



Greater Cambridge Partnership
SH1311
Shire Hall
Castle Hill
Cambridge
CB3 0AP

6 April 2018

Dear Sirs

Cambridge South East Transport Study: response from the University of Cambridge

The University welcomes the opportunity to respond to the proposals for the Cambridge South East Transport Study. Investments along this corridor are a major opportunity to support inclusive growth and development for Cambridge, especially at the Cambridge Biomedical Campus, the Babraham Research Campus and Granta Park.

We understand that a further significant study into travel and transport at the Cambridge Biomedical Campus has also been undertaken to support the development of these proposals, and the University welcomes the commitment from the Greater Cambridge Partnership to integrate the proposed solutions.

The University of Cambridge fully supports the package of proposals put forward for consultation. We see these measures as offering improvements to safety for all users and giving greater priority for public transport. We particularly welcome the bus priority measures at Linton and the introduction of the rural travel hub, which we believe will support people in transitioning into multi-modal travellers.

Preferences

The University's preferred transport option for this corridor is Strategy 1 – a new dedicated Mass Rapid Transit route between the A11 and the Cambridge Biomedical Campus. The reasons for this are:

- It will offer **fast** and **reliable** public transport, as well as walking and cycling connectivity for residents and commuters along a critical corridor for the Cambridge economy. Key employment sites include Granta Park, the Babraham Research Campus and the Cambridge Biomedical Campus.
- It offers the greatest opportunity to enable **mode shift** away from the private car by reaching commuters travelling along both the A1307 and the A1301.
- We welcome the introduction of stops at Sawston, Stapleford and Great Shelford thereby creating accessible routes for these communities.

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- Strategy 1 offers greater **Punctuality** of services than any of the proposed on-road options. Punctuality is an area highlighted in the University's transport studies as a key priority for users of its own Universal bus service, in which it has invested heavily in over the last 15 years.
- Strategy 1 would provide a greater **reliability** of service due to its segregation from other traffic.
- Strategy 1 also delivers the greatest additional sustainable transport **capacity**. In addition to the creation of a new dedicated mass transport system, the off road solution will enable greater opportunity for increased capacity for pedestrians, cyclists and bus services which continue to operate along the existing road network.
- The University itself employs around 11,500 staff, of which approximately 10% live along the A1307/A1301 corridor. Strategy 1 would minimise journey times for thousands of commuters and maximise the interaction between new communities and international centres of academic and scientific excellence.

However, in order for Strategy 1 to realise its full potential, we believe that further development is required in the following areas:

- A plan for how this proposal will interact and connect with the proposed Cambridge South Station and the Western orbital.
- Infrastructure improvements and priority measures within the Cambridge Biomedical Campus to ensure the continued reliability of services and ease of access.
- The provision of improved pedestrian and cycle routes from the proposed new park and ride facility to the Babraham Research Campus to Granta Park.
- The management of the on-street car parking surrounding the Cambridge Biomedical Campus.

The University is a committed partner of the Greater Cambridge Partnership and continues to invest in excess of £1m p.a in transport services, in addition to investment in transport infrastructure on its estate including the Biomedical Campus and measures that reduce and mitigate the impact of transport from its developments.

The GCP's investment in transport infrastructure along the South East Corridor will support existing and future investment by the University and others. It will help to ensure that Cambridge remains a growing and sustainable centre of excellence and a world leader in the fields of higher education and research. It will help the city 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 city 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 University and the local authorities to deliver on their proposed commitments in the years and decades ahead.

We believe that Strategy 1 is the best option for meeting these goals and we look forward to future engagement with the GCP as it develops its plans in the months and years ahead.

Yours faithfully



Jason Matthews