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

HAVERHILL
TOWN COUNCIL

4th August 2025

Dear Secretary of State,

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

1 - Introduction of Haverhill town council and ONE Haverhill Partnership

ONE Haverhill is an independent partnership that brings organisations and resources together to make them more effective and efficient in Haverhill- providing ONE voice for Haverhill. Members of the board include all three tiers of local government, the business sector, education, police, health, voluntary sector, housing, leisure, education and the faith communities.

This Statement of Case is submitted on behalf of Haverhill Town Council and the ONE Haverhill Partnership in respect of our objection to the Cambridge South-East Transport route (CSET2) Transport and Works Act Order. The proposed route simply demonstrates a lack of future proofing, prohibiting a simple future onward extension of the busway to key growth areas. Our objection can be overcome by an amendment to the approach to Babraham Travel Hub.

The Haverhill Town Council and the Partnership have long been supportive of proposals for off-road rapid mass transport between Cambridge and Haverhill. We therefore welcome the proposal for CSET2 as far as it goes – except it only goes as far as the Babraham Travel Hub, and how it terminates there is a source of dismay to us.

2 - Summary of Objection

Haverhill is the fourth-largest town in Suffolk, with a population exceeding 27,000 people. The town provides homes for many people working at Addenbrookes and the biomedical campus, as well as Babraham and Granta Park. We fully support

improvements to public transport, however we believe that, if it is not amended, the proposed CSET2 route is unlikely to fulfil its stated objectives, which are:

1. Improve connectivity to employment sites in South-East Cambridge and central Cambridge.
2. Support the continued growth of Cambridge and South Cambridge's economy.
3. Improve road safety for all users of the A1307 corridor.
4. Relieve congestion and improve air quality in South-East Cambridge.
5. Improve active travel infrastructure and public transport provision in South-East Cambridge.

(Greater Cambridge Partnership, 2025)

The current plans do not future-proof the scheme to allow for future extension of the off-road route. Not only does it not future-proof the scheme, the choice to make the layout of the Babraham Travel Hub as a terminus located tight to the junction of the A11/A1307 (Fourwentways junction) and the orientation of the busway approach to it makes a future onward extension impossible without significant disruption to the operation of the busway, and at a significant cost.

Our case is that the busway approach to the Travel Hub should be amended to create a spur extension so that a future extension can be added without disruption, and that it is the responsibility of the GCP to design the route to be extendable.

3 - Evidence for objection

Firstly, although Cambridgeshire County Council (2016) acknowledges that *"facilities from Babraham Research Campus to Haverhill are poor and disconnected"*, the proposal as it stands creates a dead-end at Babraham, with no improved facilitation of travel between Babraham and Haverhill – Onward travel is achieved only on-highway. If the aim is to improve connectivity between employment sites, why should this principle of connectivity be abandoned for travel east of Babraham, with the layout of the route and terminus leaving no opportunity to allow for a future onward extension to benefit Haverhill and the surrounding areas?

Greater Cambridge is a key international employment hub, with 60% of the jobs in Greater Cambridge being in Cambridge City (Greater Cambridge Partnership, 2025c) (page 10). However, growth in employment has not been matched by corresponding housing or infrastructure which places significant pressure on the transport network with many forced to endure unpleasant commutes due to unaffordable house prices near the city (Cambridgeshire and Peterborough Independent Economic Review, 2018) (page 45).

- Between 2011 and 2021, the population of South Cambridgeshire increased by 8.9%, higher than the overall increase for England (6.6%) (Office for National Statistics, 2022).

- Over 8,500 new homes are expected alongside the A1307 Haverhill to Cambridge corridor expecting over 8500 new homes by 2031. Half of those homes are in Haverhill (Cambridgeshire County Council, 2016).
- 61.9% of the South Cambridgeshire population is in employment is above the national average (57.2%) (Office for National Statistics, 2023).
- Nearly 20,000 additional new jobs between Cambridge and Haverhill by 2031 (Cambridgeshire County Council, 2016).
- 36,200 people commute into Cambridge for work (Greater Cambridge Partnership, 2025c) (page 10).

These statistics are relied upon by GCP to support the argument for CSET2 and must be equally powerful in supporting a requirement for future-proofing the scheme. Therefore, given the GCP predictions for the growth in commuting from Haverhill towards Cambridge, the choice to finish CSET2 as a terminus is flawed as it does not provide for anticipated future growth. Future-proofing to allow for the onward journey opportunities that exist to extend eastward from the A11 travel hub to Linton and Haverhill must be a key element in order to achieve the overall aims of the project.

In terms of improving the road safety for all A1307 corridor users, the current proposal is likely to worsen the existing congestion in the Fourwentways area as the new terminus attracts more commuters to utilise the 1,250 car park spaces (Greater Cambridge Partnership, 2023) (page 7). Furthermore, eastbound buses will have to rejoin busy traffic as they head out of the Northern Car Park (see figure 1) near to the Fourwentways junction, this is likely to increase the pre-existing congestion. With the A1307

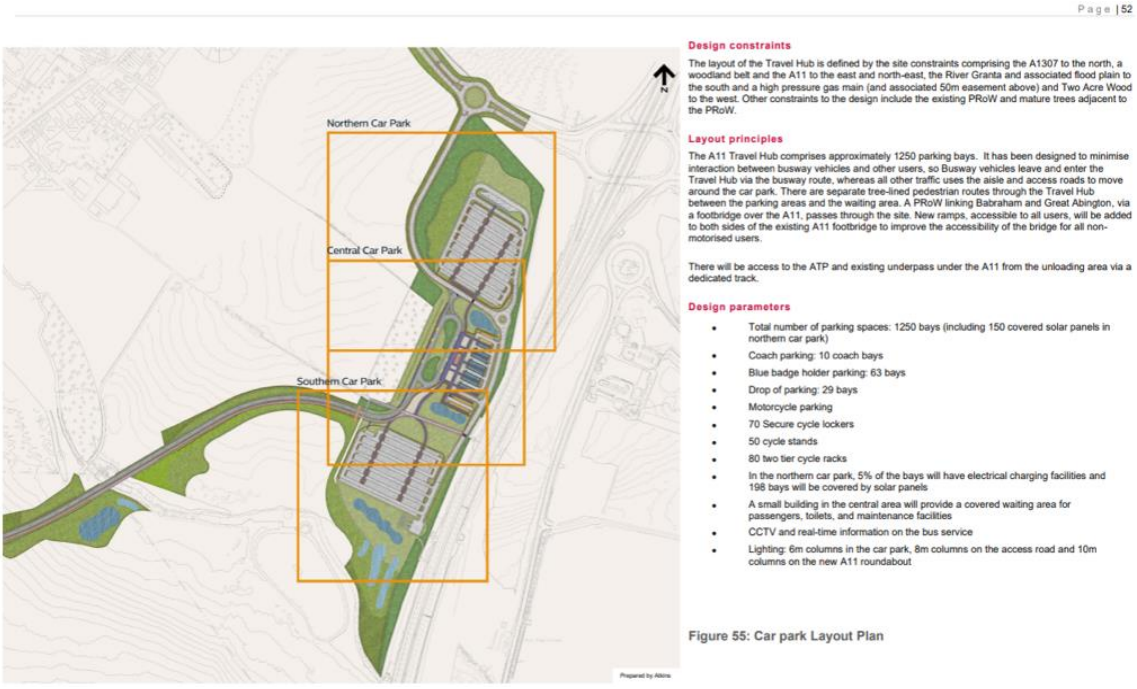


Figure 1 Travel Hub Design (Greater Cambridge Partnership, 2025b)

being a radial route into Cambridge with a poor accident record, further congestion caused in this area will serve only to frustrate impatient drivers into making rash decisions.

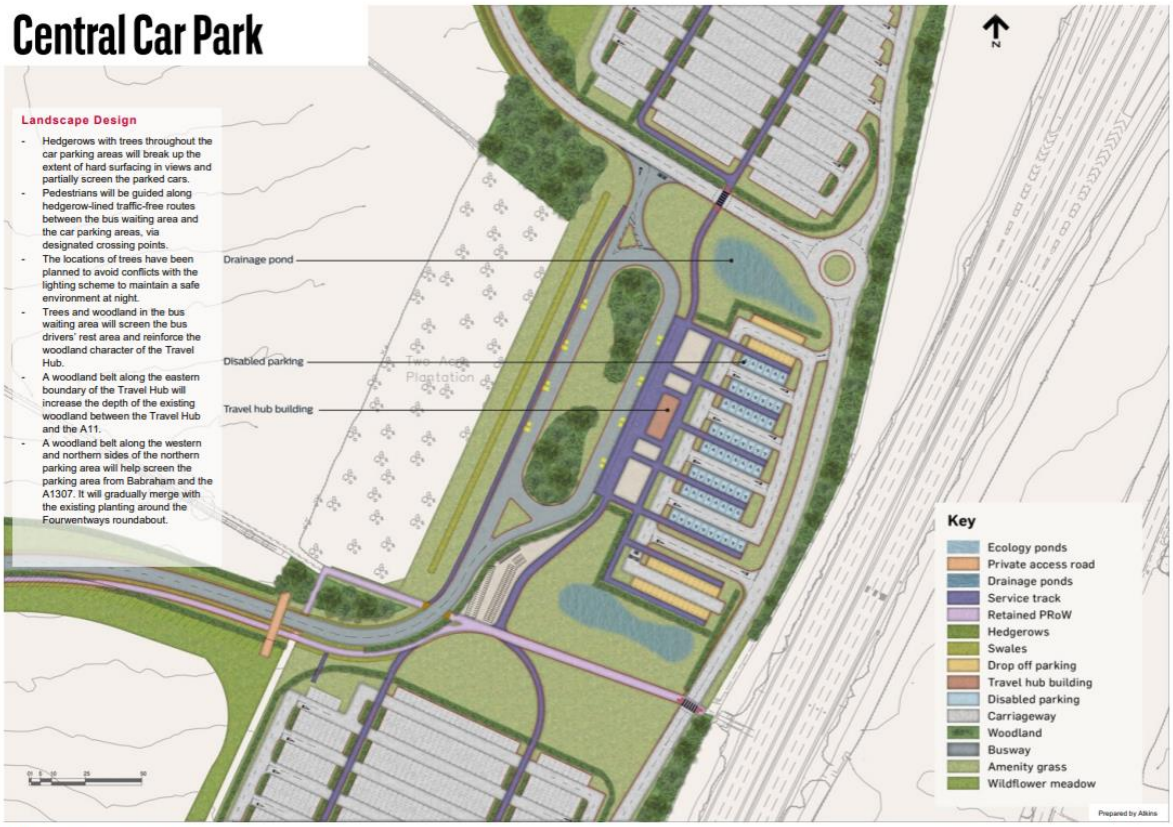


Figure 56: Central Park Car

Figure 2 Central Car Park Design (Greater Cambridge Partnership, 2025b)

It must also be highlighted that although the Travel Hub was originally intended to have 2,000 car parking spaces (Greater Cambridge Partnership, 2020), the current proposal demonstrates a maximum capacity of only 1,250 car parking spaces. This is a considerable difference between the intended and actual number of spaces, which raises further concerns. Although there is space within the footprint of the Travel Hub for further parking 'if and when demand justifies', the reduction of car parking spaces from up to 2,000 to 1,250 enables a lower density of parking and enhanced landscaping (Mott MacDonald, 2021). However, commuters who have been promised a reliable journey simply need to reach their destination without concerns that there will be limited parking spaces. This reiterates the same principal that if the GCP acknowledge that the car park isn't going to be big enough to cope with demand, why not future-proof plans by allowing an extension to the busway itself rather plan to force hundreds more drivers to bring their vehicles through Fourwentways to access a single travel hub. Incentivising drivers to join the bus route earlier by creating a more reliable bus service (bypassing Fourwentways traffic jams) is a more sustainable solution.

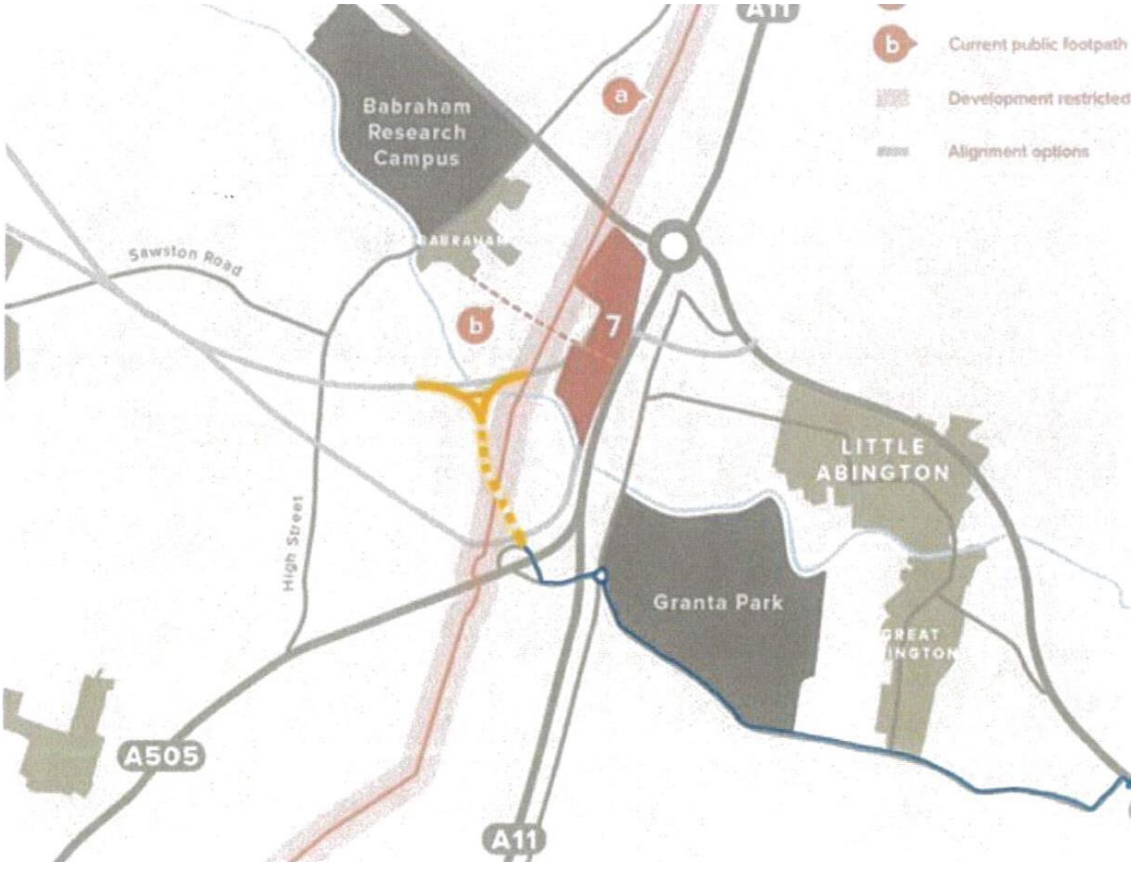
Furthermore, the complete absence of plans to extend eastwards beyond the A11 to unlock the potential for growth in South Cambridgeshire, Braintree and West Suffolk districts demonstrates a clear lack of thinking about future-proofing. Ironically, a transport planning consultant working on behalf of the GCP acknowledges the merit of our proposal; *"your proposed amendment could mean that a busway could continue through to Haverhill"* and it is *"It is not our intention to use our Statement of Case to argue against this as a future aspiration, but it cannot now form part of the scheme currently being considered."* (Edward Hill 27th May 2025 – see appendix 1) We appreciate that the GCP agree with us our plan has merit, but we cannot follow the logic of describing future-proofing the scheme as a future aspiration. The lack of future-proofing leaves any future onward extension to be much more costly and potentially prohibitively so in comparison to what could be achieved if future growth was accounted for in the existing proposal.

4 - Proposed amendment

Our proposed amendment aims to unlock a route for future development, with less cost and less disruption of the existing developments.

We believe that our proposed (and modest) request for an amendment to the busway is designed in such a way to allow for a future extension which would not disrupt the operation of the working busway. Whilst of course we accept that it is down to the GCP to choose the most economic method for creating the amendment we request, our route suggests a repositioning of Babraham Viaduct to cross the River Granta at a different angle allowing for a shorter overall span, which may release funds to pay for the amendment. (See Figure 3).

Figure 3 example layout



The proposed amendment is shown in gold. This would allow a southern spur shown by the gold dashed line to the A505 to be built at a later date. The onward route from the bus gate is shown in blue, which would use the existing public highway and bridge to connect to Granta Park and onwards towards Haverhill.

5 - Benefits

Our case is not that GCP should immediately extend CSET2 to Granta Park, but that it should facilitate a future extension within the design of the busway. But clearly the most-cost effective time to construct this entire spur and bus gate would be during this initial stage, serving Granta Park far better than currently proposed and highlighting the immediate importance of our amendment. It would mean the improvements to the inadequate footbridge at fourwentways would probably be rendered moot as cyclists and walkers would join the busway at Granta Park rather than Babraham.

The practical benefit of such a spur to the A505 is that buses can take advantage of the existing bridge crossing the A11 south of Fourwentways, journey along Pampisford Road and join the A1307. There is space adjacent to the A1307 from here to Linton for segregated bus lanes and cycleways are already constructed. This would allow for additional park and ride stops at Linton and Haverhill. This unlocks further benefits:

By extending the percentage of the journey that is on segregated routes, this increases reliability and gives more reason for commuters to use alternative stops further out than Babraham. This will reduce the pressure upon the Babraham terminus itself, meaning less passengers will be queuing to board and buses will need to be stationary for less time. At the moment, the plan for Babraham is to be the destination for commuters driving in from the A11 North and southbound, A14 Westbound, A1307 Westbound. The busier any one stop is, the more it delays the bus departing the stop. Extending the car park would exacerbate this issue. It also means that intermediate stops are ineffectively served if buses leaving the Babraham Terminus are invariably full.

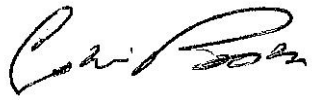
The use of the busway can be increased by including bus services that do not all stop at Babraham, so that bus frequency operates to the capacity of the road, and not the capacity of the travel hub. Bus services have to be reliable – and that is not going to be achieved if the buses are stuck in traffic around Fourwentways and have to travel through the travel hub to reach the busway.

Furthermore, buses avoiding the Fourwentways junction prevents further strain and congestion upon that area. In turn, this will also improve road safety as it will reduce the urgency for commuters to reach the terminus within a certain time frame, as reliable buses will start closer to commuters' starting location.

6 - Conclusion

The modest change that we are asking for fulfils a fundamental requirement of GCP that when spending government money, it must allow for future extensions for a bus route, and a failure to do so would be a failure to meet their own specific objectives.

Yours faithfully



Colin Poole
Town Clerk
On Behalf of Haverhill Town Council and the ONE Haverhill Partnership

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Appendix 1 - Email referred to in text

From: CSET Order <CSET.Order@atkinsrealis.com>
Sent: 27 June 2025 16:30
To: Colin Poole <colin.poole@haverhill-tc.gov.uk>
Cc: Jane Osayimwen <jane.osayimwen@cambridgeshire.gov.uk>; CSET Order <CSET.Order@atkinsrealis.com>
Subject: RE: Cambridge South East Transport Order - Service of the Applicant's Statement of Case

Hi Colin,

Thank you for your confirmation regarding issue of our SoC. When HTC are ready to issue, please can you send your SoC to the DfT via email to (transportinfrastructure@dft.gov.uk), the programme officer (Joanna.Vincent@gateleyhamer.com) and to Adam Richards (Adam.Richards@wbd-uk.com) – please can you additionally include cset.order@atkinsrealis.com in the addressees, that would be very much appreciated.

In response to your second point, we are greatly appreciative of HTCs support for the scheme, and we acknowledge that your proposed amendment could mean that a busway could continue through to Haverhill.
It is not our intention to use our Statement of Case to argue against this as a future aspiration, but it cannot now form part of the scheme currently being considered. The Applicant will not be putting forward an amendment as you have set out, therefore.

Under the current plans, it is still expected that services using the busway would continue to operate on-road between the A11 and Haverhill, so this will still have the benefit of the busway infrastructure to reduce journey times and improve reliability for journeys between Haverhill and Cambridge.

The amendment has been shared with the project engineers and our client at GCP, we will review and provide our initial response within the statement of case regarding this matter.

Many Thanks,

Edward

Edward Hill (He / Him) BSc MSc

Transport Planner
Movement & Place; Transport Advisory & Consultancy

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AtkinsRéalis