

Secretary of State for Transport
Transport Infrastructure Planning Unit,
Department for Transport,
Great Minster House,
33 Horseferry Road,
London,
SW1P 4DR

7 March 2025

WEL001/jaf

Dear Sir,

**RE: Cambridge South East Transport TWAO
Response from Wellcome Genome Campus Limited**

This submission is made on behalf of the Wellcome Genome Campus Limited (WGCL).

It has been prepared by David Lock Associates, as planning consultant. KMC Transport Planning has provided input as part of their role as advisors to WGCL.

The Wellcome Genome Campus at Hinxton sits within one of the most dynamic and important locations for knowledge, science and technology led economic activity in the country, particularly in life sciences. This globally significant location is competing for investment within an international context.

The Wellcome Genome Campus is located to the south of Cambridge in the Southern Cluster. This needs to be recognised as a Triangle of activity, with Cambridge Biomedical Campus at the apex, closest to Cambridge, the Wellcome Genome Campus and Granta Park at its base and other centres of excellence, notably Babraham Research Campus within its sphere. Importantly, it is a dispersed cluster, but that makes the existing and potential network no less vital.

DAVID LOCK ASSOCIATES LIMITED

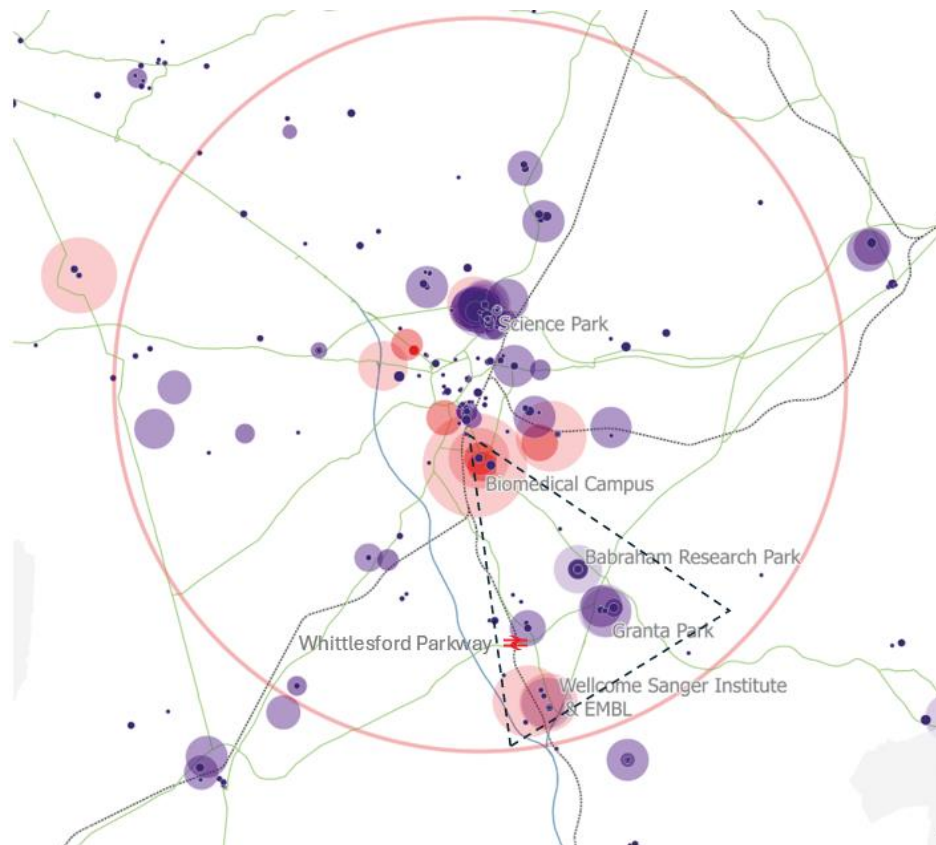
50 North Thirteenth Street
Central Milton Keynes
Buckinghamshire
MK9 3BP

☎ +44 (0) 1908 666276

✉ mail@davidlock.com

💻 www.davidlock.com

Figure 1: The Southern Cluster Triangle of Activity



The Wellcome Genome Campus is one of the world's leading genetic research centres for genomics and biodata research, emanating from the Wellcome Sanger Institute and EMBL – European Bioinformatics Institute. From creating the first draft of the human genome to identifying and tracking the spread of COVID-19 virus variants, Campus researchers make and apply genomic discoveries that improve human health and benefit society. The world leading institutes, companies and global collaborations based at the Campus use cutting-edge biological, computational and imaging techniques to understand how genetics affect humans, plants and animals. This is essential to advances in disease prevention, food security and biodiversity. Ambitious projects such as the Human Cell Atlas, Deciphering Developmental Disorders, and Mutational Signatures of Cancer are revealing the roots of complex diseases and offering new treatment options. In addition, Campus scientists are guiding conservation efforts through initiatives to read the genomes of every complex species in the UK and to understand the delicate ecology of coral reefs. The Campus Institutes share their knowledge with the world through open access to its data and its tools.

Wellcome continues to be responsible for a significant share of the investment within the Cluster, having funded an estimated, almost £2 billion in scientific research over the last 10 years. WGCL has now embarked on a very substantial expansion of the Hinxton Genome Campus. Urban&Civic, strategic master developers, are part of the Wellcome Group are supporting the expansion in partnership with WGCL.

Investing to Support the Cambridge Growth Plans

WGCL support the principles and objectives underpinning the need for Cambridge South-East Transport (CSET). Significant enhancement in accessibility and connectivity is essential to sustaining and delivering existing expansion commitments and growing the Southern Cluster. As such, WGC offer broad support for the CSET proposal. This is offered on the basis that any investment in public transport south of the city is a welcome benefit to accessibility.

However, WGCL submit that the scheme offers limited benefit within the wider context of growth and ambition across the Southern Cluster. Extension of the route to the Wellcome Genome Campus, as a critical anchor location within the Southern Cluster, and early connectivity to the nearby Whittlesford Parkway Station, would yield very significant benefit. The submitted route can only make a partial contribution to the comprehensive public transport network that the Southern Cluster desperately needs, even measured against the stated, overarching objectives for CSET.

The submitted Scheme has emerged over such a long period of time and the focus upon relieving congestion within a single road corridor now seems misaligned with the potential for growth. It supports modal shift to access to the Biomedical Campus (BMC) but creates limited connectivity between the nodes of activity within the Cluster. Opportunity has been missed and there is an urgency to accelerate efforts to deliver an integrated transport network, to support the meshing of the dispersed science, research and translation activities. WGCL will fully support any effort to accelerate the progression of an extension as an immediate further stage to the scheme now under consideration. Indeed, WGCL may be able to directly facilitate such a scheme, given their wider land ownership in the Triangle (notably to the south of Whittlesford Parkway Station).

The Submitted Scheme

The Report of Consultation included with the submitted Order highlights the missed opportunity to fully integrate the Wellcome Genome Campus into the development of the CSET scheme. The priority afforded to relief of pressure on the A1307 has led to focus on a corridor between CBC and Babraham, and orientation to support onward connectivity to Haverhill, some 23 kilometres away from CBC, as the crow flies, and well beyond the Southern Cluster. It has led to an emphasis on areas beyond the immediate Southern Cluster. The Wellcome Genome Campus, located just 6 kilometres from Babraham and 11 kilometres from CBC, is much closer to Cambridge and a critical part of the exiting Cluster and the area of greatest growth potential.

Despite its significance, the Wellcome Genome Campus, it has not been represented on context plans within the consultation documents; Hinxton Village and the people working at the Campus (2500 of them) were not consulted directly (were excluded from the area of leaflet drops and consultation events). As a result, there is limited acknowledgment of the Campus and its needs in the scheme's development and consultation process.

South of the A1307, much of the Southern Cluster remains poorly connected. The key employment areas are reliant on rural road networks, congested routes (A1301/A505), sparse public transport, and an outlying station at Whittlesford Parkway. With investment already underway, there is a clear opportunity to address these challenges and establish a well-networked, efficient transport system that supports the entire Southern Cluster. However, expansion of the Wellcome Genome Campus at Hinxton is progressing without clarity on that wider transport connectivity.

In the context of the existing Scheme Objectives for CSET as set out in the submitted Order, futureproofing to deliver public transport connectivity to Wellcome Genome Campus and Whittlesford Parkway Station is vital. The WGC is already one of the most important single employment locations in the City and delivery of an 150,000m² of research and translation floorspace is underway. This will support an additional 4500 new jobs at Hinxton and many more in the wider network/economy.

WGCL believe that the Cambridge South East Transport (CSET) Scheme objectives would be more fully realised, particularly those related to supporting economic development in the Southern Cluster, if the scheme were extended beyond the proposed Travel Hub to the Campus and onward to Whittlesford Parkway Station.

This extension would effectively create a Southern Cluster loop linking all of key employment hubs, including Cambridge Biomedical Campus, Babraham Research Park, Granta Park, and Wellcome Campus, the scheme would achieve greater connectivity and economic impact. The CSET proposal should demonstrate, through the TWAO Inquiry process, that the preferred alignment and design of the A11 Travel Hub does not preclude the future extension of the public transport network.

The extension of the scheme would align with the defined Scheme Objectives as follows:

Objective 1: Improve Connectivity to Employment Sites

The existing CSET proposal terminates at the A11 Travel Hub, which serves only part of the Southern Cluster. Extending the route to Wellcome Genome Campus and into Whittlesford Parkway Station would create a circular loop, improving connectivity between all major employment sites. This would support increased collaboration and connectivity across the cluster, which is vital for the continued growth of the knowledge-based economy in the area and thus significantly enhancing the multiplier effect associated with economic agglomeration. Such a loop would maximise the usage and economic efficiency of the CSET Scheme by catering for the inter-campus travel demand, which is currently underserved by existing transport infrastructure.

Objective 2: Support Economic Growth and Journey Time Savings

Connecting the key research and business parks via a Southern Cluster loop would directly support the economic growth objectives of the scheme. Enhanced connectivity between the clusters would not only provide journey time savings for public transport users but also improve journey time reliability across the network. This, in turn, would make Greater Cambridge more attractive to businesses and investors, reinforcing the area's position as a global hub for science and innovation.

Objective 4: Relieve Congestion and Improve Air Quality

By offering a more comprehensive public transport solution that connects the entirety of the Southern Cluster, an extended CSET route would encourage the use of sustainable transport modes for a greater proportion of journeys. This would contribute to relieving congestion and improving air quality across the wider network, especially by reducing car dependency for inter-campus travel. Furthermore, in helping alleviate congestion on the highway network it would have the added benefit of improving the reliability and thus patronage on bus services.

Objective 5: Enhance Public Transport and Active Travel Infrastructure

An extension to Wellcome Campus and Whittlesford Parkway Station would enable the delivery of a more high-quality public transport offer and increase the frequency and reliability of services. It would also enhance active travel infrastructure by providing better-connected walking and cycling routes across the Southern Cluster encouraging more sustainable commuting patterns.

Futureproofing CSET for Extension to Wellcome Genome Campus and Whittlesford Parkway Station

A key consideration in the CSET Travel Hub design at the Fourwentways junctions should be to ensure that the scheme does not inadvertently create engineering or operational barriers to a future extension towards Wellcome Genome Campus and Whittlesford Parkway Station. Given the strategic importance of the Southern Cluster, it is vital that the CSET scheme facilitates rather than constrains future connectivity improvements.

Key Design Considerations for a Future Extension

1. Access and Alignment at the Travel Hub

- The Travel Hub at Fourwentways should incorporate a dedicated access point for a future extension, ensuring that additional infrastructure (such as new junctions, land acquisition, or costly modifications) is not required later.
- The alignment of busways and turning circles should allow for a seamless continuation of high-quality public transport infrastructure, rather than forcing a future extension to retrofit around an inflexible layout.

2. Avoiding Physical Constraints

- The design should ensure that any road layouts, bus interchanges, or park-and-ride facilities do not block or complicate a future southern extension.
- Space should be safeguarded for additional bus stops, active travel links, and onward connections to Wellcome Genome Campus and Whittlesford Parkway Station.

3. Economic and Operational Efficiency

- A looped Southern Cluster route linking Cambridge Biomedical Campus, Babraham, Granta Park, Wellcome Genome Campus, and Whittlesford Parkway would provide a more resilient and effective transport network, reducing pressure on Cambridge Station while enhancing local accessibility.
- Future demand analysis should inform the provision of scalable services, allowing for increased frequency and capacity as the Southern Cluster continues to expand.

4. Active Travel Integration

- The Travel Hub should also allow adequate space to incorporate high-quality active travel links that enable direct pedestrian and cycle connectivity towards Wellcome Genome Campus; this would align with the GCP's aim of creating a seamless multi-modal transport network in Greater Cambridge

The CSET scheme presents a valuable opportunity to transform connectivity, but only if it is designed with future expansion in mind. The Travel Hub should thus be engineered to accommodate a future extension to enhance the long-term strategic value of the investment and prevent costly retrofits in the future.

By incorporating these future-proofing measures, the scheme would deliver lasting benefits to the entire Southern Cluster, supporting Cambridge's continued role as a global leader in life sciences, research, and innovation. The added value of the further expansion on the wider bus network should not be underestimated. Having the right sustainable transport options in the Southern Cluster would transform the operation of the highway network.

Conclusion

To more fully achieve the CSET Scheme's objectives, particularly in relation to connectivity, economic growth, and sustainable transport uptake, the route should be extended beyond the proposed Travel Hub. This is an urgent priority. The submitted scheme should be designed to support and facilitate an extension, as a seamless further or parallel step. Linking the Wellcome Genome Campus, Whittlesford Parkway Station, and other key employment locations within the Southern Cluster would better support the continued growth

of the Southern Cluster, reinforcing its role as a world-leading centre for science, research, and innovation.

Given shared, ambitious growth plans for Cambridge, future-proofing connectivity south of Cambridge is necessary to commit to, and then realise, economic potential within a local, national and international context.

Yours faithfully,



Julia Foster
MANAGING PARTNER

Email: jfoster@davidlock.com

cc: Robert Evans, WGCL; Caroline Foster, U&C; Elliot Page, KMC

