

Babraham Parish Clerk

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4 February 2025

To the Secretary of State for a Transport and Works Act Order (TWAO)
Regarding the The Greater Cambridge Partnership (GCP) application to build a Park
and Ride and busway into Cambridge (CSET)

Babraham Parish Council

A flawed Park & ride – 8 miles out of town!

The Babraham Parish Council has gathered local opinion through various means and the general opinion is that we can not understand why a P&R for Cambridge and the Addenbrookes site should be so far away. It will be built a good eight miles from Cambridge city centre and six from the Addenbrookes site. There is an existing P&R close to Addenbrookes, which has been a significant investment and this will become redundant (i.e. wasted) if the new plans go ahead.

Furthermore, the dedicated busway/cycle/footpath is proposed to go through the beautiful open fields of South Cambridge; David Attenborough has asserted that we really need to preserve the green area around this historic town. If the car park is to be built, then *Betterways for Busways* have an **alternative suggestion**, which is to have a dedicated bus lane to run down the existing A1307 (see map). There is already a cycle path, so the construction of a bus lane along this route would reduce the destruction of the countryside.

This P&R scheme has very little advantage to anyone in the area. It is purely for the Addenbrookes site to have an overflow car park. Why should our local environment pay the price for that?

The costs will also be **HUGE**.

They estimated £160m 5 years ago!

(One roundabout in Cambridge was estimated by the GCP as £700,000 . . . it ended up costing over £2.3m. Allowing for a similar cost escalation, this proposed P&R/busway could well cost a MASSIVE £400m plus!! . . . Can local tax payers afford that risk?

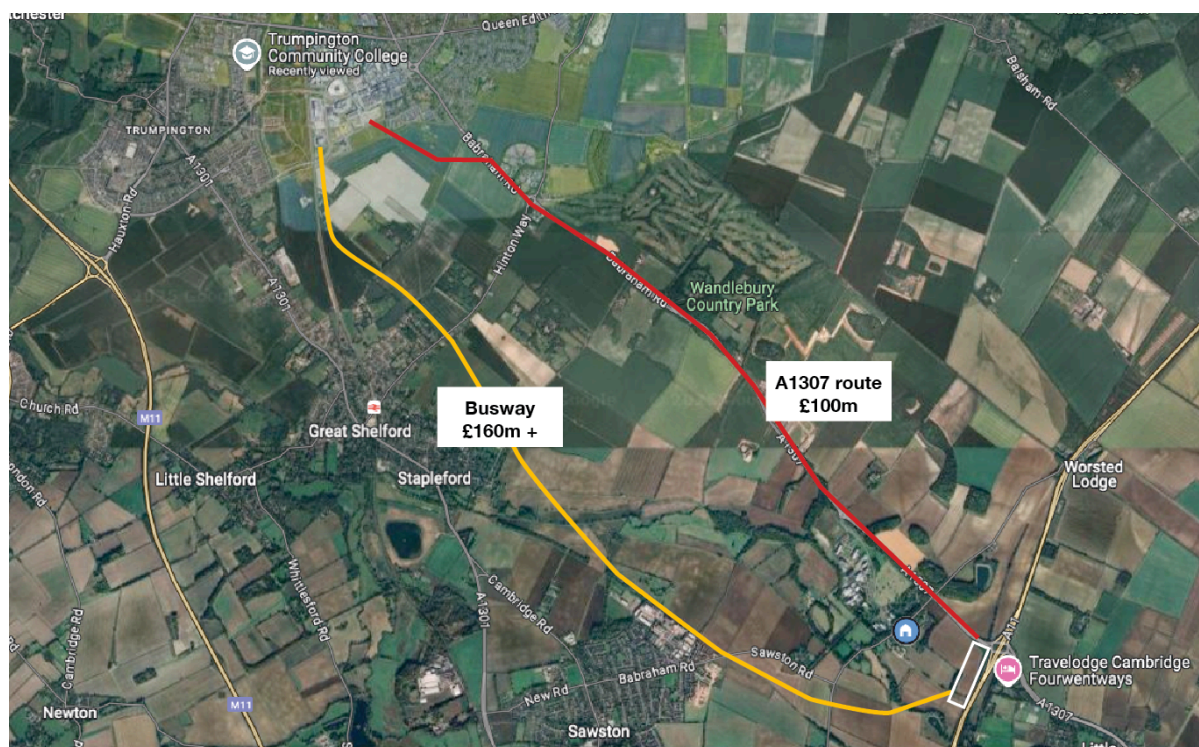
Environmental costs:

- Babraham would lose the beautiful countryside that surrounds the village. Likewise for Stapleford, Sawston and Shelford and the historic town of Cambridge.

- Babraham would lose ancient water meadows with the construction of a modern road bridge.
- The aspect of a precious chalk stream will be irreparably harmed with associated damage to wildlife.
- The fields that the busway route will decimate are a haven for skylarks and other struggling wildlife.
- Three bridges will have to be built, scaring the countryside

Other concerns:

- Workers from nearby Granta Park will not use the new P&R since the car park will be a 25 min walk from their site and they have their own car parks .
- Similar arguments apply to the Babraham Research Campus.
- The proposals do not provide users with an easy link between villages since all the stops will be a significant distance from the main population centres.
- It will not provide a direct link to Cambridge City centre.
- The current proposals will require the construction of junctions across four roads that provide a link east/west between the A1301 and the A1307. With up to 16 movements per hour proposed along the busway, and with two of these routes already possessing level crossings that are closed frequently during rush hours, east/west traffic movement will become almost impossible.
- There are other proposals that would provide a better link between the villages and Granta Park, and garner greater local support, but the GCP has refused to consider these.



**Please consider the alternatives,
it could save a lot of money and
save the Cambridge area from
destruction!**

Would you build a P&R in
Willingham?

Would you build a P&R on the
outskirts of Cambourne?

Would you build a P&R half
way to Newmarket?

**There is ample space for a P&R
just near Addenbrookes**
Which would be a far cheaper
option and would have more
chance of being used!

**THIS IS WHERE THE PROPOSED
P&R WILL BE GOING**
This is how far the P&R Car
Park will be from the centre of
Cambridge

**Granta Park and the Babraham
Campus are not on the proposed
new busway route!**

