

The Rt. Hon Heidi Alexander MP
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Dear Secretary

Cambridge South East Transport route: Transport and Works Act order

West Suffolk welcomes the opportunity to make a representation regarding the CSET TWAO. West Suffolk Council supports the strategic intent of the Cambridge South East Transport Order to deliver a new busway, travel hub and path for walkers and cyclists to the southeast of Cambridge.

Notwithstanding the Council's support in principle for CSET and the associated benefits it will bring, the Council wishes to make a representation on the following grounds:

- 1) Design - The current design of the scheme does not allow for onward journey opportunities eastward from the A11 travel hub towards Linton and Haverhill to be delivered as seamlessly as possible
- 2) Futureproofing – The creation of a terminus at the travel hub does not provide for anticipated future growth in the long term. The lack of provision for a future extension of the guided busway east along the A1307 corridor to Haverhill does not provide for future demand.

Design concerns

The Council is concerned regarding the access and egress from the A11 Travel Hub to the A1307 for buses which are not terminating at the Travel Hub, but instead continuing east on the A1307 towards Haverhill.

The Design and Access Statement (CSET-16-00 p. 52) notes the travel hub:

...has been designed to minimise interaction between busway vehicles and other users, so Busway vehicles leave and enter the Travel Hub via the busway route, whereas all other traffic uses the aisle and access roads to move around the car park.

The Council asks that the design for the travel hub is reconsidered, given the level of commuting and growth within Haverhill as noted in the application supporting document, *The Future Growth in Cambridge Technical Note* (CSET-21-06 pgs 26, 29):

...within West Suffolk the existing level of commuting is significant, particularly from settlements such as Haverhill, which has ease of access to CSET2

... the level of growth in Bury St Edmunds and Haverhill are both likely to accommodate substantial growth, that is substantially higher than as identified within the CSRM2 model for Suffolk. Haverhill does not benefit from a train link to Cambridge and therefore patronage from Haverhill to CSET2 is likely to be very high.

The *Strategic Dimension Refresh* (CSET-21-01, pg 41) further emphasises the role of Haverhill and notes:

The A1307 is a secondary class and a key radial route connecting the centre of Cambridge with towns to its south east, including Haverhill, a regional centre and Linton, a significant dormitory village.

Futureproofing

Support for a CSET scheme which provides a long-term travel solution is detailed in the conclusions of *The Future Growth in Cambridge Technical Note* (CSET-21-06 pgs 38-39):

With the need for significant housing growth to supplement the anticipated increase in population, which will need to be provided mainly in Greater Cambridge and the surrounding nearby authorities, there is a need for a transformational and strategic public transport network to provide a sustainable and long-term travel solution.

CSET2 therefore has the potential to not only contribute towards unlocking the identified housing and employment growth strategy for the area but also futureproof against future growth in the long term. Without the CSET2 scheme, the surrounding settlements such as Haverhill, Newmarket and Bury St Edmunds could struggle to access CBC which would add pressure to alternative roads. CSET2 would add a significant contribution towards meeting current and future needs by providing reliable, and sustainable public transport service to alleviate existing pressures along the A1307 corridor.

Funding

The Council understands that the funding allocated to Greater Cambridge Partnership under the City Deal is geographically restricted to the Cambridgeshire area. We further understand that the CSET 2 Scheme was paused on 2 October 2024 by the Executive Board of GCP, under powers delegated to GCP by Cambridgeshire County Council as Applicant. According to the *Funding Statement* (CSET-08-00) submitted with the application:

In March 2024 the then Secretary of State for Levelling Up, Housing and Communities granted £7.2m in funds to unlock improvements to local transport connections for the Cambridge Biomedical Campus through progressing the CSET2

Order application and other improvements. Following a recent series of further discussions with the Ministry of Housing, Communities and Local Government, the Applicant expects the full costs of delivering the CSET2 Scheme will be met by Government funding.

Assuming this funding is not geographically restricted and instead focused on 'unlock[ing] improvements local transport connections for the Cambridge Biomedical Campus' we ask that designs for the A11 travel hub are revisited to consider:

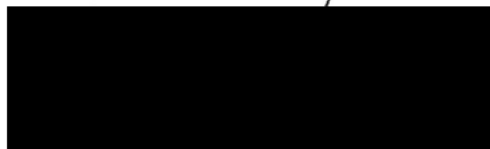
- 1) a segregated exit (eg bus lane) for onward bus services to Haverhill (and Linton) and other points east of the A11. Assuming routes through to Haverhill will use the busway, within the current design they will interact with the main access road in and out of the site, with no bus priority indicated for those routes leaving the busway via the A1307 to continue east of the A11 towards Linton and Haverhill.

In addition, this layout acts as a terminus for the busway route and does not appear to make any provision for a future extension east of the A11. While such as extension is outside of the scope of the current project, the opportunity to predict and provide for a future extension is missed.

- 2) Provision is made within the designs to allow for future bus way extension east of the A11.

We look forward to the delivery of a CSET project which fully considers current and future demand.

Yours sincerely



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Portfolio Holder Growth

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Haverhill Town Council
Transport East
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