



Network Rail: 1
Eversholt Street
London NW1 2DN

2 March 2020

Dear Sirs

Cambridge South Station Consultation: Response from the University of Cambridge

I am writing on behalf of the University of Cambridge in response to the Cambridge South station consultation. The University welcomes the progress being made to develop the much needed Cambridge South station and strongly supports its delivery.

Why the University supports Cambridge South station

As a major employer within the Cambridge region, we are aware that around 50% of our 12,300 staff commute to the city from outlying areas. This has resulted in door-to-door journey times for many that are in excess of 1.5 hours due to congestion on the highway or poor connectivity and services on public transport.

In particular, 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. The Cambridge South station will 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 but specifically those based on the Cambridge Biomedical Campus (CBC) for whom ease of access is currently limited.

In addition, the CBC will be Europe's largest life sciences cluster, which includes, amongst others, a number of established University of Cambridge's facilities: Laboratory of Molecular Biology, Cancer Research Institute, Addenbrooke's hospital, the new Papworth Hospital and AstraZeneca's new global R&D centre.

A transport needs assessment of the CBC undertaken by Greater Cambridge Partnership (GCP) identified a rail station on campus as a significant addition to the transport mix - capable of delivering a step-change in travel habits to the campus. While Cambridge South station is not the silver bullet to solving the transport and associated issues at the campus and surrounding area, creating a rail station at CBC is critical to the sustainable growth of this world leading life sciences cluster and is fundamental to engendering change across the whole city.

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Preferred location

The University believes that all proposed station locations identified in the consultation have the ability to address the needs of those travelling to the campus. However, all three options create operational challenges for the University's developments adjacent to the train track with the most significant impact resulting from the southern location. Our preferred option is, therefore, option 1.

We recognise that the northern location is likely to have the maximum impact on AstraZeneca's developments and we would like to reaffirm our commitment to working closely to identify a solution that delivers the full benefits of the station whilst ensuring operability for all of the developments adjacent to the track.

Additional Comments

In terms of general feedback to the consultation, please see below a number of comments for your consideration.

Integrating existing and proposed transport systems: The Cambridgeshire and Peterborough Combined Authority (CPCA) and the GCP are together delivering £1.6bn of devolution agreements, principally focused on transport infrastructure. Network Rail will need to work carefully with regional/local partners to ensure Cambridge South station complements existing projects. These include the Cambridgeshire Autonomous Metro (CAM) and Cambridge South East Transport (CSET) projects, the Greenways network and other local cycling and walking infrastructure. This will be critical for achieving integrated transport access not just at the CBC but also to Cambridge's other key employment and research sites including West Cambridge, the Science Park to the north as well as Granta Park and Babraham Research Campus to the south east.

Linking the local communities: In addition to large infrastructure integration, it is imperative that first/last mile sustainable travel solutions are enabled for existing and new communities within easy walking and cycling distance. This should be achieved through excellent station design and facilities as well as the linkages to the existing walking and cycling networks within both the CBC and local communities.

Enhancing the environment: The University recognise the positive impact that rail services and a station at the CBC could have on the local environment through the removal of traffic from the network and opportunities offered by this to improve air quality and provide greater high quality spaces.

Network Rail should consider how it could realise its objectives with a net gain to the natural capital of the local area. We welcome proposals to fully assess the impact of the station on the local greenspaces and biodiversity and how any impact on the adjacent country park can be minimised.

To enable further dialogue with colleagues to assist the process as you refine your proposals, please contact my colleague, Mike Osbourn, who will be happy to co-ordinate input from our technical teams. Mike can be contact on (01223) 760448 or email Michael.Osbourn@admin.cam.ac.uk

Yours faithfully



Graham Matthews