



# **Letters of Support**

Outline Business Case - Appendix T

17 January 2020

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Outline Business Case - Appendix T

17 January 2020

**Document reference:** | | 392438-MMD-BCA-XX-RP-BC-0050

**Information class:** Standard

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# American Battle Monuments Commission



## American Battle Monuments Commission

### Cambridge American Cemetery

28 October 2019

Mr. Austin Nwadike  
Project Manager, Cambourne to Cambridge Project  
Greater Cambridge Partnership  
Shire Hall, Cambridge CB3 0AP  
United Kingdom

Mr. Nwadike,

Cambridge American Cemetery and the American Battle Monuments Commission (ABMC) appreciate the strong and enduring relationship between the American and British people based on shared values, openness, and the spirit of cooperation. We are honored today, as we have been since the Second World War, to stand side-by-side with the British government to find mutually satisfactory solutions to complex problems based on shared interests.

Established as a permanent American overseas military cemetery in 1954,<sup>1</sup> the mission of Cambridge American Cemetery is to honor the service and sacrifice of American military members and civilian volunteers who fought to achieve victory over tyranny in the Second World War. This cultural heritage site enjoys the protection of both Historic England (British Government)<sup>2</sup> and the Commission of Fine Arts (American Government).<sup>3</sup>



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<sup>1</sup> Please see Enclosure 1. Diplomatic Note dated 21 June 1954, from Deputy Prime Minister, Sir Anthony Eden, to the US Ambassador regarding the official status of Cambridge American Cemetery.

<sup>2</sup> Please see Enclosure 2. Historic England, Grade I listed "Park and Garden" heritage site number 1001573.

<sup>3</sup> Please see Enclosure 3. US Commission of Fine Arts, Cultural Heritage site in the UK.

Regarding transportation development options for the Cambourne to Cambridge Project, our preservation interests include, among other factors: noise pollution; the A1303 meadow-grass (the verge) & the vegetative border shrub; public accessibility; and Health & Safety. **Cambridge American Cemetery favors development options that avoid expansion of the A1303 (avoid construction); reduce traffic volume; reduce the speed limit; and increase safety to pedestrians and cyclists.**

Residential development to the west of Cambridge along the A1303 and A428 over the past decade has already significantly increased commercial traffic on the A1303. This has brought increased noise and emission pollution to the doorsteps of this memorial site.

Despite being located in the “green belt” that surrounds Cambridge,

the sounds of motorway traffic and emergency vehicle sirens disrupt the quiet and calm as visitors try to contemplate young lives cut short by the war. Increased vehicle emissions and winter road salt are already beginning to yield an adverse effect on the horticultural features that form visitors’ first impressions. The horticulture and landscape



specialists on staff at Cambridge American Cemetery have steadily been putting more time and resources into the maintenance of the meadow-grass, which forms the A1303 verge, and the *Taxus Baccata* (English Yew) hedge that provides a visual barrier into the cemetery and memorial.

The English Yew shrubs, incidentally, are the original plantings from the mid 1950s, when the cemetery was first opened. Any development option that includes expanding the A1303 into the verge risks further damage to the

vitality of this original memorial feature. Not only would this bring vehicle emissions and winter salt physically closer to the hedge, thus increasing stress on the plants, but the construction itself might irreparably damage or destroy the plants.

Increased traffic along the A1303, which today has a speed limit of 50mph, is also increasing health and safety risk to pedestrians and cyclists using the footpath and pavement. Perhaps this is outside of the scope of the GCP development authority, but it is a pertinent topic to raise while discussing potential development of the A1303. A footpath connecting Madingley and Coton villages passes along the west side of Cambridge American Cemetery, crosses the A1303, and continues through agricultural fields towards Coton C of E Primary School. Pedestrians frequently cross the A1303 directly in front of the main entrance to Cambridge American Cemetery, even though there is no crosswalk available to ensure safety. The footpath was installed long before the A1303 became such a busy road, but over time the increased traffic, higher speeds, and lack of cross walk has increased the risk to pedestrians and cyclists.

In summation, ABMC fully understands that we are only one of multiple stakeholders with interests in the development projects being overseen by Greater Cambridge Partnership. With that in mind, Cambridge American Cemetery would like to support development options that correspond to the interests laid out above, which include the following elements:

1. **Reduce noise pollution** by taking steps to reduce commercial traffic along the A1303.
2. **Protect the meadow-grass (the verge) and border shrub** by avoiding expansion (road construction) on the A1303.
3. **Sustain public accessibility to Cambridge American Cemetery** by avoiding road construction on the A1303.
4. **Increase Health & Safety along the A1303** by reducing the speed limit, installing a pedestrian cross walk, and reducing commercial traffic.

Respectfully,



Matthew P. Brown  
Superintendent  
Cambridge American Cemetery



## **Enclosure 1**

Diplomatic Note dated 21 June 1954, from Deputy Prime Minister, Sir Anthony Eden, to the US Ambassador regarding the official status of Cambridge American Cemetery.

BLUE SEAL OF  
BRITISH GOVERNMENT

No. AU 1851/7



Foreign Office  
S.W.1.

June 21, 1954.

Your Excellency,

I have the honour to refer to the discussions between the United States and British military authorities which took place in London in March, 1948, and subsequently for the purpose of settling the terms of use, by the Government of the United States of America, of land at Madingley, near Cambridge, as a United States Military Cemetery. As a contribution towards the happy relationship between this country and the United States of America, the University of Cambridge have now arranged for the land in question, which is defined in pink and brown on the map at Annex A hereto, to be conveyed, in the form of a gift, to Her Majesty's Government in the United Kingdom of Great Britain and Northern Ireland. As a result of the discussions, Her Majesty's Government are ready to make the land defined in pink available to the American Battle Monuments Commission for use as a cemetery, on the following conditions, for as long as it may be required for that purpose:-

- (a) The areas defined in pink and brown on the map shall remain vested in Her Majesty's War Office.
- (b) The American Battle Monuments Commission shall accept responsibility for all expenses concerning the permanent layout and subsequent upkeep of the cemetery.

/(c)

His Excellency  
The Honourable Winthrop W. Aldrich, G.B.E.,  
etc., etc., etc.,  
American Embassy,  
1, Grosvenor Square,  
W. 1.

12

England. 38v.4

- (c) The strip of land coloured brown on the map is being dedicated as a public footpath in lieu of the one at present crossing the site of the cemetery, which will be permanently closed. The American Battle Monuments Commission shall accept responsibility for the erection and maintenance of the fencing on both sides of the public footpath coloured brown.
- (d) No plans for buildings or other architectural features, which would involve variations or deviations from the master-plans of the cemetery (copies at Annexes B, C and D hereto) shall be carried out without prior reference to Her Majesty's War Office.
- (e) Arrangements shall be made by Her Majesty's Government so that, during such time as the area defined in pink on the map is used as a cemetery, the area coloured yellow will be restricted to agricultural use, and the American Battle Monuments Commission will be consulted about any proposal to develop the area coloured blue.
- (f) Any rates or taxes, which may be levied on the land referred to in sub-paragraph (a) above, or on property thereon, shall be paid by Her Majesty's Government, and shall not be a charge on the United States Government.

The conditions set out in the preceding paragraph are acceptable to Her Majesty's Government and, if they are equally acceptable to the Government of the United States, I have the honour to suggest that the present Note,

/and



and its Annexes, together with Your Excellency's reply to that effect,  
shall be regarded as constituting an agreement between the two Governments  
in this matter, which shall enter into force as from today's date.

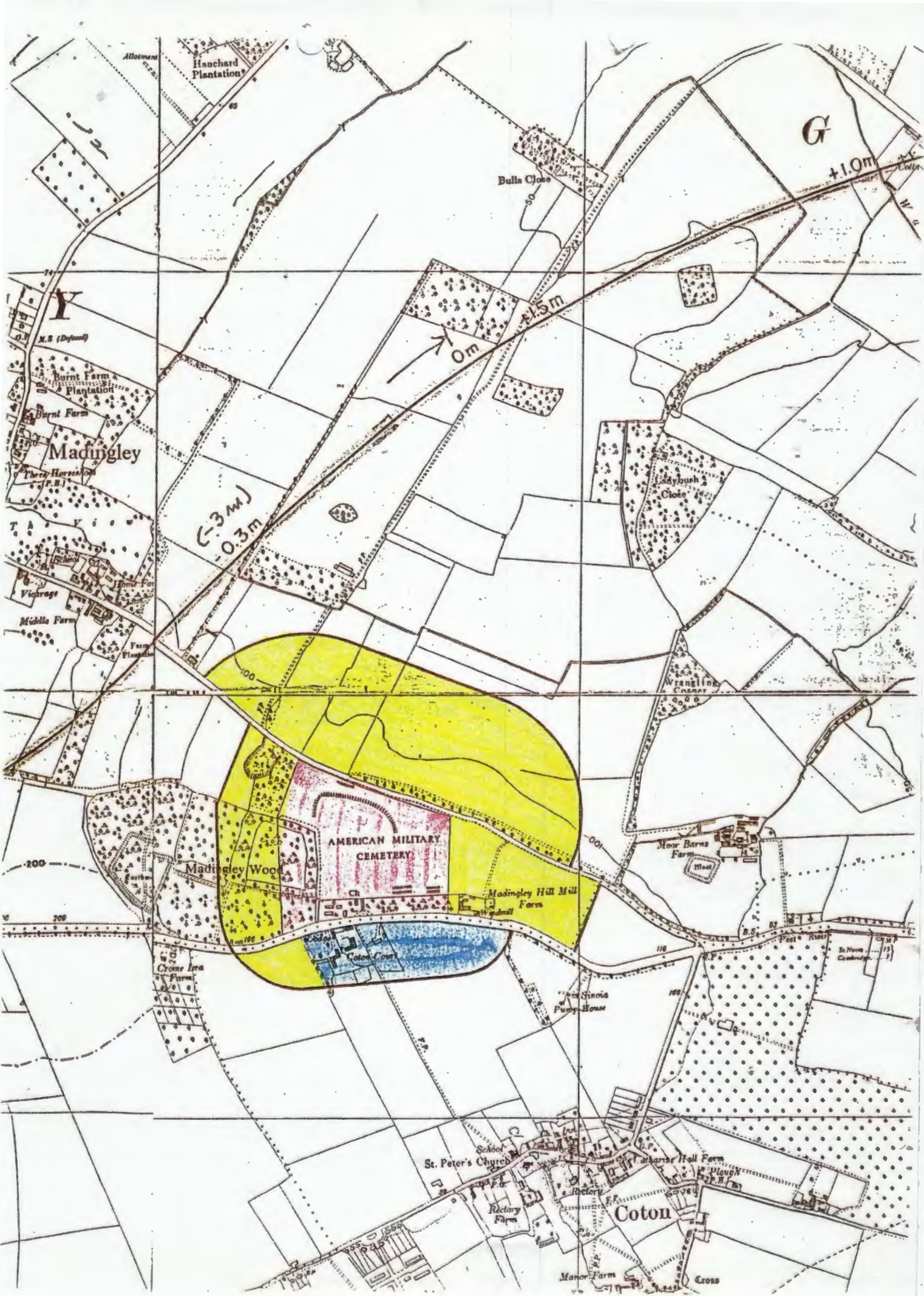
I have the honour to be,  
With the highest consideration,  
Your Excellency's obedient Servant,

ANTHONY EDEN

CERTIFIED A TRUE AND CORRECT COPY  
OF THE SIGNED ORIGINAL.

L.J. Daymont  
American Consul







EMBOSSSED SEAL OF  
UNITED STATES OF  
AMERICA.

EMBASSY OF THE  
UNITED STATES OF AMERICA

June 21, 1954

No. 2974

Excellency :

I have the honor to acknowledge the receipt of Your Excellency's Note of today's date, referring to the discussions which have taken place between representatives of our two Governments for the purpose of settling the terms of use, by the Government of the United States of America, of land at Madingley, near Cambridge, as a United States Military Cemetery; informing me that the land in question has now been conveyed by the University of Cambridge to Her Majesty's Government in the United Kingdom of Great Britain and Northern Ireland, in the form of a gift, as a contribution towards the happy relationship between our two countries; and indicating the conditions upon which, as a result of the discussions, Her Majesty's Government is prepared to make the land available to the United States Government. These conditions are set forth in sub-paragraphs (a) to (f) of paragraph 2 of Your Excellency's Note.

In reply I have the honor to confirm that the conditions set forth in your Note are also acceptable to the Government of the United States

/of

The Right Honorable  
Anthony Eden, M.C., M.P.,  
Secretary of State for Foreign Affairs,  
Foreign Office,  
London, S.W.1.

42

England

JPV.4

of America and that it agrees with your suggestion that your Note, including the Annexes thereto, together with the present reply, shall be regarded as constituting an agreement between the two Governments in this matter which shall enter into force as from today's date.

Please accept, Your Excellency, the renewed assurances of my highest consideration.

WINTHROP W. ALDRICH

Winthrop W. Aldrich  
American Ambassador

Annexe "A" - Colored Map of Madingley

Annexe "B" - Plan of Memorial Hall

Annexe "C" - General Grading Plan

Annexe "D" - Plan-Steps at North Entrance

CERTIFIED A TRUE COPY  
OF THE SIGNED ORIGINAL.

L.J. Daymont  
American Consul

## **Enclosure 2**

Historic England, Grade I listed “Park and Garden” heritage site number 1001573.





Historic England

[Search the site](#) 

# AMERICAN MILITARY CEMETERY

## Overview

Heritage Category:

Park and Garden

Grade:

I

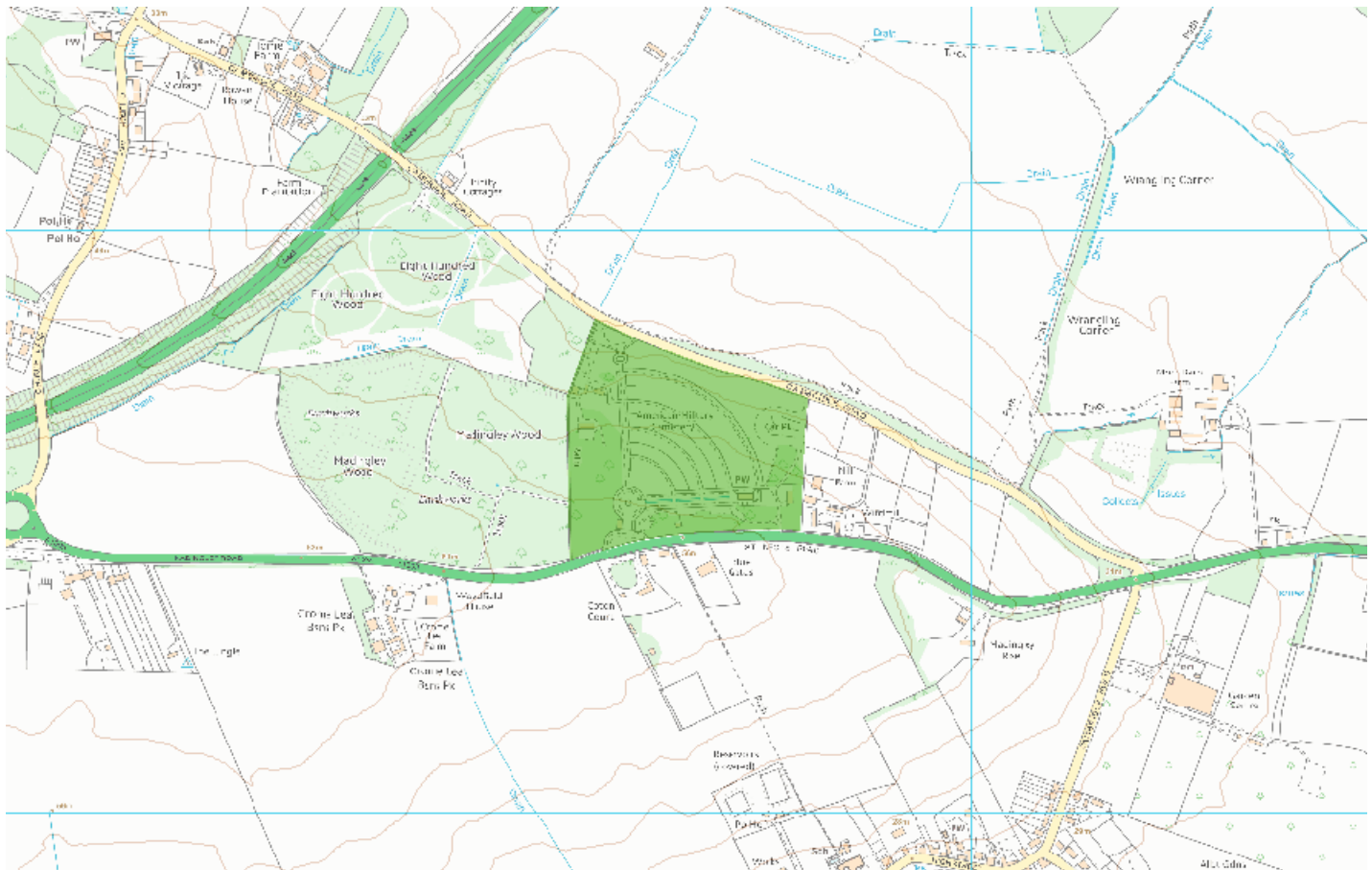
List Entry Number:

1001573

Date first listed:

03-Jan-2002

## Map



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Use of this data is subject to **Terms and Conditions** (<https://historicensland.org.uk/terms/site-terms-conditions/>).

The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - **1001573.pdf**

([http://mapservices.HistoricEngland.org.uk/printwebservicehle/StatutoryPrint.svc/1609/HLE\\_A4L\\_Grade|HLE\\_A3L\\_Grade.pdf](http://mapservices.HistoricEngland.org.uk/printwebservicehle/StatutoryPrint.svc/1609/HLE_A4L_Grade|HLE_A3L_Grade.pdf))

The PDF will be generated from our live systems and may take a few minutes to download depending on how busy our servers are. We apologise for this delay.

This copy shows the entry on 24-Oct-2019 at 13:02:15.

## Location

The building or site itself may lie within the boundary of more than one authority.

County:

Cambridgeshire

District:

South Cambridgeshire (District Authority)

Parish:

Madingley

National Grid Reference:

TL 40507 59632

## Details

The only permanent American Second World War cemetery in Britain, designed by Perry, Shaw, Hepburn and Dean, Architects and Olmsted Brothers, landscape architects and dedicated in 1956.

### HISTORIC DEVELOPMENT

The American Cemetery is one of twenty four permanent American Second World War cemeteries erected on foreign soil by the American Battle Monuments Commission. It was established as a temporary military cemetery in 1943 on land donated in perpetuity by the University of Cambridge and was later selected as the only permanent American Second World War military cemetery in the British Isles. Following this decision, the architects Perry, Shaw, Hepburn and Dean of Boston, Massachusetts, were commissioned to design the built elements of the cemetery, which were set within a landscape laid out by Olmsted Brothers, landscape architects of Brookline, Massachusetts. The site was dedicated in July 1956 and some forty-two per cent of those temporarily interred in England and Northern Ireland were reinterred at Cambridge. The cemetery holds many of the American servicemen and women who were crew members of American aircraft during the Second World War, together with those who died in the invasions of North Africa and France, the remains of in all 3812 individuals. The site remains (2001) in the ownership and management of the American Battle Monuments Commission.

### DESCRIPTION

**LOCATION, AREA, BOUNDARIES, LANDFORM, SETTING** The American Cemetery is situated c 8km to the west of Cambridge, on the north side of the A1303 St Neots Road. The c 12.5ha site is bounded to the north by Cambridge Road, which links the villages of Coton and Madingley, to the west by a track beside Madingley Wood, to the east by farmland, and to the south by the A1303. The cemetery occupies a rural position on the north slope of a hill which gives extensive views northwards over the surrounding countryside and towards Ely cathedral, some 22km away, which can be seen on clear days.

**ENTRANCES AND APPROACHES** The main entrance to the cemetery lies in the south-west corner, beside the Visitors' Centre which is set back off the A1303. Beside the main gates, a vehicular access drive leads into the boundary woodland to a parking area. In the north-west corner of the site stand the lower gates to the cemetery, reached from Cambridge Road. From these gates, steps lead up to the north end of the West Mall.

**PRINCIPAL BUILDING** The main building on the site is the tall, rectangular Memorial chapel and museum room (listed grade II\*) situated towards the south-east corner of the site. It is constructed of Portland stone of extremely high quality and has simple lines. The tall, teakwood doorway faces west over the reflective pool gardens (also listed grade II\*) and has a gable above with a commemorative inscription. The north wall has five projecting stone piers the full height of the wall, each inscribed with one of the years from 1941 to 1945, while the south wall carries an inscription and map of the United Kingdom. The Memorial and its facing garden were designed by Perry, Shaw, Hepburn and Dean between 1952 and 1954, using Hughes and Bicknell of Cambridge as the local architects executing the project.

**OTHER LAND** The main entrance beside the Visitors' Centre in the south-west corner gives onto a wide gravel walk leading to the c 30m tall flagpole, surrounded by clipped hedges. The flagpole stands on a raised platform with an inscription around its base and forms the termination of the Mall and Memorial to the east, and the West Mall to the north. From the platform there are good views north-east over the field of headstones. The West Mall is a wide tarmac walk connecting the flagpole to a curved viewing bastion in the north-west corner of the site. It is lined by an avenue of *Sophora japonica*, the Japanese pagoda tree, and is bordered to the west

by an oak grove which runs along the western boundary of the cemetery, screening service buildings and offices.

On the main axis to the east of the flagpole lies the Court of Honour. This area is reached by wide steps which descend from the platform into a garden area enclosed by low Portland stone walls to the north and the high Wall of the Missing to the south, which is inscribed with the names of those lost while serving in Britain during the Second World War. Between the south side of the Wall and the south boundary is an oak grove which contains areas for parking. Within the garden itself are three long rectangular reflection pools, bordered by rose beds, which stretch between the flagpole area and the Memorial at the eastern end; along the low northern boundary wall is a line of hawthorns. The Memorial chapel looks west and behind it, below its eastern facade, is a small enclosed garden area.

Between the West Mall and the Memorial chapel are the plots of headstones, which stretch between the two in a wide arc. From the northern end of the West Mall a gravel path runs east and south-east to the Memorial. It follows the curve of the boundary wall, along which is planted a deep shrub border. Below the boundary wall, to the north and north-east is a plot of land at a lower level, currently (2001) laid to grass with some shrub areas, which is used for additional parking. The grave plots are arranged in parallel, curved lines interspersed by gravel paths lined with box hedges occupying the sector between the two.

## REFERENCES

Cambridge American Cemetery and Memorial, Visitors' handbook, (American Battle Monuments Commission nd) N Pevsner, The Buildings of England: Cambridgeshire (1970), p 437

REASONS FOR DESIGNATION The American Military Cemetery is designated at Grade I for the following principal reasons:

\* A unique example of a Post-War Military Cemetery (mid-1950s) of the highest design quality and social importance. \* It commemorates the lives of all US servicemen who perished in Britain in World War II and contains the remains of over 3800 war dead. \* The landscape design was by Olmsted Brothers, an internationally renowned landscape firm which created a striking and moving formal design applied to a commemorative landscape, dominated by monumental architecture including a chapel, wall of remembrance and flagpole. \* The uniformity of the individual headstones and their formal arrangement in a regular pattern across a large area set on lawn contributes an exceptional character, equalled in England by the military cemetery at Brookwood. \* The cemetery survives in excellent condition with components including a variety of high quality structures and a memorial chapel.

Description written: October 2001 Amended: March 2002 Register Inspector: EMP Edited: September 2002 Upgraded: November 2009

## Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

5033

Legacy System:

Parks and Gardens

## Legal

This garden or other land is registered under the Historic Buildings and Ancient Monuments Act 1953 within the Register of Historic Parks and Gardens by Historic England for its special historic interest.

## **Enclosure 3**

US Commission of Fine Arts, Cultural Heritage site in the UK.

# CAMBRIDGE AMERICAN CEMETERY AND MEMORIAL, CAMBRIDGE, ENGLAND



The only World War II-era American cemetery in England, dedicated in 1956, was designed by Perry, Shaw, Hepburn & Dean with landscape design by Edmund Whiting of the Olmsted Brothers. The CFA most recently reviewed a new visitor center for the cemetery in **January 2012**. (Image credit: ABMC)

## Location:

Madingley Road

Coton, Cambridgeshire, United Kingdom



# Whippet Coaches





Bob Menzies  
Service Director  
Cambridgeshire County Council  
Shire Hall  
Cambridge, CB3 0AP

7 March 2017

### **Cambourne to Cambridge guided busway**

Dear Bob,

Buses are the best way of moving large numbers of people around a city like Cambridge and more needs to be done to enable their free movement within the central area. However, reaching the city centre is now becoming more problematic and deterring passengers from travelling by bus. The Park & Ride sites are very important but they should not abstract passengers from longer-distance bus services. Not only does this reduce on-bus revenue but it also adds to the congestion on the approaches to the city. Bus services from outside the city need to be given the priority they deserve and the City Deal offers the ability to deliver this.

We are very supportive of the Cambourne to Cambridge guided busway. This would enable existing bus services to provide an improved service using the same resources, as well as create a better business case for increased frequencies. It would also replicate the modal shift experienced on the existing guided busway between St Ives and Cambridge. However, the design of the busway is very important and we are concerned that the County Council is under pressure to construct it alongside existing roads. Our preferred options are where guided buses are completely segregated from other traffic as this improves journey times and reduces conflict with other vehicles, such as crossing road junctions and access to property. This could require additional vehicles to be used to maintain the same frequencies as well as increasing the risk of accidents and service disruption.

We see great potential for the Cambourne to Cambridge busway and its success will be assisted by new and proposed housing developments including those in Godmanchester, Papworth Everard, St Neots, West Cambourne and Bourne. If there is anything we can do to assist you with this process, please do not hesitate to get in touch.

Yours sincerely

Matthew Woolf  
Commercial Manager

cc . Adrian Shepherd and Paul Nelson





### **3 Cambridge University Hospitals**

RN

Ashley Heller  
Greater Cambridge Partnership  
Box SH1311  
Shire Hall  
CAMBRIDGE  
CB3 0AP

**Rachel Northfield**  
**Estates and Facilities**  
**Management Offices**  
Box 102  
Hills Road  
Cambridge CB2 0QQ

Direct Dial: 01223 217921  
rachel.northfield@addenbrookes.nhs.uk

18 January 2018

Dear Mr Heller,

### **A428 Cambourne to Cambridge - Greater Cambridge Partnership Scheme**

It is known that a significant number of staff, patients and visitors access the Cambridge Biomedical Campus (CBC) from the west, via the A428, A1303 and surrounding areas. Congestion along this corridor is significant and it is acknowledged that people living along this corridor have limited sustainable transport options available. We recognise that changing the way people travel depends upon the provision of realistic opportunities to access active / sustainable travel and improvements to the use of technology. We agree that this corridor is in significant need of investment, which is why we write in response to the public consultation on behalf of the Cambridge Biomedical Campus Travel, Transport and Sustainability Group.

We are supportive of the introduction of improvements to transport links that serve this campus, particularly where this reduces journey time to the CBC.

#### **Route Alignment**

Having analysed the options put forward, the CBC's preferred transport option for this corridor is Route C. This option is most appealing as it will offer fast and reliable public transport, walking and cycling connectivity between existing and planned homes along this corridor and the major employment sites of West Cambridge, the City Centre and on to CBC. The segregation from other traffic will allow greater punctuality of services whilst also providing the greatest opportunity for additional sustainable transport and active travel capacity whilst supporting those existing users of which will continue to use the Maddingley Road corridor.

Where this route connects with West Cambridge and on to the City Centre, we see it essential the Charles Babbage Road alignment is used (with the need for close liaison with University of Cambridge). This route maximises the homes-employment connectivity by offering the greatest interaction with West Cambridge and best value for money by using the infrastructure in West Cambridge provided by the University. This route also avoids harm to vibration sensitive research undertaken by the University which would be impacted by the alternate Route C options.

In order for Route C to realise its full potential and to link more closely with the CBC we believe that further development of the Route is required so that it connects with the proposed Western Orbital in order that users may traverse the city seamlessly.

In addition, we believe that on-road demand management as well as improvements for walking, cycling and public transport on the A1303 are required to ensure that any capacity released as a result of this scheme is not simply filled by additional private vehicle movements.

## **Park and Ride**

We recognise the need for additional support facilities, such as Park and Ride, to facilitate the implementation of mass transit solutions. We support the proposals for additional Park and Ride facilities and would like to register our concerns that the development of only one of the proposed sites may prove insufficient in the long term and would be keen to see both options developed

Yours sincerely

A handwritten signature in black ink, appearing to read 'Rachel Northfield', with a stylized flourish at the end.

Rachel Northfield

Chair of the Cambridge Biomedical Campus Travel Transport and Sustainability Group

Head of Quality and Safety Governance, Estates and Facilities, Cambridge University Hospitals

cc – CBC Travel Transport and Sustainability Group

CC/C2CCBC

Peter Blake  
Director of Transport  
Greater Cambridge Partnership  
Shire Hall  
Cambridge  
CB3 0AP

**Carin Charlton**  
**Capital, Estates and Facilities Management**  
**Management Offices**  
**Box 102**  
Hills Road  
Cambridge CB2 0QQ

Direct Dial: 01223 349807  
carin.charlton@addenbrookes.nhs.uk

Wednesday 11 December 2019

Dear Peter,

**Cambourne to Cambridge / A428 – Proposed Scheme from the Greater Cambridge Partnership. Letter of support sent on behalf of the Cambridge Biomedical Campus.**

As Cambridge Biomedical Campus (CBC), we welcome the project to provide improved transport connectivity from the west of Cambridge to the city and onto the CBC. I write on behalf of the Cambridge Biomedical Campus.

**About the Cambridge Biomedical Campus**

The Cambridge Biomedical Campus (CBC) is at the heart of the UK's and Europe's leading life sciences cluster, located in the city of Cambridge. The CBC is a vibrant, international healthcare community and a global leader in medical science, research, education and patient care.

Cambridge University Hospitals NHS Foundation Trust (CUH) is situated at the heart of the campus and has over 1,000 beds, 10,000 members of staff and is one of the largest and best known acute hospital Trusts in the country. The 'local' hospital for our community, delivering care through Addenbrooke's hospital and the Rosie maternity hospital, CUH is also a leading regional and national centre for specialist treatment; a government designated comprehensive biomedical research centre; a partner in one of six academic health science centres in the UK – Cambridge University Health Partners (CUHP); and a university teaching hospital with a worldwide reputation. CUH with its health system partners have recently secured funding from Government to develop a new specialist children's hospital serving the eastern region and following a further public announcement of additional significant funding CUH now has the opportunity to plan a new hospital on the CBC as part of an integrated healthcare system for Cambridgeshire and Peterborough.

Other CBC partners include The Royal Papworth Hospital one of the largest specialist cardiothoracic hospitals in Europe and the UK's main heart and lung transplant centre which relocated to the Cambridge Biomedical Campus during April 2019. The hospital currently treats 24,000 in-patients and day-case

patients, and treats 73,600 outpatients per year. The new site on the Cambridge Biomedical Campus has 310 beds served by circa 1,700 members of staff.

During 2019, Cambridge University have opened two buildings dedicated to healthcare research on the campus and Abcam, a commercial business supplying clinical sources for research work have occupied their building. The three developments bring an additional 1200 members of staff to site. AstraZeneca will occupy their new building in 2021, bringing with them a further 2000 members of staff.

### **Support for the Cambourne to Cambridge Route**

Sustainable access to the CBC is a key factor alongside affordable housing to ensure the Campus can attract and retain the best staff. With the further predicted growth in and around Cambridge as well as the predicted growth on the Campus, improved connectivity proposed by via the transport links to the west of the city, will become even more pressing. The CBC strongly supports the proposals for improved connectivity to the city and onto the site, which will also give the added benefit of a reduction in journey times. There is approximately 4500 staff accessing the campus from the west of Cambridge each day.

The CBC knows from travel count information and transport surveys that, a significant number of patients and visitors access the campus from the west (in addition to staff). The majority currently use the A428 and A1303. Congestion along this corridor is significant and people living along the route have limited transport options available. The CBC considers that this points to the need for significant investment to support changing the way people travel.

The CBC supports the provision of a segregated, off- road route, offering the option for a much needed fast and reliable public transport system with well-lit and CCTV monitored space for those wishing to use walking and cycling routes. It is understood that this would support improved connectivity for the villages along the route and the major employment sites of West Cambridge, the city centre and onto the CBC. Traffic segregation will allow greater punctuality of services as well as supporting the aims of sustainable and active travel capacity.

The CBC team wish to emphasise that they consider that works from the west of Cambridge should be considered as a whole. It is important to ensure that as well as works to the main A428 route, work would also be required to the A1303 and other more minor roads, to ensure that any capacity released as a result of the schemes are not simply filled by additional private vehicle movements.

The proposals for the park and ride sites are supported and the CBC would like to see additional park and ride locations developed to cope with demand and alleviate the growing congestion.

### **Summary**

The CBC welcomes the positive intentions of the Cambourne to Cambridge project currently being developed by the Greater Cambridge Partnership and believes that the measures put in place will support the much needed approach to sustainable, well connected transport options.

Concerns remain about the safety of pedestrians and cyclist in relation to provision of routes for these modes of travel, but consider that with appropriate lighting; adequate CCTV coverage and pro-active monitoring of CCTV cameras; good quality surfaces and on-going maintenance users will be encouraged onto these routes.

The CBC would strongly encourage the project to be brought forward as soon as possible to support existing and expected demand.

The CBC would very much welcome further dialogue with the Greater Cambridge Partnership as the project develops.

Yours sincerely

A handwritten signature in black ink, appearing to read 'CC', followed by a long horizontal stroke.

Carin Charlton

**Director of Capital Estates and Facilities Management – On Behalf of Cambridge Biomedical Campus**

## **4 Cambourne Village College**



PRINCIPAL: CLAIRE COATES  
CHIEF EXECUTIVE: STEPHEN MUNDAY CBE MA



Sheepfold Lane, Cambourne, Cambridge CB23 6FR  
(01954) 284000

[enquiries@cambournevc.org](mailto:enquiries@cambournevc.org)  
[www.cambournevc.org](http://www.cambournevc.org)

Dear Peter Blake, Transport Director

I write in support of the Greater Cambridge Partnership - Cambourne to Cambridge, Better Public Transport Project.

Inadequate public transport presents a distinct barrier for school leavers making important decisions about where to go and what to do next.

For those students who do not have access to a car and/or a lift, or the financial support to utilise taxi's – it is the (lack of) transport links between Cambourne and Cambridge that leads in shaping the decisions that they make regarding their post 16 education.

As a school, we feel that whilst transport should be a consideration as part of the post 16 transition, it should not be a leading consideration, and should definitely not be a barrier. At present many pupils have to travel over 3 hours per day. This clearly impacts on their studies, mental and social wellbeing.

Many of our students will benefit from better public transport links; increasing their educational opportunities; helping sustain attendance; and ultimately supporting success at post 16 institutions.

We support the proposal put forward by Greater Cambridge Partnership - Cambourne to Cambridge, Better Public Transport Project, and hope you will too.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'P. Boyns'.

Philippa Boyns

Deputy Principal





## 5 Morgan Sindall

Greater Cambridge Partnership  
SH 1317 Shire Hall  
Cambridge  
CB3 0AP

**Date:** 02/01/2019

**FAO** Peter Blake  
Transport Director

Dear Mr Blake

**Re** Letter of support for A428 Cambridge to Cambourne Transport Scheme

In my capacity as Area Director of Morgan Sindall's Cambridge Office, I fully support A428  
Cambridge to Cambourne Transport Scheme.

The proposed scheme is highly relevant and in line with the needs in the region.

Yours sincerely

Bob Ensich



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## 6 Redgate software

## Redgate software Cambourne to Cambridge supporting statement

As someone who employs hundreds of people in Cambridge, I am hugely in favour of improving the transport links between Cambourne and Cambridge. I think the proposed scheme is innovative and will transform the corridor between Cambourne and Cambridge in a positive way for everyone.

The ideas outlined in this proposal will enable more people to live in Cambourne and work in Cambridge and gain access to opportunities they wouldn't otherwise have, and/or save millions of hours of frustration that the current situation causes. By unlocking much better transport options for non-car-owners, children, the elderly and disabled we will be making the whole area a much better place for all of our citizens.

In my personal view, the objections to this proposal are tainted by an unjustified fear of change. My own personal residence will be affected by these plans but I still believe that the benefits well outweigh any potential issues. I'd urge anyone worried about these plans to cycle or bus along the busway to St Ives and experience first hand what a wonderful bit of infrastructure it is and how the Cambourne version will be a hugely positive addition.

Thanks,

Simon

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