

Greater Cambridge Partnership application to build a Park & Ride/dedicated busway facility A11/1307 Junction Babraham Village South Cambridgeshire.

To the RH Heidi Alexander, Sec of State for Transport, Westminster.

cc. King Charles III Buckingham Palace, London SWA 1AA

I object to the Cambridge South East Travel hub (CSET) on the grounds of economics; destruction of agricultural farmland and destruction of fauna, wildlife most specifically Skylarks territory as marked on the aerial photo.

The proposed route near the bridge to Pampisford over the A11 crossing agricultural farmland, crossing the Granta river, crossing an English Heritage Water Meadow, crossing more agricultural farmland with three stops and five road crossings and in reality only take you to the west side of the Addenbrookes complex.

The proposals state there will be up to eight buses each way per hour and that they will run for around 18 hours a day. This is the sort of service required if it is to attract use. Some guided buses will continue further to Haverhill but would only those that work at the Cambridge Bio Medical use it since the No.13 bus using the A1307 would be quicker and generally more useful. Outside rush hour the CSET Busway would be little used and certainly little used at evenings and weekends. This is not a mass transit system into Cambridge and it would require heavy subsidies or a much reduced service to well under the eight buses per hour.

The construction of this 8 kilometer long P+R for the BioMedical Centre is hugely expensive for a limited use P+R facility. They started talking of 40m in 2018 and by 2023 it had risen to 160m and the Application is still stating 160m in 2025. These figures must be highly suspect when the project requires a lot of engineering work on difficult land including two concrete bridges each around 130m long plus a third bridge over sensitive landscape. Building costs have risen steeply over the last couple of years and no doubt as the project has developed costs would have only increased. These cost figures require close scrutiny otherwise the project could easily run into a HS2 situation and as with HS2 the basic concept would then be questioned in hindsight. Here there is the opportunity to avoid this and spend considerably less to arrive at more constructive solution .

Safety concerns regarding CSET

Up to 8 buses each way per hour 18 hours a day with bridges, road crossing points and cycle pedestrian access. Future proofing the safety of all these points must be a red flag to this proposed route. Cambridgeshire local transport authority has a rich past history with road and transport 'Improvements' Dutch roundabout fatalities and Busway fatalities. Projects costing millions of pounds with identified issues.

Camcycle report on fatalities 2018 Urgent action is needed to prevent further deaths on the Busway path. Camcycle is saddened to hear that a second person was killed last week on the path alongside the Busway between Cambridge station and Trumpington. 2018, Cllr Katie Thornburrow spoke on behalf of the petitioners at a meeting of Cambridgeshire County Council. She said: *"Based on statistical evidence for the number of people injured or killed per vehicle movement, this Trumpington section of the guided busway is at least 8 times more dangerous than the A14 ... This is the busiest section of a public right of way and cycleway on the whole of the guided bus route. At peak times hundreds of people use the*

route to get to or from the station, major businesses, Long Road 6th Form College, the Biomedical Campus, and Trumpington too ... Many busy streets in Cambridge have a restriction of 20mph for a good reason, safety. And this route should as well."

We know that 20mph is much safer in areas where motor vehicles mix with pedestrians and cyclists. Depending on age, survivability at 20mph vs 30mph is about 7-10 times higher and stopping distances are halved. Busway drivers are not able to swerve off the tracks if a person or obstruction falls in front of them, so a lower speed limit is essential for busy sections where there is no verge between the Busway track and active travel path to keep everyone safe.

New travel hub South West Approved January 2025

The Secretary of State final approval granted in July 2022 for expansion of a Park and Ride provision at the existing Trumpington site has been extended and new travel hub facilities are being created at Cambridge South West to the west of junction 11 of the M11.

Cambridge South East Bus Franchise Cambridge South on track and journey toward improved buses continues. Dr Nik Johnson Mayor of the Cambridgeshire and Peterborough Combined Authority of which we are a constituent member. Bus franchising is now under authority of the Combined Authority 2025.

Cambridge South rail station serving the busy Cambridge Biomedical Campus expected to accommodate 1.8 million passengers annually, Cambridge South will play a key role in supporting health and life sciences and Addenbrooke's Hospital projected to host 27,000 jobs by 2031. Cambridge South connections to Central London, Stansted Airport and Birmingham.

Many roads lead to Cambridge!

The Combined Authority has many new and proposed functioning routes into Cambridge as set out. The No 13 bus from Haverhill, Linton, Abington, Babraham and Cambridge is well used by residents and could increase its service proportionately. Babraham Campus employees use this bus stop facility daily and most convenient for access to and from Cambridge to the site.

The Betterways for Busways (combined efforts of Babraham, Stapleford, Shelford and Past Present and Future) are vigorously opposed to the CSET route destroying farmland and wildlife. They propose the commonsense alternative route down the A1307. Economically the A1307 will save millions of tax payers money and provide a safe route for cyclists as already served by a designated pathway from Babraham Campus over the Gog Magog Hill to Cambridge. A designated bus lane could provide access to Addenbrookes hub from the CSET Park and Ride along the A1307. Already a dedicated bus lane exists from Babraham Institute roundabout south to the A1307 to Haverhill, A11 and M11.

As a resident of Babraham for 20 years and a concerned parishioner I have outlined and put forward my objections to this CSET plan. I participated in the GCP consultations in person by email and through Babraham Parish Council to this present date. The Babraham Park and Ride at Gog Magog roundabout has proposals to extend its facility to facilitate Addenbrooke's staff and patients.

Skylarks nests are directly on the proposed CSET route!



SKYLARKs (BTO) are one of our most declining birds, ground nesting between April and August

