
Project:	Cambourne to Cambridge Better Bus Journeys		
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Subject:	Case for Park and Ride		

1 Park and Ride

The A428/A1303 is a major corridor into Cambridge from the West. It is already heavily congested where it crosses over the M11 at Junction 13. The corridor is experiencing substantial development east of the M11 at Cambridge West and Eddington. West of the M11 further development is planned at Bourn Airfield, Cambourne West and St Neots. It is anticipated that in excess of 8,000 new houses will be developed at these locations.

There is an existing Park and Ride site on Madingley Road with 930 spaces. It has been very successful, showing consistent growth in patronage. This indicates that the Park & Ride is attractive to car drivers because it provides both a fast and reliable journey into the City Centre, which is not the case with bus services that come from the Cambourne area and beyond. The Park & Ride is however, reaching capacity and passengers are increasingly experiencing difficulties in accessing the site due to existing congestion on the adjacent highway network., especially in the AM peak hour. The future of the Madingley Road site is uncertain with the lease due to expire in 2035.

The Cambridgeshire Long Term Transport Strategy (July 2015) includes implementation of bus priority measures on the A428 and proposals for additional park and ride capacity. The key objectives set out are to improve overall accessibility on the strategic road network to address key barriers and capacity constraints. These priorities are vital improvements in order to facilitate growth and continued economic prosperity.

The proposal for the Cambourne to Cambridge Better Bus Journeys scheme is to create a new Park and Ride site to the west of the M11 in order to intercept car traffic before it reaches Junction 13. This site would enable users to proceed via dedicated Park and Ride services and existing services to destinations such as the CBC, the City Centre and the Science Park, subject to public demand. Our initial modelling work suggests that approximately 1500 to 2500 cars daily would be attracted to the proposed site, based on current predictions of demand. We expect that these underestimate eventual housing growth for sites such as Bourn Airfield (current assumptions are 6370 new houses against anticipated growth of at least 8650 houses at Bourn Airfield, Cambourne West and St Neots East alone). Moreover, we are mindful that Highways England is preparing plans for widening of the A428 from Black Cat to Caxton Gibbet and that this widening will support the Government's 2017 Budget Commitment to providing 1,000,000 new houses on the Oxford to Cambridge corridor.

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As such, whilst these developments are not yet committed, we believe that it is highly likely that once planned levels of investment and development are achieved the Park and Ride demand might exceed the current proposal for 2,000 spaces.

This would mean reducing traffic flows into Cambridge by around 2,000 vehicles daily, and by at least 300-500 vehicles per hour in the peak hours. One Park and Ride site alone will not resolve Cambridge's extensive congestion problems, but a reduction of 300-500 vehicles per hour on the Madingley Road at Junction 13 will help to manage congestion, reducing delays to something closer to what is experienced during school holidays.