

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

5th March 2025

via email to: transportinfrastructure@dft.gov.uk

Dear Secretary of State,

Objection to Transport and Work Act Order to the Department for Transport (DfT) for Cambridge South East Transport (CSET), a busway between Babraham and Cambridge Biomedical Centre (CBC), submitted by the Cambridge Greater Partnership on the 9th January 2025

I strongly object to this scheme on the following grounds:

- That it fails to meet the objectives set out for CSET:
 - Fails to improve connectivity to employment sites: CSET fails to serve east CBC or Babraham Research Campus
 - Fails to relieve congestion
 - Makes little contribution to the strategic infrastructure and public transport of Cambridgeshire
 - Fails to improve road safety
- The route runs almost exclusively through the green belt and does not meet the standard required to allow this to happen.
- It is significantly environmentally damaging, bridging Hobsons Conduit and impacting Nine Wells, a highly sensitive area, and with two concrete viaducts over the River Granta. There is significant visual impact on landscapes in particular the view over the Magog Down, one of the most important in the Cambridge area
- It fails to provide a service to the villages of Great Shelford, Stapleford and Sawston as the bus stops are outside of the village and over one mile from the village centres.
- The proposed CSET restricts use solely to buses fitted with guidance technology thus precluding use by other public transport services.

The alternative route

- The alternative is to provide a bus lane along the existing transport route the A1307 with a short spur into CBC which will avoid the Cambridge-bound congestion. This is a much less environmentally damaging scheme given it is on the existing highway.
- The alternative on-road route proposal will deliver similar benefits at a fraction of the cost and is estimated to cost £100m less than that proposed. At a time when Government spending is under extreme pressure this is an unnecessary and unjustified cost.
- By providing the spur into CBC this will afford a direct route in for emergency vehicles which is not currently available. This is already envisaged in the CBC Phase 4 expansion plans and the land is already in public ownership.

- The alternative route will better serve the southeast side of CBC and its planned Phase 4 expansion and will also directly serve the Babraham Research Campus as opposed to the currently proposed route which is a one mile away.

For all the above reasons I formally object to the proposed scheme and the TWAO.

Yours faithfully



Howard Kettel

