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From: [REDACTED]
Sent: 07 March 2025 00:44
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new Busway to the South East of Cambridge

Objection to Transport and Work Act Order (The Cambridge South East Transport Order) to the Department for Transport (DfT) for a new busway to the South East of Cambridge

Dear Secretary of State for Transport,

I, Christine Hall, of [REDACTED] am writing to make a formal objection to the 'Application for a Transport and Work Act Order (The Cambridge South East Transport Order) to the Department for Transport (DfT) for a new busway to the South East of Cambridge' as submitted by the Cambridge Greater Partnership on January 9th 2025.

The proposal of the Greater Cambridge Partnership (GCP) is to build an 8 km segregated busway across open countryside to provide public transport from a new travel hub near the A11/ A1307 junction to the Cambridge Biomedical Campus (CBC).

The grounds of my objection are that I think a similar result, at much less cost, could be achieved by an alternative plan.

The alternative would involve building sections of bus lane alongside the A1307 from the new travel hub towards the CBC and an approximately 2 km new road from near to the current Babraham Road Park and Ride site to CBC .

Listed below are my comments about the TWAO scheme to support my objection:

The GCP estimates the cost of the TWAO scheme to be £160 million (£20 million per km) and includes the construction of 3 bridges and a tunnel at a cost of about £17.5 million.

The cost of the on-road alternative could be about £60 million (extrapolating from the GCP's estimate of about 45 million in their consultation document of 2018).

It will cause traffic delays where it crosses 3 main roads, Haverhill Road Stapleford, Hinton Way Great Shelford and Granham's Road. On Hinton Way and Granham's Road there is a level crossing so traffic is already subject to queuing. It has been mentioned that the bus could run every 8 minutes in each direction. If buses run to time this means the traffic on these 3 roads will be held up approximately every 4 mins.

GCP figures (2018 consultation document) indicate the segregated route will take 25-30 Ha of agricultural land in comparison to 6-8 Ha for the on-road route.

I think we should protect our agricultural farmland for our current and future food needs.

The GCP route would significantly mar the much appreciated views from the Gog Magog Hills, one of the most important landscapes in the Cambridge area and cut through a newly designated country park. It will also affect the Nine Wells Nature Reserve more than the alternative route.

The busway ends at the CBC and for onward travel into Cambridge passengers will need to transfer to the Stagecoach-operated guided bus.

The main benefit/purpose of the busway is to provide an efficient public transport route from SE of Cambridge for those working at, or visiting, the Biomedical Campus. At weekday peak commuting times the bus has the potential to be well- used but at other times of day, including weekends, it

will be much less busy. The same applies to the alternative route but that will be considerably less expensive.

The estimated journey time to CBC for the TWAO scheme is 8-10 mins and for the alternative 10-12 mins (figures taken from GCP's consultation document 2018). There is little difference in journey time but a big difference in cost.

The maintenance track alongside the busway will double as an active travel path for pedestrians, horse riders and cyclists but the use of the path as a commuter route for cyclists will be limited by the exposed nature of the 8 km cross-country route, the rising gradient over the land between Stapleford and Great Shelford and, during winter months, by the lighting- LED stud lights I believe. There are cycle routes already from Sawston, Shelford and Stapleford to the CBC and the Sawston route is being upgraded/improved as part of the GCP's Greenways initiative.

The GCP say the busway will serve the 2 science parks, Granta Park and the Babraham Institute. There is a half hourly Stagecoach service bus that runs from central Cambridge via the CBC to very close to the Babraham Institute and Granta Park provides buses for its employees to and from Cambridge at commuting times.

There is also a cycle route from Cambridge to the Babraham Institute.

The TWAO route has stops in Sawston, Great Shelford and Stapleford.

The stops are each on the edge of the villages so most residents will have to walk some distance to the stop. If people choose to drive to the stops there will be local on-street parking and the issues that follow.

My objection to the scheme are based on my belief that any benefits of the TWAO busway proposal compared to the alternative route are outweighed by the considerably greater cost, the much greater loss of farmed agricultural land and the significant environmental damage of an approximately 14 metre wide busway structure including 3 bridges crossing public footpaths and running through open countryside.

Yours faithfully,
Christine Hall

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