

[REDACTED]

From: Ruth Meyer <[REDACTED]>
Sent: 06 March 2025 23:48
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order: new busway to the southeast of Cambridge

I, Ruth Meyer, 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 Greater Cambridge Partnership on 9 January 2025.

The grounds for this objection are the following:

Inappropriate solution for the stated problem

This phenomenally expensive busway scheme is intended to resolve the problem of traffic congestion at peak travel times on the A1307 (Babraham Road) due to traffic moving between south-eastern areas and Addenbrooke's Hospital, the Biomedical Campus and Cambridge City Centre. Its proposed 5 mile route is from a car-park to be constructed close to the A11, remote from any significant centre of population, to Cambridge South station, a location which is on the wrong side of the Addenbrooke's hospital campus for access to the hospital's main entrances, and remote from Cambridge city centre.

Few people without access to a car will be able to reach the bus stations.

Does not address local needs

The proposed busway bypasses all the villages on the route (Sawston, Stapleford, Shelford, Trumpington) making it inconvenient for the majority of village residents to access the bus-stops without using a car.

Few residents will choose to drive to a distant car-park and undertake a two-stage bus journey, when they can alternatively drive directly into town.

The proposed busway will provide no benefit for most village residents dependent on public transport.

We live close to the proposed route, but it would be no help to us for access to Addenbrooke's Hospital or Cambridge city centre.

Harm will result on local roads that link the radial roads into Cambridge

Radial roads approaching Cambridge from the southeast are linked by several heavily used circumferential roads. These include Granhams Road, Hinton Way and Haverhill Road, all of which would be intersected by the proposed busway. Priority will be given to the buses at traffic light controlled intersections, halting traffic flow on these roads several times per hour. Long queues of vehicles and traffic chaos is a predictable consequence. There is a significant risk of vehicle collisions and danger to pedestrians as well as increased pollution from stationary traffic. The delays and inconvenience are likely to divert motorists to Long Road, the remaining circumferential road on this side of the city, exacerbating the heavy traffic flow - and traffic queues - it already carries.

Environmental damage

The Gog Magog Hills to the South-East of Cambridge include some of the most pleasant countryside around the city. All is within the Green Belt and it includes three country parks (Magog Down, Wandlebury and a new park at Stapleford), and a nature reserve (Nine Wells). The proposed busway would include two substantial concrete structures crossing the river Granta and necessitate Hobson's Conduit chalk stream to flow through a culvert. These measures would cause serious disturbance to natural contours, tranquility and wildlife. Its 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, 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 divide the Green Belt surrounding the villages of Babraham, Sawston, Stapleford and Shelford. Inevitably, the village boundaries would be redrawn, encouraging further development and creating a conurbation. It would irreversibly change the character of Cambridge and its villages, detrimentally.

Better alternative

The purpose of this scheme to improve transport into Cambridge from the south-east can be met better, at much lower cost and much sooner, by an alternative scheme, which was first proposed by the applicant in 2018. This would involve building sections of bus lane adjacent to the existing A1307 and 1 mile of new road (busway) from the roundabout at Hinton Way. Using an existing transport corridor avoids creating unnecessary environmental damage and would give closer access to the expanding Biomedical campus and to the entrances of Addenbrooke's Hospital.

Ruth Meyer 06/03/2025.

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