

To The Secretary of State for Transport
c/o Transport Infrastructure Planning Unit,
Department for Transport,
Great Minster House,
33 Horseferry Road
London SW1P 4DR



10 February 2025

I, Brendan Barry of [REDACTED] am writing to make a formal objection to the "Application for a Transport and Works 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 based on practical grounds relating to the two villages of Stapleford and the Shelfords in particular, as follows: -

1. Pertaining to motorised travel

Bury/Haverhill Road, Station Road/Hinton Way and Granhams Road are used by motorised traffic not only from within the villages themselves but from many villages such as Thriplow, Duxford, Whittlesford, Fowlmere, Sawston and many more, and are, already, extremely busy with probably well over 1000 vehicle journeys per day. These roads are used to access all the villages to Babraham Park & Ride, Addenbrookes Hospital, central Cambridge and other locations east of the A1307.

Currently there are BR level crossings on Station Road/ Hinton Way and Granhams Road which cause considerable disruption and delays to traffic flow. The proposal now to have a Busway crossing on both of these two roads and also on Haverhill Road with necessary traffic lights would make an already traffic problem unacceptably worse and dangerous and the Emergency services, Police, Ambulance and Fire & Rescue, would be severely hindered.

Conclusion, a traffic problem is just being moved from one location (A1307) to another without justification.

2 Pertaining to pedestrian movements.

The Busway stops in the villages are all situated at the outskirts and away from their major housing areas. Other means of public transport have access points far nearer and more convenient for the residential travellers. I live just off Haverhill Road, yet the proposed Busway on Haverhill Road would be further away from me than all other service stops.

Alternative public transport available:

2.1. **Bus Route No.7** travels from Sawston (and beyond) through Stapleford (with 2 stops), Shelford (with 2 stops), Addenbrookes Road, alongside the Biochemical Campus, onto the Addenbrookes Bus Hub, then on into Cambridge via the Central Railway Station

2.2. **Bus Route No.31** travels, with many stops, from beyond and through Little Shelford, Great Shelford and in a circle route around Stapleford, along Hinton Way, ending up at the Babraham Park and Ride and the Addenbrookes bus hub.

2.3. Shelford Rail Station provides services to Cambridge central station and shortly to the new South Cambridge Station.

Conclusion, the project would be of little use to pedestrians in these villages and as the Busway only goes as far as the proposed hub at the Campus, it would only be a small minority of commuters who would make their way to their local Busway stop.

3. Pertaining to Active travel route for cycle etc.

3.1. There is already a new quality cycle pathway along the A1307 to facilitate cyclists etc. travelling between Babraham and the Biochemical campus.

3.2. There is already a similar facility being developed from Sawston to Addenbrooks, the Sawston Greenway.

3.3. Stapleford and Shelford are already served by the DNA cycle path.

Conclusion; no further requirements needed.

4. Pertaining to Horse-riding, Horses would be spooked anywhere near the Busway and this includes where the Busway crosses the bridleway which connects Stapleford to Sawston and Babraham across open farmland and over the River Granta.

Conclusion; Take note of the danger.

5. Pertaining to Other matters.

The Busway would consume and traverse through quality agricultural land resulting in lower yields by dividing established fields and creating numerous smaller fields which would be difficult to work with the modern large machinery.

Conclusion; We need to avoid reducing productive farming.

6. Pertaining to environmental and such like matters. I join and totally support the many other people with objections on these matters.

Conclusion; Avoid this devastation to the countryside and environment.

My summery submission and objection; This expensive project will do more harm than good. There are alternative proposals which would be less disruptive, less expensive and more sensible which have been put forward and need to be reconsidered.

Please take note.



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