The Rt. Hon Heidi Alexander MP
Secretary of State
c/o Transport Infrastructure Planning Unit
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Email: Heidi.alexader.mp@parliament.uk

Contact: Cllr Indy Wijenayaka
Email:
Indy.wijenayaka@westsuffolk.gov.uk

6th August 2025

Dear Secretary,

Statement of Case - Cambridge South East Transport Route: Transport and Works Act Order

This letter is submitted in addition to representation submitted on 25th February 2025 by West Suffolk Council. We support the decision to hold a public inquiry and allow receipt of further representation. We assume that all representations will be uploaded to the applicant's website shortly, since this information is not currently available and therefore limits the scope of our response.

As set out within our earlier response, West Suffolk Council supports the strategic intent of the Cambridge Southeast Transport Order which would deliver a new busway, travel hub and path for walkers and cyclists to the southeast of Cambridge. Despite in-principal support for strategic sustainable transport improvements, we made representation principally concerning the design and futureproofing.

a) **Design** - The current design of the scheme does not allow for onward bus journeys on the highway from the A11 travel hubtowards Linton and Haverhill to be delivered as seamlessly as possible.
b) **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.

(a) Design Concerns

Access & Egress In our view, the design of the scheme will not integrate with the existing highway network as it has been described. In particular, the access and egress from the A11 Travel Hub to the A1307 for busses which are not terminating at the Travel Hub but instead continue east onto the A1307 towards Haverhill.

Segregation of bus and cars We are not convinced that the development will 'minimise interaction between busway vehicles and other users' (Design and Access Statement P.52). An individual, separate bus lane through the site segregated from car traffic is not provided, nor would priority be afforded to buses exiting the site, giving way to westbound traffic, a potential area of congestion. We strongly advise that the design of the Travel Hub is reconsidered, noting a significant level of commuting and growth within Haverhill (The Future Growth in Cambridge Technical Note P. 26 – 29).

….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.

(b) Futureproofing

With significant growth in Greater Cambridge, Haverhill and surrounding areas we strongly support a long-term travel solution which offers a transformational and strategic public transport network. As a concept, the delivery of a guided bus way and Travel Hub has the potential to contribute towards unlocking identified growth and supporting the economy of both Cambridgeshire and West Suffolk whilst reducing significant pressures along the A1307 corridor.

The current design and layout will create a terminus for the busway route and makes limited provision for any future expansion to the east of the A11. As demand is anticipated to increase, providing room for expansion can only be described as a missed opportunity.

As outlined in our previous representation, we understand 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:

i. 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.

ii. In addition, this layout acts as a terminus for the busway route and does not appear to make any provision for a future extension of the busway 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.

iii. 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

Indy Wijenayaka

Cllr Indy Wijenayaka
Portfolio Holder Growth

CC:

Colin Poole
Joanna Vincent
Adam Richards