[redacted]

From: Peter Ray <[redacted]>
Sent: 07 March 2025 07:58
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport & Work Act Order to the DfT for a new busway to the southeast of Cambridge

Importance: High

To: Secretary of State for Transport

From: Mr Peter Ray; [redacted]

I wish to object to the subject T and W Act Order, as submitted by the Cambridge Greater Partnership (CGP)on 9 January 2025. I support a need for better public transport, but object to the current GCP proposal.

The grounds for my objection are the higher costs and greater environmental disbenefits compared to an alternative option proposed by the GCP in 2018: an option with a route based on the A1307.

There has been a further route and mode of transport proposed, based on reviving a closed rail route, but my perception/understanding is that CGP has discounted this. I am not sure on what basis of examination this light-rail option has been discounted: I have no recollection of evidence of a thorough and robust examination being presented by GCP during public consultations or in answer to questions, or if it has been demonstrated with documented evidence.

I have questions about objectivity and transparency leading up to this and other aspects of this application, and hope that there has not been been a vanity project/dogmatic "we do busways not railways" approach by GCP?

I hope that all other options will be appropriately considered in the independent inquiry. Whether as an immediate deliverable or, if considered necessary, as the first of carefully planned paired projects following the cheaper GCP A1307 option. Importantly, that all options are properly considered in conjunction with other development in the area and, equally importantly, protecting our farmland and green recreational spaces - "get it right first time round and execute on-time/on budget", with demanding project management, including time and cost overrun penalties, taking account of developing technology and sustainability issues, including all factors that determine ease and cost of maintenance, and all aspects of pubic security and safety.

These considerations are gaining even more importance in today's political and economic environment, with a continually raised focus on, and need for cost efficiency and minimising environmental damage, whilst maximising resource-use, including construction materials, labour force: and farmland, an increasingly important but undervalued resource in current times and even more so in the future with global trade and isolation issues.

The use of the GCP “A1307” alternative (option 1 in the original proposal?) with a short busway section off-road into the Hospital and Bio-Campus area:

1. Would surely be more cost effective and meet transport objectives sooner: previous busways have a history of problems and delays.
2. Would not need costly and unnecessary infrastructure within the greenbelt, with farmland being split and landscape being unnecessarily damaged. And a better probability that with fewer such structures, delays and cost escalations would be reduced.
3. Would not create additional traffic flow interruptions and environmental penalties on road links with Babraham road, particularly along Hinton Way, that already has one flow interruption point at the railway station, with the potential for an additional one close to the Hinton Way/Babraham Road roundabout if a barn which, I understand, has planning permission for an NHS blood test centre, opens. Hinton Way is already a bus route, as well as a favoured route for HGVs many of which involved in construction.
4. Would avoid a demand for additional parking along Hinton Way as the stop is on the extremity of the villages and people in the centres will want to drive as closely to the stop as possible, creating further flow disruptions, which together with the hazard of increased parking raises the probability of accidents, particularly with increased frequency of cyclist and pedestrian use in coming years.
5. Would not create another barrier to bio-diversity corridors, that has to be overcome with further additional expense.

On a personal note (I assume that such a note is permitted and will be considered):

I do not want to imagine the situation with more parking along Hinton way caused by "drive to” demand to use the busway stop (even with current road usage) together with with the reduced traffic flow created by the busway crossing Hinton Way - has this been modelled?

Exiting some residential drives will be made difficult due to a lack of visibility due to parked vehicles; that would apply to our situation due to a “gentle?” but significant curve in the road that gives us relatively short notice of vehicles approaching us on the station to roundabout carriageway. If the busway, as proposed, goes ahead I hope that there will be parking restriction markings along our frontage: as a road safety issue can I request that be considered as a requirement?

In conclusion, I have to wonder what of the original 4 options would have been chosen today, given greatly changed environment and project parameters that we now face.

Thank You

Peter Ray
6th march 2025

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