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Statement of Case by Mark Sullivan MRPTI
Transport and Works Act Order for the Greater Cambridge Partnership's Cambridge South East Transport (CSET)

1. The proposal is for a busway between a park & ride terminal near the A11 / A1307 junction, in Babraham Parish, and the Cambridge Biomedical Campus. The principal services using it would be of buses from the P&R to Cambridge City Centre via the Addenbrookes Hospital and Biomedical Campus. There would be stops en route. Within Cambridge City Centre the buses would use existing roads, which are heavily used by all classes of traffic. The journey times to city centre destinations would be extended in the peak hours generally. It would not be a fast service.

2. The P&R at the A11/A1307 interchange would generate significant road traffic on roads to the east and southeast of the A11, which is an open rural area. A large percentage of the trips to and from Cambridge using the busway would involve car journeys on these roads, many of which are country lanes. The CSET could increase vehicle-miles over the whole area, not reduce them.

3. The CSET was conceived and developed in the context of there being a Congestion Charge in place in Cambridge city centre. The Congestion Zone was proposed to have proposed a £5 daily charge for car users who used roads within the inner city area. That was expected to lower car traffic and create more road space for buses, improve their speeds and punctuality, and reduce journey times on their routes. The abandonment of the proposed Cambridge Congestion Charge / Sustainable Travel Zone in 2023 conflicts with the concept of CSET. Without it the busway project may be less viable as these improvements will not happen.

4. An alternative to reliance on bus services to move the modal split away from private car, in the absence of the Congestion Charge, is to make bicycle use much more attractive in Cambridge by cycle priority at signals, by more cycle lanes on city roads, and expanding facilities for safe parking. Cambridge sees 49% of journeys to work in

the city now by cycle or on foot. A bus service from the A11/A1307 P&R will not be able to attract many cycle users to switch to bus because of the poor quality of service offered within inner Cambridge. The most efficient way to move within inner Cambridge is by cycle.

5. For those travelling into and out of Cambridge for work, education, and use of the city centre's services, availability of a bicycle in the city centre is desirable. The bus service using the CSET busway will not carry cycles. (Buses are not constructed to carry cycles, unlike trains which can be.) By contrast, cycle and rail use is very compatible. For rail users, at Cambridge (main) station there is a new cycle storage building, CyclePoint, which has capacity for 3,000 cycles. This serves both inner city residents travelling out of Cambridge by rail, and residents of the surrounding area who arrive by rail and keep a cycle in the storage building to be able to reach places of work or education.

6. Cambridge's likely future is as a city where there is no congestion charge, and re-allocating road space towards cycle and pedestrians. Bus speeds in the inner part of Cambridge will remain low and may slow further. The CSET busway proposal will not fit this future pattern of movement within the inner areas of the city.

7. A superior form of transport infrastructure for this future in place of CSET is to expand rail service, by reopening the Haverhill to Shelford (for Cambridge) railway line, generally on its original alignment. Haverhill has a population approaching 30,000 and could reach 40,000 by 2045. The population of the villages east of Cambridge, into Suffolk, add another 10,000 people for whom the city is the main place of work, services and shopping. Providing a frequent rail service between:

- Haverhill
- Linton
- The science and technology parks in Little Abington and Babraham Parishes
- Sawston
- Shelford
- The Cambridge Biomedical Campus and Addenbrookes Hospital (served by Cambridge South)
- Cambridge (main station)
- Cambridge North
- and on to Waterbeach

… would attract substantial use, and this would be higher if users could take cycles on the trains without charge; or alternatively can leave cycles at the stations on the new line, and collect their second cycle at Cambridge (centre) to access destinations in the city. This would follow widespread practice in the Netherlands, where 'cycle-train-cycle' journeys to and back from main urban centres are widely adopted.

8. The former Cambridgeshire Structure Plan and the Local Transport Plan proposed reopening the Shelford to Haverhill railway. The reasons for this proposal being removed from sub-regional planning and local transport planning, and replaced by the CSET busway, are unclear. There should be a reversion to that previous transport policy.

9. The CSET busway should be replaced by a project to reopen the railway from Shelford to Haverhill, generally along its original alignment. The Railfuture East Anglia evidence to the Inquiry already submitted shows how this could be implemented and what the likely usage would be.

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copy to Gateley Hamer, Programme Manager for TWA Inquiry

Information and documents to be relied on at the Inquiry:

Population figures for Cambridge sub-region by settlement

Statistics for bus use in Cambridge sub-region including trends

Railway stations in sub-region – annual passenger numbers and trends in use

Potential rail service pattern with Shelford-Haverhill line reopened

Potential wider rail service pattern east of Cambridge with East-West Rail line completed (EWR slide presentations)

JRC report 'A Bigger Role for a Haverhill Railway', submitted by Railfuture East Anglia – already in Documents List as cd3-082-obj-256