
From: John Grant [REDACTED]
Sent: 05 March 2025 13:57
To: TRANSPORTINFRASTRUCTURE
Cc: FLUA Secretary
Subject: Cambridge Southeast Transport (CSET) Scheme TWAO - objection

Objection to Cambridge Southeast Transport (CSET) Scheme TWAO

The Fen Line Users Association (FLUA) objects to the construction of a new road through open countryside, part of which is on an alignment that would prevent the subsequent reopening of the railway line between Cambridge and Haverhill.

FLUA represents users of the railway line from King's Lynn to Cambridge and onwards towards London .

Reopening the railway to Haverhill was recently assessed as “a good case for future development” by the Restoring your Railways scheme. It would provide the growing town of Haverhill with fast and environmentally friendly transport to central Cambridge and beyond, potentially including through trains to Cambridge North and other stations on our line.

The original CSET proposals were for improvements along the A1307 corridor between Haverhill and Cambridge, which would deliver similar benefits to the scheme which is the subject of this TWAO for about £100M less. We understand that the current scheme was developed to form part of the Cambridge Autonomous Metro (CAM), which would require a segregated track. This is no longer relevant because the CAM was cancelled in 2021. Even if it was revived, driverless vehicle technology is advancing to the point where it should be possible for it to run along the A1307. We would favour implementation of the original scheme, with the £100M saved being put towards reopening the railway.

With the currently proposed scheme, the alignment near Sawston leaves no space for the railway to be reinstated. Any future connectivity with Linton and Haverhill would therefore need to be by buses, though a recent study commissioned by Railfuture indicated there could be as many as 2,000 daily journeys during peak periods alone -- more than can be handled by a busway. We also note that the speed limits on the proposed busway are mostly between 30 and 50 mph, whereas a train would be much quicker, and more convenient for those travelling beyond the Biomedical Campus, as well as being able to carry the projected peak traffic.

We also note that the terminus on Francis Crick Avenue is a very constrained site. If it is intended to be part of a travel to work route with passengers transferring to rail at Cambridge South there needs to be provision on the east side for substantial numbers of people to be waiting for their bus home. If it is intended that buses will continue on the existing busway, either to the main station or to Trumpington Park & Ride, this would prevent double-decker buses being used, thus reducing the capacity of the proposed busway even further.

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Chairman - Fen Line Users Association
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