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Date: 17/07/2022

## **Greater Cambridge Partnership**

**Dear Sir**

### **Consultation response to 'A New Road Classification for Cambridge – Consultation 2022' on behalf of Cambridge University Hospitals**

I write on behalf of the Cambridge University Hospitals (CUH) to express our support for the principles associated with the Greater Cambridge Partnerships scheme to review the classification of how roads and streets are used, freeing up road space for active travel, better walking, cycling and improving air quality. CUH welcomes the opportunity to be able to comment upon this consultation as part of the wider city access project.

We are encouraged that consultation is taking place and are really keen to be able to contribute to the thinking which will mitigate the impacts of transport in terms of volume, safety, support the work toward net zero carbon targets with a step change in environmental sustainability and support opportunity for more reliable public transport. The Trust team have some concerns which will need to be addressed as the scheme progresses and as such, would welcome the opportunity to work closely with the GCP team as the plan is developed.

## **About Cambridge University Hospitals**

Cambridge University Hospitals NHS Foundation Trust (CUH) is situated at the heart of the Cambridge Biomedical Campus and has over 1,000 beds, 11,000 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 secured funding from Government to develop the Cambridge Children's Hospital, a dedicated hospital which seeks to treat the whole child integrating physical health, mental health and research. In addition, our plans for the Cambridge Cancer Research Hospital are well advanced and in cohort two of the Government's new hospitals programme. Our further hospital development programme is clearly defined for the next decade through our Addenbrooke's 3 programme business case.

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

Whilst CUH occupies a significant portion of the campus, other CBC partners include The Royal Papworth Hospital, the University of Cambridge Abcam, and AstraZeneca.

### **The proposal:**

CUH has carefully considered the proposal outlined in the consultation brochure, and welcomes the ambition for an improved city that will facilitate an increase in natural capital, reduction in use of carbon, a way to achieve sustainable growth doing as little harm as possible to the planet, enabling communities to thrive. The Trust, do think, however, that for some aspects of the proposal as outlined in the consultation document, there is more thinking to do and the team would be happy to work with the GCP to discuss concerns raised in this letter.

CUH is pleased to see that the GCP acknowledge, that to be able to bring forward the level of change proposed, the early delivery of significant public transport and active travel infrastructure will be essential, and are looking at ways in which this can be achieved.

### **Access for vehicles:**

In terms of network accessibility by transport mode, CUH supports the proposals for wide reaching access for pedestrians and cyclists across the city and its access routes, and is broadly in favour of the segregations for other categories, outlined in the brochure. The improvements to the city centre in terms of traffic congestion and sense of space, would be beneficial to many.

As cost of living continues to increase, the cost of public transport options must also be carefully considered and solutions need to be affordable and flexible in its operation. The provision of ticketing systems across differing modes of travel and operators would be essential, with their ability to interlink through the different mode access layers.

CUH is keen to ensure that spaces are accessible to all, and seamless, well-connected spaces are critical to ensure that is achievable. The Trust would therefore urge the GCP to consider the ease of access and egress to transport options and minimize the number of changes of modes of transport.

The public transport options will need to be plentiful, reliable, and run smoothly. Staff often report that during the hours of darkness, especially in winter months, they feel unsafe using either public transport or active travel modes, so lighting and pro-actively monitored CCTV will need to be incorporated into any design specifications, along with adequate cycle parking, access to lockers and similar.

CUH is pleased to note that the GCP have acknowledged that for some groups there will need to be additional flexibility to address the disproportionate impacts upon some drivers, and the Trust would support a list of exemptions being developed for the type of vehicles such as blue badge holders, care workers, health workers, public service vehicles and some courier vehicles (e.g. those collecting laboratory samples or specimens).

### **Road and street categories:**

CUH has reviewed the map and table within the consultation brochure, indicating a possible road categorisation which could be applied. The Trust is keen to see access to the city improved for cycling and walking, but has concerns that for some, options for door to door connectivity will be reduced. CUH know, from talking to staff accessing the campus, that time spent travelling to and from work is of concern, and therefore ask that as proposals are developed, this is given careful consideration and options for seamless travel and micro-mobility promoted.

The ease of access to the campus is an important consideration in the recruitment and retention of specialist staff employed at CUH. It is not just the complexity of transport matters which need to be

considered with the development of a change such as that proposed, but other impacts and potential unintended consequences which could ensue.

With regard to road infrastructure further out from the city, there is concern, that the map on page 13 of the brochure (Plan 2: Indicative Road Classification) indicates that the CBC roads could potentially be classified as Area Access Streets.

The roads on the CBC are privately owned, and specifically Robinson Way is owned by CUH. The volume of traffic accessible them each day is already high (serving campus business) and the roads are subject to ANPR restriction under section 106 planning conditions from 2006. Should the campus become a general through route, it is expected that there will be a significant increase in traffic, impacting upon the ability of emergency services being able to access, in a timely way, emergency departments at Cambridge University Hospitals, or specialist cardiac facilities at the Royal Papworth Hospital.

There is concern that, the lift in restrictions could encourage more road traffic accessing the Cambridge South station. The current design has been developed assuming a public transport interchange, and assuming restricted travel – but the temptation for increased drop off, should there be no restriction on use of the roads, is inevitable.

There is concern for safety, should restrictions currently in place on the CBC roads be removed. There are two schools and two nursery facilities on campus, therefore a high number of children are travelling via all modes of transport.

The CSET development will significantly reduce the vehicle capacity on Francis Crick Avenue, and at peak times, there is congestion onto Hills Road and Long Road.

**Summary:**

CUH is pleased to see the consultation coming forward but believe there is more work to do.

CUH continues to regard the GCP as an important partner in terms of the holistic, system approach to achieving sustainable travel would be pleased to continue dialogue on the points raised in this letter to find workable solutions to delivery of the overarching aim of the schemes. It is essential that due regard is given to the safety issues outlined in this letter.

Yours faithfully



**[Redacted Name] Director of Capital, Estates and Facilities Management – Lead for Transport,  
Cambridge University Hospitals**