

[REDACTED]

From: Christopher Howe <[REDACTED]>
Sent: 04 February 2025 16:28
To: TRANSPORTINFRASTRUCTURE
Subject: Cambridge South East Transport Application

TO:

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

**RE: CAMBRIDGE SOUTH EAST TRANSPORT APPLICATION / BUSWAY & RELATED
INFRASTRUCTURE DEVELOPMENT PROPOSAL**

Dear Sir/Madam,

I am writing to state my formal objection to the application made by Greater Cambridge Partnership (and associated entities / authorities) for the construction of a new busway, travel hubs and adjacent paths to the south-east of Cambridge (together the “Proposed Development”).

I object to the Proposed Development on the following principal grounds:

- It offers minimal benefits to the residents of Stapleford, Shelford or Sawston. It will not reduce road traffic in the area. Residents of Stapleford and Shelford already have good public transport services, including frequent, efficient bus services and excellent rail connections from Shelford station.
- The long-overdue construction of Cambridge South Railway Station, now nearing completion, will significantly enhance access to the Addenbrooke’s Biomedical Campus from the south and south-east. The new station will also facilitate access to Cambridge, three mainline stations in London, Stansted Airport, East-West Rail towards Oxford and to the wider UK and Eurostar/European railway network. A busway is not needed in addition.
- It will destroy a significant part of the countryside surrounding the villages of Stapleford and Shelford. In particular, it proposes to cut across the most scenic area of countryside to the south of Cambridge, between the villages of Stapleford and Shelford and the Gog Magog Hills, significantly permanently damaging the environment. It will adversely impact the River Granta Valley and the Nine Wells Nature Reserve.

- It will pave the way for significant further development around the villages of Stapleford and Shelford and destroy the distinct identities of these villages by absorbing them into the Greater Cambridge conurbation.
- It offers poor value for money insofar as it will, like the existing busway between Cambridge City Centre and the Addenbrooke's Biomedical Campus, be massively under-utilised.
- The proposed adjacent tracks for cyclists and walkers will be inconveniently located. In many sections, users will be unduly isolated and exposed to adverse weather conditions rendering them unattractive. There are existing (far more conveniently located) tracks for cyclists and walkers obviating the need for those included within the Proposed Development. It would be better and much more cost effective to upgrade existing tracks and improve user safety.
- Busways of the type used in Cambridge represent old technology, with the buses having to use ordinary roads as well as their dedicated tracks. The buses are a danger to adjacent cyclist and pedestrian users, evidenced already by numerous fatalities on the existing busway between Cambridge and the Addenbrooke's Biomedical Campus. The existing busway's cycle and pedestrian paths are very poorly maintained and attract antisocial behaviour. Any newly constructed paths will undoubtedly quickly suffer the same fate.
- The Proposed Development is completely unnecessary for the continuing advancement, economic growth and prosperity of Cambridge and its surrounding area. It represents very poor and therefore inappropriate use of public money which ought instead to be deployed more effectively elsewhere.

Yours faithfully,
Christopher Howe

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