



CC/GCP

**Greater Cambridge Partnership
Cambourne to Cambridge
Consultation**

17 July 2022

Carin Charlton
Cambridge University Hospital NHS Foundation
Trust
Capital, Estates and Facilities Management
Management Offices
Box 102
Hills Road
Cambridge CB2 0QQ

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

Dear Sir,

Consultation response to 'A New Road Classification for Cambridge – Consultation 2022' on behalf of Cambridge Biomedical Campus

I write on behalf of the Cambridge Biomedical Campus (CBC) to first and foremost 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. The CBC 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 campus 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 the Cambridge Biomedical Campus

The Cambridge Biomedical Campus (CBC) is located 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.

The site has grown considerably in recent years and the organisations on the site reflect the strength of healthcare and life sciences in Cambridge:

- Healthcare and the NHS: Cambridge University Hospital NHS Foundation Trust, Royal Papworth Hospital NHS Foundation Trust and Cambridgeshire and Peterborough NHS Foundation Trust
- Education: The Deakin Centre and Cambridge Academy for Science and Technology
- University & Research Institutes: University of Cambridge School of Clinical Medicine – housed in multiple buildings across the CBC and comprising twelve Academic Departments, four Research Institutes and five Medical Research Council (MRC) units, The Medical Research Council Laboratory of Molecular Biology (MRC LMB), Cancer Research UK Cambridge Institute, Heart and Lung Research Institute and Addenbrooke's Centre for Clinical Investigation

- Industry & Expansion: AstraZeneca Strategic R&D Centre, GlaxoSmithKline's (GSK) Experimental Medicine and Clinical Pharmacology Unit, Abcam PLC Headquarters, The Milner Institute which facilitate collaboration across more than 12 pharma companies and ideaSpace – a co-working community of start-ups

As the largest employment site in Cambridge – the CBC is focused on ensuring patients benefit from the campus' world-leading research. The international nature of the collaborations cut across traditional boundaries to allow us to work together on care, research and training. Our success is based on everyone's willingness to unite to exert a powerful global influence as the campus attracts world class companies, investment and talent to Cambridge with the aim of improving healthcare and knowledge.

Why this consultation is important to the Cambridge Biomedical Campus

With world-leading academic and industry scientists on the same site as the teaching hospitals of the University of Cambridge, the campus is the optimum environment for the rapid and effective translation of research into routine clinical practice.

With the cost of healthcare set to increase as the demand from an aging population soars, we are set to develop the treatments of the future also creating the next generation of UK life sciences companies. We have the foundations in place to generate the ideas, products and revenue to deliver the future success of the UK's flourishing life sciences industry.

The campus will therefore continue to grow, creating jobs and bringing investment to Cambridge but we do this in collaboration with the city and its residents. Our achievements and success reflect the endeavour, persistence and brilliance of the people who live and work here. The delivery of the new Cambourne to Cambridge route will only deliver benefits directly to the campus if the connections between route and to the campus are also efficient. The campus team therefore look forward to seeing the improved bus network, with onward and seamless travel to the CBC, which will help to facilitate as well as support decongestion in city.

As of today, there are 21,000 researchers, industry and clinicians all working on the site. In 2021, it was estimated there would be 26,000 people working on the Campus (prior to Covid-19) and up to 30,000 beyond 2031. Investment in the Campus over the past three years totals more than £750m. The CBC is the biggest employment site in Cambridge, with further space to grow.

Sustainable access to 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 itself, improved public transport, walking and cycling proposed will become even more pressing. The proposal, we understand is a key enabler to improving connectivity and is vitally important for the campus as the cost of living continues to increase, and as we attract staff from further afield. In addition, as we continue to grow, the pressures on car parking will continue to increase because of both staff numbers and patient numbers. More sustainable transport have many benefits including health benefits and carbon reduction.

The proposal:

The CBC 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 CBC 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.

The CBC 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, the CBC 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 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.

The CBC is keen to ensure that spaces are accessible to all, and seamless well connected spaces are critical to ensure that is achievable. The CBC would therefore urge the GCP to consider the ease of access and egress to transport options and minimise 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.

The CBC 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 CBC 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:

The CBC has reviewed the map and table within the consultation brochure, indicating a possible road categorisation which could be applied. The campus 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. The CBC 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 campus is an important consideration in the recruitment and retention of specialist staff employed at the CBC. 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, the volume of traffic accessible them each day is already high (serving campus business) and the roads are currently 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:

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

The CBC 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



Carin Charlton, Director of Capital, Estates and Facilities Management – Lead for Transport, Cambridge Biomedical Campus