



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

22nd January 2018

Dear Sirs,

Cambourne to Cambridge Consultation: response from the University of Cambridge

The University remains committed to working with our partners on the Greater Cambridge Partnership. We fully support and remain committed to the overriding aim of the original Greater Cambridge City Deal, which was to enable a new wave of innovation-led growth by investing in much-needed infrastructure, housing and skills across our area. 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 the £1bn investment we are delivering for housing and community infrastructure at Eddington, whose first homes were filled in the last quarter of 2017.

As a major employer within the Cambridge region we are aware that around 50% of our 11,500 staff commute to the city from outlying areas, of which approximately 20% travel along the A428/Madingley Road corridor. Congestion along this corridor therefore has a major impact on our productivity, the health and well-being of our staff, and the environmental quality of our operational sites. Despite a number of local authority initiatives, staff living along this corridor have limited sustainable transport options available to them, and whilst the University has undertaken considerable investment to support staff on their journey to work, we recognise that changing the way people travel depends upon the provision of realistic opportunities for walking, cycling and public transport and improvements to the use of technology. From an institutional point of view, we therefore agree that this corridor is in significant need of investment, which is why we welcome this consultation.

However, in addition to these existing factors, major new developments are being planned along the corridor at Cambourne West and at Bourn Airfield, to help meet the ever-growing housing needs of Cambridge. Major new transport infrastructure - defined as 'critical' in the Infrastructure Delivery Study Update (2013) - is, in our view, urgently required to deliver these developments as soon as possible.

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Therefore, with an eye on staff wellbeing, the local economy, the local plan, and sustainability, the GCP's focus on this corridor is strongly supported by the University of Cambridge.

Preferences

The University's preferred transport option for this corridor is Route C and specifically a route that services Charles Babbage Road and onwards to Grange Road. The reasons for this are:

- Broadly speaking, it will offer fast, reliable public transport, walking and cycling **connectivity** between existing and planned homes along this corridor and the major employment sites at West Cambridge and onwards into the City Centre.
- Specifically, the University itself employs around 11,500 staff, of which approximately 10% live along the A428 corridor and work in various locations across the City. Route C would minimise journey times for thousands of staff and maximise the interaction between new communities and international centres of academic and scientific excellence.
- Route C 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.
- Route C would provide a greater **reliability** of service due to its segregation from other traffic.
- Route C also delivers the greatest additional sustainable transport **capacity**. In addition to the creation of a new dedicated mass transport system, route C will enable greater opportunity for increased capacity for pedestrians, cyclists and bus services (including the existing Madingley Road Park and Ride) which continue to operate along the existing Madingley Road corridor.

The University considers that the integration of Charles Babbage Road into the route is essential, for the following reasons:

- It maximises homes-employment **connectivity** by offering the greatest interaction with West Cambridge
- It offers the **best value for money** by utilising University-provided infrastructure in West Cambridge, which was built to accommodate this type of scheme
- It utilises off-road space while protecting open land, minimising environmental impacts - although we note that no Environmental Impact Assessment for the various options is provided with the information for consultation.
- It avoids harm to **vibration sensitive research** undertaken in the Department of Materials Science and Metallurgy building that would be caused by other route C options.

In order for Route C to realise its full potential we believe that further development is required in the following areas.

- Connectivity with the western orbital and the emerging northern orbital (movements towards the Science Park).
- Infrastructure improvements and priority measures to mitigate the increased journey times and reduced reliability between Grange Road, the City Centre and onwards to the rail station and other key destinations.
- On road demand management as well as improvements for walking, cycling and public transport along the A1303 to ensure that capacity released as a result of the off road solution is not simply filled by additional private vehicle movements.

We do not support the blue route C due to the harm that would be caused to vibration sensitive research in the Materials Science and Metallurgy building.

Park and Ride Options

The University recognises the need for additional parking facilities to support mass transport solutions into the City from the West and each of the proposed sites will offer a solution to this. We are, however, concerned that the long term capacity offered by one site alone may be insufficient.

The University is a committed partner of the GCP and has in recent years invested in excess of £1m p.a in transport services, in addition to investment in transport infrastructure on its estate, major investment in housing to meet staff housing needs and measures that reduce and mitigate the impact of transport from its developments. Such projects include: the Universal bus service, car clubs, cycle parking, electric vehicles and charging provision, personalised journey planning and much more. The Cambourne to Cambridge corridor investment will complement these measures, and provide additional transport capacity, and is welcomed.

The GCP's investment in transport infrastructure along the A428 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 bring the city's expertise 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 Route C 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

