

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

6th March 2025

Attn: Transport Infrastructure Planning Unit

BY EMAIL ONLY: transportinfrastructure@dft.gov.uk

Dear Sirs

**RE: The Cambridge South East Transport Order
Off-road busway between A11/A1307 and Cambridge Biomedical Campus
("the CSET2 busway")**

I, Christopher John Bow of [REDACTED] am writing to make a formal objection to the "Application for a Transport and Works Act Order (TWAO) to the Department of Transport for a new busway to the southeast of Cambridge", as submitted by the Greater Cambridge Partnership (GCP) on 9 January 2025. The grounds for this objection are as follows:

- a) The construction of the new road, 5 miles in length, which will pass through the green belt, is a disproportionate and extremely harmful way of providing the improvements in public transport which I accept are required to promote economic growth and meet the needs of local residents and commuters.
- b) The transport modelling is out of date, being based on pre-covid traffic patterns which, contrary to GCP assertions, show little sign of reverting to pre-pandemic experience. Furthermore, it takes no account of the impact of either the opening of South Cambridgeshire station or the recent Government decision to support the construction of East-West Rail.
- c) The landscape of the Magog Hills and Granta valley will be irreparably harmed in spite of the proposals for mitigation. Its open vista, which is a feature of this part of the green belt, will be harmed by two large concrete bridges over the River Granta and elevated sections of roadway. There will also be a bridge built in the proximity of the Nine Wells local nature reserve with attendant risk to its aquifer.
- d) The busway will reduce the size of the countryside park, the establishment of which was a material consideration of the Inspector when he granted permission on appeal for the Stapleford Retirement Village.
- e) There is a better option for meeting the transport needs identified by the GCP, one that provides essentially the same benefits for significantly less harm and, incidentally, far lower financial cost. This is an on-road scheme, a version of which was initially

considered by the GCP but rejected as being incompatible with the then major's proposal for the Cambridge Automated Metro (CAM). The CAM was subsequently abandoned.

The alternative on-road option would involve building sections of bus lane adjacent to the present A1307 and linking into the spur road proposed to link the Cambridge Biomedical Campus to the Hinton Way/ A1307 junction.

The GCP undertook a desktop comparison of the on and off road routes (Review of On Road Off Road Options Technical Note CSET-21-12-00 Appendix 1.5). In it they concluded that the CSET2 busway would create six times the environmental damage of an on-road alternative. I concur with this conclusion which can be demonstrated as follows:

- a) The on-road alternative would avoid the need for two bridges over the River Granta and one over Hobson' Conduit at Nine Wells.
- b) The alternative would avoid adversely impacting the open aspect of the green belt portion of the lower slopes of the Magog Hills
- c) The alternative would remove the need to take land from the countryside park
- d) It would prevent the severing of the open countryside from the local villages, thus avoiding the degradation of the green belt which would make it more vulnerable to development

There would be other benefits as well:

- a) The on-road scheme would link to the rapidly expanding Babraham Research Campus (an objective of CSET2 which it fails to achieve)
- b) A substantial cost saving

Yours faithfully,

Christopher Bow