



ML/RN/KS

**Peter Blake**  
**Director of Transport**  
**Greater Cambridge Partnership**  
**Box SH1311**  
**Shire Hall**  
**CAMBRIDGE**  
**CB3 0AP**

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**Malcolm Lowe-Lauri**  
Cambridge University Health Partners  
Box 146  
Elsworth House  
Richard Howe Way  
Cambridge Biomedical Campus  
Cambridge CB2 0QQ

Direct Dial: 01223 256537  
[malcolm.lowe-lauri@cuhp.org.uk](mailto:malcolm.lowe-lauri@cuhp.org.uk)

Dear Mr Blake,

### **Cambridge South West Park and Ride Consultation Response**

Cambridge University Health Partners and other Cambridge Biomedical Campus (CBC) partners welcome the opportunity to respond to the proposals for the provision of additional Park and Ride capacity to the south and west of the city near M11 junction 11.

It is known that over 4,000 staff and many more patients and visitors travel to CBC from areas which are likely to use either junction 11 of the M11 or the A10 south to access the campus.

There is a clear need for further infrastructure to support both current and future demand on this corridor with congestion regularly experienced at the existing Park and Ride at Trumpington, which reaches capacity on most weekdays. Investment in this area will not only support greater use of sustainable travel but is a major opportunity to support the inclusive growth and development for Cambridge, in particular at the CBC.

We have welcomed the project to increase the number of car parking spaces at Trumpington with supporting bus and cycle infrastructure. However, it is clear that the additional capacity this brings will only meet the immediate and short-term needs. Congestion in the area and within the site would suggest that further development of vehicle parking at this site, beyond that which is already being constructed, is likely to exacerbate issues even with the proposed supporting access improvements and the partners would not recommend this (option 1).

The new site (option 2) provides the greatest opportunity to meet expected demand, encourage greater mode shift and help to achieve the Cambridge Access targets of reducing car travel by 10-15% on 2011 levels.

Option 2 should provide a fast, frequent and importantly reliable public transport link for Park and Ride users in order to complete their journeys thus encouraging greater mode



shift. The public transport journey should be at least equivalent or preferably quicker than the private car, and through bus priority routes and measures this should be achievable. Suitable public transport access and egress to/from the new site is therefore required to provide this service and to avoid congestion. Both public transport access options have direct links to the existing Trumpington site and the Cambridgeshire Guided Busway (CGB) which is welcomed. Access to the CGB is imperative for CBC to support direct off road access to our campus and on to Cambridge Rail Station. Both public transport access options provide quick journey times however option A achieves this at a reduced cost and minimise disruption whilst improving infrastructure for active travel methods and is the option partners would support.

We would strongly support connecting the new site to the future CAM network whether this be by a stop on a route or by other means.

The new Park and Ride site should work alongside the existing site for private vehicles in addition to public transport so that adequate capacity is available for current and future demand. The new site should be accessible from all routes to ensure that traffic can be diverted where possible and to ensure that the new site can provide the additional capacity needed.

Improved access from the strategic and local highway network is required to both support the existing and any new site. Of the private vehicle options, partners would support either option B or C. Both options provide dedicated and unhindered access routes supporting quick and easy access thus minimising long-term disruption to the existing road network.

Adequate facilities should be provided at the new site to support good user experience and allow seamless journeys. We understand shelters and information screens will be provided as standard. However, the installation of toilet facilities should also be made available for extended hours, if not 24-hours, to support those users who may work shift patterns or be visitors to the city.

To further support sustainable travel, adequate cycle parking and cycle hire/share facilities should be accommodated. This is a particularly popular mode from the existing Trumpington site and we would expect to see significant demand from any new site, particularly where good cycle links allow segregated access to CBC and the city.

We would strongly encourage the project to be brought forward as soon as possible to support existing and expected demand. We suggest an analysis of a phased approach should be undertaken to understand whether parts of the scheme could be brought forward more quickly; supporting the short-medium term needs of both CBC and city.

In summary we believe that further growth of Park and Ride provision adjacent to junction 11 of M11 is urgently required to support short and medium term growth. In order to provide the necessary capacity we would strongly support the development of option 2, with public transport access option A and private vehicle access options B or C.

We look forward to further engagement with the GCP project team as this scheme develops in addition to the other proposals for the West of Cambridge package, such as the potential provision at Foxton and Whittlesford Parkway of road to rail travel hubs.



CAMBRIDGE UNIVERSITY  
Health Partners

This letter has been circulated to Campus partners and they are aware of the contents.

Yours sincerely

Malcolm Lowe-Lauri  
Executive Director – Cambridge University Health Partners

Cc: Ashley Heller and Tim Watkins, Greater Cambridge Partnership  
CBC Travel and Transport Group  
CBC Executive (Landowners) Group