

[REDACTED]

From: martin hall <[REDACTED]>
Sent: 05 March 2025 16:46
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Guided Busway proposal South Cambridgeshire

Dear Secretary of State,

I am writing to express my opposition to the Greater Cambridge Partnership's proposal to build a new Guided Busway route into Cambridge: CSET (Cambridge South East Transport), planned to begin at a terminus and car park near the 'Four Went Ways' service station on the A505, and to terminate at Cambridge Biomedical Campus/Addenbrookes Hospital. The proposal's intention is to help alleviate traffic congestion, which is particularly heavy at rush-hour.

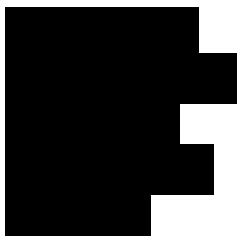
There are a number of reasons for my objection, including:

- The route of CSET would cut across an area of outstanding natural beauty at the foot of Gog Magog Down, which is also a chalk-downland nature reserve.
- In doing so the busway would cut across, and probably thereby render impossible, any future route for a light railway line which tried to make use of the former route of the Cambridge to Haverhill railway line, which might, if it were built, bring commuters efficiently to the hospital and the city centre from population centres to the south of Cambridge .
- It has still not been explained satisfactorily by Greater Cambridge Partnership why an alternative proposal, put to them by campaign group 'Better Ways for Busways', for an additional, dedicated lane for normal bus services into Cambridge, to run alongside the A1307 from the top to the foot of the 'Gogs' and then along a new section of road to Addenbrookes Hospital/Biomedical Campus, has been rejected in favour of CSET. Such a solution to the rush-hour traffic problem would undoubtedly be cheaper than CSET (which is estimated at £160 million).

However, my chief objection to the construction of the CSET guided busway is the sheer amount of concrete it would need to build it. We are told that this concrete track will be 14 metres wide and approximately five miles long, and will include two elevated river crossings with their necessary long ramps and their piers. So, not only would a beautiful piece of countryside be spoiled by a wide concrete track cutting through it, but the amount

of CO2 released into the atmosphere in a short period by the concrete's curing process would presumably be very significant. Surely an expert view on this should be taken into account, especially considering one of Greater Cambridge Partnership's arguments for CSET is the hope that it would help reduce carbon emissions and produce a net-zero outcome for the project.

Yours sincerely,
Martin Hall



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