvements



\*Source: The South Cambridgeshire Local Plan and the Cambridge Local Plan

The Greater Cambridge Partnership has made a commitment to manage the impact of future development by maintaining traffic to the level recorded in 2011.

We will only achieve this by providing high-quality public transport and active travel facilities, which offer alternatives to driving, to help us grow sustainably whilst improving the quality of life for residents.



Our economic success is **increasing the pressure** on our transport network

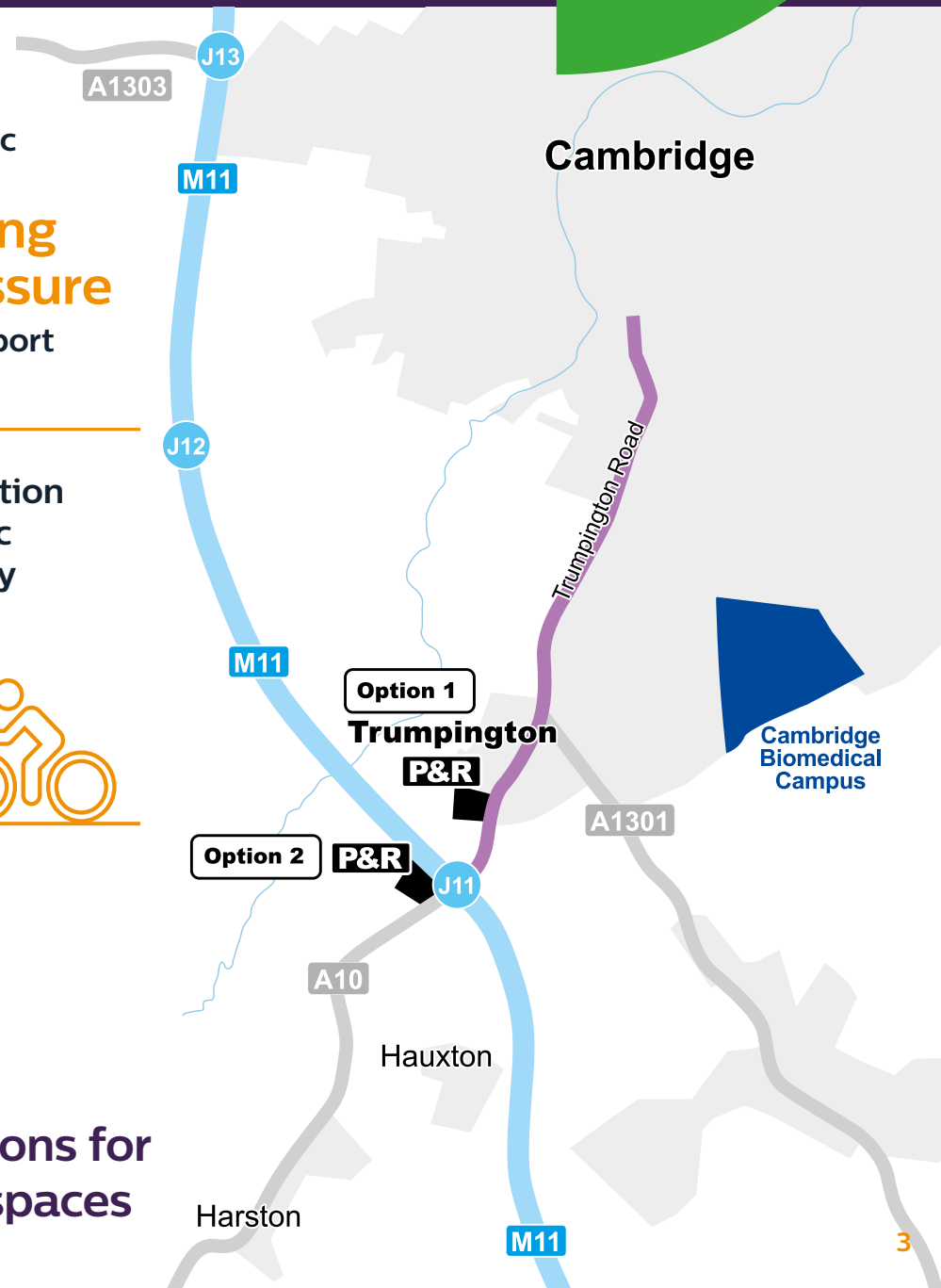
The aim is a reduction in peak-time traffic levels in the city by

**10-15%** by 2031\*



\*Based on 2011 traffic levels

Two proposed options for more Park & Ride spaces



# WHAT ARE THE OPTIONS?

## We are seeking your feedback on two options for increasing Park & Ride spaces:

**Option 1:** Increase the number of spaces at Trumpington P&R site from 1,614 to 2,560 (creating an additional 946 spaces) by creating a multi-storey car park.

**Option 2:** Maintain the P&R site at Trumpington and provide a new P&R site with 2,260 spaces to the west of Junction 11 of the M11, with dedicated access from the M11.

We would also like to hear your thoughts on proposals to improve bus journeys from the existing Park & Ride site and if selected, from a new site into Cambridge City Centre.



## Option 1 - Multi-storey

Option 1 could provide additional space at the existing Park & Ride site at Trumpington. Option 1 would:

- Provide an additional 946 spaces, increasing the number to 2560
- Provide the spaces by building two additional storeys over part of the site
- Be visible by some local residents and Trumpington Meadows Primary School. Cladding of the structure could reduce the impact
- Be located at the existing Park & Ride site and would not require any more land
- Need to close part of the site during the construction, reducing the number of spaces by 700 – 900 for up to 18 months
- Provide additional parking capacity for a future CAM network stop
- Support Local Plan growth but would not provide enough spaces to support the Greater Cambridge Partnership's aims to reduce peak-time congestion.
- **Cost approximately £9m and could be constructed by the end of 2023.**

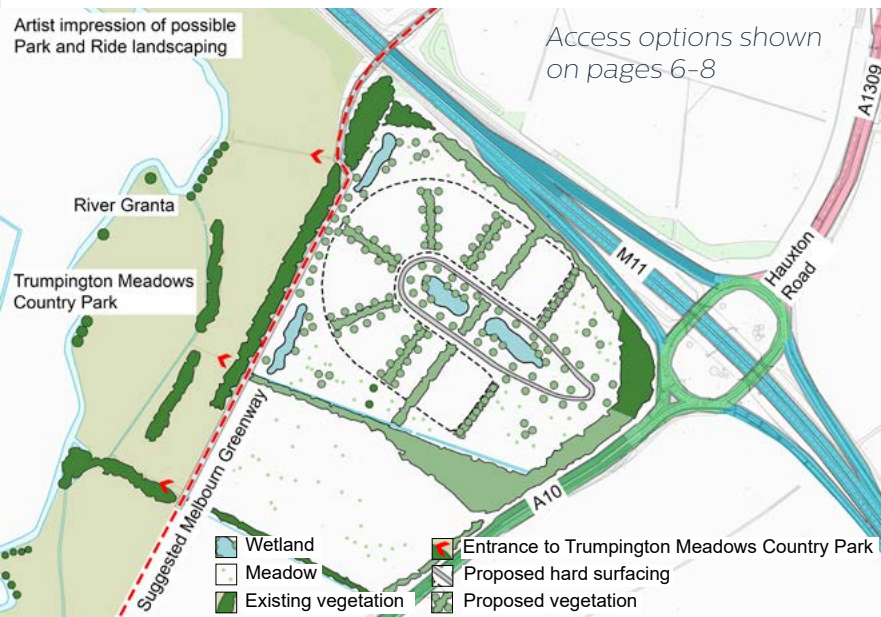


## Option 2 - New Site

**Option 2 could provide a new Park & Ride site north west of M11 Junction 11. Option 2 would:**

- Provide an additional 2260 spaces increasing the number of spaces in the area to 3874
- Be at ground level and may have some visual impact, but there are no houses in the immediate vicinity. Landscaping would be provided to reduce the visual impact
- Cause some disruption on the local highway network associated with the various access options, see pages 6-8
- Be located in the Green Belt
- Potentially form part of a future CAM network
- Support Local Plan growth and support the Greater Cambridge Partnership's aims to reduce peak-time congestion.
- **Cost approximately £11m and could be constructed by the end of 2023.**

Larger images available at events and online



## Why this location?

Four potential site options around Junction 11 as well as sites further afield were considered. These options were assessed on their expected impact on traffic flows, journey delays, ability to attract new Park & Ride users and deliverability. The proposed new site performed the best as it would offer private vehicles the chance to leave the road network before Junction 11 as well as allowing for direct access for northbound A10 and M11 traffic.

## What is the Cambridge Autonomous Metro (CAM) Network?

A recent study looking into options for Mass Rapid Transit, commissioned by the Combined Authority and the GCP, found that a new Metro system is a viable option for Greater Cambridge - providing the capacity and the flexibility to help meet the area's future transport needs.

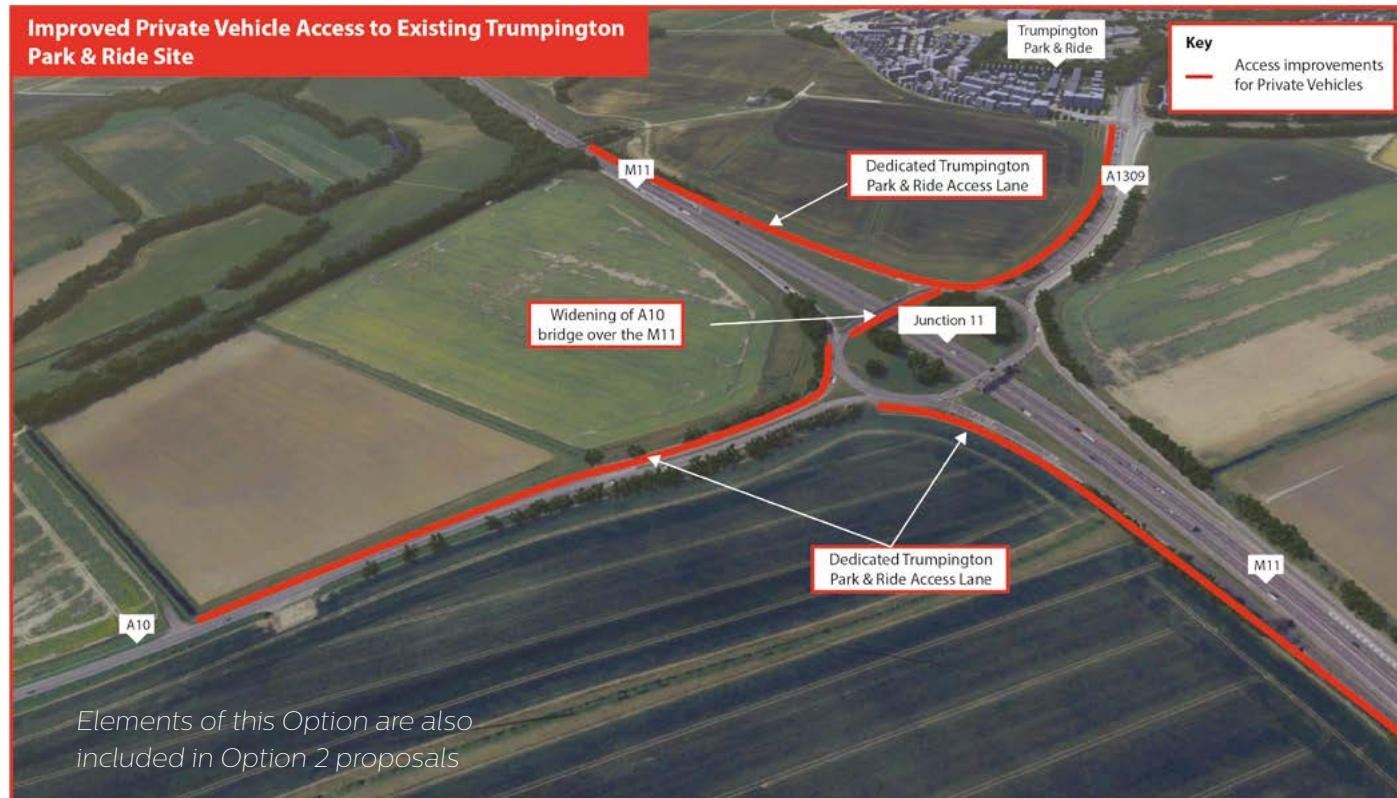
CAM is a high-quality tram-like system, with vehicles that are not restricted to rails; it is a flexible form of public transport that can run both over or underground.

This new solution is currently under development, but it does mean that any public transport facilities currently used by buses could later be used as part of the wider future CAM network.

**More detail on the CAM concept can be found at:**  
[www.greatercambridge.org.uk/futureinvestmentstrategy](http://www.greatercambridge.org.uk/futureinvestmentstrategy)

# PRIVATE VEHICLE ACCESS TO OPTIONS 1 AND 2

Both Options 1 and 2 could include changes to the road network to allow dedicated access for private vehicles to get to the sites. Have your say on the proposed options.



Please note access option costs are in addition to the chosen site costs shown on pages 4 and 5

If **Option 1** is chosen, changes to the road at Junction 11 will be needed to accommodate the increased number of vehicles wishing to access the Trumpington Park & Ride site. This would consist of:

- New dedicated P&R access lanes on the exit slip roads of the M11 and the A10
- The southbound M11 P&R exit slip road will bypass J11 and tie into the existing P&R lane on the A1309
- Widening of the A10 roundabout bridges over the M11 at J11.
- These changes would cause some disruption to the local highways network, including the M11, M11 slip roads and A10 during construction.

**Approximate construction cost: £13.5m**

If Option 2 is chosen, there are three possible options for how cars could enter and exit the site:



All new site private vehicle access options could also include Option 1 elements:

- A southbound M11 P&R exit slip road bypassing J11 and tying into the existing P&R lane to Trumpington P&R
- An additional dedicated left-turn lane on the A10 for a new site.



## Private Vehicle Access Option A

- Two signalised junctions on the A10
- A new left turn filter lane onto the A10 for traffic approaching the site from the M11 northbound.



Medium construction impact



Access Option A helps traffic enter and exit the site but is less effective than B or C

Approximate construction cost: £4m



## Private Vehicle Access Option B

- One signalised junction on the A10
- A new dedicated northbound slip road exiting the M11 at J11, passing under the A10 and directly into the site.



High construction impact



Access Option B helps traffic to enter and exit the new site the best

Approximate construction cost: £12m



## Private Vehicle Access Option C

- Dedicated slip roads to access/exit the P&R site so that vehicles do not need to turn right across the A10
- A junction at the entrance to the site on the A10 for left in and left out turns only.



High construction impact



Access Option C helps traffic to enter and exit the new site well

Approximate construction cost: £11m

# PUBLIC TRANSPORT ACCESS OPTION 2

We are seeking your feedback on two potential options for how buses could enter and exit a new Park & Ride, if Option 2 is chosen.



## Public Transport Access Option A

- Buses to use a dedicated bus-only road, leaving from the north of the site, crossing the motorway using an existing farm bridge north of Junction 11
- Buses then run alongside the M11 southbound exit slip road using a dedicated bus only lane
- Dedicated bus only lane continues alongside the A1309 to the existing Trumpington P&R site
- Buses could both access and exit the site here.



The fastest bus journey from the Park & Ride to Downing Street John Lewis stop would take just over 17 minutes.



The construction of this access option would require some lane restrictions or temporary traffic signals on the A1309 and the junction of the A10/M11. Some lane restrictions on the M11 will probably be needed, and the bridge works will require some overnight closures of the M11.



Approximate construction cost: £4.5m







## Public Transport Access Option B

- Buses to pass through Junction 11 over a new dedicated public transport bridge
- Buses then run alongside the A10 on a dedicated lane to the existing Trumpington P&R
- Buses could both access and exit the site here.



The fastest bus journey from the Park & Ride to Downing Street John Lewis stop would take just over 18 minutes.

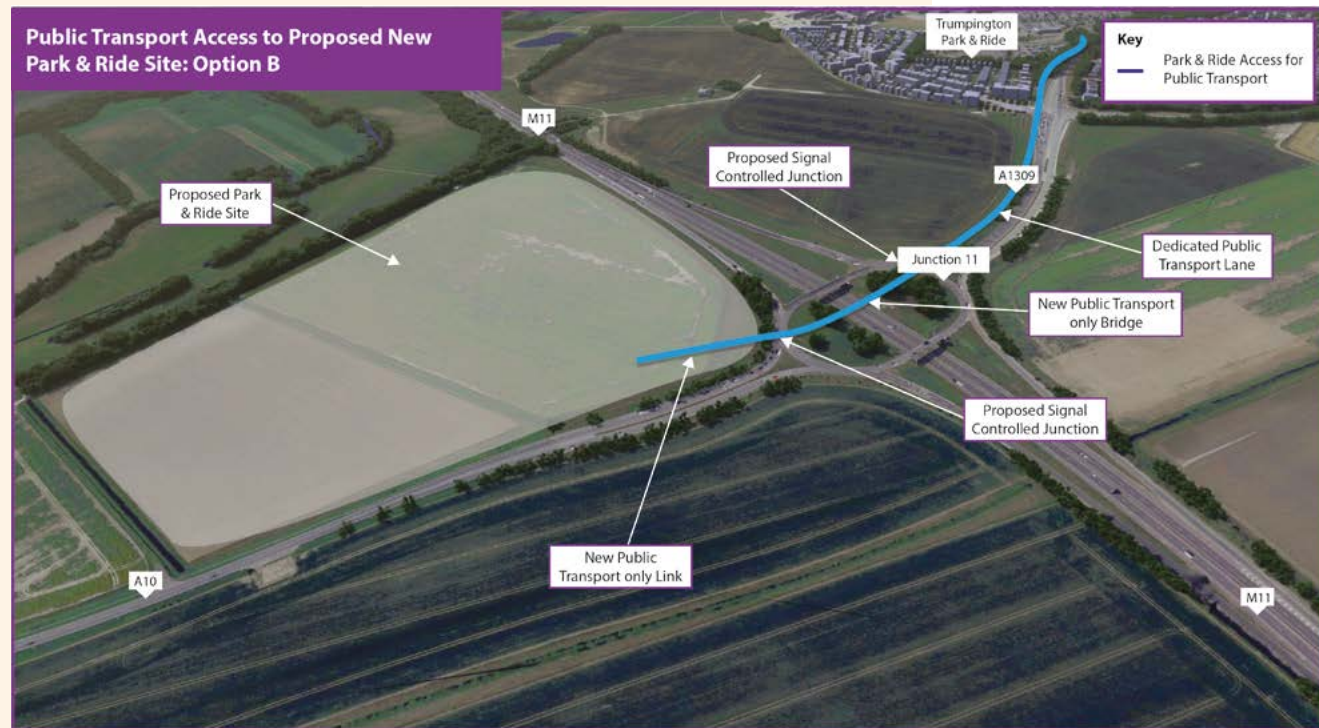


The construction of this access option would require some lane restrictions or temporary traffic signals on the A1309 and the junction of the A10/M11. Some lane restrictions on the M11 will probably be needed, and the bridge works will require some overnight closures of the M11. As the work is more complex, there is likely to be some reduction in traffic capacity at Junction 11.



Approximate construction cost: £11.5m

### Public Transport Access to Proposed New Park & Ride Site: Option B



# IMPROVING BUS JOURNEYS

**We know that increasing Park & Ride capacity is only part of the solution to address congestion both now and in the future. We also need to provide fast, frequent and reliable public transport for Park & Ride users to complete their onward journey.**

Currently buses travelling from the Trumpington Park & Ride site are affected by congestion on Hauxton Road, Trumpington Road and Trumpington High Street, making journey times unreliable. This unreliability means that buses are timetabled to account for possible delays, making journeys from the Park & Ride longer than necessary even if there is little traffic.

To address this, we are considering a package of measures to improve bus journey times between the Trumpington Park & Ride site and the city centre.

These measures could include new bus lanes and priority for buses at traffic signals. Changes to parking arrangements could also improve bus journey times, so that buses do not need to weave between parked cars.

**Costs will depend on the mix of measures selected.**

**Let us know your thoughts on how this route could be improved for bus travel.**



## Morning Peak Bus Delay

Trumpington Park & Ride - Downing Street

Average route delay between 1st-5th and 8th - 12th October 2018



- Key
- 1 - 2 Minute Delay
  - 2 - 3 Minute Delay





## Evening Peak Bus Delay

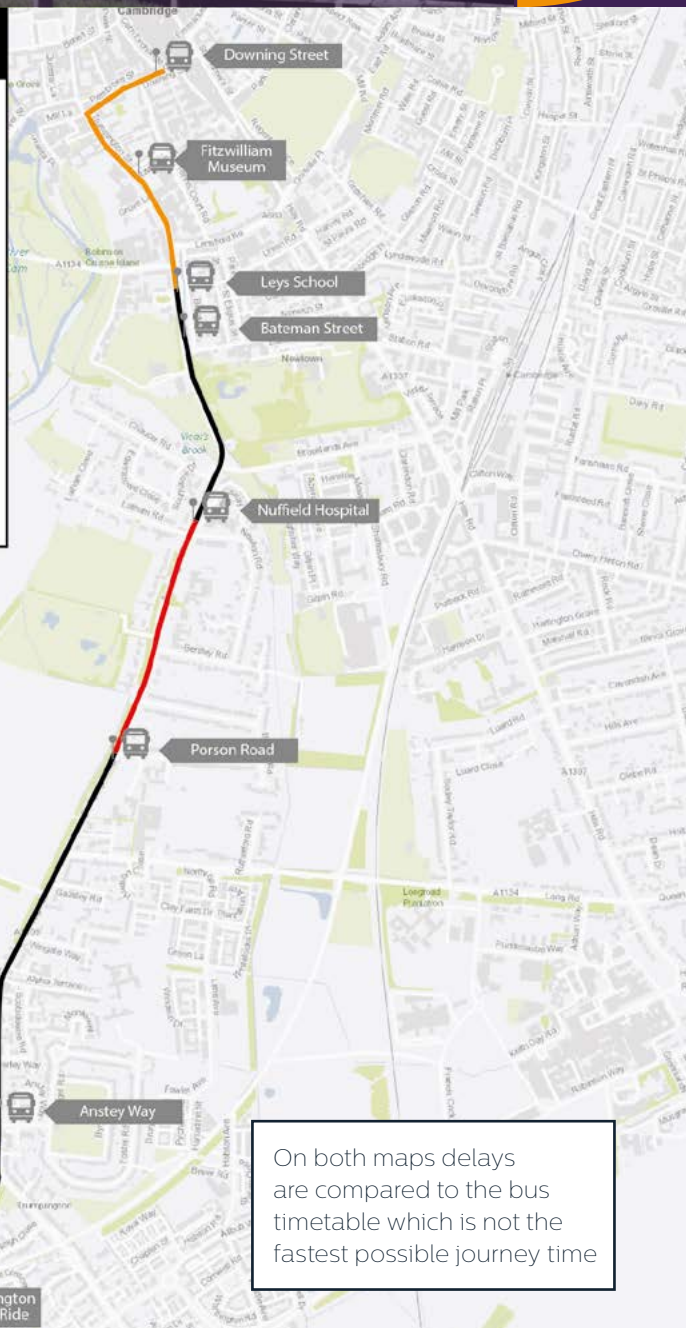
### Downing Street – Trumpington Park & Ride

Average route delay between 1st-5th and 8th - 12th October 2018, excluding 3rd October



#### Key

- 1 - 2 Minute Delay
- 2 - 3 Minute Delay
- 3 - 4 Minute Delay
- 4+ Minute Delay



On both maps delays are compared to the bus timetable which is not the fastest possible journey time

## What about cycling?

The Greater Cambridge Partnership is also looking at cycling provision from Melbourn in to the city centre along Trumpington Road and High Street. Proposals for changing the road space to ensure more room for cycling and bus provision are being developed alongside each other.

This new route from Melbourn known as a Greenway will be consulted on early next year. GCP aims to create a network of safe, attractive and cost-effective routes for cyclists and pedestrians can use all year round.



Information about other transport projects which aim to improve public transport, cycling and walking across the area including A1307 improvements, the City Access project, Greenways and more can be found at

[www.greatercambridge.org.uk/transport](http://www.greatercambridge.org.uk/transport)

# HAVE YOUR SAY

## Have your say by 21 December 2018

There are a number of ways to respond  
to the consultation:



Fill out the questionnaire at  
[www.greatercambridge.org.uk/parkandride](http://www.greatercambridge.org.uk/parkandride)



Complete the paper questionnaire and  
return by freepost or drop it in to a local event



[consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)



01223 699906



Greater Cambridge Partnership, SH1317,  
Shire Hall, Cambridge CB3 0AP



@greatercambs #GCPP&RConsult



[facebook.com/GreaterCam](https://facebook.com/GreaterCam)

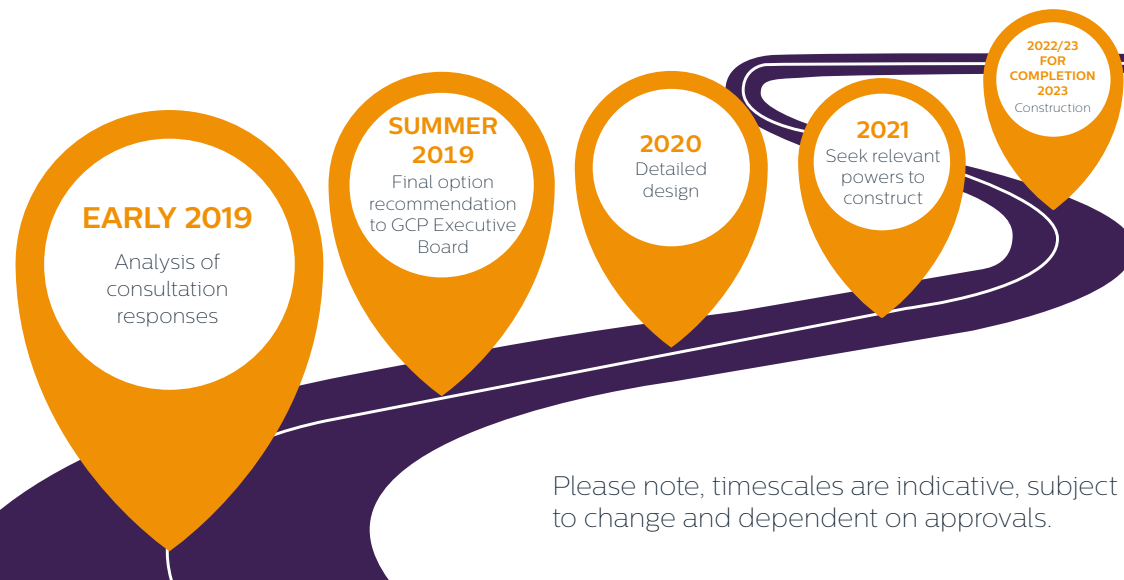
More information including frequently asked  
questions is available online at  
[www.greatercambridge.gov.uk/parkandride](http://www.greatercambridge.gov.uk/parkandride)

If you would like a copy of this leaflet in large print,  
Braille, audio tape or in another language  
please call 01223 699906.

Join us to find out more at a public exhibition:

LOCATION	DATE	TIME	ADDRESS
Trumpington Park & Ride	Tuesday 20 November 2018	7:30–9:00	43 Hauxton Road, Cambridge, CB2 9FT
Hauxton Primary School	Wednesday 21 November 2018	18:00–20:00	Jopling Way, Hauxton, Cambridge, CB22 5HY
Trumpington Village Hall	Thursday 29 November 2018	17:30–20:00	75 High Street, Trumpington, Cambridge CB2 9HZ
Addenbrooke's Treatment Centre	Wednesday 5 December 2018	12:00–14:00	Addenbrooke's Treatment Centre, Keith Day Road, Cambridge, CB2 0SL
Harston Village Hall	Thursday 6 December 2018	18:00–20:00	20 High Street, Harston, Cambridge, CB22 7PX

Check out our website for further event details: [www.greatercambridge.org.uk](http://www.greatercambridge.org.uk)



Please note, timescales are indicative, subject to change and dependent on approvals.