

[REDACTED]

From: Kathleen Foreman <[REDACTED]>
Sent: 04 March 2025 12:36
To: TRANSPORTINFRASTRUCTURE
Cc: Kathleen Foreman
Subject: Objection to the Transport and Works Act Order to the Department for Transport (DfT)

Objection to Transport and Works Act Order to the Department for Transport (DfT) for a new busway, travel hub and path for walkers and cyclists to the southeast of Cambridge

Heidi Alexander MP
Secretary of State for Transport

Dear Secretary of State

I, Kathleen Foreman, of [REDACTED], am writing to make a formal objection to the "Application for a Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge", as submitted by the Cambridge Greater Partnership on 9 January 2025. The grounds for this objection are the following:

- The concept for this busway and travel hub was based on a proposal, the Cambridge Autonomous Network, which was abandoned, but the 5ml route and roadway retained serving neither the Biomedical Campus nor the village settlements which it will bypass. There is no integration with other research and business sites ie Babraham Research Campus and Granta Park
- The Cambridge South East Transport (CSET) project, since it was put forward at least a decade ago, takes no account of the new Cambridge South Station, nor the East West Rail Link and there is no proposal to form an integrated transport system for Cambridge and the surrounding area.
- The CSET route will pass through grade 2 agricultural land, vital for securing the UK's food security, gouges through restored chalk grassland, again vital as a source of carbon capture, require 3 bridges to cross a chalk stream, another rare feature, and a potential flood plain as well as traversing 3 existing roads each requiring a set of traffic lights. It requires a three lane roadway as well as an active travel path. The ACP duplicates access already under construction by GCP alongside existing roadways.
- The project requires an extensive new car park to be created.
- The cost estimate of £164million or thereabouts is grossly out of date and the project shows no gain in a cost/benefit analysis.
- An early proposal, made in 2018, by the Greater Cambridge Partnership (GCP), to address the needs of getting people to work at the campuses along the A1307, suggested upgrading existing roads by creating more busways and increasing frequency.

- This option is still the most viable option and significantly cheaper in the short term, while an integrated travel system for the whole area involving light railway, is a sensible and forward looking option in the longer term.
- Along with other bodies ie parish councils, environmental, heritage, community organisations, our ex MP, and around 80% of local communities I support the proposals put forward by Better Ways 4 Busways (<https://www.bw4b.org/the-busway>) which suggest forward thinking ways to address the transport needs of all, working and living in the environs of Cambridge, into the decades ahead.

Kathleen Foreman



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