



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

4 February 2019

Dear Sirs

Comberton Greenways consultation: response from the University of Cambridge

The University welcomes the opportunity to respond to the Greenways proposals and specifically regarding those for the western corridor from Comberton to Cambridge via Coton.

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, of which approximately 20% travel along the A428/Madingley Road corridor. Many of these are within a distance that could easily be cycled direct from home if adequate cycle infrastructure was in place or from a suitable interchange facility on the edge of the city.

The benefits offered by the Greenways network could be substantial. Over 30% of University staff already cycle to work, the highest proportion of any single mode of travel. Whilst we recognise that staff are less likely to cycle the further they live from their place of work we also know that the distance travelled to work by bicycle in Cambridge is considerably further than the national average.

The University recognises the work and many of the recommendations in the report produced for the National Infrastructure Commission Running out of Road published earlier this year which suggested that cycling should be seen as a form of mass transit across the City. The University would like to see the Greenways routes form a London style 'Cycle Superhighway' 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, the Greenways have the opportunity to provide mass transit solutions that:

- Are low on emissions.
- Are safe and reliable transport option.
- Enable healthy forms of transport.
- Reduce the need for large expensive infrastructure.

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We recognise that the route identified in this and other Greenway consultations will go some way to achieving this, however, we would welcome a more ambitious network of cycling infrastructure with greater priority and road space given to cyclists from the urban area of Cambridge to the edge of the central core, thus enabling cycling to become an effective Mass Transit solution for Cambridge.

The Comberton Route Alignment

Points 1- 12

The University welcomes the proposed links to the local communities of Comberton and Coton but also the potential links to the proposed new park and ride sites along the A428 which would provide real alternatives for those commuters living to the West of Cambridge enabling them to switch to cycling for some or all of their journey. Improvements to the bridge over the M11 are also welcomed as is the linkage with the West Cambridge site.

Points 13 – 14

We are pleased that the work developed as part of the University's West Cambridge Masterplan forms an integral part of the proposals and we look forward to developing them further as the scheme progresses.

Proposed changes to parking along Adams Road and the widening of the route over Bin Brook would create a safer environment for pedestrians and cyclists along this already busy link between the City Centre, West Cambridge and beyond and are to be welcomed.

Point 15- 16

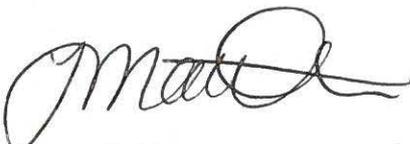
The University recognises that increases in demand for cycling and walking along this corridor will soon outgrow supply unless significant changes to the existing infrastructure and traffic management arrangements along key routes close to the Centre are made.

In light of the City Access and Bus Service Improvement project as well as the Spatial Strategy work it is imperative that consideration is given in the first instance as to how Silver Street, Queens Road, West Street, Grange Road and Sidgwick Avenue will function to support these schemes. Further consideration will then be needed on how the Greenways scheme can be integrated into this area. Therefore at this time the University is unable to support the proposals contained in points 15 & 16 due to lack of information but would be keen to explore how these routes can be developed to facilitate greater priority for cyclists.

And Finally.....

The University as a partner of GCP looks forward to supporting the progression of the scheme and working closely with the Greenway project team to further develop the route, particularly across our Estate at West Cambridge and other sites along its route such as the Sidgwick Avenue and Burrell's Walk.

Yours faithfully



Jason Matthews