



**Cambridgeshire and Peterborough Combined**

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Dear Sirs

**Cambridgeshire and Peterborough Combined Authority, Local Transport Plan: response from the University of Cambridge**

I am writing on behalf of the University of Cambridge in response to the Cambridgeshire and Peterborough Combined Authorities (CPCA) Local Transport Plan (LTP) consultation.

The University welcomes the progress made in the development of this document since the interim LPT was published in 2017 and acknowledges the work undertaken by the Combined Authority in outlining its ambition for overcoming the key transport issues which are constraining the region's growth and development and the communities within it.

As you will be aware, the University is a major employer in the Cambridge region and around 50% of our 12,300 staff commute into Cambridge from outlying areas. This has resulted in door to door journey times that, for many, are in excess of 1.5 hours due to congestion on the highway, poor connectivity/services on public transport and/or inadequate links to suitable walking and cycling routes.

Peak-time congestion and poor connectivity therefore has an impact on the productivity, health and well-being of our staff, and the environmental quality of our operational sites.

The University recognises that changes to the way people travel are dependent upon the provision of realistic opportunities for walking, cycling and public transport, and improvements to the use of technology. Transport networks across the region are often at capacity during peak times so solutions need to be far reaching and avoid simply shifting the issues to the periphery of our cities and/or to more localised hotspots in the outlying towns and villages.

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This can only be achieved if bold and strategic action is taken for the short, medium and long term benefit of our communities. We believe there are choices in this consultation document which make this eminently possible.

Our response aims to address the questions raised within the consultation and provide an insight into the University's key priorities, which are loosely aligned to those set out within the consultation document.

- **Vision, Goals and Objectives & Evidence Base**

The University supports the draft Vision, Goals and Objectives as identified and welcomes this high level alignment not just with our local partners but also its alignment with national and regional policy and key evidence based documents such as the Cambridge and Peterborough Independent Economic Review (CPIER).

For this document to provide for a sustainable future the inclusion of objectives regarding social inclusion, health and environment are needed and very welcomed as are objectives that aim to improve access to jobs, services and facilities for all.

- **Partnership Working**

As an active partner within the GCP and a number of the CPCA's working groups the University welcomes the CPCA's commitment to partnership working and acknowledges that a number of the workstreams within the LTP have been developed and will be delivered by its partner local authorities organisations and government agencies.

The University as a large employer and business within Cambridge and a world educator and innovator would welcome further engagement with the CPCA in the development of the LTP, and specifically the Transport Delivery Plan. We understand that the Transport Delivery Plan is being developed in parallel to this consultation and would welcome early sight of this document.

As part of our support and commitment in developing a world class sustainable transport network for Cambridge, the University has produced its own Transport Strategy which compliments the work of our partners including the CPCA. The Transport Strategy will be launched later this month with the overarching ambition to:

- minimise traffic impact,
- provide sustainable travel options
- develop the estate in a way that reduces the need to travel, and
- supports staff wellbeing and work-life balance

- **Climate Change, Carbon Emissions and Reduction**

One concern the University has is that the LTP doesn't go far enough given the urgency required to deliver change in this area. Since the publication of the CPCA's draft LTP the climate agenda regionally has advanced and we feel that this should be reflected in any subsequent document.

The University is developing its carbon reduction programme and later this month will be launching its Cambridge Zero Future Initiative which is being led by Dr Emily Shuckburgh who recently joined the University as Director of Cambridge Zero.

We are also aware that both Cambridge City and County Council declared a Climate Change Emergency earlier this year and that Cambridge County Council has subsequently signed the UK100's pledge for 100% clean energy for Cambridgeshire by 2050.

We understand that the CPCA is establishing a Climate Change Commission and we would recommend that the CPCA through the LTP commits to 'net zero' by 2050. This will clearly require a

commitment to not just transport but the supporting electricity infrastructure to enable this to be achieved.

- **Guiding Principles: User Hierarchy & Mode Shift**

The University supports the User Hierarchy identified and applies a similar approach to its own Transport Strategy. We would also welcome consideration to developing this further with the inclusion of:

- 1) Reducing the need to travel through use of technology and changes to the way facilities and services are provided and
- 2) Shared transport services and their role in reducing car use such as car clubs and bike share schemes.

We would encourage greater acknowledgement within the document of the way in which young people are viewing transport, particularly those who are embracing the sharing culture and for whom car ownership will be lower than current levels. This will result in a significant change in the way services and facilities are accessed and how transport modes are used by the future generation for whom this plan is being developed.

With the above in mind the University would like the CPCA to consider the way it refers to different modes and would suggest that: Walking, Cycling and Public Transport should be seen as first choice for travel whilst Shared Transport or Private Transport should be seen as the alternative or last choice.

The University welcomes need to provide 'carrots' to encourage users to switch to walking, cycling and/or public transport for all or part of peoples' journeys. However it is important to acknowledge that, for so long as it continues to be easier to travel by car for people who have access to one, these individuals will continue to do so regardless of whether they have other options.

Policy and practice nationally recognises that improvements to new and existing road provision will generate more road traffic and simply shift the issues associated with car use (such as poor air quality, congestion, poor urban realm and restricted growth and development) to another location.

The University would welcome greater acknowledgement within the LTP that building new roads is not the answer to our transport problems and where projects are being proposed to increase road space, that any additional space is reallocated to improve facilities for walking, cycling and public transport as well as enabling freight to move more efficiently.

The reallocation of road space and especially in urban areas or areas of congestion will further enhance the quality of space and experience for pedestrians, cyclists and those utilising public transport creating high quality public realm and improved air quality as well as a creating a greater sense of place.

To this end the University recognise that improvements on the network are needed but would like reassurance that private car use is restricted to enable walking, cycling and public transport journeys to flow seamlessly.

- **Local Strategy for Greater Cambridgeshire**

The University welcomes that the anticipated development of Greater Cambridge in terms of the growth outlined in the existing local plan (33,500 new homes and 44,000 new jobs) and is supportive of the observations made in the LTP in terms of the transport challenges presented to support the region, specifically in terms of congestion, safety and air quality.

The University is generally supportive of the interventions identified within the Greater Cambridge chapter of the LTP, but would specifically like to comment upon:

### **Rail**

The University strongly supports the inclusion of new stations across the region to include: Cambridge South and Waterbeach as well as increased frequency of services across the network. We see this as vital in supporting our staff in accessing public transport as viable options for their journey to work.

Level crossing improvements at Foxton and Kings Dyke are also supported as are the Rail capacity enhancements identified by the Cambridge Rail Enhancements Study and those through the Ely Area Capacity Enhancements.

### **Cambridgeshire Autonomous Metro – (CAM)**

The development of a mass transit system offering high quality, high frequency, affordable, reliable and segregated public transport is welcomed and supported by the University. We recognise the importance of this in supporting the significant growth anticipated for the Greater Cambridge area.

### **Travel Hubs and Interchange M11 junction 11 intervention**

The University is keen to see work undertaken at key interchange hubs across the network which include a facility at junction 11 of the M11, and would welcome early advancement of this particularly scheme.

The installation of travel hubs (including extending and improving the existing park and ride services and access and egress routes), will facilitate a reduction in congestion in the area and give existing car users viable alternatives for their last mile of travel whilst door to door sustainable travel solution are developed in the longer term. The development of interchange between car and metro, bus or cycle travel should be a key priority for the CPCA if significant change is to be realised.

- **Policies**

The policies identified within the LTP are seen as positive, responsive to the objectives set in the LTP and cover the issues facing the region. The University would support further development of the detail of the policies and welcome discussion to progress these through the development of the Transport Delivery Plan.

The following paragraphs set out the University's response to the rationales identified within the consultation document and provides some insight into the issues impacting on the University and its staff.

### **Building Door-to-Door Connectivity**

It is critical to the University and many other employers that our staff have the opportunity to live within reasonable door-to-door travel times. Therefore any improvements should aim to enhance homes-jobs connectivity across the Cambridgeshire area. This will widen the net of affordable homes for the Cambridge Labour market and reflect a central tenet of Cambridge's 2014 Devolution Deal.

This is particularly relevant to key workers and other low paid staff across Cambridgeshire, as well as University staff based in areas of the city that require multiple changes to public transport provision, such as the Cambridge Biomedical Campus (CBC) and West Cambridge.

### **Integrating Existing Transport Systems**

The Combined Authority will need to work carefully with local and regional partners to ensure that identified projects complement existing and proposed projects that already include: Cambridge South Station, public transport improvements along the key corridors, new Travel

Hubs and the developing Greenways. This will be critical for achieving integrated transport access to Cambridge's key employment & research sites, including; West Cambridge, The Science Park to the North as well as Granta Park and Babraham Research Campus to the South East.

### **Better Public Transport**

The University welcomes further investment to improve reliability and journey times in public transport services which connect homes to jobs. To support these improvements the University acknowledges the strategic approach to public transport offered through the CPCA's ambitious CAM proposals but would also support the same level of detail being given to surface level public transport network. One that is driven by the needs of its users and the environment with regional route planning and interchange, technological solutions for ticketing, information as well as journey planning.

From our own experience, ticketing and poor quality information are barriers to using public transport. The University would welcome a collaborative approach to ticketing across operators and modes of travel, with one ticket and one payment from origin to destination (similar to those provided through MaaS). In addition, information regarding journey and travel options can be confusing and the University would welcome a collaborative approach to information provision.

The University is committed to improving bus services and continues to invest in the Universal bus services which has seen year on year growth and now transports over 700,000 people a year.

The University would also be keen to ensure that public improvements to rail infrastructure will connect into the CPCA's proposed mass transit solutions; enabling multi-modal transport integration.

### **Improved Cycling and Walking**

The University welcomes the proposed improvements to walking and cycling networks that connect residential, business, leisure and transport hubs/interchanges across the Cambridge and with surrounding towns and villages.

To support this we would hope that the plans include improved infrastructure such as pedestrian crossings, cycle parking and associated facilities at key destinations including the urban centres, travel hubs and other public transport interchanges.

Indeed, the University recognises the work and many of the recommendations in the Running out of Road report produced for the National Infrastructure Commission in 2018, which suggested that cycling should be considered a form of mass transit for Cambridge.

Whilst the document acknowledges walking and cycling as sustainable mode of travel, the University believes that they have a significant role to play in Cambridge which is not sufficiently acknowledged within the LTP. The University has over 30% of staff walking and cycling to work and many more using these mode as first /last mile options with private car or public transport and the LTP could reflect this better as well as develop this further and not just within the Cambridge area.

The University would like to see the Cambridge area develop its own London style 'Cycle Highway' network, giving cyclists protection from vehicles on routes outside of the city with priority being transferred to cyclists on the highway within the city.

As well as connecting communities with employment, education and other facilities, cycle highways have the opportunity to provide mass transit solutions that:

- Are low on emissions;
- Are safe and reliable;

- Enable healthy forms of transport;
- Complement public transport solutions.

We recognise that the facilities identified by other organisations such as the GCP and local authority organisations include schemes such as the 'Greenways' will go some way to achieving this, however we would welcome a more ambitious network of cycling and walking infrastructure with greater priority and road space given to pedestrians and cyclist from the urban area of Cambridge to the edge of the central core, thus enabling an effective mass transit solution for Cambridge.

**Smart transport technology;** The University supports the use of smart technology solutions. There are a number of technology-based transport solutions and the University would welcome consideration by the CPCA in providing the following:

- Intuitive journey planning which guides individuals to the best travel option (origin to destination) based on weather, diary, congestion, time of day, etc.
- One ticket one payment to include multimodal bundles across all modes inclusive of parking.
- Flexible intelligent mechanism which directs traffic to appropriate locations whether a preferred route of mode of travel as well as prioritised parking location based on the needs of the network or available parking, activities or air quality.

**Public space and air quality;** The University supports the CPCA's ambition to make improvements to public space and is keen to ensure that the LTP is aligned to the GCP's study published during 2018, Cambridge Clean Air Zone feasibility study which highlights that immediate action is required if we are to protect our communities. The report highlights significant poor air quality in our City Centre and the CBC which require significant changes if we are to create a quality place for people to live, work and play.

The University fully supports and remains committed to the overriding vision for the LTP. This task is more important than ever if we are to sustain Cambridge's pace of growth and meet the challenges posed by Brexit on the one hand and productivity decline on the other.

The University's commitment to supporting innovation-led growth can be clearly seen through its consistently high levels of investment in research and learning: we are currently delivering around £150M p.a. of capital investment across our estate, from the Cambridge Biomedical Campus to central and West Cambridge. This includes direct investment by the University, and significant funds levered in from government, research councils and philanthropy. This comes in addition to significant investment for housing and community infrastructure at Eddington, whose first homes were filled in the last quarter of 2017.

The investment in transport infrastructure is welcomed and will support existing and future investment by the University and others. It will help to ensure that Cambridge and the wider region remains a growing and sustainable centre of excellence and a world leader in the fields of higher education and research. It will help Cambridge to nurture its growing industries and will facilitate a further expansion of its knowledge-based economy, while retaining the high quality of life and place that underpins our cities and urban centers and supports its standout economic success. It will help spread access to Cambridge's many opportunities to communities across its hinterlands and is essential for the CPCA and its partners including the University to deliver on their proposed commitments in the years and decades ahead.

If you have any questions or would like to discuss any of the points raised in this response, please do not hesitate to contact me.

Yours faithfully



Graham Matthews