

CEA Travel Hub – Frequently Asked Questions

What is the Cambridge Eastern Access project?

It's a corridor-wide programme to improve walking, cycling, and bus travel along Newmarket Road and beyond. It includes phased upgrades to paths and a relocated Travel Hub, with longer-term plans for a new busway through the current airport site.

- **Phase 1** – Investment in cycleways, footways and bus lanes on Newmarket Road, and relocation of the existing Newmarket Road Park and Ride to a new Travel Hub near Airport Way.
- **Phase 2** – A proposed off-road busway linking villages east and southeast of Cambridge, via the Airport site.

Where will the Travel Hub be located?

Site P1- just south of Newmarket Road and east of Airport Way – was chosen by our board as the preferred location after extensive consultation and assessment of alternatives. The board agreed to consultation on the design of the Travel Hub ahead of submitting a planning application.

Why do we need a new site?

A larger Travel Hub is needed to support the sustainable growth of Cambridge. As more people will need to travel into Cambridge in the future, increased capacity will be needed to enable people to complete their journeys by bus, on foot and by bicycle.

What will happen to the existing Newmarket Park and Ride site?

The existing Newmarket Road Park and Ride site is on land leased from Marshall's which is situated within the Marleigh development. It is safeguarded for development in the adopted Local Plan, and likely to be allocated for development in the First Proposals for the new Greater Cambridge Local Plan.

What are the construction timescales?

- Consultation: September–November 2025
- Planning submission: early-2026
- Construction start: spring 2027
- Project open: spring 2029

What facilities will be at the new Travel Hub?

Our recommended designs for the new Travel Hub include:

- Approximately 200 cycle parking spaces
- Approximately 1,800 car parking spaces
- Bus and cycle interchange
- Travel Hub building with toilet and waiting facilities
- Designated space for coach parking
- Signal-controlled access junctions on Newmarket Road and Airport Way
- Extension of the Teversham shared-use path into the site

The new site would have cycle parking and storage facilities, charging for electric vehicles, and space for cycle/scooter hire schemes. The Travel Hub building would have toilets and passenger travel information and would be designed to maximise sustainability and to provide flexibility for additional complementary future uses. The site would provide a bus turning area with sufficient bus stops to accommodate future demand and facilities for coach parking.

What are the environmental impacts of the new Travel Hub?

An Environmental Impact Assessment (EIA) will be conducted for the Travel Hub and busway to assess and mitigate impacts on the green belt, biodiversity, heritage, air quality, and carbon emissions, with nature-sensitive design and enhancement measures integrated.

Will the scheme impact Wilbraham Fens Site of Special Scientific Interest?

The Ecological Impact Assessment (EclA) will assess any potential impacts and likely significant effects as a result of the Travel Hub in terms of protected species and nature conservation. A suite of ecological surveys will be carried out to inform the EclA and EIA, alongside environmental design considerations and exploring opportunities to provide or further support habitat surrounding the site.

This will include both Wilbraham Fens Site of Special Scientific Interest (SSSI) and Teversham Fen which is located directly adjacent to the SSSI and a local interest feature for breeding and wintering birds associated with the SSSI.

What will be done to mitigate any environmental impacts?

The EIA will identify any potential impacts that require mitigation. Mitigation measures will adhere to the mitigation hierarchy (avoid, reduce, rectify then compensate as a last resort). During construction, the Code of Construction Practice will include an outline of the appropriate mitigation requirements that have been identified during the EIA process.

Why is the Travel Hub being built on greenbelt land?

A detailed review of all the potential sites which might be suitable was undertaken in 2024 and there are no suitable sites which are not in the Green Belt.

Why is the proposed Travel Hub south of the A14?

The alternatives were assessed in 2024 and no suitable site north of the A14 was identified.

Why is there an electricity sub-station on the site?

Lack of electricity supply has been identified by GCP as a major constraint to growth of the city. The proposed sub-station responds to the business case GCP prepared and will help to ensure that the city can continue to grow and has the capacity to accommodate increases in the uses of renewable energy such as electric vehicles and solar power.

The sub-station is not part of this GCP consultation or wider project programme and will be funded and constructed by UKPN.

What improvements to walking and cycling are planned?

The Travel Hub plans include new walking and cycling routes through the site that connect with the existing active travel network on Newmarket Road and Airport Way. A new shared use route is proposed on the eastern side of Airport Way to provide a connection southward towards Teversham.

Signalised crossings are proposed at the vehicle entrances on Airport Way and Newmarket Road to enable users to cross safely.

The proposed active travel network has been designed to support interchange with the bus services and enable users to park and cycle to their destination.

Will there be space for electric vehicles and bicycles?

Yes. EV charging and secure cycle storage are included in the design.

Will there be public toilets and a waiting area?

Yes. The Travel Hub building would include these amenities.

How will this improve access into Cambridge?

The Travel Hub will support bus services to key locations, improved walking and cycling routes, and links to the Chisholm Trail and greenways.

Will this reduce car traffic into the city?

The Travel Hub aims to encourage modal shift from car use to bus, bike, or walking, especially for commuters from outside Cambridge.

How will I access the site by foot or cycle?

The Travel Hub would be accessed via improved crossings and extended shared-use paths, including a new link to Teversham.

How is it funded?

Funding comes from the Greater Cambridge Partnership, City Deal allocation, and potential Section 106 Contributions from developers

How can I give feedback?

You can complete an [online survey](#), attend consultation events, or request and submit a paper survey.

Where can I get more information or ask questions?

Visit the [Greater Cambridge Partnership website](#), email hello@greatercambridge.org.uk, or call 01223 699906.