



Newmarket Road Travel Hub Consultation Response

2nd November 2025

Summary

After reviewing the GCP proposals for the relocated Newmarket Road Park & Ride site (Newmarket Road Travel Hub) and our group members engaging with their Parish Councils and members of their communities, the A to B1102 Group has:

- Significant concerns that future demand for Park & Ride / Travel Hub facilities for people entering Cambridge from the East and North East (using Airport Way / Newmarket Road) based on housing developments which already have planning permission has not been taken into account in the specification of the Travel Hub with its planned capacity of circa 1,800 spaces. The proposed site is one which has been earmarked for a future Park & Ride site since 1996 (*Land Registry Land lying to the south of 2, Quay Waters, Newmarket Road, Teversham, Cambridge (CB1 9AT) (Freehold) Title number: CB487430*). We believe that rather than looking objectively at the actual need in 2025 and projected needs modelled to, say, 2040, and then developing a proposal which meets current needs and has the capacity to meet future needs, Cambridge County Council and the GCP have attempted to shoe-horn a design into a piece of land which is now totally inadequate in size and position given planning and housing developments which have taken place since 1996.
- Significant concerns regarding the design of the proposed Travel Hub:
 - Difficulties for buses accessing the travel hub from inbound Newmarket Road without significantly increasing bus journey times
 - Lack of safe cycle path crossings to access the Travel Hub site
 - Lack of infrastructure for sustainable travel and travel mode switching – no safe cycle storage area, no clear evidence of safe waiting area / café / retail offering / delivery pick-up etc..
 - No evidence of planned integration with local cycle ways / greenways – Teversham, The Wilbrahams, the Swaffhams Greenway
- Significant concerns regarding the design of the access points to the Travel Hub and no plans to address the critical requirement for bus lane infrastructure inbound from the Quay A14 Roundabout:
 - Under Option A of the proposals, all traffic accessing the Travel Hub from Cherry Hinton / Teversham direction will be required to use the Airport Way / Newmarket Road Roundabout significantly increasing traffic on the roundabout and thus negatively impacting the free-flow of inbound traffic along Newmarket Road, especially at peak periods when the A1134 is already gridlocked inbound (AM) and outbound (PM).
 - Proposed traffic light controlled exit onto Newmarket Road (East of Roundabout) if adopted will significantly increase traffic queuing inbound during AM peak period, causing further tailbacks through Stow-cum-Quay on the B1102 and on the A1303
 - No plans to add a bus lane from the A14 Quay Roundabout inbound (with potential to take the bus lane straight into the Travel Hub to make interchange timings efficient).



This is all the more concerning, when the GCP have already acknowledged that the preferred site is not ideal from a public transport interchange perspective and engaged with the A to B1102 Group to discuss the potential for a satellite travel hub North of the A14. As is discussed, below, the T5 and No12 bus routes are already hugely negatively impacted by queuing traffic during peak periods – preventing the services keeping to time causing knock-on effects to later services. It is vital that an inbound bus is delivered as part of this project to build public confidence in bus travel in order to meet the GCP's wider stated objectives for travel modal shift.

We cannot support the proposals in their current form. It is our assessment that they are a retrograde step, will make the current travel congestion in the area worse, offer no future-proofing to take account of increases in vehicle movements and the hugely significant increase in housing and development which is already under construction or part of agreed development planning.

Detailed Comments:

Future Demand for the Park & Ride site and levels of future road usage have not been taken into account in the selection of the site and the proposed design of the Travel Hub

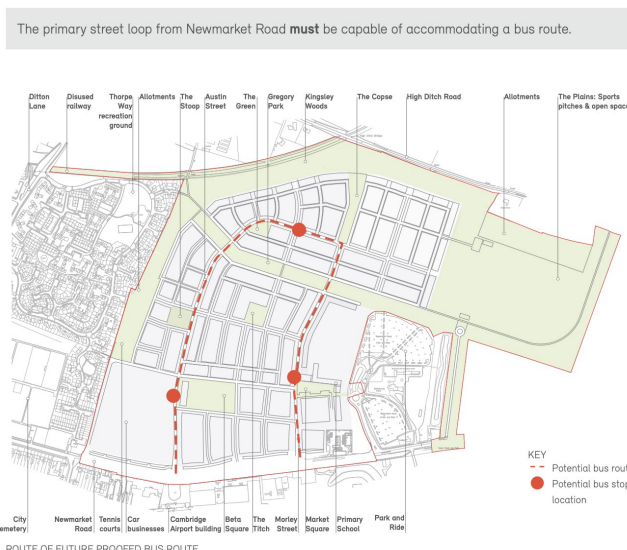
Impact of Moving the Existing Park and Ride

Marleigh (formerly Wing) Master Plan

The Marleigh development is built around the existing Newmarket Road Park and Ride, with a capacity of 873 spaces. The proposed Travel Hub is for circa 1,800 spaces.

Marleigh was designed to enable residents to have easy access to and from the Park and Ride including access from the school. The alternative is a bus stop outside the Marshall Car Showrooms. Outline planning permission S/2682/13/OL November 2016 granted planning permission for 1,300 homes, a primary school, community hall, food store, children's play areas, sports pitches, allotments, a sports pavilion, and an allotment clubhouse.

To date reserved matters have been submitted for 1,391 homes.





An alternative route for a bus has been suggested through the development should the Park and Ride relocate but we have seen no evidence of this additional route or three added stops being added to the existing routes down Newmarket Road or from the relocated Travel Hub.

The Traffic Management Plan for Marleigh also suggests the use of Airport Way for vehicle traffic exiting west from Marleigh to circumnavigate Cambridge. It is also unclear as to whether this traffic is expected to use the new Travel Hub and similarly if residents will walk, cycle or drive to the new Travel Hub, just shy of 1 mile from the middle of the development in order to catch a regular bus service, especially if in the direction of the Bio-medical Campus.

Other Impacts on vehicle movement along Airport Way now and going forward:

Land at Cherry Hinton - 300 extra homes

Bellway Latimer Cherry Hinton LLP are currently constructing Springstead Village. This development was planned at around 1,200 homes. Just last month developers announced they hoped to build more than 300 extra homes than originally planned. Representatives of Bellway Latimer LLP updated councillors from Cambridge City Council and South Cambridgeshire District Council on the project at a briefing on 15 October 2025. This certainly has not been taken into consideration as this was during this consultation period. Assuming car ownership at 1.2 cars per dwelling (source DfT Survey 2023), this development alone could result in around 1,800 additional vehicles using Airport Way.

Cambridge East Development

The Cambridge East development has the potential for between 10,000 and 12,000 homes. Appreciating the aspirations that this development comprises a Low Traffic neighbourhood already communicated, if we assume the lower number of 0.73 vehicles per dwelling (source DfT Survey 2023), the development has the potential to increase vehicle numbers using Airport Way / Newmarket Road by around 8000 vehicles by 2040.

Within a wider area which will be highly likely to utilise Airport Way / Newmarket Road to access Cambridge:

Brabraham Research Campus

Brabraham Research Campus have just announced plans for new offices and laboratories as well as a mobility hub, 83 new homes for campus staff, new shops, a café and a nursery. Again due to the lack of access from A14 to A11 we know that Airport Way provides a key link for the region.

6,000 homes at Grange Farm, Near Granta Park

Due to the lack of connection between A14 and A11 to the north east, traffic impacts on the Fulbourn to Newmarket Road link. Whilst we cannot comment on all new developments in Linton, Haverhill and north Essex the proposed new settlement at Grange Farm will have a vehicle impact on Airport Way. Developers anticipate that they would start building before 2030 and therefore would have a relatively quick impact on the new Transport Hub.

<https://www.johnsimpsonarchitects.com/pa/Grange-Farm.html>

Wider Impacts from the East

We strongly believe that the impact of new developments in the East have not been taken into consideration for the size and location of the new Travel Hub and supports our view that the travel



Hub needs to be of greater capacity. When the numbers are reviewed it also pails into insignificance versus the plans for 150,000 new homes around Cambridge. This is a weak band-aid at best to not actually manage a fast growing region. We think we need to think bigger now and anticipate the need.

The value of Newmarket Road as the access to Cambridge from the East cannot be underestimated. Since the first consultation for the Travel Hub in 2023 planning applications or representations for over 5,000 homes have been added or proposed 'into the system' and we do not believe the impact has been accommodated into the sizing of the new Travel Hub:

Newmarket - 988 Homes

- 50 homes on former St Felix Middle School site
- 400+ homes at Hatchfield Farm (original masterplan for 1,200)
- 123 homes on former White Lion pub
- 415 homes at Pinewood Stud

Soham - 1,014 Homes

- 540 homes at Soham Eastern Gateway
- 199 homes off Fordham Road
- 240 homes at Brookfield Meadows
- 35 homes Blackberry Lane

Burwell & Exning - 450 Homes

- 350 homes at Millstone Park
- Proposed new development on the Former Browns of Burwell site
- Proposed land to the rear of Laceys Lane/Heath Road - up to 100 homes

Bury St Edmunds - 2,835 Homes

- 1,375 homes at North East Bury St Edmunds
- 160 homes on Land North of Rougham Road
- 1,300 homes on Land East of Westley Lane

Red Lodge - 300+ Homes

- 300 homes at North Red Lodge
- Possible 113 homes at Turnpike Road

Design of the proposed Travel Hub



Bus access into the travel hub from inbound Newmarket Road

From the plans, we understand that buses accessing the Travel Hub will be required to access the Hub from Airport Way Southbound. This means that at peak-periods, inbound buses will have to queue with traffic all the way to the roundabout and then into the Hub. With current traffic speeds (without the additional volume of traffic using the roundabout which will arise if these plans are adopted), that will add another 1 – 2 minutes to bus journey times. With predicted increases in traffic using the roundabout, that will increase we believe to 3 + minutes.

We believe a better solution is to create a bus lane around the perimeter of the hub enabling buses to filter left off Newmarket Road (east of roundabout) and access the Travel Hub area directly, avoiding the roundabout. If a bus lane along Newmarket Road inbound is also built, this makes even more sense.

The T5 route is already at the limit of its operating capacity timewise to enable 2 bus units to service the Soham – Drummer Street route. Adding the 5 – 8 minutes that will be required to access the Travel Hub, pick up / drop passengers and exit including queuing onto the Airport Way Roundabout before travelling inbound into Cambridge (and the reverse in the evening) will require the service to be redesigned from a resource perspective – it will, in our assessment no longer be possible to run the service with 2 units, it will require 3 units. There is also the question of how the Marleigh site is served for buses once the P&R bus service currently enjoyed ceases. If bus services running along Newmarket Road are diverted into Marleigh, this further adds to journey times. We have raised this concern with the CPCA Public Transport Team.

Cycle Paths / Access into the Travel Hub

In our assessment, minimal attention has been paid to the design of cycle path access to the site. It is our understanding that access from the Newmarket Road cycle path is via a light-controlled crossing and access from Cherry Hinton / Teversham is also via a light-controlled crossing. Both these crossings will further create barriers to traffic flow on both Airport Way and Newmarket Road – major issues particularly at peak periods. We believe either underpasses or bridges are required to facilitate safe cycle and pedestrian access.

It is our understanding that Teversham and The Wilbrahams communities are all working to secure improvements in Active Travel access to their communities. We are keen to understand what considerations have been made to integrate such needs into the development of the Travel Hub concept?

Travel Hub Infrastructure

The GCP City Access has a stated aim to “reduce congestion and improve public transport in order to offer people better journeys, as well as reducing air pollution and carbon emissions from transport”. The Travel Hub offers a key opportunity to improve the potential for journey modal shift for people accessing the City from the North and East, moving from car to bus, car to bike, interchanging between buses. The infrastructure which is outlined in the proposal is entirely inappropriate to foster and facilitate the desired modal shift, now, let alone in the future when the area has been impacted by the building of over 30,000 dwellings which are already being built or for which there is planning permission (see comments above).



Safe Cycle Storage

To enable people to transition between car and cycle, safe cycle storage needs to be provided to enable people to keep cycles at the Park & Ride and rent space for safe storage.

Car to Bus

To facilitate modal shift, the Hub needs to act as a key interchange point for services coming into Cambridge along the A1134 and around Cambridge – Cherry Hinton – Addenbrookes – Bio-medical Campus and future services towards Milton & Cambridge North Station. See our comments above (and below) about the inefficient layout of bus lanes to facilitate quick bus interchange.

Café / Retail Space

A development of this size with the aspirations which have already been communicated needs to have retail, café and toilet facilities to make the interchange inviting and user-friendly. Parcel drop off / pick up facilities and other similar utilities would further increase the potential for the site to encourage people out of their cars and to use the interchange. There is no evidence of such services being considered or planned, a huge missed opportunity and one which will limit the actual usage of the hub if it is delivered in the manner proposed.

NHS Blood Testing Service

We note that the current Park & Ride site serves a key community function as a drive-through blood testing facility. This is extremely well used, in fact, we understand it is used well beyond its' designed maximum capacity at times.

What are the plans for this facility when the P&R moves?

Bus Travel Hub Interchange: A potential Missed Opportunity

The Cambridge East Consultation and resulting Engagement Report (October 2023) [Cambridge East Engagement Report](#) highlighted the priority of “Ambitious approach to transport and mobility”.

The feedback on Public Transport was:

- Overall view that the bus services prioritised the city centre with people mostly using central Cambridge as a transport interchange for routes in and out of the city rather than a final destination. This means journeys are long and inefficient for most people.
- Participants felt that there was a lack of connections to places around the edges of the city (orbital routes).
- Need identified for new public transport routes for the east of the city to key destinations such as Addenbrookes Hospital and employment hubs such as Cambridge Science Park.
- Improved cycling and public transport connections are also needed from the Park and Ride to these locations as well as Cambridge Station.
- Participants mentioned that bus services needed to be more reliable, accessible and frequent to help cater for an ageing population who are likely to be more reliant on public transport.
- Fen Ditton was mentioned as being very badly served for public transport.

We do not believe that the Transport Hub goes far enough to address these issues and greater focus needs to be given to routes from the Transport Hub as this will have a huge impact on demand. A bus



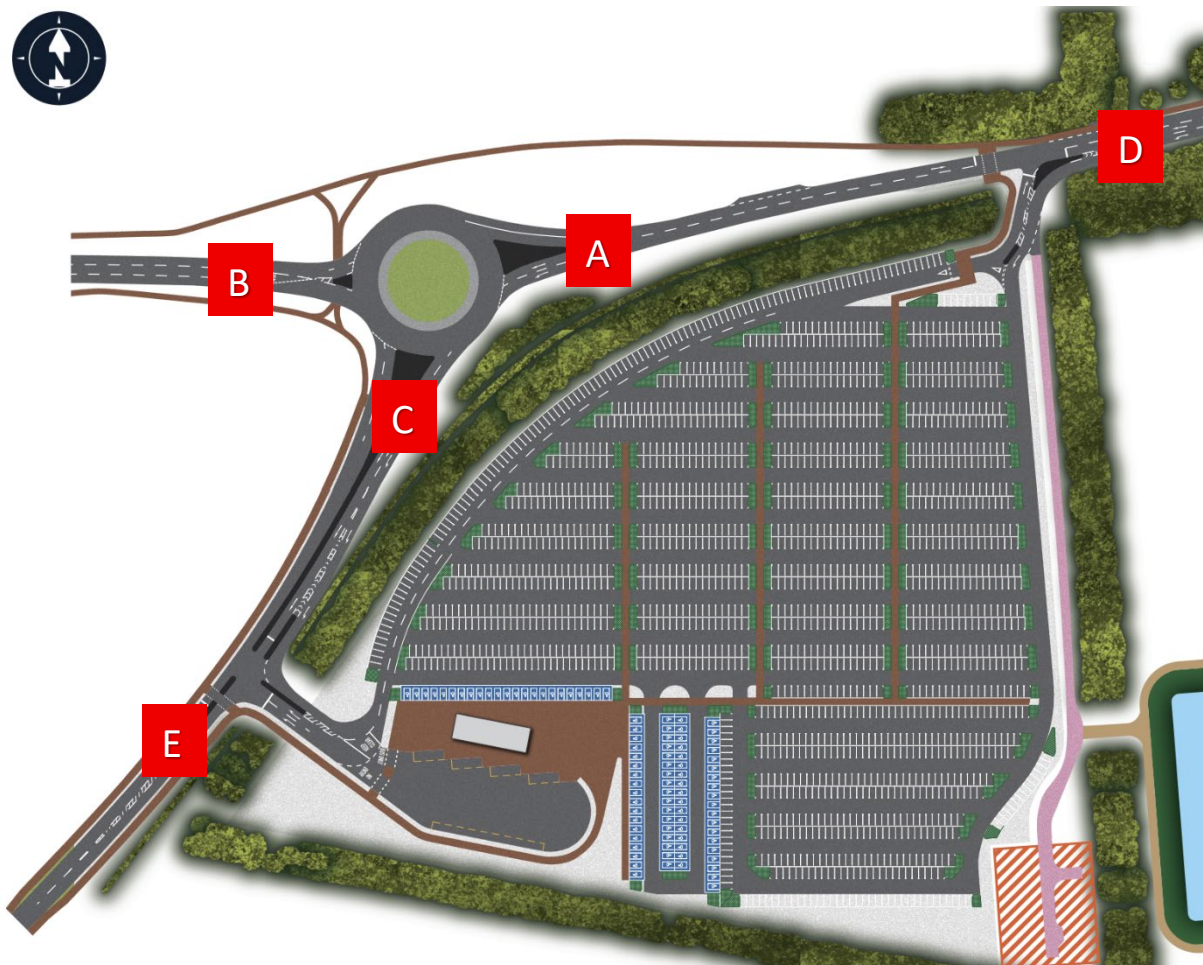
to Addenbrookes for example will change travel routes into the Hub and also demand from the wider East catchment.

We therefore strongly recommend that a larger, more comprehensive Travel Hub is proposed as part of bigger thinking for the area.

Design of the Access Points to the Travel Hub

Whilst our group does not include specialists in the modelling of traffic flows, based on our collective observation of how traffic currently flows around Airport Way Roundabout at different times of the day and our daily lived experiences of using the A1134 to access Cambridge, including the daily congestion which backs-up into Stow-cum-Quy and beyond, we make the following points. Our serious concern is that what is proposed will significantly worsen current levels of congestion, that it does not provide any new capacity in road layout to accommodate increased volumes of traffic as a result of the new housing / commercial developments already referenced above. We believe that it will make access into Cambridge significantly worse for our communities.

We ask the GCP to provide detailed evidence of the modelling undertaken to assess what is proposed against current future predicted traffic flows; to provide evidence that what is proposed will not cause detriment and will facilitate accommodation of larger volumes of traffic.



Our Comments (using the A – E letters in the diagram above for reference):

**Current Traffic Flow around Airport Way Roundabout:****AM Peak Period:**

The majority of traffic entering the roundabout is from direction A which enjoys relatively uninterrupted movement around the roundabout due to very limited traffic from B. This causes traffic to back-up E – C on Airport Way at peak times, but enables traffic from D – A to keep flowing.

PM Peak Period

The majority of traffic entering the roundabout is from direction B. Traffic entering from C (which has increased in recent years) prevents traffic from B entering the roundabout, causing tailbacks past Marshalls and towards the Fen Ditton junction on the A1134.

Impact of Proposed new Junctions / access to Travel Hub**Impact of Option A**

Requiring all traffic entering the Travel Hub from Airport Way to go via the Roundabout will reduce the flow of traffic from D – A. During the AM Peak Period, this will increase the likelihood of traffic backing-up onto the A14 roundabout and beyond. It will also create significant traffic queues coming North along Airport Way – at peak periods they already extend beyond the proposed junction E. During the PM Peak Period, additional traffic movement from C onto the roundabout caused by traffic entering and leaving the Hub will further restrict traffic entering the roundabout from B, increasing the likelihood of traffic backing-up into Cambridge along the A1134.

All this not only increases journey times for private vehicles, but also impacts on bus travel, reducing reliability and increasing journey times, preventing buses from easily accessing the Travel Hub.

When additional traffic demand is factored in based on new build developments in the immediate area, let alone increased demand on the Hub, the situation will likely be intolerable, will be gridlocked.

Impact of Option B

Whilst this option reduces the pressure on the roundabout (traffic not needing to use the roundabout to access the Hub from the northbound Airport Way), it has the potential to back-up traffic on the southbound Airport Way at peak times, still adding congestion to the roundabout. This needs careful modelling to understand the capacity and associated risks to traffic flow.

Cycle / Pedestrian Access

The addition of a traffic-controlled cycle / footway across the junction will also have a negative impact on traffic flow – has this been modelled and assessed? Surely a bridge or underpass would be a better solution?

Impact of Junction D

The addition of a light-controlled junction stopping vehicles moving along the A1134 from D – A has the potential to significantly increase congestion. Days when there is an obstruction on the A1134 or traffic lights demonstrate the huge impact this has upon the whole area, quickly leading to gridlock on



the A14 roundabout, queues onto the A14 carriageway impacting flows along the A14. Whilst we understand these lights would be sensor controlled and only activated when traffic needs to leave the Hub, the impact of this, plus the cycle / foot crossing cannot be understated. Again – what evidence is available from modelling undertaken to properly assess the impact this could cause?

Bus Lane

We believe it is imperative that an inbound bus lane is included in the plans from the A14 roundabout into the Travel Hub site. Confidence in bus travel, especially at peak periods is at an all time low given the delays experienced by passengers since the T5 service was introduced (and we understand similar issues pertain to the No 12 service). This is because the capacity of the T5 route to tolerate delays has been reduced by the CPCA contracting the service as a 2 unit operation, rather than 3 unit which was the basis on which the No11 route ran. This reduces the time at each end of the route for the bus to catch-up and turn-around to facilitate the next service. Even with a 20 minute turn-around time in Cambridge Drummer Street at peak periods (based on the current timetable), the knock-on impact of delays for buses inbound regularly impacts services into the post-peak morning time. Congestion from Stow-cum-Quy to the Airport Way Roundabout is a major factor in these delays.

If the Hub is to make an improvement to the travel experience of bus passengers and make any attempt to meet the aspirations of the “Ambitious approach to transport and mobility”, it is imperative that a bus lane be constructed right into the Travel Hub area of the site.

Such a facility will enable current services to be less susceptible to delay, will enable new services to genuinely interchange and boost passenger confidence in using interchanges and getting to their destination on-time.

Cambridge cannot address the feedback from the Cambridge East Engagement Report without infrastructure such as this.

The A to B1102 Group has a Vision to create Travel Hubs in our communities to encourage people to move from car to bus outside the City area. This has the potential to reduce car journeys along the A1134 and move people onto buses and around the city.