

[REDACTED]

From: Paul Meyer <[REDACTED]>
Sent: 07 March 2025 01:31
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to Department for Transport (DfT) for a new busway to the south-east of Cambridge

I, Dr Paul Meyer, resident at [REDACTED] am writing to make a formal objection to the "Application for a Transport and Work Act Order to the Department of Transport (DfT) for a new busway to the south-east of Cambridge", as submitted by the Greater Cambridge Partnership (GCP) on 9th January 2025.

The grounds for my opposition to the proposed 5 mile dedicated busway through Green Belt land from the A11, near Babraham, to Cambridge South Railway Station are as follows:

Inappropriate solution to the stated problem.

This phenomenally expensive scheme is intended to avoid congestion on the A1307 (Babraham Road) due to traffic approaching and leaving the Biomedical Campus, Addenbrooke's Hospital and Cambridge City centre by a south-easterly route. It is proposed that the busway will run from a car-park close to the A11, which is remote from any significant population centre, to Cambridge South Station: a location on the wrong side of the Addenbrooke's hospital campus for access to the hospital's main entrances, and remote from Cambridge City Centre. Those using the scheme will require a car and will be deposited in a location which demands a further considerable walk or public transport.

Does not address local needs.

The proposed busway by-passes all the villages on the route (Sawston, Stapleford, Shelford and Trumpington), making it inconvenient for locals to access the bus stops without using a car. Few residents will choose to drive to the distant car-park or search for parking near a bus-stop, then undertake a two-stage bus journey, when they can alternatively drive directly into town.

Access to the Busway will **increase car use** at a time when we are encouraged to reduce environmental CO₂ production.

The Proposed Busway will be of no benefit to village residents who are dependent on public transport.

We live close to the proposed route, but it would not help us to access Addenbrooke's Hospital or the City Centre.

Disrupts traffic on circumferential roads linking the radial routes into Cambridge.

On the south-eastern edge of Cambridge, the radial thoroughfares to the city are linked by a number of busy circumferential roads. These include Granhams Road, Hinton Way and Haverhill Road, all of which would be crossed by the proposed busway. All carry traffic at high frequency, often travelling at high speed. Were the traffic flow to be interrupted by busses crossing many times each hour, traffic chaos would result, including collision risk, long queues, pollution from exhaust fumes and danger to pedestrians.

Furthermore, the inconvenience is likely to divert motorists to Long Road, the remaining circumferential road on the East side of the city, exacerbating the heavy traffic that it already carries.

Environmental damage

The Gog Magog Hills to the south-east and east of Cambridge include some of the most pleasant countryside around the city. All is Green Belt and it includes three country parks (Magog Down, Wandlebury and a new park at Stapleford); also, a nature reserve (Nine Wells), from which emanates Hobson's Conduit, a beautiful chalk stream. This area also hosts the upper reaches of the river Cam/Granta.

The proposed busway would require two substantial concrete causeways crossing the river Cam, disturbing natural contours, rural tranquility and wildlife. It would also place the Hobson's Conduit chalk stream in a culvert.

The two bus-lanes and third maintenance lane would form a broad scar, permanently degrading a natural, rural landscape.

Furthermore, all this would be visible from Magog Down country park, it would cut into the new Stapleford country park and would skirt the small, but precious, Nine Wells nature reserve.

Expansion of village boundaries

The planned route would split the Green Belt surrounding the villages of Babraham, Sawston, Stapleford and Shelford. This would inevitably redraw the village boundaries, inviting further development and creating a conurbation.

This single development risks changing, irreversibly, the character of Cambridge and its villages. And it is unnecessary.

Better alternative.

In 2018, the Greater Cambridge Partnership originally proposed a bus-route which followed a widened A1307 (Babraham Road) with bus-lanes. As this uses an existing transport corridor, additional environmental damage would be avoided; furthermore, it would give closer access to the expanding Biomedical Campus and the entrances of Addenbrooke's Hospital. This original scheme could be implemented more rapidly and would be far less costly. Its slightly greater distance from the villages is irrelevant as neither option is useful for their residents.

When compared with the 2018 route, following the A1307, the proposed 5 mile dedicated busway confers no additional benefit to Addenbrooke's Hospital, the Biomedical Campus, Cambridge City, its villages or their residents. It would cause traffic disruption and enormous environmental damage. Furthermore, it would take much longer to complete and be much more costly.

For all these reasons, I strongly urge you to reject this planning application.

Paul Meyer 06/03/2015

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