

[REDACTED]

From: Richard Stobart <[REDACTED]>
Sent: 07 March 2025 23:24
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge Cambridge

To whom it may concern:

I am Richard Stobart. [REDACTED]
[REDACTED].

I wish to lodge my objection to the Greater Cambridge Partnership's (GCP) application for a Transport and Works Act Order (TWAO) concerning the Cambridge South East Transport (CSET) scheme.

The scheme fails to address the major transport issue, that of providing a low carbon link with the developing communities to the south and west of Cambridge and rather will stimulate car usage and exclude those who don't own cars. The scheme is ill conceived and regressive in nature.

The proposed CSET scheme includes the development of a large Park & Ride facility near the A11 and A1307. While intended to encourage car users to switch to bus travel for the final leg into Cambridge, this approach will undermine existing bus services to the south, particularly those serving communities such as Haverhill and Linton. The emphasis on the Park & Ride model will not serve residents who rely on public transport for their entire journey, as it primarily caters to car owners. This will result in a public transport network that is less inclusive and fails to meet the needs of all users, particularly those with lower income.

The GCP's "City Access" programme aims to improve access by sustainable transport to the city centre and key employment sites, encouraging commuters away from cars, and supporting air quality improvements. The programme emphasises the need for public transport journeys to be competitive, sustainable, and reliable, with active travel alternatives that are safe and easy to encourage people to move away from cars. I believe the current CSET proposal, with its significant reliance on a large Park & Ride facility, conflicts with these objectives. By promoting Park & Ride, the scheme risks reinforcing car dependency rather than promoting a full modal shift to sustainable transport.

The growth plans for Cambridge recently announced and strongly backed by the new government, have massively changed the development needs of Cambridge. In this new setting, a modest bus link is highly unlikely to meet the transport needs of this area of Cambridge. A re-think is needed.

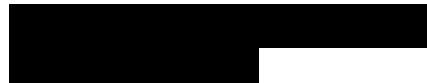
Any transport solution should be part of a Cambridge wide solution of which light rail must be considered as a principal contender. The existence of much of the right of way of the former Cambridge to Haverhill railway points to a credible rail solution in the form of

either light or heavy rail.

Richard Stobart, 7 March 2025

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Richard Stobart



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